Sundog Connector Corridor Study

FINAL REPORT

CITY OF PRESCOTT ARIZONA

TASK ASSIGNMENT TPD 27-11C

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Prepared For

ADOT

CITY OF PRESCOTT ARIZONA

Prepared By

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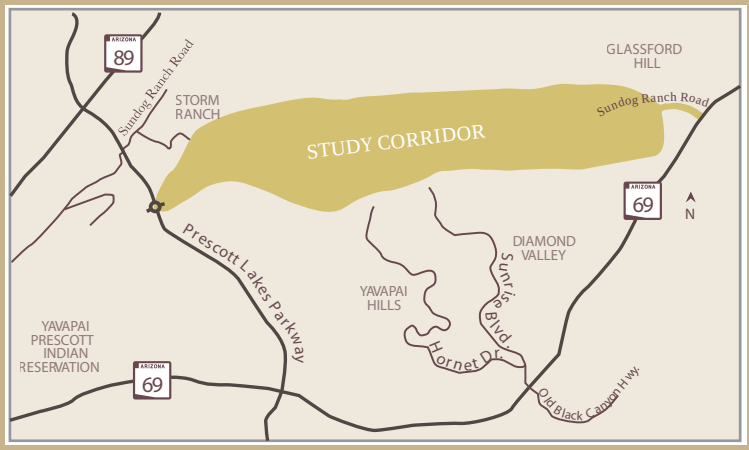

*Map not to scale.

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0 EXECUTIVE SUMMARY

The City of Prescott was awarded funding to conduct this corridor study through the Planning Assistance for Rural Areas (PARA) program. The PARA grant program is sponsored by the Federal Highway Administration (FHWA) and administered by the Arizona Department of Transportation (ADOT). The PARA program provides federal funds to non-metropolitan communities for the purpose of conducting transportation planning studies. The City of Prescott, with support from ADOT, has worked with other local agencies in the region to conduct this study to evaluate and recommend a corridor alignment for the Sundog Connector located in Yavapai County, Arizona. The western corridor terminus is located in the City of Prescott and the eastern terminus is located in the Town of Prescott Valley.

The corridor study area is defined as the area between State Route (SR) 69 and Prescott Lakes Parkway. This roadway, which is currently shown in the Central Yavapai Metropolitan Planning Organization (CYMPO) 2030 Transportation Plan, has the potential to be a vital corridor which will connect the City of Prescott to the Town of Prescott Valley and provide a third east-west link between the communities as the CYMPO region continues to grow in population.

Parsons Brinckerhoff has been commissioned by ADOT to perform this preliminary assessment for the development of the Sundog Connector Corridor. The focus of the study was to document the current and future conditions through a review of all relevant planning studies, land use designation, development plans, needs assessments, and stakeholder input. Using the documented purpose and need for the corridor, the study team has identified, evaluated and recommended a preferred corridor for the planned roadway including alignment, typical sections, recommended right-of-way, and utilities and drainage recommendations.

In order to ensure that local input and direction has been incorporated into the study process, the study has been conducted with guidance from a Technical Advisory Committee (TAC) composed of members representing the following agencies:

- City of Prescott
- Town of Prescott Valley
- Yavapai County
- Arizona Department of Transportation Planning Division
- Arizona Department of Transportation Prescott District
- Central Yavapai Metropolitan Planning Organization (CYMPO)
- Arizona State Land Department (ASLD)
- Landowners

The study was conducted in two stages:

1. Current and Future Conditions Assessment
2. Evaluation and Plan for Improvements

Both stages were documented by producing working papers that were reviewed by TAC members and revised to address the input from the stakeholders. The major elements identified in the two working papers were presented to the public in two open house meetings. The results of the public involvement meetings and written comments received have been included in the attached appendices.

0.1. CURRENT AND FUTURE CONDITIONS ASSESSMENT

This section documents the current conditions that exist within the Sundog Connector Corridor study area in terms of land use, land ownership, socioeconomic conditions, environmental justice, activity centers, alternative modes of transportation, traffic accidents, topographic features, transportation network, and traffic conditions. The study documentation particularly focuses on the evaluation and documentation of the condition and operational characteristics of the existing street network (current conditions). Existing traffic conditions on the roadway network were assessed by reviewing the average daily traffic counts and roadway level of service (LOS) results, presented in the CYMPO 2005 RTS and the CYMPO 2011 RTP Update studies.

The future conditions assessment focused on a review of the proposed land use, development information and planned arterial improvements also documented in the CYMPO 2005 RTS and the CYMPO 2011 RTP Update studies. The CYMPO studies used information from the member agency general plan documentation to develop a travel forecast model to project the future conditions in the study area. Using the available travel forecast model results, the study team was able to project and quantify the future traffic volumes for the major arterials within the study area, particularly focusing on the major east-west corridors of SR 69, SR 89A, Prescott Lakes Parkway and the future Sundog Connector Corridor.

Based on the traffic capacity analysis, the development of the Sundog Connector Corridor will improve the current and future congestion experienced on the parallel east-west corridors in the areas between Prescott and Prescott Valley. Because of the variability of the historic population growth rates in the region, the traffic capacity analysis results and subsequent improvement needs were correlated to population thresholds rather than particular design years. Below is a summary of the east-west capacity improvement needs based on regional population. The 2010 census population for the CYMPO region is 121,783.

Table 1: Roadway System Configuration vs. CYMPO Population

SR-89A	SR-69	Sundog Corridor	Population of CYMPO Region
4-lane Freeway	4-lane Arterial	- -	<=174,900
4-lane Freeway	4-lane Arterial	2-lane Arterial	174,900 – 232,700
4-lane Freeway	4-lane Arterial	4-lane Arterial	232,700 – 286,400
4-lane Freeway	6-lane Arterial	4-lane Arterial	286,400 – 317,800

In addition to the traffic capacity justification for the development of the corridor, there is need to develop the corridor to support the currently identified general plan land use designations within the study area. The identification of trigger points for development of the Sundog

corridor based on the land use designation should be evaluated during the regular updates of the local jurisdiction general plans, the CYMPO regional plan updates and the sale of the ASLD owned property in the study area limits.

0.2. DEFINITION OF PROJECT PURPOSE AND NEED

Currently, SR 69 is the primary route between the business and tourism centers of the City of Prescott and the Town of Prescott Valley. The limited number of east-west routes in the area has resulted in SR 69 becoming increasingly congested with the region's rising population and retail development. Over the years, several improvement projects to expand SR 69 have been completed, but the corridor is reaching a point of limited expansion. The excessive congestion along the corridor has the potential to limit the future development opportunities in the area.

This Corridor Study evaluates the feasibility of a new route corridor parallel to SR 69 that would connect the City of Prescott to the Town of Prescott Valley. This east-west link, identified as the Sundog Connector Corridor, is envisioned to address future congestion concerns along SR 69 as the region continues to grow, provide access and circulation opportunities for future land use designations, and provide additional access for existing residential areas north of SR 69.

0.3. EVALUATION CRITERIA AND PLAN FOR IMPROVEMENTS

After defining the project purpose and need for the Sundog Connector Corridor, the feasibility of the corridor and the potential alternate route corridor alternatives were developed. Several corridor alternatives were developed using available topographic information, geographic information system (GIS), land ownership/property control, ground slope and hydrology.

As shown in Figure 1, the four colored alternative corridors developed were broken into two sections, an east and west section. The eight corridor alternatives were evaluated for feasibility and fatal flaws using a qualitative analysis based on the following factors and criteria approved by the TAC:

- Fatal flaws
- Consistency with the City of Prescott and Town of Prescott Valley General Plans
- Environmental impacts
- Feasibility of future intersection(s) and access

Three alternatives were eliminated based on the above criteria. The remaining five alternatives were then evaluated using a quantitative analysis based on the following factors and criteria approved by the TAC:

- Safety
- Constructability
- Right-of-Way
- Development Opportunities (along the corridor)
- Public and Agency Support
- Cost

The results of the preliminary and secondary analyses are shown in Section 4 of this report.

The final component of the study involved the identification of the preferred alternate route corridor. The study team, with input for the TAC members, selected the W-2 and E-3 corridors as the preferred corridor alternatives. In selecting the preferred corridor, this study presents a number of options for the improvement the corridor that will be further analyzed and considered during the subsequent Design Concept Report, Environmental Analysis, and preliminary design phases of the project development process.

Using the W-2 and E-3 corridors as a baseline, a hybrid alignment was created to connect the two preferred corridors. The hybrid alternative was developed after the evaluation process mentioned above highlighted several areas that could be improved upon as the design continues to be refined throughout the study process. Major areas improved upon in creating the hybrid alignment include:

- Roadway profile relative to the existing topography
- Sustained roadway profile grade
- Right-of-way requirements
- Project cost

0.4. NEXT STEPS

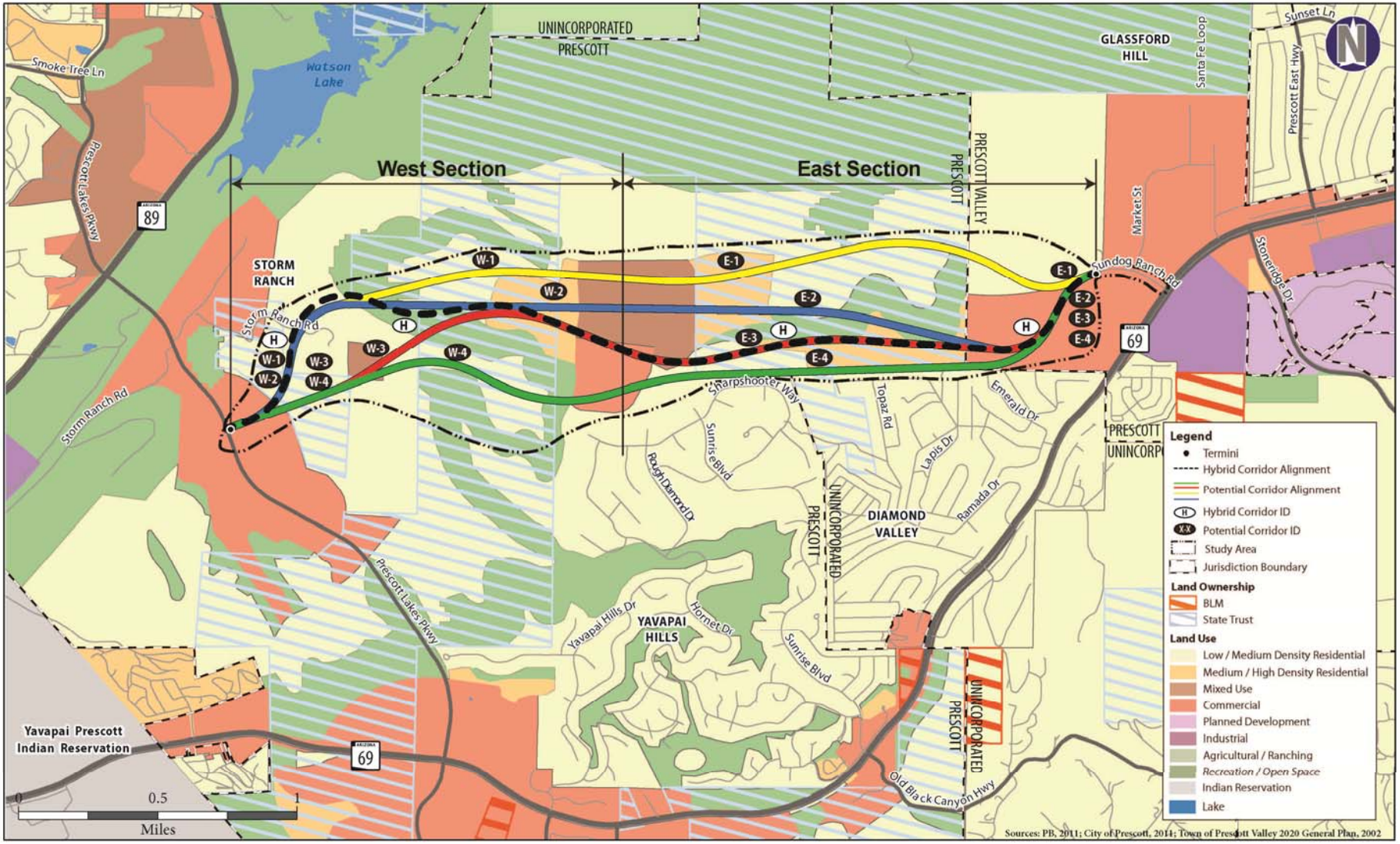
Below is a list of activities that should be completed to successfully develop the Sundog Connector Corridor:

- ☑ **Develop a Design Concept Report (DCR) and preliminary environmental documentation:** Through the development of a DCR and environmental document, the following technical elements can be further investigated:
  - Confirmation of Purpose and Need – Review updated traffic projections
  - Topographic Survey – To confirm GIS based contour information
  - Geotechnical Investigations - To confirm soil type and excavation difficulty
  - Environmental Investigations:
    - Cultural Evaluation
    - Biological Evaluation
    - Hazardous Materials
    - Noise and Air Quality

- ☑ **Right-of-way preservation:** Coordinate the preferred corridor alignment with ASLD, existing and future utilities, and other development identified within the study area.

- ☑ **Secure funding**

Figure 1: Recommended Alternative Land Use View



1 INTRODUCTION

1.1. DESCRIPTION OF STUDY

Yavapai County is expected to experience continued population and employment growth in the future decades, primarily in the incorporated areas of the City of Prescott, Town of Prescott Valley and Town of Chino Valley. To study the impacts of the growth in the region, the City of Prescott successfully applied for a Planning Assistance for Rural Areas (PARA) grant funded by the Federal Highway Administration (FHWA) for the completion of this study document.

This study provides an evaluation of the current roadway infrastructure in the more utilized segments of the community, which can be used to determine if the system will provide sufficient capacity to support expected future demand and documented future land use designations. Based on the evaluation of future demands and growth within the study area, this study will develop corridor improvement alternatives that will be evaluated for feasibility as future improvement projects.

This study will document the early planning activities of the project development process, and can be used by the local agencies to budget and maintain the economic benefits and public expectations for an efficient infrastructure system. It is anticipated that further planning and design will follow this study prior to the construction of any recommended corridor improvements.

1.2. STUDY OBJECTIVES

The objective of this study is to evaluate the need for a parallel connector corridor in the general geographic area between the City of Prescott and the Town of Prescott Valley. The study will document the current and future conditions, determine the need and feasibility of a corridor, and provide recommended corridor alternatives that are consistent with the local general plan documents and accommodate traffic demands. Community viability and impacts due to alternate routes are considered to present a baseline direction for continued study and project development.

In addition to defining the project purpose and need, this study will determine a preferred corridor for the planned roadway. This includes alignment, typical sections, recommended right-of-way, utilities and drainage, and will also provide recommendations for intersection location and spacing, along with cost estimates for identification of future funding.

The study process was conducted with guidance from the Technical Advisory Committee (TAC) composed of members representing the following agencies:

- City of Prescott (PARA Grant Sponsor Agency)
- Town of Prescott Valley
- Yavapai County
- Arizona Department of Transportation Multimodal Planning Division
- Arizona Department of Transportation Prescott District
- Central Yavapai Metropolitan Planning Organization (CYMPO)
- Arizona State Land Department (ASLD)

1.3. STUDY AREA

The Sundog Connector Corridor study area is located in Yavapai County within the planning area of the Central Yavapai Metropolitan Planning Organization (CYMPO). As shown in Figure 2 and Figure 3, the western portion of the study area is within the city limits of Prescott, and the eastern portion is within the Town of Prescott Valley.

The Sundog Connector Corridor is located northeast of the Yavapai-Prescott Indian Reservation, between SR 89A, SR 69, and Prescott Lakes Parkway. The specific limits of the study area extend from the existing Prescott Lakes Parkway roundabout intersection in Prescott to the existing Sundog Ranch Road intersection at SR 69 in Prescott Valley, an approximate distance of 3.5 miles.

Figure 2: CYMPO Region

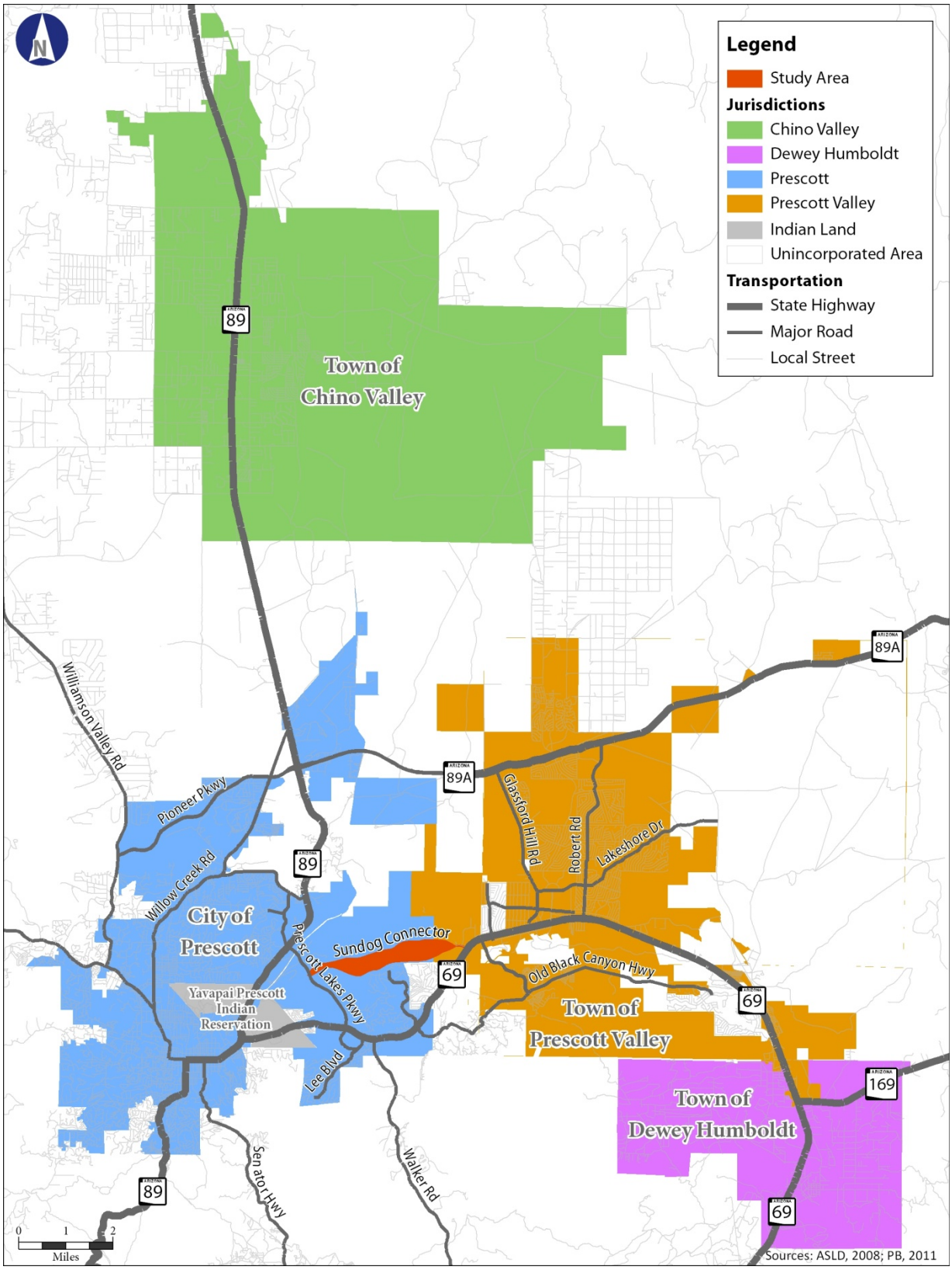
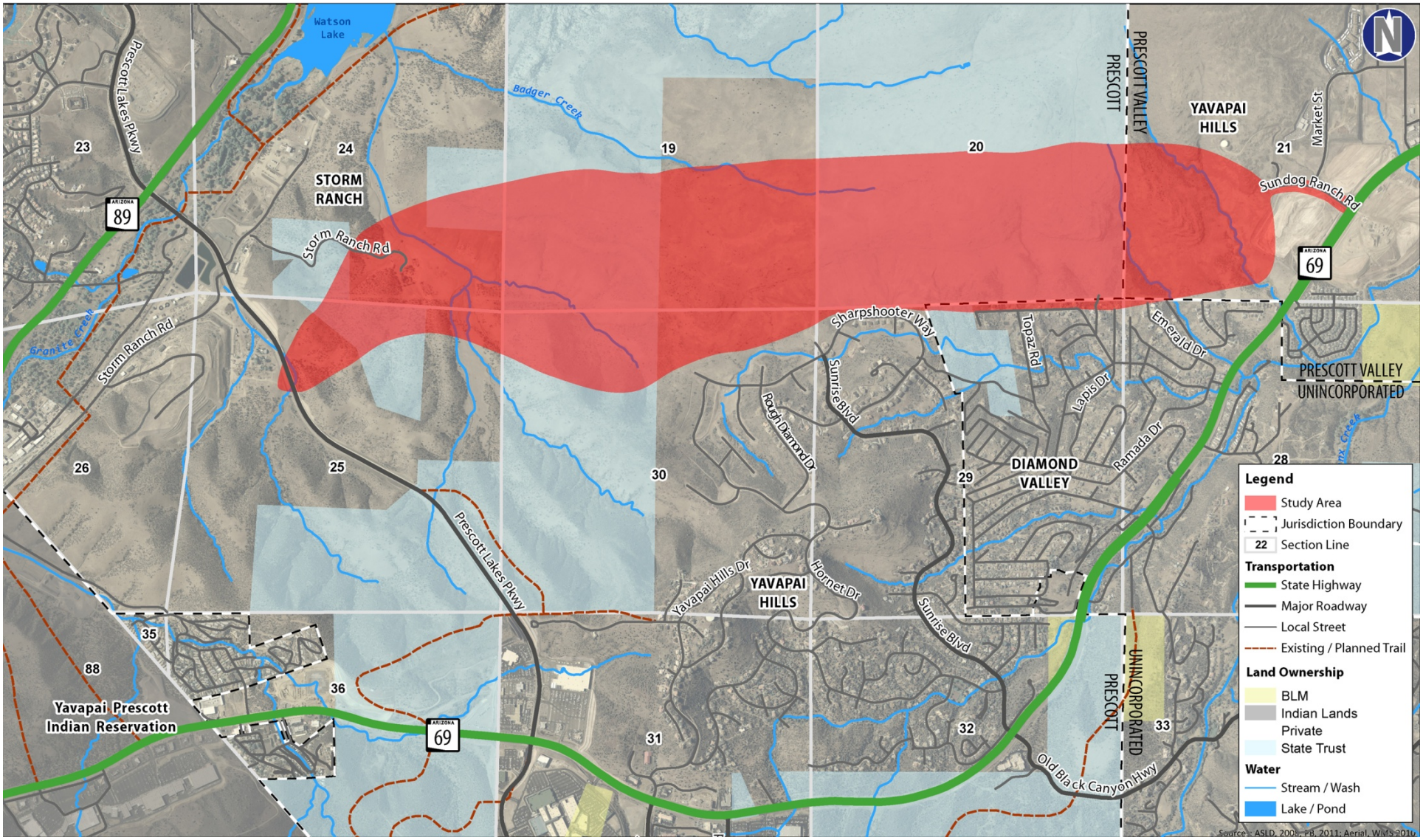


Figure 3: Sundog Connector Corridor Study Area



1.4. PREVIOUS STUDIES AND SOURCE DATA

Completed studies relevant to the region help guide the process and provide background information for the development of the Sundog Connector Corridor Study. Relevant findings are summarized in the following sections.

City of Prescott General Plan, May 2004

The City of Prescott General Plan outlines a vision for the community's future based on fundamental values, existing conditions, and future trends. The senior population will make up an increasing proportion of the total population with aging Baby Boomers, an in-migration of retiring seniors, and an out-migration of young people seeking education or employment elsewhere. As neighboring communities of Prescott Valley, Chino Valley, and unincorporated areas of Yavapai County have grown rapidly, Prescott's proportion of the regional population has declined.

Residential development and open space make up increasing proportions of land uses within the city. The plan identifies several areas that are undergoing transition or have potential for large scale intense regional economic development:

- SR 69 corridor
- Prescott Lakes Parkway
- SR 89 corridor from the SR 69/89 intersection to the SR 89/Willow Lake Road intersection, primarily on the northwest side of the state route
- SR 89A corridor
- Willow Creek Road corridor
- Embry Riddle Aeronautical University
- Airport business park and industrial area

The circulation element of the General Plan provides guidance for future circulation plans in the city and outline specific goals and strategies supporting bicycling, walking, and transit as well as the airport facility. The General Plan references the 1998 update of the Central Yavapai Metropolitan Planning Organization, which recommends a Prescott East Loop (Side Road Connector) connecting SR 69 and SR89.

Town of Prescott Valley General Plan 2020, March 2002

The Town of Prescott Valley General Plan defines the Town's vision for future growth, development, and revitalization. The Town of Prescott Valley has a number of planned residential and commercial developments, detailed in Table 2 (below).

Table 2: Planned Prescott Valley Developments

Development Name	Type	Location	Features
Yavapai Hills	Residential	West Prescott Valley, South of Glassford Hill	• 200 acres • 150 dwelling units • 100 acres for commercial use
Stoneridge	Master planned community	Southwest portion of the Town	• 1,880 acres • 3,800 dwelling units • 18 hole golf course
Granville	Master planned community	West portion of the Town	• 1,243 acres • 3,288 single-family homes • 114 multi-family units • 18 hole golf course
Pronghorn Ranch	Master planned community	North portion of the Town	• 641 acres • 1,102 single-family homes • 256 multi-family units
Viewpoint (North)	Master planned community	North portion of the Town, west of Pronghorn Ranch	• 480 acres • 1,875 dwelling units
Viewpoint (South)	Master planned community	North portion of the Town, west of Pronghorn Ranch	• 160 acres • 625 dwelling units
Mingus West	Residential	Northeast Prescott Valley	• 300 acres • 466 dwelling units
Glassford Hill Regional Market Place	Commercial	Southwest portion of the Town	• 60 acres • 20 acres devoted to multi-family
Prescott Valley Entertainment Center	Retail	Central Prescott Valley	• 39 acres • Restaurants, retail, plazas, movie theatres
Yavapai County Fairgrounds	Public	North Central Prescott Valley	• 200 acres • Racetrack, commercial, equestrian, recreational

The circulation element of the General Plan provides guidance for future transportation plans in the Town of Prescott valley.

Chino Valley 2003 General Plan, November 2003

The Town of Chino Valley General Plan was reviewed for impacts to the study area and was determined to not be relevant to this study, as such, no summary will be provided.

Yavapai County General Plan, April 2003

The Yavapai County General Plan is a guide for County leadership in its decision-making for the quality and development of Yavapai County. The General Plan seeks to address the rapid growth and unregulated development in the unincorporated areas of the county. Among the implementation strategies are recommendations to revise zoning and subdivision codes for General Plan consistency.

The Plan's Transportation Element notes significant increases in traffic on SR 69 and provides a list of recently completed, current, and long-range regional road plans. The Plan also includes plans to expand the Peavine Trail for pedestrian, bicycle, and recreational uses. The City of Prescott and the Town of Prescott Valley are planning a network of interconnected bicycle and pedestrian routes to provide access to the Peavine Trail.

CYMPO Regional Transportation Study (RTS), October 2005

The Central Yavapai Metropolitan Planning Organization Regional Transportation Study (RTS) outlines a regional transportation plan for 2015 and 2030. The study reviews existing conditions, projects future conditions, and develops and evaluates alternative improvement scenarios within the CYMPO region. The study uses the General Plans of the member agencies to develop the regional travel demand model to identify deficiencies and improvement recommendations. The roadway network used for this study incorporates the planned development of the Sundog Connector Corridor, along with other parallel east-west facilities in the region. The congestion areas along SR 69 are identified as deficiencies.

The study uses population and employment data from the early 2000s, the area experienced significant growth rates at this time, which were projected to a horizon year of 2030. In hindsight, the results appear to be overly optimistic population and employment projections, when factoring in the economic slowdown in the late 2000s.

For the Sundog Connector Corridor Study, the roadway network developed for the 2005 RTS study will be evaluated using updated population and employment data from the 2011 CYMPO RTP Update (based on corrected growth rates using the 2010 census data) to provide the traffic projections for the new corridor.

ADOT Long-Range Transportation Plan (Move AZ), 2004

The Arizona Department of Transportation (ADOT) developed a long-range transportation plan, known as MoveAz, which provides planning guidelines for future improvements around the State. For this study, a MoveAz summary is being included because MoveAz is a significant reference and used in the development of one of the roadway network scenarios modeled and included in the CYMPO Regional Transportation Study (October 2005) results. The CYMPO roadway network, including the development of the Sundog Connector Corridor, involves several other parallel corridors recommended in the MoveAz study results, including Side Road Connector, Great Western Boulevard and the widening of SR 69 from four lanes to six lanes.

Prescott Area Roundabout & Traffic Signal Projects Feasibility Report, January 2008

The Report evaluates the feasibility of replacing traffic signals with roundabouts at select intersections, including Prescott Lakes Parkway / Sundog Ranch Road and Prescott Lakes Parkway / Sundog Connector. Prescott Lakes Parkway is currently a four-lane divided roadway (two lanes in each direction, separated by a median), whereas Sundog Ranch Road is a two-lane roadway with stop control. Sundog Connector is planned to be a two-lane roadway on the west side of Prescott Lakes Parkway and a four-lane roadway on the east side. The Report recommends roundabouts for these intersections, based on their ability to safely carry greater

capacity for lower speed roadways when compared to a traditional signalized intersection alternative.

Prescott Valley Parkway Redevelopment Plan, April 2002

The Prescott Valley Parkway Redevelopment Plan proposes solutions to improve the community, driver access to businesses, and economic viability of the corridor. The Prescott Valley Parkway Redevelopment project includes all areas directly surrounding SR 69 within the Town of Prescott Valley. Businesses and commercial properties have no direct access to SR 69, but instead are located off of parallel frontage roads. The plan proposes traffic calming in areas with high density, new access points off the highway for commercial access, and parking improvements.

CYMPO Fiscal Year 2012 Metropolitan Transportation Improvement Plan (MTIP), April 2011

The MTIP is a five-year program, with the first three years financially constrained. It covers the immediate implementation priorities for transportation projects and strategies from the regional transportation plan. The Sundog Connector from Prescott Lakes Parkway to Storm Ranch is not currently funded.

CYMPO Regional Transportation Plan Update, June 2011

The CYMPO Regional Transportation Plan Update validated and reprioritized the results of the existing 2030 CYMPO RTP previously adopted in 2005. The RTP Update focuses on short-term improvements of the next three to five years. The report confirms that the future growth projections made in the 2005 CYMPO RTS were made based on optimistic growth estimates from 1995 to 2005. The study presents revised population and employment growth projections for the 2030 horizon year, which were processed through the 2005 RTS travel demand model to present the results in the form of traffic volumes and level of service (LOS).

2 CURRENT CONDITIONS

This section documents the current conditions that exist within the Sundog Connector Corridor study area in terms of land use, land ownership, socioeconomic conditions, environmental justice, activity centers, topographic features, transportation network, and traffic conditions.

2.1. EXISTING LAND USE

The City of Prescott and the Town of Prescott Valley general plan documentation supports a variety of land uses, including urban areas, mixed-use, historic districts, and residential neighborhoods, as well as industrial, commercial, and agricultural areas.

The current land use designations represented in both the City of Prescott and Town of Prescott Valley general plans have been compiled in Figure 4. The designations within the study area comprise the following land uses:

- Low to medium density residential areas (1 to 7 dwelling units per Acre),
- Medium to high density residential areas (8 to 32 dwelling units per Acre),
- Mixed use developments,
- Commercial areas,
- Recreation and open spaces.

Major commercial and industrial areas are located in close proximity to the study area along Prescott Lakes Parkway, SR 69, and SR 89. As stated in the City of Prescott 2004 General Plan, these corridors are currently undergoing transitions and represent opportunities for large scale regional economic development.

The Sundog Connector Corridor passes through three major planned communities:

- Storm Ranch, consisting primarily of low density residential neighborhoods and open spaces,
- Yavapai Hills in the City of Prescott, a master-planned community, and
- Yavapai Hills in Prescott Valley, a mixed-use community, comprised of low to medium residential, commercial and industrial uses.

The corridor is also located nearby the existing Diamond Valley and Glassford Hill communities.

2.2. LAND OWNERSHIP

As shown on Figure 5 the land within the study area is comprised of private properties and State Trust lands managed by Arizona State Land Department (ASLD). Bureau of Land Management (BLM) and Tribal lands are located south of the study area.

Figure 4: Land Use

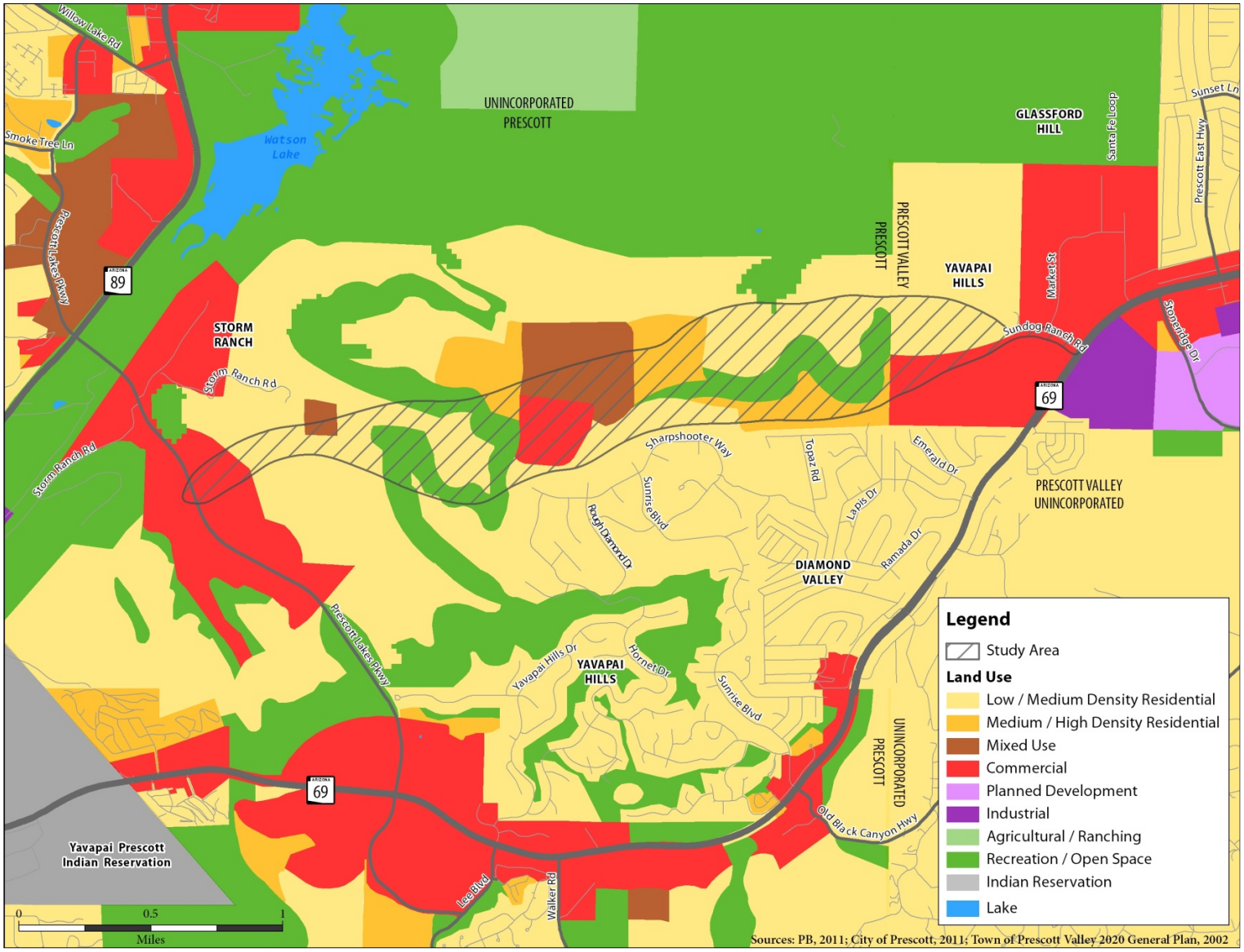
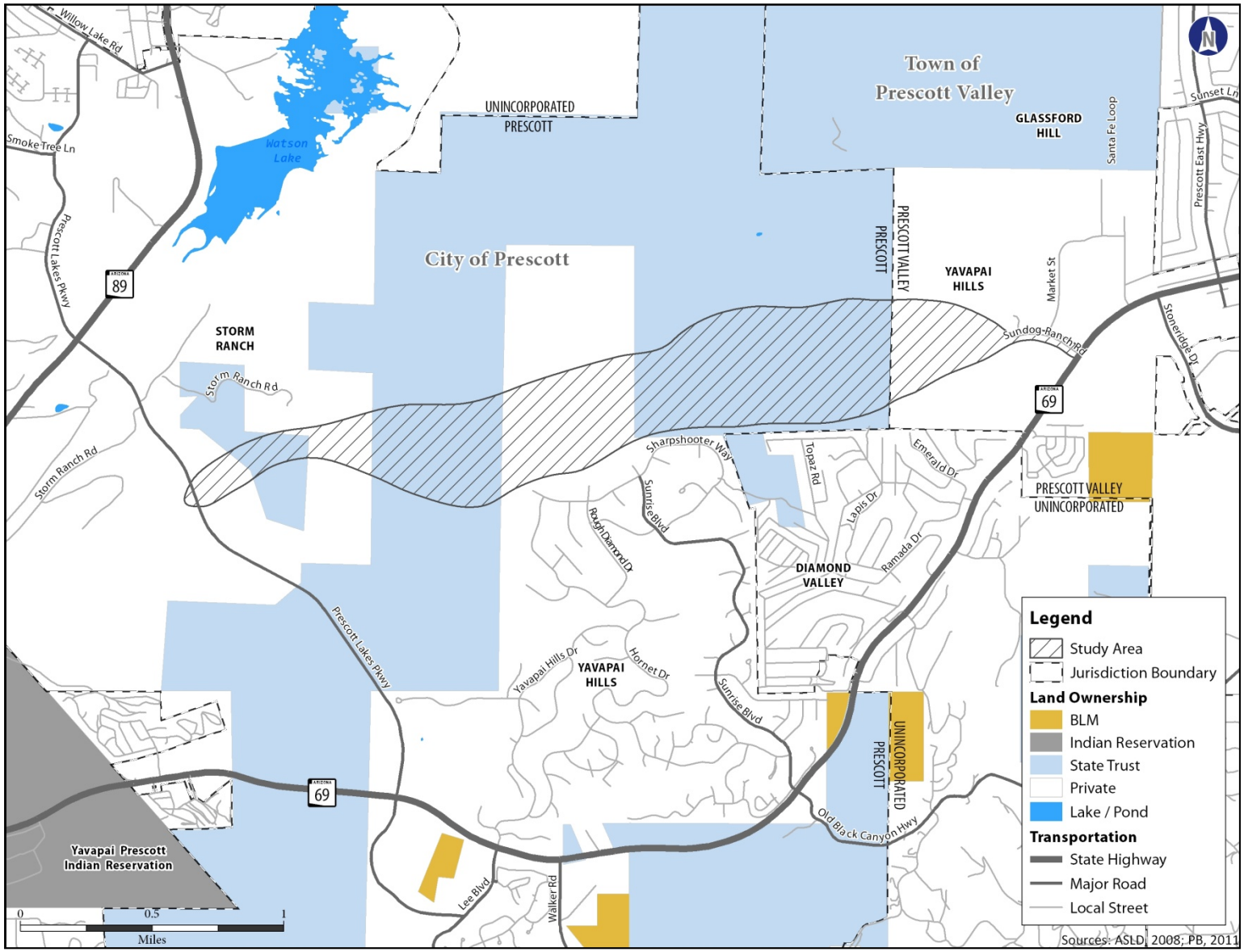


Figure 5: Land Ownership



2.3. CURRENT SOCIOECONOMIC CONDITIONS

2.3.1. DEMOGRAPHICS

Following the general trend in Arizona over the past decade, the total population increased in Yavapai County. As presented in Table 3, the Town of Prescott Valley and the City of Prescott have the largest populations in the county comprising 37.3% of the total Yavapai County population. According to the 2010 U.S. Census, there are 33,938 residents in the City of Prescott and 23,535 residents in the Town of Prescott Valley. These populations have increased respectively by 17.4% and 65.0% between 2000 and 2010. The population growth observed over the past decade can be associated with the increased traffic volumes throughout the region, which influence future infrastructure improvement needs.

Table 3: Population

Jurisdiction	Population				
	2000 U.S. Census		2010 U.S. Census		Percent Change
	Number	Percent	Number	Percent	
City of Prescott	33,938	20.3%	39,843	18.9%	+17.4%
Town of Prescott Valley	23,535	14.0%	38,822	18.4%	+65.0%
Town of Chino Valley	7,835	4.7%	10,817	5.1%	+38.1%
Yavapai Prescott Indian Reservation	182	0.1%	192	0.1%	+5.5%
Yavapai County	167,517	100.0%	211,033	100.0%	+26.0%
State of Arizona	5,130,632		6,392,013		+24.6%
Sources: 2000 and 2010 U.S. Censuses					

As shown on Figure 6, the population in the City of Prescott and Town of Prescott Valley is mainly concentrated within the downtown areas and surrounding areas. As illustrated in Figure 7, there are less than 250 residents per square mile within the Sundog Connector Corridor Study area. However, the study area is adjacent to Yavapai Hills, Glassford Hill, and Diamond Valley, which have medium to high population densities compared to the rest of the region.

As shown in Table 4, between 2000 and 2010, the number of dwelling units increased in the Towns of Prescott Valley (+84.5%) and Chino Valley (+52.5%). Similar to population distribution, the change in the distribution of dwelling units in the region emphasizes the influence of development activities in surrounding communities, as opposed to development activities in the City of Prescott.

Table 4: Housing Units

Jurisdiction	2000 Census Housing Units		2010 Census Housing Units		Percent Change	Occupied Units
	Number	Percent	Percent	Percent		Percent
City of Prescott	17,144	21.0%	22,159	20.1%	+29.3%	84.0%
Town of Prescott Valley	9,484	11.6%	17,494	15.8%	+84.5%	87.8%
Town of Chino Valley	3,256	4.0%	4,967	4.5%	+52.5%	88.5%
Yavapai Prescott Indian Tribe	60	0.1%	74	0.1%	+23.3%	90.5%
Yavapai County	81,730	100.0%	110,432	100.0%	+35.1%	82.3%
Source: 2000 and 2010 U.S. Censuses						

Figure 6: Regional Population Density - 2010 U.S. Census

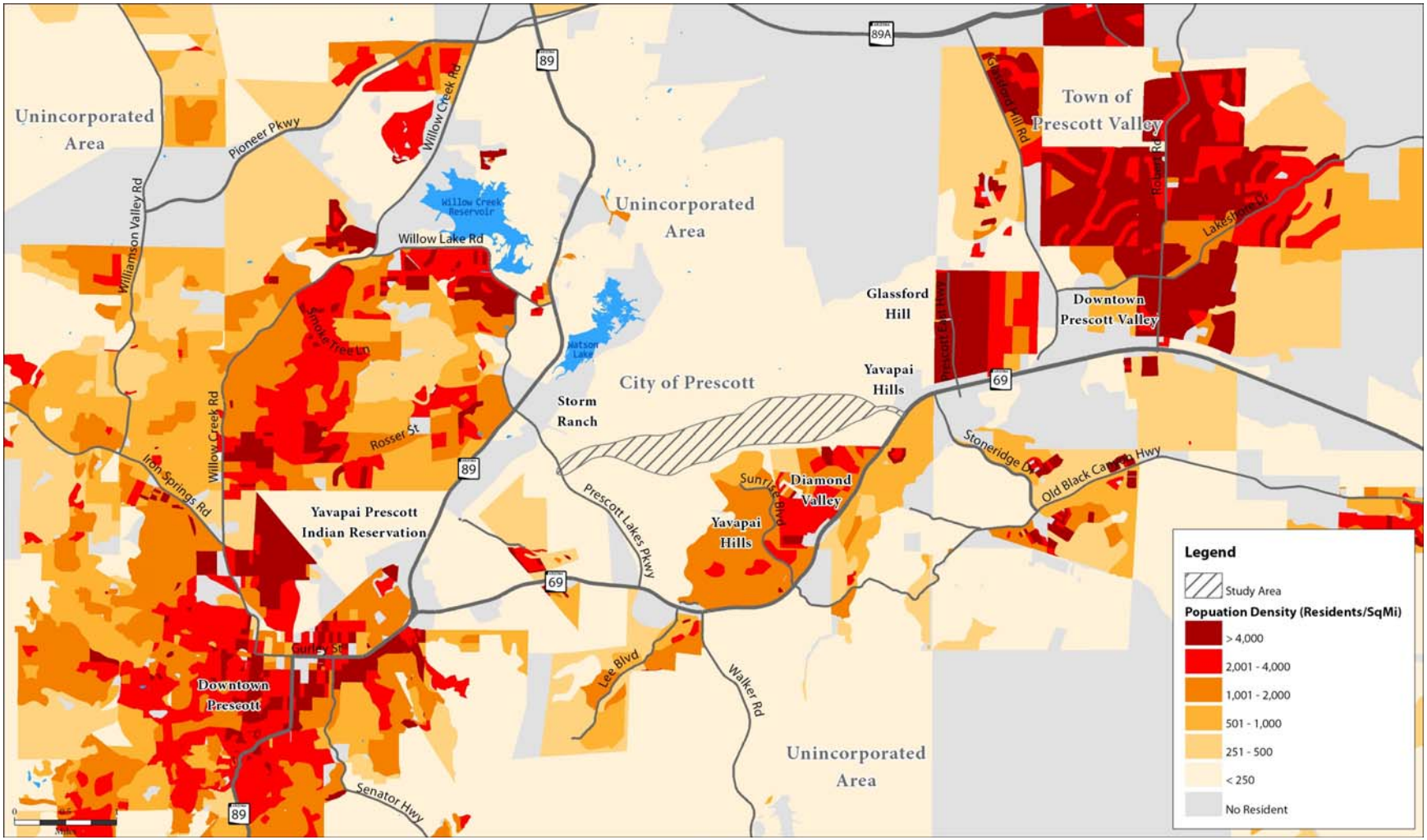
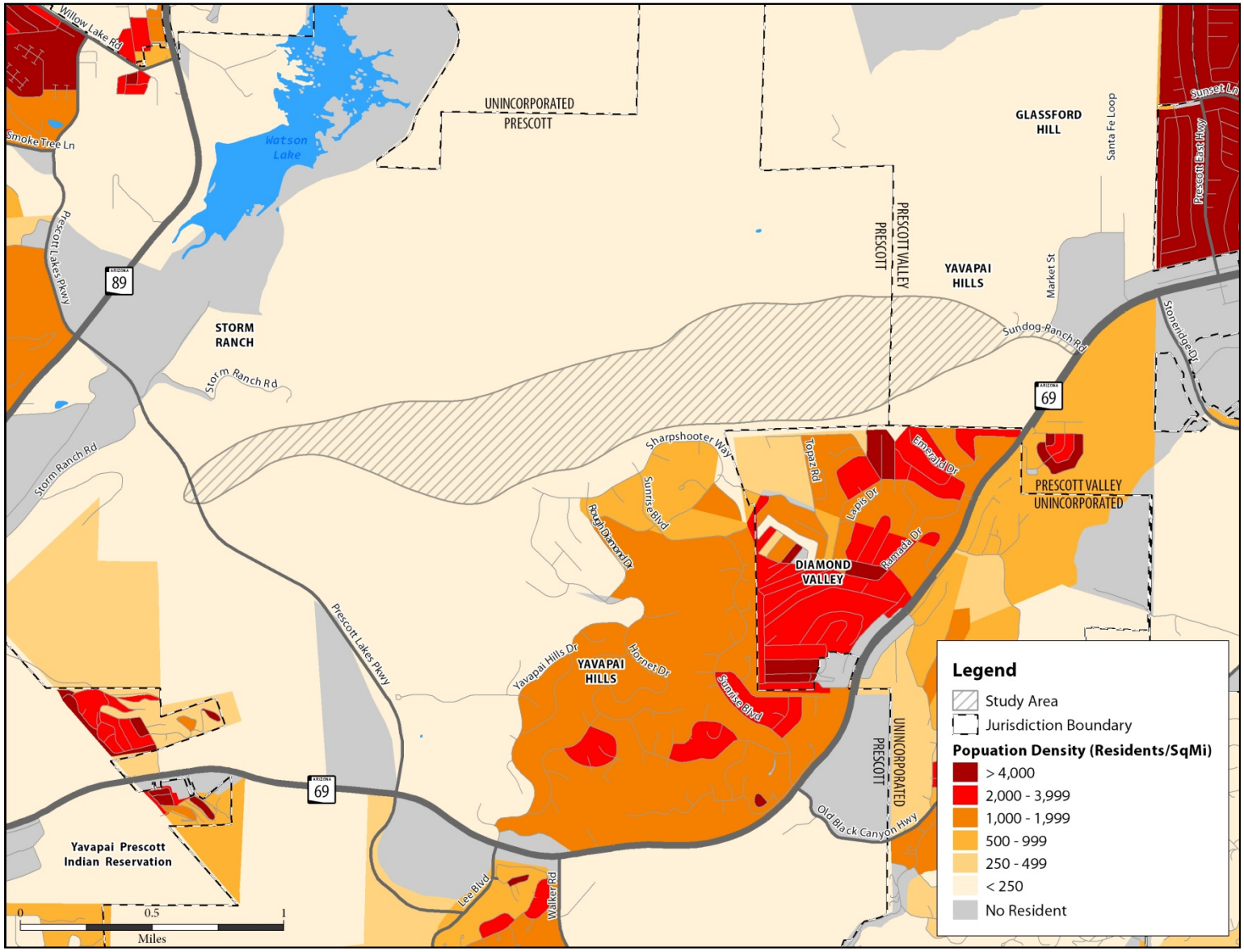


Figure 7: Study Area Population Density - 2010 U.S. Census



2.3.2. TITLE VI AND ENVIRONMENTAL JUSTICE

Title VI of the Civil Rights Act of 1964 and related statutes ensure that individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, and disability. Executive Order 12898 "Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations" directs that programs, policies, and activities identify and address as appropriate, disproportionately high and adverse human health and environmental effects on minority and low-income populations.

Population characteristics within the study area and its vicinity were analyzed to identify any high concentrations of racial or ethnic minority, low-income, elderly, or disabled populations.

Elderly

Residents aged 60 and older are defined as elderly. As presented in Table 5, the City of Prescott has the highest percentage of elderly residents in the vicinity of the study area. The Yavapai Prescott Indian Reservation has a considerably lower percentage of elderly residents than the other jurisdictions.

Table 5: Age

Jurisdiction	Percentage of Elderly in the Jurisdiction
City of Prescott	40.3%
Town of Prescott Valley	26.0%
Town of Chino Valley	27.9%
Yavapai Prescott Indian Reservation	13.6%
Yavapai County	32.8%
State of Arizona	19.3%
Source: 2010 U.S. Census	

Racial and ethnic minorities

Racial minority groups comprise people who identify themselves as any race other than White. It includes Black or African American, Native American, Asian, Pacific Islander, Other, and Two or More Races. The U.S. Census also asks about 'Hispanic or Latino' origin as a separate ethnicity-related question. Thus, U.S. Census respondents not only choose the race or races with which they most closely identify, they are also categorized by membership in one of two ethnicities: 'Hispanic or Latino; and 'Not Hispanic or Latino'.

As shown in Table 6, the population in the vicinity of the study area has an overall racial and ethnic composition similar to that of Yavapai County. With the exception of the Yavapai Prescott Indian Reservation, none of the jurisdictions in the study area have a significantly higher ethnic or racial minority population than the county as a whole. In the study area and Yavapai County, the percentage of minorities is generally lower than in the rest of the state. A small proportion of

the population has Hispanic or Latino origins compared to the rest of the state, where 29.6% of the population has Hispanic or Latino origins. The Yavapai Prescott Indian Reservation does not follow the county's general trend as on the reservation 60% of the population is American Indian and 30.7% of the residents have Hispanic or Latino origins.

Table 6: Race and Ethnicity

Jurisdiction	White Only	American Indian or Alaska Native	Hispanic or Latino (Of Any Race)
City of Prescott	92.1%	1.1%	8.6%
Town of Prescott Valley	88.1%	1.2%	16.7%
Town of Chino Valley	88.6%	0.9%	15.0%
Yavapai Prescott Indian Reservation	18.2%	59.9%	30.7%
Yavapai County	89.3%	1.7%	13.6%
State of Arizona	73.0%	4.6%	29.6%
Source: 2010 U.S. Census			

Disability

In 2000, all the jurisdictions considered in this study, except the Yavapai Prescott Indian Reservation, had a proportion of residents with a disability close to 21%, which is similar to Yavapai County as a whole. The Yavapai-Prescott Indian Reservation had 45.0% of residents with a disability. These results are detailed in Table 7.

Table 7: Disability

Jurisdiction	Population With A Disability
City of Prescott	20.0%
Town of Prescott Valley	20.9%
Town of Chino Valley	20.8%
Yavapai Prescott Indian Reservation	45.0%
Yavapai County	21.9%
Source: 2000 U.S. Census	

Poverty status

The proportion of residents below poverty level is relatively even among the jurisdictions. According to the 2006-2010 American Community Survey five-year estimates, less than 15.5% of the populations in the studied jurisdictions are living under poverty status. These results are detailed in Table 8.

Table 8: Poverty Status

Jurisdiction	Population Below Poverty Level
City of Prescott	12.2%
Town of Prescott Valley	13.8%
Town of Chino Valley	14.2%
Yavapai Prescott Indian Reservation	15.3%
Yavapai County	13.7%
Source: 2006-2010 American Community Survey 5-year estimates	

2.4. EMPLOYMENT AND ACTIVITY CENTERS

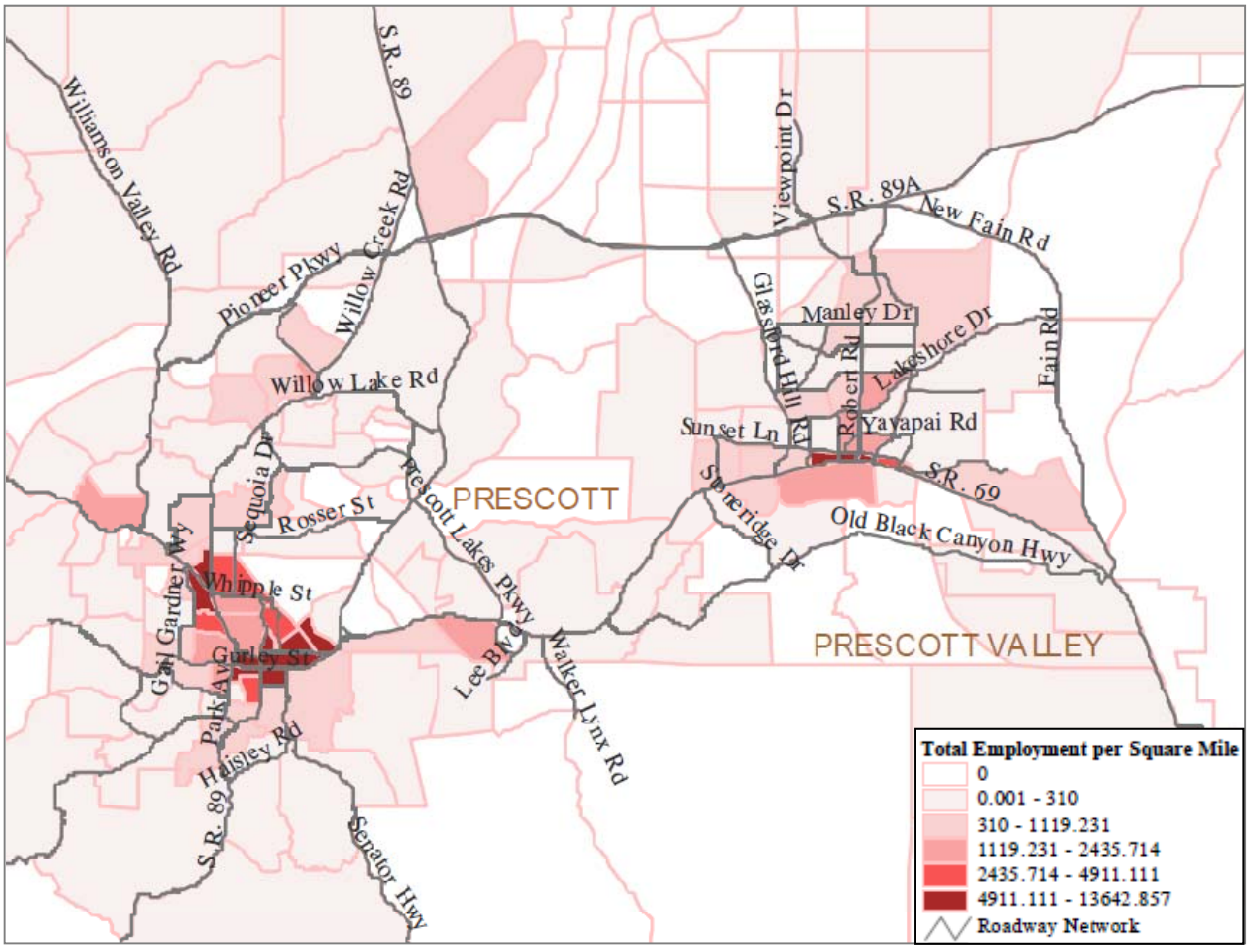
The main commercial, industrial or employment areas in the region are located in the City of Prescott. As shown on Figure 8 and Figure 9 excluding the Prescott Regional Airport, most of the activities centers and higher employment density areas are located in downtown Prescott. Smaller commercial and employment areas are located in downtown Prescott Valley, along SR 69 within the City of Prescott and the Town of Prescott Valley, and Southeast of Yavapai Hills at Prescott Valley.

As stated in the City of Prescott General Plan, several areas are targeted for new commercial and industrial development, including the SR 69 corridor, Prescott Lakes Parkway, and the SR 89 corridor from SR 69 north to Willow Lake Road.

As illustrated on Figure 9, major entertainment and shopping centers are the Prescott Valley Entertainment Center, the Prescott Gateway Mall, and the Glassford Regional Market Place. Most schools, health facilities and government buildings in the vicinity of the study area are located near downtown Prescott and Prescott Valley.

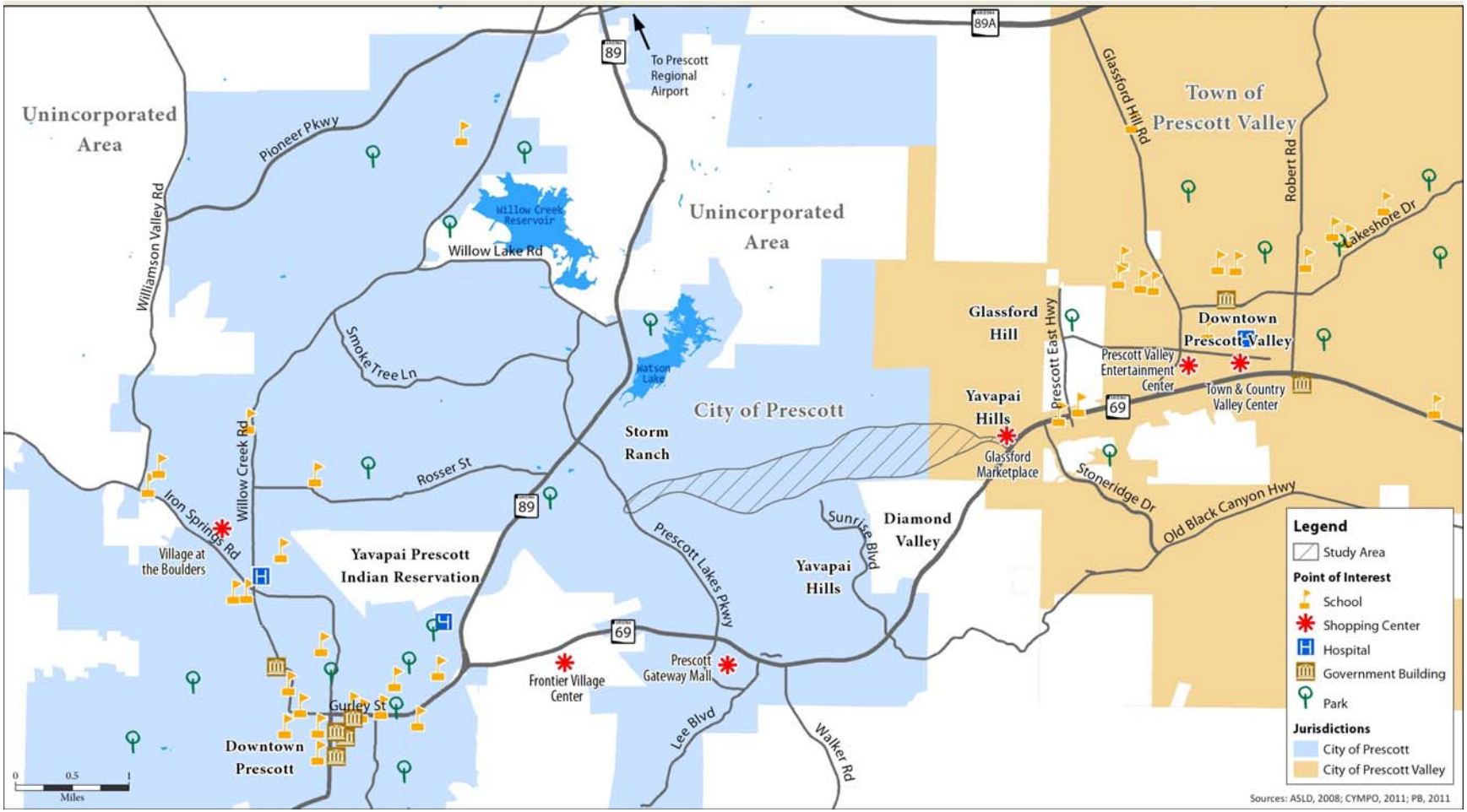
The Glassford Regional Marketplace is of particular interest to the development of the Sundog Connector Corridor, as the eastern terminus of the corridor is at the intersection of Sundog Ranch Road and SR 69. This intersection has already been constructed with the development of the Home Depot, Comfort Suites and other retail stores.

Figure 8: Employment Density - By TAZ



Source: Extracted from the CYMPO Regional Transportation Study, 2006

Figure 9: Points of Interests



2.5. EXISTING TOPOGRAPHIC FEATURES AND UTILITIES

The Sundog Connector Corridor study area has a diverse topography comprising mountains and drainages, adjoining recreational areas and flat range-land that require special considerations when determining future land uses and the alignment of a new roadway. The following sections will summarize the topographic features and utilities impacting the study area.

2.5.1. TOPOGRAPHY AND DRAINAGES

As shown on Figure 10, the vicinity of the study area is characterized by hills, mesas and ravines, covered with native grasses and shrubs. The relief is steeper at some locations along the Sundog Connector Corridor study area, especially southeast of Storm Ranch and northwest of Yavapai Hills. The elevation generally increases from southwest to northeast. Glassford Hill is the highest location of the study area.

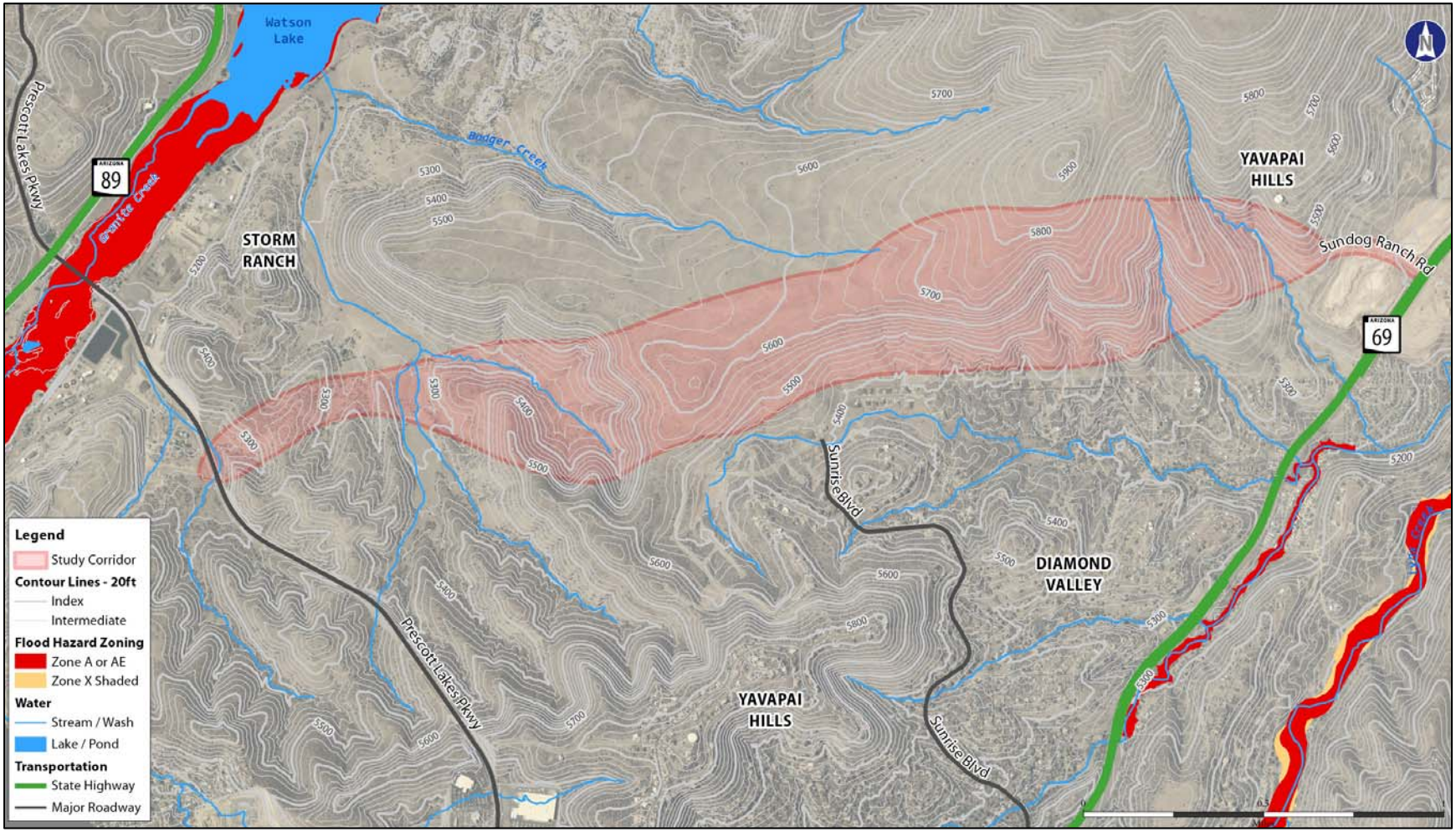
Several drainages are located within the study area, which were investigated for Section 401/404 needs, including:

- Lynx Creek flowing west to east, parallel to SR 69 and joining the Agua Fria River,
- Granite Creek flowing along SR 89, and
- Badger Creek going east to west.

Granite Creek and Badger Creek finish their course into Watson Lake located north of the Storm Ranch community.

There is no critical flood hazard within the study area. Some high risk zones are located in the surroundings of Watson Lake and along Granite Creek, along Lynx Creek, and close to SR 69, east of Diamond Valley.

Figure 10: Topography, Hydrology, and Floodplains



Source: ASLD, 2008; PB, 2011; Aerial, WMS 2010; City of Prescott, 2011; CYMPO, 2011

2.5.2. MAJOR UTILITIES

Community Drinking Water Sources

Several drinking water collection facilities are located in the study area. As shown on Figure 11, they include groundwater sites, wells, and surface water sampling sites.

Groundwater sites consist of field-verified wells and springs. There are four groundwater sites in the vicinity of the Sundog Connector Corridor study area. Two are located on the same site, at the eastern end of Storm Ranch Road, and two are located west of the junction, between the Sundog corridor and Prescott Lakes Parkway. At each location, one of those groundwater sites is unused[1] and the other one is dedicated to domestic water use[2].

Wells listed in the Wells 55 Registry[3] are facilities mainly located next to the junction of the study area and Prescott Lakes Parkway, in Storm Ranch, Diamond Valley, and east of Yavapai Hills. Most are privately owned.

Surface water sampling sites refer to the locations used to sample surface water in Arizona. The only surface water sampling sites in the vicinity of the study area are located at Watson Lake.

Powerline

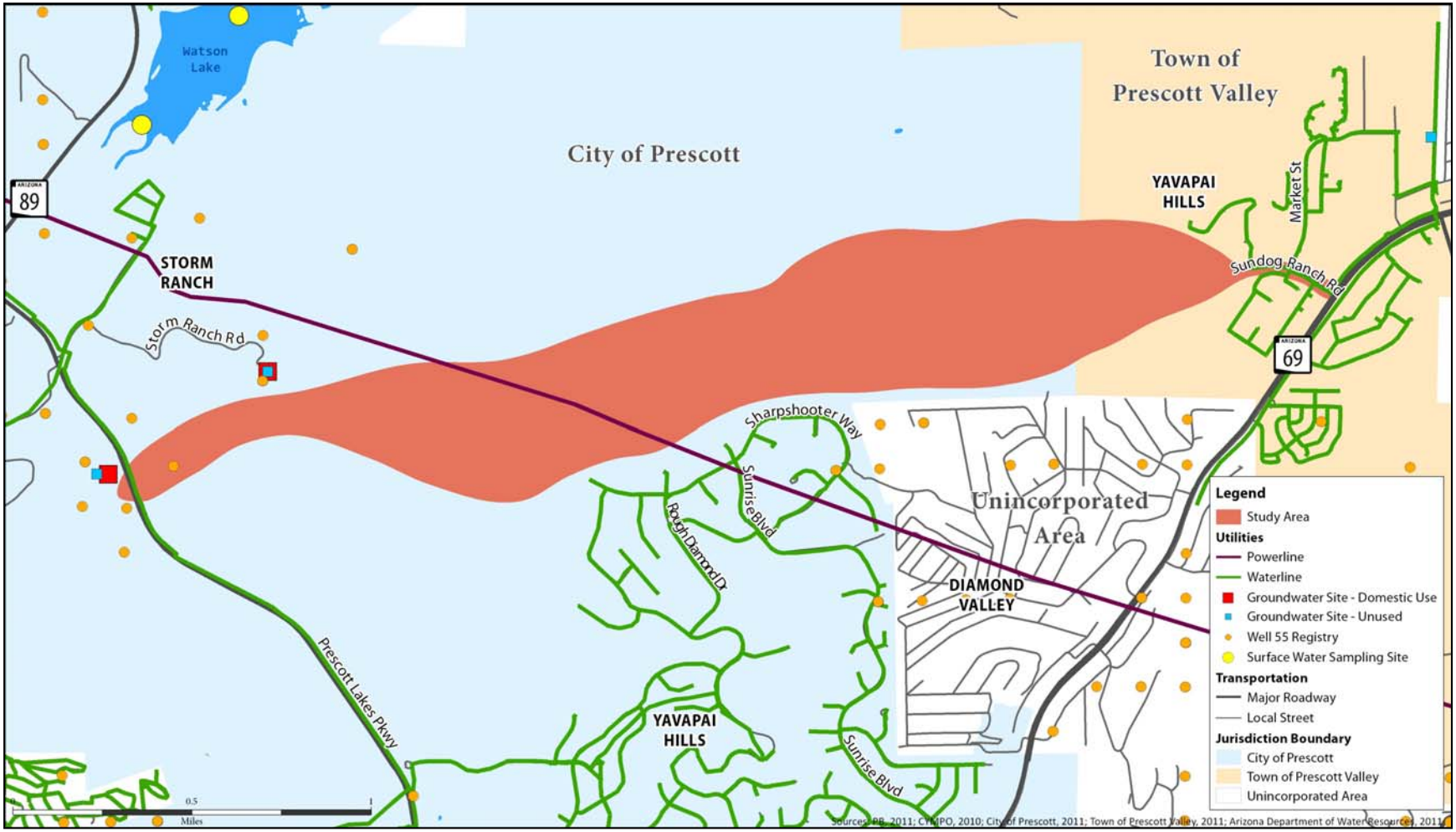
As shown on Figure 11, a major transmission powerline operated by APS crosses the study area, going through Storm Ranch, Yavapai Hills and Diamond Valley.

Local Utilities

As shown on Figure 11, there are no existing water or sewer mainlines within the Sundog Connector Corridor study area, except near the junctions with Prescott Lakes Parkway and SR 69.

[1] As stated by the Arizona Department of Water Resources, “unused” means that water is not being removed from the site for specific purposes (described in the Groundwater Site Inventory Database Handbook). This classification does not include a stock, irrigation, or other well during off season or other temporary periods of nonuse.
[2] As stated by the Arizona Department of Water Resources, “domestic” refers to water that is pumped and distributed through a network that supplies four or fewer homes. Such supplies may be owned by a municipality or community, a water district, or a private water company.
[3] The 'Wells 55 Registry' contains information about all wells types in Arizona, including NOIs to drill, modify, abandon, or deepen, registrations, driller reports, completion reports, change of well information, change of ownership, notice of well capping, and abandonment completion reports.

Figure 11: Utilities, Water Resources Facilities and Powerline



2.6. EXISTING TRANSPORTATION NETWORK

To assess the roadway network, important features were examined. These include the functional classification, the number of lanes, speed limits, and traffic conditions.

2.6.1. ROADWAY FUNCTIONAL CLASSIFICATION

As shown on Figure 12, the existing roadway network in the vicinity of the study area is comprised of state routes, major and minor arterials, collectors, major roads, and local streets.

As the Town of Prescott Valley and the City of Prescott have grown over the past several decades, ADOT owned and maintained state routes, including SR 69 and SR 89, have been overtaken by development. With increased traffic volumes, decreases in operational speeds and limited access control, state routes now functionally operate as arterials. ADOT remains responsible for operating and maintaining these facilities.

The following functional classification categories are used in the study area:

- **Major arterials**: Serve as main connectors within the region and carry large traffic volumes. They usually have fully or partially controlled access.
- **Minor arterials**: include Willow Lake Road, Willow Creek Road, Old Black Canyon Highway, Glassford Hill Road, and Robert Road.
- **Collectors**: include Prescott Lakes Parkway, Lee Boulevard, and Stoneridge Drive, carry traffic between local streets and arterials.
- **Major roads and local streets:** provide circulation within and between neighborhoods.

2.6.2. NUMBER OF LANES

The roadway network is consistent with regard to the number of lanes in the vicinity of the study area. As shown on Figure 13, most streets are two-lane facilities. SR 69, Prescott Lakes Parkway, and Glassford Hill Road are four-lane facilities. SR 69 has six lanes at its junction with Prescott Lakes Parkway.

2.6.3. SPEED LIMITS

In the vicinity of the study area, speed limits range from 25mph on local streets to 65mph on some segments of SR 89A. On most local streets, speed is limited to 25mph or 35mph. As shown on Figure 14, arterials and connectors speed limits generally range between 35mph and 55mph.

2.6.4. TRAFFIC CONTROL AND TRAFFIC CALMING

Currently, seven signalized intersections operate along SR 69, at the intersections of Prescott East Highway, Stoneridge Drive, Sundog Ranch Road, Old Black Canyon Highway, Walker Road, Lee Boulevard and Prescott Lakes Parkway. Two roundabouts are located within the study

area at Willow Lake Road and SR 89, and on Prescott Lakes Parkway south of Storm Ranch Road.

2.6.5. NON-MOTORIZED TRANSPORTATION MODES

Over the past decade, the City of Prescott and Town of Prescott Valley have completed major street improvements including pedestrian and bicycle-friendly facilities. On some roadways such as Willow Creek Road and Prescott Lakes Parkway, full improvements have occurred, providing traffic control, bike lanes, and sidewalks. Bike routes were also developed on other roadways such as Sundog Ranch and Walker Road, rather than striped bike lanes.

The study area also has several pedestrian and equestrian recreational facilities. As shown on Figure 12, there are several trails in the area. The trail network in the region is developing and is mainly composed of the Prescott Circle Trail, a 50-mile loop around the City of Prescott. The multi-use trail network is not fully connected, but the Circle Trail will connect the City of Prescott, Prescott National Forest, and surrounding unincorporated areas of Yavapai County. To insure bicyclist, pedestrian, and equestrian safety, trail underpasses are available at major roadways.

Figure 12: Roadway Network - Functional Classification

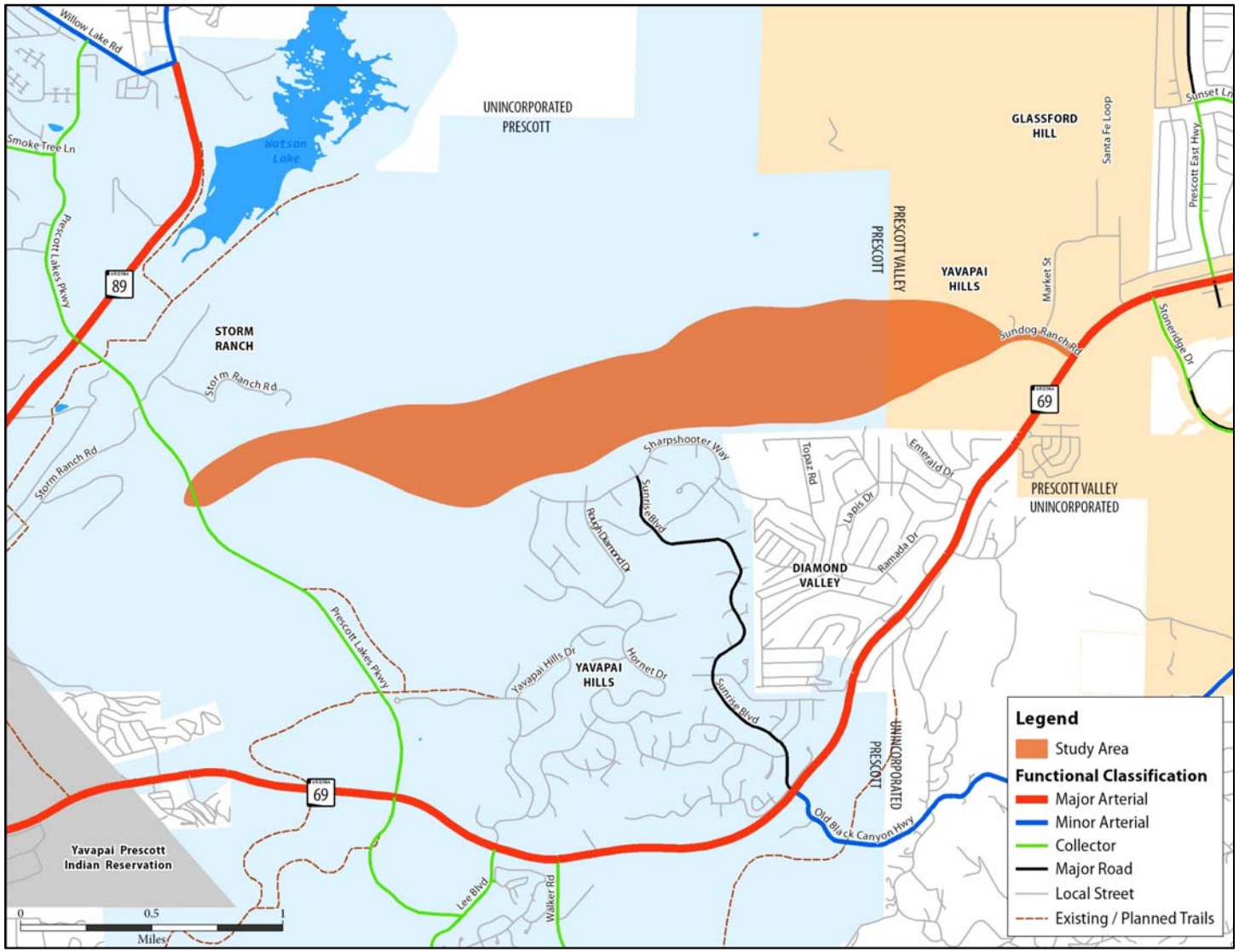


Figure 13: Roadway Network - Number of Lanes

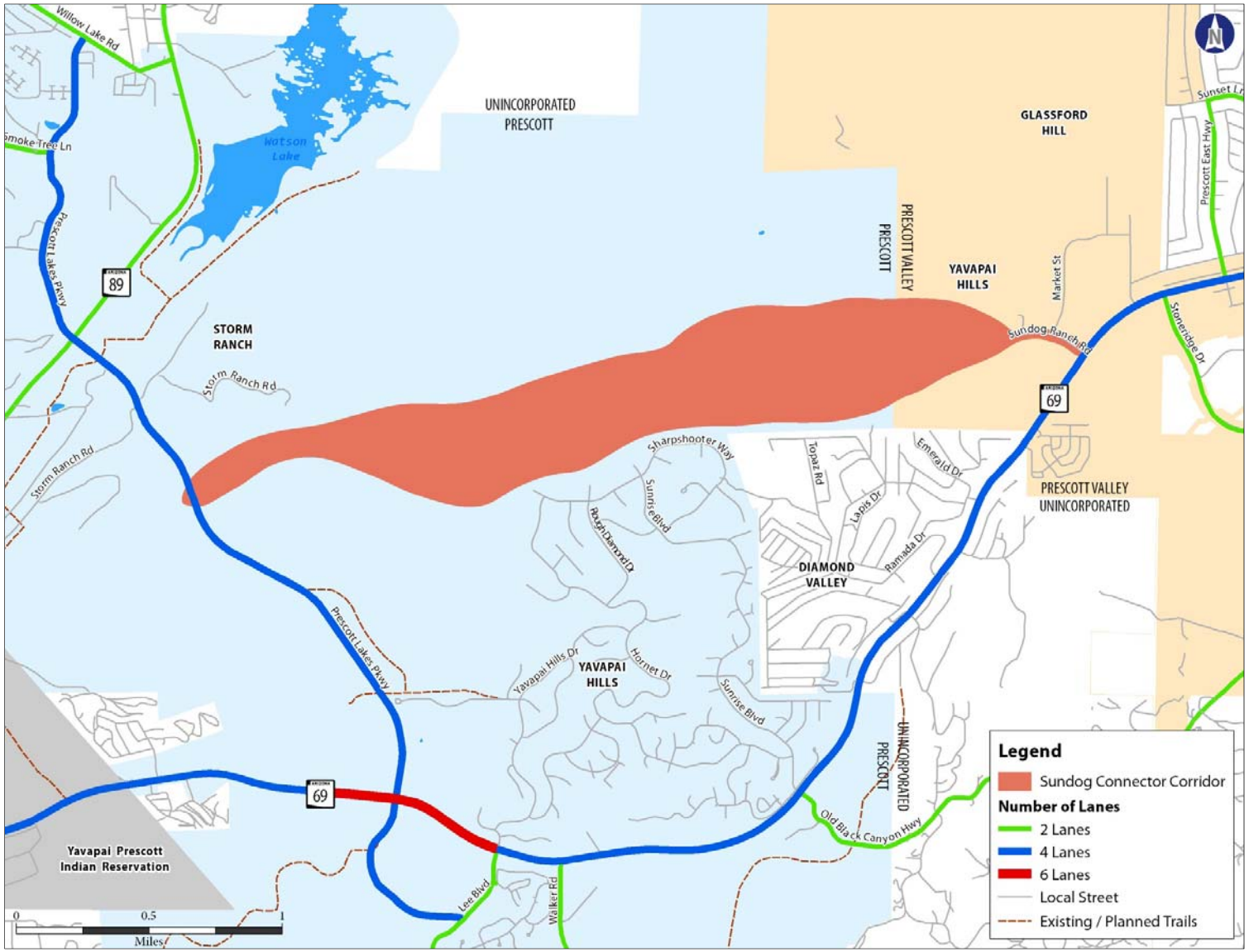
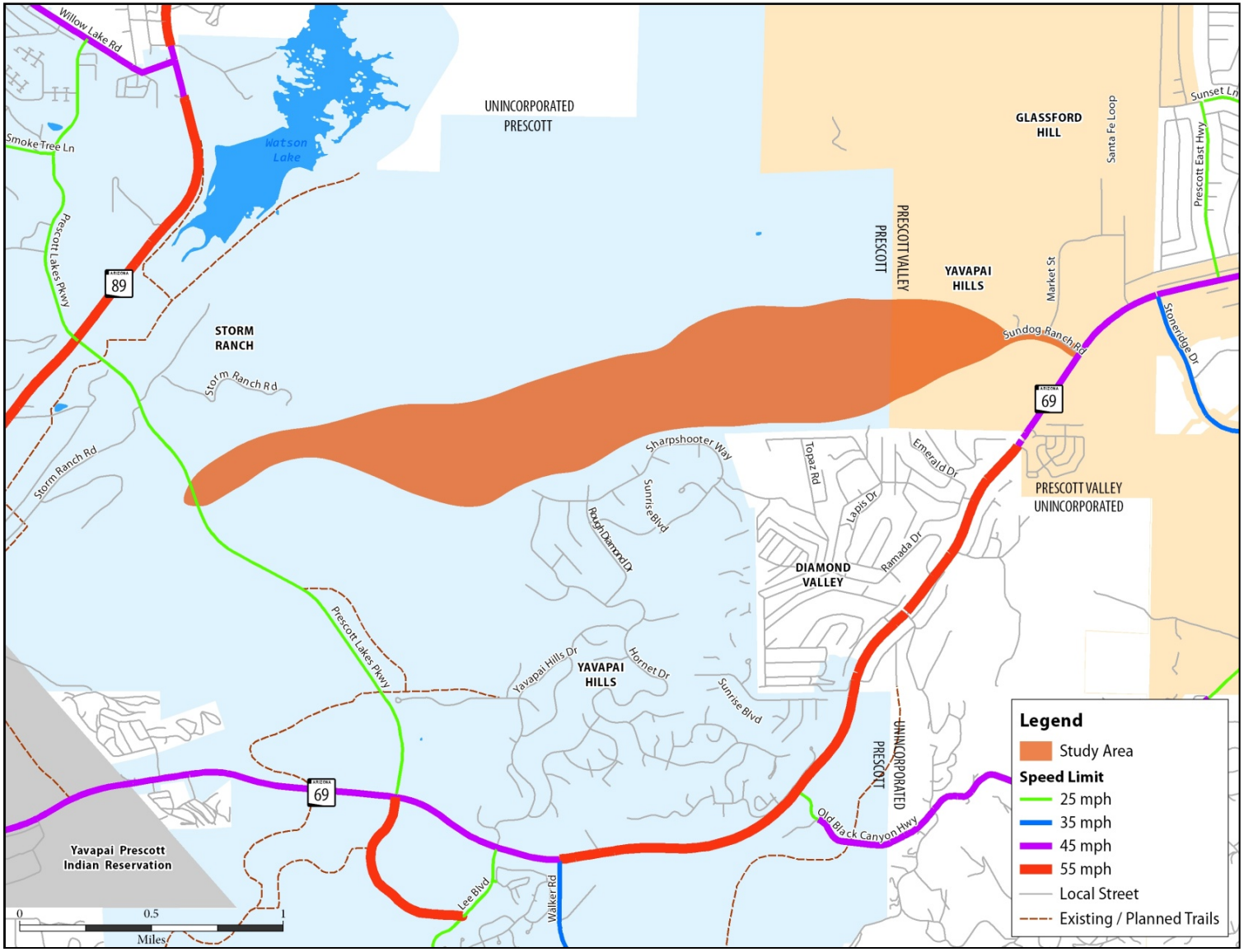


Figure 14: Roadway Network - Speed Limit



2.7. EXISTING TRAFFIC CONDITIONS

This section presents an analysis of existing traffic conditions in the vicinity of the study area. Existing traffic conditions on the roadway network were assessed by reviewing the average daily traffic counts and roadway level of service (LOS) results, presented in the CYMPO 2005 RTS and the CYMPO 2011 RTP Update studies.

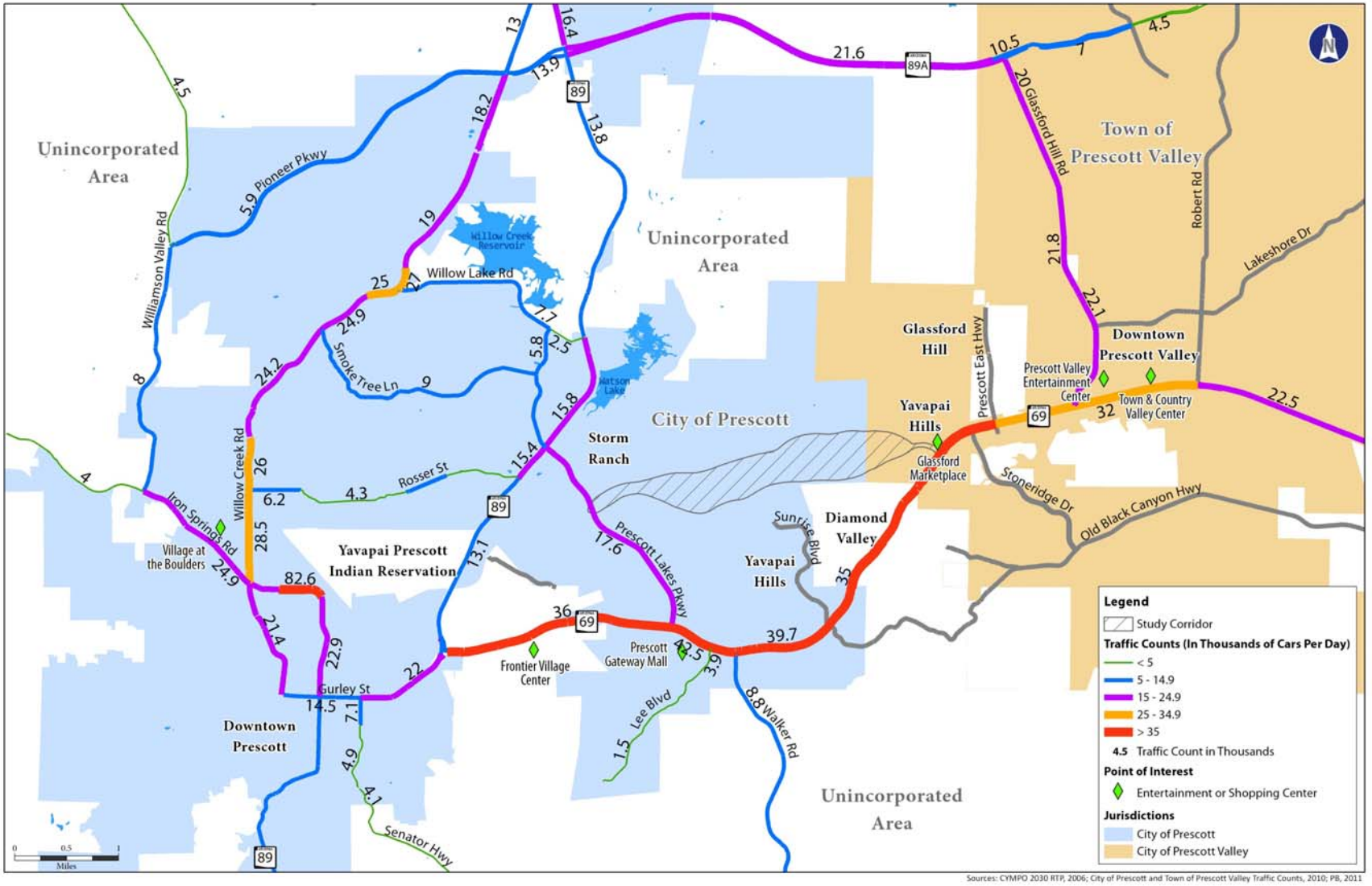
2.7.1. TRAFFIC COUNTS

No traffic counts were performed as a part of this study. Instead, traffic counts were provided by the jurisdictions on segments of the main roadway network during the development of the CYMPO RTS 2005 and the CYMPO RTP 2011 studies. Figure 15 illustrates the results and indicates which segments encounter high traffic volumes.

SR 69 is the most heavily travelled roadway in the area. More than 35,000 cars per day travel on some segments of SR 69 between the Town of Prescott Valley and the City of Prescott. On SR 69, traffic counts are especially high near major shopping and entertainment centers. For instance, the City of Prescott reports an average of 42,500 cars per day on SR 69 between Prescott Lakes Parkway and Lee Boulevard, near the Prescott Gateway Mall.

Other major roadways in terms of average daily traffic include SR 89, Willow Creek Road and Iron Spring Road. More than 15,000 cars per day travel on most segments of roadways connecting the Town of Chino Valley, the Prescott Airport and the City of Prescott.

Figure 15: Existing Traffic Counts



2.7.2. LEVEL OF SERVICE

General Overview

Level of service (LOS) is a qualitative description of how well a facility (roadway, intersection, etc.) operates under prevailing traffic conditions. It provides a common and consistent means of evaluating the need for roadway improvements. A grading system of A through F, similar to academic grades, is used to assess the operational performance of the facility. The LOS concept is widely used in traffic studies and reports and offers a uniform analysis and comparison method.

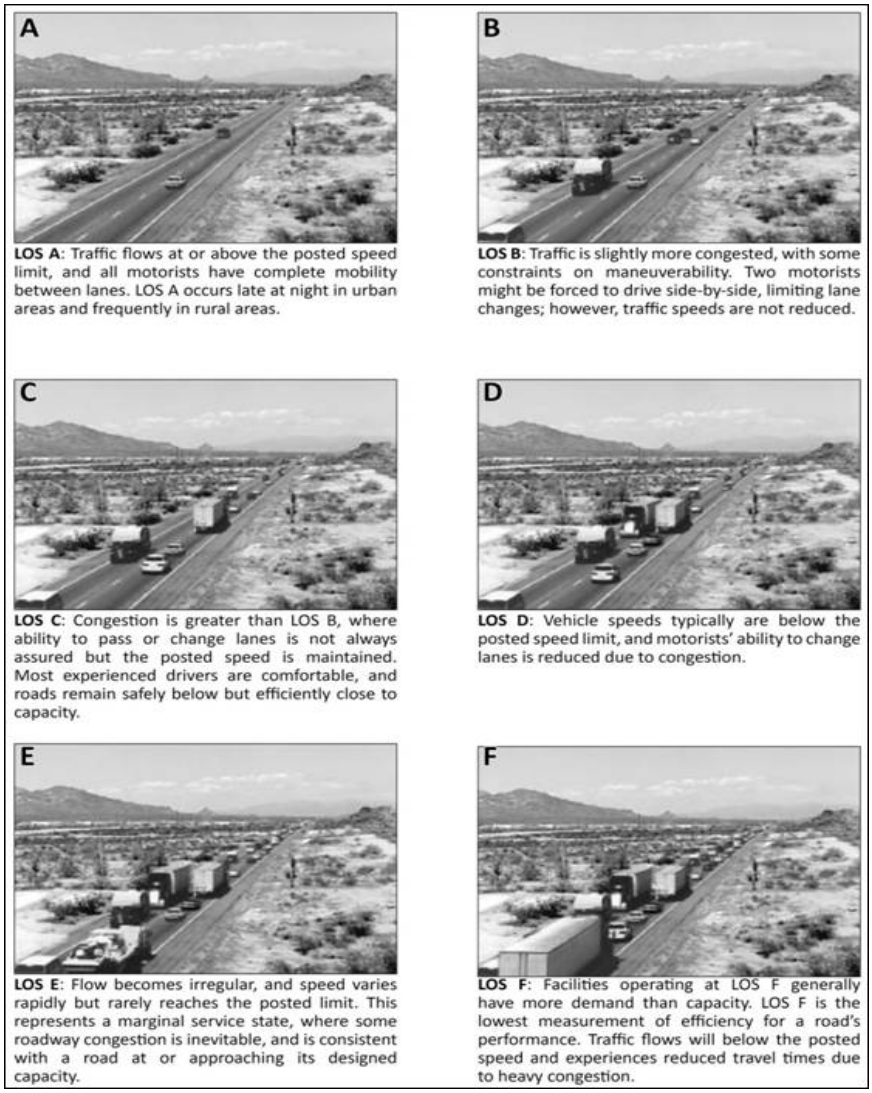
Level of service "A" represents free-flowing traffic on a roadway segment of minimal delay. LOS "F" is extreme congestion on a roadway segment. Most jurisdictions strive to obtain a LOS C or better on surface streets and LOS D or better on arterial highways and urban freeways. In urban and urbanizing areas such as this study, LOS C is general standard for acceptable roadway performance. Roadways having a LOS in the D, E or F range are considered congested and warrant further review for possible upgrading. Where feasible, capacity improvements or other congestion mitigation actions are usually recommended if the LOS is worse than C.

Levels of service on roadway segments are defined as follows:

- **LOS A:** Free-flowing conditions. The operations of vehicles are virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the roadway and driver capabilities.
- **LOS B:** Indicative of free flow, but the presence of other vehicles begins to have a noticeable impact on speeds and the freedom to maneuver.
- **LOS C:** Represents a range on which the influence of traffic density on vehicle operations becomes marked. The ability to maneuver within the traffic stream and to select an operating speed is now clearly affected by the presence of other vehicles.
- **LOS D:** Borders on unstable flow. Speeds and ability to maneuver are severely restricted because of congestion.
- **LOS E:** Operations are near or at capacity and traffic flow is quite unstable.
- **LOS F:** Represents forced or breakdown of traffic flow/extreme congestion.

Roadway segment level of service is based on the number of lanes, the functional classification of the roadway, roadway capacity, roadway geometrics, and the existing or forecasted average daily traffic volume. Roadway LOS is used to describe the degree of traffic congestion and delay. Level of service is determined by comparing the actual traffic volumes to the capacity of the roadway segment. A graphical representation of LOS is shown in Figure 16.

Figure 16: LOS Graphical Representation



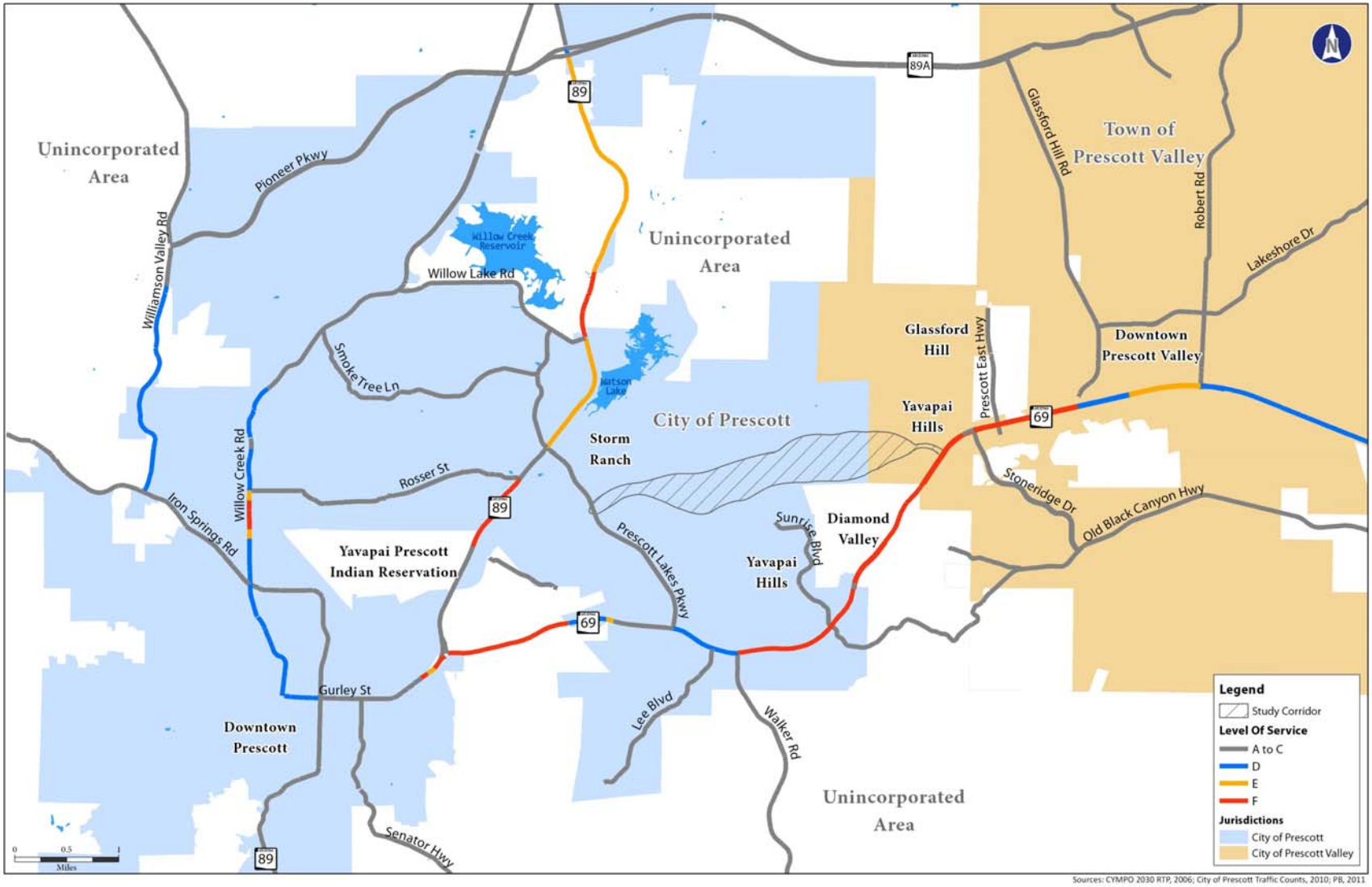
Summary of Results

Results of modeling and analyses performed for the CYMPO Regional Transportation Study show that most roadways in the vicinity of the study area have current levels of service A, B, or C. However, some roadways appear to be more congested and have LOS D, E or F. These congested roadways include:

- SR 69, which has a LOS F on most of its segments between Gurley Street and Robert Road,
- SR 89, which has LOS E or F on most the segments between SR 69 and Chino Valley,
- Willow Creek Road and Williamson Valley Road, which have LOS D on most of the segments located in the City of Prescott.

These results are illustrated on Figure 17.

Figure 17: Existing Levels of Service



3 FUTURE CONDITIONS AND DEFICIENCIES

In addition to the analysis of current conditions, the assessment of future conditions forms the basis for analyzing the transportation infrastructure needs in the Prescott region, particularly the development of the Sundog Connector Corridor. Future land use and development plans, projected population and employment data, as well as forecasted travel demand in the region are summarized in the following sections.

Future conditions discussed in the following sections were derived from the *CYMPO 2005 Regional Transportation Study (RTS)* and *2011 CYMPO Regional Transportation Plan (RTP) Update*. The future projections and analysis include all identified projects planned within the study area.

3.1. FUTURE LAND USE

As an area grows and develops, it is impacted by population growth and areas of new annexation. These types of changes impact the desired land uses, requiring reevaluation. As stated in the City of Prescott and Town of Prescott Valley general plans, some areas in the region evolve to new uses and come under development or redevelopment pressures. Some land use transitions are from one type of residential to another (single-family to multi-family), or sometimes the transition is from residential to commercial or mixed uses. These transitioning areas within the Prescott and Prescott Valley jurisdictions include:

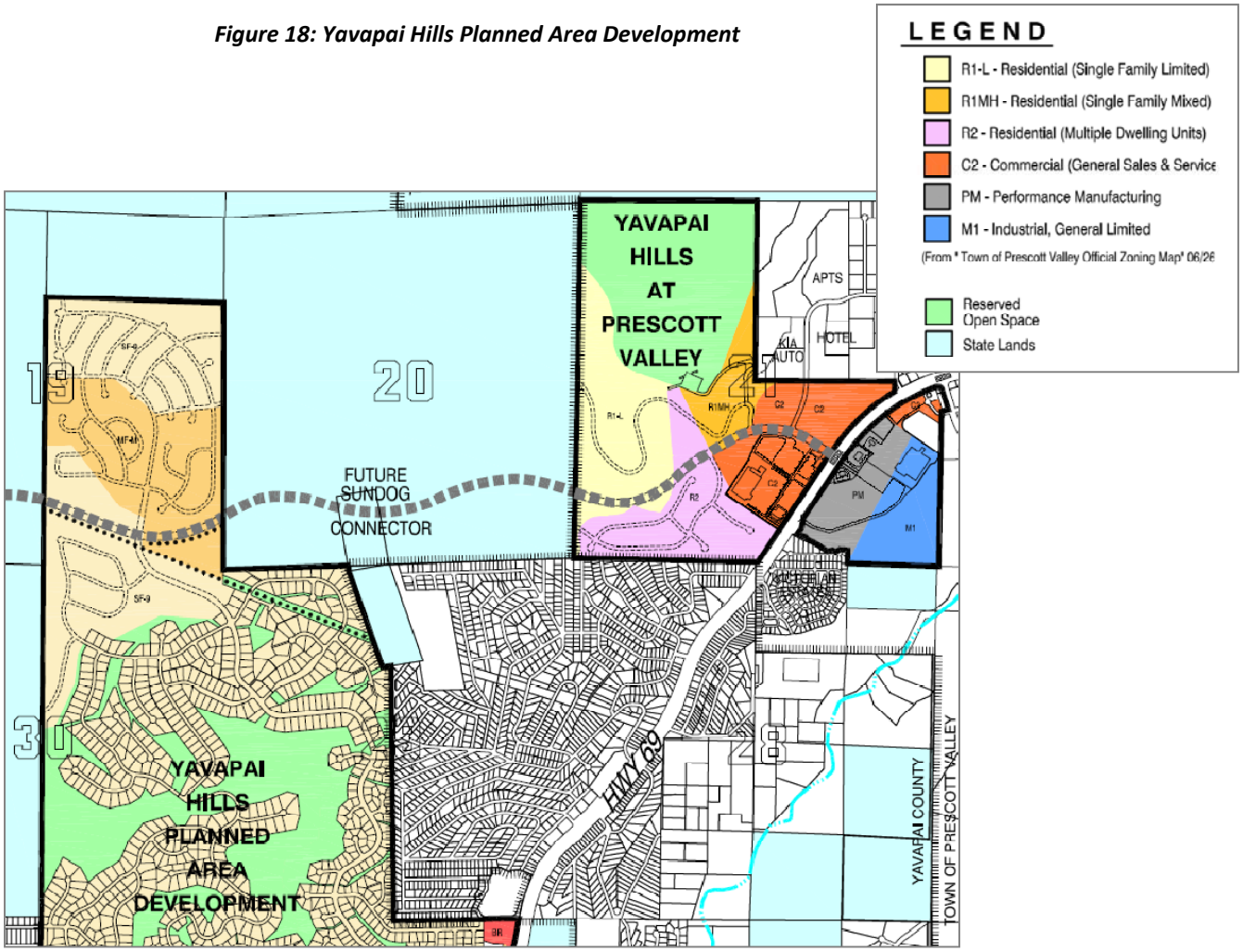
- The Willow Creek Road corridor,
- The SR 69 corridor,
- The Prescott Lakes Parkway corridor,
- The area south of Willow Creek Reservoir,
- The SR 89 corridor, particularly from SR 69 north to Willow Lake Road,
- The Sundog Road industrial area,
- Glassford Hill, and
- Yavapai Hills.

Some of these developing or redeveloping areas represent opportunities for regional economic development. The current land use designations represented in both the City of Prescott and Town of Prescott Valley general plans have been compiled in Figure 4. The City of Prescott 2003 General Plan identifies Prescott Lakes Parkway as a potential commercial corridor, with a commercial intersection at the junction between the Sundog Connector and Prescott Valley Parkway. Currently, the Prescott Lakes Parkway has limited development.

As shown on Figure 18, the developing Yavapai Hills community is located within the Sundog Connector Corridor, in the City of Prescott and in the Town of Prescott Valley. In both communities, land use is already defined, including a mix of open spaces, residential, and commercial uses. The alignment of the Sundog Connector Corridor should be compatible with

the road network in Yavapai Hills, and reciprocally, according to which development happens first.

Figure 18: Yavapai Hills Planned Area Development



Source: Yavapai Hills Masterplanned Community Brochure; Land Advisor

Much of the study area for the Sundog Corridor crosses Arizona State Lands Department (ASLD) managed property. ASLD has a distinct policy mandate on the conditions of sale of the land for future development. The ASLD mandate requires that the property be valued and sold at a rate that represents the "highest and best use", which means that the value of the property is based on the greatest land use designation possible. For example, developable areas (i.e. flat areas) cannot be valued and sold as open space areas; instead, the property will be valued based on the maximum development value.

The advancement of a new east-west connector corridor will be a critical component of providing access and developing property within the study area limits to the type of land use currently designated. As the area develops, the preservation of a connector corridor alignment

will promote and enhance the development opportunities in the area ultimately promoting the land use designations currently identified.

3.2. FUTURE SOCIOECONOMIC CONDITIONS

As part of this study, future socio-economic conditions in the Prescott region were evaluated by analyzing population and employment projections for the year 2030. The CYMPO 2005 Regional Transportation Study (RTS) and 2011 CYMPO Regional Transportation Plan (RTP) Update both provide projections for year 2030. The CYMPO 2005 RTS assumed more optimistic and aggressive development in this region. The 2011 CYMPO RTP Update applied lower population and employment growth rates resulting from the recent economic downturn. As a result, the 2011 CYMPO RTP Update shows lower 2030 population and employment projections than the previous 2005 CYMPO RTS estimates. To evaluate the capability of Sundog Connector Corridor meeting different population level needs, both versions of CYMPO 2030 projections were reviewed.

It should be noted that the CYMPO future projections summarized in the following sections should be reviewed against future CYMPO regional studies. Currently, the local jurisdictions are in the process of updating their general plan documents, which will be incorporated in to an update of the CYMPO regional travel demand model. The following future conditions information summarizes the data currently available. In addition, any recommendations or conclusions made are based on the more conservative values (or lower projections) available.

3.2.1. FUTURE DEMOGRAPHIC CONDITIONS

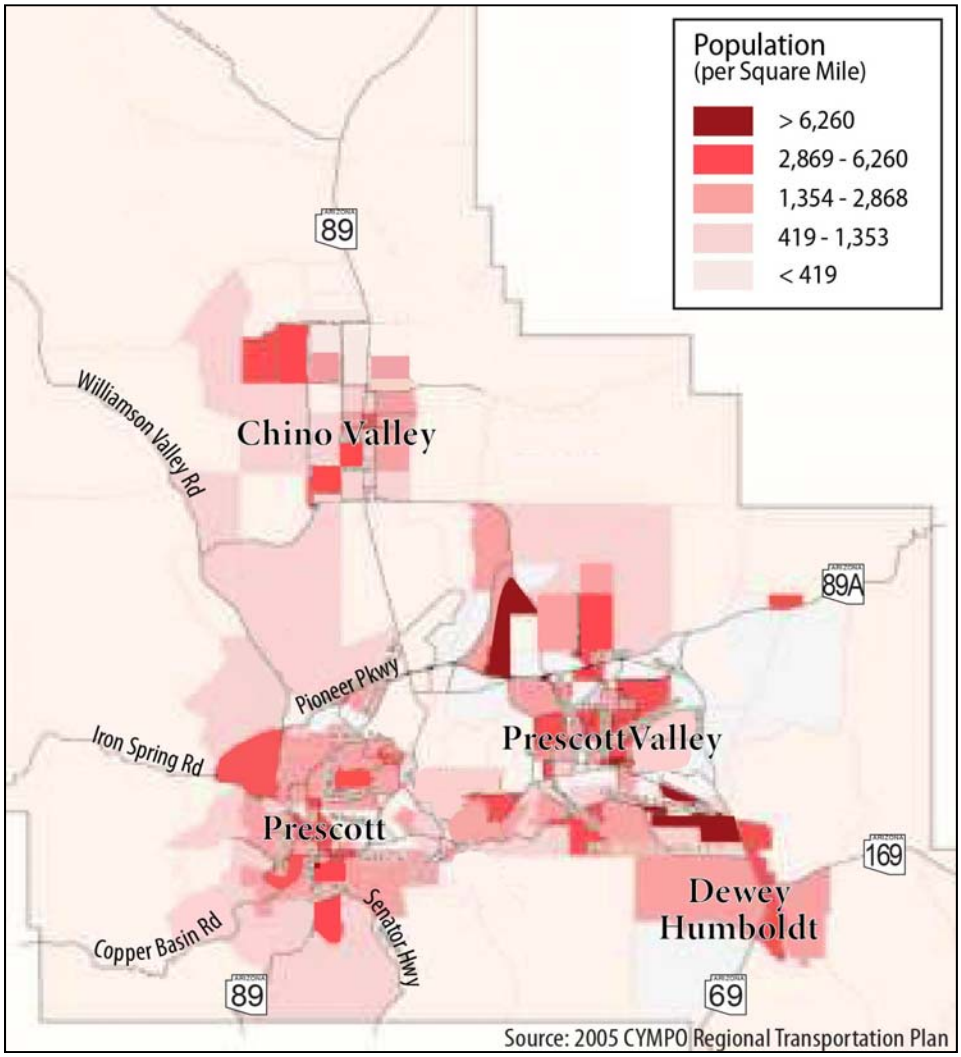
2030 population estimates for the entire CYMPO region were obtained from two versions of RTP and presented in Table 9. As shown in the table, the 2030 CYMPO population was previously projected as 439,400 persons in 2005 RTS and reduced to 220,900 persons in the 2011 RTP Update. This represents almost 50% population reduction. The greatest population reduction is expected from the areas other than City of Prescott, Town of Prescott Valley and Town of Chino Valley in CYMPO region, which includes Dewey-Humboldt Town, Williamson CDP, Yavapai-Prescott Indian Reservation as well as Unincorporated Yavapai County areas. Population also decreased for the City of Prescott, Town of Prescott Valley and Town of Chino Valley. However, these three jurisdictions are still expected to maintain higher population densities in the region.

Table 9: Low Level and High Level of Population Projections

Jurisdiction	2030 Population Projections (persons)		Population Reduced (persons)
	2005 RTP	2011 RTP	
City of Prescott	102,339	62,245	40,094
Town of Prescott Valley	87,902	62,632	25,270
Town of Chino Valley	30,830	17,322	13,508
Other Areas in CYMPO Region	218,318	78,706	139,612
Total	439,389	220,905	218,484
Source: CYMPO 2005 RTP and CYMPO 2011RTP Updates			

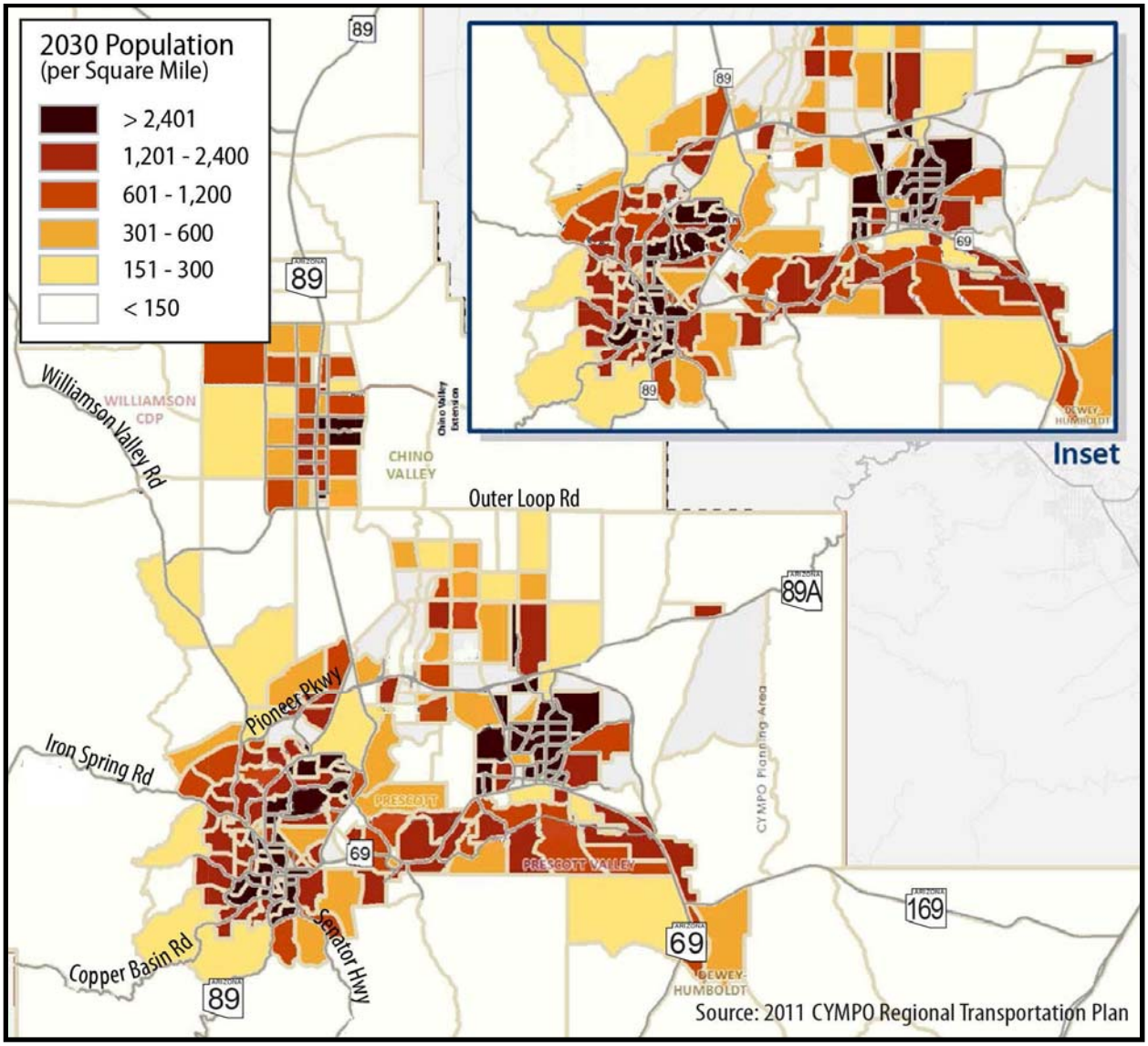
Figure 19 and Figure 20 show the population distribution for the CYMPO region for both low and high levels of population projections. While a majority of the areas depicted in Figure 19 and Figure 20 are forecasted to remain at low levels of population, the downtown areas of both Prescott and Prescott Valley are forecasted to have the highest population concentration. The existing empty lands along SR 89A and SR 69 between City of Prescott and Town of Prescott Valley will likely experience the majority of the population growth, which will generate a significant number of vehicle trips in the study area.

Figure 19: 2030 High Level of Population Distribution



Source: 2005 CYMPO Regional Transportation Plan

Figure 20: 2030 Low Level of Population Distribution

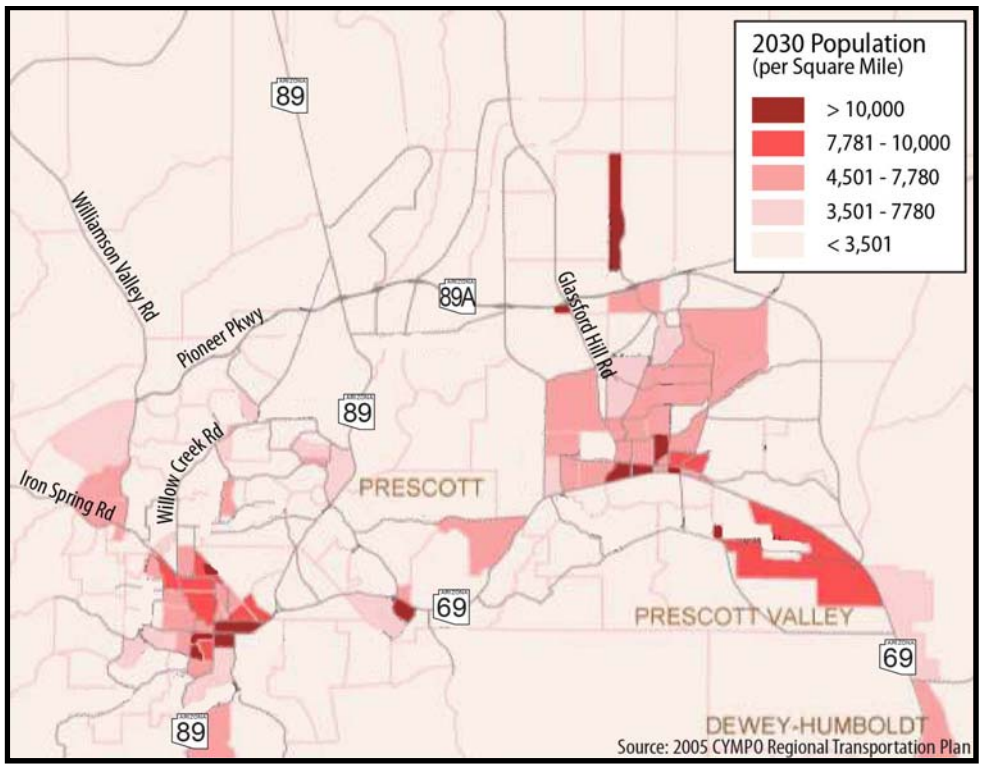


Source: 2011 Regional Transportation Plan Update

3.2.2. FUTURE EMPLOYMENT DISTRIBUTION

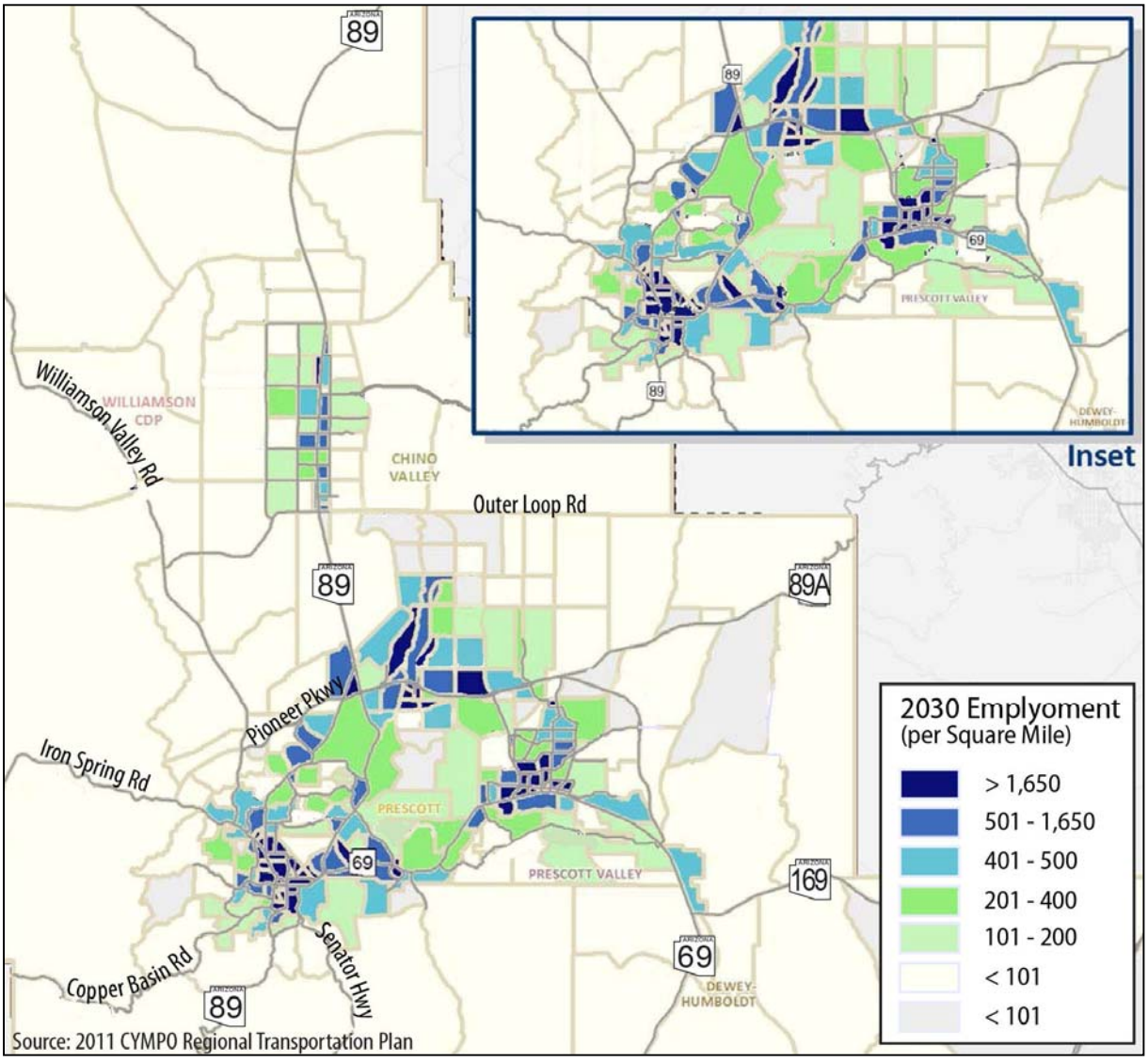
Both RTP reports reveal that the employment distribution follows the same pattern as the corresponding population distribution. The major difference between the two versions of RTP is the area along SR 89A study section. According to the 2011 RTP update, more employment opportunities were expected to be present on both sides of SR 89A. In the future, as shown in Figure 21 and Figure 22, the downtown areas of City of Prescott and Town of Prescott Valley will still serve as major employment centers. The area between SR 69 and proposed Sundog Connector Corridor are considered to be majority residential, since fewer jobs are projected in this area.

Figure 21: 2030 Population Density at Higher Population Level



Source: 2005 CYMPO Regional Transportation Plan

Figure 22: 2030 Employment Density in Central CYMPO at Low Population Level



Source: 2011 CYMPO RTP Updates

3.3. FUTURE ROADWAY NETWORK AND TRAFFIC CONDITIONS

As background information for this section of the report, the most recent version of the CYMPO 2011 RTP update focused on updating the CYMPO 2005 RTS based on 2010 census results using the roadway network and proposed improvements developed for the 2005 RTS. The 2011 RTP Update used this strategy because the local agencies are in the process of updating their general plans, which when completed, will be combined into the next version of the CYMPO Region Transportation Plan. The 2011 RTP is an interim plan updating the deficiencies currently expected within the region and providing updated improvement recommendations.

The CYMPO travel demand model was not available for our analysis. Thus. a traffic volume analysis using the 2030 projections from both the 2005 RTS and 2011 RTP results were used to evaluate the population threshold limits, which will trigger the development of the Sundog Connector Corridor. The goal of the following traffic analysis is to determine the population thresholds at which phased improvement projects within the study area need to be implemented. For example, a no build option for the Sundog Connector results in severe congestion or failure of SR 69 at some population threshold. Likewise, the LOS of SR 69 improves when two lanes of the Sundog Connector are built, until another population threshold is hit, which results in the return of severe congestion. At that population threshold, a new combination of improvements can be completed to gain capacity and improve LOS until the next threshold is met.

The following scenarios have been selected to best represent the roadway networks and traffic volumes for this threshold analysis. Four scenarios including No Build and several Build alternatives from both versions of CYMPO 2030 RTP were selected. The scenarios incorporate planned roadway networks and improvements identified for the Prescott region and the resultant traffic projections (traffic volume and LOS) for the major east-west corridors in the study area. The evaluation of the various scenarios allow for the identification of population and growth thresholds, which can trigger the need for the implementation of the Sundog Connector Corridor improvements. The scenarios are summarized as follows (with detailed descriptions in the following sections):

Scenario 1: 2030 No Build Network in CYMPO RTP 2011 Updates
Scenario 2: 2030 Build Network in CYMPO RTP 2011 Update
Scenario 3: 2030 Base Network in 2005 CYMPO RTS
Scenario 4: 2030 Base Network with MoveAz Improvements in CYMPO RTS 2005 Version

3.3.1. FUTURE ROADWAY NETWORK

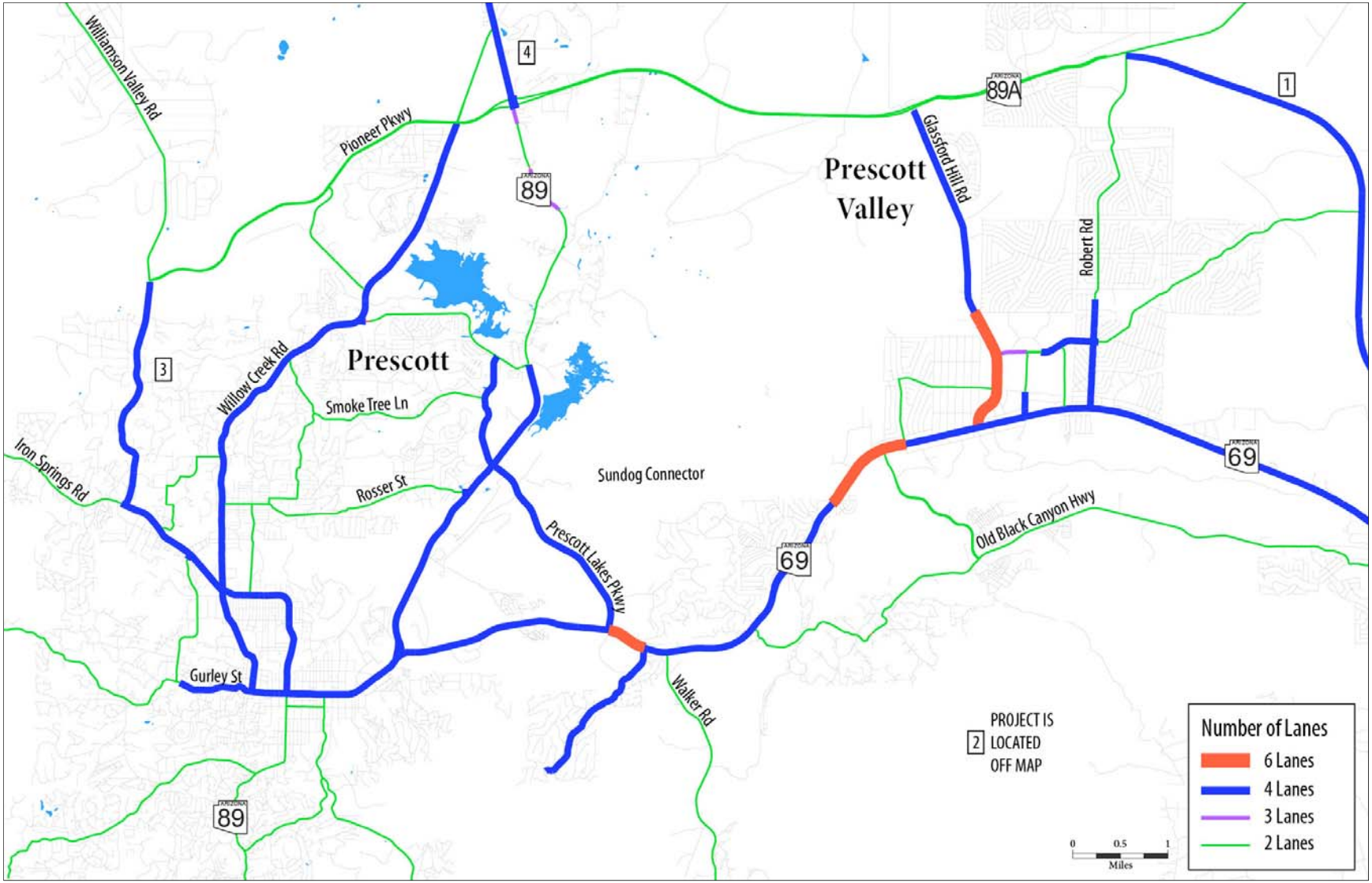
Scenario 1: 2030 No Build Network in CYMPO RTP 2011 Updates

The number of lanes in Scenario 1 is presented in Figure 23. In addition to the 2010 existing roadway system, four additional RTP recommended improvements were included into the network:

1. Fain Rd/SR 89A Spur, widened to four lanes
2. New traffic interchange at I-17 and SR 69 in Cordes Junction
3. Williamson Valley Road widen to four lanes from Iron Springs Road to 0.25 miles north of Pioneer Parkway
4. SR 89 widen to four lanes from mile post 324.3 to SR 89A

In Scenario 1 network, SR 69 in the study area is primarily a four-lane major arterial with exclusive turn lanes at several major intersections. SR 89A is still considered a four-lane freeway.

Figure 23: Scenario 1 - 2030 No Build Network Number of Lanes in CYMPO RTP 2011 Update



Source: Edited based on 2011 Regional Transportation Plan Update

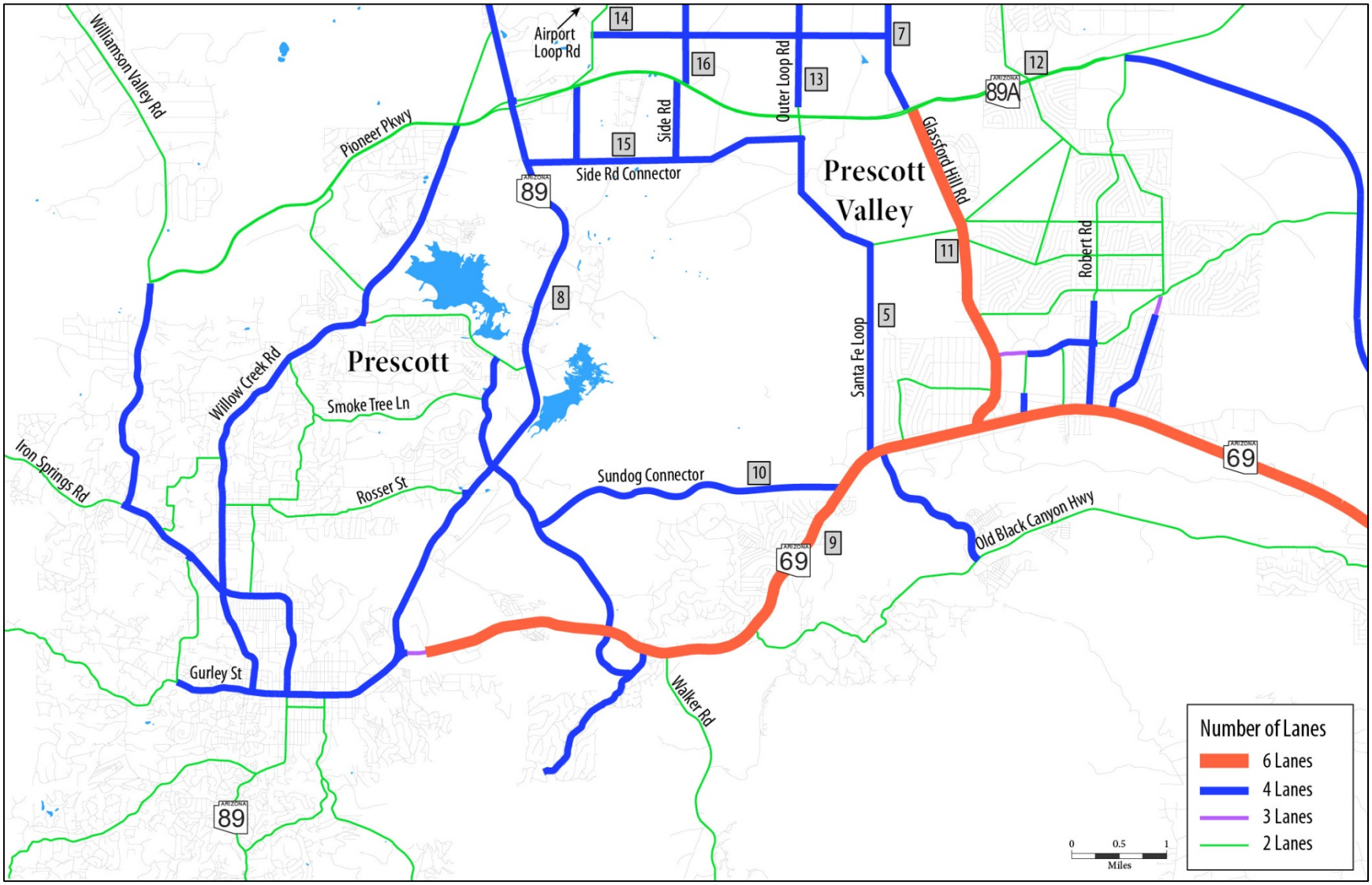
Scenario 2: 2030 Build Network in CYMPO RTP 2011 Update

The 2030 Build network in CYMPO RTP 2011 updates was developed by including additional improvement projects based on the No Build roadway system (Scenario 1 network). The additional improvements are shown in Figure 24 and include:

5. Design and Construct the four-lane Great Western Boulevard from SR 69 to Road 5 South
6. Design and build four-lane Side Road from Side Road connector to Airport Loop
7. Construct a four-lane Glassford Hill Rd Extension Rd from SR 89A to Airport Loop Rd
8. Complete SR 89 to a full four-lane Road for the section between SR 69 and SR 89A
9. Widen SR 69 to six-lane Road from SR 169 to SR 89
10. Design and construct four-lane Sundog Connector Corridor
11. Widen Glassford Hill Road to six-lane from SR 69 to SR 89A
12. Construct system traffic interchange at Robert Rd and SR 89A
13. Construct four-lane Outer Loop Road
14. Construct two-lane Airport Loop Road
15. Construct four-lane Side Road Connector from SR 89 to Great Western Boulevard

Figure 24 depicts the lane configuration for the Scenario 2 network. The additional eleven improvements described above are all located in the central CYMPO area. In this scenario, the four-lane urban connectors of Sundog Connector Corridor and Side Road were assumed to be at full capacity to provide additional capacities for east-west corridors between City of Prescott and Town of Prescott Valley. SR 69 was proposed to be a six-lane urban arterial. SR 89A remained a four- lane freeway.

Figure 24: Scenario 2 - 2030 Build Network Number of Lanes in CYMPO RTP 2011 Update



Source: Edited based on 2011 Regional Transportation Plan Update

Scenario 3: 2030 Base Network in 2005 CYMPO RTS

The 2030 Base network from CYMPO RTS 2005 Version is presented in Figure 25. This Build scenario assumes following improvements.

Six lanes of new or improved facilities

A. Glassford Hill Road Extension
B. Side Road
C. Great Western Boulevard

Four lanes of new or improved facilities

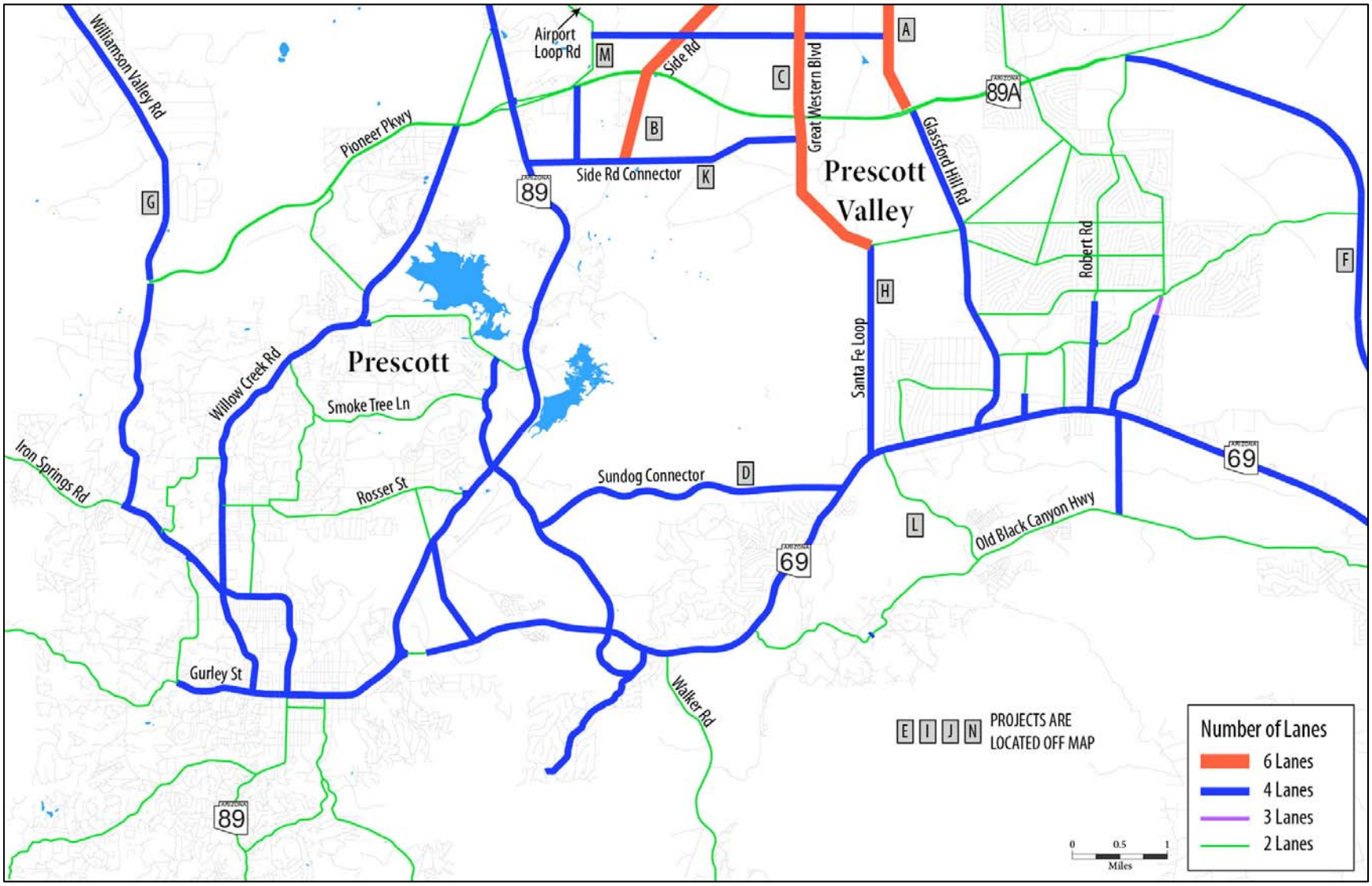
D. Sundog Connector
E. Indian Connector
F. Fain Road
G. Williamson Valley Road
H. Santa Fe Loop
I. SR 89 in Chino Valley
J. Outer Loop Road
K. Side Road Connector

Two lanes of new road

L. Santa Fe Loop
M. Airport Loop Road
N. Valley View Extension

Figure 25 depicts the number of lanes information for the Scenario 3 network. In this scenario, the four-lane urban connectors of Sundog Connector Corridor and Side Road were assumed to be built to provide additional capacities for east-west corridors between City of Prescott and Town of Prescott Valley. However, the major improvements were identified to the north with the six-lane improvements to Glassford Hill, Side Road and Great Western Boulevard. SR 69 remains a four-lane urban arterial, with SR 89A also remaining a four-lane freeway.

Figure 25: Scenario 3 - 2030 Base Network Number of Lanes in CYMPO 2005 RTS



Source: Edited based on 2005 Regional Transportation Plan

Scenario 4: 2030 Base Network with MoveAz Improvements in CYMPO RTS 2005 Version

As reflected in Figure 26, Scenario 4 considers several more improvements for State Routes as proposed in MoveAz based on the 2030 base network defined in Scenario 3. The improvements include the following,

Six lanes of new or improved facilities

A. SR 69 from SR 169 to SR 89
B. I-17 in the CYMPO area

Four lanes of new or improved facilities

C. SR 89 from 69 to Road 3 North, exclusive of the Granite Dell Area
D. SR 89A East of Fain Road

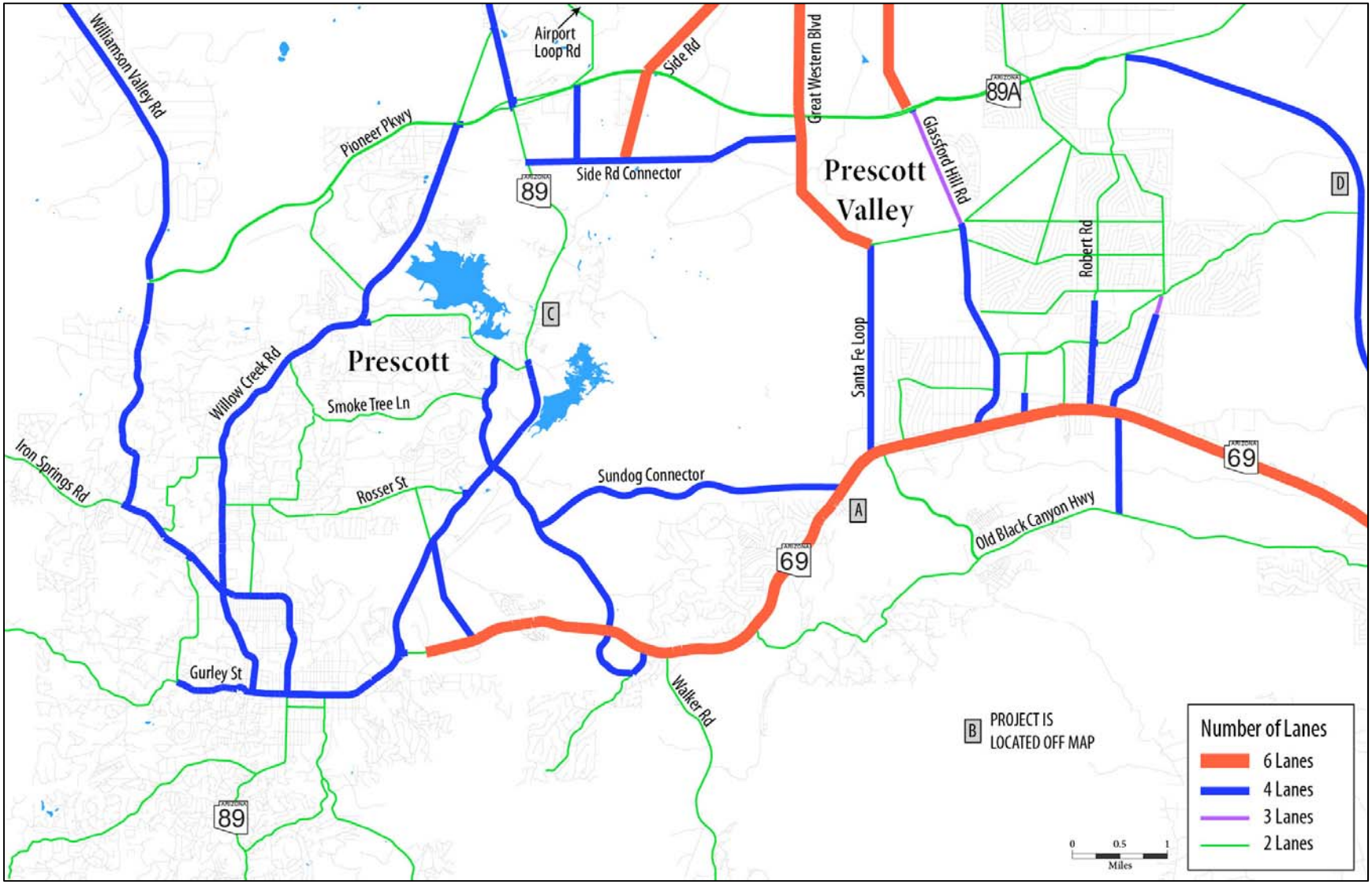
Figure 26 depicts the number of lanes information for the Scenario 4 network. In this scenario, the major 2005 RTS improvements were maintained as discussed in Scenario 3, while the SR 69 improvements from four-lane to six-lane was included.

As shown on Figure 23 through Figure 26, the major improvement projects located in the close vicinity of the Sundog Connector Corridor are on SR 69, SR 89 and the Santa Fe Loop. However, all proposed improvements in the CYMPO roadway system modify travel patterns and impact traffic volumes slightly in the region.

For the threshold analysis, the study team will focus on the following corridors in the immediate vicinity of the Sundog Connector Corridor.

- SR 69 between Sundog Ranch Rd and Prescott Lakes Parkway
- Sundog between SR 69 and Prescott Lakes Parkway
- Side Road Connector from Great Western Boulevard to SR 89
- SR 89A between Great Western Boulevard and SR 89

Figure 26: Scenario 4 - 2030 Base Network and MoveAz Number of Lanes in CYMPO 2005 RTS



Source: Edited based on 2005 Regional Transportation Plan

The following tables show a summary of the resulting traffic capacities of each of the four scenarios. Table 10 summarizes the number of lanes and roadway capacities for the Sundog Connector Corridor and the parallel corridors in the study area.

Table 10: Number of Lanes and Daily Capacities for Four East-West Corridors in Study Area

Corridor	Scenario 1 Low Population		Scenario 2 Low Population		Scenario 3 High Population		Scenario 4 High Population	
	#. of Lanes	Daily Capacity (vpd)	#. of Lanes	Daily Capacity (vpd)	#. of Lanes	Daily Capacity (vpd)	#. of Lanes	Daily Capacity (vpd)
SR 69 between Sundog Ranch Rd and Prescott Lakes Pkwy	4	40,000	6	60,000	4	40,000	6	60,000
Sundog between SR 69 and Prescott Lakes Pkwy	- -	- -	4	21,200	4	21,200	4	21,200
Side Road Connector from Great Western Blvd to SR 89	- -	- -	4	21,200	4	21,200	4	21,200
SR 89A btw Great Western Blvd and SR 89	4	76,800	4	76,800	4	76,800	4	76,800

Note: Daily Directional Capacity per Lane are as follows: Urban Freeway: 19,200; Urban Major Arterial: 10,000; Urban Collector: 5,300.
Source: CYMPO 2005 Transportation Plan

3.3.2. FUTURE TRAFFIC CONDITIONS

A LOS analysis, using the 2030 population and resulting traffic volumes projections based on the four scenarios is summarized in this section. The resulting LOS represents the 2030 congestion conditions on the four segments identified above based on the four scenario networks and population.

Figure 27 through Figure 30 illustrate traffic conditions in the study area for all the four scenarios. The associated daily traffic projections for SR 69, SR 89A, Sundog Connector and Side Road Connectors are summarized in Table 10. The LOS and V/C ratios shown are based on the ranges summarized in Table 11. The V/C ratio represents the traffic volume experienced divided by the capacity of the roadway based on lane configuration, functional classification, etc. This ratio provides a higher level of detail than just the letter grade provided by the LOS results.

Table 11: LOS and V/C Ratio Ranges

LOS	(V/C)	
	Min (<V/C)	Max (V/C <=)
A	0	0.28
B	0.28	0.47
C	0.47	0.75
D	0.75	0.89
E	0.89	0.99
F	0.99	

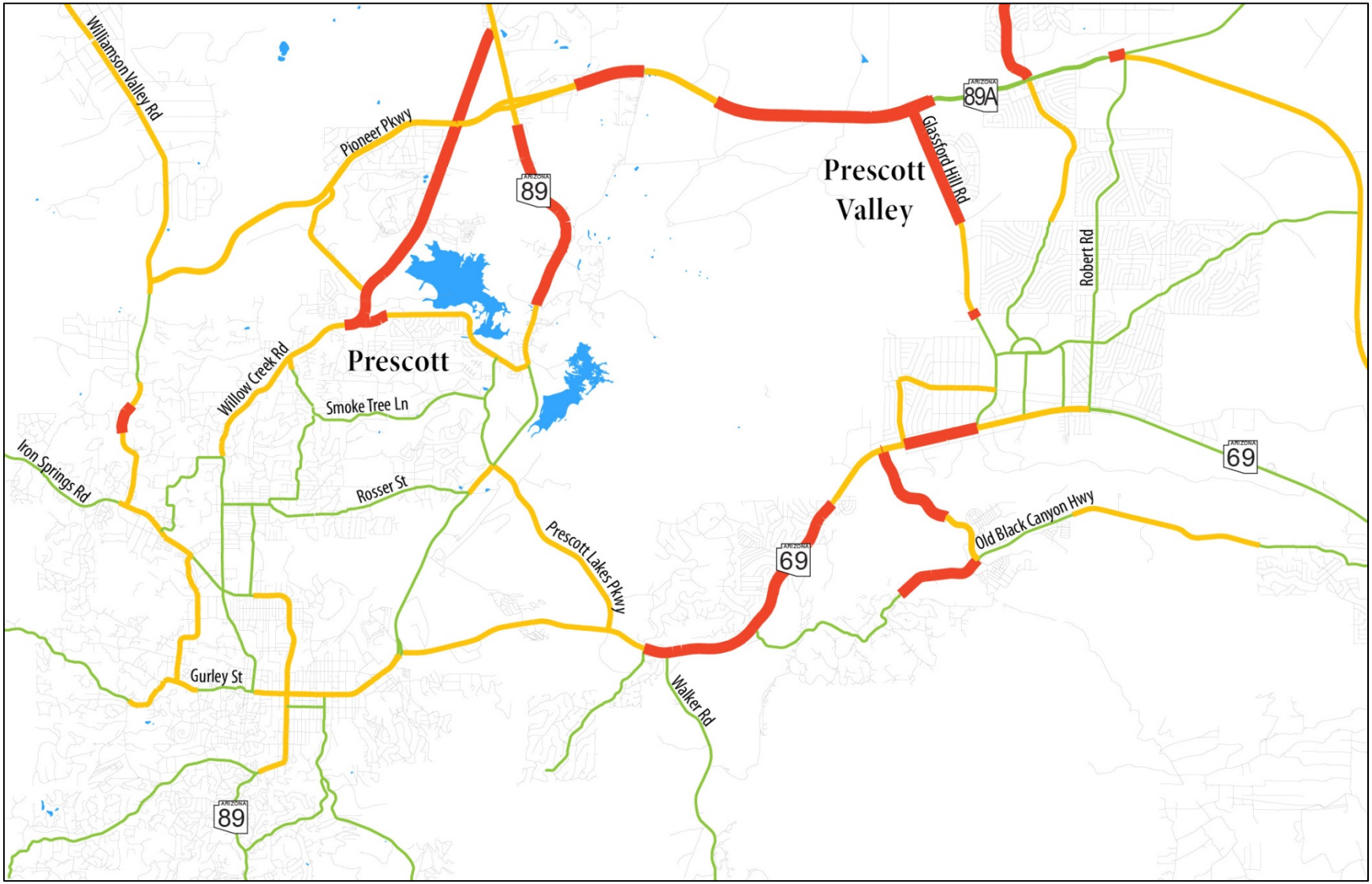
Table 12: Future Daily Traffic Volumes and LOS Results for Four East-West Corridors in Study Area

Corridor	Scenario 1 Low Population		Scenario 2 Low Population		Scenario 3 High Population		Scenario 4 High Population	
	ADT	LOS (V/C)	ADT	LOS (V/C)	ADT	LOS (V/C)	ADT	LOS (V/C)
SR 69 between Sundog Ranch Rd and Prescott Lakes Pkwy	40,500	F (1.01)	49,200	D (0.82)	60,850	F (1.52)	78,080	F (1.30)
Sundog between SR 69 and Prescott Lakes Pkwy	- -	- -	12,950	C (0.63)	42,100	F (1.05)	38,160	F (1.80)
Side Road Connector from Great Western Blvd to SR 89	- -	- -	12,500	C (0.61)	24,270	F (1.14)	19,850	E (0.94)
SR 89A between Great Western Blvd and SR 89	69,120	E (0.90)	25,000	B (0.33)	108,500	F (1.41)	100,520	F (1.31)
Source: CYMPO 2005 Transportation Plan								

As reflected in Figure 27 through Figure 30, at the lower population projections (Scenario 1 and 2) in the Prescott region, the existing SR 69 and SR 89A within the study area will operate at failing LOS without any improvements. With the new Sundog Connector Corridor and Side Road connector improvements, the congestion on SR 69 and SR 89A in the Scenario 1 condition will be addressed as shown in Scenario 2. All four east-west corridors are expected to operate at an acceptable LOS of D or better.

If the future population doubles as projected in the RTP 2005 version, even with the four lanes Sundog Corridor, four lanes Side Road Connector, as well as SR 69 widened to six lanes, the roadway system in the central CYMPO area would experience serious congestion. All four east-west corridors between City of Prescott and Town of Prescott Valley are expected to operate at LOS E or F.

Figure 27: Scenario 1 – 2030 Levels of Service

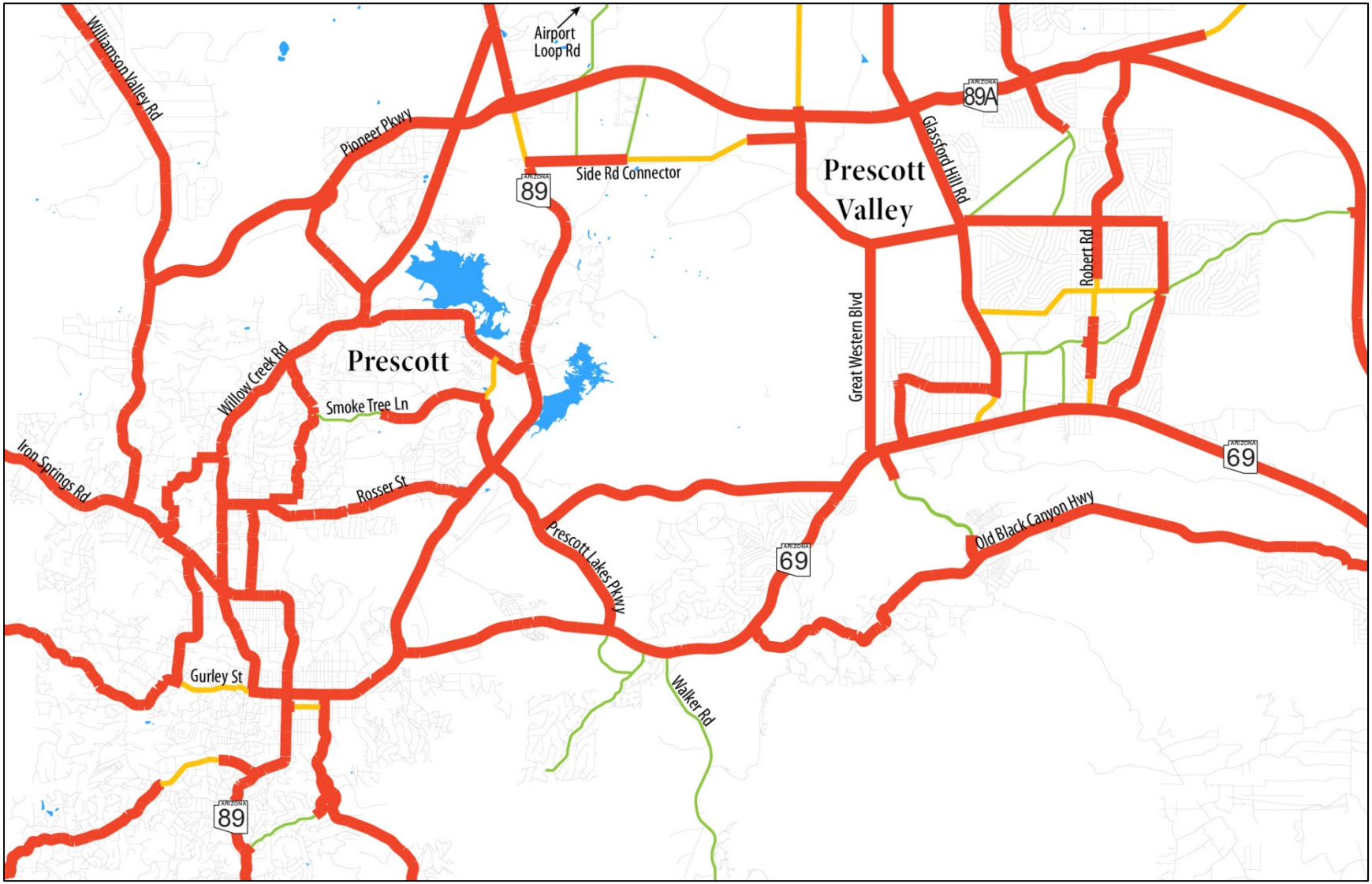


Source: Edited based on 2011 CYMPO Regional Transportation Plan

Figure 28: Scenario 2 – 2030 Levels of Service

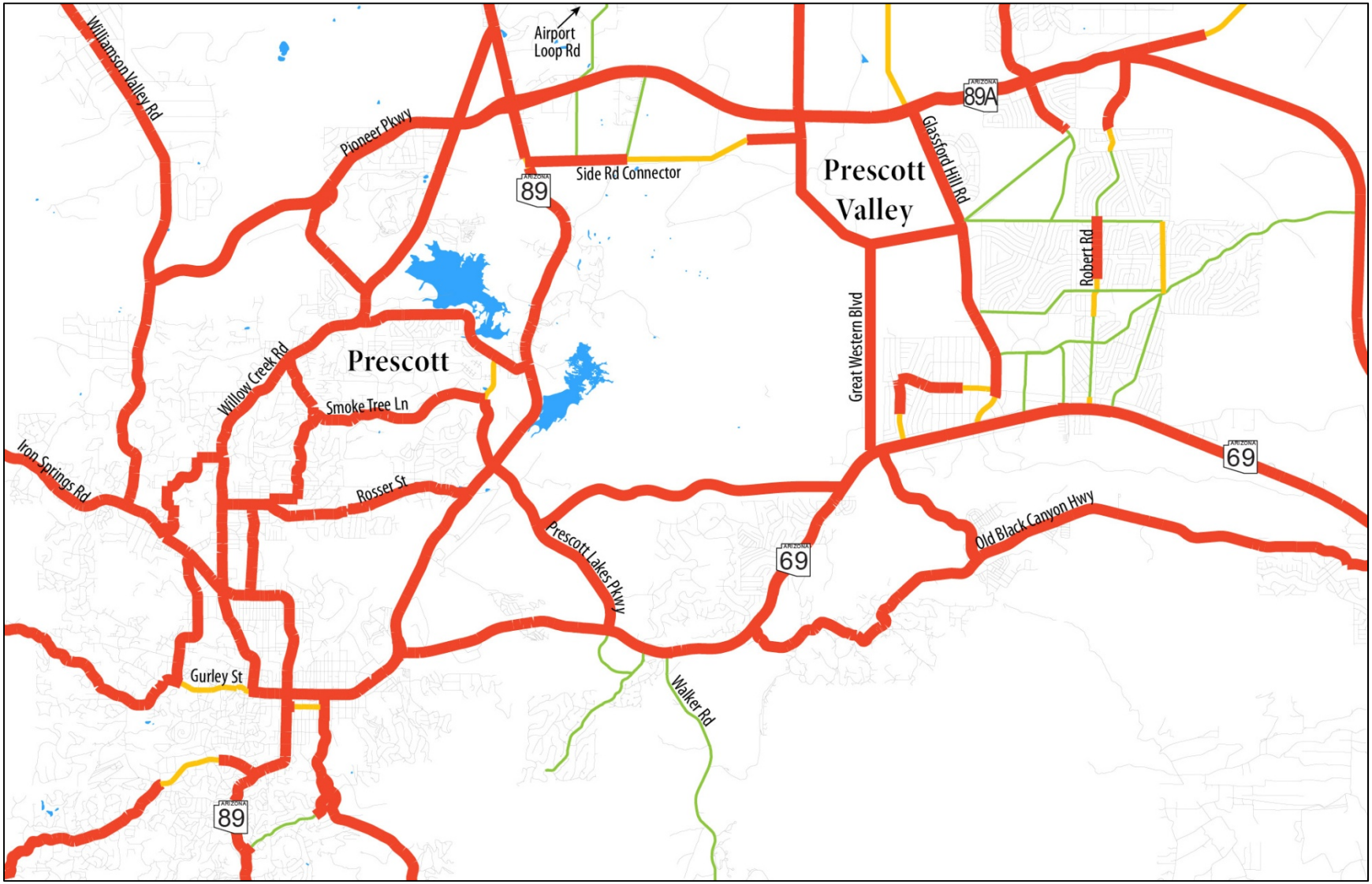
Source: Edited based on 2011 CYMPO Regional Transportation Plan

Figure 29: Scenario 3 – 2030 Levels of Service



Source: Edited based on 2005 CYMPO Regional Transportation Plan

Figure 30: Scenario 4 – 2030 Levels of Service



Source: Edited based on 2005 CYMPO Regional Transportation Plan

3.4. ANALYSIS OF DEFICIENCIES

As observed from the previous analysis, once a specific population threshold and travel demand is generated, the Sundog Connector Corridor will help to relieve the traffic congestion on SR 69. However, as the population keeps increasing, the entire CYMPO street system will be overwhelmed and unable to handle the travel demand needs. Screenline analysis and a series of sensitivity analyses were completed to test the failure point of the Sundog Connector Corridor with respect to different levels of population. The results are described in this section.

3.4.1. SCREENLINE ANALYSIS

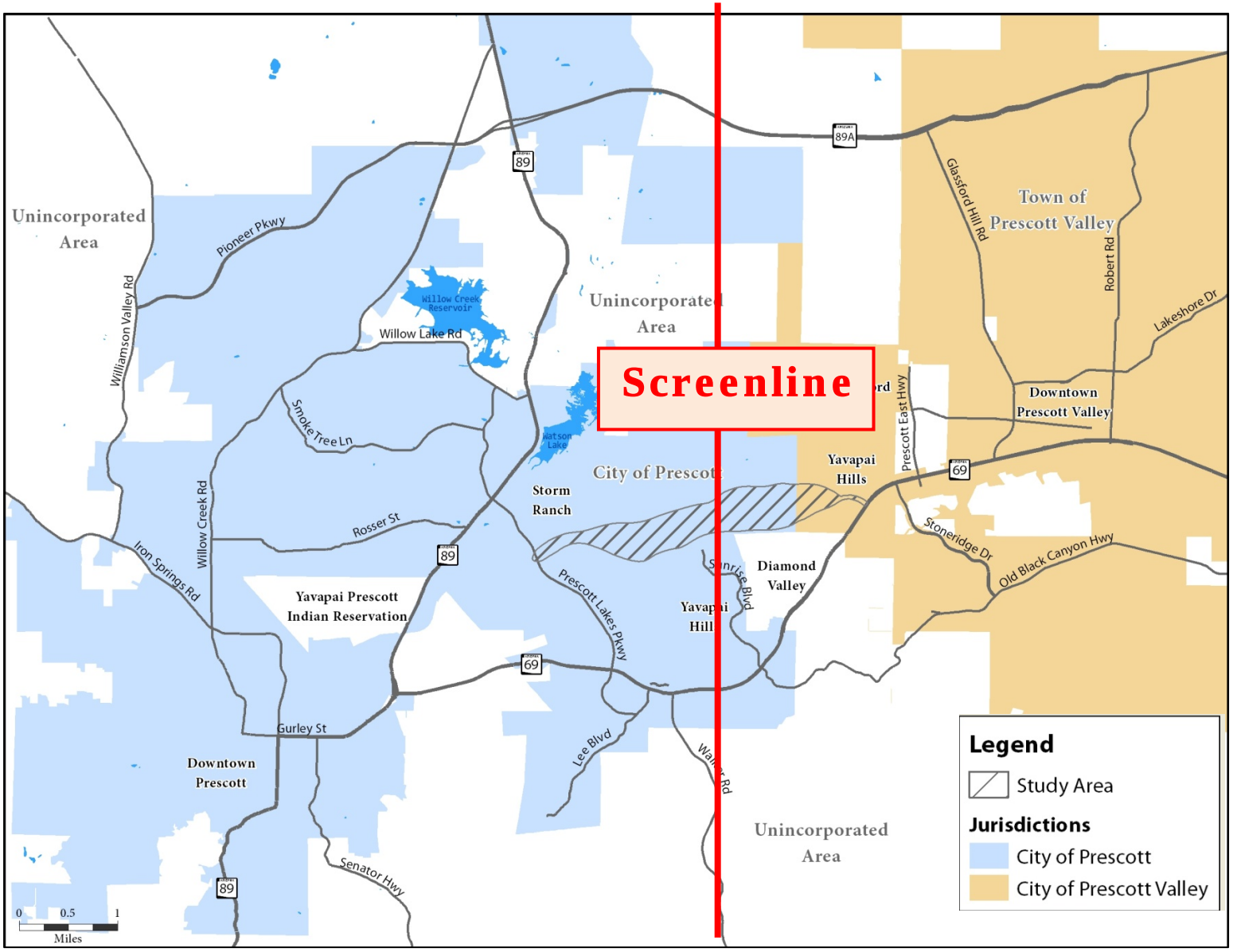
Demographic reviews revealed that major population and employment centers are located in the City of Prescott and Town of Prescott Valley downtown areas for both current and future conditions. Vehicle trips between the two downtown areas make up the majority of traffic on SR 69 and SR 89A. A screenline is established as shown in Figure 31, which crosses the SR 69, Sundog Connector, Side Road Connector and SR 89A. The total daily traffic volumes and capacities crossing the screenline at each scenario are summarized in Table 13.

As indicated in Table 13, the total daily demand between the two cities is approximately 105,000 vehicle trips at the lower population level, with approximately 220,900 person population projected for the entire region. The demand will increase to 236,000 vehicle trips per day, when the population of the entire region reaches 439,400 persons.

Table 13: Screenline Analysis for Four East-West Corridors in Study Area

Corridor	Scenario 1 Low Population		Scenario 2 Low Population		Scenario 3 High Population		Scenario 4 High Population	
	ADT	Daily Capacity (vpd)	ADT	Daily Capacity (vpd)	ADT	Daily Capacity (vpd)	ADT	Daily Capacity (vpd)
SR 69 btw Sundog Ranch Rd and Prescott Lakes Pkwy	40,500	40,000	49,200	60,000	60,850	40,000	78,080	60,000
Sundog btw SR 69 and Prescott Lakes Pkwy	- -	- -	12,950	21,200	42,100	21,200	38,160	21,200
Side Road Connector btw Great Western Blvd to SR 89	- -	- -	12,500	21,200	24,270	21,200	19,850	21,200
SR 89A btw Great Western Blvd and SR 89	69,120	76,800	25,000	76,800	108,500	76,800	100,520	76,800
Total	109,620	116,800	99,650	179,200	235,720	159,200	236,610	179,200

Figure 31: Screenline Across the East-West Corridors in Study Area



3.4.2. SENSITIVITY ANALYSIS

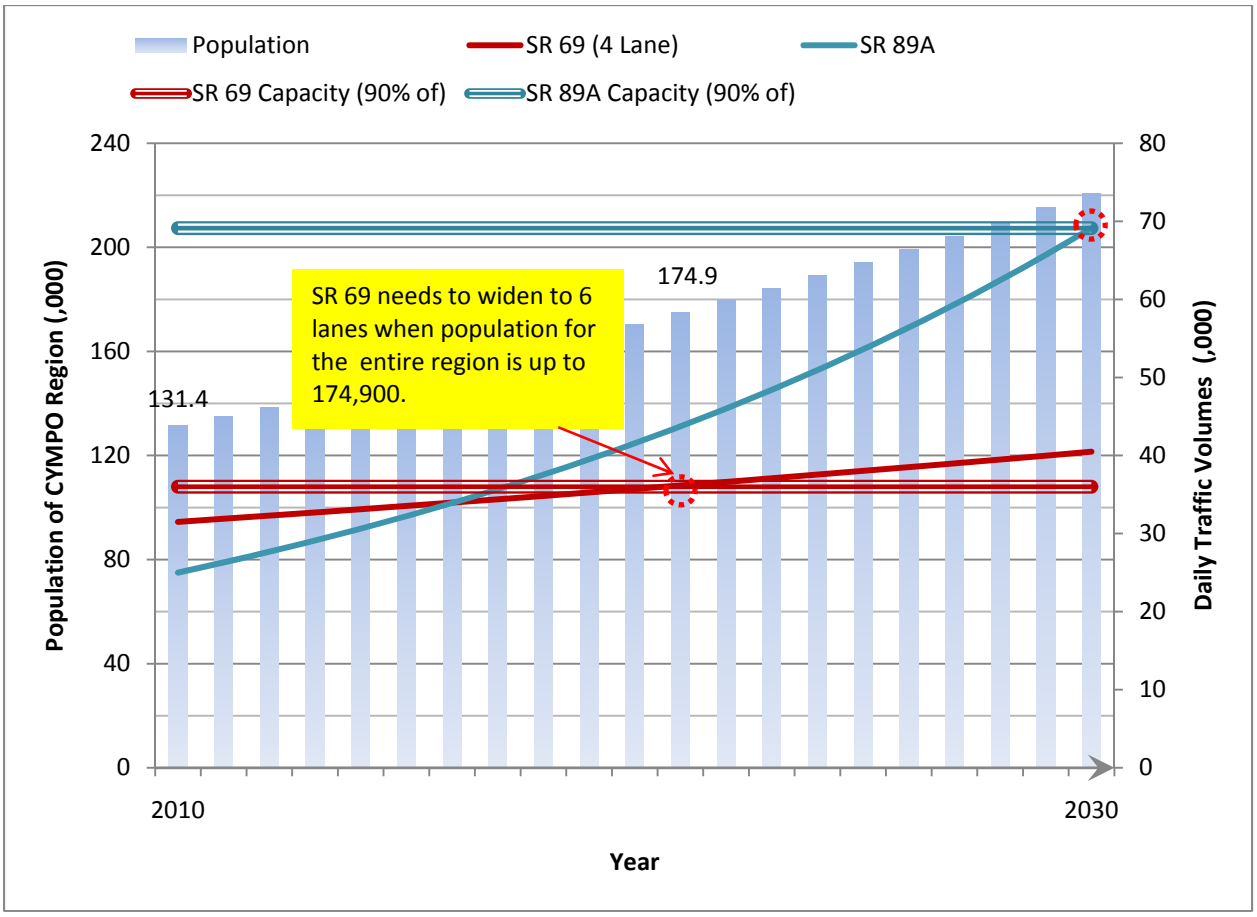
Analysis 1: Existing SR 69 and Existing SR 89A vs. Population Growth

The first analysis is based on the existing 2010 and Scenario 1 traffic and population data. The assumptions for this analysis include:

1) Population growing at the interpolated average regional annual growth rate, calculated using the 2010 existing condition to 2030 population projection, provided in the CYMPO RTP 2011 Update.
2) Traffic for SR 69 and SR 89A growing at individual annual growth rate, calculated using the 2010 existing ADT to Scenario 1 projected ADT, provided in the CYMPO RTP 2011 Update.

As shown in Figure 32, SR 69 will begin to show failing LOS when the regional population reaches 174,900.

Figure 32: Sensitivity Analysis: Existing SR 69 and SR 89A vs. Population Growth



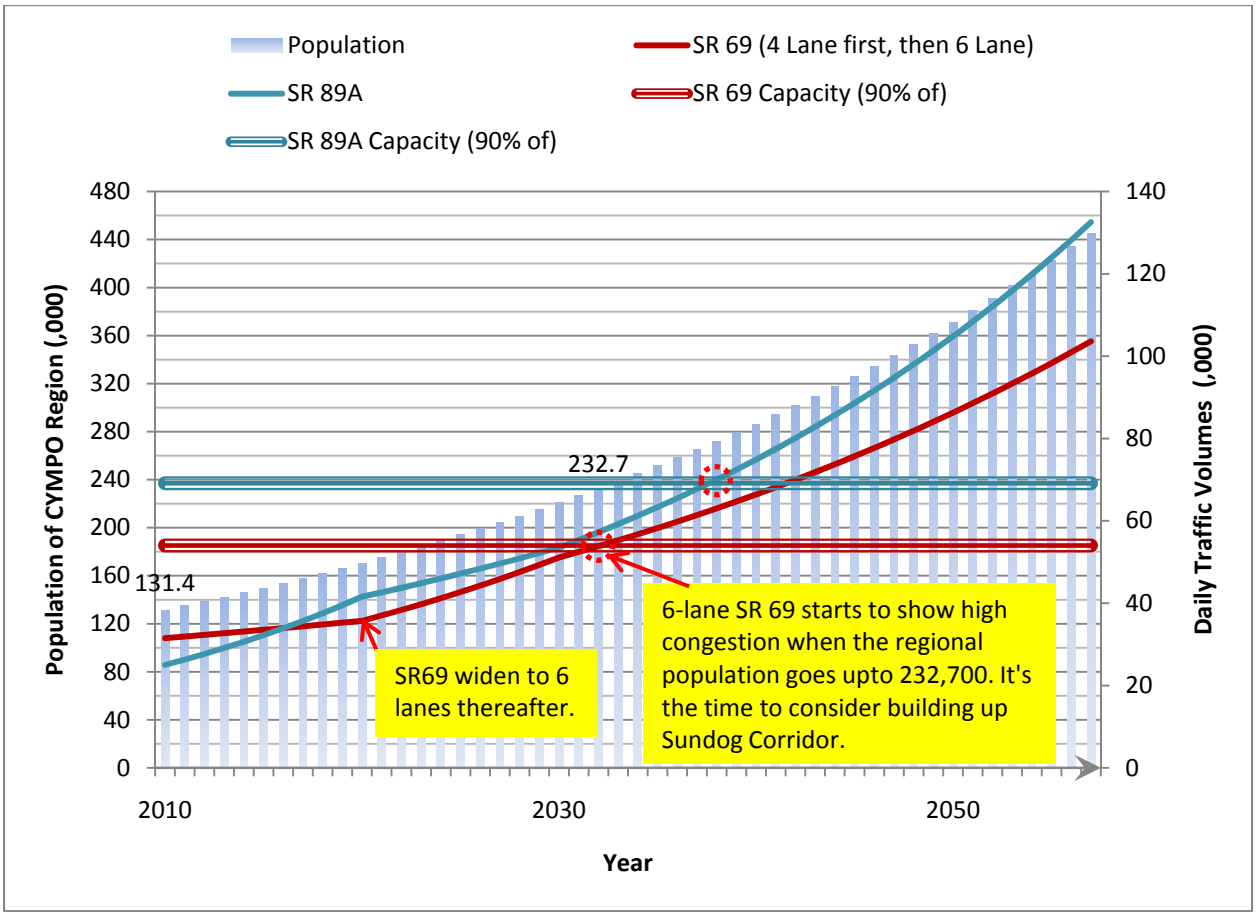
Analysis 2: SR 69 Widened to Six Lanes and Existing SR 89A vs. Population Growth

For the second analysis, the existing population (131,400) will increase to the 2030 projection (220,900) and continue to increase to the higher population level (445,390) with the same growth rate. Additional assumptions were made for the traffic projections at each bench mark point.

1) Traffic for SR 69 and SR 89A growing at the same growth rate as defined in Scenario 1 before SR 69 widened to six lanes.
2) SR 69 is widened to six lanes when four-lane capacities are not adequate.
3) At low population level, the total traffic using SR 89A and SR 69 is around 105,000 vehicles per day. Without Sundog Connector Corridor and Side Road, this amount of traffic is evenly distributed between SR 89A and SR 69.
4) At high population level, the total traffic crossing SR 89A and SR 69 is around 236,000 vehicles per day. Without Sundog Connector Corridor and Side Road, this amount of traffic is distributed between SR 89A and SR 69 until the balanced V/C ratios are obtained.

As shown in Figure 33, the widened six-lane SR 69 will begin to show failing LOS when the regional population reaches 232,700.

Figure 33: Sensitivity Analysis: SR 69 Widened to Six Lanes + Existing SR 89A vs. Population Growth



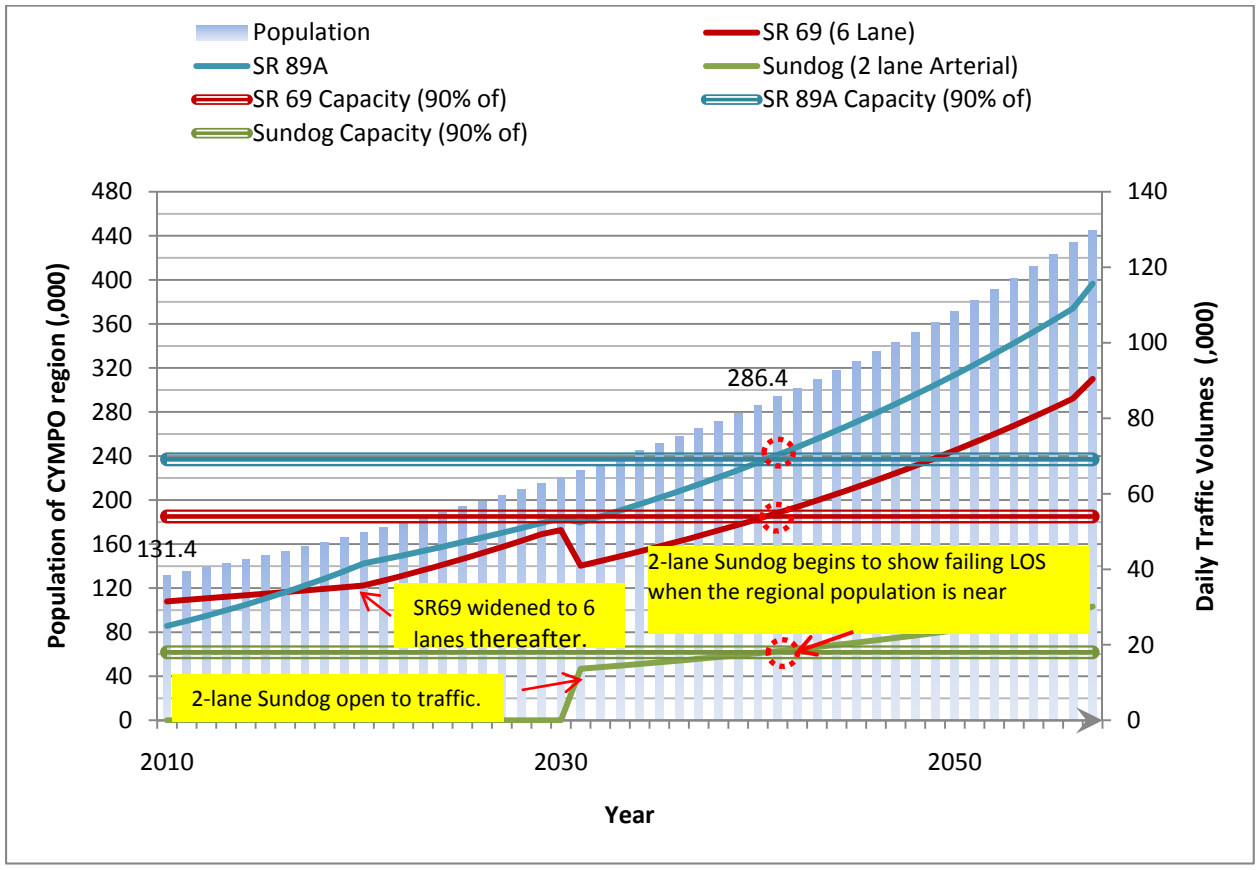
Analysis 3: SR 69 Widened to Six Lanes and Two-Lane Sundog + Existing SR 89A vs. Population Growth

In the third analysis, population follows the same growth pattern as shown in the second analysis. Three more assumptions were made in addition to the first three assumptions for the traffic data in the second analysis, specifically including:

1) Change Sundog Connector Corridor to an urban arterial type of road to provide 10,000 vehicles per day lane capacities.
2) The two-lane arterial Sundog Connector Corridor will open to traffic on the year six-lane SR 69 showing LOS E. At this time, the total traffic crossing the screenline is redistributed among SR 89A, SR 69 and Sundog Connector Corridor until the balanced V/C ratios are obtained.
3) At high population level, the total traffic crossing the screenline is around 236,000 vehicles per day. With two-lane arterial type of Sundog Connector Corridor build up, this amount of traffic is redistributed between SR 89A, SR 69 and Sundog Connector Corridor until the balanced V/C ratios are obtained.

As shown in Figure 34, the two-lane Sundog Connector Corridor will help relieve the congestion on SR 69 and SR 89A at the threshold population, but shows failing LOS at the population level of 286,400 for the entire region.

Figure 34: Sensitivity Analysis: Six-Lane SR 69 + Two-Lane Sundog + Existing SR 89A vs. Population Growth

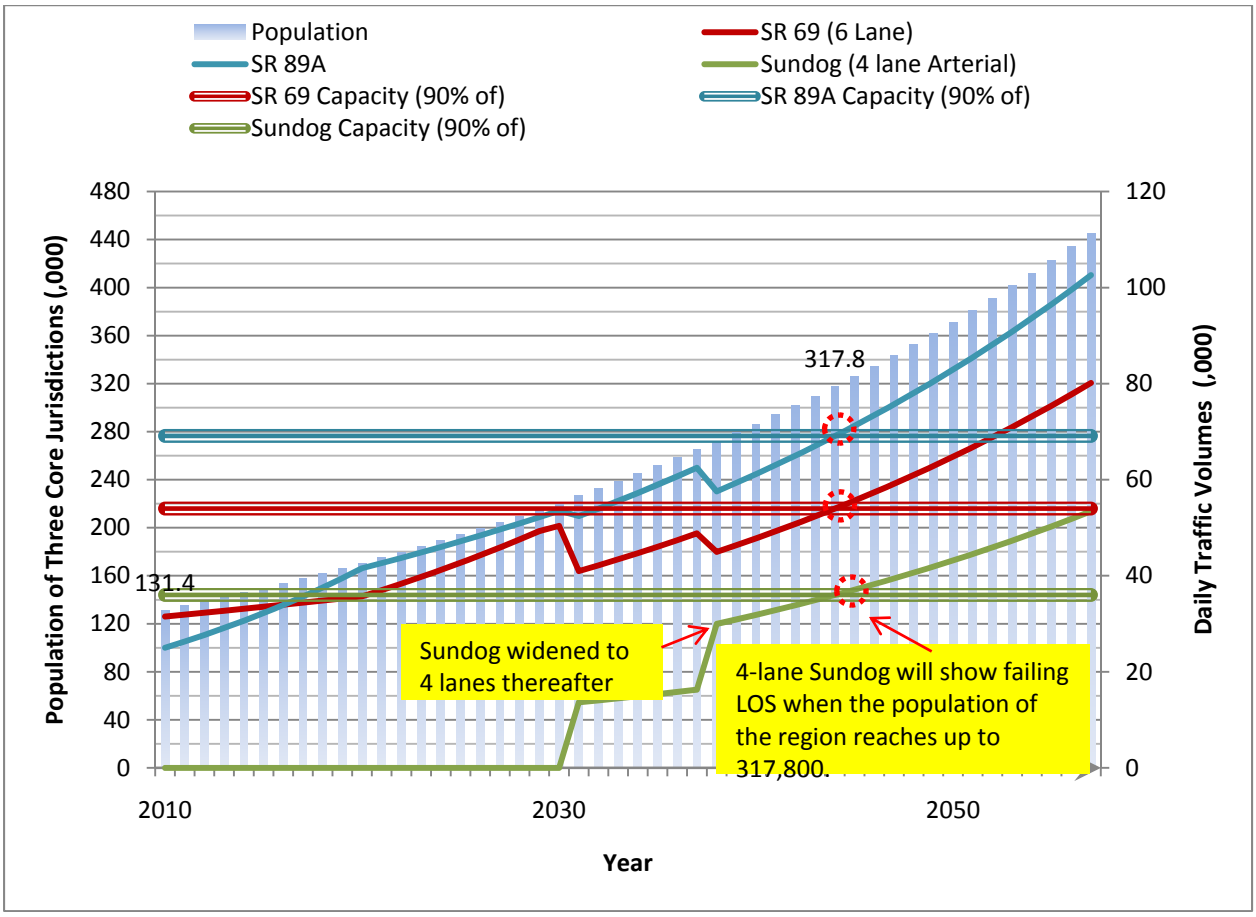


Analysis 4: SR 69 Widened to Six Lanes and Four Lane Sundog+ Existing SR 89A vs. Population Growth

Population follows the same growth pattern as shown in the second analysis. After Sundog Connector Corridor is widened to a four-lane arterial, traffic crossing the screenline is redistributed among SR 89A, SR 69 and Sundog Connector Corridor with the balanced V/C ratios resulted.

As shown in Figure 35, the Sundog Connector Corridor will help relieve the congestion on SR 69 and SR 89A for the first several years after it is widened, and then shows failing LOS when the population level is approximately 317,800 for the entire region.

Figure 35: Sensitivity Analysis: Six-Lane SR 69 + Four-Lane Sundog+ Existing SR 89A vs. Population Growth



3.5. SUMMARY OF DEFICIENCIES

As a summary of the deficiency analysis presented in Section 3.4, the timeline in terms of population growth for improving SR 69 and building Sundog Connector Corridor is presented in Table 14. The table summarizes the three major east-west corridor alternatives that are currently planned to carry traffic between the City of Prescott and the Town of Prescott Valley, including SR 98A, SR 69 and the Sundog Corridor. The 2010 census population for the CYMPO region is 121,783.

Table 14: Roadway System Configuration vs. CYMPO Population

SR-89A	SR-69	Sundog Corridor	Population of CYMPO Region
4-lane Freeway	4-lane Arterial	- -	<=174,900
4-lane Freeway	4-lane Arterial	2-lane Arterial	174,900 – 232,700
4-lane Freeway	4-lane Arterial	4-lane Arterial	232,700 – 286,400
4-lane Freeway	6-lane Arterial	4-lane Arterial	286,400 – 317,800

Based on the traffic capacity analysis presented, the development of the Sundog Connector Corridor will improve the current and future congestion experienced on the parallel east-west corridors in the areas between Prescott and Prescott Valley, including the highly developed SR 69 corridor.

In addition to the traffic capacity justification for the development of the corridor, there is need to develop the corridor to support the currently identified general plan land use designations within the study area. The identification of trigger points for development of the Sundog corridor based on the land use designation should be evaluated during the regular updates of the local jurisdiction general plans, the CYMPO regional plan updates and the sale of the ASLD owned property in the study area limits.

3.6. PROJECT PURPOSE AND NEED

Currently, SR 69 is the primary route between the business and tourism centers of the City of Prescott and the Town of Prescott Valley. The limited number of east-west routes in the area has resulted in SR 69 becoming increasingly congested with the region's rising population and retail development. Over the years, several improvement projects to expand SR 69 have been completed, but the corridor is reaching a point of limited expansion. The excessive congestion along the corridor has the potential to limit the future development opportunities in the area.

This Corridor Study evaluates the feasibility of a new route corridor parallel to SR 69 that would connect the City of Prescott to the Town of Prescott Valley. This east-west link, identified as the Sundog Connector Corridor, is envisioned to address future congestion concerns along SR 69 as the region continues to grow, provide access and circulation opportunities for future land use designations, and provide additional access for existing residential areas north of SR 69.

4 EVALUATION CRITERIA AND PLAN FOR IMPROVEMENTS

4.1. PRELIMINARY CORRIDOR ALTERNATIVES

Preliminary corridor alternative alignment locations were initially selected and drawn based on a cursory review of the existing topographic constraints. Each alignment, shown in Figure 36 and Figure 37, is designated a color (Yellow, Blue, Red, Green) and is referenced throughout the report. The alignments are broken into west and east sections to aid in the alternative evaluation processes. Each color within each section is given an alignment identification number with the first letter of the section listed, then a number. The number does not represent a ranking. Note that a combination of alternatives between the two sections is a possibility if the evaluations determine that a preferred alternative consists of two alignment colors.

Figure 36: West Section Alternatives

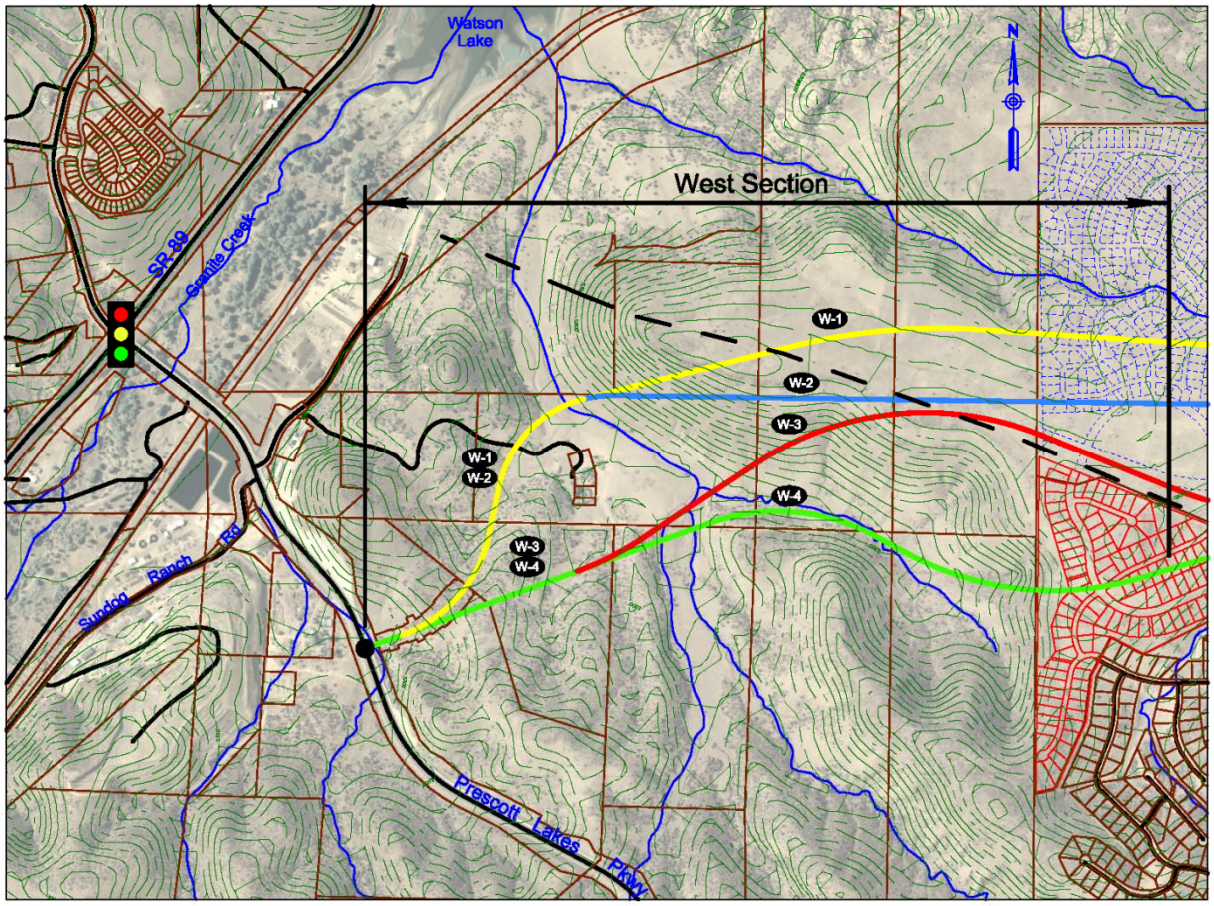
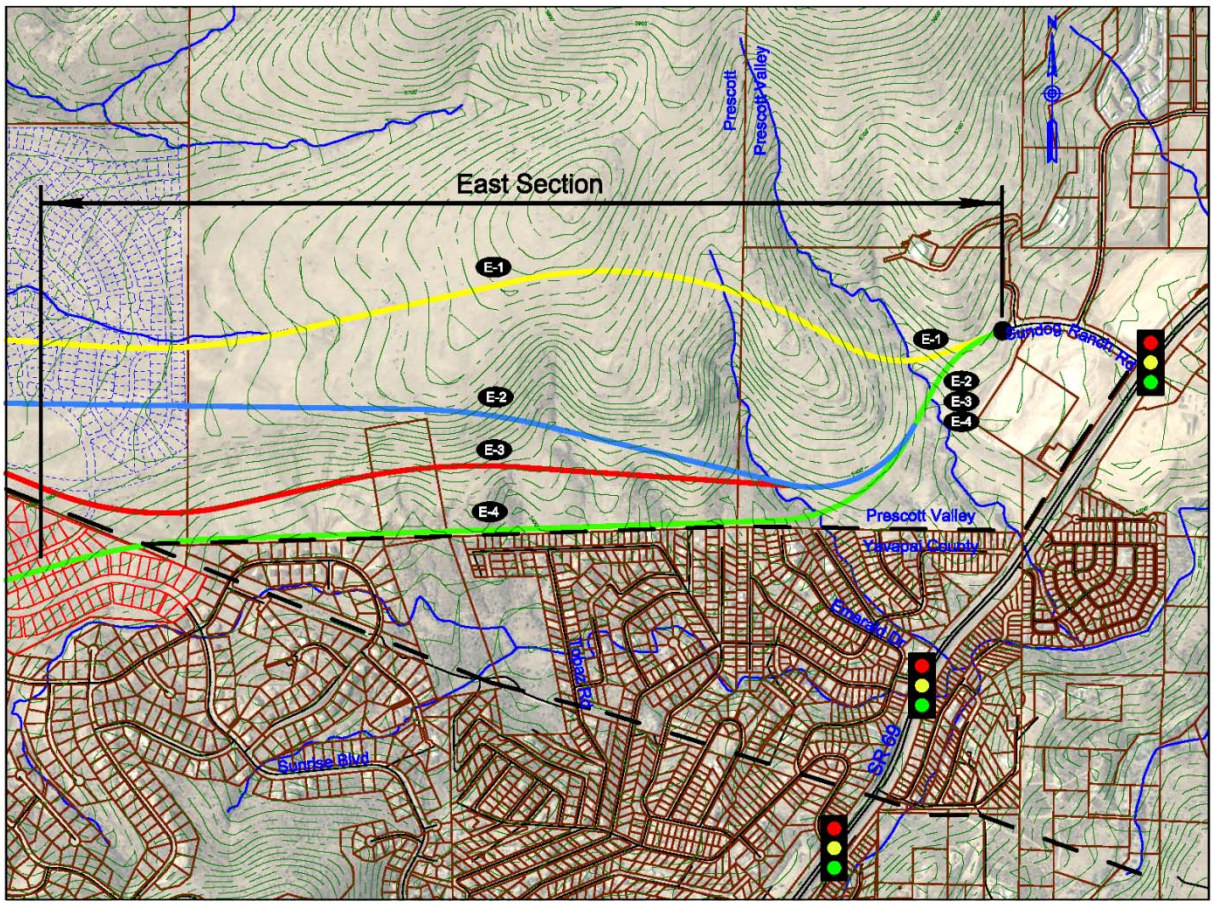


Figure 37: East Section Alternatives



4.1.1. YELLOW ALTERNATIVE

Alternative W-1 begins at the west termini roundabout on Prescott Lakes Parkway, travels north of the Sundog Ranch house and traverses the existing bluff southeast of Watson Lake, furthest north of all alternatives. Alternative E-1 continues across the plateau area, climbs slowly towards the Glassford Hill area, then turns southeast to end at the east termini, the intersection of Sundog Ranch Road and SR 69.

4.1.2. BLUE ALTERNATIVE

Alternative W-2 begins at the west termini roundabout on Prescott Lakes Parkway, travels north of the Sundog Ranch house and traverses the existing bluff southeast of Watson Lake, south of Alternative W-1. Alternative E-2 continues across the plateau area then traverses the existing bluff near the City/Town boundary and turns northeast to end at the east termini, the intersection of Sundog Ranch Road and SR 69.

4.1.3. RED ALTERNATIVE

Alternative W-3 begins at the west termini roundabout on Prescott Lakes Parkway, travels south of the Sundog Ranch house and traverses the existing bluff southeast of Watson Lake, south of Alternative W-2 and along the existing power line corridor. Alternative E-3 continues along the power line corridor area, parallels the existing bluff near the City/Town boundary, and turns northeast to end at the east termini, the intersection of Sundog Ranch Road and SR 69.

4.1.4. GREEN ALTERNATIVE

Alternative W-4 begins at the west termini roundabout on Prescott Lakes Parkway, travels south of the Sundog Ranch house, traverses the existing valley until the north-south section line, traverses the existing bluff near the Yavapai Hills development and remains at the east-west section line. Alternative E-4 continues across the east-west section line, adjacent to the Diamond Valley development and power line corridor, then turns northeast to end at the east termini, the intersection of Sundog Ranch Road and SR 69.

4.1.5. DESIGN CRITERIA

The project team identified select design criteria guidelines to aid the preliminary design of the alternative corridors. The purpose of design criteria definition is to ensure the design meets the project's objectives in the best overall public interest. Application of these principles may require the consideration and balancing of a number of social, economic, and environmental issues:

- Need for safe and efficient transportation
- Planning based on realistic financial estimates
- Cost of mitigating adverse effects on natural resources, environmental values, public services, aesthetic values, and community goals and objectives

To properly consider these items, the project team views the corridor from the perspective of the user, the community, and the public at large. To the user, the safe and efficient movement from one point to another is of paramount concern. The community is often most interested in aesthetic, social, and other impacts of the facility. The public at large are generally concerned about the effective and fair utilization and distribution of available funds.

The project team has the responsibility to contribute the most desirable design parameters consistent with safety, service, environment, and cost effectiveness, and to apply these parameters with sound engineering judgment.

Design parameters are developed and based on the City of Prescott standards and the American Association of State Highway Transportation Officials (AASHTO) "A Policy of Geometric Design of Highways and Streets", 2011.

For the Sundog Connector Corridor, the following design criteria are used to determine the preliminary corridor alignments:

- Roadway Classification: Minor Arterial
- Posted Speed Limit: 45mph, (Design Speed = 55mph)
- Maximum Vertical Grade: 6%
- Maximum Roadside Slope: ½ :1 cut (rock), 3:1 fill
- Cross Slope: 2%

The above parameters are important to defining the Sundog Connector Corridor as they have implications for alignment locations, project cost, corridor traffic capacity, and corridor aesthetics.

4.1.6. TYPICAL SECTIONS

Two typical section alternatives are presented for the Sundog Connector Corridor, shown in Figure 38 and Figure 39. Both roadway sections are based on the City of Prescott standard typical sections for arterial roadways, as well as existing typical sections of similar roadways in the region. The ultimate lane configuration remains the same between the two typical sections, the only difference is the shoulder condition. Typical Section A, shown in Figure 38, provides curb and gutter with a six-foot detached sidewalk on both sides of the roadway, while Typical Section B, shown in Figure 39, does not have curb and gutter and provides an eight-foot shoulder recovery area on both sides of the roadway. Both sections A and B can be constructed in interim and ultimate phases, with one side of the ultimate roadway being utilized for two-way traffic in the interim condition. Additional phasing options will be discussed in Section 5 of the report.

Both typical sections attempt to remain consistent with the character and feel of adjacent roadways such as Prescott Lakes Parkway. Typical Section A is used throughout the corridor evaluation process because, although it contains a larger roadway footprint, it provides more opportunities for a variety of road users and a more conservative cost estimate for programming purposes. The final selection between Typical Sections A and B is recommended as the corridor moves into the initial design phase.

Lane Configuration

The interim typical sections will have two travel lanes (one in each direction). The ultimate typical sections consist of four travel lanes (two in each direction). All travel lanes are 12-feet wide and the raised median is 16-feet wide. Where a left turn pocket is needed, the raised median is reduced to four feet. Both typical sections A and B provide a six-foot bike lane in each travel direction.

Right-of-Way

The City of Prescott standard right-of-way width for a four-lane arterial is 100 feet. The identified right-of-way width for both Typical Section A and Typical Section B is 100 feet.

Additional right-of-way is typically required at the intersections. The City of Prescott proposed General Engineering Requirements state the "dedicated right-of-way shall provide sufficient area for the installation of utilities, cut and fill slopes, drainage, postal gang boxes, sidewalks, traffic control devices, access management devices, fire hydrants, landscaping, turn lanes, and other facilities that may be located adjacent to street corridors." Both Typical Sections A and B conform to the City of Prescott requirements for minimum right-of-way.

Access Requirements

Intersection Spacing

Arterials generally serve major centers of activity in urban areas and have the highest traffic volumes. These streets are often major gateways to the communities. City of Prescott proposed General Engineering Requirements require a minimum of one-quarter (¼) mile spacing for all full access, signalized or roundabout controlled street intersections of all roadway classification types. City of Prescott standard spacing for a Minor Arterial is ¼ mile.

The Sundog Connector Corridor is divided by a 16-foot raised median. Median breaks should be provided only at roadway intersections at approximate ¼ mile minimum spacing, as noted above. Median openings are not permitted for local roads or driveways. Also, a minimum 8-foot wide Public Utility Easement (PUE) shall be located adjacent to each side of the dedicated street right-of-way.

Due to the challenging topographic constraints of the study area, the intersection spacing will likely be greater than the City of Prescott minimum. As initial design continues, design criteria for maximum roadway profile grade and roadway side slope rates may need to be adjusted to achieve the desired intersection spacing.

Driveway Spacing

Minimum driveway spacing shall conform to 200 feet, as required for a Minor Arterial by City of Prescott standards. Shared access and internal connectivity between adjacent parcels shall be encouraged to promote safe ingress and egress. Adjoining parcels under common ownership may be required to share a curb cut.

Figure 38: Typical Roadway Section A in Cut and Fill

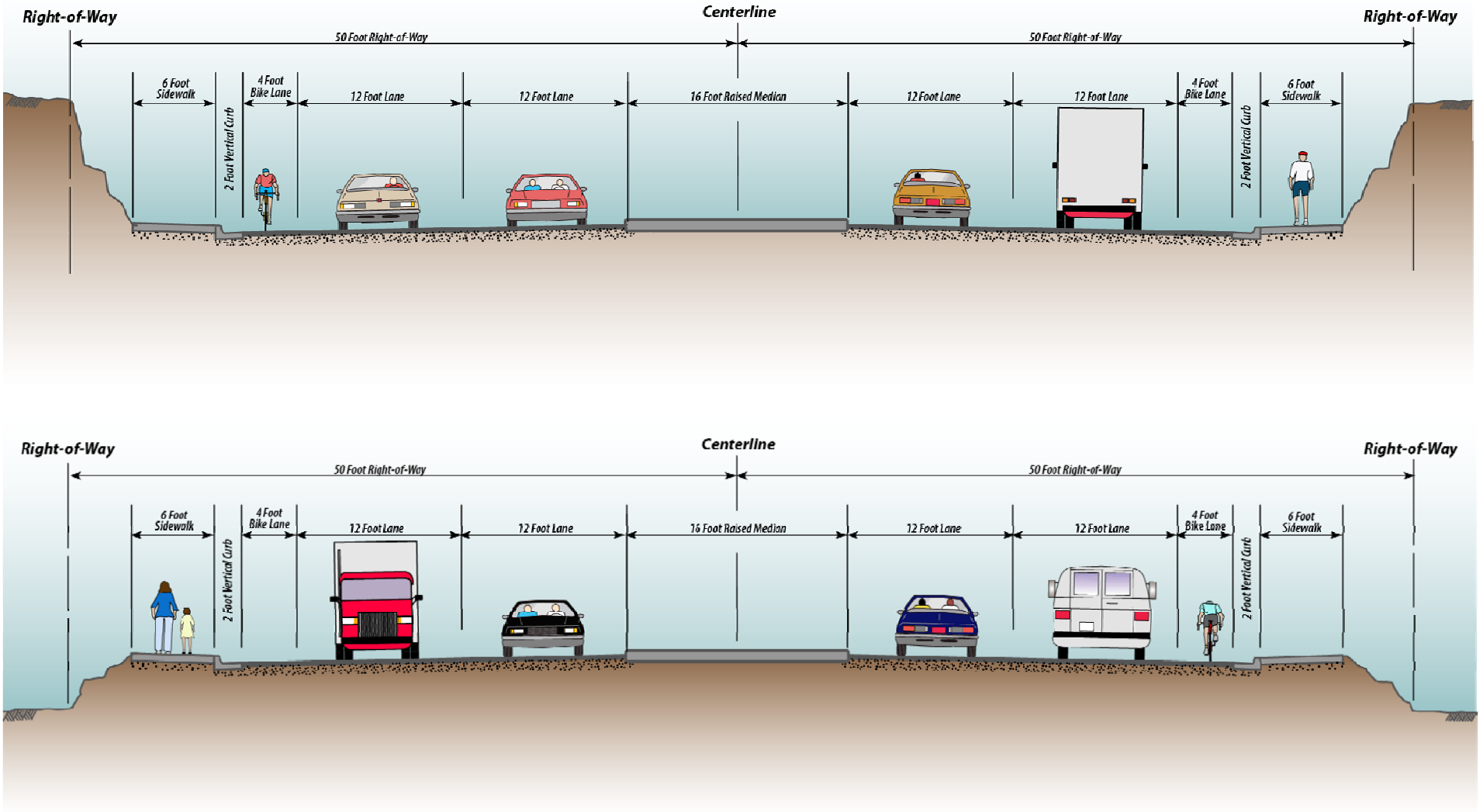
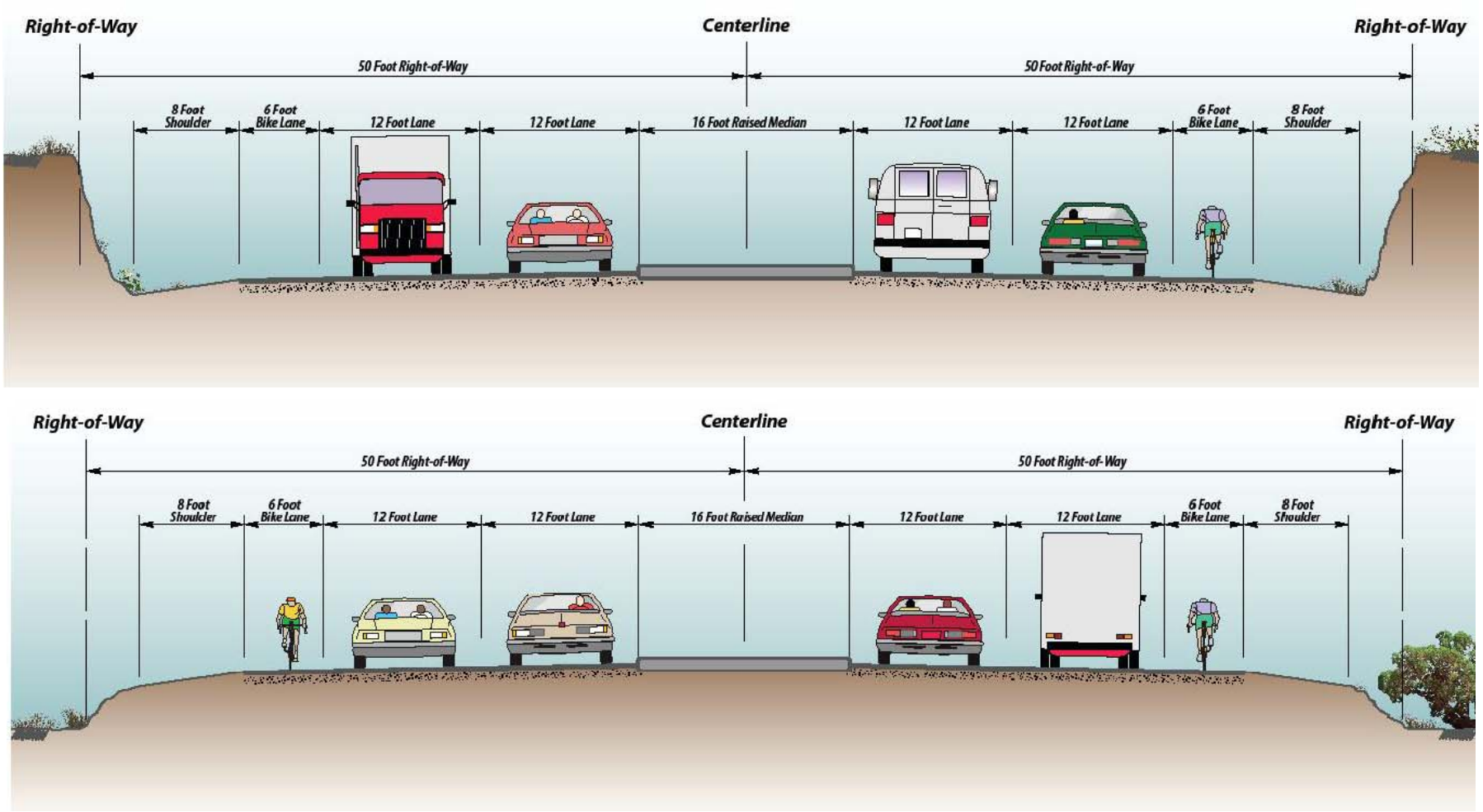


Figure 39: Typical Roadway Section B in Cut and Fill



4.2. EVALUATION OF PROPOSED CORRIDOR ALTERNATIVES

4.2.1. PRELIMINARY EVALUATION

For preliminary evaluation, eight alternative alignments were developed based upon the Yellow, Blue, Red, and Green alignments, discussed previously. For the Sundog Connector Corridor, both the west and east end of the corridor connect to existing roadways. As discussed in the previous section, both ends of all corridor alignments are fixed. For this study, no additional termini alternatives were developed at the west or east ends of the corridor. All alternatives are shown through the study area in Figure 40. The evaluation process to identify the preferred alternative is based on qualitative and quantitative analysis of the alternatives, established on the criteria listed in the sections below as agreed upon by the TAC members.
The goal of the Preliminary Evaluation Matrix, provided in Table 15, is to reduce the number of alternatives presented so that only a few feasible alternatives move forward for secondary evaluation. The summary of criteria used to evaluate and compare the eight alternatives is shown and described below:

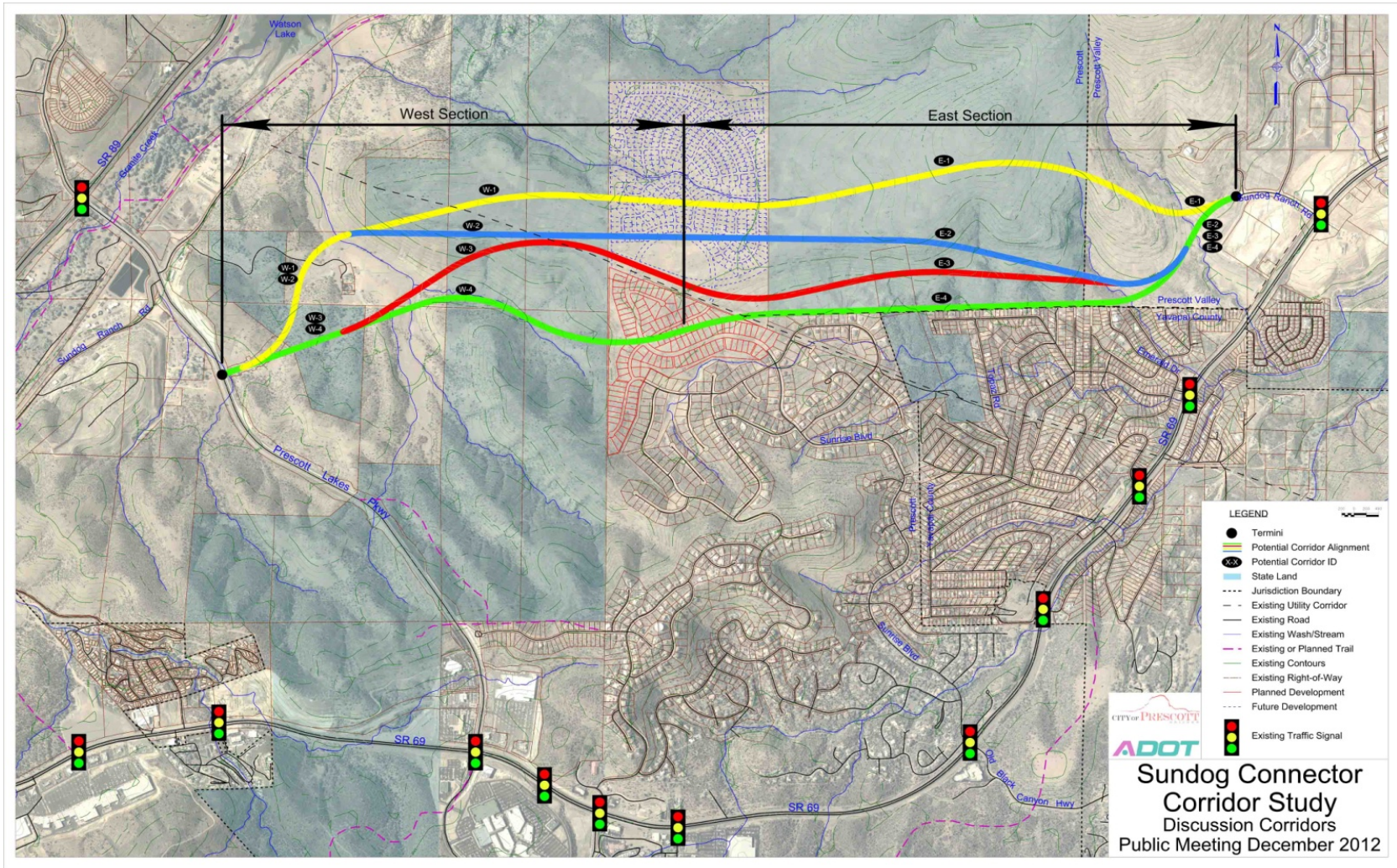
- Fatal flaws
- Consistency with the City of Prescott and Town of Prescott Valley General Plans
- Environmental impacts
- Feasibility of future intersection(s) and access

Each alternative was evaluated against each criteria item and was given a symbol and rating:

○ - "Least Desirable"
◑ - "Neutral"
● - "Most Desirable"

The alternative with the lowest ranking from each corridor section was eliminated. The remaining alternatives from each section were carried forward to the secondary evaluation, discussed in Section 4.2.3 of the report.

Figure 40: Alternative Alignments in Study Area



Fatal Flaw Analysis

The alternatives were initially screened to determine if any current information presented, or that the study team had received to date, justified the elimination of the alternative before any further evaluation was completed. As shown in Table 15, Alternative W-4 was eliminated because development plans are in preliminary approval stages at the City of Prescott for the red parcels shown in Figure 40. The study team moved forward assuming that development on this property will occur and is not consistent with the development of a new corridor, thus Alternative W-4 is not feasible.

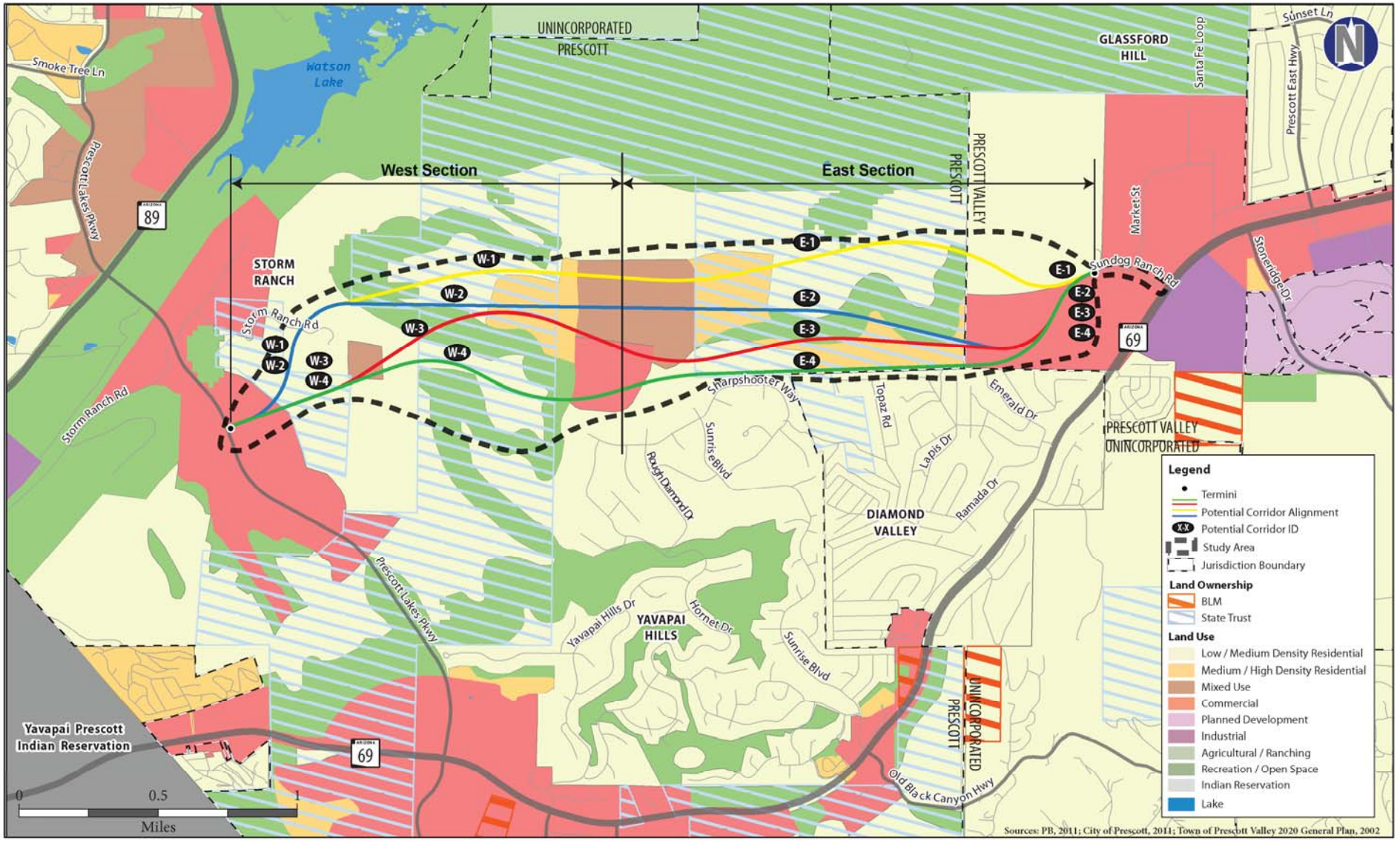
No other alternatives contained fatal flaws at this time; the remaining seven alternatives were evaluated on the criteria described below.

Consistency with the City of Prescott and Town of Prescott Valley General Plans

Each alternative was evaluated to determine its consistency with the General Plans, specifically regarding land use designation. It was assumed that alignments through residential or commercial designation reduce the amount of land available for development, while alignments located on the boundary of these designations allow for the greatest amount of developable land within that designation category. Alignments located along borders of different land uses provide for greater circulation between the areas once the parcels are fully developed.

The recreation/open space designation for this area is generally designated within undevelopable land, typically grades of 15% or more, as shown in Figure 41. Alignments that are located within designated open space/recreation (as designated in the General Plans) were given a “Most Desirable” rating because they maximize the use of undevelopable land. Also, alignments that have the greatest distance located along boundaries of other land use designations were given a “Most Desirable” rating. Alternatives that fell within the center of a residential or commercial designation were given a “Least Desirable” rating, as this reduces the amount of connectivity between the adjacent uses in fully developed parcels. In the west section, Alternative W-3 is most consistent with the General Plan land use designations. In the east section, Alternatives E-2 and E-3 are most consistent with the General Plan land use designation.

Figure 41: City of Prescott & Town of Prescott Valley General Plan Land Use Designation

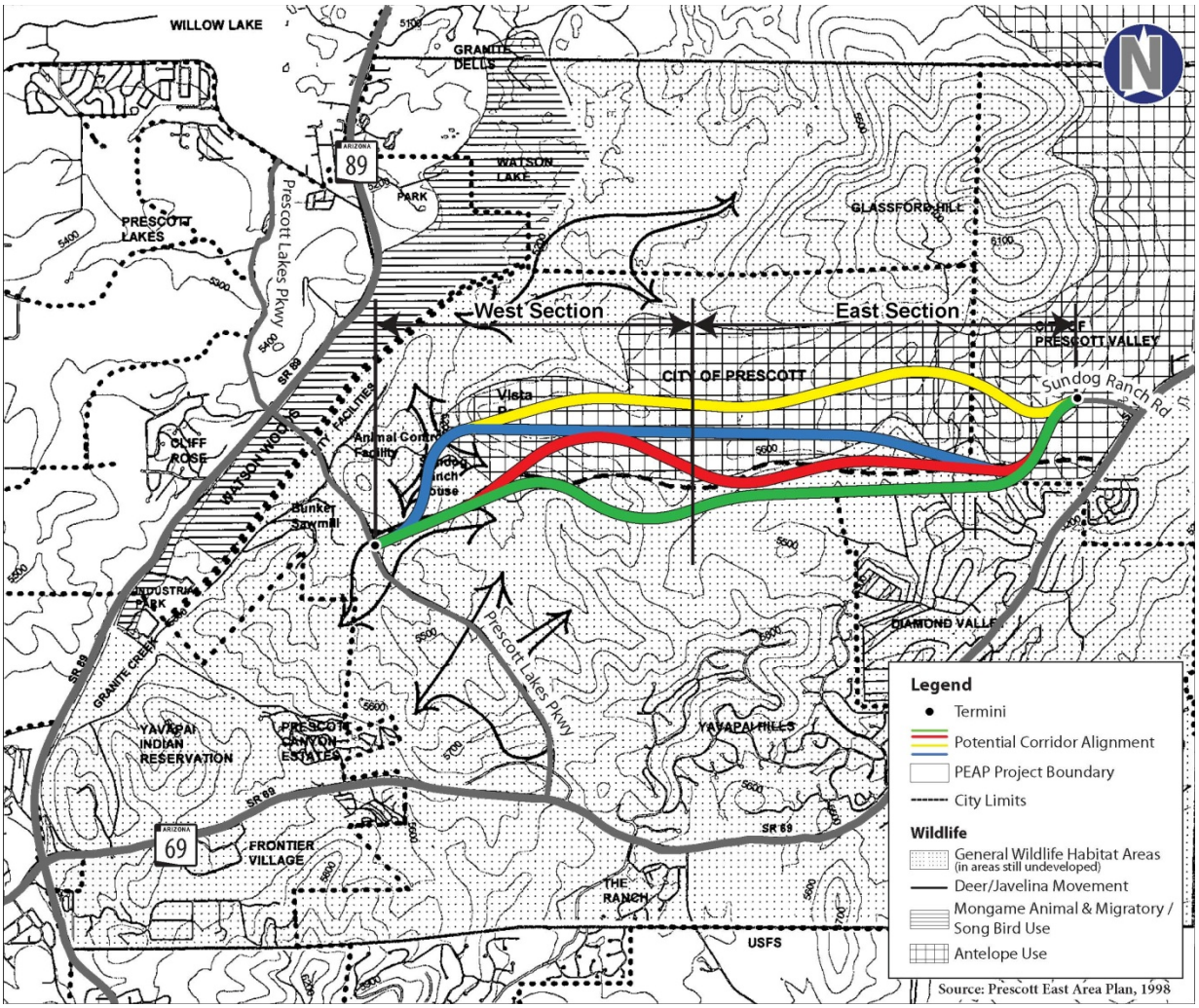


Environmental Impacts

Each alternative was evaluated to determine the qualitative level of impact to wildlife movements and noise quality.

The study area encompasses known deer and javelina movement corridors which, in many cases, follow natural drainages. Alternatives were evaluated on their location within the wildlife movements, as shown in Figure 42. The study area is located within Potential Wildlife Linkage 35: East-West Prescott National Forest, as identified in the 2006 *Arizona's Wildlife Linkages Assessment*. This wildlife linkage is one of the 28 high priority zones in Arizona.

Figure 42: Wildlife Habitat and Movement Corridors



Alternatives were also evaluated on their distance from existing residences and development, as well as the topography and how this contributes to or reduces noise levels. Noise impact for this alternative evaluation was conducted solely on the proximity of the alignment to existing residences, as well as potential roadway height above existing ground features. Potential provisions for noise analysis and noise abatement will be discussed in the following sections.

The alternative alignments that least impact the above environmental constraints were given a "Most Desirable" rating, while alternatives that most impact the above environmental constraints were given a "Least Desirable" rating. In the west section, Alternative W-3 is least desirable because it traverses through a wildlife movement and is closest to existing residences. In the east section, Alternative E-4 is least desirable because it is located directly adjacent to existing residences.

Feasibility of Future Intersection(s) and Access

Although the land within the study corridor is currently undeveloped, the study is located in a mixed-use area of Yavapai County with land use designation ranging from residential and commercial, to recreation/open space. As a result, it is necessary that the corridor be able to accommodate future access, should the adjacent parcels develop. In addition to future development, alternative ratings are based upon the current access control guidelines from City of Prescott and the ASLD. ASLD has a distinct policy mandate on the conditions of sale of the land for future development. ASLD requires that the property be valued and sold at a rate that represents the "highest and best use", which means that the value of the property is based on the greatest land use designation possible. Note that ASLD does not recognize the "open space" General Plan designation for State Land areas as land that must be preserved.

Intersection feasibility was determined by a combination of the preliminary alignment roadway profile and the ability to accommodate a crossing roadway, based on the existing adjacent topographic grades and the longitudinal grade of the alternative alignment roadway profile.

Alternatives that can accommodate at least one feasible intersection location along the alignment were given a "Most Desirable" rating, while alternatives that do not accommodate at least one feasible intersection location were given a "Least Desirable" rating. In the west section, Alternative W-1 is least desirable because significant roadway cut sections are needed to maintain reasonable roadway profile grades. The large cut sections do not allow for any feasible intersection connections from crossing roadways. In the east section, Alternative E-1 is least desirable because significant roadway cut sections are needed to maintain reasonable roadway profile grades. Alternatives W-2, W-3, E-2, and E-3 roadway profiles allow for flatter grades in at least one area, providing a feasible future intersection location.

Table 15: Preliminary Evaluation Matrix

		WEST SECTION				EAST SECTION			
PRELIMINARY EVALUATION CRITERIA	**NO BUILD**	**ALTERNATIVE W-1**	**ALTERNATIVE W-2**	**ALTERNATIVE W-3**	**ALTERNATIVE W-4**	**ALTERNATIVE E-1**	**ALTERNATIVE E-2**	**ALTERNATIVE E-3**	**ALTERNATIVE E-4**
Fatal Flaw Analysis	**None**	**No**	**No**	**No**	**Yes** The alignment traverses through a planned subdivision	**No**	**No**	**No**	**No**
Consistency with City of Prescott/ Town of Prescott Valley General Plans	**None**	◑ The alignment traverses some areas of recreation/open space designation	◑ The alignment traverses some areas of recreation/open space designation	● Portions of the alignment follow preferred designation boundary lines, allowing more area for future development		○ The alignment traverses some areas of recreation/open space designation, but is least feasible because of extended cut sections	● Portions of the alignment follow preferred designation boundary lines, allowing more area for future development	● Portions of the alignment follow preferred designation boundary lines, allowing more area for future development	◑ The alignment traverses some areas of recreation/open space designation
Environmental Impacts	**None**	◑ The alignment is furthest away from existing residences, but traverses through existing wildlife movements	◑ The alignment is furthest away from existing residences, but traverses through existing wildlife movements	○ The alignment is closest to existing residences and traverses through existing wildlife movements		● The alignment is furthest away from existing residences and does not traverse through existing wildlife movements	◑ The alignment is far away from existing residences, but traverses through existing wildlife movements	◑ The alignment is close to existing residences, but does not traverse through existing wildlife movements	○ The alignment is closest to existing residences

		WEST SECTION				EAST SECTION			
PRELIMINARY EVALUATION CRITERIA	**NO BUILD**	**ALTERNATIVE W-1**	**ALTERNATIVE W-2**	**ALTERNATIVE W-3**	**ALTERNATIVE W-4**	**ALTERNATIVE E-1**	**ALTERNATIVE E-2**	**ALTERNATIVE E-3**	**ALTERNATIVE E-4**
Feasibility of Future Intersections/Access	**None**	○ The alignment is furthest north, large cut sections are needed. No feasible connections to adjacent lands	● The alignment provides flat stretches that allow feasible connections to adjacent lands on both sides of the corridor	● The alignment provides flat stretches that allow feasible connections to adjacent lands on both sides of the corridor		○ The alignment is furthest north, encroaching the Glassford Hill area, large cut sections are needed. No feasible connections to adjacent lands	● The alignment provides flat stretches that allow feasible connections to adjacent lands on both sides of the corridor	● The alignment provides flat stretches that allow feasible connections to adjacent lands on both sides of the corridor	○ The alignment provides flat stretches that allow feasible connections to adjacent lands to the south, but the bluff to the north restricts connections to the north
Total Preliminary Evaluation Score		◑	●	●	**Eliminated**	◑	●	●	○

4.2.2. SUMMARY OF ALTERNATIVES CARRIED FORWARD TO SECONDARY EVALUATION

Alternatives W-1 and E-4 received the lowest overall scores and were eliminated. The alternatives that did not receive the lowest score in each section were moved forward for secondary evaluation. In the west section, alternatives W-2 and W-3 moved forward. In the east section, alternatives E-1, E-2 and E-3 moved forward.

4.2.3. SECONDARY EVALUATION

The preliminary evaluation discussed previously provides five alternatives that were retained for secondary evaluation. These five alternatives, in addition to the No-Build alternative, were carried forward for the secondary evaluation of alternatives.

The five alternatives were further analyzed in this section using the following criteria:

- Safety
- Constructability
- Right-of-Way
- Development Opportunities (along the corridor)
- Public and Agency Support
- Cost

Each alternative was evaluated against each criteria item and was given a symbol and rating:

○ - "Least Desirable"
◑ - "Neutral"
● - "Most Desirable"

The Secondary Evaluation Matrix is shown in Table 24. Brief descriptions about how the alternatives were evaluated relative to each criteria item are discussed below.

Safety

The five alternatives were evaluated to determine the safety of other potential road users such as bicyclists and pedestrians, as they would travel the proposed corridor alignment. Alignments that allow for flatter profile grades provide better access opportunities for a variety of users. Alternatives that provide the best opportunity for safety for road users were given a "Most Desirable" rating. Alternatives that provide the least opportunity for safety for road users were given a "Least Desirable" rating.

Alternative E-3 provides the flattest roadway profile grades and no sustained maximum grade (as shown in Figure 45), thus received a "Most Desirable" rating. All other alternatives contain one sustained maximum roadway profile grade, as shown in Figure 43, Figure 44, and Figure 46.

Constructability

Since the west and east termini are the same for each alternative and all alternatives traverse the same geographic area, the phased implementation strategies based on population thresholds are similar between the alternatives. No additional analysis was completed. The initial and ultimate construction phasing was assumed to be the same across all proposed alternatives, except the No-Build.

A preliminary analysis of roadway alignments through the study area showed that the existing topography is a major constraint through sections of the corridor, determining the alternative alignment location in space. Constructability with regards to earthwork and construction methods contributes significantly to project cost and alignment location for the alternatives. In the future, these considerations should be carefully evaluated to ensure a balance between project cost and alignment location.

The alternatives were evaluated on their ability to conform to the identified design criteria while following the existing topographic features. Consideration was given to the amount of earthwork required to construct the alignment, the balance between the amount of material cut and the amount of borrow material needed, the number of streams/washes being crossed, and the number of steep grades required. The alternative alignment profiles are shown in Figure 43 through Figure 46.

Legend for Figure 43 through Figure 46:

-represents area of cut or fill greater that 100' in height

-area of sustained 6% profile grade

-represents potential drainage crossing or structure (not to scale)

*Note that only the alternatives carried forward for secondary evaluation show these symbols in the profile windows.

Figure 43: Yellow Alternative Alignment Profile

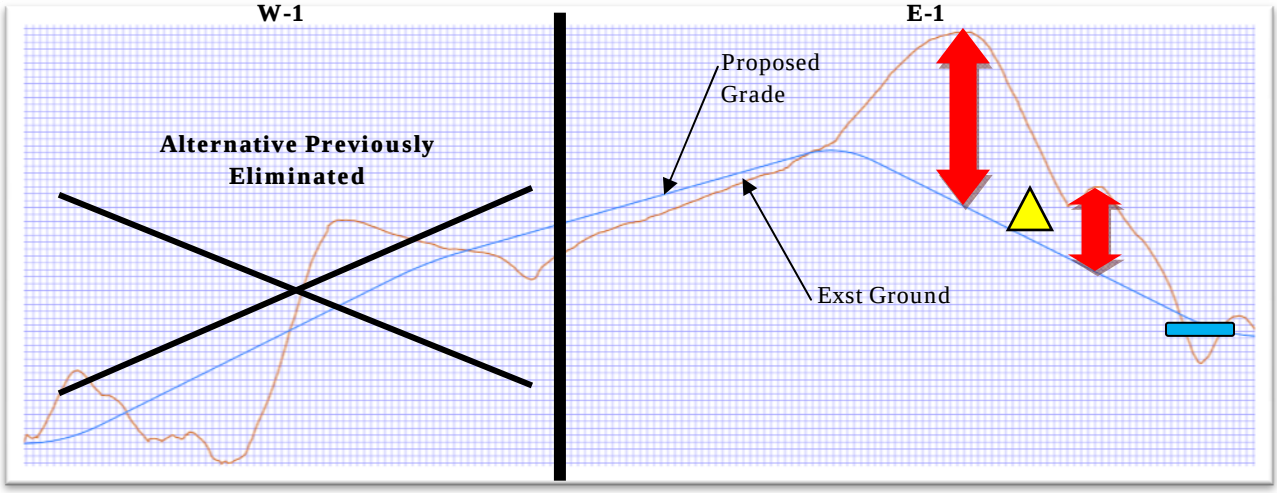


Figure 44: Blue Alternative Alignment Profile

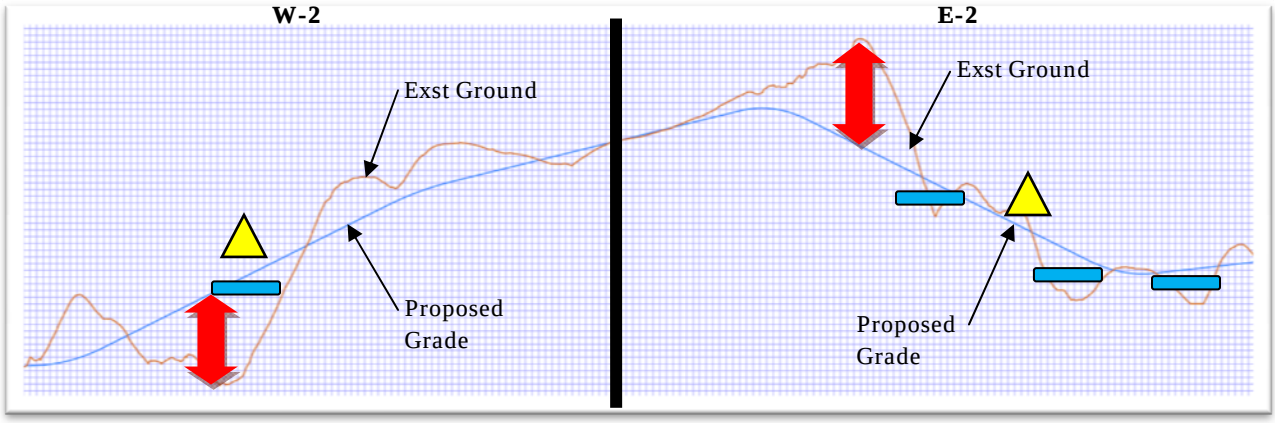


Figure 45: Red Alternative Alignment Profile

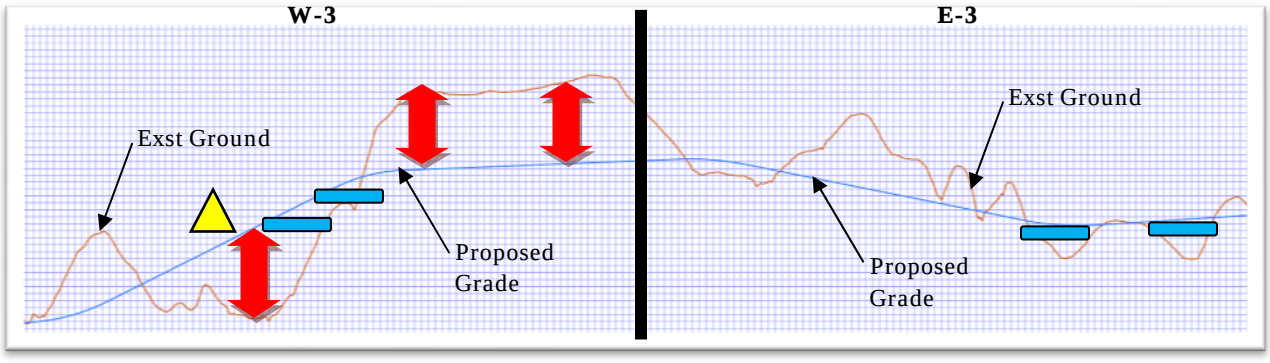
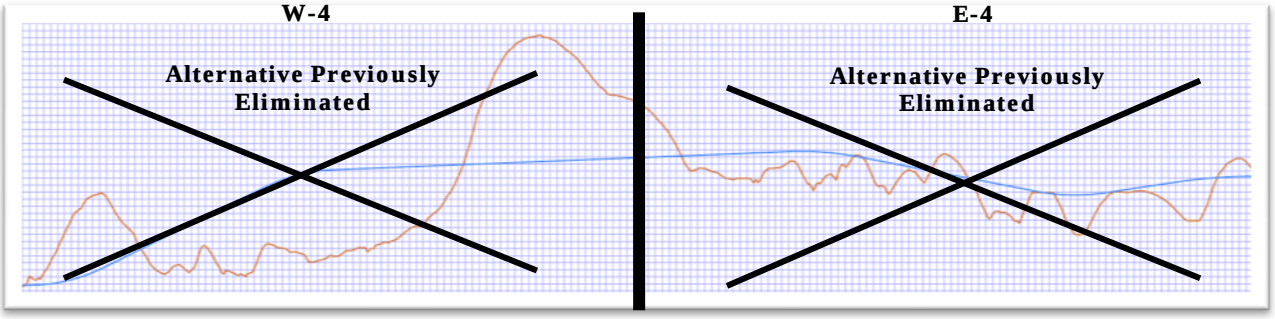


Figure 46: Green Alternative Alignment Profile



The alternative alignments that are most feasible with the topographic constraints were given a "Most Desirable" rating, while alternatives that are least feasible with the topographic constraints were given a "Least Desirable" rating. Constructability items considered for this evaluation include fill height, cut depth, profile grade, bridge needs, drainage needs, and potential intersection construction. Alternatives that best balance the above constructability factors were given a "Most Desirable" rating. Alternatives that least balance the above constructability factors were given a "Least Desirable" rating.

Alternative E-1 requires significantly more cut than the other alternatives and is severely unbalanced with respect to earthwork. Alternative E-1 also contains long stretches where the roadway is in a cut section, thus it was given a "Least Desirable" rating. All other alternatives were given a "Neutral" rating because they provide greater balance between the amount of earthwork, length of cut sections, and number of crossings, however the alternatives require a significant amount of earthwork for their roadway type.

Right-of-Way

The alternatives were evaluated based upon the typical right-of-way width required, as shown in the typical sections. Additional right-of-way beyond the typical section is needed in large earthen cut or fill areas to accommodate roadway slopes. Also, consideration was given to the length of the alternative located with State Land or privately held parcels as this greatly affects right-of-way acquisition costs. Alternatives that require the least amount of right-of-way acreage were given a "Most Desirable" rating. Alternatives that require the most amount of additional right-of-way acreage were given a "Least Desirable" rating.

Due to large cut sections, Alternative W-3 requires the most amount of additional right-of-way and was given a "Least Desirable" rating. Alternative E-2 requires the least amount of additional right-of-way, thus was given a "Most Desirable" rating.

Development Opportunities (along the corridor)

The City of Prescott and Town of Prescott Valley General Plans shows the land use through the Sundog Connector Corridor as a combination of Residential, Mixed-Use, Commercial, and Recreation/Open Space designations. Despite the existing topographic constraints, the variety of land use designation promotes future development in the area. The Sundog Connector

Corridor will attempt to provide feasible solutions for future intersection locations, giving access to areas of future development. Alternatives were evaluated based upon the ability to provide for development directly along the Sundog Connector Corridor. Flat roadway profile grades and minimal cut depth/fill height sections allow for greater development opportunities directly adjacent to the corridor. Alternatives that provide greatest amount of development abilities along the corridor were given a "Most Desirable" rating. Alternatives that provide the least amount of development abilities along the corridor were given a "Least Desirable" rating.

Alternative E-1 does not contain areas with less than 20 feet of cut/fill or flat profile grades and was given a "Least Desirable" rating. Alternative E-3 provides ½ mile of flat profile grade and less than 20 feet of cut/fill sections, thus was given a "Most Desirable" rating.

Public Support

The December 2012 community meeting presented the study area, the study process, provided an overview of the existing and future conditions, and presented the preliminary alternative alignments. The meeting was intended to be informative, while gathering public input on issues and opportunities to be considered during the study. The comments from the meeting suggested strong support for the No-Build alternative. Attendees were asked via comment card to rank the preliminary alternative alignments in the west and east sections. Results are shown in Table 16 and Table 17.

Based on comments received at the meeting and during the comment period, the major concerns regarding the alternative alignment location are:

- Impacts to existing wildlife corridors
- Visual impacts to the existing topography
- Roadway corridor noise
- Proximity of the roadway to the adjacent neighborhoods

In both east and west sections, the Yellow alternative (W-1 and E-1) received the most favorable votes from the public, while the Green alternative (W-4 and E-4) received the least amount of favorable votes.

Table 16: Community Meeting Ranking Summary, West Alternatives

Ranking	W-1 (Yellow)	W-2 (Blue)	W-3 (Red)	W-4 (Green)
1	26	7	8	10
2	5	31	13	2
3	7	11	30	3
4	13	2	0	36

Table 17: Community Meeting Ranking Summary, East Alternatives

Ranking	E-1 (Yellow)	E-2 (Blue)	E-3 (Red)	E-4 (Green)
1	27	6	3	11
2	5	31	11	0
3	6	10	30	1
4	9	0	3	35

The alternatives that were not previously eliminated in the preliminary evaluation were given a score based on the amount of votes from the public survey. As shown in Table 23, Alternative E-1 was given a "Most Desirable" rating while alternative E-4 was given a "Least Desirable" rating.

Cost

As part of the project cost evaluation process, five separate planning-level estimates were prepared for each alternative and are discussed in Table 19 though Table 23. Major items contributing to corridor cost in this analysis are roadway construction, bridge construction, drainage provisions, design/construction engineering, right-of-way acquisition and contingency. Familiar items under roadway construction include pavement, curb and gutter, sidewalk, and earthwork. Other items under roadway construction include traffic appurtenances such as striping, lighting and traffic control. The material generated from excavation in cut sections was assumed to be suitable to use for the fill sections.

The secondary alternative cost items are shown as items that can be quantified by unit price. The assumed unit prices are shown in Table 18 and are based on recent construction bid costs. These prices were not inflated to accommodate the costs in a particular construction year.

The cost of right-of-way is extremely variable due to the changing economic conditions and changing land values. The assumed right-of-way cost was based on historic purchases in the region. The alternative estimates range in cost from $26M to $54M and are shown in the tables below. The costs are based on a number of assumptions and, by nature, have a wide band of uncertainty around them. Note that these estimates are for the respective alternatives and are not the costs for the entire corridor. It is assumed for the evaluation purposes that items such as earthwork will be further evaluated to balance the costs over the entire corridor.

The alternatives were given a score based upon comparison of project costs between the alternatives. The alternative with the highest cost was given a "Least Desirable" rating while the alternative with the lowest cost was given a "Most Desirable" rating.

Table 18: Sundog Connector Corridor Estimate Assumed Unit Costs

Sundog Connector Corridor Estimate Unit Costs		
ITEM	**UNIT**	**UNIT COST**
Pavement	SF	$ 6.00
Sidewalk	SF	$ 3.00
Curb & Gutter	LF	$ 16.00
Curb	LF	$ 10.00
Traffic Items	LF	$ 20.00
Borrow	CY	$ 4.00
Excavation	CY	$ 8.00
Structure	SF	$ 100.00
Design & Construction Engineering		10%
Contingency		10%
R/W ASLD	AC	$ 40,000.00
R/W Private	AC	$ 40,000.00

Table 19: Alternative W-2 Cost Estimate

Alternative W-2				
Length = 1.65 MI				
Length = 8,700 LF				
ITEM	**UNIT**	**UNIT COST**	**QUANTITY**	**TOTAL COST**
Pavement	SF	$ 6.00	487,000	$ 2,922,000.00
Sidewalk	SF	$ 3.00	104,000	$ 312,000.00
Curb & Gutter	LF	$ 16.00	17,000	$ 272,000.00
Curb	LF	$ 10.00	17,000	$ 170,000.00
Traffic Items	LF	$ 20.00	9,000	$ 180,000.00
Borrow	CY	$ 4.00	2,580,000	$ 10,320,000.00
Excavation	CY	$ 8.00	985,000	$ 7,880,000.00
Structure	SF	$ 100.00	16,000	$ 1,600,000.00
Subtotal				**$ 23,656,000.00**
Design & Construction Engineering		10%		$ 2,365,600.00
Contingency		10%		$ 2,365,600.00
Total Construction Cost				**$ 28,387,200.00**
R/W ASLD	AC	$ 40,000.00	14	$ 564,000.00
R/W Private	AC	$ 40,000.00	43	$ 1,738,000.00
Total R/W Cost				**$ 2,302,000.00**
Total Project Cost				**$ 30,689,200.00**

Table 20: Alternative W-3 Cost Estimate

Alternative W-3				
Length = 1.53 MI				
Length = 8,100 LF				
ITEM	**UNIT**	**UNIT COST**	**QUANTITY**	**TOTAL COST**
Pavement	SF	$ 6.00	454,000	$ 2,724,000.00
Sidewalk	SF	$ 3.00	97,000	$ 291,000.00
Curb & Gutter	LF	$ 16.00	16,000	$ 256,000.00
Curb	LF	$ 10.00	16,000	$ 160,000.00
Traffic Items	LF	$ 20.00	8,000	$ 160,000.00
Borrow	CY	$ 4.00	1,275,000	$ 5,100,000.00
Excavation	CY	$ 8.00	2,220,000	$ 17,760,000.00
Structure	SF	$ 100.00	32,000	$ 3,200,000.00
Subtotal				**$ 29,651,000.00**
Design & Construction Engineering		10%		$ 2,965,100.00
Contingency		10%		$ 2,965,100.00
Total Construction Cost				**$ 35,581,200.00**
R/W ASLD	AC	$ 40,000.00	27	$ 1,095,000.00
R/W Private	AC	$ 40,000.00	34	$ 1,361,000.00
Total R/W Cost				**$ 2,456,000.00**
Total Project Cost				**$ 38,037,200.00**

Table 21: Alternative E-1 Cost Estimate

Alternative E-1				
Length = 1.74 MI				
Length = 9,207 LF				
ITEM	**UNIT**	**UNIT COST**	**QUANTITY**	**TOTAL COST**
Pavement	SF	$ 6.00	516,000	$ 3,096,000.00
Sidewalk	SF	$ 3.00	110,000	$ 330,000.00
Curb & Gutter	LF	$ 16.00	18,000	$ 288,000.00
Curb	LF	$ 10.00	18,000	$ 180,000.00
Traffic Items	LF	$ 20.00	9,000	$ 180,000.00
Borrow	CY	$ 4.00	-	$ -
Excavation	CY	$ 8.00	4,710,000	$ 37,680,000.00
Structure	SF	$ 100.00	16,000	$ 1,600,000.00
Subtotal				**$ 43,354,000.00**
Design & Construction Engineering		10%		$ 4,335,400.00
Contingency		10%		$ 4,335,400.00
Total Construction Cost				**$ 52,024,800.00**
R/W ASLD	AC	$ 40,000.00	27	$ 1,095,000.00
R/W Private	AC	$ 40,000.00	20	$ 787,000.00
Total R/W Cost				**$ 1,882,000.00**
Total Project Cost				**$ 53,906,800.00**

Table 22: Alternative E-2 Cost Estimate

Alternative E-2				
Length = 1.87 MI				
Length = 9,855 LF				
ITEM	**UNIT**	**UNIT COST**	**QUANTITY**	**TOTAL COST**
Pavement	SF	$ 6.00	552,000	$ 3,312,000.00
Sidewalk	SF	$ 3.00	118,000	$ 354,000.00
Curb & Gutter	LF	$ 16.00	20,000	$ 320,000.00
Curb	LF	$ 10.00	20,000	$ 200,000.00
Traffic Items	LF	$ 20.00	9,855	$ 197,100.00
Borrow	CY	$ 4.00	-	$ -
Excavation	CY	$ 8.00	1,415,000	$ 11,320,000.00
Structure	SF	$ 100.00	48,000	$ 4,800,000.00
Subtotal				**$ 20,503,000.00**
Design & Construction Engineering		10%		$ 2,050,300.00
Contingency		10%		$ 2,050,300.00
Total Construction Cost				**$ 24,603,600.00**
R/W ASLD	AC	$ 40,000.00	22	$ 896,000.00
R/W Private	AC	$ 40,000.00	21	$ 838,000.00
Total R/W Cost				**$ 1,734,000.00**
Total Project Cost				**$ 26,337,600.00**

Table 23: Alternative E-3 Cost Estimate

Alternative E-3				
Length = 1.84 MI				
Length = 9,721 LF				
ITEM	**UNIT**	**UNIT COST**	**QUANTITY**	**TOTAL COST**
Pavement	SF	$ 6.00	544,000	$ 3,264,000.00
Sidewalk	SF	$ 3.00	117,000	$ 351,000.00
Curb & Gutter	LF	$ 16.00	19,000	$ 304,000.00
Curb	LF	$ 10.00	19,000	$ 190,000.00
Traffic Items	LF	$ 20.00	10,000	$ 200,000.00
Borrow	CY	$ 4.00	-	$ -
Excavation	CY	$ 8.00	1,545,000	$ 12,360,000.00
Structure	SF	$ 100.00	32,000	$ 3,200,000.00
Subtotal				**$ 19,869,000.00**
Design & Construction Engineering		10%		$ 1,986,900.00
Contingency		10%		$ 1,986,900.00
Total Construction Cost				**$ 23,842,800.00**
R/W ASLD	AC	$ 40,000.00	22	$ 881,000.00
R/W Private	AC	$ 40,000.00	22	$ 887,000.00
Total R/W Cost				**$ 1,768,000.00**
Total Project Cost				**$ 25,610,800.00**

Table 24: Secondary Evaluation Matrix

		WEST SECTION		EAST SECTION		
EVALUATION CRITERIA	**NO BUILD**	**ALTERNATIVE W-2**	**ALTERNATIVE W-3**	**ALTERNATIVE E-1**	**ALTERNATIVE E-2**	**ALTERNATIVE E-3**
Safety	**None**	◑ 1 sustained maximum 6% grade	◑ 1 sustained maximum 6% grade	◑ 1 sustained maximum 6% grade	◑ 1 sustained maximum 6% grade	● No sustained maximum grades
Constructability	**None**	◑ 1M CY Cut 3.6M CY Fill >100' Fill height for 1500' 1 major drainage crossing	◑ 2.2M CY Cut 3.5M CY Fill >100' Fill height for 1200' 2 major drainage crossings	○ 4.7M CY Cut 0.5M CY Fill >100' Cut depth for 3000' 1 major drainage crossing	◑ 1.4M CY Cut 0.8M CY Fill >100' Cut depth for 1000' 3 major drainage crossings	◑ 1.5M CY Cut 0.7M CY Fill No Cut/Fill over 100' 2 major drainage crossings
Right-of-Way	**None**	◑ 58 Total Acres (14 Acres within ASLD)	○ 61 Total Acres (27 Acres within ASLD)	◑ 47 Total Acres (27 Acres within ASLD)	● 43 Total Acres (22 Acres within ASLD)	◑ 44 Total Acres (22 Acres within ASLD)
Development Opportunities	**None**	◑ 1/4mi attainable dev. grades & <20' cut/fill	◑ 1/4mi attainable dev. grades & <20' cut/fill	○ 0 mi attainable dev. grades & <20' cut/fill	◑ 1/4mi attainable dev. grades & <20' cut/fill	● 1/2mi attainable dev. grades & <20' cut/fill
Public Support	**None**	◑ Public- Ranked 2nd	◑ Public- Ranked 3rd	● Public- Ranked 1st	◑ Public- Ranked 2nd	◑ Public-Ranked 3rd
Cost	**None**	◑ $28.4M Construction $2.3M R/W **$30.7M Total**	◑ $35.6M Construction $2.4M R/W **$38.0M Total**	○ $52.0M Construction $1.9M R/W **$53.9M Total**	◑ $24.6M Construction $1.7M R/W **$26.3M Total**	● $23.8M Construction $1.8M R/W **$25.6M Total**
Total Secondary Evaluation Score		●	◑	○	◑	●

Table 25: Alternative Scores

		WEST SECTION		EAST SECTION		
EVALUATION CRITERIA	**NO BUILD**	**ALTERNATIVE W-2**	**ALTERNATIVE W-3**	**ALTERNATIVE E-1**	**ALTERNATIVE E-2**	**ALTERNATIVE E-3**
Preliminary Score (From Table 15)		●	●	◑	●	●
Secondary Score (From Table 24)		●	◑	○	◑	●
TOTAL SCORE		●	◑	○	◑	●

4.2.4. SELECTION OF PREFERRED ALTERNATIVE

The information presented in Table 15 and Table 24 was presented and discussed with the project TAC members at the March TAC meeting. After discussion with the TAC, the project team revised Working Paper No. 2 to incorporate the comments and direction received into this final version.

Based on the evaluations completed in Table 15 and Table 24, and subsequent input from the TAC members, the preferred alternatives for the west and east sections are W-2 and E-3, respectively. These alternatives represent two different colors (blue and red), creating a hybrid alternative spanning the length of the corridor.

4.2.5. CHARACTERISTICS OF PREFERRED ALTERNATIVE

The hybrid, or recommended alternative, is a combination of the W-2 and E-3 alignments. Additional consideration was given to the hybrid alignment layout with regards to the existing topography and the effects on the earthwork cost for the corridor. As shown in Figure 47 and Figure 48, the white dashed line traverses the ridge on the west side of the corridor in a slightly different location that either W-2 or W-3, follows along the existing power line corridor through the middle, then blends with E-3 and follows E-3 to the eastern termini at Sundog Ranch Rd.

Figure 48 shows the profile of the recommended alternative. It is assumed that at least one structure is needed to traverse the many streams and bluffs that cross the corridor. Further evaluation of structure locations and lengths will be completed in the initial design phase. As mentioned throughout the report, the topography and earthwork for the Sundog Connector Corridor will drive the overall project cost. Further evaluation of the alignment profile location and grades should be completed in the initial design phase to maximize the earthwork constraints and project cost.

Figure 47: Recommended Alternative Land Use View

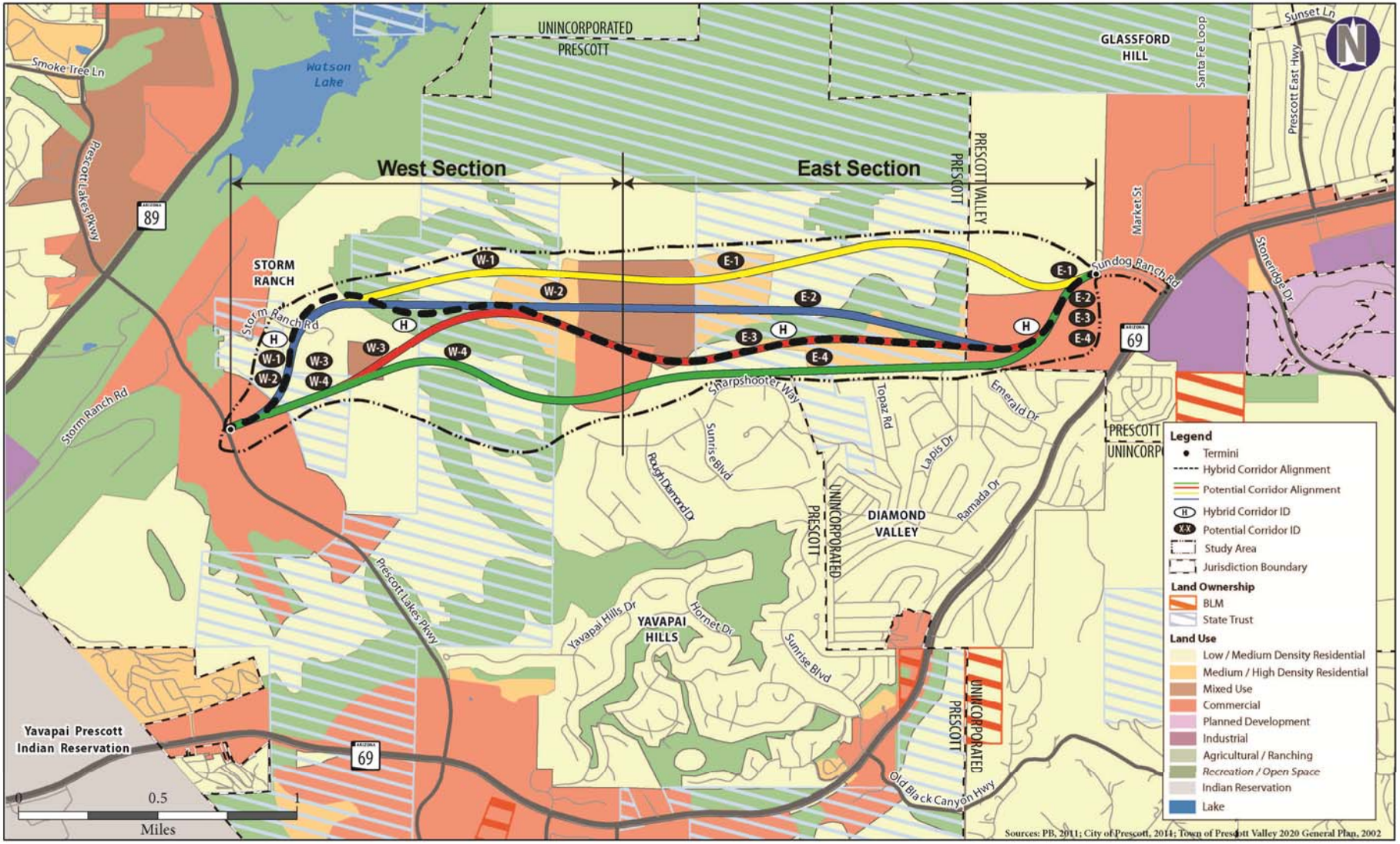


Figure 48: Recommended Alternative Topographic Plan View

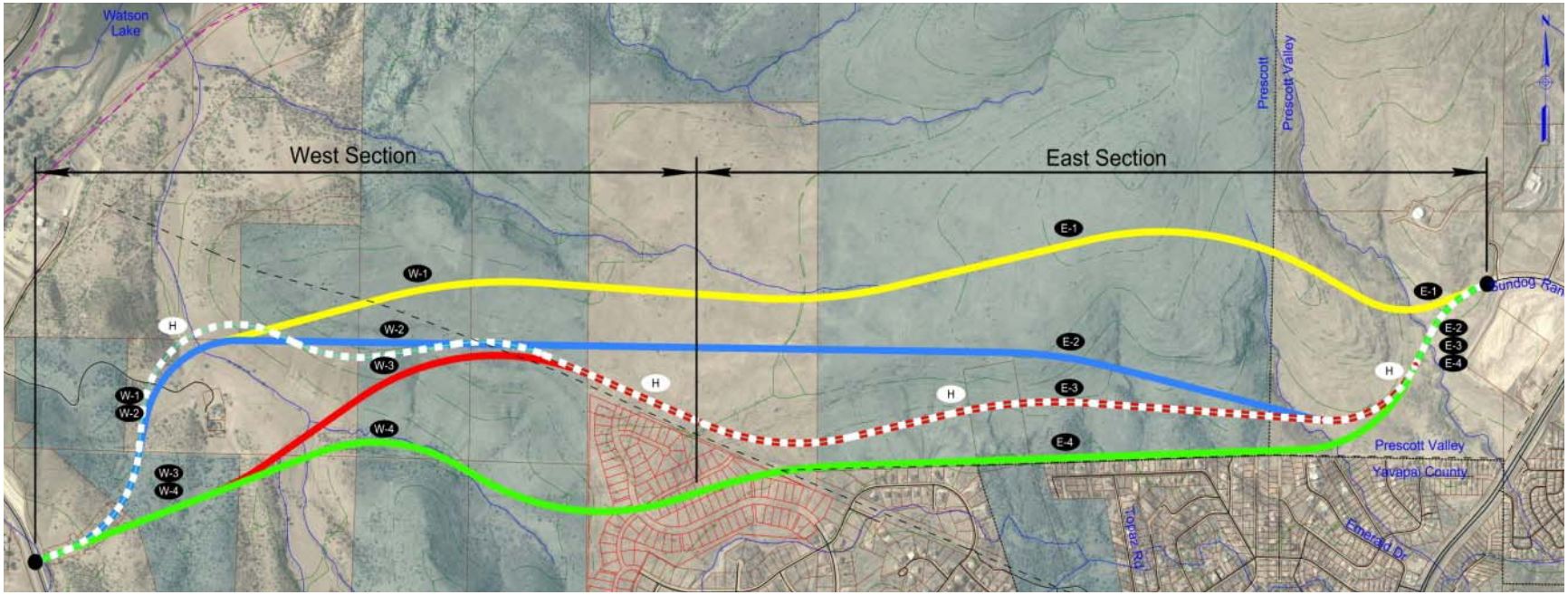
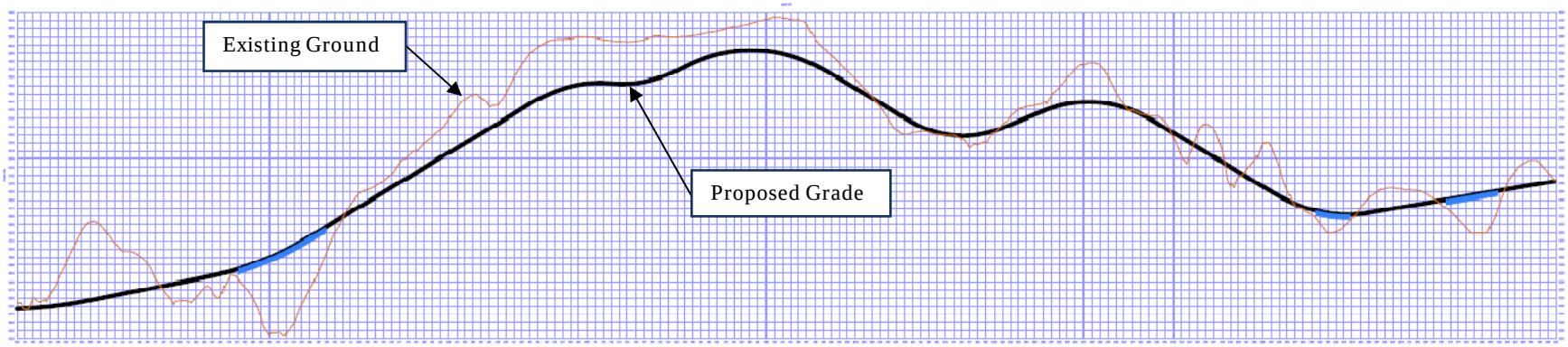


Figure 49: Recommended Alternative Profile View



A planning-level estimate was prepared for the recommended alternative and is shown in Table 26. As the corridor designs are refined in future project phases, the cost data will be improved and refined accordingly. This estimate is intended to be used as a guide for the City of Prescott for project programming purposes.

Table 26: Recommended Alternative Cost Estimate

Recommended Alternative				
Length = 3.58 MI				
Length = 18,888 LF				
ITEM	**UNIT**	**UNIT COST**	**QUANTITY**	**TOTAL COST**
Pavement	SF	$ 6.00	1,058,000	$ 6,348,000.00
Sidewalk	SF	$ 3.00	227,000	$ 681,000.00
Curb & Gutter	LF	$ 16.00	38,000	$ 608,000.00
Curb	LF	$ 10.00	38,000	$ 380,000.00
Traffic Items	LF	$ 20.00	19,000	$ 380,000.00
Borrow	CY	$ 4.00	-	$ -
Excavation	CY	$ 8.00	1,909,000	$ 15,272,000.00
Structure	SF	$ 100.00	48,000	$ 4,800,000.00
Subtotal				**$ 28,469,000.00**
Design & Construction Engineering		10%		$ 2,846,900.00
Contingency		10%		$ 2,846,900.00
Total Construction Cost				**$ 34,162,800.00**
R/W ASLD	AC	$ 40,000.00	33	$ 1,320,000.00
R/W Private	AC	$ 40,000.00	45	$ 1,816,000.00
Total R/W Cost				**$ 3,136,000.00**
Total Project Cost				**$ 37,298,800.00**

5 IMPLEMENTATION/FUNDING STRATEGIES FOR PREFERRED ALTERNATIVE

5.1. PROJECT PHASING TIMELINE

The recommended phasing approach for most corridor development projects is to construct the ultimate roadway in a single project. However, in this era of limited project funding budgets, agencies often plan and design projects with the ability to be constructed in phases. This approach allows the local jurisdictions to meet the growing capacity needs in an interim time frame, while planning and preserving the ultimate footprint for the future capacity improvement projects. There are several strategies typically used to phase a corridor project, which will be discussed specific to the Sundog Connector Corridor.

Often corridors like the Sundog Connector Corridor can be shortened into useful segments to aid in the utilization of several fiscal years of annual funding. The segment approach constructs useable lengths of a corridor using the existing roadway network as interim connections until the next segment is able to be completed. For the Sundog Connector Corridor, the segment-phased construction is not recommended as the existing roadway network does not have the necessary lane capacity or pavement stability to handle the traffic loadings for the interim condition. In addition, the 3.5 mile length should be short enough for the roadway to be constructed in a single project.

Instead of phasing the segment or length of the project, the study team recommends that the project be phased by width of roadway constructed. In the traffic analysis section of this report, it was determined that an interim capacity of two lanes (one lane in each direction) could meet the growth demands of the region for a period of time. As the traffic growth fills the interim capacity, the corridor can be improved to the ultimate four-lane facility. There are two lane configuration approaches, summarized in Table 27, which can be implemented for the construction of the two interim lanes.

Table 27: Project Phasing

Lane Configuration	Phase 1: Interim	Phase 2: Ultimate
One-side	Construction of either the westbound or eastbound roadways including the curb and gutter, sidewalk, median curb on one side and storm drain	Construction of the opposing direction including the curb and gutter, sidewalk, median curb on one side and storm drain
Inside	Construction of the two inside lanes including the raised median	Construction of the outside lanes including bike lane, curb and gutter, sidewalk and storm drain

The implementation of the phased construction approaches discussed above meet a significant challenge when applied specifically to the Sundog Connector Corridor because of the topography of the area and the resulting earthwork. The topography, combined with the design criteria for vertical profile, results in several deep cuts greater than 100 feet in depth. In addition, the soils in the area are known to be basalts, which is a rock material that is challenging to excavate (further geotechnical investigations are needed as the project continues through design). Because of the anticipated magnitude and difficulty of the excavation, the earthwork portion for the ultimate roadway should be completed in the first phase. Ultimately, the typical section characteristics of the Sundog Connector Corridor along with the configuration and condition of the existing roadway network and the type of soils within the study area limit the phasing opportunities available to construct the corridor. The study team recommends that the ultimate typical section and length be constructed as a single project.

There is an opportunity to phase the intersection construction by identifying preferred intersection locations along the corridor. This includes the identification of additional right-of-way needs for the future development to construct the intersections and access roads as improvements are made along the corridor.

5.2. FUNDING

Currently, there is no funding set aside for the Sundog Connector Corridor construction, design, or right-of-way. Possible funding sources may include local development fees collected for planned developments, traditional roadway funding (i.e., federal, state, and local), a future regional sales tax, tolling of users, or possibly a public-private partnership. Although the tolling of users or public-private partnerships may be possible revenue sources, it is unlikely that there will be a large enough travel benefit for users to pay a toll. In addition, the logistics of collecting tolls on a non-access controlled facility with multiple access points along its length would reduce the feasibility of toll collecting.

Currently, the future need for the Sundog Connector Corridor has been identified. As the Sundog Connector Corridor is studied further, the funding sources should be examined more closely.

5.3. NEXT STEPS

Below is a list of activities that should be completed to successfully develop the Sundog Connector Corridor:

- ☑ **Develop a Design Concept Report (DCR) and preliminary environmental documentation:** Through the development of a DCR and environmental document, the following technical elements can be further investigated:
  - Confirmation of Purpose and Need – Review updated traffic projections
  - Topographic Survey – To confirm GIS based contour information
  - Geotechnical Investigations - To confirm soil type and excavation difficulty
  - Environmental Investigations:
    - Cultural Evaluation
    - Biological Evaluation
    - Hazardous Materials
    - Noise and Air Quality

- ☑ **Right-of-way preservation:** Coordinate the preferred corridor alignment with ASLD, existing and future utilities, and other development identified within the study area.

- ☑ **Secure funding**

APPENDIX A – ENVIRONMENTAL REVIEW

Environmental Review

This Environmental Review briefly describes the social and environmental characteristics of the Sundog Connector Corridor study area, within which the proposed roadway may be located. Topics not included in this section are historic or archeological resource inventories or field surveys; or the determination of biological resources, cultural resources, hazardous materials, or jurisdictional waters.

A.1 BIOLOGY

Threatened, Endangered, and Sensitive Species

The Arizona Game and Fish Department (AGFD) On-Line Environment Review Tool was accessed on October 2, 2012. Six U.S. Fish and Wildlife Service (FWA) Special Status Species were identified as potentially occurring within the study area (Table 1).

Table 1: FWS Federally Listed Species

Name	Scientific Name	Status
Arizona Toad	*Anaxyrus microscaphus*	SC
Bald Eagle (Winter populations)	*Haliaeetus leucocephalus*	BGA
Bald Eagle (Sonoran Desert populations)	*Haliaeetus leucocephalus*	BGA
Golden Eagle	*Aquila chrysaetos*	BGA
Maricopa Tiger Beetle	*Cicindela oregona Maricopa*	SC
Mogollon Fleabane	*Erigeron anchana*	SC
Yellow-billed Cuckoo	*Coccyzus americanus*	PS, C

C = Candidate Species; BGA = Bald and Golden Eagle Protection Act; PS = Proposed Species; SC = Species of Concern;
T = Threatened
Source: Arizona Game and Fish Department On-line Environmental Review Tool

Arizona Wildlife of Special Concern

The AGFD recognizes several species as sensitive and designates them as Wildlife of Special Concern (WSC). According to the On-Line Review Tool, there are four WSC species potentially occurring within the study area. These are listed in Table 2.

Table 2: Arizona Wildlife of Special Concern

Common Name	Scientific Name
Yellow-billed Cuckoo	*Coccyzus americanus*
Bald Eagle (Winter and Sonoran Desert populations)	*Haliaeetus leucocephalus*
Belted Kingfisher	*Megaceryle alcyon*
American Redstart	*Setophaga ruticilla*

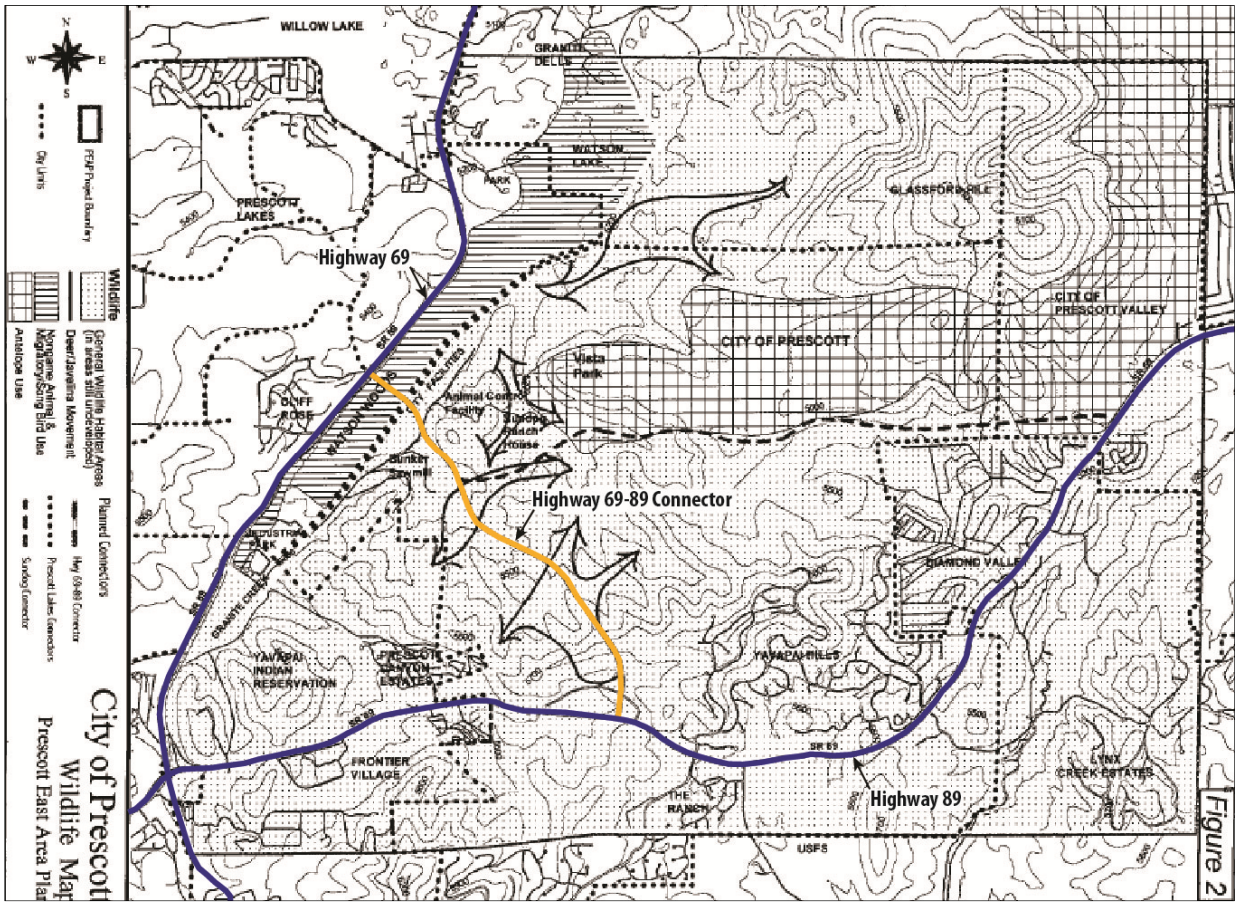
Source: Arizona Game and Fish Department On-line Environmental Review Tool

Wildlife Habitat and Movement Corridors

Due to the largely undeveloped nature of this area, moderate quality wildlife habitat is present in the rolling terrain. Common animal species include familiar bird species such as hummingbirds, song birds and quail; raptor birds such as vultures and hawks; a variety of reptiles; and mammals such as coyote, javelina, and mule deer. The study area encompasses

known deer and javelina movement corridors, which, in many cases, follow natural drainages (Figure 1).

Figure 1: Map of Locations of Wildlife Habitat and Movement Corridors



Source: Prescott East Area Plan, City of Prescott (1998)

Wildlife Linkages

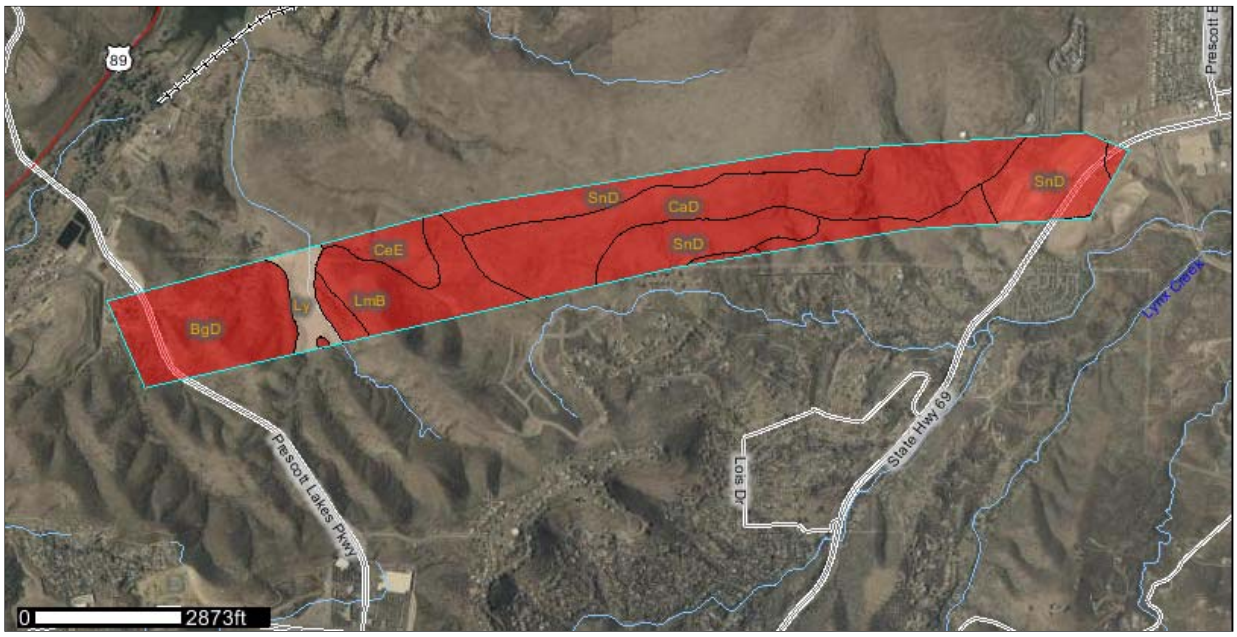
The study area is located within Potential Wildlife Linkage 35: East-West Prescott National Forest, as identified in the 2006 *Arizona's Wildlife Linkages Assessment*. This wildlife linkage is one of the 28 high priority zones in Arizona.

A.2 PRIME AND UNIQUE FARMLAND

Farmland

According to the National Resource Conservation Service On-Line Web Soil Survey, the majority of the study area is not considered prime or unique farmland (Figure 2). Approximately 30 acres located within the western end of the study area and due south of Watson Lake, consists of Lynx soils. If irrigated, these soils would be considered prime farmland. However, additional review of aerial photography indicated that no farmland currently exists in this location.

Figure 2: Prime and Unique Farmland



Notes: Red=not prime farmland
Tan=prime farmland (if irrigated)
Source: National Resource Conservation Service On-Line Web Soil Survey

A.3 NATURAL ENVIRONMENT

Physiology

The study area is located within Arizona's Transition Zone, between two physiographic regions: the Basin and Range which covers the southern third of the state, and the Colorado Plateau which covers the northern third. Within the Transition Zone, the Great Basin conifer woodland is the dominant biotic community. The eastern end of the study area enters the Interior Chaparral biotic community.

Soils

Several soil types are present within the study area, and defined in Table 3.

Table 3: Soil Types and Descriptions

Soil Series	Description
Lontin	The Lonti series consists of very deep, well drained soils that formed in old gravelly alluvium from mixed sources. These soils are on nearly level plains to steep alluvial fans and are mainly utilized as rangeland and wildlife habitat.
Balon	The Balon series consists of very deep, well drained soils that formed in mixed fan alluvium dominantely from schist, granite, basalt and related rocks. Balon soils are on fan terraces with slopes of 2 to 25 percent and are maintained utilized as rangeland.
Cabezon	The Cabezon series consists of shallow, moderately slowly to slowly permeable soils that formed in eolian material over residuum derived from basalt. The Cabezon soils are located on the summits of lava plateaus and mesas and are mainly utilized for grazing practices.

Springerville	The Springerville series consists of deep, well drained soils that formed in alluvium from tuff, volcanic breccias and basalt. Springerville soils are on plateaus and mesas and have slopes of 0 to 10 percent. These soils are used for livestock grazing, fuel wood production and wildlife habitat.
Lynx	The Lynx series consists of deep, well drained soils that formed in mixed alluvium. Lynx soils are on flood plains and alluvial fans and have slopes of 8 to 60 percent. Lynx soils are used for grazing and irrigated cropland.

Source: Natural Resources Conservation Service Soil Series Classification Database
http://soils.usda.gov/technical/classification/scfile/index.html

Vegetation

Common vegetation found in the study area includes predominantly small shrub-like plants and grasses, including squawbush *(Rhus trilobata)*, gamma grasses *(Bouteloua sp.)*, sagebrush *(Artemesia tridentate)*, blackbrush (*Coleogyne ramosissima)*, three-awns *(Aristida spp.)*, sideouts grama *(Bouteloua curtipendula)*, and the occasional prickly pear *(Opuntia spp.)*, and cholla cactus *(Opunita spp.)*. Annual precipitation generally ranges between 13 and 25 inches, with the majority of rain occurring during the summer months, July to September (Prescott AMA Climate, ADWR).

Jurisdictional Waters

According to USGS Topographic Maps from the National Geographic Society (2011), the study area crosses, or is within relatively close proximity to three named drainages and several unnamed ones. Lynx Creek runs west to east and parallels SR 69, south of the study area. This creek, which eventually joins the Agua Fria River, is located southeast of SR 69 and is therefore outside of the study area. Granite Creek flows alongside SR 89 and is also not within the study area; However, Badger Creek, a tributary to Watson Lake/Granite Creek, does originate within the study area and is likely a jurisdictional water.

A.4 RELOCATIONS AND ACQUISITIONS

There are two privately owned residential properties within the study area, located at the end of Storm Ranch Road. This road connects north to Sundog Ranch Road, which connects west to the Prescott Lakes Parkway, otherwise referred to as the Highway 69-89 Connector. One of the homes was built in 1920 and is located on a 1.5 acre lot. The other was built in 1987 and includes two parcels for a total land area of one acre. It is unlikely that these residences will be impacted by this project.

APPENDIX B – PUBLIC MEETING #1

Arizona Department of Transportation and the City of Prescott
Sundog Connector Corridor Study
Public Meeting 1 - Summary
January 7, 2012

Meeting date: Tuesday, December 4, 2012
4 p.m. to 7:30 p.m.

Meeting Location: Yavapai Hills Clubhouse

Participants: 126 participants signed in

Project Overview

The Arizona Department of Transportation and the City of Prescott are conducting a study to develop and evaluate alternative alignments for the Sundog Corridor. The Sundog Corridor is envisioned as an east-west roadway parallel to State Route 69 that will connect the City of Prescott and the Town of Prescott Valley and provide a much needed connection between the two communities. The Sundog Corridor would relieve congestion on SR 69 by providing an additional route and access to the residential communities. The study is funded by the Federal Highway Administration through ADOT's Planning Assistance for Rural Areas (PARA) Program.

The study area extends from the Prescott Lakes Parkway roundabout intersection in Prescott to the Sundog Ranch Road intersection with SR 69 in Prescott Valley, a distance of approximately 3.5 miles. The result of the study will be a preferred alternative that will address right-of-way needs, utilities and drainage, and recommendations for intersection locations, as well as the possible roadway plan for medians, curbs, gutters, sidewalks, and number of lanes.

At this point, funding for construction has not been identified. This study is in the early planning phases and will make higher level recommendations which may be studied in more detail at a later date. A date of when this corridor may be needed is unknown and will most likely be driven by future population increases.

The public's input is essential to the study results. The first of two public meetings was held on Tuesday, December 4, at the Yavapai Hills Clubhouse. Project team members presented information related to the existing and future conditions, identified needs of the corridor, and alternatives corridor alignments. A second open house will be held at a later date to present the study's recommendations.

Public Meeting Notification

Efforts were made to notify the surrounding community. Team members used a variety of methods to announce the study and public meeting which include those listed below. Notification material can be found in *Appendix A: Notification Material*.

Prior to the public meeting, ADOT:

- Placed ad in the Daily Courier and the Prescott Valley Tribune on Wednesday, November 28, 2012.
- Distributed email notification to established ADOT Prescott District list of approximately 460 individuals and organizations on Wednesday, November 28, 2012.
- Provided email and electronic notice to Yavapai Hills Homeowners Association for distribution among residents.

Public Meeting Overview

Project Manager Rebecca Fly with Parsons Brinkerhoff welcomed and thanked participants for their time. She briefly explained the studies funding through ADOT's PARA process, reviewed the history of the study, the study area, and the process, and provided an overview of the existing and future conditions. She explained that there was no defined timeline for construction and no funding identified. At the conclusion of the presentation, the floor was opened for a question and answer session. Below is a summary of that discussion. All material presented can be found in *Appendix B: Meeting Material*.

Question and Answer Session

Questions

Question: During the presentation it was mentioned that SR 69 traffic is gridlocked. What is meant by "gridlock"?
Answer: The term gridlock is used to describe what traffic would look like with a Level of Service (LOS) F. LOS is the measure of how effective a roadway is of moving traffic taking into account the volume of vehicles and intersections. LOS is ranked on a scale of A through F, with F being the worst. So gridlock traffic would mean that roadway is at capacity and traffic is moving slow.

Question: Will construction of this roadway be funded?
Answer: At this time, no funding has been identified for construction. This high level planning study has been funded through ADOT's PARA program.

Question: How is SR 69 considered a LOS F?
Answer: SR 69 is not currently considered LOS F. If the population were to continue to grow and traffic volumes were to continue to increase then it is expected that SR 69 would be at LOS F. LOS is based on traffic counts.

Question: How are traffic count numbers generated?
Answer: The traffic volumes used in this planning study were provided by the recent model prepared by the Central Yavapai Metropolitan Planning Organization (CYMPO). To build this model, actual traffic counts were taken from several locations along SR 69 as well as other major roadways throughout the region to more accurately develop the model.

Question: What is the impact to the environmental?
Answer: Environmental impacts will be more closely analyzed in a later study, most likely in a Design Concept Report (DCR) and Environmental Impact Statement (EIS). This study is a high level planning study that will consider impacts to the environment but details will not be addressed at this stage.

Question: Do the maps presented show undeveloped land?
Answer: The maps indicated the land that is privately owned and is platted for future development.

Question: Will the amount of noise generated from a new roadway be considered?
Answer: Noise will be evaluated in the DCR and EIS phase, but not at this point.

Question: Can you please explain the relationship that ADOT, City of Prescott, and Parsons Brinkerhoff have in regard to this study?
Answer: ADOT is providing the funding for this study through the PARA process. The City of Prescott applied for the funding and is the owner of the project. Parsons Brinkerhoff is the consulting firm that has been hired by ADOT to conduct the study.

Question: There was an initiative passed years ago that was supposed to be for open space in the Glassford Hill area. This corridor would ruin open space and the land would then be subdivided.
Answer: The study team is currently working with the Arizona State Land Department. The Glassford Hill area is not within this study area.

Question: What is the timeframe for construction?
Answer: At this time that has not been determined. There is no funding for construction.

Question: Is flooding being considered in this study?
Answer: This can be incorporated. The study team is coordinating with Yavapai County staff.

Question: Can you project a year in which you think that the population will reach the 175k people threshold?
Answer: Based on the historical growth it is projected to reach that threshold in the 2020 range.

Question: Where would the 175k people live and what is considered the CYMPO region?
Answer: The CYMPO region includes Prescott, Prescott Valley, Chino Valley, Paulden, and Dewey-Humboldt. The 175k population would include residents from all cities and towns within the CYMPO region.

Question: How would a new road like Sundog relieve congestion on SR 69?
Answer: The Sundog Connector would provide another option for drivers who are traveling between Prescott Valley and Prescott. Additionally, it would provide an option for residents to access their community.

Question: Why can't you just widen SR 69?
Answer: SR 69 can be widened but only so much before it still becomes inefficient. Construction of the Sundog Connector would be considered when a widened SR 69 can no longer accommodate the demands of traffic. Having a plan in place for the Sundog Connector would help expedite the construction process when and if it is ever needed.

Question: We now have SR 89A that travels east and west. Has that done anything to relieve the congestion on SR 69?
Answer: Currently 20k vehicles per day use SR 89A. If SR 89A didn't exist, a percentage of this traffic would be using SR 69.

Question: How was the land use map developed?
Answer: The information presented on the current land use map is based on the land use information in the City of Prescott's General Plan.

Question: There was discussion of a connection to Interstate 17 from Prescott Valley a while back. What is that study?
Answer: That is an ADOT study outside the study area for the Sundog Connector Corridor.

Question: Who owns the land north of the presented alternatives?
Answer: This land is privately owned.

Question: How do you incorporate tourists into the population projections?
Answer: The population growth projections are based on data collected from the Census.

Question: If everyone prefers the no build option, can this study be stopped?
Answer: A no build option is being considered. All comments received are documented through the study process.

Question: Will the Sundog Connector connect to Sunrise Boulevard?
Answer: This study will look at the possible connection points, and Sunrise boulevard will be considered. At this time nothing has been determined.

Question: What is on the other side of Glassford Hill?
Answer: Ron King Trail (answer provided by audience member).

Comments Received in Writing

Participants were given a comment form as they signed in and 33 comment forms were submitted the evening of the meeting or mailed to the team prior to the comment deadline. Due to the unexpected turnout for the meeting, the study team ran out of printed comment forms and offered an online version of the comment form for those who didn't receive one the evening of the meeting. In total 45 comments were submitted online. The following are comments submitted.

1. Please rank the alternatives 1 through 4 (1 being most favored and 4 least favored) in each section. Do not repeat numbers, use number 1 through 4 only one in each column.

West Alternative Alignments

Ranking	W-1 (Yellow)	W-2 (Blue)	W-3 (Red)	W-4 (Green)
1	26	8	8	10
2	6	31	13	2
3	7	11	31	3
4	13	2	0	37
Total:	52	52	52	52
Average:	2.135	2.135	2.442	3.288
Mode:	1	2	3	4

East Alternative Alignments

Ranking	E-1 (Yellow)	E-2 (Blue)	E-3 (Red)	E-4 (Green)
1	27	7	3	11
2	6	31	11	0
3	6	10	31	1
4	9	0	3	36
Total:	48	48	48	48
Average:	1.938	2.062	2.708	3.292
Mode:	1	2	3	4

2. Do you have any additional comments regarding the study?

Comment No.	Comment
1	No build. Improve SR 69.
2	Synchronize the traffic lights on SR 69. No build option.
3	1. The Sundog connector will not really help traffic going from Prescott Valley to Prescott. It is an indirect path. Improve SR 69. 2. The traffic flow on SR 69 could be improved if both Prescott and Prescott Valley have their traffic lights timed better. 3. This connector is not needed.
4	Two axle vehicles only. Do not build any of the alternatives.
5	If the SR 69 corridor already has plans to increase the lanes in the future, why not do it first? It seems to be the least path of resistance. I am not in favor of taking the beautiful land (green space) and turning it into more development. My question to the City is – Where are we going to get water for the increased

Comment No.	Comment
	population? This seems to be more important than traffic congestion. More development creates more growth.
6	I see no value in any alternative to alleviate congestion. The yellow is the only possibility if any exists.
7	Will ruin the neighborhood. Disrupt wildlife habitat. Improve SR 69 – add lanes and sync lights. Don't build corridor. Was traffic volume measured in both the summer and winter?
8	I don't want to listen to the sound of traffic echoing through the hills of where I live. Move the road ar up in and over the hill.
9	No build.
10	What about the wildlife corridor? Improve SR 69, synchronize lights, maybe make it three lanes in each direction. Don't build it at all! We don't need any more malls, stores and other businesses. We can't fill the commercial spaces we have now – in all the towns!
11	Although alternative 4 (green) is probably the cheapest one but it impacts more property owners than the other options. Property owners within Yavapai Hills will no doubt support options W-1 and W-2 at best. My property is the most impacted at present in the PUC, so it is very clear where I stand on this. A no-build option is best to me. I have been involved in water plan studies and environmental and erosion issues for years. I have taught college level environmental courses. If I can be of help please contact me.
12	Impact on undeveloped areas of Yavapai Hills should be number one priority.
13	I'm of the opinion of no build. Improve and enlarge SR 69 – it goes to Prescott, Prescott Valley, and Dewey. The Sundog Connector will be going through or very near residential homes. It will not relieve traffic.
14	Corridor for wildlife – has this been considered? Dells – Will this mar landscapes? Left turn from SR 69 to Lee – sometimes wait for two lights – why? Improve SR 69 – leave corridor plans on shelf. No build.
15	It wasn't addressed – what commercial development will be permitted along corridor? We vote for no build alternative. Improve SR 69. This will only alleviate traffic from Home Depot to Walmart. What about east of Home Depot on SR 69?
16	Do not build at all!!! Improve SR 69.
17	"Not in my backyard!" Other thoughts: How does this effect Sundog Ranch with animals grazing? No semi traffic. For safety and security of Yavapai Hills and all property owners – if the road goes through the road should only go from Sunrise to the roundabout. The terminal! Sunrise Boulevard is a nice quiet residential area. We want it to stay that way.
18	None of the alternatives proposed are acceptable. We line in a residential area with no through traffic and a lot of wildlife (deer, antelope, javalina, etc.) live with us. Expand SR 69 to deal with increased traffic volumes and leave our residential areas intact. Please.
19	No green, red or blue as proposed! Improve SR 69 and make it three lanes in each direction.
20	All that need to be done is to improve SR 69. It needs to be a three lane roadway in each direction.
21	Do not build. Add lanes to SR 69 and coordinate the lights.
22	1. Study expressed at meeting was not actual numbers of traffic. 2. Population of Prescott is 33,000 add smaller Prescott Valley, add (what?) Paulden and Ashfork population and who knows how many others to get 173,000.

Comment No.	Comment
	3. This road is like a bridge to nowhere unless you want to drop off a person or visit a person at the new juvenile jail and at that into a roundabout. 4. Try to coordinate lights but with trippers to activate. How would that work? 5. When the man from City of Prescott explained zoning change for two shaded areas along the corridor then disappeared. That tells a lot. The City is looking for more sales tax revenue. 6. You indicated Sunrise Boulevard would be a connector. This is a narrow, bi-level road with 25 miles per hour speed limit. How will this change allow residents of Yavapai Hills to get in and out of driveways. 7. Don't spend any more money on this project. Just abort. 8. What are your plans for wildlife, water, light, sound, etc?
23	1. First recommendation is to not build the connector. 2. Present the studies done for the SR 69 widening project that was completed last year. How long were those improvements supposed to last before future widening would be needed? 3. If connector is built position it as far as possible from existing homes and build with "Typical Section A".
24	1. Do not build connector. 2. Build connector, if absolutely necessary, as far as possible from the current residents. Build with typical section A. 3. Didn't we just widen and improve SR 69? 4. Think about impact to long term animal populations. Weren't they here first?
25	We live on the ridge line of Yavapai Hills subdivision and are very concerned about this proposed road from the following perspectives: 1. Noise: The valley below us acts like a bowl and sound travels up the hillside to our higher level. We can even hear people talking below us so traffic noise would be many times worse. 2. Visibility: We don't want to be looking at a busy roadway. The views of open space and empty land are what we love and want. 3. Impact on Wildlife: The antelope which we used to see regularly have already been driven away. This road would probably have the same effect on the many deer, coyotes, javalina, etc and that would be a major disappointment. We love seeing the wildlife. We agree with many others at the meeting. Why not widen SR 69 and SR 89 rather than destroy virgin land to create a new road which may or may not be that beneficial?
26	The Sundog Connector is only a thinly veiled attempt to open up access to currently landlocked property so that the landowners can develop it into high density/commercial use at tax payer expense. If you are truly concerned about the traffic volume on SR 69 widen it.
27	My concern is that it does not seem to resolve the alleged traffic problems. According to the presentation, there is a concentration of traffic along SR 69 from Glassford Hill Road to Walker Road. One would assume that this is due to the commercial and retail business within this area. The study shows that little of the traffic extends beyond these boundaries. The proposed extension would provide an alternate route that adds at least 4 or 5 miles to the distance one would have to travel to get from point to point within this corridor. This doesn't make sense as a viable solution for any of the proposed alternatives. No one would trade a 5 mile trip for a 10 mile trip to avoid some traffic. It seems to me that after this project is complete and there is no change to the traffic situation, we will go through this process again and all of this money and effort would have been wasted.
28	1. The area of SR 69 at the north western end has been developed. The area for new development would be the SR 89A area north of the city.

Comment No.	Comment
	2. The water from this new road and the development of these lands would flow into Yavapai Hills in the Sharp Shooter area. This area has drainage ditches owned by the HOA and homeowners who pay to maintain them. The present homes would be put into a new flood zone. This project would be a benefit to a few people, not to the residents of the City of Prescott.
29	The city and the state can't afford to maintain the roads they currently own. Look at the streets and highways we currently drive on. How about a recreational spot for the people that live here? It's an exceptional piece of land that attracts tourists and businesses. Why destroy that?

Comment No.	Comment
30	I attended your public meeting at the Yavapai hills Clubhouse on December 4th. There were a lot of questions from the audience which were not answered sufficiently. The best question from the audience was the question to the audience of how many, by show of hands, supported any of the proposed alternatives. I'm sure you noted that. I saw only one hand go up. That should be a strong indication to you of our disapproval of the project. The terrain in your corridor is all hard volcanic rock from the eruption of the now named Glassford Hill. I have used a 4 x 4 Jeep to work my way to the top and found it challenging from the Yavapai Hills side. My question would be as to how much effort was spent to determine the difficulties in constructing any of these routes. My home was built in 2006. With the construction of nearby streets since it has required heavy blasting for the extension of Rough Diamond and for new street Sharpshooter. Recent lot preparation for home building has required large and heavy duty construction equipment and they still had a lot of difficulty with the volcanic rock. One of your exhibits shows a depressed roadway that in construction would require much blasting and the noise that would go with it. Financially very heavy costs for little benefit. A heavy negative to the project. One of your slides predicts heavy development along the corridors. It indicated high density and commercial development. I heard no information or comments at the meeting on what the predicted growth to 180,000 something population would do to the water supply that is current and future worry of the cities of Prescott and Prescott Valley. I believe that this proposed development would make the Yavapai Hills subject to environmental damage. Traffic noise now on SR 69 is occasionally very disturbing and high usage on any of the proposed routes would also be very noisy and would certainly destroy the quiet of Yavapai Hills. I see frequent deer and antelope which have come to feed on the hillside above Sharpshooter. The proposed Sundog corridor, housing and commercial properties to the north of Yavapai Hills as shown on your presentation maps will destroy the areas necessary for that wildlife and our ability to enjoy our homes. All for a very expensive proposed project which the homeowners have, or will, reject. Please take this into consideration. ADOT, or some form of government agency has spent a lot of money on the improvement of SR 69 between Stoneridge and Lee Boulevard with paving, stoplights and a median. In my travels along this route traffic moves well except to stop for those signals. It seems to me you want to spend a lot of money moving a mountain to cure a non-existent present problem with questionable future predictions. I strongly object to this project on the above reasons with others yet to be stated.

Comment No.	Comment
31	I think this road will be a huge mistake, and I strongly oppose it! -Why ruin more land?! This is going to have a very harsh effect on not only the ranching in this area but on the deer, elk, and antelope herds in the area as well. Here's a solution, remove about 80% of the oversized median running from Prescott to Prescott Valley, and put in a single concrete barricade . This will give you the room for an additional lane and Possibly room for an emergency median shoulder as well, still reducing the head on's. Why not try to save some money and make what is in place better! Why not learn from our neighbors, California, they have built road after road, crushed hill top after hill top, the impact was huge on the environment. A large percentage of Prescott residents have moved here from CA., and if you asked them why they moved here, it's for the scenery and the views and way of life. If you go through with this, you are just building another California concrete/ asphalt jungle, let's preserve what we have, and make the best better!
32	All of these roads affect our cattle operation on the sundog ranch. We need to keep operating as cattle a ranch, we need bridges to access our land locked pastures not box culverts.We are highly opposed to any road at all.
33	All of these roads affect our cattle operation on the sundog ranch. We need to keep operating as cattle a ranch, we need bridges to access our land locked pastures not box culverts.We are highly opposed to any road at all.
34	The Sundog Ranch is a family-owned/run working cattle ranch. This proposed roadway affects our ability to conduct our business and the cattle ranch is our livelyhood. We request that the City please work with us in creating bridges (which are cattle friendly passageways) rather than culverts (which cattle will not or can't go through).
35	All of these roads affect our cattle business. We are a viable cattle ranch and need to continue ranching as it is our source of income. If the road goes through, we need to request your cooperation in creating bridges (not culverts = that are not cattle friendly). We are opposed to the Sundog Connector in general. It would be wiser for the City to look at trading land with the Forest Service south of town (now that such trades are legal) and try to create a highway south of Prescott connecting traffic to White Spar. As it is, all traffic is routed through the City of Prescott and many are only trying to get to further destinations (large trucks etc.). These are not folks that stop in Prescott to shop etc. They just need to get through. This added traffic is responsible for most of the congestion on Highway 69.
36	All of these roads affect our cattle operation on the sundog ranch. We need to keep operating as cattle a ranch, we need bridges to access our land locked pastures not box culverts.We are highly opposed to any road at all.
37	"don't build it"
38	None of these routes are acceptable. We live in the back of Yavapai Hills and the noise from any route would be unacceptable. It would need a sound barrier to prevent traffic noise in the subdivisions. Any noise travels considerably due to the many hills in our subdivision.
39	I will not favor any of these alternates until other options have been explored to remedy the current and future congestion on highway 69.
40	My opinion of the best alternative would be the least amount of State lands that would have to be purchased. That also makes the assumption that private land owners benefited by these roads are also required to contribute to construction accordingly.
41	I do not approve and believe you guys have your heads up your asses to believe that hwy 69 is not substantial and is a F graded traffic. Sundog is not needed. When i bought my property on the back side of Yavapai Hills I was promised that there would never be a thing built on Glassford Hill directly behind me. I also want to see a map with some kind of scale on it so we can see how far up the hill it is from the end of sunrise!
42	Don't build it. It will have a highly negative effect on private property values in the Yavapai Hills residential community. Similar to Rosser street in Prescott.

Comment No.	Comment
43	Don't build the road. Make route 69 a 4 lane highway instead.
44	We are against the Sundog Connector Corridor as the four routes you have presented. The routes you have suggested will be right next and/or through neighborhoods. The only way we might consider being in favor is the Connector is constructed on the other side of Glassford Hill, north and east. The exit to be constructed at Sunrise will bring more traffic, nose and pollution through Yavapai Hills by motorists taking a short cut to go to Costco and Route 69. And you will not be able to control that w/o greatly causing harm to the residents of YH. Also, if you decide that the hell with the residents of YH. we would be greatly concerned with flooding. Where will the water go? It seems that the suggested routes would only benefit the commercial businesses that are shown in the City plan. So, we are definitely against these proposed Sundog Connector Corridor.
45	I do not believe that a connector road is needed or necessary. Also, some consideration must be given to the disruptive consequences to the area wildlife habitat. Finally, I do not think it is wise to continue to make cuts in surrounding hilltops just to accommodate traffic issues.
46	The green route has a very high noise impact on residents on lower Sharpshooter Way and part of Sunrise Blvd. Barrier walls would be the best solution.
47	I believe this roadway is a bad idea. This route will NOT help the congestion (which is not nearly as bad as stated at the meeting) on highway 69. It will however be a tremendous monetary benefit to the Yavapai Hills Developers. The western end of the proposed roadway dumps out in the middle of nowhere and will not be used to get from Prescott to Prescott Valley.
48	I don't want any corridors. Enlarge Hwy 69 to six lanes.
49	I could not hear most of the meeting at the Yavapai Hills club house. So with that said, I do hope that there is a link / road from the back of Yavapai Hills to the connector. I am totally in favor of the Sundog connector and the possibility of a bike path other then HWY 69. I think the opposition would be less the further away it is from homes.
50	How much are our taxes going to go up?
51	I can't imagine what this is going to do to the traffic in the Yavapai Hills sub-division. The people now enjoy the openness and the wildlife. I am sure that will be gone if the road goes in.
52	I do believe the Connector is necessary for future growth. It is unfortunate that we have so many residents that do not get the big picture. My concern would be for wildlife. Can there be some consideration for protection against wildlife crossing the road and causing injury or death for them as well as vehicular accidents?
53	None of the above are necessary or wanted....
54	None of these routes should be considered because they all re- route you back to Hwy 69. The assumption that people coming from Prescott will use any of these routes is ridiculous. This proposal ranks up there with the bridges and roads to nowhere. ADOT should consider disbanding this unit.
55	I would like the possibility of there being an intersection proposed for the Diamond Valley Subdivision. Additional considerations would be a possible bike/pedestrian (2 way) lane divided from vehicle traffic either on the north or south side of the Sundog Connector instead of bike lanes and or sidewalks on both sides of the route.
56	I am okay with this project as long as there is a connector to the new road from the Yavapai Hills neighborhood.
57	I do not think this project would really ease traffic flow but merely cause problems on highway 89. If done however a connection to the Yavapai Hills streets should be included in order to provide an additional evacuation route in case of wildfire or other emergency.
58	I prefer the NO BUILD option. Any of the 4 options involve detrimental impact to the current residents of Yavapai Hills, so yellow (or better yet, a route on the other side), should be the only other option. We made the choice to move into Yavapai Hills because it was a peaceful "no build" area, with prevalent wildlife. The impact to wildlife will be devastating. Noise carries in this valley, and noise from the road

Comment No.	Comment
	will be unbearable. The necessary population threshold is not even close to being met, and this road does not address direct traffic between Prescott Valley and Prescott since the connector would simply dump traffic on the Prescott Lakes Roundabout, overloading the Roundabout and Prescott Lakes Parkway. I also believe that fires from discarded cigarettes pose a threat to our homes, as much of this grassland is volatile and windy. It was certainly apparent at the meeting that this connector has zero public support. I want to express my sincere opinion that the City should not be influenced by the wishes of the developer, but should protect the taxpayers, homes and property values of the established neighborhood. Again, my choice is NO BUILD.
59	I have many concerns, 1) NOISE IMPACT FOR NEARBY RESIDENCE 2) ENVIORMENTAL IMPACT OF THIS PROPOSED PROJECT 3) NO ONE SEEMS TO KNOW WHO IS PAYING FOR THIS PROJECT.
60	There was discussion whether expanding 69 would be more feasible and I thought that could be explored. My concern is with the pronghorn and deer and their safety corridor.
61	My vote is: No Build. I'd like to see monies spent on bringing Hwy 69 up to it's maximum capacity.
62	Yes! 1. Can you move the road up the hill so it is on top? 2. We live on Sunrise and Sharp Shooter and have major concerns as to thru traffic from sundog to hwy 69. 3. There needs to be a wall on the south side for noise control. 4. We would like a copy of the summary on the responses once you when it is done. 5. If this had been disclosed prior to purchase we would not have purchased in this area. We are against having Sunrise even tied into the Sundog Connector or even doing the Sundog Connector. It would drive down property values, increase traffic on Sunrise Blvd. and in Yavapai Hills. Also I would like a copy of our comments e-mailed back to us. Thank you.
63	My first preference is the no build option! Forced to choose among the four potential routes listed, my preference would be yellow -- the furthest possible route from the existing neighborhood. It was revealed during the meeting that development of multi-use land in the corridor may be one of the driving factors for this road. If the connector is moved to the furthest possible route atop the hill, or preferably on other side, the current residents of Yavapai Hills suffer the least negative effects due to noise, and loss of property value. Let the future residents of that corridor make the determination to live next to the highway if they so choose. Please don't force that upon the residents of Yavapai hills. We moved to this "best place to retire" to escape traffic, and pollution - including noise. Our decision to buy into Yavapai Hills was based in large part on the peace and view. We have, of course, suffered loss of value from the recession. Putting the road in anywhere on our side of the hill will further destroy our property value! Our valley at the back of Yavapai Hills is an echo chamber, noise from the road will impact us greatly. Lights from the road will glare into the bedrooms of our homes. Sunrise will become a high traffic road when connected, as future residents in new developments will use it as a shortcut to Costco and Trader Joe's. Our life savings is invested in our home. While we now recognize the influence of the developer's deep pockets, the city has the responsibility to protect the existing community. Development is obviously going to occur - it should not be at OUR expense. You have an option to put the road where it impacts no one - please make that choice, or preferably, don't build it at all!
64	I am a supporter of growth for any city that needs to carefully expand it services. However this particular endeavor is not an honest effort to provide for the good of Prescott. It is a narrow and quite frankly a dishonest attempt to benefit a few investors and their political friends. This would only benefit those few for a very long time and not very well at that. Prescott will not grow in this direction for many years, if then even. I believe this is a "NO BUILD" scenario.
65	1. There needs to be a noise wall through the housing areas. 2. There should be no commercial development in the housing areas.

Emails Received

In addition to providing comments via comment form and online, participants were encouraged to email the study team. The table below contains emails received by the study team.

Date Received	Comment	Date of Response	Response
12/5/12	Thanks so much for the information last night. Please pass on the following thoughts to the correct persons: 1. Wildlife corridor...our community enjoys seeing deer, javalina, antelope, and occasionally bobcats and rarely a mountain lion. This corridor will greatly impact wildlife. 2. Why plan for more stores when the stores we have are having a hard time staying in business. Case in point, look at the empty stores in the mall and in Frontier Village. These empty stores become an eye sore. 3. Looking at the map, this proposed corridor only hooks up to Prescott Lakes which then requires coming right back on 69. Why not plow through the Prescott Lakes area to connect more through to the west? Bet that would go over big!!! 4. Don't PHX Prescott (borrowed slogan from Flagstaff)...roads, roads, and more roads. 5. Looking at the map, looks like it is really just a developer plan to have Prescott build and his infrastructure for development. 6. We want to see a clear topographical view, or an actual photograph with the proposed road options. Last night we were asked for input on a map that was rather unclear. 7. What does this road do to beautify Prescott? We feel the answer is nothing! 8. You ask for our input, but the connectors on Prescott Lakes Parkway (rotary) and Sundog (on the east) are already installed. Are we naive in thinking that our input will account for anything? Thank you. PS: Off the topic, but focused on improving traffic flow... why not get rid of left turn red arrows (Lee street and other locations)? We find them frustrating when we could have easily and safely proceeded on a green light.	12/6/12 Tricia Lewis, ADOT Senior Community Relations Officer	Thank you for your email. I have sent your comments on to the study team to review as well and include in the study summary. Your input is greatly appreciated and valued.

Date Received	Comment	Date of Response	Response
12/5/12	My wife and I live in Yavapai Hills and attended last night's meeting. First off I would like to thank all of you for a good job and allowing us the opportunity to participate. Going into the meeting we were opposed to the connector as we live on the North side of the subdivision. Now more than ever we are opposed to it. After listening to the presentation, it seems very apparent to me that the primary reason for the road is to allow better access to the proposed new development areas to the North. I don't buy the route 69 "gridlock" argument. Being from Chicago and having driven in LA, New York etc. this is not a gridlock situation. If the intent is to prepare for growth then the most logical solution would be to improve and widen 69 - also less expensive. This proposal seems to benefit special interests (city and developers) at the expense of a beautiful residential area. I found it quite amusing that the city's representative left before the meeting was over leaving your staff to handle the difficult questions. Several good points were raised by the audience not the least of which was the fact that this solution to the 69 traffic may lessen traffic from Home Depot to Walmart and not much else. With the widening of 69 in front of Frontier Village there remains only a few "bottlenecks" where the road is two lanes. Again, we thank you and all the ADOT representatives for conducting an informative meeting and we will be present at the future meetings as well as the future city council meetings that have this issue on the agenda.	12/6/12 Tricia Lewis, ADOT Senior Community Relations Officer	Thank you for your email. I have sent your comments on to the study team to review as well and include in the study summary. Your input is greatly appreciated and valued.

Date Received	Comment	Date of Response	Response
12/6/12	We are residents of the Diamond Valley area and our property (5 lots) backs up to the State Trust Land where the suggested Sundog Connector Road is being planned. We attended an information meeting on Tuesday night at Yavapai Hills Clubhouse and were given a sheet of paper asking for our input on which connector plan would most suit us. We filled out the report but didn't turn it in when we left. At this time, we are very against any sort of roadway from Home Depot (Sundog Rd.) to the Prescott Lakes Pkwy roundabout. It just doesn't seem to be the best solution to probable future congestion on Hwy 69. We drive 69 all the time and have never seen "gridlock" or congestion as severe as the presentation presented it to be. This plan would have traffic turn at Home Depot, cross the mountains behind our home and drop everyone at the roundabout where they will have to turn left to go back up Prescott Lakes Pkwy to get to 69 or turn right to Hwy 89, then turn left or right depending on their destination. If it is downtown Prescott, then they will be routed to the 69 again where Sheldon and Gurley separate. This area already has traffic problems with cars needing to switch lanes to get to the street they want. If the choice is to go further into Prescott, then they may choose to head out Rosser St. which is not equipped to handle much more traffic than it already does. This would drop cars right into residential neighborhoods and seems extremely unsafe. We are additionally concerned about the environmental impact if this road is built, i.e. water runoff, deer and antelope populations, and habitat and noise/pollution concerns. It was also mentioned that there would be additional commercial development along this new roadway. It would appear that this is road is being considered just for access to future new development. This is just such a bad idea. Please go back to the drawing board and consider an alternative way to move the traffic along Hwy 69 without cutting a path through current undeveloped open land.	12/7/12 Tricia Lewis, ADOT Senior Community Relations Officer	Thank you for your email. We appreciate your input and feedback. I have passed along your email to the project study team to include in study documents.

Date Received	Comment	Date of Response	Response
12/7/12	In regards to the meeting for the Sundog Ranch Road Connector, I am NOT in favor of any of the proposed roads. I believe by improving SR 69 and 89 there will be no need for a connector.	12/19/12 Tricia Lewis, ADOT Senior Community Relations Officer	Thank you for your email and feedback. I have passed along your email to the study team.
12/10/12	I am sorry I was unable to attend the meeting on the 4th. I did review the advertisement in detail. Several comments. One, traffic studies and population projections need another look at reality. Two, the routing of traffic off of SR-69 is accomplished now by the divided four lane Fain Road connecting to SR 89A on over to 89 and beyond. Three, other than opening up more land for development and offering a shortcut for a few residents; no traffic relief or practical use is worth the many millions of tax dollars. You and ADOT have your priorities. However, as an informed citizen, I see this project as a non state related issue. Take this money if made available, and make I-17 a safer and a less trappable corridor from Flagstaff to Phoenix.	12/10/12 Tricia Lewis, ADOT Senior Community Relations Officer	Thank you for your email. I have passed along your email to the study team to review and include as part of the study summary. Please keep in mind, this road (if built) would not become an ADOT state highway, it would be built and maintained by the City of Prescott.

Date Received	Comment	Date of Response	Response
12/13/12	I attended the recent presentation on the Sundog Ranch Connector at the Yavapai Hills Clubhouse. Here are some thoughts I have had after the meeting. 1. My wife and I have lived on Sunrise Blvd (#795) in Yavapai Hills (YH) since 1996 and have seen a significant increase in traffic over the past few years due to the new residential construction in YH to the north of us. I believe the traffic volume along Sunrise will decrease once the Sundog Connector is complete and connects to Yavapai Hills at the extension of Sunrise Blvd (or some other junction close by). My reason is that the new connector will provide an alternative option to get to Prescott Valley and Prescott for the residents in that part of YH, and also for construction traffic. In many cases this alternative route will be easier and quicker, thus reducing traffic along Sunset Blvd because this traffic now has minimal alternatives. There is an alternative along Hornet (and Rough Diamond to Hornet), but Hornet is longer and windier than Sunrise. This point about traffic on Sunrise Blvd was not mentioned at the recent meeting - I think ADOT should have made this point. I will make this comment at the next meeting if I am there. 2. Of the options for the route of the connecter, I think the red route is probably the best in that it avoids current residential areas whereas the green route is the most threatening to YH residents. The map shown at the meeting, with the four colored routes, did not show contours making it difficult for me to see the slopes and steepness. 3. The Sundog connector has been planned now for many years. Any residents who bought lots on the northern edge of YH should have been aware that this road might go close to their property. 4. It would have improved the meeting if there had been a hand held wireless mike that the audience could have used for questions. Many of the questions were inaudible to much of the audience, and the presenter often forgot to repeat the question. 5. The next meeting should be somewhere with a larger room. The YH Clubhouse was too small to accommodate the size of the audience.	12/14/12 Tricia Lewis, ADOT Senior Community Relations Officer	Thank you for your email and feedback. I have passed along your email and concerns to the study team to include and review in study summary.

Date Received	Comment	Date of Response	Response
12/14/12	First I must say WE ARE DEFINITELY **AGAINST** the Sundog extension , it will "trash" the quality of life many of us moved to Yavapai Hills for. The constant roar of traffic stopping or starting and the sound being "bounced" and echoed back and forth between our mountain ranges and valleys will be unbelievable! Like others we moved here to get away from the traffic and related problems that go with it. A few years ago during hunting season a hunter was directly behind Yavapai Hills property and evidentially took a shot at a Pronghorn or Deer. The shot must have echoed back and forth between our mountain range and Glassford Hill for at least 5 seconds. At first I had no idea where the sound came from until I spotted the hunter. Without doubt the noise of traffic will be more than a major problem. Ask the police dept. and they will tell you crime is just about nothing her in Yavapai Hill,s and a new connecting road to Sunrise or any others will without doubt change that forever. Right now we have over 25 new homes being build in H.Y.'s, far more than any other community around and quality of life has to be one of the reasons, this will change. Our board sent out questionnaires to new owners wanting impact on why people chose to move here. One hundred present checked "views". just like our main reason six years ago. We can find "no" valid qualified reason for building the Sundog Extension ! We do not need it or want it! We were out of town but will be at your next meeting.	12/17/12 Tricia Lewis, ADOT Senior Community Relations Officer	Thank you for your email and feedback. I have passed along your concerns to the study team to include in study summary.

Date Received	Comment	Date of Response	Response
12/27/12	Since the period of comments on the Sundog Connector was much too short for many of us, I offer the following comments. 1) If a connector is forced upon us, our request and recommendation is that it's route be higher on Glassford Hill and away from the residential area in Yavapai Hills. Thus, the yellow W-1 West and E-1 East alignments would be preferred; and blue W-2 & E-2 second. 2) Presentation at the Yavapai Hills meeting was much too general. 3) Justification for a connector road was insufficient. 4) Discussion of the real transportation problem in the Prescott area was not presented at all. Prescott suffers from the lack of high-speed, interstate-rated road transportation connectivity with either I-17 (at Cordes Junction) or highway 93 (at Wickenburg). An improved connectivity with the Phoenix area via high-speed highway and by-passing the Prescott Valley bottleneck is much needed for the economic growth of the entire region. Adding stoplights on Highway 69 has only increased the frustration of bad drivers in the area and the perceived rush hour traffic like in other major towns and cities is not an issue; but, rather, the whole Prescott Valley traffic flow is an impedance to the Prescott area. The proposed Sundog Connector will not improve these conditions.	12/28/12 Tricia Lewis, ADOT Senior Community Relations Officer	Thank you for your email and feedback regarding the Sundog Connector PARA Study. I have passed along your email to the study team to include in summary.

Appendix A: Notification Material

Sundog Connector Corridor Study

PRESCOTT

PUBLIC MEETING

WHEN

Tuesday, December 4, 2012
6:00 p.m. to 7:30 p.m.
Presentation to begin at 6 p.m.
followed by an open house format

WHERE

Yavapai Hills Clubhouse
4975 Hornet Drive
Prescott, Arizona

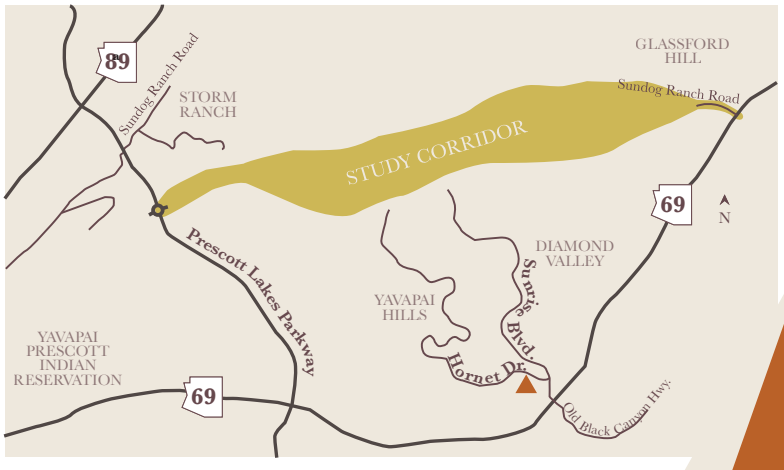
A public meeting has been scheduled to introduce the study to the community and to ask for input regarding possible alignments.

The City of Prescott is working with the Arizona Department of Transportation (ADOT) to develop and evaluate alternative alignments for the Sundog Corridor. The Sundog Corridor is envisioned as an east-west roadway, parallel to State Route 69, that will connect the City of Prescott and the Town of Prescott Valley and provide a much needed connection between the communities. The Sundog Corridor would relieve congestion on SR 69 by providing an additional route and access to the residential communities.

The study area extends from the Prescott Lakes Parkway roundabout intersection in Prescott to the Sundog Ranch Road intersection at SR 69 in Prescott Valley, a distance of approximately 3.5 miles. The result of the study will be a preferred alternative that will address right-of-way needs, utilities and drainage, and recommendations for intersection locations, as well as the possible roadway plan for medians, curbs, gutters, sidewalks, and number of lanes.

CONTACT

Tricia Lewis,
ADOT Senior Community
Relations Officer
928.606.2420
tlewis@azdot.gov



Study Corridor ▲ Meeting Location

*Map not to scale.

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, gender or disability. Persons that require a reasonable accommodation based on language or disability should contact **Amy Rosar** at **602.651.1135** or **amy@kdacreative.com**. Requests should be made as early as possible to ensure the state has the opportunity to address the accommodations.

Sundog Connector Corridor Study

PRESCOTT

PUBLIC MEETING

WHEN

Tuesday, December 4, 2012
6:00 p.m. to 7:30 p.m.
Presentation to begin at 6 p.m.
followed by an open house format

WHERE

Yavapai Hills Clubhouse
4975 Hornet Drive
Prescott, Arizona

A public meeting has been scheduled to introduce the study to the community and to ask for input regarding possible alignments.

The City of Prescott is working with the Arizona Department of Transportation (ADOT) to develop and evaluate alternative alignments for the Sundog Corridor. The Sundog Corridor is envisioned as an east-west roadway, parallel to State Route 69, that will connect the City of Prescott and the Town of Prescott Valley and provide a much needed connection between the communities. The Sundog Corridor would relieve congestion on SR 69 by providing an additional route and access to the residential communities.

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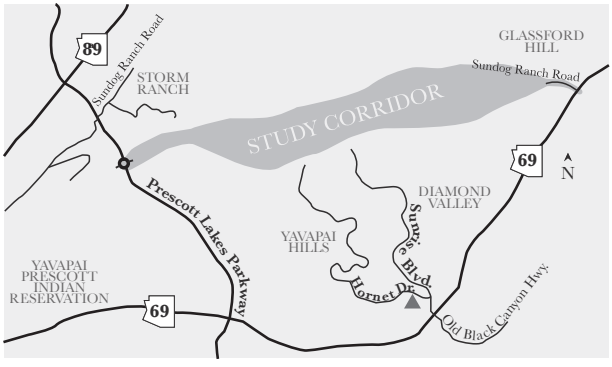


▲ Meeting Location *Map not to scale.

www.azdot.gov/sundog

Appendix B: Meeting Material

Sundog Connector Corridor Study

Community Meeting

December 2012

CITY OF PRESCOTT ARIZONA

ADOT

PARSONS BRINCKERHOFF

What Agencies Are Involved?

- Planning Assistance for Rural Areas (PARA)
  - City of Prescott (Sponsor Agency)
  - Arizona Department of Transportation (ADOT) (Facilitator)
  - Technical Advisory Committee Members
    - Central Yavapai Metropolitan Planning Organization
    - Yavapai County
    - Prescott Valley
    - ADOT Prescott District
    - AZ State Lands
    - Landowners

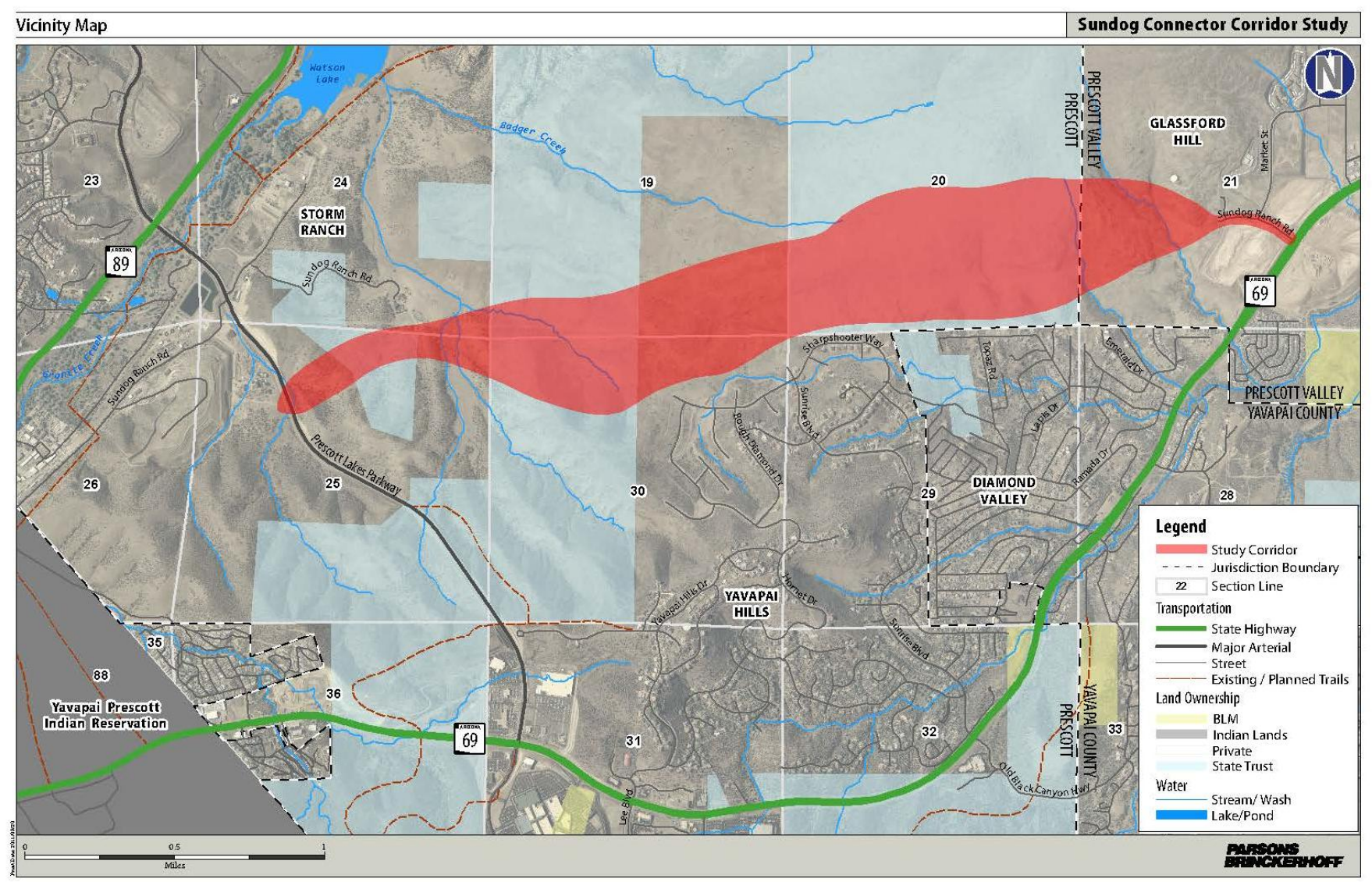
CITY OF PRESCOTT ARIZONA ADOT PARSONS BRINCKERHOFF

Sundog Connector

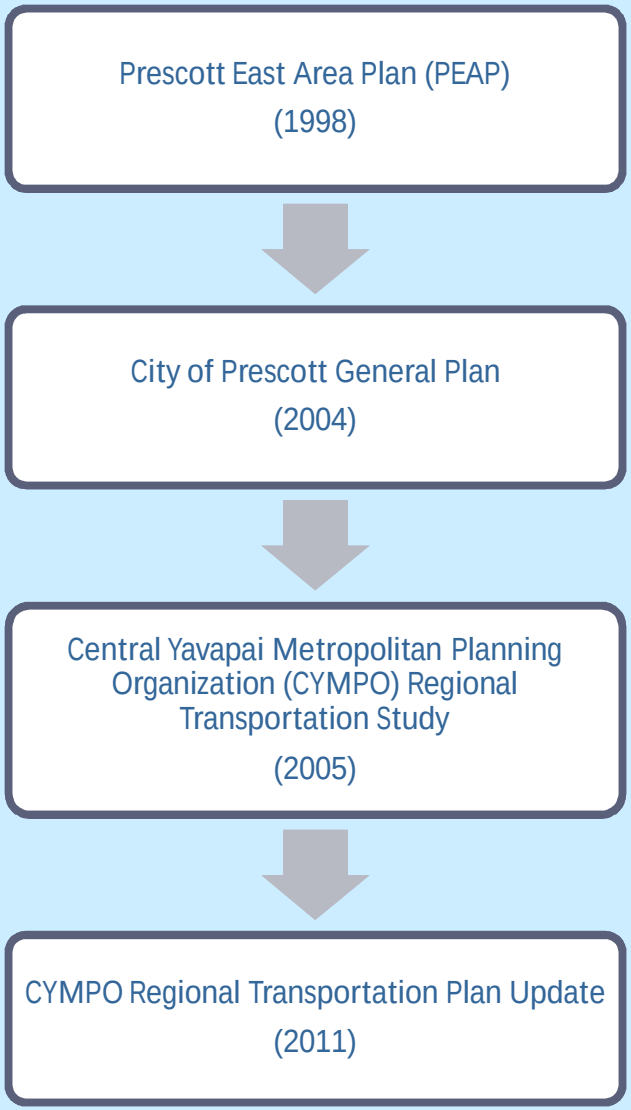
- Corridor Need
  - Plan for regional growth / local development
  - Provide an alternative for regional travel

- Study Goals
  - Determine if Sundog Connector is needed
  - Evaluate corridor alternatives
  - Develop agreed-upon roadway plans and recommendations

Sundog Connector Study Area

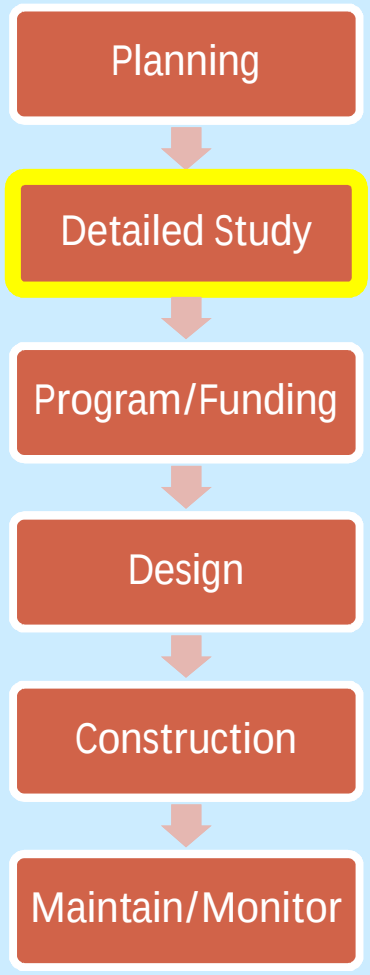


Sundog Connector History



Study Process

We Are Here:



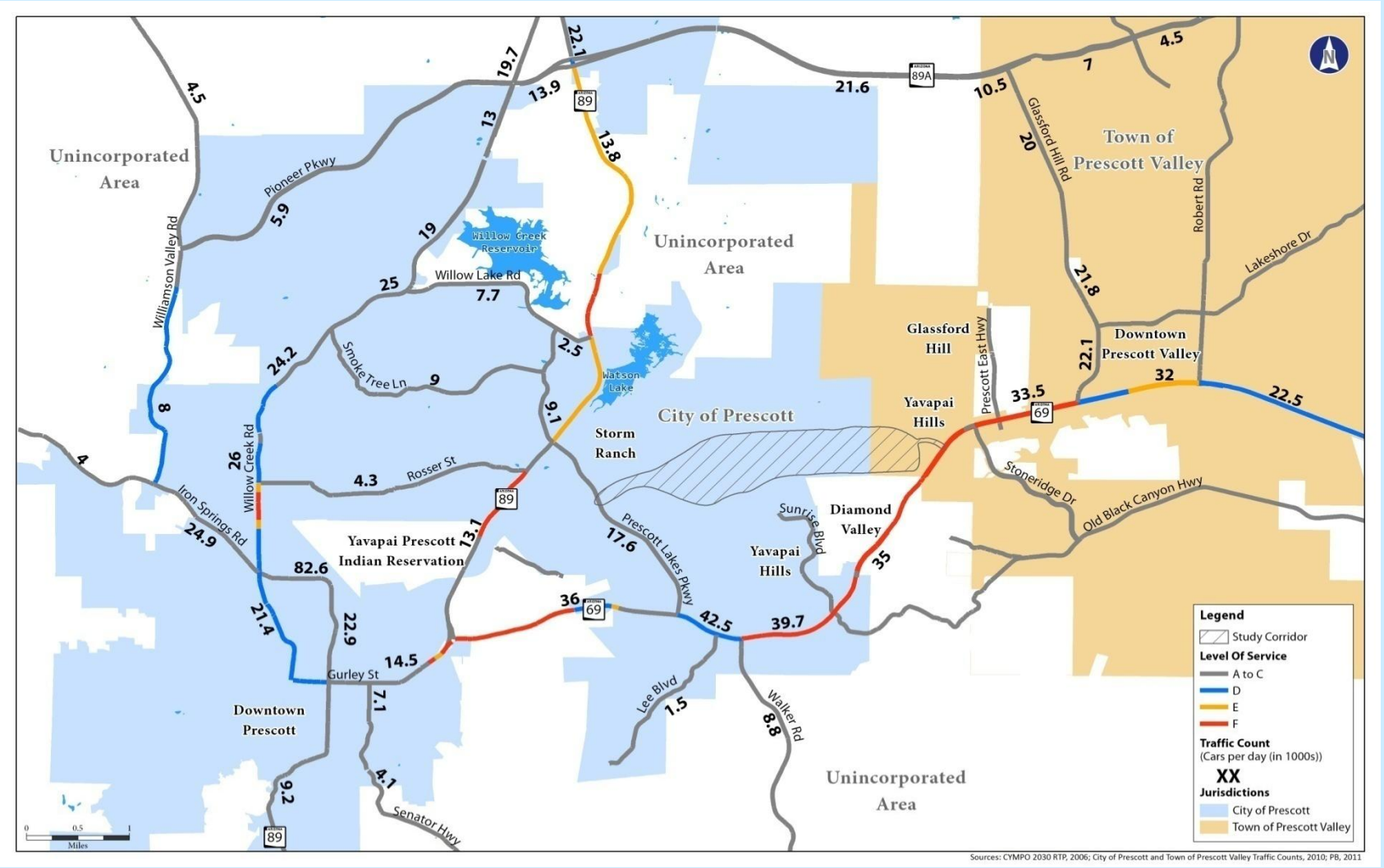
What Is The Study About?

- Working Paper 1 – Current and Future Conditions Review
  - Is there a need for Sundog Connector?

- Working Paper 2 – Alternatives and Implementation
  - Develop Alternatives
  - Evaluate Implementation

Sundog Connector Corridor Study

Study Area



Level of Service

LOS A: Traffic flows at or above the posted speed limit, and all motorists have complete mobility between lanes. LOS A occurs late at night in urban areas and frequently in rural areas.

LOS B: Traffic is slightly more congested, with some constraints on maneuverability. Two motorists might be forced to drive side-by-side, limiting lane changes; however, traffic speeds are not reduced.

LOS C: Congestion is greater than LOS B, where ability to pass or change lanes is not always assured but the posted speed is maintained. Most experienced drivers are comfortable, and roads remain safely below but efficiently close to capacity.

LOS D: Vehicle speeds typically are below the posted speed limit, and motorists' ability to change lanes is reduced due to congestion.

LOS E: Flow becomes irregular, and speed varies rapidly but rarely reaches the posted limit. This represents a marginal service state, where some roadway congestion is inevitable, and is consistent with a road at or approaching its designed capacity.

LOS F: Facilities operating at LOS F generally have more demand than capacity. LOS F is the lowest measurement of efficiency for a road's performance. Traffic flows will below the posted speed and experiences reduced travel times due to heavy congestion.

CITY OF PRESCOTT ARIZONA

ADOT

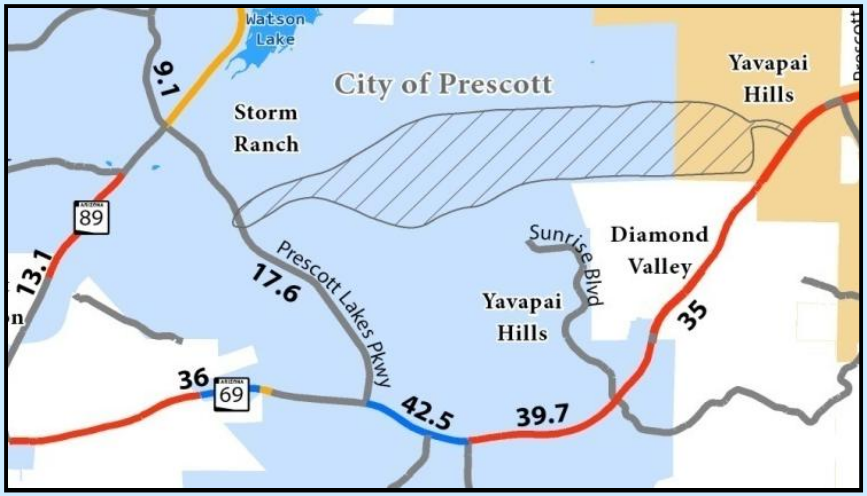
PARSONS BRINCKERHOFF

Sundog Connector Corridor Study

Potential Implementation

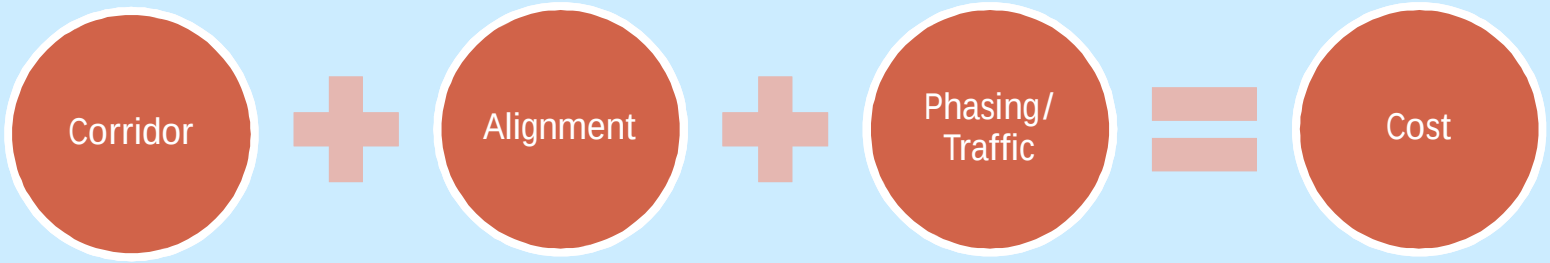
SR 89A	SR 69	Sundog Corridor	Population of CYMPO Region
4-Lane Freeway	4-Lane Arterial	----	<=174,900
4-Lane Freeway	4-Lane Arterial	2-Lane Arterial	174,900 - 232,700
4-Lane Freeway	4-Lane Arterial	4-Lane Arterial	232,700 - 286,400
4-Lane Freeway	6-Lane Arterial	4-Lane Arterial	286,400 - 317,800

2010 Census Population (CYMPO): 121,783

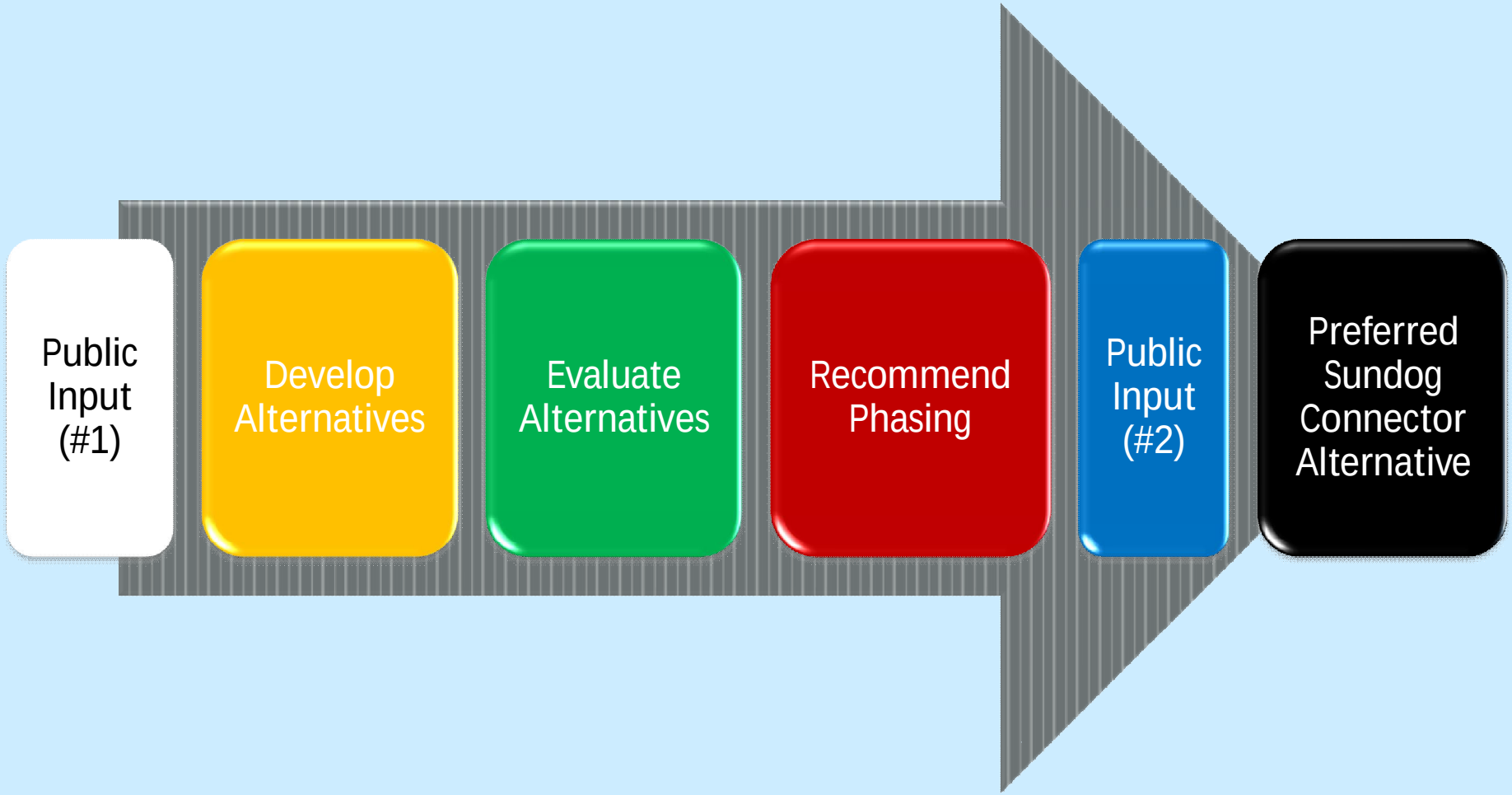


Sundog Connector Study Details

- Working Paper 2
  - What does the Sundog corridor look like?
  - Where does the Sundog corridor go?
  - How will the Sundog corridor phasing impact traffic?
  - How much will it cost?



Sundog Connector Study Details



Sundog Connector Corridor Study

Corridor Evaluation Criteria

- Safety
- Cost
- Constructability
- Environmental Impact
- Right-of-Way Impact
- Visual Quality
- Development Opportunities
- Public and Agency Support

CITY OF PRESCOTT ARIZONA

ADOT

PARSONS BRINCKERHOFF

Sundog Connector Corridor Study

Project Schedule

Working Paper 1	November 2012
Community Meeting	*December 2012*
Working Paper 2	January 2013
Community Meeting	*February 2013*
Draft Final Report	March 2013
Final Report	April 2013

Tell Us Your Thoughts

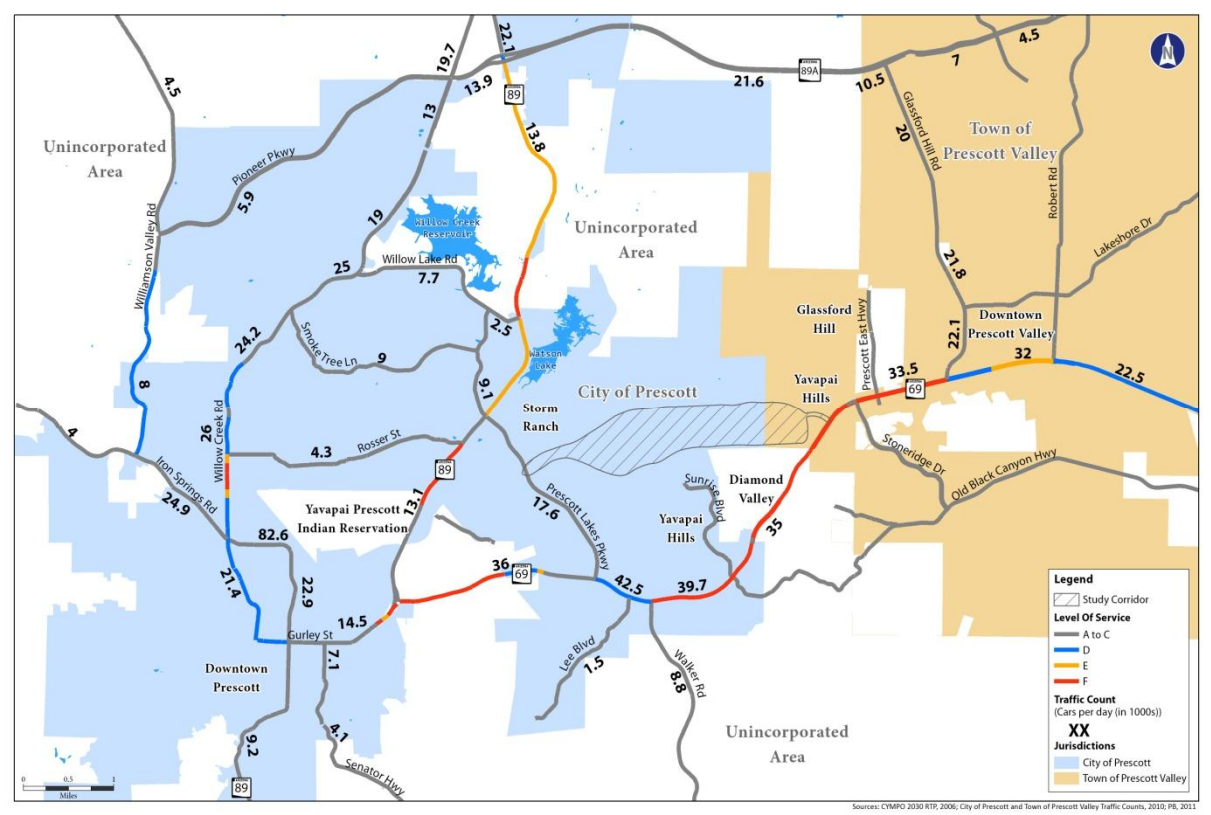
- Maps and Boards
- Comment Cards
- After Tonight

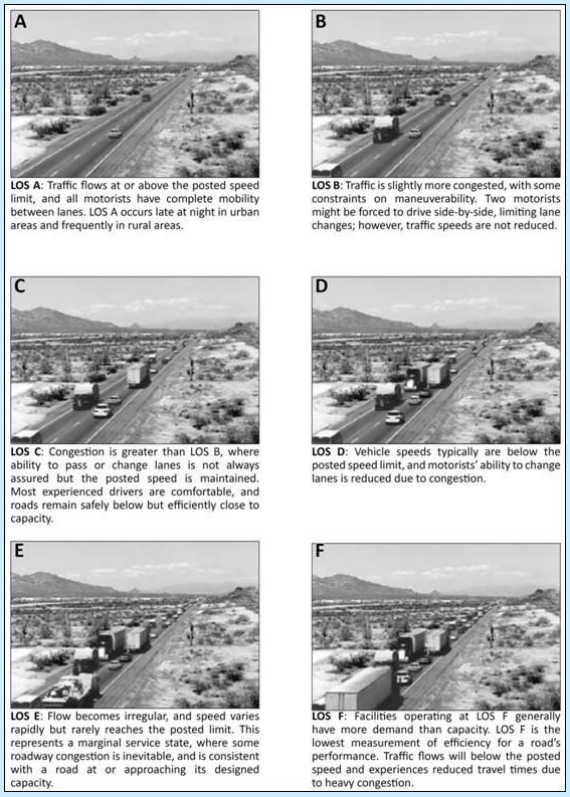
- ADOT Communications Contact:
  Tricia Lewis, tlewis@azdot.gov

- Project Website: www.azdot.gov/sundog

Sundog Connector Corridor Study

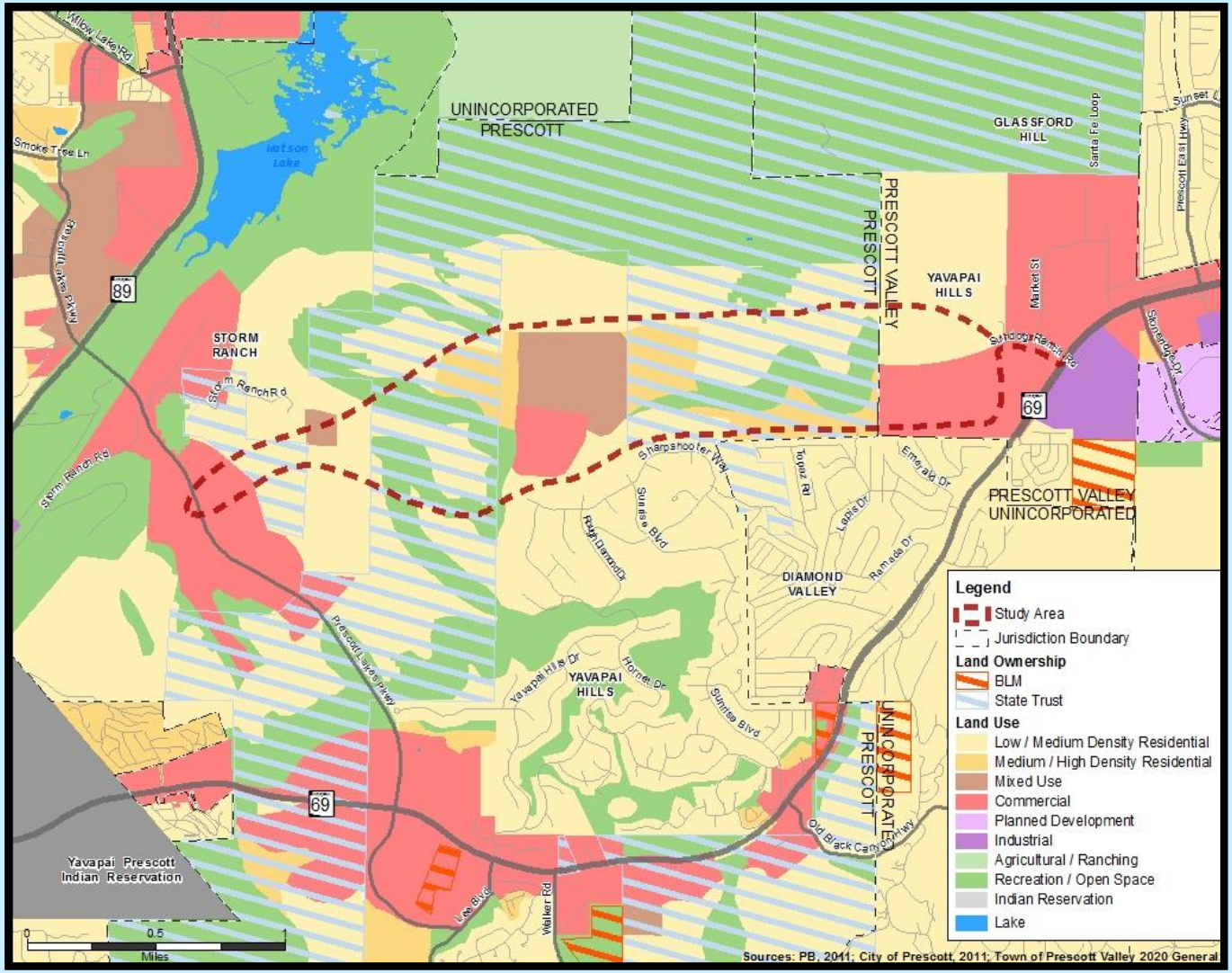
Existing Traffic





Sundog Connector Corridor Study

Study Area General Plan Land Use



CITY OF PRESCOTT ARIZONA

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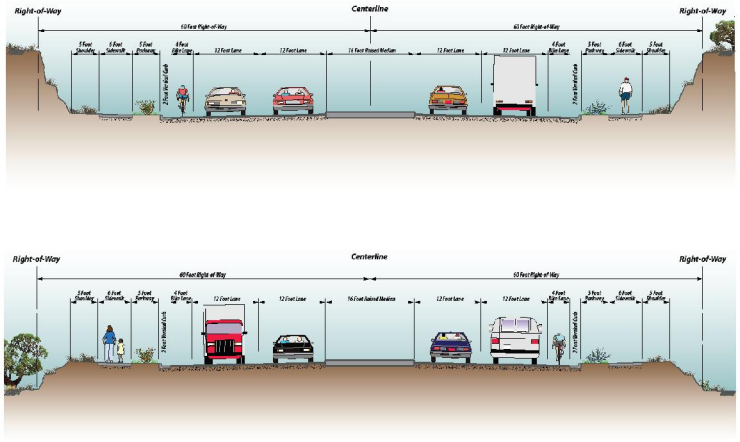
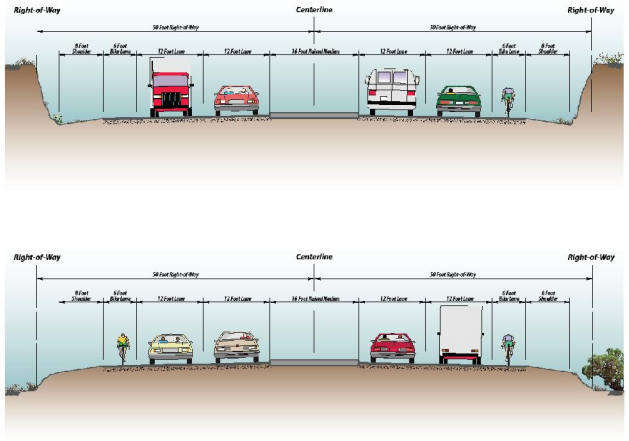
PARSONS BRINCKERHOFF

Sundog Connector Corridor Study

Typical Section A



Typical Section B

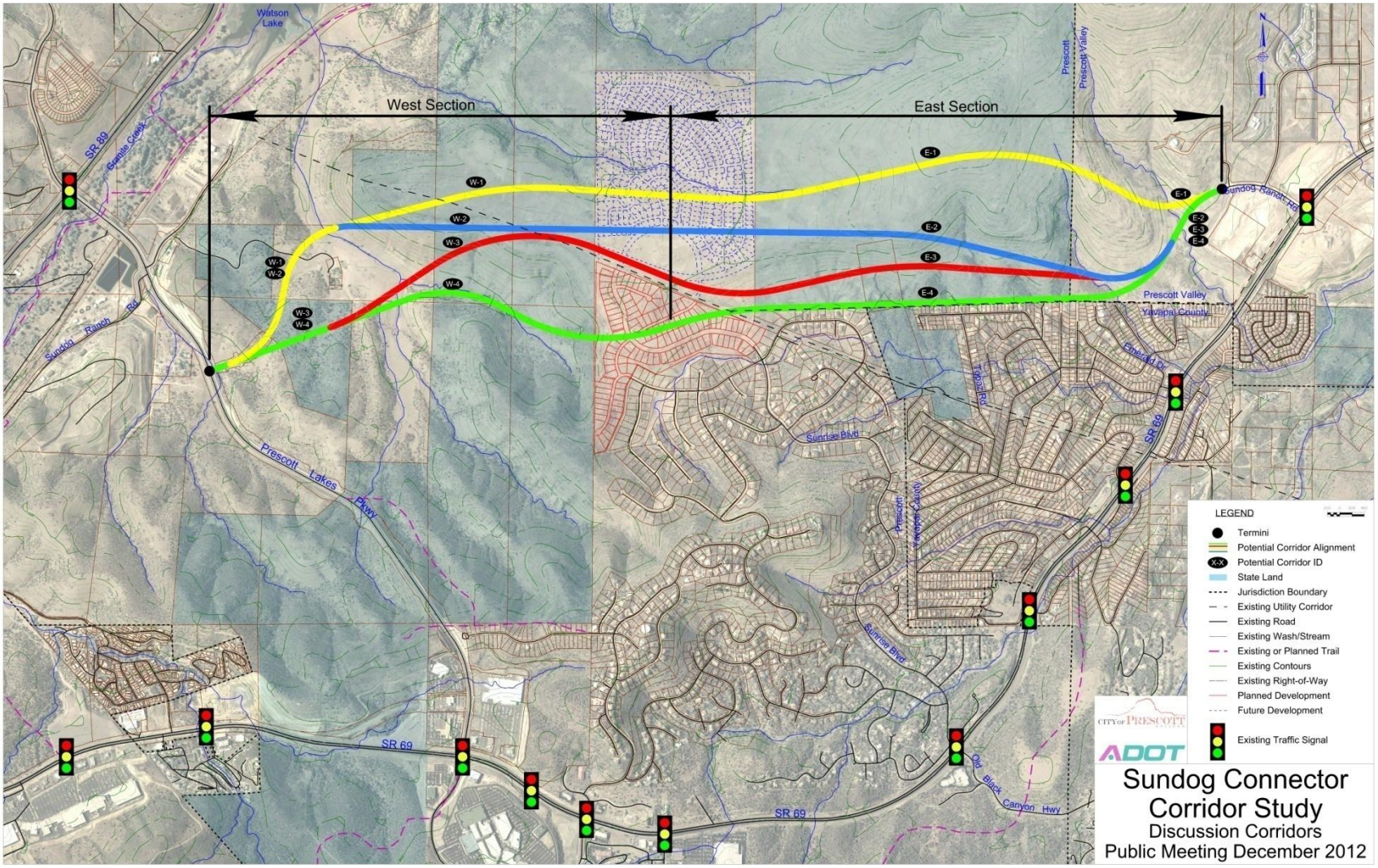


CITY OF PRESCOTT ARIZONA

ADOT

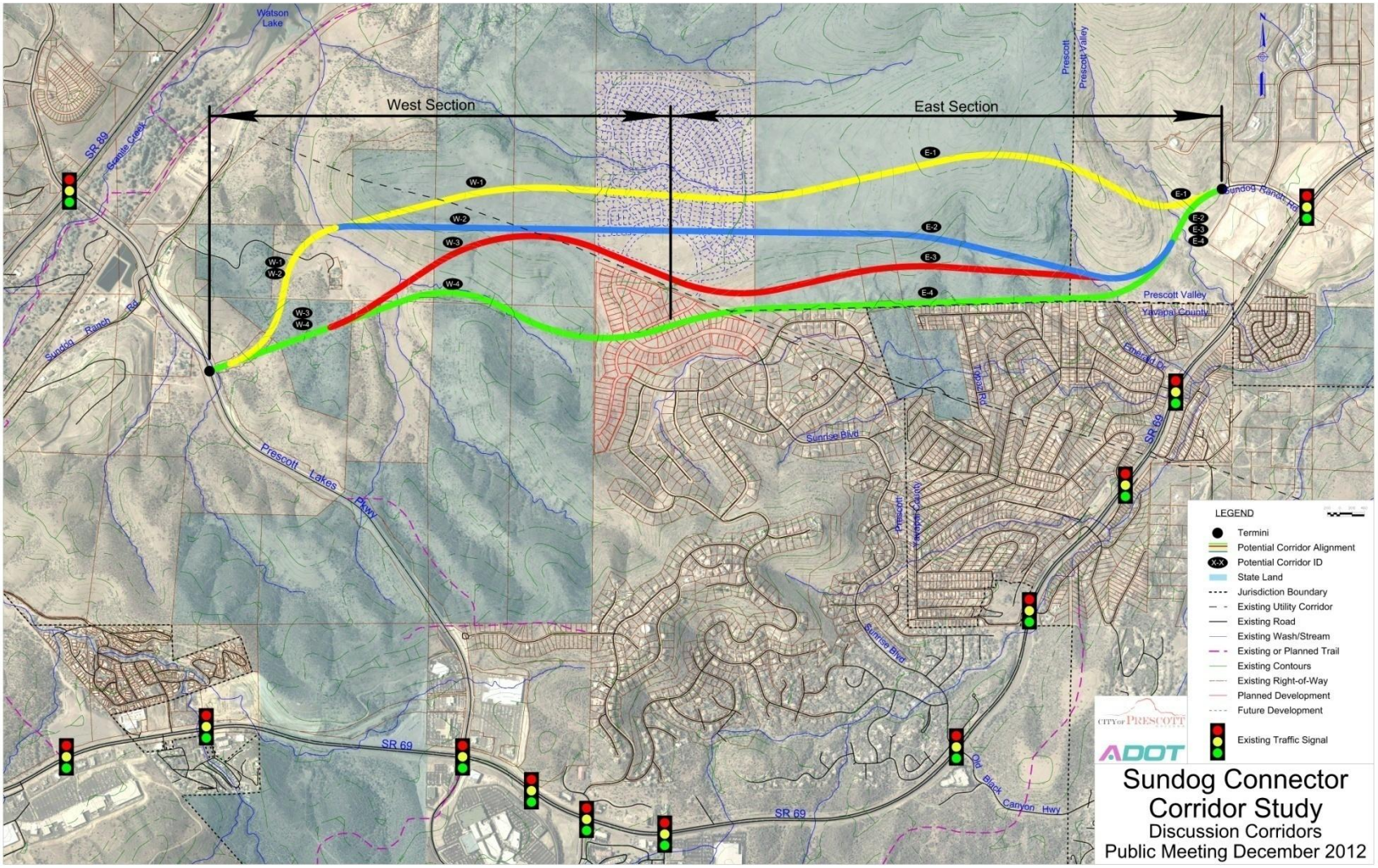
PARSONS BRINCKERHOFF

Preliminary Alignments



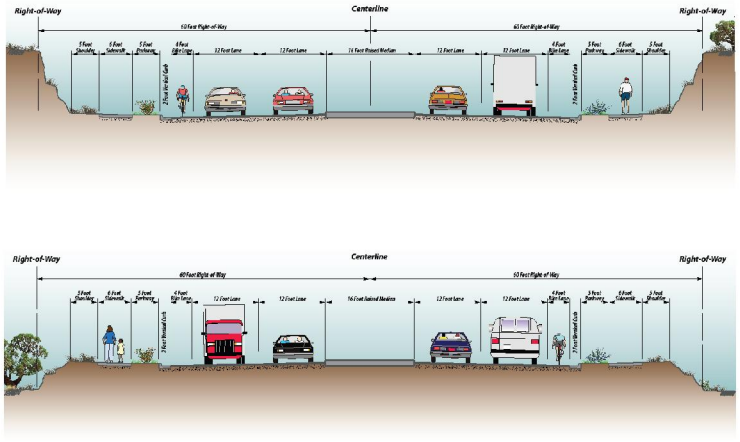
Open House

Preliminary Alignments

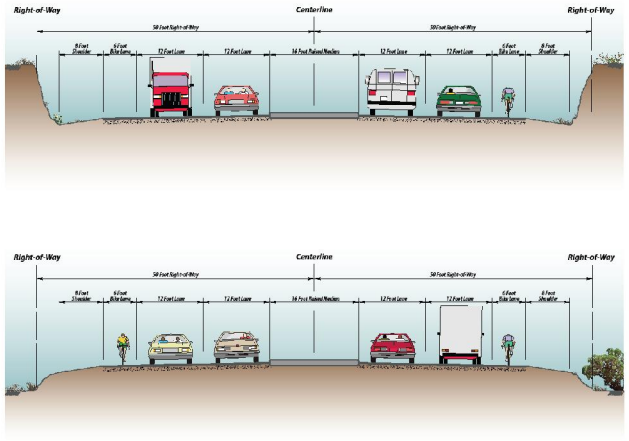


Sundog Connector Corridor Study

Typical Section A



Typical Section B



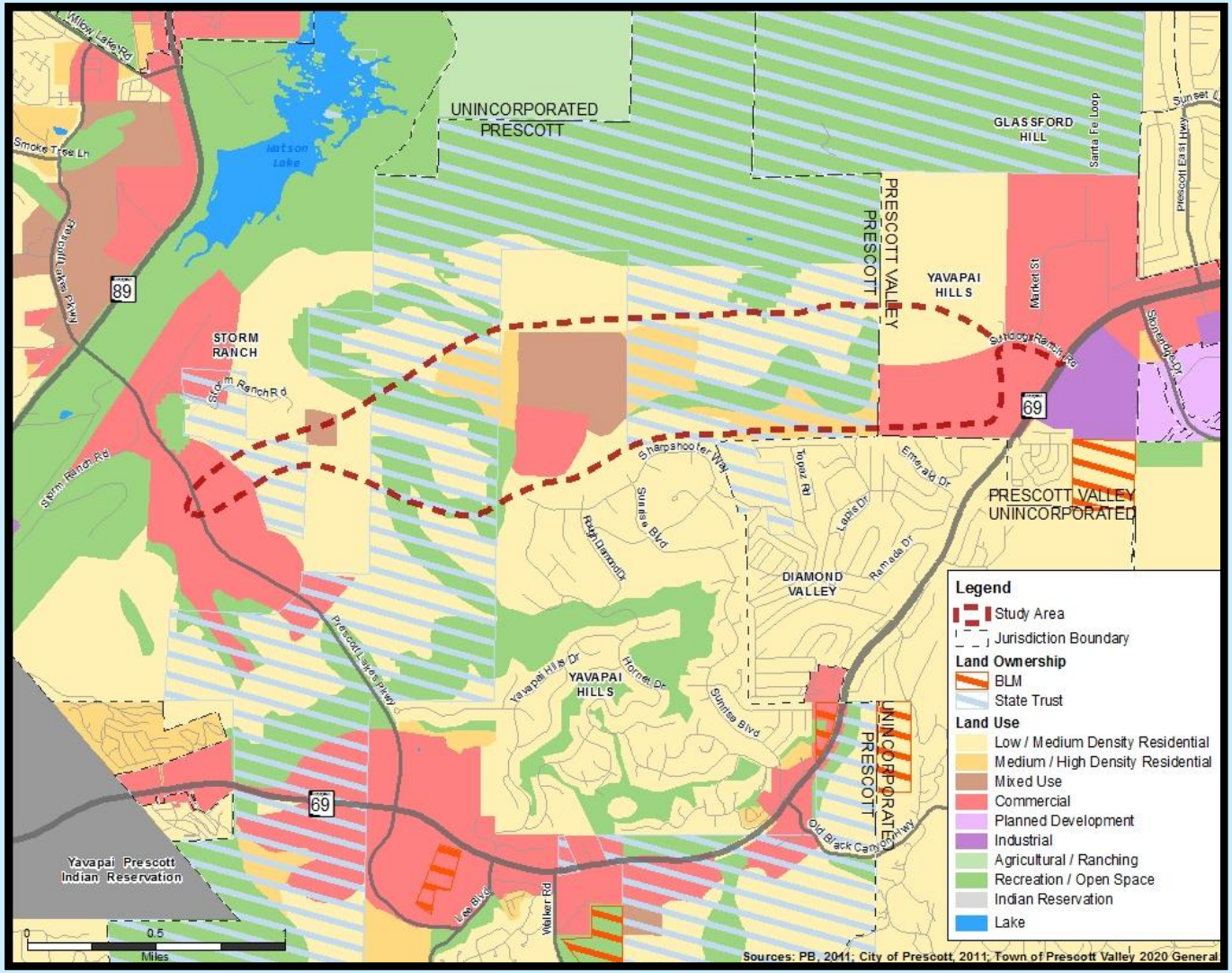
CITY OF PRESCOTT ARIZONA

ADOT

PARSONS BRINCKERHOFF

Sundog Connector Corridor Study

Study Area General Plan Land Use



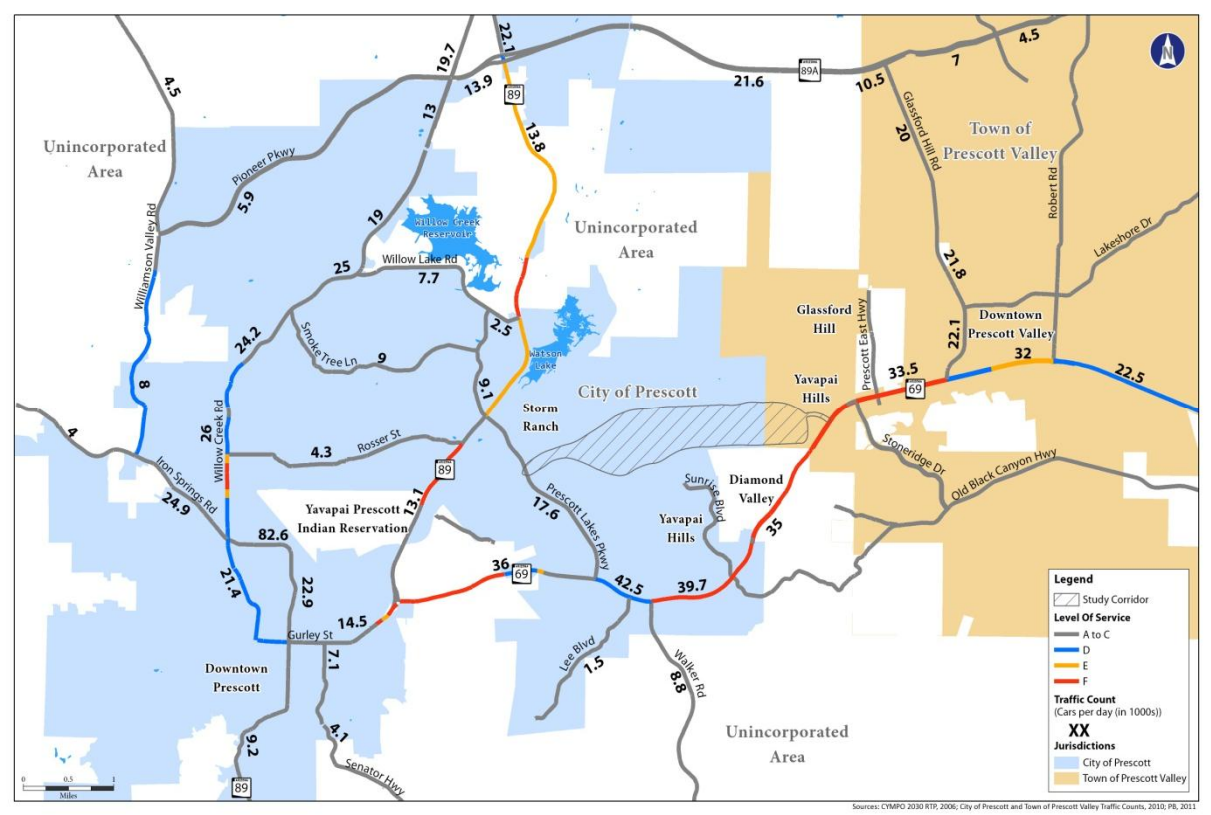
CITY OF PRESCOTT ARIZONA

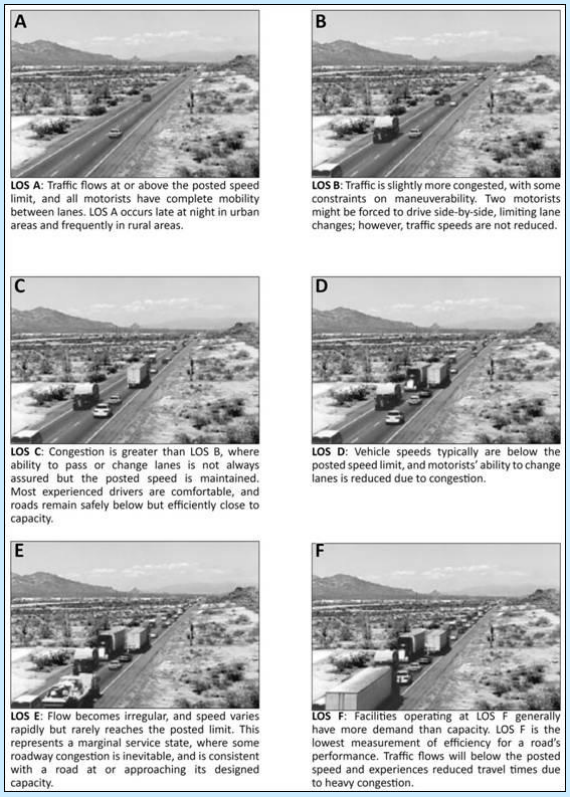
ADOT

PARSONS BRINCKERHOFF

Sundog Connector Corridor Study

Existing Traffic





APPENDIX C – PUBLIC MEETING #2

City of Prescott and the Arizona Department of Transportation
Sundog Connector Corridor Study
Public Meeting 2 - Summary
May 25, 2013

Meeting date: Wednesday, May 8, 2013
6 p.m. to 7:30 p.m.

Meeting Location: Prescott Community Center

Participants: 68 participants signed in

Project Overview

The Sundog Connector Corridor is envisioned as an east-west limited access arterial which will provide a parallel route to the north of State Route 69. This roadway will connect Prescott and Prescott Valley and provide a much needed third east-west link between the communities. Currently State Route 69 is the only route available for carrying traffic between the business and tourism centers of Prescott and Prescott Valley on the south side, which has resulted in SR69 becoming more and more congested. The Sundog Corridor is necessary to provide future development and growth of the region, and has been depicted as a future roadway in the City of Prescott's General Plan for more than 20 years. The study extends from the Prescott Lakes Parkway roundabout intersection in Prescott to the Sundog Ranch Road intersection at SR 69 in Prescott Valley, an approximate distance of 3.5 miles.

The principle focus of the study is to determine a preferred corridor for the planned roadway including alignment, cross sections, recommended right-of-way, utilities and drainage and recommendations for intersection location and spacing. These shall be based on the current and future conditions through a review of all relevant planning studies, development plans, needs assessments, and stakeholder input. This approach allows the City of Prescott to address many planning elements, coordinate with local governments and elected officials, ensure consistency with regional transportations plans, and improve mobility.

The study area extends from the Prescott Lakes Parkway roundabout intersection in Prescott to the Sundog Ranch Road intersection with SR 69 in Prescott Valley, a distance of approximately 3.5 miles. The study will be conducted according to a cooperative planning process involving stakeholders that include public agency staff, elected officials and the public. Throughout the study, information will be presented to and solicited from stakeholders through individual interviews, stakeholder meetings, public meetings and other means of communication.

At this stage in the process, funding for construction has not been identified. This study is in the early planning phases and will make higher level recommendations which may be studied in more detail at a later date. A date of when this corridor may be needed is unknown and will most likely be driven by future population increases.

The public's input is essential to the study results and is noted in the following summary. The first of two public meetings was held on Tuesday, December 4, 2012 and the second was held Wednesday, May 8, 2013. At both meetings several community members expressed support for a no-build alternative.

Public Meeting Notification

Efforts were made to notify the surrounding community. Team members used a variety of methods to announce the study and public meeting which include those listed below. Notification material can be found in *Appendix A: Notification Material*.

Prior to the public meeting, ADOT:

- Prepared a media release for local outlets.
- Distributed email notification to established ADOT Prescott District list of approximately 560 individuals and organizations on Wednesday, April 24, 2013.
- Provided a council briefing for local elected officials.

Public Meeting Overview

Project Manager Rebecca Fly with Parsons Brinkerhoff welcomed and thanked participants for their time. She briefly explained the roles of participating study team members; the corridor's needs and goals; study area; project development process; and the corridor alternatives and recommended alternative, as well as evaluation criteria used to recommend an alternative. She emphasized that there was no defined timeline for construction and no funding identified. At the conclusion of the presentation, the floor was opened for a question and answer session. Below is a summary of that discussion. All material presented can be found in *Appendix B: Meeting Material*.

Question and Answer Session

Questions

Question: When talking about the study team, who is "we"?
Answer: The study team includes representatives from the City of Prescott, ADOT, Parsons Brinkerhoff (technical consultant) and KDA Creative (public involvement consultant). Additionally, a Technical Advisory Committee comprised of representatives from Central Yavapai Metropolitan Planning Organization, Yavapai County, Town of Prescott Valley, Arizona State Land Department, and landowners are consulted.

Question: Who decided the location for the recommended alternative?
Answer: The location of recommended alternative is based on several factors including environmental concerns, geography, social and economic concerns, and cost. A list of the criteria used to evaluate the alternatives can be found by visiting the website at www.azdot.gov/sundog.

Question: What will the recommended alternative cost to construct?
Answer: At this stage, it is estimated that construction could cost $37 million.

Question: Has hydrology been addressed in this study and have the topography maps been acquired?
Answer: The roadway alternatives were developed based on the topography of the area. Topography maps were acquired from Yavapai County. This study is a planning study that is only intended to identify an alignment within the corridor. Hydrology will be reviewed in greater detail during the design phase.

Question: Will sound walls be considered?
Answer: Sound mitigation will be determined in the design phase.

Question: Has a need for the corridor been identified?
Answer: A new east-west corridor will improve traffic circulation throughout the area as the existing roadways become more congested. Additionally, the road would provide access to areas that are planned for development.

Question: How many lanes would be constructed?
Answer: The plan would be a four lane roadway.

Question: It was mentioned that impacts to wildlife are considered as part of the environmental evaluation; however, have impacts to the local residents been considered?
Answer: There are several impacts that are considered when evaluating the alternatives. No one alternative is perfect and an acceptable balance between evaluation criteria must be determined. Social impacts are considered in addition to wildlife impacts.

Question: Can you review the results of the public comments from the first public meeting?
Answer: A comprehensive summary of all comments received as a result of the first public meeting can be found in the Public Meeting Summary posted on the study website at www.azdot.gov/sundog.

Question: Based on the project development process graphic, what is the target date for final design?
Answer: At this time there is no funding for further study. A date for final design is unknown.

Question: Is there a section of land north of the alternatives that is privately owned?
Answer: Yes.

Question: If a subdivision is already platted does a road need to be designed to access the community and who is responsible for that road?
Answer: Yes. The City of Prescott Planning and Zoning would be involved in the determination of the responsible party. The Sundog Connector would not be ADOT's road nor would they be responsible for construction.

Question: Will final approval of the corridor go through the City Council?
Answer: Anytime the City spends a large amount of money, the City Council needs to approve the funding. At this time the Sundog Connector is not included in the City's Capital Improvement Plan for the next five years.

Question: Once complete, will this planning study remain reliable in eight years?
Answer: No, the study will continue to evolve through the design phase when many of the details are determined.

Verbal Comments Received

- This would be a road to nowhere. It will create bottleneck issues at Prescott Lakes Parkway and State Route 69. The terrain is undesirable to develop, as the hills pose several challenges. This cannot be cost effective for the relief that it could provide. I understand that Fain Road was constructed to relieve congestion on SR 69.
- According to the Growing Smarter Initiative this area is supposed to be open space. There is a large trail system that runs through the Arizona State Land. The justification to use State Land to construct this road is unacceptable.
- This is not cost effective.
- During a raise of hands in opposition of the project, the majority of the participants were not supportive.

Comments Received in Writing

Participants were given a comment form as they signed in and several comment forms were submitted the evening of the meeting or mailed to the team prior to the comment deadline. Additionally, the comment form was available to submit online through the study website.

Below are the comments received through the comment forms. Scanned copies of comment forms received can be found in *Appendix C: Public Comments*.

Comment No.	Comment
1	I'm a definite "no" on this project. No water. High residential impacts. Have "you" taken into consideration other completed projects? Look at Visalia, California for a real solution.
2	The plan seems to benefit future commercial development and gives little consideration to the residents. We just moved here from Phoenix and are newly retired. This road would greatly change our retirement. We are totally opposed to this project and will continue to voice opposition.
3	Use only W-1. Cost is not a consideration since its Federal dollars. Consider the environmental impacts on the existing homeowners as well as our losses in home values.
4	The Yavapai Hills community needs an emergency egress which does not end on SR 69. Otherwise, it does not appear needed. Please no slingshot lanes.
5	The snacks were very good aged cheddar. My grandfather made cheddar but it was aged with Kentucky Bourbon. That one suggestion I would make for future meetings. If you don't have time to get the Bourbon in the cheese then just serve it separately, it will still have a beneficial effect. We have traffic calming, we might as well have audience calming. As far as the alternatives go, I like curves, so the more curves the better. I think it helps digestion.
6	I noticed that a great many people from Yavapai Hills are here. I am from there also! Yavapai Hills owners know when they moved there state property was in the back section. There will be something done to it in time. I have lived there for 23 years. I also work for a company that has at least 20-30 vehicles on SR 69 daily (on a schedule). It totally is a problem when there is a mishap on SR 69 and we just sit there with no way to get around the problem. Enough said. I am in favor of any alternative between Prescott Valley and Prescott.
7	Last year at the Yavapai Hills Club House meeting on this proposal you received a resounding "NO". Nothing has changed. This project should be dropped from any further consideration. Such a project will still result in environmental problems, interfering with open space acquisition of State Trust Lands, the PM to Glassford Hill Trail. The state land would be opened to housing development with such a road. It would increase problems with our already limited water supply. If you really had the money for such a project, it would be better spent on alternative transportation modes.
8	This corridor would only support the investors of the property along the corridor. The residents in Yavapai Hills development would suffer obstructed views of natural land, traffic noise, crowded congestion of the area, and heavy traffic on Sunrise Blvd. We are opposed to the construction and development of the Sundog Corridor.
9	I am not happy with this road. Prescott is suppose to be buying up open space. So we take a big piece of land that should be used as open space and cut it up for a road. Then you will develop it for homes, no more open space. No more deer and other game. It doesn't make sense. I hope it doesn't ruin the sight and sound for Diamond Valley. Please stay away from Diamond Valley.
10	What can be done to stop this unwanted use of our money and land? Paving and building houses on BLM land may not be the best use for the residents of Prescott.
11	I feel the connector is not necessary. Expand SR 69 with appropriate lanes and time traffic lights properly. It is primarily for developers and businesses. You will ruin existing residential communities. These residents will leave quickly if the connector is approved and property values will decline. Very bad for Prescott and economy.

Comment No.	Comment
12	This is ludicrous. You're proposing a road that starts nowhere and ends nowhere. For what purpose? You'll be destroying property, disturbing wildlife, not to mention the large development of Yavapai Hills. Have you really taken their opinion into consideration? I think not. We don't want it! This is all about money, money, money. We do not need nor want this corridor. Too much time and money have already been wasted.
13	I want to start with how appalled I am at the total lack of honesty and integrity by your group. Your presentation amounted to nothing more than misinterpretations. I guess if government, its employees, and representatives aren't lying then they just are not talking at all. Everyone knows this is not a study – it's a done deal. Road signs are not placed at Prescott Lakes roundabout for studies. This road goes nowhere. It serves no public transportation purpose, it serves only the purpose of future development and developers. I want to know specifically what weight was given to each of your criteria. What was the hierarchy of considerations? What specifically was weight given to impact on existing homeowners? Depreciation of existing homes values? Noise pollution? Visual pollution? Accommodating development and the best use for an area that lacks adequate water resources. Your representation that this is a study is a farce. A blatant lie. But I expect nothing more from my government. You don't' serve the people. At least you could be honest. You serve the money. Particularly that which goes in your pockets to develop theirs.
14	I agree with the person that said it would be the road to nowhere. It would start on a dead end and end on a dead end. Also it would create a bottleneck on Prescott Lakes and US 89 and Prescott Lakes and SR 69 west, where the traffic is the worst on SR 69. The only advantage I see it would relieve some traffic in north Yavapai Hills and I think the developer should provide a north access for these poor people that have to travel the long slow distance south to exit the development. I have walked the entire area, it is full of large gullies and large steep hills realizing it would be a horrendous task and terribly expensive. I feel it would be a waste of taxpayers money to build this highway. It was my understanding that Fain Road was supposed to relieve traffic on SR 69. I have never been on Fain Road when it was busy, only a few cars on it and has an awful interchange at the north end. If traffic on SR 69 in the future got more intense, Fain Road would be used more frequently.

Emails Received

In addition to providing comments via comment form and online, participants were encouraged to email the study team. The table below contains emails received by the study team.

Date Received	Comment	Date of Response	Response
4/29/13	First I don't believe that the road is necessary as described. It would have been better having a road to hwy 89 from 69 in Prescott Valley, not where it is planned. It would have made 89 more utilized than it is now and would have kept the rush hour traffic away from the busy 69 with all the business entrances. The sundog connector will not alleviate the traffic problem, but make it more congested at each intersection it flows into. Do you really think the round-about by the detention center will not be a congested bottleneck? Question, If the road has been planned for years, as is stated in the notice, how come it was never on the real estate declarations when I bought my house? Question, If you do build the connector road, where I think you already plan to build it, are you going to be responsible for rebuilding the run off ditches through people's properties in Yavapai Hills that will be affected by the increased amount of water? There will be more runoff with the paved road and collection ditches funneled into the housing area. I have a ditch running down my property line that was built by the city, before it was handed over to the HOA, then I bought the land and it was later slipped in by the HOA saying it is mine and my neighbor's to maintain. The selling agent told me at the time of purchase that it was a right-away. I now have a beef with that. The ditch is too small for the runoff during the rainy season as it is now and it was constructed too small and without proper size stones for the amount of water that runs through it. This was verified to me by a city engineer that I had come out and inspect it. The ditch has three culverts under the road draining the water shed from the state land. My ditch is only the size of one of those culverts and is insufficient for the runoff. The ditch affects my neighbor and others downstream. By the way all, other home owners along the Yavapai Hills property border, adjacent to this new road, will also have drainage problems that will get worse with the new road,	4/30/12 Tricia Lewis, ADOT Senior Community Relations Officer	Tricia forwarded the email to the City of Prescott for response.

Date Received	Comment	Date of Response	Response
	unless the city takes into account that they will need to pay for and rebuild the HOA and Private ditches. I don't think you want the liability for causing homes to be flooded in Yavapai Hills. Also, I never got anything in reply to the inspection of the ditches that I was told that the city had plans to repair with some dedicated money. That just went away and disappeared. I am sending this to you by direction of the HOA manager. I request a response to my questions. Thank you.		
5/9/13	My husband and I were at the 1st meeting which was held to get public comments on the proposed study/road. As I recall we were given 4 options for the proposed road, none of which was a "no vote" even though it was very obvious by those who attended that this was the overwhelming choice. Of the 4 choices we were given, if there was to be a road to accommodate commercial and residential growth, that the yellow route would be the route of choice. It is very evident that this "road" is being put in as a means to financial gain for Prescott and Prescott Valley in terms of tax revenues which will come from small everyday items from fast food sales all the way up to property tax revenues from project home sales not to mention the major economic boost to the land developers/home builders. **Everyone will win except the current homeowners in the area.** We paid a premium to move to this area to improve our quality of life which you will now be taking away from us along with the value of our homes	5/9/13 Tricia Lewis, ADOT Senior Community Relations Officer	Thank you for your comments. I have passed them along to the study team who will incorporate them into the study documentation.
5/9/13	To all concerned, Firstly, I would like to point out that at both the open public meetings, the large majority of people were NOT in favor of building the Sundog connector road. It was suggested by the presenter at last night's meeting that at the first meeting the public supported a certain route. This was, purposely I believe, misleading. At the public meeting staged at Yavapai Hills people were asked to select which route they preferred. However, they were not given the choice of no build! At last night's meeting after the presentation had been made and a question and answer period followed, a member of the public asked for a show of hands of those opposed to the road. At least 90 percent of those there raised their hands. If public meetings are conducted to determine public support, or lack of it, for a project then it	5/14/13 Tricia Lewis, ADOT Senior Community Relations Officer	I have passed along your email to the entire study team for review and to include in the study documentation. Once the study is complete, it will be up to the City of Prescott to move forward (if at all) for this connector.

Date Received	Comment	Date of Response	Response
	was made obvious that there was no support for this road. If the public actually has a voice, then it has been heard and should not be dismissed. The advocacy for the road is nebulous and non-specific. "Future growth and development" is not defined nor is evidence given that any will occur. The case has not been made that growth and development are even desirable outcomes. Which brings me to Yavapai Hills housing area. This is a quiet, friendly community of people who live here to enjoy nature, the wildlife and the quietness of a rural area in a rural town. There is no need for noisy 4 lane highways, pollution, traffic lights not to mention the endless noise while building ,plus having to watch the sad destruction of a beautiful open space. Yavapai Hills already fronts highway 69. It now faces being squeezed between two highways. Green open spaces not highways attract retired people to an area. Better schools bring people, not 4 lane highways. We have already gone through a recession, part due to overbuilding. We have the Gateway Mall, almost empty, Frontier Mall is becoming vacant. We have many people waiting for house prices to rise to put their properties on the market. This potential highway spills out onto the roundabout at Prescott Lakes Parkway.. This study has not included the effect this will have. It is obvious to me that few drivers know how to handle a roundabout. The addition of 2 more lanes from Sundog to the 2 already in existence on the parkway; then funneling the combined traffic into only 2 lanes followed immediately by a traffic light invites chaos....Start counting the accidents. This Sundog Connector idea is a Road to Nowhere as to get into Prescott town one has to return to Highway69. $37 million was the figure mentioned at the meeting. It is a waste of Government money and our tax dollars. I am told that you take notice of what the		

Date Received	Comment	Date of Response	Response
	average person says, I wonder.		
5/19/13	The time for decision making is soon upon the council, so I am writing to throw in my two cents. As a 10 year resident, I have watched the road changes with mostly positive feelings. However, I am at a loss to understand the need for the Sundog connector. The wildlife habitat would be significantly altered for a route that is not critical. I am not a Yavapai Hills home owner, but love to look out over the open space and watch the deer, havalina, and bobcat that wander those lands. I question the expense for altering the landscape so drastically for minimal need for this routing. The recently opened Yavpe Connector still has my head shaking with a 25mph speed limit on a 4 lane, albeit on the reservation. It seems to me that this was an effort to correct the fact that southbound 89 travelers couldn't turn left onto 69. So before "we" throw money at another project, I would be in favor of an environmental impact study along with a broader survey of what the volume on this route would be. I am aware that at one of the town meetings, a show of hands indicated that almost 90% of the audience was not in favor of this project. Let the voters speak. The money could be so much better used for schools or supporting some of our wonderful programs that bring visitors to town to spend money and boost the economy. Thank you for reading and considering a concerned resident's opinion.	5/22/13 Tricia Lewis, ADOT Senior Community Relations Officer	Thank you for your comments, I have passed your email along to the entire study team to include in the study documentation.

Mailed Letters Received

One comment was also provided prior to the meeting via letter and can be found on the following pages.

SUNDOG CONNECTOR CORRIDOR STUDY ON MAY 8 2013

May 1, 2013

Mark & Evelyn Ziven

1029 Sunrise Blvd.

Prescott, Arizona 86301

My wife and I will be out of town at the time of the meeting on May 8th. We would appreciate having this letter read into the minutes of the meeting.

Our History

We purchased land in Yavapai Hills in 2001. We built a custom home in Prescott to get away from the drone of motor vehicles, live a quiet retired life away from all the hubbub of the big city, it's suburbs and have the opportunity to view the night sky without any background lighting or noise.

We have been permanent residents here in Yavapai Hills since September 2008.

Given the location or our home, we look right at the land that is proposed for this corridor.

Our Sunrise Blvd. is a residential street; now quiet except for the occasional construction truck bringing building materials to homes on the backside of Yavapai Hills. These homes will be harder to sell once the potential buyer finds out that they'll have 24-hour traffic over their heads.

We have the lowest crime rate in all of Prescott and we want it to stay that way.

What we believe:

We believe the thinking that planned this road is 25 to 30 years out of date. Other alternatives must be developed before one dime is spent or a single shovel of dirt is turned.

We believe that no matter what the homeowners in Yavapai Hills have to say, the City of Prescott and the State of Arizona will do what they want.

We believe that this piece of road is just like the "Bridge to Nowhere". We feel that this project is a result of real-estate people with political connections in the city and state.

Answer these questions:

How may of the people responsible for the planning of this project live in Yavapai Hills?

Disclose who owns the property on either side of the proposed corridor and their relationship if any to Prescott City Council, Prescott Valley City Council, state road planning commission, urban planning commissions and politicians holding office today, that already have financial holdings within the acreage known as the Sundog Ranch Corridor and want it to go through for their personal gains?

Roads in Place

Lets not overlook the updated Fain Road project just to the east of Prescott Valley that connects with the high speed limited access 89A through to Rt.89 and Williamson Valley Rd. taking traffic around Prescott. Through trucks should use Fain Road and 89A.

The State of Arizona could make better use of our tax dollars and increase the capacity of Rt. 69 with a little creative thinking.

What the Sundog Corridor will bring:

Noise, and unwanted traffic.

If the corridor road is to go through, it will have the loftiest elevation in Prescott, just right for developers to put up hi rise buildings like hotels, and more retail space that can never be filled.

The corridor will have the potential to decrease the value of real estate on the north end of Yavapai Hills having to front on this road.

Sunrise Blvd; now a quiet residential street, will become a main by-pass road, bringing more traffic, accidents and riff raff.

With Sunrise Blvd connected to the Corridor, it will give access by vehicles that have no business in Yavapai Hills (i.e. thefts & vandalism). We do not want Sunrise Blvd to connect to any road that might be punched through.

Numbers don't lie

The distance from *Sundog Ranch Road* and *route 69* in Prescott Valley to the intersection of *Prescott Lakes Parkway* and *route 69* is measured at **4 miles.**

The proposed *Sundog Ranch Corridor* and *route 69* as measured as the crow flies (a straight line) to the rotary on *Prescott Lakes Parkway* is **3-1/4 miles.** (The distance could be greater once the surveys are taken.) Around the rotary and *up the 8% grade* to the intersection of *Prescott Lakes Parkway* and *route 69* is **1-1/2 miles.**

Why would anyone drive ¾ of a mile out of his or her way to get to the same location? This route will increase wear and tear on your vehicle to say nothing for the extra expense of fuel to make that climb.

The Sundog Ranch Corridor does not make sense!

Appendix A: Notification Material

Amy Rosar

From: Arizona Department of Transportation [adot@service.govdelivery.com]
Sent: Wednesday, April 24, 2013 2:47 PM
To: Amy Rosar
Subject: Public Meeting Scheduled for Sundog Connector Corridor Study on May 8

ADOT

SHARE

Public Meeting Scheduled for Sundog Connector Corridor Study on May 8

The city of Prescott is working with the Arizona Department of Transportation to develop and evaluate alternative alignments for the Sundog Corridor, which is envisioned as an east-west roadway, parallel to State Route 69 that will connect the Prescott and Prescott Valley communities.

The Sundog Corridor is necessary to support future development and growth of the region, and has been depicted as a future roadway in the city of Prescott's General Plan for more than 20 years.

A public meeting has been scheduled for Wednesday, May 8 at the Adult Center of Prescott located in the Rowle P. Simmons Community Center. A recommended roadway alignment will be presented and community input on the alignment is encouraged. Currently, no funding for this proposed project has been identified. However, having a plan in place will better position the city of Prescott to pursue future funding opportunities if the roadway is ever needed.

Wednesday, May 8, 2013
6:00 p.m. to 7:30 p.m.
(Presentation to begin at 6 p.m. followed by an open house format)

Adult Center of Prescott
Rowle P. Simmons Community Center
1280 E. Rosser Street
Prescott, Arizona 86301

The study extends from the Prescott Lakes Parkway roundabout intersection in Prescott to the Sundog Ranch Road intersection at SR 69 in Prescott Valley, a distance of approximately 3.5 miles. The result of the study will be a preferred alternative that will address right-of-way needs, utility and drainage, and recommendations for intersection locations, as well as the possible roadway plan for medians, curbs, gutters, sidewalks and number of lanes.

For more information regarding this study, please contact ADOT Senior Community Relations Officer Tricia Lewis at 928.606.2420 or tlewis@azdot.gov.

Pursuant to Title VI of the Civil Rights Act of 1964, and the American with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, gender, or disability. Persons that require a reasonable accommodation based on language or disability should contact Amy Rosar at 602.651.1135 or amy@kdacreative.com. Requests should be made as early as possible to ensure the state has the opportunity to address the accommodations.

Appendix B: Meeting Material

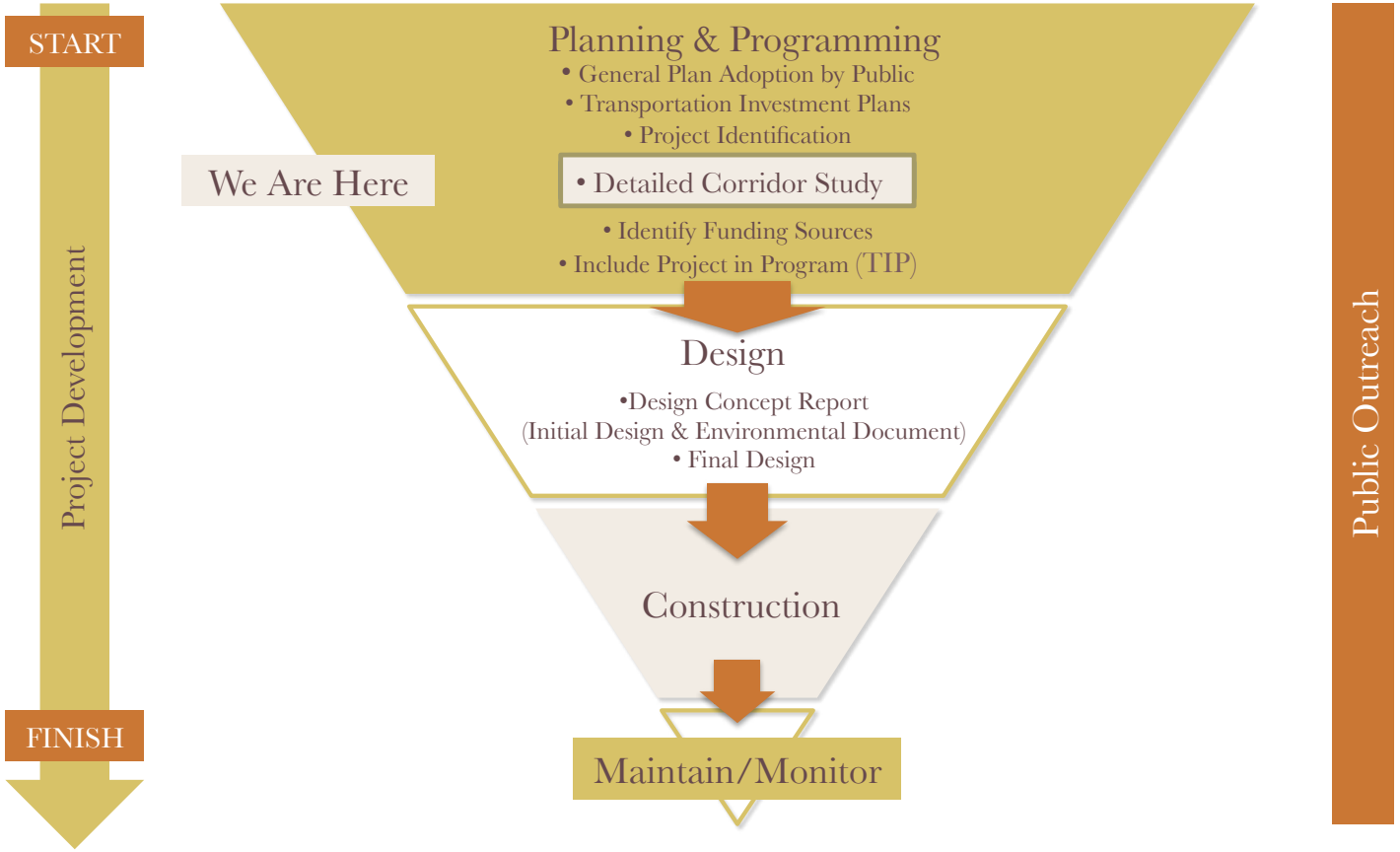
Sundog Connector Corridor Study

PRESCOTT

PUBLIC MEETING #2 - HANDOUT

May 8, 2013

Project Development Process



WHAT IS A...

Design Concept Report (DCR)

A report produced to document criteria necessary to design improvements, identify available data, address alternatives, and recommend a solution. Once the DCR is approved, the development effort can proceed without further consideration of alternatives.

CONTACT

Tricia Lewis,
ADOT Senior Community Relations Officer
928.606.2420
tlewis@azdot.gov

Frequently Asked Questions

Q What is the purpose of the Sundog Corridor?

A The Sundog Corridor is necessary to accommodate the future development and growth of the region. The City of Prescott has depicted this roadway on their General Plan for more than 20 years. The road will support a variety of commercial and residential uses. The land in this area is owned by private individuals as well as the Arizona State Land Department.

Q Is a no build option being considered?

A Yes, a no build option is being considered as one of the alternatives. However, the Arizona State Land Department (ASLD) owns a majority of the property within the study area. As required by State Law, ASLD working on behalf of Arizona Beneficiaries are expected to sell land for the highest and best use possible. Therefore, the sale and development of the Trust Land at some point in the future should be expected.

Q How will this roadway be funded?

A Funding for the project has not been identified at this stage; however, upon completion of this study, the City of Prescott will be better able to apply for funding opportunities to continue the environmental analysis, design, and construction phases.

Q When will the Sundog Corridor be constructed?

A At this time there is no funding for construction or a projected timeline. This study is a long-range planning tool that the City of Prescott will be able to use in the future when and if the adjacent property begins to develop.

Q Why are ADOT and the City of Prescott planning new roadways for future development when there is not enough water to support the anticipated growth?

A This transportation study does not include the evaluation of water supply requirements. The study instead references the local agency general plans and land use recommendations which have been developed to meet the needs and characteristics of the region.

Q What impacts will a new roadway have to wildlife?

A As a part of this study, the resources of the Arizona Game and Fish Department and the Arizona State Land Department have been researched and documented. The wildlife information gathered included the known wildlife patterns and activities within the study area, which were then factored into the corridor evaluation process. A more detailed analysis of environmental impacts would be completed at a later stage, most likely during a Design Concept Report (DCR), if the study moves forward for further evaluation.

Q How will noise and visual impacts be addressed in this study?

A These are considered environmental impacts and would be addressed in a Design Concept Report (DCR), if the study moves forward for further evaluation.

Q What is the purpose of the Sunrise connection?

A This study is not providing any improvement recommendations specific to Sunrise Boulevard. The Sunrise connection is a potential intersection point along the Sundog Connector which could provide access to the existing neighborhood and planned development areas identified in the City of Prescott General Plan. Additionally, this intersection could provide a secondary access point for emergency response vehicles.

Sundog Connector Corridor Study

Community Meeting #2

May 8, 2013

Meeting Agenda

- Presentation
  - Study Background
  - Process
  - Recommendations
- Q & A
- Open house for individual discussion
- Handouts:
  - FAQ Sheet
  - Comment forms

What Agencies Are Involved?

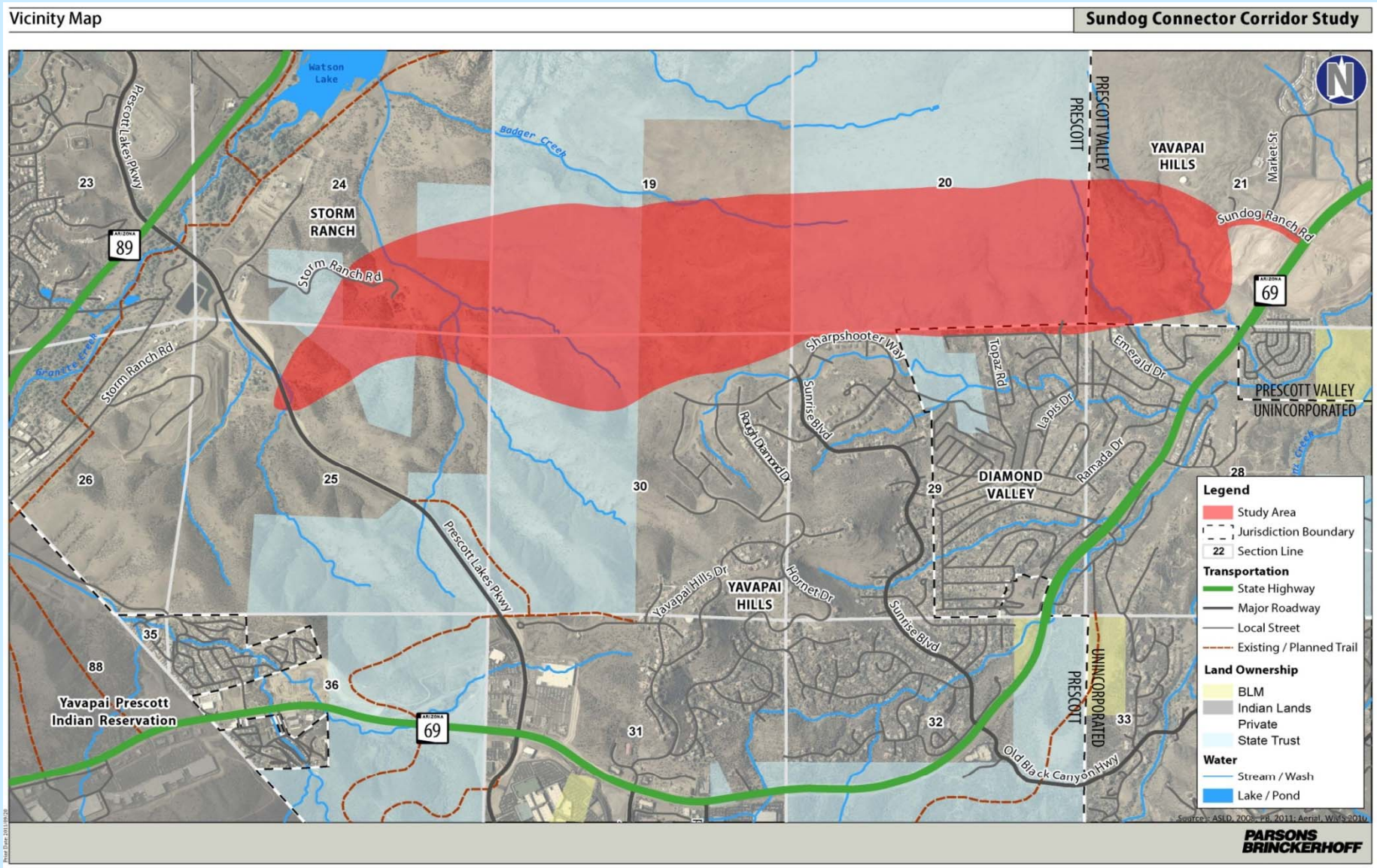
- Planning Assistance for Rural Areas (PARA)
  - City of Prescott (Sponsor Agency)
  - Arizona Department of Transportation (ADOT) (Facilitator)
  - Technical Advisory Committee Members
    - Central Yavapai Metropolitan Planning Organization
    - Yavapai County
    - Prescott Valley
    - ADOT Prescott District
    - AZ State Lands
    - Landowners

Sundog Connector

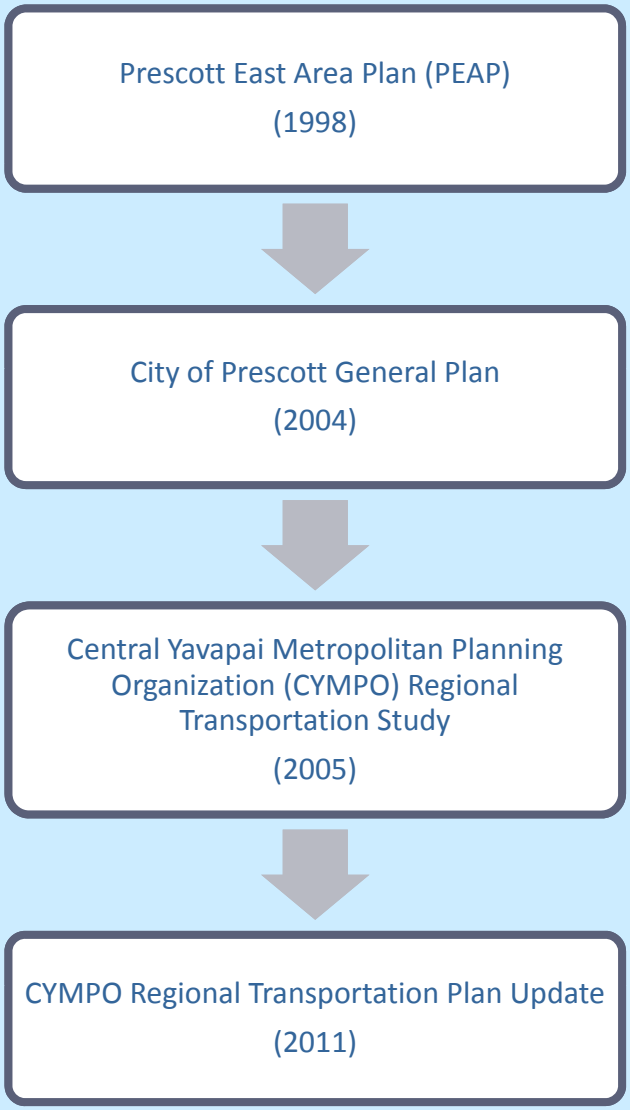
- Corridor Need
  - Plan for regional growth / local development
  - Provide an alternative for regional travel

- Study Goals
  - Determine if Sundog Connector is needed
  - Evaluate corridor alternatives
  - Develop corridor alternatives and recommendations

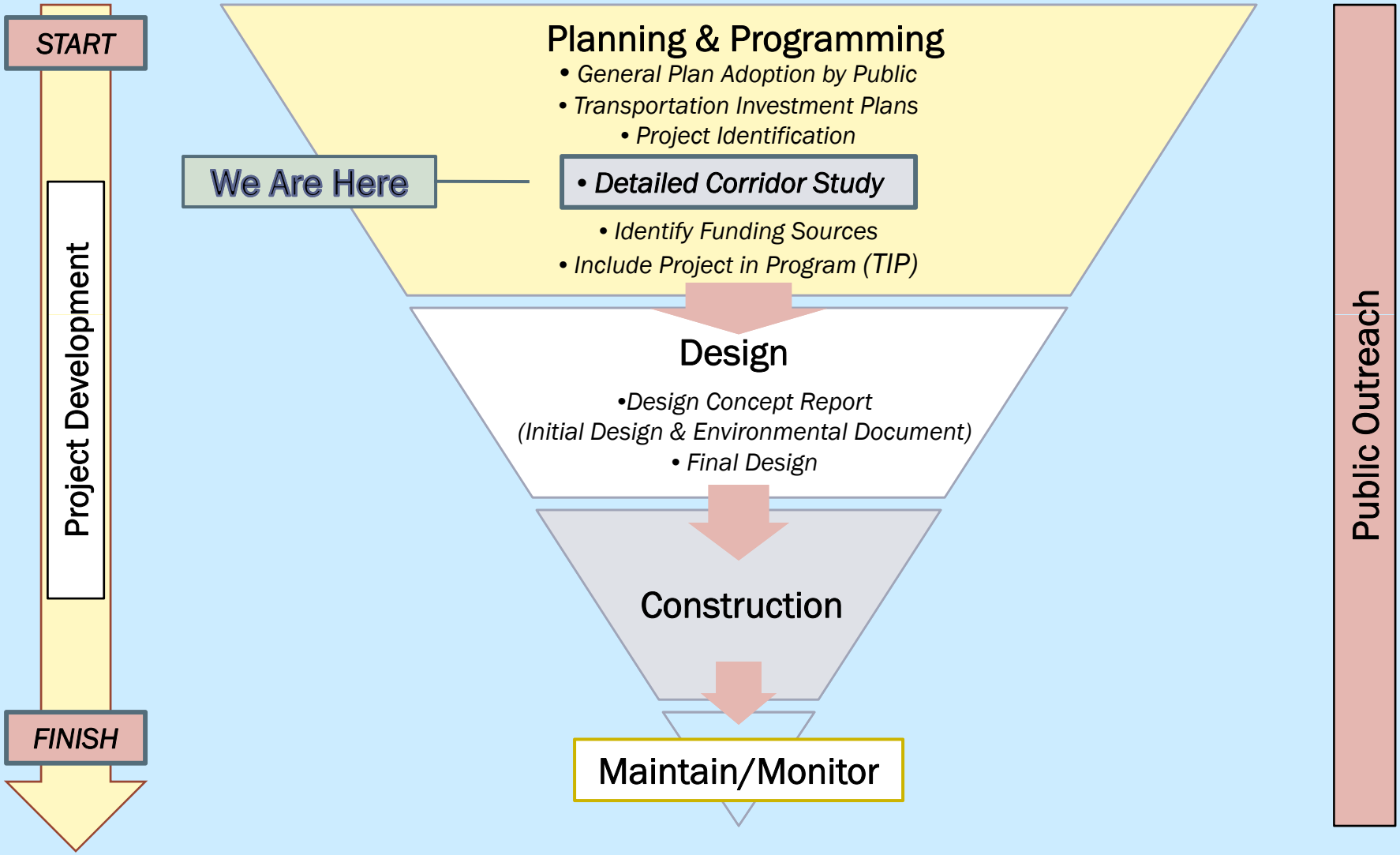
Sundog Connector Study Area



Sundog Connector History



Project Development Process



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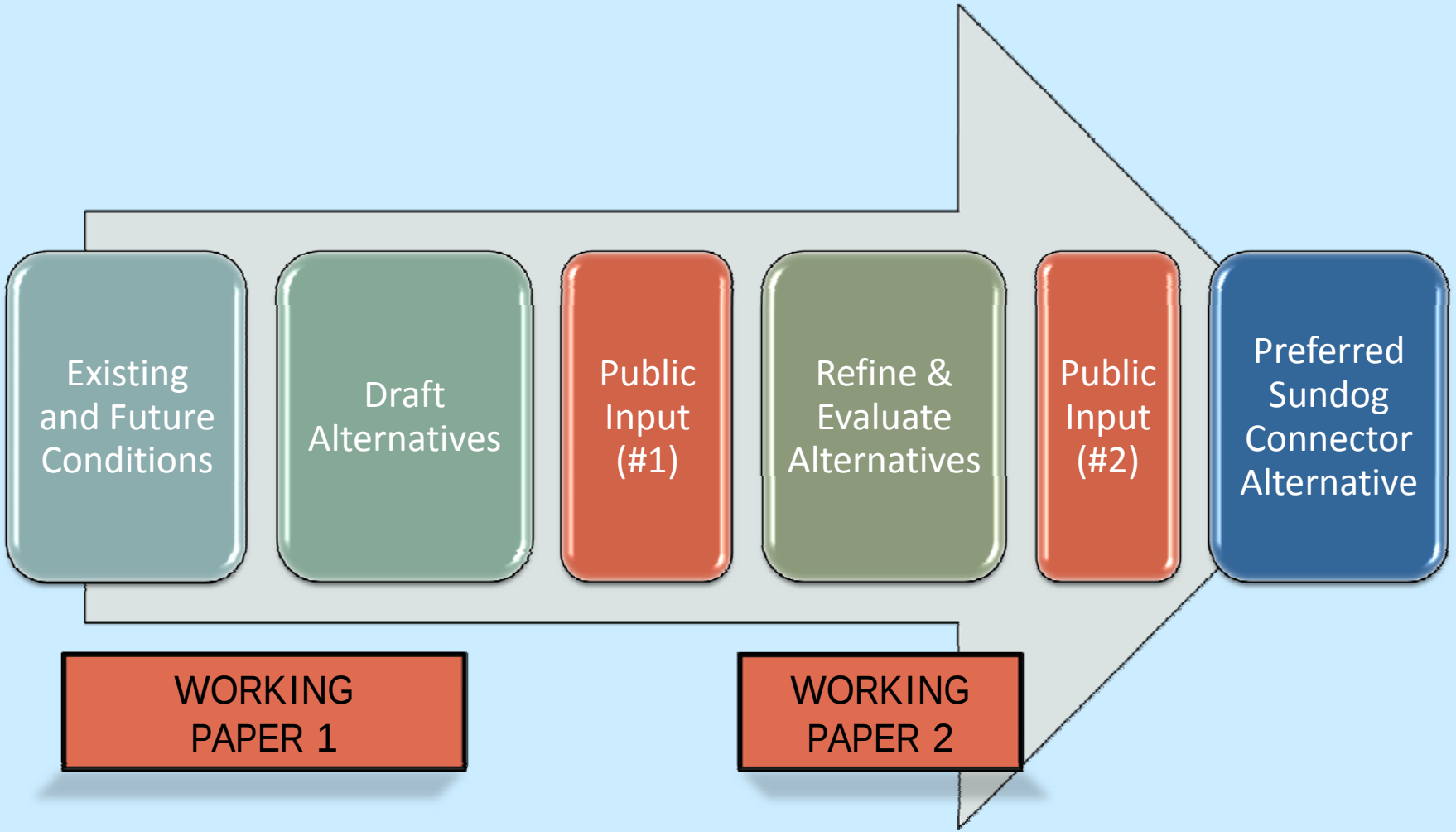
Sundog Connector Study Details



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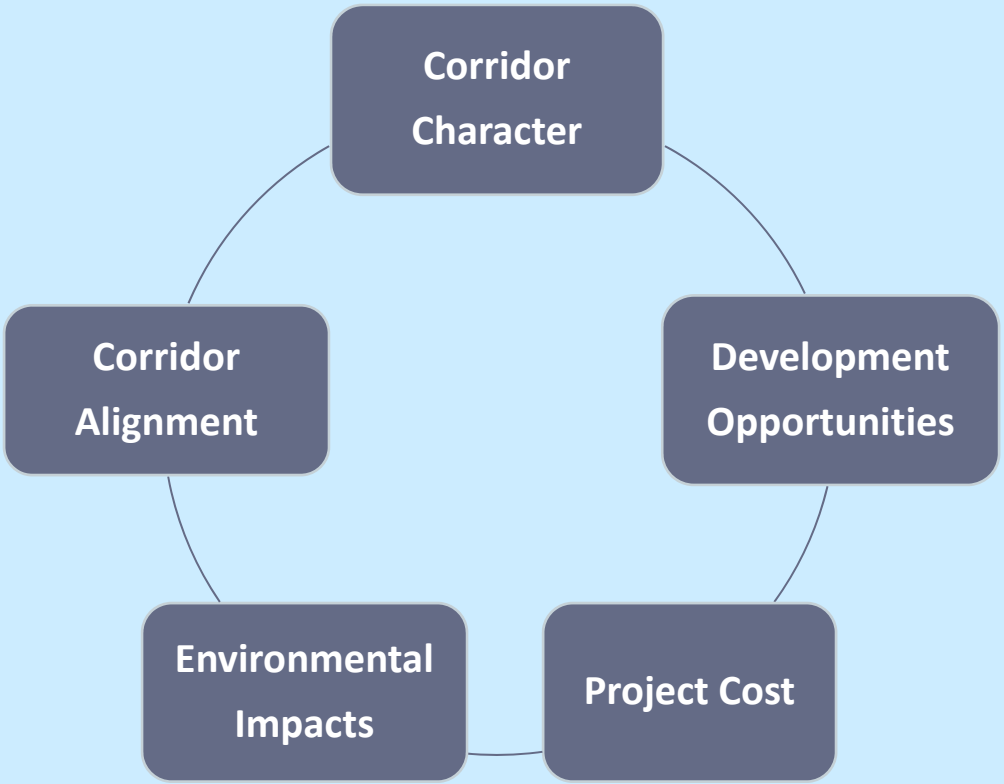
Sundog Connector Study Details

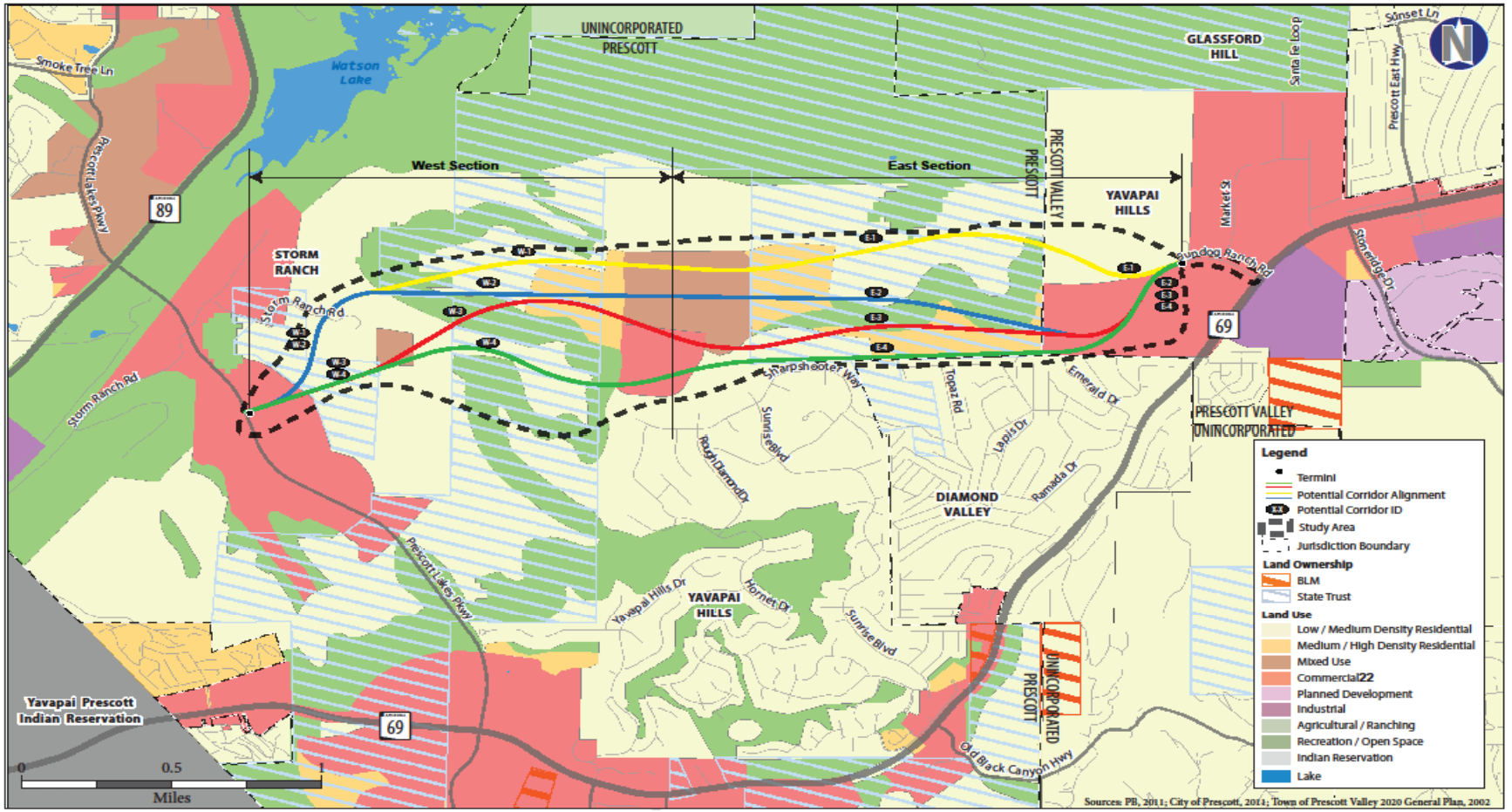
- Working Paper 2
  - What does the Sundog corridor look like?
  - Where does the Sundog corridor go?
  - How much will it cost?



Sundog Connector Corridor Study

Corridor Alternatives

Land Use and Potential Corridor Alignments | **Sundog Connector Corridor Study**



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Sundog Connector Corridor Study

Corridor Evaluation Criteria

Safety	Cost	Constructability	Environmental Impact
Right-of-Way Impact	Visual Quality	Development Opportunities	Public and Agency Support

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Sundog Connector Corridor Study

Evaluation Matrices

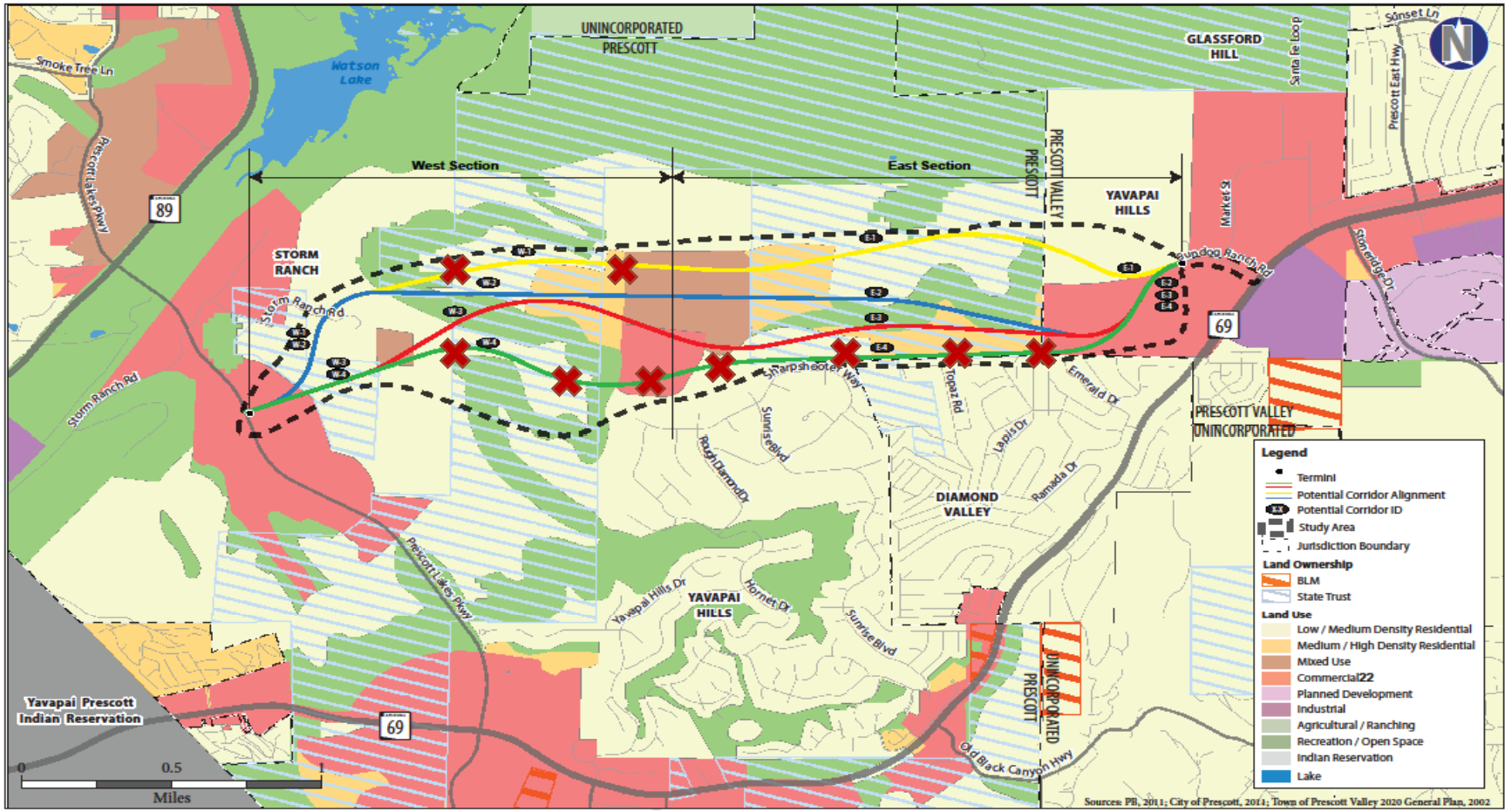
- Preliminary Evaluation
  - Qualitative analysis
    - Fatal Flaw Analysis
    - Consistency with General Plans
    - Environmental Impacts
    - Feasibility for future
- Results
  - Alternatives W1, W4 & E4 are eliminated

		WEST SECTION				EAST SECTION			
PRELIMINARY EVALUATION CRITERIA	NO BUILD	ALTERNATIVE W-1	ALTERNATIVE W-2	ALTERNATIVE W-3	ALTERNATIVE W-4	ALTERNATIVE E-1	ALTERNATIVE E-2	ALTERNATIVE E-3	ALTERNATIVE E-4
Fatal Flaw Analysis	None	No	No	No	Yes The alignment traverses through a planned subdivision	No	No	No	No
Consistency with City of Prescott/ Town of Prescott Valley General Plans	None	◑ The alignment traverses some areas of recreation/open space designation	◑ The alignment traverses some areas of recreation/open space designation	● Portions of the alignment follow preferred designation boundary lines, allowing more area for future development		○ The alignment traverses some areas of recreation/open space designation, but is least feasible because of extended cut sections	● Portions of the alignment follow preferred designation boundary lines, allowing more area for future development	● Portions of the alignment follow preferred designation boundary lines, allowing more area for future development	◑ The alignment traverses some areas of recreation/open space designation
Environmental Impacts	None	◑ The alignment is furthest away from existing residences, but traverses through existing wildlife movements	◑ The alignment is furthest away from existing residences, but traverses through existing wildlife movements	○ The alignment is closest to existing residences and traverses through existing wildlife movements		● The alignment is furthest away from existing residences and does not traverse through existing wildlife movements	◑ The alignment is far away from existing residences, but traverses through existing wildlife movements	◑ The alignment is close to existing residences, but does not traverse through existing wildlife movements	○ The alignment is closest to existing residences
Feasibility of Future Intersections/Access	None	○ The alignment is furthest north, large cut sections are needed. No feasible connections to adjacent lands	● The alignment provides flat stretches that allow feasible connections to adjacent lands on both sides of the corridor	● The alignment provides flat stretches that allow feasible connections to adjacent lands on both sides of the corridor		○ The alignment is furthest north, encroaching the Glassford Hill area, large cut sections are needed. No feasible connections to adjacent lands	● The alignment provides flat stretches that allow feasible connections to adjacent lands on both sides of the corridor	● The alignment provides flat stretches that allow feasible connections to adjacent lands on both sides of the corridor	◑ The alignment provides flat stretches on the north side of the corridor that allow feasible connections to adjacent lands
Total Preliminary Evaluation Score		11	20	21	Eliminated	12	25	25	11

Sundog Connector Corridor Study

Corridor Alternatives

Land Use and Potential Corridor Alignments | **Sundog Connector Corridor Study**



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Sundog Connector Corridor Study

Evaluation Matrices

- Secondary Evaluation
  - Quantitative analysis
    - Safety
    - Constructability
    - Right-of-way
    - Development Opportunities
    - Public Support
    - Cost
- Results
  - Alternatives W2 & E3 are selected

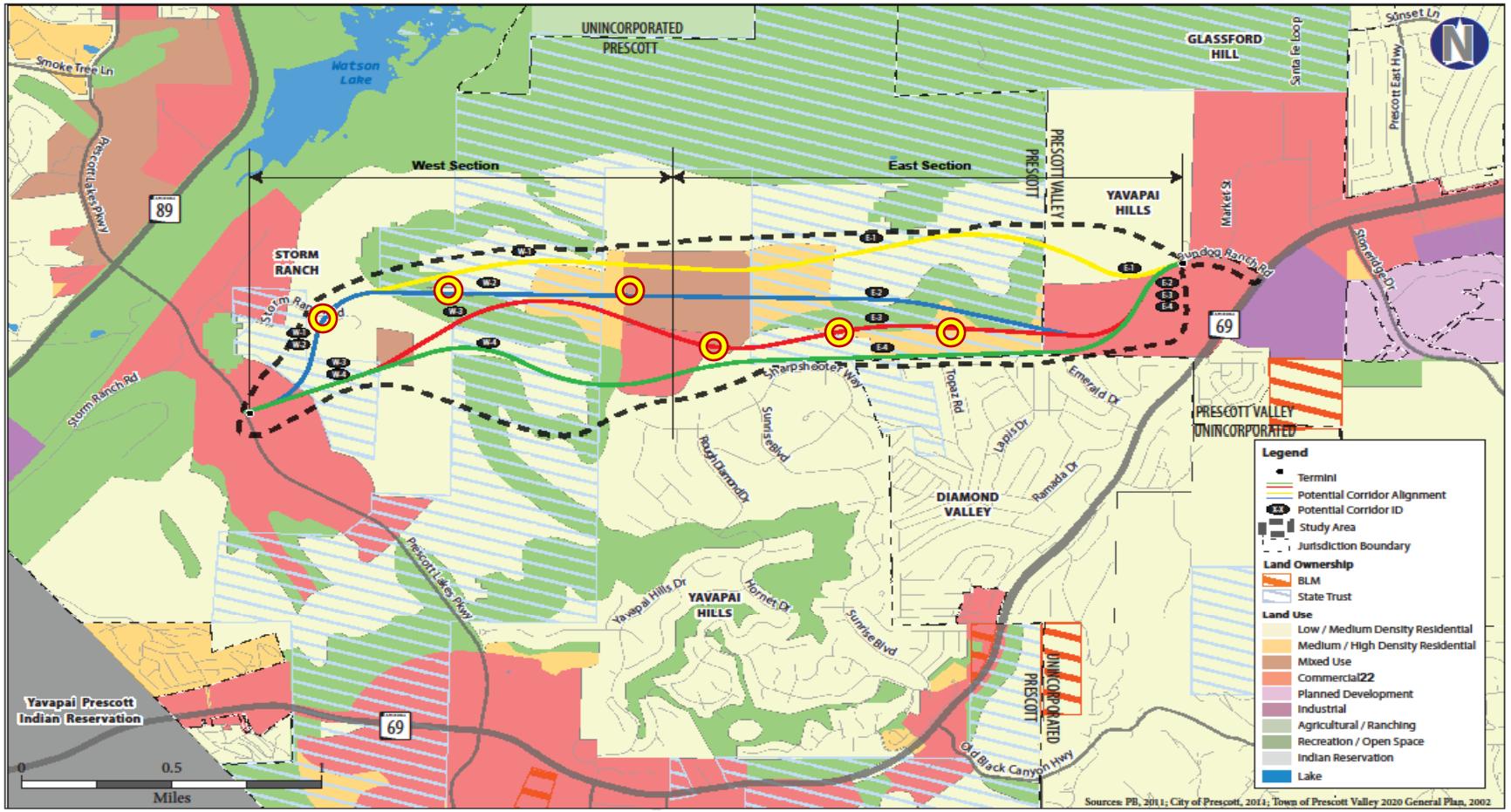
		WEST SECTION		EAST SECTION		
EVALUATION CRITERIA	NO BUILD	ALTERNATIVE W-2	ALTERNATIVE W-3	ALTERNATIVE E-1	ALTERNATIVE E-2	ALTERNATIVE E-3
Safety	None	◑ 1 sustained maximum 6% grade	◑ 1 sustained maximum 6% grade	◑ 1 sustained maximum 6% grade	◑ 1 sustained maximum 6% grade	● No sustained maximum grades
Constructability	None	◑ 1M CY Cut 3.6M CY Fill >100' Fill height for 1500' 1 major drainage crossing	◑ 2.2M CY Cut 3.5M CY Fill >100' Fill height for 1200' 2 major drainage crossings	○ 4.7M CY Cut 0.5M CY Fill >100' Cut depth for 3000' 1 major drainage crossing	◑ 1.4M CY Cut 0.8M CY Fill >100' Cut depth for 1000' 3 major drainage crossings	◑ 1.5M CY Cut 0.7M CY Fill No Cut/Fill over 100' 2 major drainage crossings
Right-of-Way	None	◑ 58 Total Acres (14 Acres within ASLD)	○ 61 Total Acres (27 Acres within ASLD)	◑ 47 Total Acres (27 Acres within ASLD)	● 43 Total Acres (22 Acres within ASLD)	◑ 44 Total Acres (22 Acres within ASLD)
Development Opportunities	None	◑ 1/4mi attainable dev. grades & <20' cut/fill	◑ 1/4mi attainable dev. grades & <20' cut/fill	○ 0 mi attainable dev. grades & <20' cut/fill	◑ 1/4mi attainable dev. grades & <20' cut/fill	● 1/2mi attainable dev. grades & <20' cut/fill
Public Support	None	◑ Public- Ranked 2nd	◑ Public- Ranked 3rd	● Public- Ranked 1st	◑ Public- Ranked 2nd	◑ Public-Ranked 3rd
Cost	None	◑ $45.9M Construction $2.8M R/W $48.7M Total	◑ $53.9M Construction $3.1M R/W $57.0M Total	○ $76.9M Construction $2.3M R/W $79.2M Total	◑ $35.8M Construction $2.2M R/W $38.0M Total	● $35.3M Construction $2.2M R/W $37.5M Total
Total Secondary Evaluation Score		30	26	23	35	45

CITY OF PRESCOTT ARIZONA ADOT PARSONS BRINCKERHOFF

Sundog Connector Corridor Study

Corridor Alternatives

Land Use and Potential Corridor Alignments | **Sundog Connector Corridor Study**



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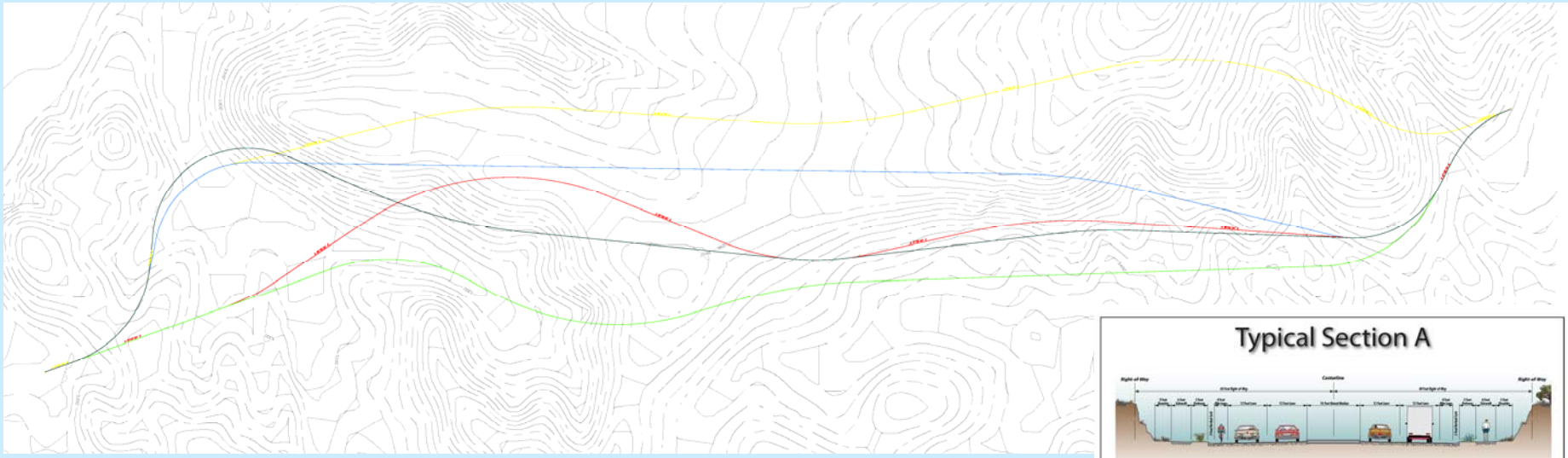
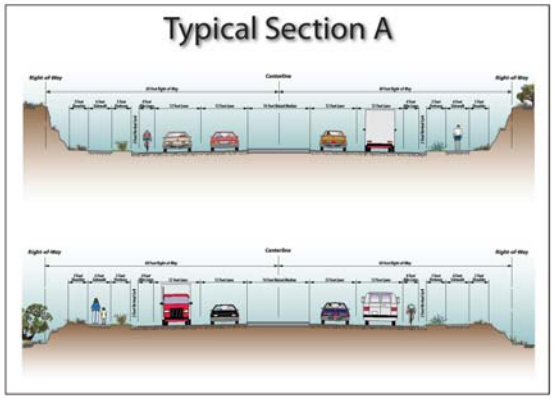
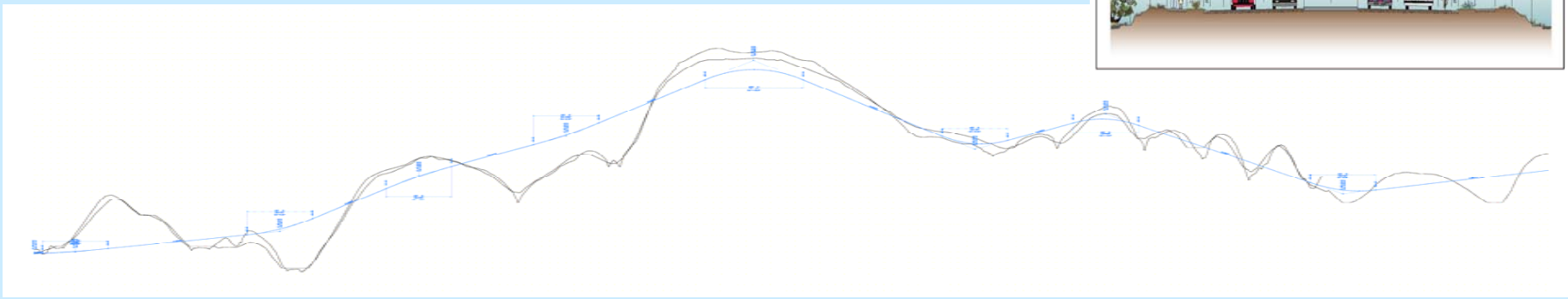
Sundog Connector Corridor Study

Recommended Alternative







CITY OF PRESCOTT ARIZONA

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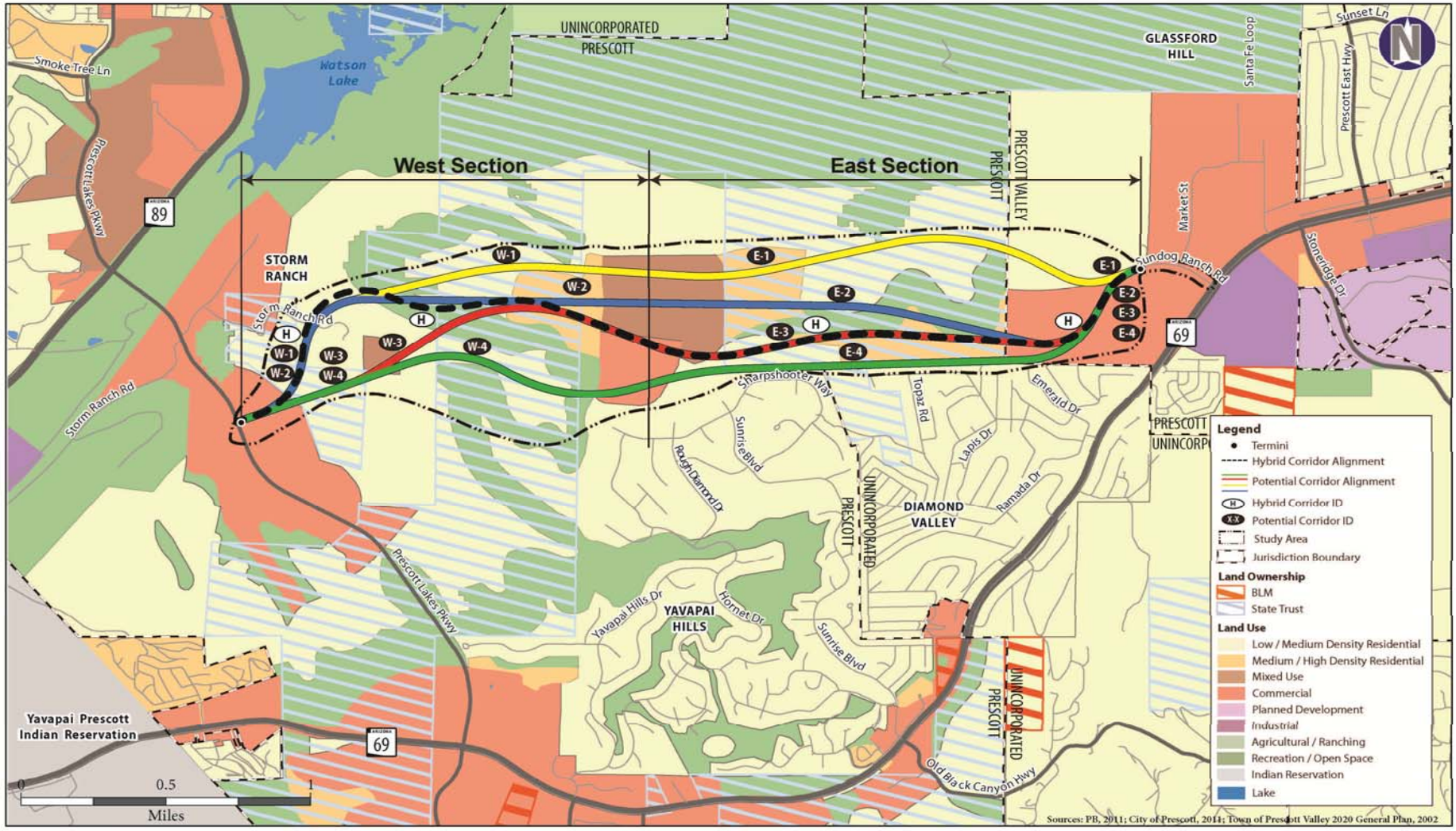
Sundog Connector Corridor Study

Hybrid Alternative - Recommended



CITY OF PRESCOTT ARIZONA

ADOT

PARSONS BRINCKERHOFF

Tell Us Your Thoughts

- Maps and Boards
- Comment Cards
- After Tonight

- ADOT Communications Contact:
  Tricia Lewis, tlewis@azdot.gov

- Project Website: www.azdot.gov/sundog

Open House

Appendix C: Public Comments

Sundog Connector Corridor Study
Comment Form
May 8, 2013

CITY OF PRESCOTT ARIZONA ADOT

The City of Prescott is working with the Arizona Department of Transportation to develop and evaluate alternative alignments for the Sundog Corridor, which is envisioned as an east-west roadway, parallel to State Route 69 that will connect the Prescott and Prescott Valley communities.

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Please provide your comments regarding this study:

This is ludicrous. Youre proposing a road that starts nowhere + ends nowhere. For what purpose?? You'll be destroying property, disturbing wild life, not to mention the large development of Yavapai Hills. Have you really taken their opinion into consideration I think not. We don't want it!!!!

This is all about money, money, money — We do not need nor want this corridor. Too much time and money have already been wasted.

Name: Mary Beigel

Email: gator1959@cableone.net

Do you want to be added to the distribution list to receive updates regarding this study?

☑ Yes ☐ No

Complete and submit your comments by **Friday, May 24, 2013**. Your comment forms can be submitted by:

Mail: Sundog Connector Corridor
c/o KDA Creative
3217 E. Shea Blvd., Ste 620
Phoenix, AZ 85022

Email: tlewis@azdot.gov
Fax: 602.368.9645
Online: www.azdot.gov/Sundog

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I am not happy with this road. Prescott is suppose to be keeping up open space. So we take a big piece of LAND that should be used as open space and cut it up for a road. Then you will develop it for Homes, No more open space. No more deer & other Game. It don't make Sence. I hope it doesn't ruin The Sight & Sound for DIAMOND Valley. Please STAY far away from DIAMOND Valley.

Name: W. C Huber

Email: BudHuber@JUNO.COM

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☒ Yes ☐ No

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Please provide your comments regarding this study:

What can be done to stop this unwanted use of our money and land?

Paving and building houses on BLM land may not be the best use for the residents of Prescott, AZ.

Name: David E Seelye

Email: davideseelye@gmail.com

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Please provide your comments regarding this study:

I feel the Connector is not necessary. Expand Rte 69 with appropriate lanes, and time traffic lights properly.

It is primarily for developers and businesses. You will ruin existing residential communities. These residents will leave quickly if Connector is approved and property values will decline. Very bad for Prescott and economy.

Name: Judy Seely

Email: judygatesseely@gmail.com

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Please provide your comments regarding this study:

I'm a definite NO! on this project. No water, high impact residentially etc.

Have "you" taken into consideration other completed projects? Look at Visalia, CA for a real solution.

Name: MARY BEIGEL

Email: _____

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☑ Yes ☐ No

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Please provide your comments regarding this study:

The plan seems to benefit future Commercial development and gives little consideration to the residents. We just moved here from Phoenix and are newly retired. This road will greatly change our retirement. We are totally opposed to this project and will continue to voice our opposition

Name: Cindy Nyman

Email: Cindy.Nyman1@gmail.com

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☒ Yes ☐ No

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Please provide your comments regarding this study:

- Use only 100% cost is not a consideration since it's Federal dollars.
- Consider the environmental impact on the existing homeowners as well as our losses in home values

Name: Carl Fishel - 4702 Sharp Shooter Way Prescott 86301

Email: ecfusa@att.net

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☒ Yes ☐ No

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Please provide your comments regarding this study:

THE YAVAPAI HILLS COMMUNITY NEEDS AN EMERGENCY EGRESS WHICH DOES NOT END ON HWY 69. OTHERWISE, IT DOES NOT APPEAR NEEDED. PLEASE, NO SLINGSHOT LANES.

Name: D. TOKAR

Email: _____

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☐ Yes ☒ No

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Please provide your comments regarding this study:

THE SNACKS WERE VERY GOOD, ESPECIALLY THE AGED CHEDDER. MY GRANDFATHER MADE CHEDDER, BUT IT WAS AGED WITH KENTUCKY BOURBON. THAT ONE SUGGESTION I WOULD MAKE FOR FUTURE MEETINGS, IF YOU DON'T HAVE TIME TO GET THE BOURBON IN THE CHEESE THEN JUST SERVE IT SEPARATELY, IT WILL STILL HAVE A BENEFICIAL EFFECT. WE HAVE TRAFFIC CALMING, WE MIGHT AS WELL HAVE AUDIENCE CALMING, AS FAR AS THE ALTS GO, I LIKE CURVES, SO THE MORE CURVES THE BETTER, I THINK IT HELPS DIGESTION.

Name: N. CONTENANCE

Email: NCONTENANCE@OLDCHEESE.ORG

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Please provide your comments regarding this study:

I Noticed That Agreat MANY people from YArAppi Hills is here!! I Am from There Also! YH owners Knew when They moved There, STAte property WAS in The Back section. DAN!!! iT Will be something done To it in Time. I have Lived There for 23 years! I Also work for A Company That has At Least 20 To 30 vehicles on #69 daily (on A Schedule) It TotAly is A problem when There is A mishap on 69 And we just sit There with No wAy to get Around The problem!! Enough Said I Am in favor of Any Alternate between PV And Prescott

Name: DougLAs PAsk 875 Sunrise BLvd 86301

Email: douglAspask@hotmail.com

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Last year at the Yavapai Hills Club House meeting on this proposal you received a resounding NO! Nothing has changed. This project should be dropped from any more future consideration. Such a project will still result in environmental problems, interfering with open space acquisition of State Trust Lands, the P Mt to Glassford Hill trail. The State Land would be opened to housing development with such a road. It would increase problems with our already limited water supply. If you really had the $$ for such a project, they would be better spent on alternative transportation modes.

Name: Thomas Slaback

Email: Prescotthid@peoplepc.com

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Please provide your comments regarding this study:

I WANT TO START with how APPALLED I AM at the total LACK OF HONESTY & INTEGRITY by your group. Your "PRESENTATION" AMOUNTED to NOTHING more than MISREPRESENTATIONS". I guess if GOVERNMENT, its employees & representatives aren't lying then they just are not talking at all. Everyone KNOWS this is NOT A STUDY - its a done deal. ROAD SIGNS are not placed at Prescott Lakes Turn about for STUDIES -

- OVER -

Name: CARL W. NYMAN

Email: CWNYMAN1@gmail.com

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☑ Yes ☐ No

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This road goes no where?
It serves no public transportation purpose - it serves only the purpose of future development / DEVELOPERS.

I want to know SPECIFICALLY what weight was given to each of your criteria - what was the hierarchy of considerations?

What specifically was weight given to impact on existing home owners? Depreciation of existing home values? Noise pollution? Visual pollution? Accomodating development / Best use for an area that lacks adequate water resources.

Your representation that this is a study is a FARCE - A blatent lie - but I expect nothing more from my Govt. You don't serve the People - At least you could be honest - you serve the $ - particularly that which goes in your pockets to develope this -