SUNDOG CONNECTOR

AECOM

Design Concept Report and Environmental Overview

SUNDOG Connector Design Concept Report

SUNDOG CONNECTOR

CYMPO
Central Yavapai Metropolitan Planning Organization

Prepared for: CYMPO

February 2024

Prepared by: AECOM

Design Concept Report and Environmental Overview

Sundog Connector

Prepared For:

Central Yavapai Metropolitan Planning Organization

Prepared By:

AECOM

7720 North 16th Street, Suite 100

Phoenix, Arizona 85020

FEBRUARY 2024

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

LIST OF APPENDICES

1. Introduction

The Central Yavapai Metropolitan Planning Organization (CYMPO) Sundog Connector Design Concept Report (DCR) describes the development and evaluation of the proposed future corridor, Sundog Connector. This project is located in Yavapai County within the CYMPO boundaries. The Study Area is located in the jurisdictional limits of the City of Prescott, the Town of Prescott Valley, and unincorporated Yavapai County. Sundog Connector is a proposed future arterial corridor that may provide an additional east-west multimodal transportation corridor between the City of Prescott and the Town of Prescott Valley. The proposed western terminus is located along Prescott Lakes Parkway at the existing Sundog Connector roundabout. The proposed eastern terminus is located at existing Sundog Ranch Road approximately 750 feet northwest of the Sundog Ranch Road signalized intersection at State Route (SR) 69.

With both commercial and residential developments underway, the region's core population center is served by one major east-west travel corridor, SR 69. As articulated in the CYMPO Regional Transportation Plan (RTP), year 2045 volumes on SR 69 are expected to be 42,000 vehicles per day (vpd) at the approach to Yavapai Hills and 48,000 vpd near the east terminus at Sundog Ranch Road. Even with programmed and future roadway improvements and expansions of SR 69 to an ultimate six-lane divided highway, continued congestion is expected. Additionally, reliability will remain a concern in the event of crashes and closures due to limited nearby alternative route detouring.

The Yavapai Hills residential community of more than 1,100 homes and additional growth opportunity is nestled in the foothills on the north side of SR 69. As development extends further north, access in and out of the neighborhood becomes increasingly difficult due to the undulating terrain and singular community access point. There is a heightened concern about emergency access as well as possible evacuation needs for unforeseen natural disasters such as wildfires, particularly given the rugged terrain.

The City of Prescott previously conducted the *2013 Sundog Connector Corridor Study*, funded through the Arizona Department of Transportation (ADOT) Planning Assistance for Rural Areas (PARA) program. This corridor analysis conducted a planning and engineering analysis, developed potential corridor alternatives, and identified potential constraints of a Sundog Connector route.

The purpose of this follow-on DCR is to identify and evaluate engineering alternatives, including Build and No-Build Alternatives, to assess the benefits, constraints, opportunities, and impacts of different potential corridor alignments, cross-sections, and amenities of a new roadway. An Environmental Overview (EO) will be developed as part of this DCR. The DCR process does not represent a commitment to construction but instead enables the corridor to be assessed in greater detail to address concerns and provide an engineering basis for future decision-making.

To ensure that the DCR process incorporates local input and public engagement, it was conducted with the guidance of a Sundog technical advisory committee (STAC). This committee is composed of representatives from various agencies' CYMPO TAC representative and planning, public works, and other departmental staff.

1.1 Study Area

The Sundog Connector is an approximately 3.6-mile-long proposed arterial corridor in Central Yavapai County, north of SR 69, intended to provide an additional east-west multimodal transportation corridor between the City of Prescott and the Town of Prescott Valley. The proposed corridor, as shown in **Figure 1** navigates through undulating terrain north of the established boundaries of the Yavapai Hills and Diamond Valley residential communities, with a proposed western terminus at the Sundog Connector roundabout on Prescott Lakes Parkway and an eastern terminus at Sundog Ranch Road.

The connection points of the Study Area, including the western connection point at the Sundog Connector roundabout intersection on Prescott Lakes Parkway in the City of Prescott to the existing intersection of Sundog Ranch Road with SR 69 in the Town of Prescott Valley, are shown in the Study Area map (**Figure 1**).

Project Goals and Objectives

The Sundog Connector has been identified for many years as a priority for the CYMPO region to provide needed east-west capacity as well as additional residential access for the development forecasted and approved in this area.

This corridor has been a proposed long-term regional solution for more than 20 years. It would directly serve the central portion of the quad-city region by alleviating traffic congestion along SR 69, providing greater east-west access options for all modes of travel along the most congested corridor in the region and providing emergency access routes for the existing residential communities.

Advancing this corridor concept to 15% design plans through a DCR process will:

- Allow the CYMPO STAC to fully understand the corridor's constraints.
- Identify local and regional concerns.
- Establish benefit and impacts of corridor implementation.
- Work to develop community and stakeholder consensus.
- Confirm the corridor's purpose and need.
- Develop viable alignment alternatives, including design detail and alignment.
- Provide an enhanced public involvement process.
- Provide needed information for decision-makers in the CYMPO region.

Conducting a DCR is an exploratory process that does not predefine construction nor potential construction funding sources. Rather, it is a planning and preliminary engineering process that will identify concerns and constraints to inform decision-makers when considering future transportation priorities and solutions.

1.2 Project Need

Central Yavapai County is experiencing steady population growth in the past 10 years, particularly in the City of Prescott and the Town of Prescott Valley. SR 69 is the primary east-west transportation corridor providing connection between these two population centers. SR 69 is a high-capacity arterial highway corridor that ranges between four and six through lanes at various spots in the urbanized area. Currently, ADOT, in collaboration with CYMPO and the City of Prescott, is funding a SR 69 corridor widening project for a 1-mile section of SR 69 between the Prescott Lakes Parkway and Heather Heights intersections, widening the corridor cross-section to six traffic lanes. While this project is advancing and additional long-term planning efforts to continue to enhance the SR 69 corridor are ongoing, there are limited east-west route redundancies. SR 89 Alternative (A) is the other east-west high-capacity roadway connection between the two communities. SR 89A is located between approximately 3.5 and 6 miles north of SR 69. The natural undulating topography, with features such as Glassford Hill and the Granite Dells, limit denser roadway connectivity between the two communities. Therefore, SR 69 and SR 89A are the only two roadways that connect the communities. The Sundog Connector corridor is being assessed to potentially address the following needs:

1.2.1 Address Congestion on State Route 69

Traffic congestion on SR 69 between the City of Prescott and the Town of Prescott Valley is observed on a daily basis and is progressively worsening with continued growth in traffic volumes associated with ongoing regional growth. Traffic counts collected from historical and existing counts indicate daily traffic volumes along SR 69 between 32,000 and 48,000 vpd. A traffic analysis of the Study Area was conducted for this project and is described in greater detail in Section 2. The traffic analysis modeled Year 2050 no-build and build scenarios indicating that the development of the Sundog Connector would provide an additional east-west route that demonstrates a 20 to 25 percent reduction in traffic volumes along SR 69 between Sundog Ranch Road and Prescott Lakes Parkway.

1.2.2 Provide Additional Access to Homes North of State Route 69

There are two neighborhood communities currently built between Sundog Ranch Road and Prescott Lakes Parkway with sole access points located along SR 69. Due to the undulating topography of the area, these respective communities are limited in the current access points, each to the south end of the respective communities. The Yavapai Hills neighborhood is located in the City of Prescott and has two neighborhood access points along SR 69 at Sunset Boulevard and Lee Boulevard. The Diamond Valley neighborhood is located in unincorporated Yavapai County and has three access points along SR 69 at Robin Drive, Ramada Drive, and Diamond Drive. Diamond Valley has these three ways to enter and exit the neighborhood, but all enter directly and are reliant on SR 69. Both neighborhoods extend north from their SR 69 access, with the furthest existing properties more than 2 miles away from the entrance points in Yavapai Hills and 1 mile away in Diamond Valley. Furthermore, Yavapai Hills has additional approved planned development phases that are likely to extend the community further north. Introduction of additional access points along a Sundog Connector alignment would enable more direct access to the northern extents of these neighborhoods. This would enable quicker access for residential origin or destination trips, improve circulation in the neighborhoods, and disperse traffic volume concentration along the core neighborhood streets with existing access points.

1.2.3 Improve Emergency Response and Evacuation Access

Similar to neighborhood access and circulation, the limited existing access to the neighborhoods along SR 69 provides concerns regarding responsiveness of emergency services as well as impeding potential evacuation scenarios such as wildfire that may prohibit certain directional travel. The City of Prescott Fire Department has expressed concerns about extended response times to access the current northernmost limits of the Yavapai Hills community, even with the Prescott Fire Department Station 75 located at the southern base of the community at the intersection of Lee Boulevard and Yavapai Hills Drive. The City of Prescott Fire Department has preliminarily modeled response times across the city limits with and without the Sundog Connector. Response times were modeled to be within the compliance range for all portions of Yavapai Hills with an access point to Yavapai Hills along a potential Sundog Connector Corridor and the development of an additional station location situated in proximity to SR 89 in north City of Prescott. Furthermore, any continued development phases of the Yavapai Hills community would necessitate additional access points for emergency services. The Sundog Connector would help address these concerns by providing additional bidirectional access points to both the Yavapai Hills and Diamond Valley communities. Letters from both City of Prescott Fire Department and Central Arizona Fire and Medical Authority (CAFMA) have been received and included in **Appendix J.**

1.2.4 Provide New Connectivity and Access to Approved Developments

Two approved developments exist along a potential Sundog Connector corridor alignment: Storm Ranch and the remaining Yavapai Hills Unit 9. Storm Ranch is an approved development located at the western terminus of the proposed Sundog Connector. Initial community design documents have identified the community platting and include final plans for the layout of a portion of Sundog Connector that would be used to access the residential development. This alignment was confirmed for the alternative alignments used during this analysis for approximately one mile of the westernmost portion of the Sundog Connector alternatives. Storm Ranch is approved to build up to 227 housing units. Additionally, Yavapai Hills Unit 9 is an approved planned development extension of the existing Yavapai Hills community and is preliminary platted with additional phases developing to the north. This planned development is approved for up to 1,814 units. Portions of Unit 9 have begun development, but the majority of the planned extension is currently undeveloped. A proposed Sundog Connector corridor may intersect the Unit 9 future plans depending on the alternative alignments. Corridor alternatives have considered the potential interaction with this future development phase during the corridor alternative analysis.

The development of a Sundog Connector corridor would help to facilitate access and connectivity to these approved developments and alleviate additional congestion to existing neighborhood street networks associated with continued residential development.

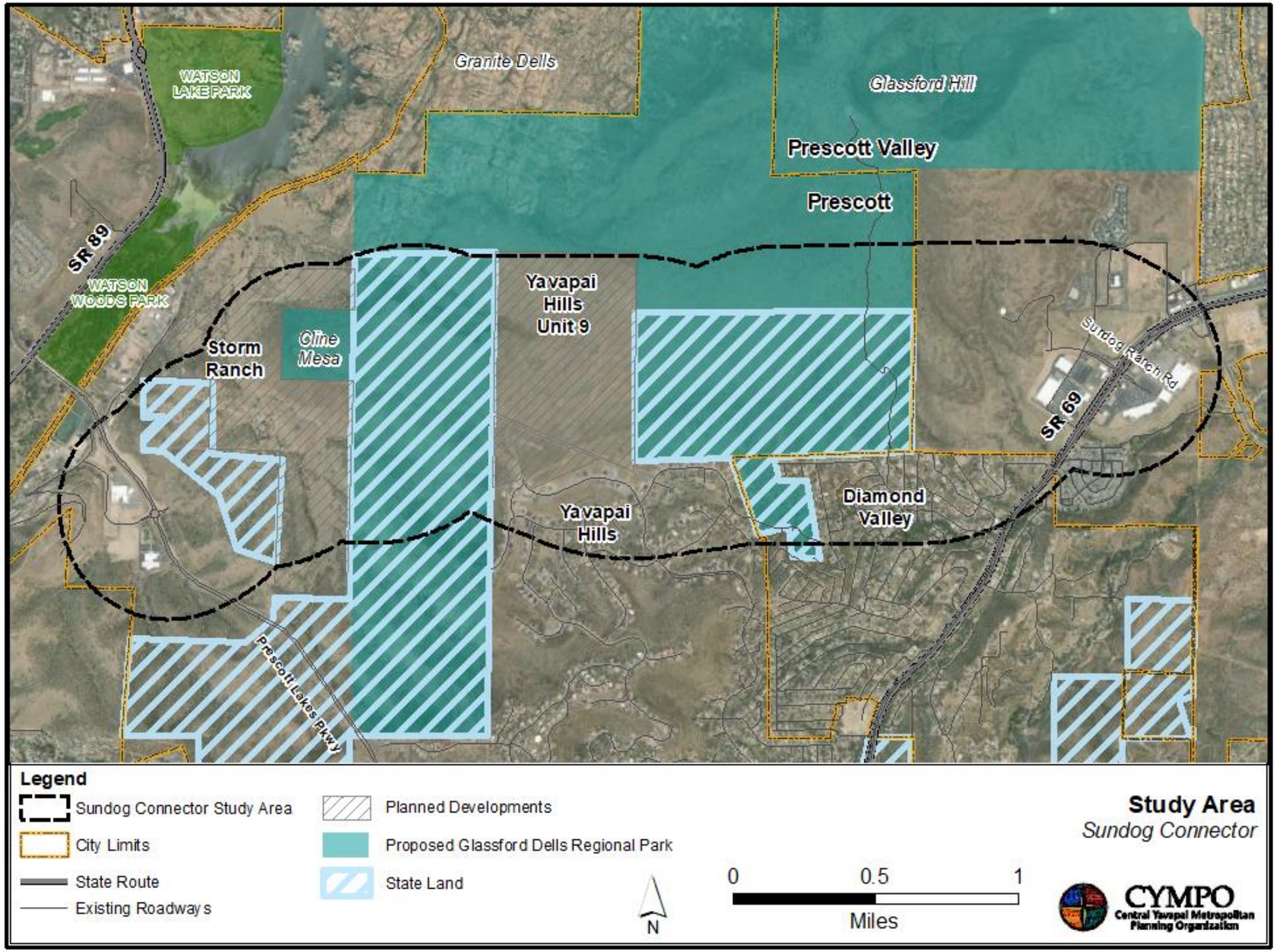


Figure 1: Study Area Map

1.3 Project History

The Sundog Connector corridor concept was first introduced in planning documents as early as 1998 when it was proposed in the Prescott East Area Plan as a potential regional mobility solution. Subsequently, the Sundog Connector has been included in local and regional planning documents as a potential long-term transportation opportunity. Continued investigation into the feasibility and potential design concepts is being explored as transportation demand continues to increase regionally. **Figure 2** shows the abbreviated project history and key milestones starting in 1998.

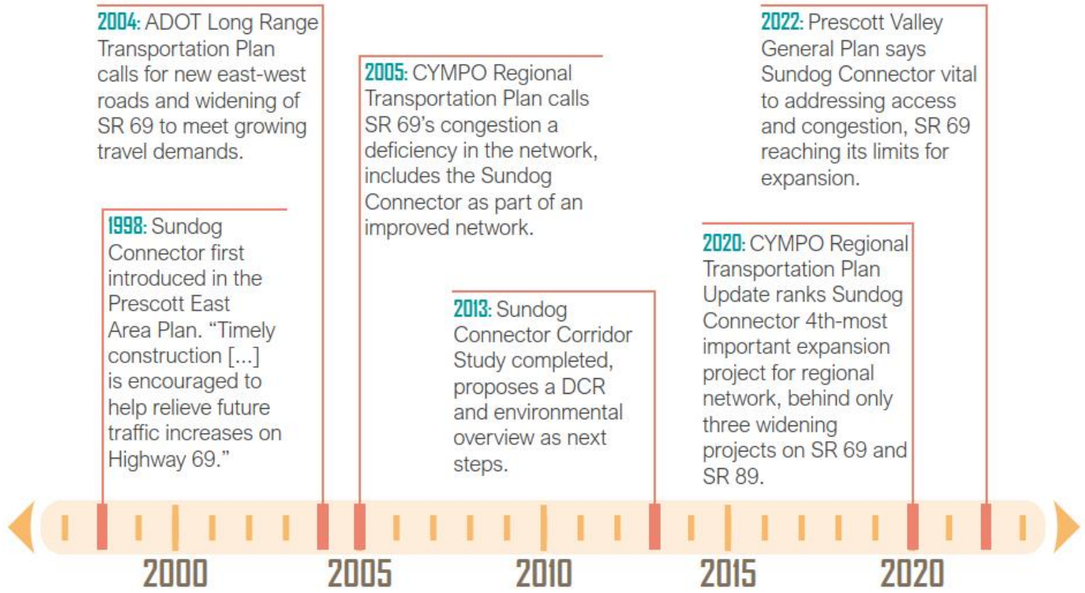


Figure 2: Project Timeline

The Sundog Connector DCR and EO process has included a review of previously completed local, regional, and corridor-specific studies and planning documents. This review helps to document the evolution of regional and Study Area needs over time in comparison to the changes to population, employment, and travel patterns. Previous project milestones including the Sundog Connector and related planning documents are summarized below.

1.3.1 Prescott East Area Plan, May 1998

The Prescott East Area Plan was completed in 1998 as a comprehensive land use and circulation plan for the City of Prescott, with the east-central portion of the city between the Prescott National Forest, SR 89, Glassford Hill, and Prescott Valley identified as a potential infill development area. This Study Area included the present Sundog Connector DCR Study Area, the Yavapai Hills neighborhood, and the developed areas along SR 69. The study's many goals included planning for mixed land uses, a variety of residential opportunities, development of an east-west Sundog Connector route, access to recreation and open space utilizing trailheads accessible from a proposed connector, improving SR 69, and reducing impacts. The Sundog Connector was first mentioned in the City of Prescott East Area Plan, which was inspired from the 1997 City of Prescott General Plan. The plan highlighted the need for improving traffic conditions on SR 69 and greater circulation in the area.

1.3.2 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 circulation element of the General Plan provides guidance for future circulation plans in the city and outlines specific goals and strategies supporting all modes of transportation, including bicycling, walking, and transit as well as the airport facility. The General Plan's Circulation Map identifies the Sundog Connector as an important future roadway connection originating from the Prescott East Area Plan. In subsequent updates to the Prescott General Plan, the Sundog Connector continues to be featured as a key corridor improvement in the City's Circulation Map, which is featured in the current 2015 General Plan.

1.3.3 Town of Prescott Valley General Plan 2035, March 2022

The Town of Prescott Valley General Plan was most recently updated in March 2022, and it provides an updated definition of the Town's vision for future growth, development, and revitalization. The Town of Prescott Valley continues to be the fastest growing jurisdiction in the Quad City area. The Town of Prescott Valley General Plan includes transportation- and circulation-specific goals and outlines the importance of collaborating with neighboring jurisdictions, regional, and state partners to improve regional transportation and address major congestion corridors such as SR 69, SR 89A, and Fain Road. The Town outlines priorities for expanding transportation and connectivity options across the city, including roadway transportation improvements, introduction of microtransit services, and improvements to and expansion of active transportation corridors. The Town of Prescott Valley highlights the proposed Sundog Connector corridor as a vital future transportation asset to address transportation access and congestion concerns.

1.3.4 Sundog Connector Corridor Study, 2013

The City of Prescott conducted an initial study on the Sundog Connector Corridor in 2013 focusing on the need and evaluation of the route. The Sundog Connector Corridor Study was conducted under the PARA program funded by the Federal Highway Administration and regulated by ADOT.

The preliminary corridor study aimed to assess the project needs and identified, evaluated, and recommended a preferred corridor based on an existing and future condition analysis. Local input was integral to the process, guided by a technical advisory committee representing various agencies. The study report provides a brief outline of the preferred alternative characteristics, funding and timeline, cursory environmental review, public outreach, and next steps.

Public outreach included two community meetings in 2012, presented the Study Area and the study process, provided an overview of the existing and future conditions, and presented the preliminary alternative alignments. The purpose of the community meetings were to be informative while gathering public input on issues and opportunities to be considered during the study. The comments received from the community meeting suggested strong support for a No-Build Alternative.

Based on comments received at the community meetings and during the comment period, the major concerns regarding the alternative alignment locations were:

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

The 2013 study ultimately recommended the need of developing a DCR and Preliminary Environmental Investigation in the future steps section for further consideration of the corridor. The study also recommended the need for detailed topographic study, traffic study, and geotechnical and environmental investigation in future phases of design development.

1.3.5 Central Yavapai Metropolitan Planning Organization Regional Transportation Plan Update, 2040 and 2045

The CYMPO RTP provides long-range regional transportation planning, visioning, development of goals, objectives, and implementation strategies for the Quad City region in Central Yavapai County. The need for the Sundog Connector is identified in the two most recently completed CYMPO RTPs, 2040 and 2045. The 2045 CYMPO RTP identified Sundog Connector as the 4th-highest ranked regional corridor expansion project with an overall "medium priority" rating, following corridor expansion efforts identified for SR 69 and SR 89, respectively.

1.4 Study Area Characteristics

1.4.1 Jurisdiction Overview

The Sundog Connector Corridor is located within Yavapai County and the CYMPO planning boundary. The project location is in the jurisdictions of the City of Prescott and Town of Prescott Valley and adjacent to unincorporated Yavapai County. The project vicinity map is included in **Figure 3**.

The project is located in Sections 19, 20, 21, and 30 of Township 14 North, Range 1 West and Sections 24 and 25 of Township 14 North, Range 2 West, Gila and Salt River Meridian, Arizona. The above legal descriptions are found on the Prescott and Prescott Valley South U.S. Geological Survey (USGS) 7.5-minute Topographic Series maps.

The project area is located across two U.S. Census Tracts:

- Census Tract 5.01
- Census Tract 5.02

1.4.2 Roadway Characteristics

The Sundog Connector roadway does not currently exist. The eastern and western termini of a potential Sundog Connector are currently constructed along SR 69 and Prescott Lakes Parkway, respectively. The characteristics of the major roadways are discussed below and displayed in **Figure 4**.

State Route 69

SR 69 is a 34-mile-long state highway owned and operated by ADOT and entirely located in Yavapai County. SR 69 begins at the system interchange at Cordes Junction, connecting directly with Interstate 17 at approximate milepost (MP) 262. The SR 69 MP also begins at the eastern terminus at MP 262 and increases in MP value in the westbound direction. The western corridor terminus is located in the City of Prescott at approximately MP 296 at the system interchange with SR 89 and Gurley Street. SR 69 is primarily a four-lane (two lanes in each direction) corridor and considered a backbone of the Town of Prescott Valley's Region Transportation System and the main east-west connector between the City of Prescott and Town of Prescott Valley. The entire length of SR 69 has an ADOT functional classification of Principal Arterial. The posted speed limit of this corridor is 45 miles per hour (mph).

SR 69 transitions into an urbanized cross-section at the eastern edge of the Town of Prescott Valley at approximately MP 286, where the roadway includes curb and gutter and sections with a center-raised median, restricted turning movements, and other access management features.

The section of SR 69 between the Sundog Ranch Road and Prescott Lakes Parkway intersections is approximately 3.6 miles long. The section primarily consists of a four-lane cross-section with raised median separation. There are nine signalized intersections along this section of SR 69. This section of SR 69 would be most directly affected by the potential development of the east-west Sundog Connector corridor. The eastern terminus of the Sundog Connector corridor includes the intersection of SR 69 and Sundog Ranch Road and the intersection of Sundog Ranch Road and Market Street.

Prescott Lakes Parkway

Prescott Lakes Parkway is an approximately 4-mile-long parkway connecting Willow Lake Road to the north and SR 69 in the south. The entire length of Prescott Lakes Parkway has an ADOT functional classification of Minor Arterial. Prescott Lakes Parkway provides an alternative connection between SR 69 and SR 89, creating a more direct connection between SR 69 and residential, employment, recreational, and other destinations located in north-central City of Prescott.

The section of Prescott Lakes Parkway adjacent to the Study Area is approximately 2.8 miles long and includes the western terminus of the Sundog Connector corridor at an existing roundabout with signage as Sundog Connector Road. Prescott Lakes Parkway is a four-lane (two lanes in each direction) divided facility with a raised median. The posted speed limit of this corridor is 40 mph.

Granite View Drive

Granite View Drive is an existing unpaved roadway located approximately 500 feet west of the Sundog Ranch Road and Market Street intersection. Granite View Drive provides access to existing Town of Prescott Valley water facilities. A future Sundog Connector corridor will be required to maintain access to Granite View Drive.

Local Roadways

All other existing roadways directly adjacent to the project corridor would be considered local residential roadways.

Storm Ranch Parkway (Proposed)

Storm Ranch Parkway is a future roadway (two lanes interim, four lanes ultimate) that will provide access to the Storm Ranch development. Storm Ranch Parkway will include an urban roadway cross-section with curb and gutter and sidewalk. Storm Ranch Parkway begins at the existing roundabout intersection at Prescott Lakes Parkway, with signage as Sundog Connector Road, and ends at the future Storm Ranch Parkway and Mystic Ridge Parkway intersection. Storm Ranch Parkway is a future approximate 0.6-mile northeast/southwest roadway. The western terminus of the Sundog Connector alternatives will tie into the future Storm Ranch Parkway and Mystic Ridge Parkway intersection.

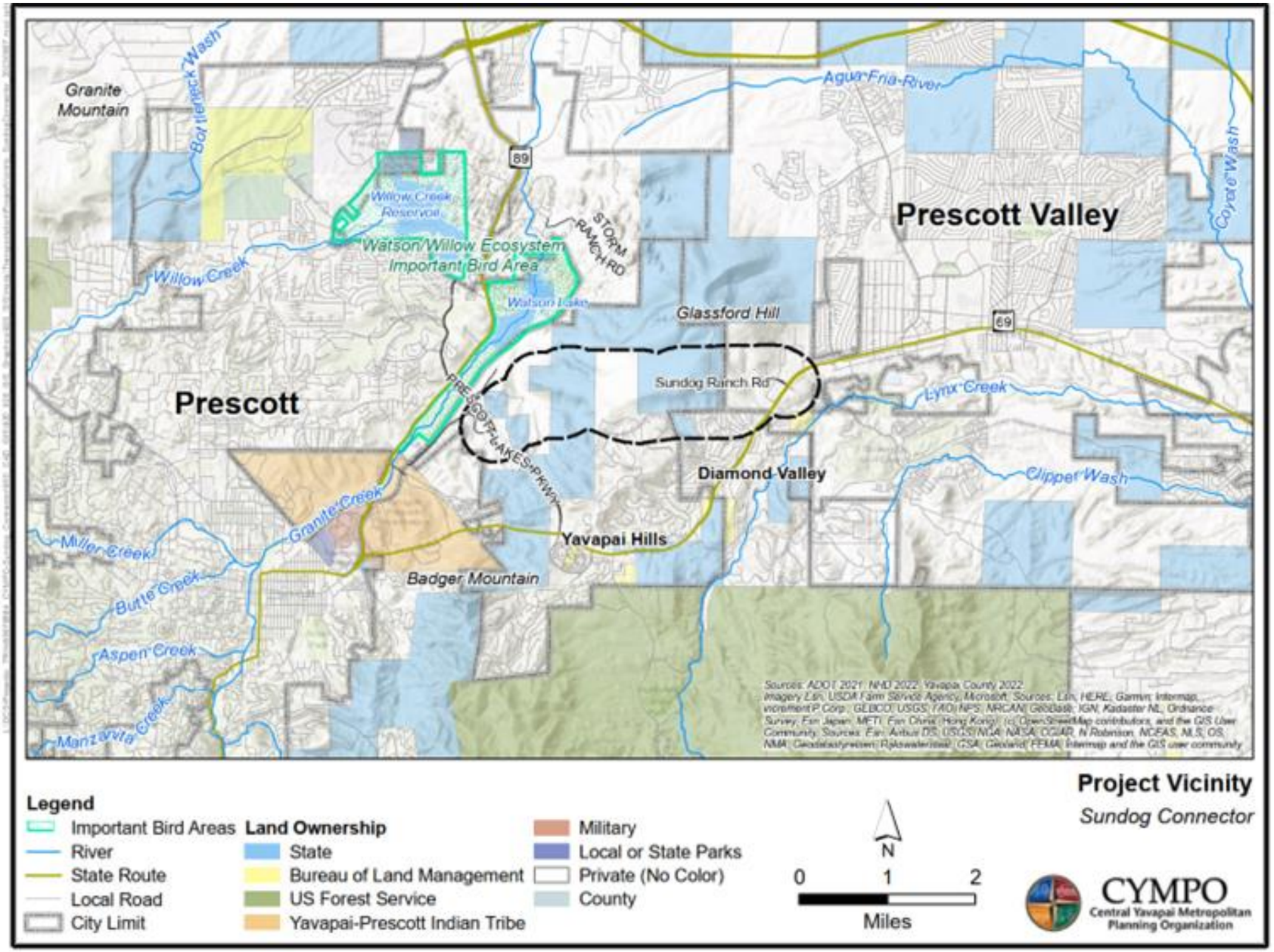


Figure 3: Project Vicinity Map

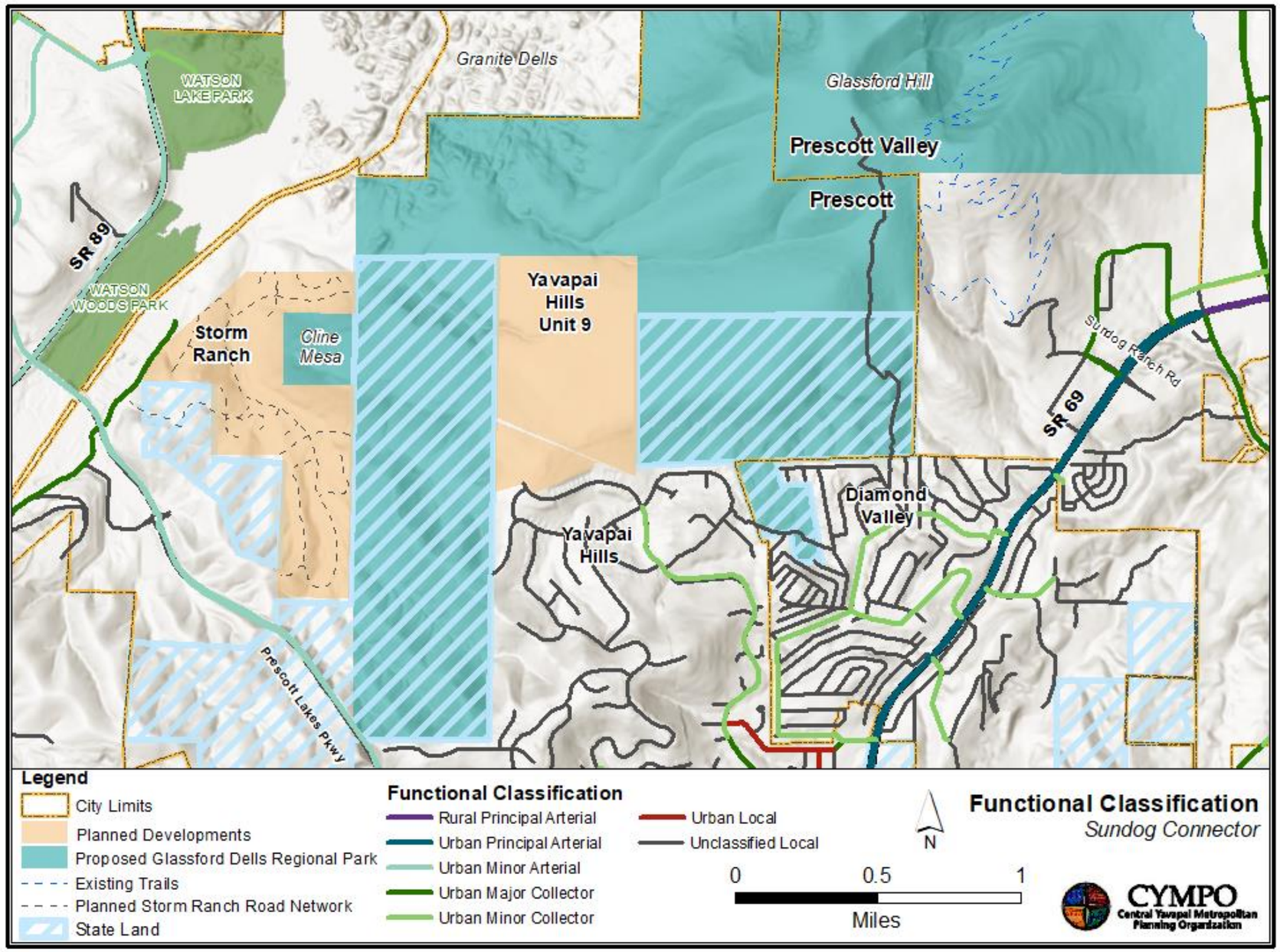


Figure 4: Functional Classification

1.4.3 Land Ownership

Approximately 71 percent of the CYMPO region's land area is privately owned, with an additional 27 percent consisting of Arizona State Land Department (ASLD) State Trust Land. The entire Sundog Connector Study Area is private or ASLD land. Privately owned land consists of the existing developed communities of Yavapai Hills and Diamond Valley along with undeveloped but planned locations of the remaining Yavapai Hills Unit 9 and Storm Ranch development areas. On November 21, 2023, the City of Prescott, in partnership with the Town of Prescott Valley and Yavapai County, successfully purchased multiple parcels of ASLD State Trust Land as the first phase of the proposed Glassford Dells Regional Park. This land area was subsequently changed from ASLD State Trust Land to municipal land ownership. The existing land ownership is included in **Figure 5**.

1.4.4 Land Use

The Sundog Connector Study Area land uses are currently designated as residential, open space, commercial, and industrial across the City of Prescott, Town of Prescott Valley, and Yavapai County land use and zoning designations. The Study Area current zoning is included in **Figure 6**.

A majority of the land adjacent to the proposed corridor is undeveloped, with large portions of adjacent land along potential corridor alignments consisting of planned or approved community developments or the proposed Glassford Dells Regional Park land area. The existing residential developments, Yavapai Hills and Diamond Valley, consist of single-family and multi-family residential zoning with community common areas identified as Natural Open Space. Undeveloped land areas directly attributed to planned and approved community developments, Storm Ranch and Yavapai Hills Unit 9, are zoned for single-family and multi-family land uses. The land area directly surrounding the western terminus at Prescott Lakes Parkway includes municipal land uses, zoned as industrial and light industrial land uses. Industrial zoned land uses include the Prescott Waste Treatment Facility, Yavapai County Juvenile Detention facility, and Bunker Sawmill along Prescott Lakes Parkway. The land area surrounding the eastern terminus in the Town of Prescott Valley includes single-family residential, commercial, manufacturing, and open space. A significant portion of the central Study Area has been zoned as single-family residential; however, with the advancement of the proposed Glassford Dells Regional Park, a large section of this land area is set to be converted to public land and open space designations.

Prescott Valley Crossroads is a large commercial development on the east end of the project. Construction of the Sundog Connector is not expected to require any commercial property acquisitions or loss of businesses. The alternative route would increase the pass-by traffic for the commercial plaza with primarily retail businesses. Providing an alternative route may reduce traffic congestion, decreasing commute time for both employees and customers.

Community Developments

There are two existing residential neighborhoods in the project area: Diamond Valley and Yavapai Hills. The project does not cross the existing neighborhoods and would not require any residential acquisitions. Proposed development of Yavapai Hills Unit 9 as preliminary platted would extend north and include the Sundog Connector as a central roadway for access. Storm Ranch is a proposed residential neighborhood on the west end of the project and includes the Sundog Connector as a central roadway. Several intersection/access points would be included in the final design of the Sundog Connector, which would provide alternative access to the neighborhoods for residents and emergency services from Prescott Lakes Parkway.

Future land use includes northern expansion of Yavapai Hills residential area and the construction of the Storm Ranch subdivision east of Prescott Lakes Parkway. The Yavapai Hills expansion includes plans for a central roadway in the approximate location of the Sundog Connector. These two future residential developments are shown in **Figure 7** and include the following details.

1. The Yavapai Hills Unit 9 development expansion is located north of the existing Yavapai Hills community within the proposed Sundog Connector Corridor analysis area. The Yavapai Hills Unit 9 expansion has an approved preliminary plat and approved water rights.
2. The Storm Ranch development, located along the western terminus of the Sundog Connector east of Prescott Lakes Parkway, would utilize a Sundog Connector Corridor alignment to access the community. Storm Ranch has an approved final plat and had approved final infrastructure plans that have since expired and will need to be resubmitted if or when the development moves forward.

Proposed Glassford Dells Regional Park

On May 26, 2022, the City of Prescott, Town of Prescott Valley, and Yavapai County entered into an intergovernmental agreement (IGA) to jointly purchase 3,500 acres of multiple parcels of ASLD State Trust Land located in the project area between the Granite Dells, Watson Lake, and Glassford Hill to preserve for the establishment of the Glassford Dells Regional Park.

The Glassford Dells Regional Park may incorporate both passive and active recreation uses, with specific plans under development, including open space land preservation, expansion of existing regional hiking and bicycling trails, and potential for additional recreational amenities.

On November 21, 2023, the City of Prescott, in partnership with the Town of Prescott Valley, and Yavapai County successfully purchased the first phase of proposed Glassford Dells Regional Park land in accordance with the IGA from the ASLD auction. The winning bid was placed at the minimum bid value of $6,255,000.00 for 2,284 acres at the following township, range, parcel section locations:

- Township 14 North, Range 1 West, Sections 8,16,17,18,19 (partial), 20 (partial)
- Township 14 North, Range 2 West, Section 13, 24, 25

The date of the next phases of the land purchase are unknown at the time of this DCR.

1.4.5 Population and Travel Modes

The population of Yavapai County is increasing, matching Arizona State's growth rate over the last decade. The population growth rate was around 12 percent between Census 2010 and Census 2020. However, the population of the Town of Prescott Valley (20.5 percent) and the City of Prescott (15 percent) has higher growth rates for the same time frame. With the increasing population, it is essential to provide and plan for the required road infrastructure for the upcoming needs. **Table 1** summarizes the population growth between 2010 to 2022.

Table 1: Population Summary

	2010	2020	% Population Change (2010 to 2020)	Average Annual Population Change (2010 to 2020)	2021	2022	Estimated Population Change (2021 to 2022)
Yavapai County	211,033	236,209	**11.9%**	1.2%	233,789	237,830	1.7%
City of Prescott	39,843	45,827	**15.0%**	1.5%	45,063	46,054	2.2%
Town of Prescott Valley	38,822	46,785	**20.5%**	2.1%	46,014	47,015	2.2%
Study Area[1]	4,719	5,484	**16.2%**	1.6%	5,279	5,701	8.0%

Source: U.S. Census 2010, U.S. Census 2020, 2021 and 2022 American Community Survey

Table 2 summarizes the Study Area travel mode and travel times based on the *American Community Survey 2021*. Upon examination of the mode share table for the region, driving alone ranks as the predominant mode of commuting within Yavapai County, with 75.2 percent of the population opting for personal automobile transportation. Within the specific census tracts comprising the Study Area, this figure escalates to 85.7 percent, highlighting a pronounced reliance on individual vehicles for commuting needs and indicating substantial need for expanded roadway capacity and infrastructure.

Table 2: Study Area Travel Mode and Time (2021)

	Drive Alone	Carpool	Public Transport	Walking	Work from Home	Mean Travel Time (Mins)
Yavapai County	75.20%	9.70%	0.30%	3.50%	9.50%	23.5
City of Prescott	73.50%	8.90%	0.10%	5.40%	9.10%	16.1
Town of Prescott Valley	80.40%	7.30%	0.00%	1.40%	9.60%	20.8
Study Area	85.70%	10.50%	0.00%	5.60%	3.00%	19.3

Source: 2021 American Community Survey

1.4.6 Right-of-Way

There is no existing right-of-way (ROW) in the Study Area associated with a future Sundog Connector corridor alignment. The Storm Ranch development final plat identified right-of-way for roadways within the recorded plat. Some of the identified right-of-way falls within the Study Area The eastern existing terminus along SR 69 at the intersection of Sundog Ranch Road is contained in the ADOT ROW as an ADOT-owned and operated facility. The existing leg of Sundog Ranch Road is located in the Town of Prescott Valley and is aligned in the Prescott Valley ROW. The western terminus at the Sundog Connector Road roundabout at Prescott Lakes Parkway is contained in the City of Prescott ROW, which includes an approximately 200-foot roadway spur along the north/eastern leg of the roundabout that would serve as the connection to the Sundog Connector.

1.4.7 Signing, Lighting, and Traffic Management Systems

There are existing signs on each end of the corridor Study Area. On the SR 69 Sundog Ranch Road section, there are existing turn lane signs and a posted speed limit of 25 mph in each direction of travel. There are also existing street name signs on the existing signal of SR 69 and Sundog Ranch Road. On the western terminus at Prescott Lakes Parkway, there is roundabout-related signage on the Sundog Connector leg, including pedestrian crossing, yield, and street name exit signs.

There is no existing street lighting on the Sundog Ranch Road connection to SR 69; however, there is lighting on the signal at the SR 69 intersection. At the Prescott Lakes Parkway roundabout, there is existing lighting on both the approach and departure to the roundabout on the Sundog Connector leg.

There is no interconnected traffic management system on SR 69 or Prescott Lakes Parkway; however, as previously mentioned, there is a signal-controlled intersection on SR 69 at the eastern terminus of the corridor. This signal is owned and maintained by ADOT. The western terminus is controlled by a roundabout that is owned and maintained by the City of Prescott.

1.4.8 Drainage

The project area is located entirely in Federal Emergency Management Agency (FEMA) Zone Unshaded X (**Figure 8**). Zone "X" (unshaded) is defined by FEMA as an "area of minimal flood hazard." The off-site flows travel north to south down the slopes along the eastern portion of the project. Several of these flows follow washes through the hillside that join washes running through Diamond Valley. Along the western portion of the project, off-site flows travel south to north. At the western end of the project limits, the runoff follows a wash that drains into Watson Lake northwest of the Study Area. The off-site topography consists of steep slopes and natural undeveloped land. There is substantial topographic relief throughout the corridor due to the hillslopes.

The existing on-site flows are similar to the off-site flows, as there are few improvements currently on-site. At the eastern end of the corridor, a wash flows parallel to and north of an existing dirt road. This wash flows under Market Street through an existing headwall and culverts east out of the project limits. The eastern end of the project would connect with Sundog Ranch Road and SR 69 and includes existing curb inlets on the southern side of Sundog Ranch Road. The western end of the project would tie into the proposed roundabout at Prescott Lakes Parkway. The flows on-site cross the corridor and continue their path off-site traveling down the hillslopes.

1.4.9 Utilities

Major transmission power lines operated by Arizona Public Service (APS) cross the project area, running northwest to southeast through Storm Ranch and east to west along the north side of Yavapai Hills and Diamond Valley.

No existing water or sewer is present in the Sundog Connector Study Area alignments. Existing local utilities (power, water, sewer, natural gas) are present south of the proposed Study Area alignments in Yavapai Hills and Diamond Valley and at the east end of the Study Area near the intersections of Market Street and Sundog Ranch Road and Sundog Ranch Road and SR 69.

Several drinking water collection facilities are located in the Study Area (groundwater sites, private well sites, and surface water sampling sites).

In addition, future developments for Storm Ranch and the Yavapai Hills Unit 9 expansion include proposed water, sewer, natural gas, storm drain, and power facilities.

[1] Study Area includes Census Tracts 5.01 and 5.02

1.4.10 Geotechnical Conditions

The Study Area is located in the Central Highlands transition zone physiographic province, which is characterized by a band of mountains of igneous, metamorphic, and sedimentary rocks, and in the Little Chino and Upper Agua Fria subbasins of the Prescott Active Management Area (AMA). AMAs are areas with heavy reliance on mined groundwater. Streamflow in surface drainages is characterized primarily as ephemeral or intermittent. Tertiary sedimentary and volcanic rocks, Pleistocene to Tertiary alluvial deposits, and Precambrian intrusive and metamorphic rocks likely underlie surface soils in the Study Area.

The Prescott AMA is located in what is categorized as the Highland basins, which consist of basin fill and alluvium deposits. Due to their discontinuous nature, relatively little or no underflow occurs between basins, and much of this basin is covered by sedimentary and volcanic rocks. Recharge occurs from surrounding consolidated rock and inflow from stream infiltration. Groundwater flow direction in the eastern portion of the Study Area (Upper Agua Fria subbasin) is indeterminate, based on the mountain blocks in this area. According to Arizona Department of Water Resources (ADWR) well records, depths to groundwater in wells around the Study Area ranged between 5 to 304 feet below ground surface.

1.4.11 Environmental Overview

An EO has been developed to provide an inventory of environmental resources and identify potential constraints and requirements for further corridor development. The Study Area for the EO was defined as a 2,000-foot buffer surrounding the Sundog Connector alignment identified in early planning studies. The full Sundog Connector EO is attached in **Appendix A**. The EO has determined the following conclusions for each of its resource sections:

- Topography/Physiology—The Study Area is located on Glassford Hill and crosses primarily undeveloped land in Yavapai County. Glassford Hill is a volcanic, mountainous area with rolling hills and moderate to severely steep slopes. Evaluation criteria include factors to assess how the roadway would interact with landform features, and how much cut and fill those alternatives would result in, is recommended.
- Geology and Hydrogeology—The Study Area is located in the Central Highlands transition zone physiographic province, which is characterized by a band of mountains of igneous, metamorphic, and sedimentary rocks. The Study Area is located in the Little Chino and Upper Agua Fria subbasins of the Prescott AMA, which are areas with heavy reliance on mined groundwater. Potential impacts to groundwater should be assessed when the specific location of the project footprint is established.
- Vegetation—Pedestrian surveys to map Arizona Department of Agriculture-listed plants and invasive species of concern is recommended. Construction activities are likely to require treatment and control of noxious and invasive plants to limit the further spread of these species.
- Special-Status Species—The project region is characterized by a rich array of plant and wildlife species. Although federally listed species are unlikely to occur in the project area, the specific project footprint should be investigated in more detail for these and special-status species. Additionally, numerous other wildlife species have the potential to occur, including large mammals and birds; large mammals pose a significant threat of wildlife-vehicle collisions (WVCs), and most birds are protected under the Migratory Bird Treaty Act (MBTA). The MBTA prohibits the intentional taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests (except when authorized by the U.S. Fish and Wildlife Service). If vegetation clearing would occur during the migratory bird breeding season (March 1 to August 31), active bird nests should be avoided. During the non-breeding season (September 1 to February 28), vegetation removal is not subject to this restriction.
- Wildlife Habitat and Connectivity—CYMPO coordination on potential data collection or wildlife studies needs to inform further project development, or design features that should be incorporated into the project. Culverts are currently located based on stormwater discharge estimates and usually do not account for wildlife connectivity; however, overall effectiveness of such mitigation strategies is strongly related to their placement in the landscape. Mortality from WVCs and track locations along roadways are direct indicators of wildlife crossing points, and this data can guide the design and placement of wildlife crossing structures.
- Hydrology/Water Quality—There are several ephemeral drainage channels in the project area that drain into Watson Lake to the north and Lynx Creek to the south. These drainages will need to be assessed for impacts to Waters of the U.S. and conformance with the Clean Water Act.
- Noise—Further study to predict future noise levels and evaluate noise mitigation is recommended and would be required if the project receives federal-aid funding. Depending on funding source and project sponsorship/administration, it is likely the noise study would need to be conducted in accordance with the requirements of 23 Code of Federal Regulations (CFR) 772 and the current ADOT Noise Abatement Requirements (NAR). The existing residential neighborhoods of Yavapai Hills and Diamond Valley fall under Activity Category B; based on the current ADOT NAR, noise mitigation would need to be considered for residences whose predicted noise level meets or exceeds 66 A-weighted sound level decibels. The introduction of a new traffic noise source would result in a perceptible change in noise levels and is likely to result in noise impacts when a quantitative modeling evaluation is performed. Undeveloped lands, including the proposed Storm Ranch and Yavapai Hills expansion, would be considered in the noise analysis, and future noise levels for these areas would be provided to local officials for noise-compatible land use planning. If the proposed land uses are permitted at the time the project moves forward, they would be considered under the appropriate land use category.
- Hazardous Materials—No high-risk sites were identified. One moderate-risk site was identified via the State Hazardous Waste Site database—City of Prescott Landfill. It is unlikely soils or groundwater in the Study Area have been impacted by this landfill. Numerous groundwater wells were identified in the western portion of the Study Area. Measures to minimize the potential for encountering hazardous materials during construction are recommended, such as protecting groundwater wells from construction activities. If suspected hazardous materials are encountered, work at that location should cease and further assessment be conducted. As project planning continues, the need for further investigation into hazardous materials issues should be re-evaluated and government record searches updated. A Phase I site assessment may be required for the acquisition of new ROW prior to any real estate transactions.
- Utilities—Existing water, sewer, stormwater, and power lines are present in some parts of the project area. Once the specific project footprint is established, the area should be surveyed and marked for all utilities.
- Socioeconomics—There are two residential neighborhoods south of the project area: Diamond Valley and Yavapai Hills. The project does not cross the currently developed neighborhoods and would not require any residential acquisitions. Proposed developments (Yavapai Hills Unit 9 and Storm Ranch) would use the Sundog Connector as a central roadway. Creating a bypass roadway between Prescott Lakes Parkway and SR 69 would reduce travel times, provide an alternative route for the residential neighborhoods, and increase pass-by traffic for retail businesses.
- Title VI—The Study Area had a larger percentage of disabled or handicapped populations than all other comparison geographies. The City of Prescott, Town of Prescott Valley, and Yavapai County all have

significantly higher percentages of elderly populations and significantly lower rates of female head-of-household than the Arizona average. Limited English Proficiency (LEP) is not reported at the Block Group level, and Census Tract-level data was used.

- Environmental Justice—American Indian and Native Alaskan and Hispanic or Latino were the predominant minority populations. It should be noted that this is less than the average minority population in Arizona of approximately 47 percent. It is unlikely that minority populations would be disproportionately affected by the Sundog Connector. No geographies were listed with median incomes below the poverty level. Significant low-income populations were identified in three geographies.
- Section 4(f) and Section 6 (f)—Existing recreational uses in the Study Area include the Sundog Ranch Trail in the west, the Glassford Hills Trail in the east, and the Storm Trail System to the north. The Watson Lake and Watson Woods Riparian areas located northwest of the Study Area contain several parks and trails, including the Peavine Trail and Lower Granite Creek Trail. None of these recreation areas fall within the Study Area, and no land from these areas would be acquired for the Sundog Connector. The City of Prescott, Town of Prescott Valley, and Yavapai County have an IGA to purchase Arizona State Trust land located on and near Glassford Hill to establish the Glassford Dells Regional Park. Because both the Sundog Connector transportation facility and the regional park are in early planning stages, the surrounding agencies have the opportunity to enter into joint development planning with the local jurisdictions. Under joint development, the recreational resource maintains use of the facility for recreation purposes, reserving a portion for transportation use. Coordination with the local jurisdictions is recommended to determine if joint development aligns with their plans for the regional park. If joint development is pursued, documented evidence demonstrating the area in question was reserved for transportation purposes before or at the same time that the adjacent portions were designated as a park would be needed.
- Cultural Resources—The review identified information about 27 prior cultural resource studies within or overlapping the alternatives review area. Fifteen of the recorded cultural resources are eligible for the National Register of Historic Places (NRHP)/Arizona Register of Historic Places (ARHP) or are recommended eligible. Prior cultural resource surveys indicate that the density of cultural resources is much higher in the western end of the Study Area and a high percentage of those cultural resources are NRHP/ARHP eligible. Available data suggest there is potential for unrecorded archaeological sites where there are gaps in cultural resource surveys in the western and central portions of the Study Area, but unrecorded sites are less likely in the eastern portion. If the project moves forward, additional cultural resource studies, including cultural resource survey and mitigation measures such as archaeological data recovery studies, may be needed to meet regulatory requirements.

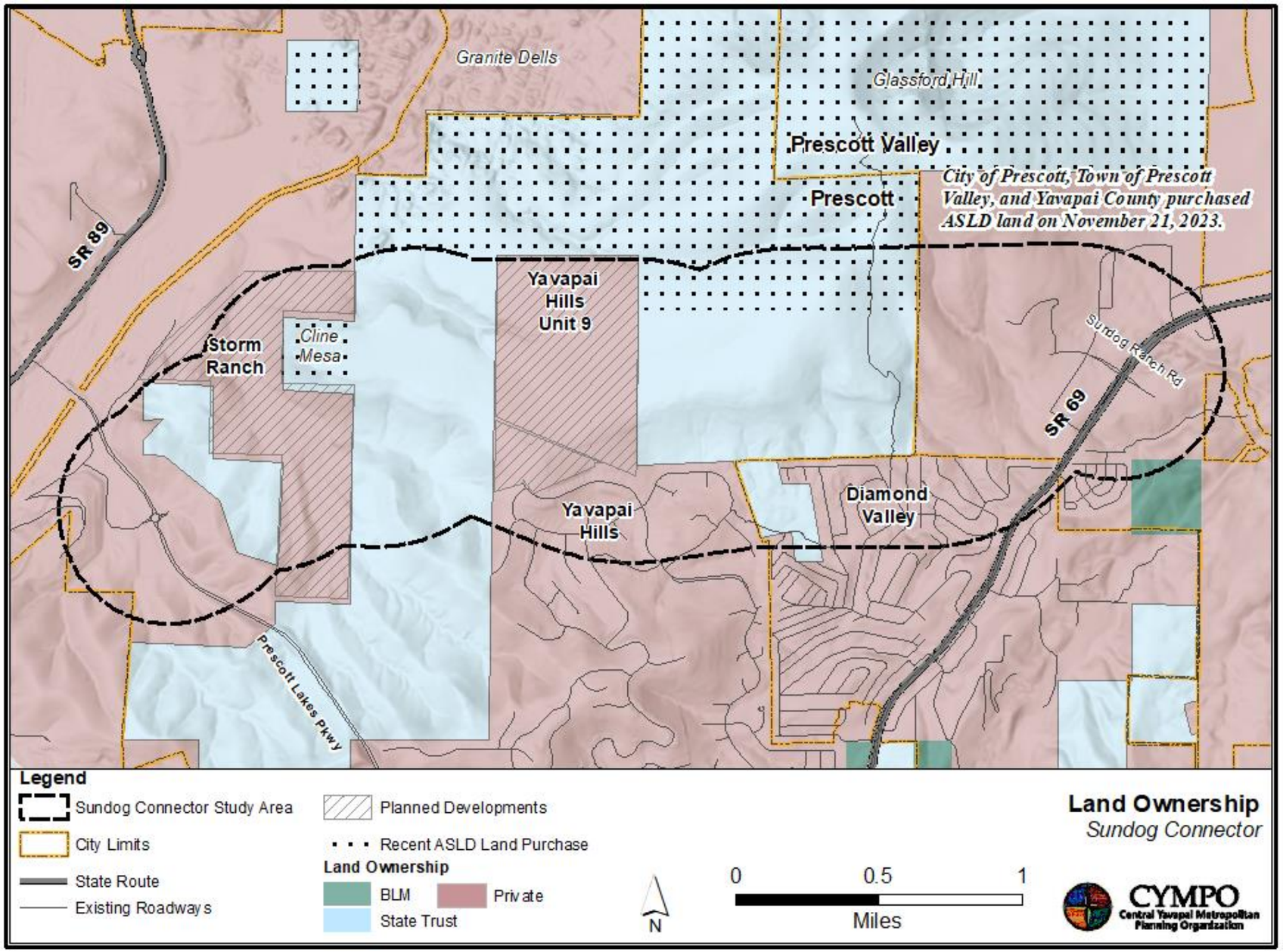


Figure 5: Land Ownership

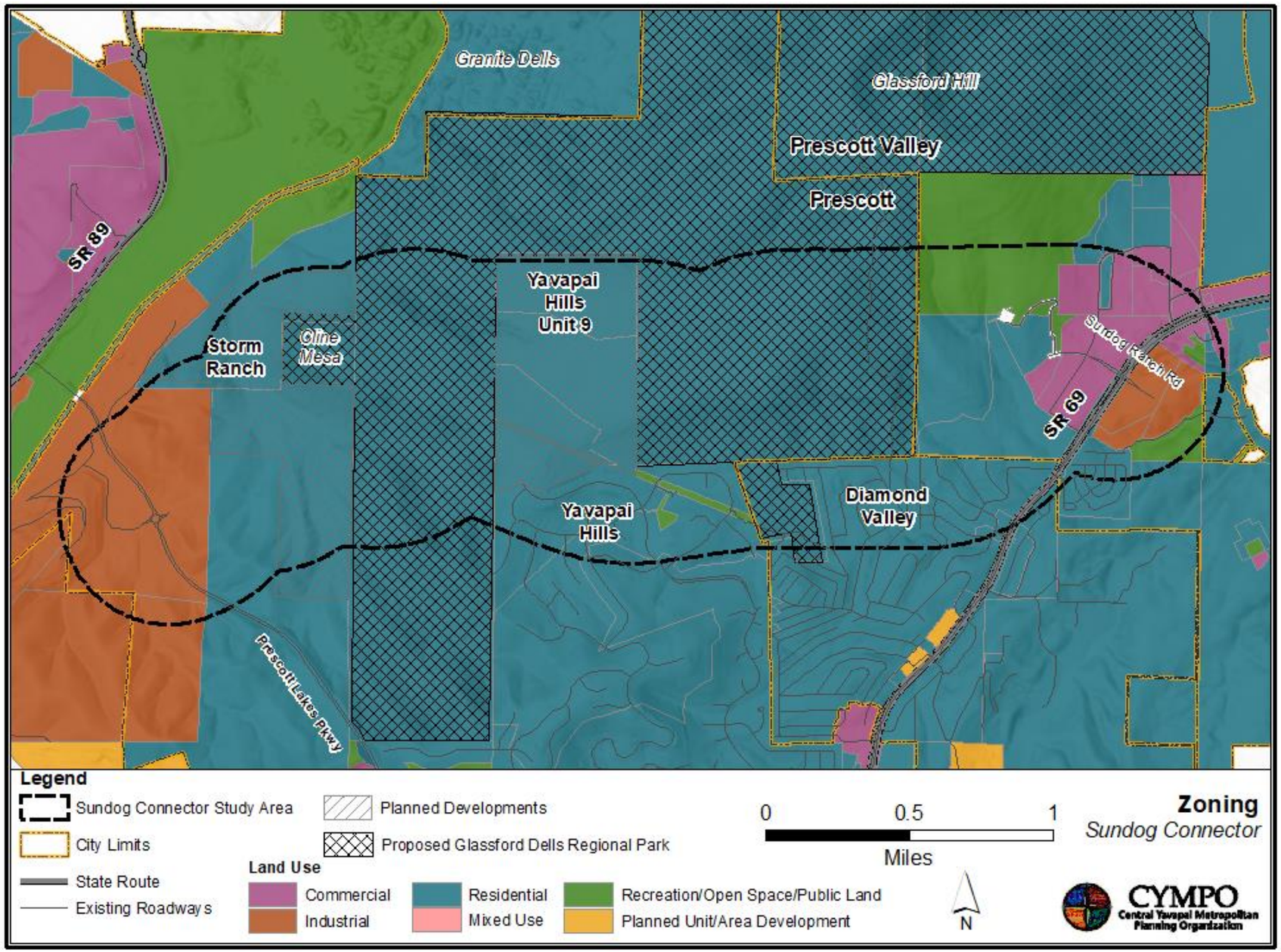


Figure 6: Existing Zoning

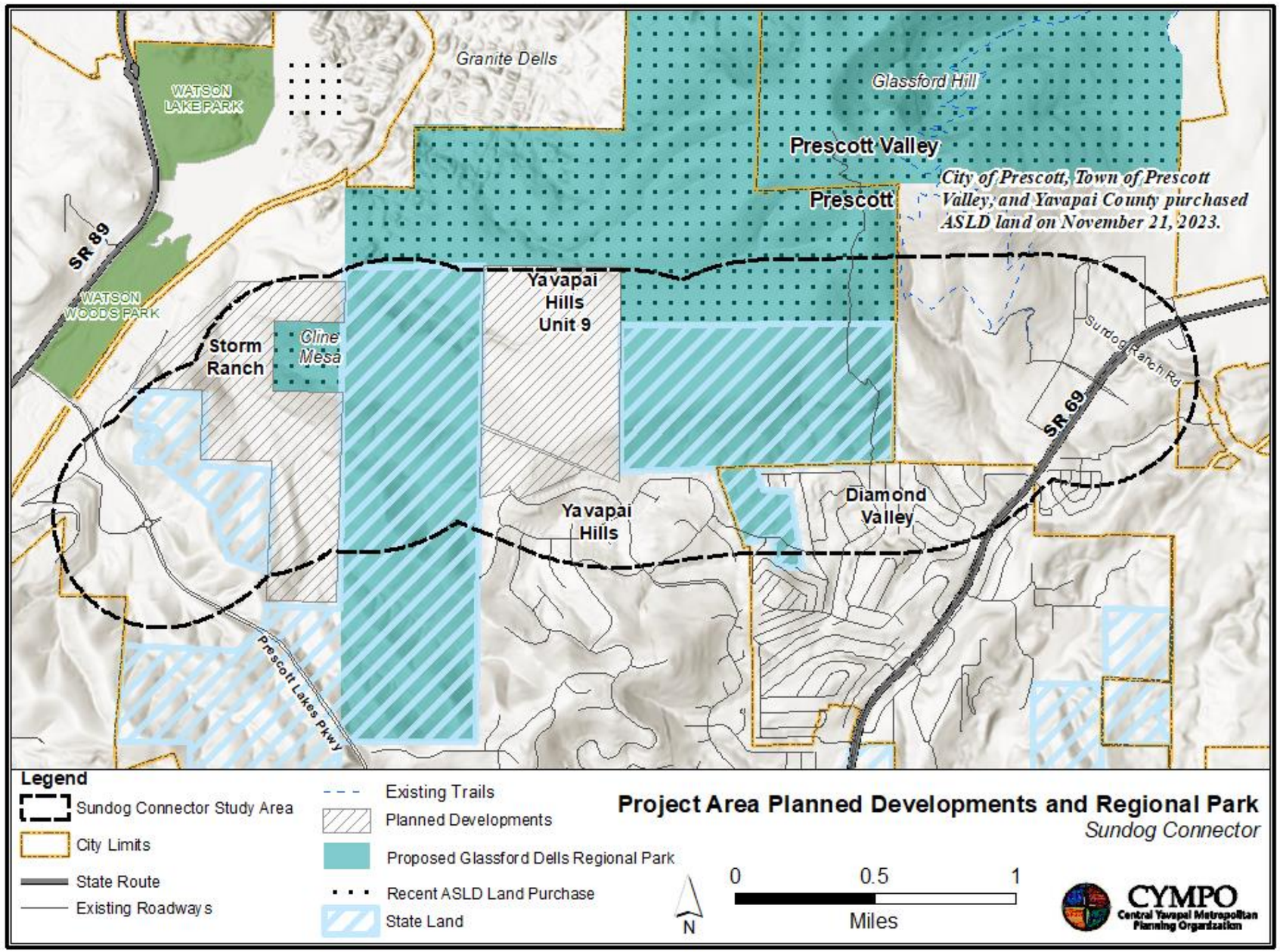


Figure 7: Project Area Planned Developments and Regional Park

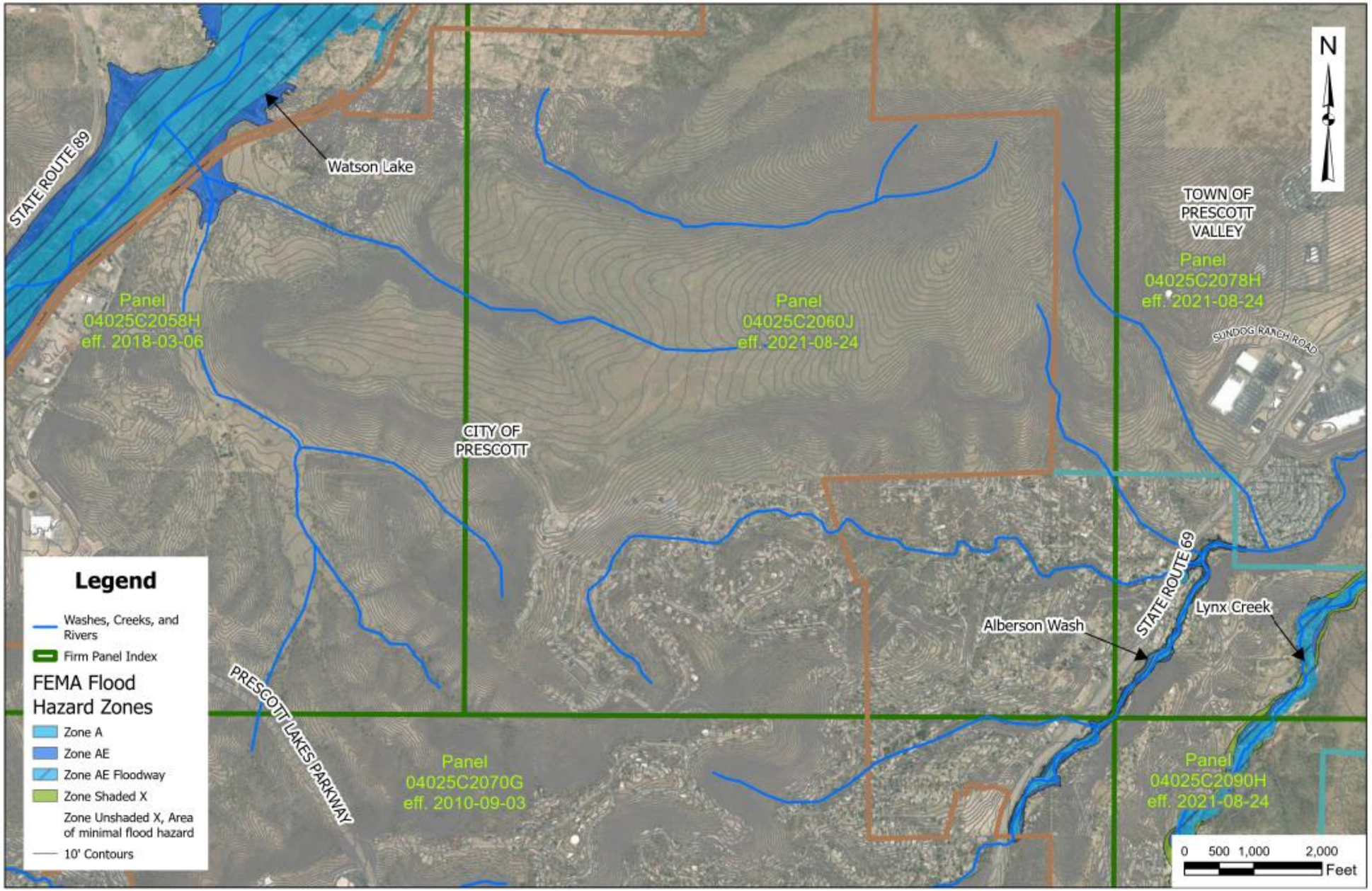


Figure 8: Existing Drainage and Floodplain Areas

2. Traffic and Crash Data

2.1 Crash Analysis

The ADOT traffic crash data was collected for segments on SR 69 between Prescott Lakes Parkway and Sundog Ranch Road and on Prescott Lakes Parkway between SR 89 and SR 69 between 2017 and 2021. To understand risk impacts in each corridor, five crash factors were studied: 1) Year, 2) Severity, 3) Lighting, 4) Collision Manner, and 5) Driver Violation. There were 167 reported crashes on all studied segments between January 1, 2017, and December 31, 2021. **Table 3** provides crash summaries for all segments in the Study Area. **Figure 9** includes a hot spot analysis of the total crashes observed in the 5-year period. The hot spot analysis and crash summary indicate the highest locations of crashes are near Diamond Valley, Yavapai Hills, and the intersection of SR 69 and Prescott Lakes Parkway. SR 69 may see improvements in reported incidents with the construction of the Sundog Connector Corridor from an expected reduction in traffic on SR 69.

Tables 4 through **8** show the five studied crash factors for each corridor. The following key details summarize the crash data:

- Year 2018 had the highest reported crashes on both corridors over the 5-year analysis period.
- Of the 167 reported crashes, 108 resulted in no injuries (64.6 percent), 22 resulted in at least possible injuries (13.2 percent), and 4 resulted in a fatality (2.4 percent).
- 84 (50.3 percent) of crashes were rear-end collisions, 21 (15.6 percent) were sideswipe in the same direction, and 40 (24.0 percent) involved only a single vehicle.
- 125 (74.3 percent) of crashes occurred during daylight, 32 (19.2 percent) occurred during hours of darkness, and 10 (6.0 percent) occurred during dawn or dusk.

Table 3: Corridor Crash Summary

Corridor	No. of Crashes (January 2017 to December 2021)		Total	Crash Rate January 2017 to December 2021 (Crash/Million Vehicle Miles)
	Northbound (NB)/ Eastbound (EB)	Southbound (SB)/ Westbound (WB)		
SR 69	39	71	110	0.49
Prescott Lakes Parkway	21	36	57	0.95

2.1.1 Year

Crash data per year for each facility can be found in **Table 4**. On SR 69, 2017 and 2018 had the highest number of crashes, at 28 crashes each year (25.5 percent), while 2020 had the least—12 crashes (10.9 percent). On Prescott Lakes Parkway, 2018 had the highest number of crashes observed, at 15 crashes (26.3%), while 2020 had the least—9 crashes (15.8 percent). On both corridors, 2020 crash frequencies were primarily driven by a reduction in traffic volumes due to the COVID-19 pandemic and stay-at-home advisories.

Table 4: Project Area Crashes per Year (2017 to 2021)

Year	Reported Crashes on SR 69	Reported Crashes on Prescott Lakes Parkway
2017	28	9
2018	28	15
2019	22	10
2020	12	9
2021	20	14
Total	110	57

2.1.2 Severity

Crash severity was organized into five categories: 1) No Injury, 2) Possible Injury, 3) Suspected Minor Injury, 4) Suspected Major Injury, and 5) Fatal. Crash severity data can be found in **Table 5.** On SR 69, most incidents resulted in No Injury—67 crashes (60.9 percent). Possible Injury and Suspected Minor Injury accounted for nearly the remaining crashes—22 (20.0 percent) and 18 (16.4 percent), respectively. One Suspected Serious Injury crash was reported on SR 69, and two Fatal crashes were recorded on SR 69 near the intersection of SR 69 and Ramada Drive and on SR 69 near Sundog Ranch Road. Similarly, on Prescott Lakes Parkway, most incidents resulted in No Injury—41 (71.9 percent) crashes. Possible Injury and Suspected Minor Injury accounted for nearly the remaining crashes—4 (7.0 percent) and 7 (12.3 percent), respectively. Three Suspected Serious Injury crashes were reported on SR 69, and two Fatal crashes were recorded near the intersection of Prescott Lakes Parkway and Sundog Ranch Road.

Table 5: Project Area Crashes by Severity (2017 to 2021)

Severity	Reported Crashes on SR 69	Reported Crashes on Prescott Lakes Parkway
Fatal	2	2
No Injury	67	41
Possible Injury	22	4
Suspected Minor Injury	18	7
Suspected Serious Injury	1	3
Total	110	57

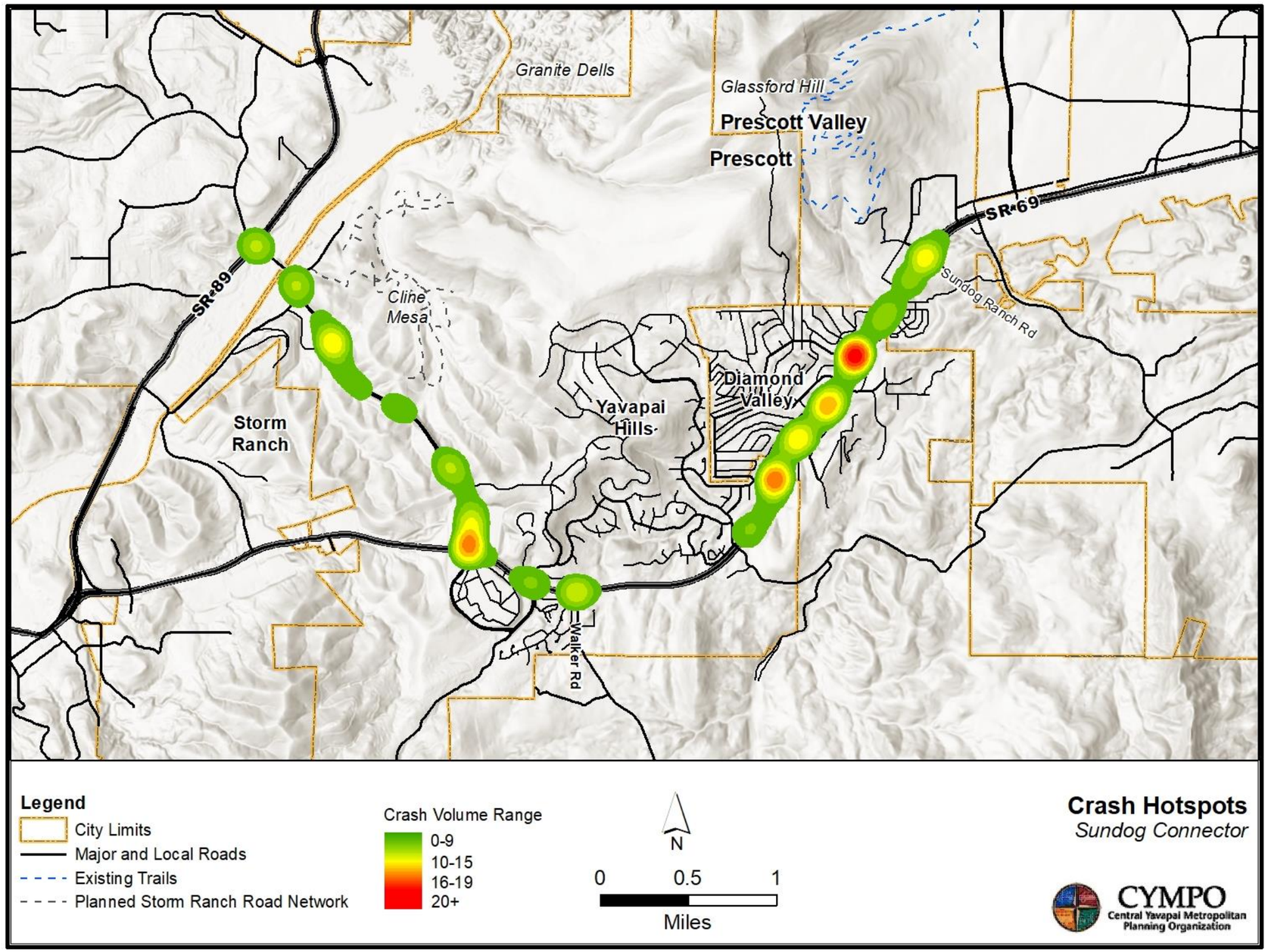


Figure 9: Project Area Crash Hotspot Map (January 2017 to December 2021)

2.1.3 Lighting Condition

Crashes were grouped by 5 lighting conditions found in a 24-hour period: Dawn, Daylight, Dusk, Dark Lighted, and Dark Not Lighted. Crash lighting condition data can be found in **Table 6**. Daylight hours accounted for the majority of crashes on both SR 69 and Prescott Lakes Parkway—85 (77.3 percent) and 40 (70.2 percent) crashes, respectively.

Table 6: Project Area Crashes by Lighting Condition (2017 to 2021)

Lighting Condition	Reported Crashes on SR 69	Reported Crashes on Prescott Lakes Parkway
Dawn	0	1
Daylight	85	40
Dusk	6	3
Dark Lighted	6	8
Dark Not Lighted	13	5
Total	110	57

2.1.4 Collision Manner

Manners of collision were grouped into seven categories: 1) Angle (Front to Side), 2) Left Turn, 3) Rear-End, 4) Sideswipe Same Direction, 5) Single Vehicle, 6) U-turn (Front to Side), and 7) Other. Rear-end collisions are the predominant reported cause of incidents on SR 69, with a count of 70 (63.6 percent) crashes. Single-vehicle collisions accounted for the highest frequency (21 [36.8 percent] crashes) on Prescott Lakes Parkway. **Table 7** displays collision manner data by facility.

Table 7: Project Area Crashes by Collision Manner (2017 to 2021)

Collision Manner	Reported Crashes on SR 69	Reported Crashes on Prescott Lakes Parkway
Angle (Front to Side)	2	4
Left Turn	1	8
Other	4	2
Rear-End	70	14
Sideswipe Same Direction	13	8
Single Vehicle	19	21
U-Turn	1	0
Total	110	57

2.1.5 Driver Violation

Highway crashes are often the result of improper operation of a motor vehicle by one or more drivers. Driver violations were grouped into 12 categories (**Table 8**). Speed Too Fast for Conditions was the most cited violation, with 57 (51.8 percent) and 24 (42.1 percent) crashes, respectively, on SR 69 and Prescott Lakes Parkway. The cause of a crash cannot always be determined; Unknown was listed for 6 (3.4 percent) of the 167 crashes. Additionally, drivers are not always at fault for incidents; No Improper Action was listed for 15 (9.0 percent) crashes on both corridors.

Table 8: Project Area Crashes by Driver Violation (2017 to 2021)

Collision Manner	Reported Crashes on SR 69	Reported Crashes on Prescott Lakes Parkway
Did Not Use Crosswalk	1	0
Disregarded Traffic Signal	2	0
Exceeded Lawful Speed	7	2
Failed To Keep in Proper Lane	7	2
Failed To Yield Right of Way	3	5
Followed Too Closely	14	1
Made Improper Turn	0	2
No Improper Action	9	8
Other	7	7
Speed Too Fast for Conditions	57	24
Unknow	4	2
Unsafe Lane Change	6	4
Total	110	57

2.2 Existing Traffic Conditions

2.2.1 Traffic Counts

Historical traffic count data along SR 69 and Prescott Lakes Parkway was obtained from the ADOT Multimodal Planning Division (MPD) for Y2018 to 2022. The historical traffic count data ranged from approximately 32,000 to 48,000 vpd on SR 69 between Sundog Ranch Road and Prescott Lakes Parkway during that period.

In addition to historical traffic counts, traffic counts were collected by All Traffic Data on SR 69 and Prescott Lakes Parkway to evaluate existing 2022 traffic conditions for the AM, PM, and weekend peak hours. The existing counts were collected in May 2022 prior to the release of elementary schools. In addition, the existing counts included in the *CYMPO Regional Adaptive Signal Control Technology Assessment of Need, Benefit Implementation Plan* dated November 2021 were utilized to compile the existing count information along SR 69 in the corridor. Additional counts were also collected on each of the communities' entrances along SR 69 in September 2022. The compiled post-processed existing weekday traffic count data is shown in **Figure 10** and includes the intersection peak hour volumes and average daily traffic (ADT). **Figure 11** displays the weekend peak-hour volumes that were collected.

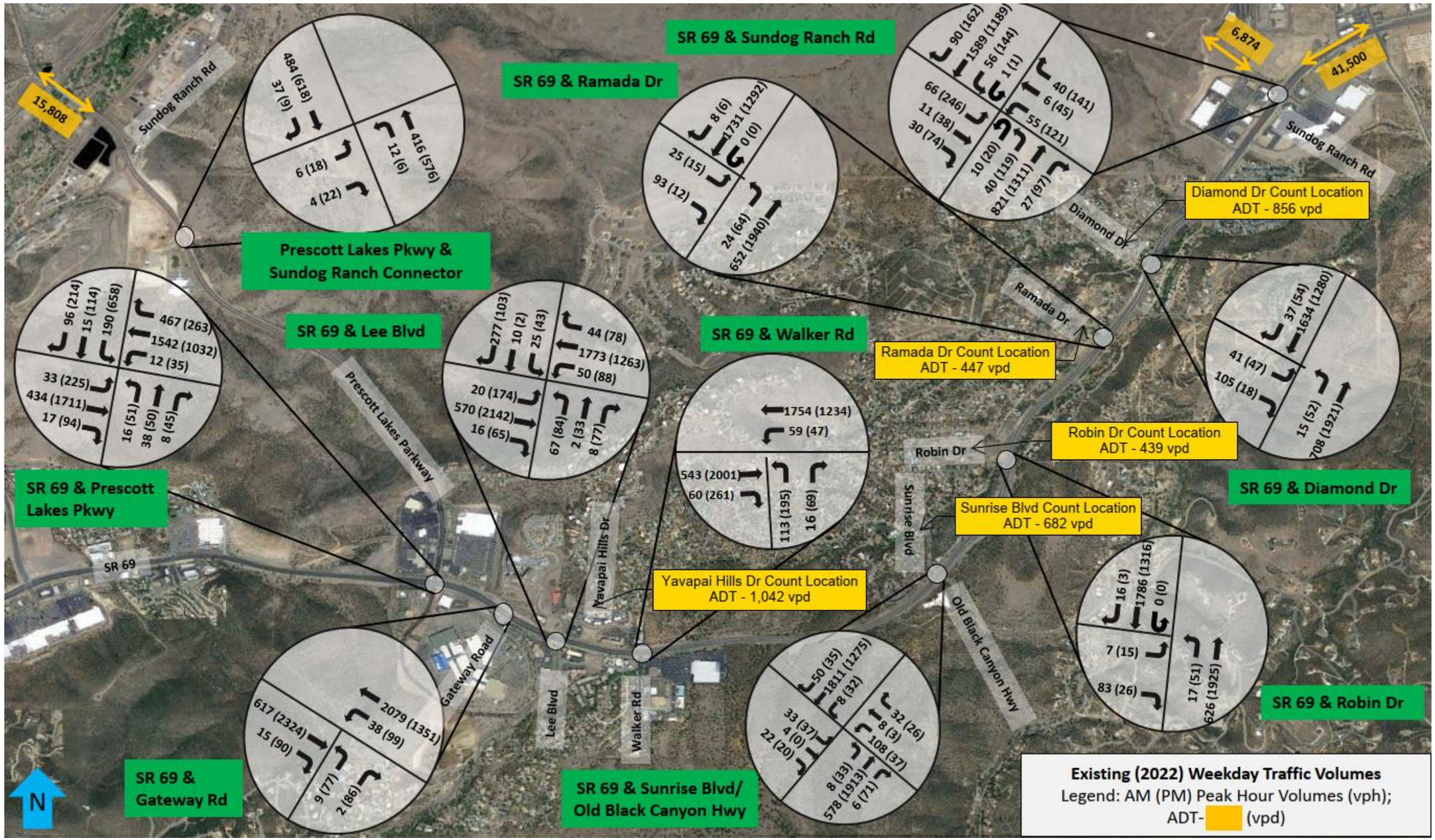


Figure 10: Existing Weekday Traffic Volumes

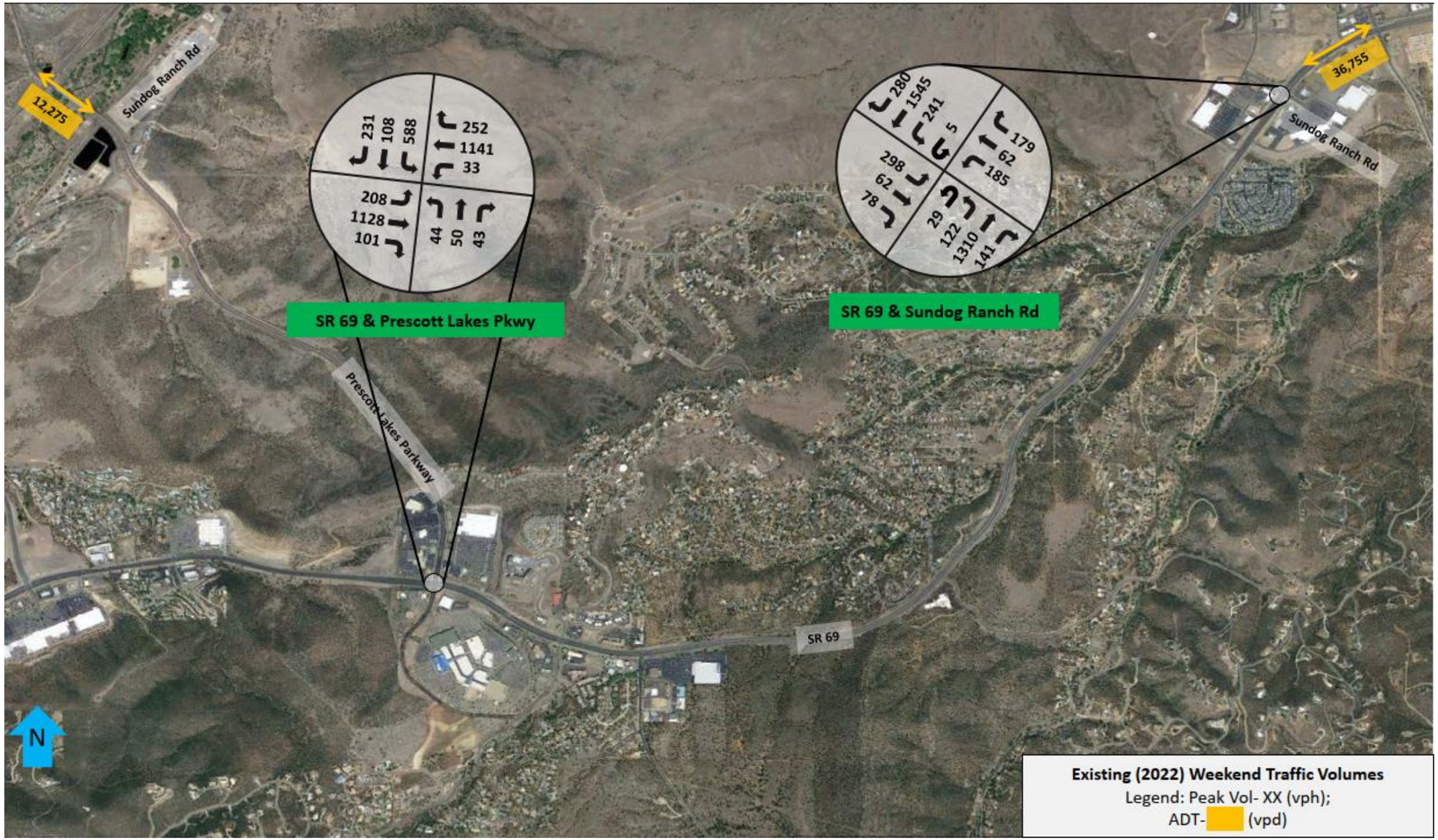


Figure 11: Existing Weekend Traffic Volumes

Table 9 depicts two traffic factors, the portion of ADOT occurring within the peak hour (K-Factor) and directional split) on SR 69 and Prescott Lakes Parkway based on the data collected. The K-Factor on SR 69 is approximately 6.5 to 7.5 percent, during the A.M. and P.M. peak hours, respectively. The directional distribution on SR 69 is approximately 60 percent in the peak direction of travel during both the A.M. and P.M. peak hours.

Table 9: Project Area Traffic Factors

Roadway Segment	A.M. Peak Hour			P.M. Peak Hour		
	K-Factor	Directional Split		K-Factor	Directional Split	
		NB/EB	SB/WB		NB/EB	SB/WB
SR 69	6.6%	39.3%	60.7%	7.5%	60.0%	40.0%
Prescott Lakes Parkway	4.5%	46.1%	53.1%	8.7%	55.6%	44.3%

Source: 2022 field count data

The existing counts along SR 69 and Prescott Lakes Parkway collected in May 2022 included volumes collected Tuesday through Sunday. Figures 12 and 13 display the raw daily comparison of daily traffic collected along the SR 69 and Prescott Lakes Parkway, respectively. These graphics indicate that the weekday traffic volumes are at least 10 percent higher than the weekend traffic and therefore, the analysis herein will concentrate on the weekday travel along the routes.

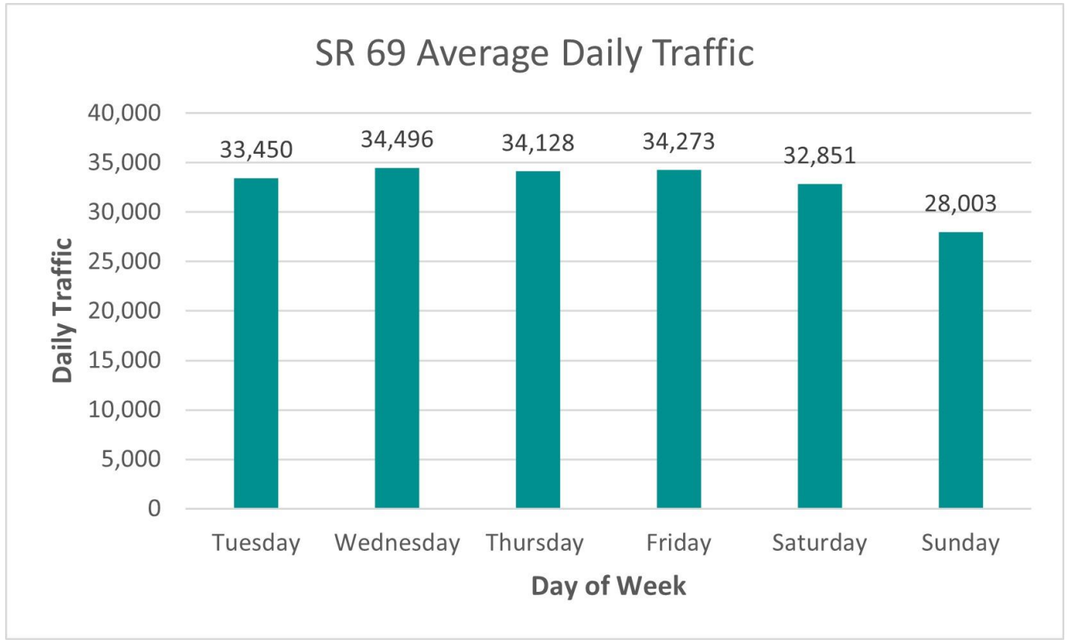


Figure 12: Existing 2022 SR 69 Daily Traffic Comparison

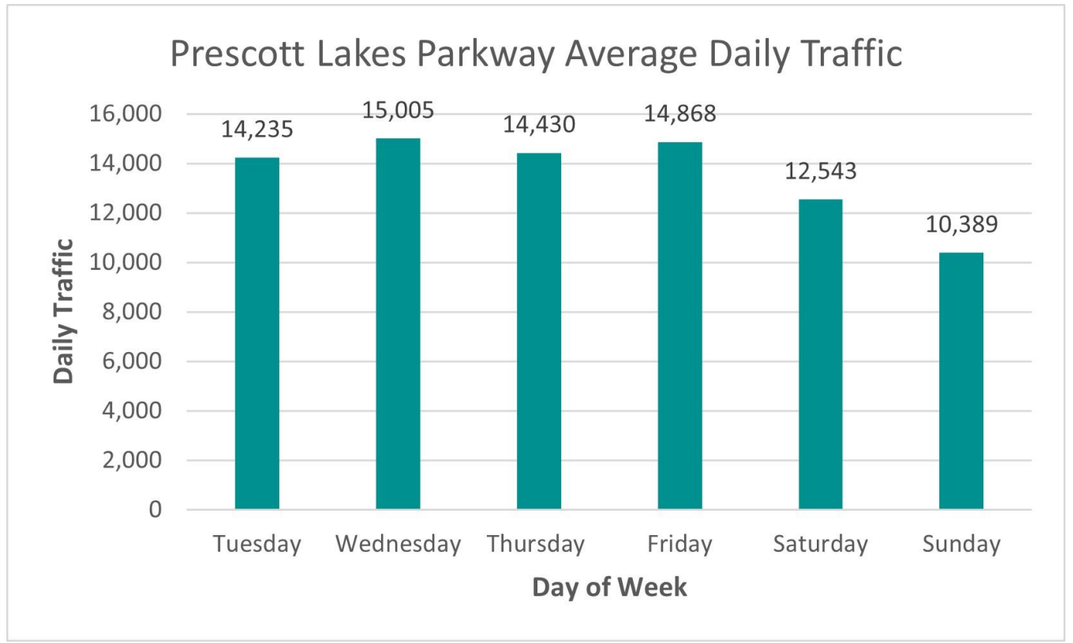


Figure 13: Existing 2022 Prescott Lakes Parkway Daily Traffic Comparison

2.2.2 Travel Times

Travel time data was collected for the Study Area using historical INRIX data from October 1, 2021, to March 30, 2022. Aggregated data related to speed, travel time, and travel time indices were collected between 7:30 A.M. and 8:30 A.M., and 3:45 P.M. to 4:45 P.M. to compare calculated travel times with traffic peak hours. Google Maps Travel Time feature was also used to collect existing travel times during the peak hours identified from the existing count data. Historic INRIX travel times compared to Google Maps Travel Times are outlined in Table 10.

In addition, a field review was conducted to observe existing A.M., midday, and P.M. peak hour travel times along SR 69 between Sundog Ranch Road and Gateway Boulevard. Travel times were evaluated using the floating car method to determine the average traffic speed on roads based on the collection of localization data, speed, direction of travel, and time information from driving vehicles.

Travel times ranged from 5 minutes to approximately 10 minutes across all three data sources, with the INRIX data providing similar travel times to the collected travel times from field review findings. These findings can be compared to a free-flow travel time of 4 minutes and 50 seconds, which represents the time it would take to travel through the corridor at 45 mph with no signal delay. Table 10 displays the existing travel time comparisons on SR 69.

Table 10: Existing Travel Time Comparisons on SR 69

Roadway Segment	INRIX Data		Google Maps		Field Findings	
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
A.M. Peak Hour Travel Time (minutes)						
SR 69 between Gateway Boulevard and Sundog Ranch Road	6.87	9.11	5.00	7.00	5.14	6.32
P.M. Peak Hour Travel Time (minutes)						
SR 69 between Gateway Boulevard and Sundog Ranch Road	8.37	10.40	6.00	8.00	6.01	6.21

Additional travel time information was also collected within the Yavapai Hills community to understand the limited access point need and impact. Travel times were collected between SR 69 neighborhood entrances to the furthest northwestern corner of Yavapai Hills along Lee Boulevard and Sunrise Boulevard. From end to end it takes approximately 7 minutes via Lee Boulevard, and 6 minutes and 20 seconds via Sunrise Boulevard without any delay due to traffic congestion in the community.

2.3 Future Traffic Conditions

2.3.1 Description of Alternatives

The No-Build and Build Alternatives were evaluated for this study. Descriptions of the No-Build and Build Alternatives are provided below.

No-Build Alternative

The No-Build Alternative would only include projects fully funded or developments that have pulled permits and therefore, would not result in any improvements in the proposed Sundog Connector Corridor. This Alternative considers 2050 traffic operations under geometric configurations that exist today.

Build Alternative

The Build Alternative would include the proposed Sundog Connector that would provide additional access from Prescott Lakes Parkway to SR 69 east of the existing Sundog Ranch Connector leg at the roundabout and terminate at the existing Sundog Ranch Road connection to SR 69. Geometry and signal operations would remain the same as existing conditions along SR 69. The exact geometric alignment of Sundog would not impact the level of the traffic analysis completed in this study, so all Build Alternatives considered that provide a continuous connection from Prescott Lakes Parkway to SR 69 will be considered the Build Alternative for traffic considerations. A partial connection traffic discussion and impacts will be discussed in Section 3 of this report.

Two lanes would be provided in each direction of travel on Sundog Connector, classifying this roadway as an arterial roadway. The eastbound and westbound travel lanes will be divided by a center median.

The existing roundabout at Sundog Ranch Road along Prescott Lakes Parkway and the existing signal along SR 69 would be the connection points for the Sundog Connector Corridor on each end.

2.3.2 Traffic Volume Projections

CYMPO maintains a regional traffic forecasting model to develop future traffic volume projections based on projected socioeconomic, population, employment, origin-destination, and other regionally based data. The output from the model includes daily, peak period, and peak-hour traffic volumes for the arterial transportation network system.

Traffic volume projections for Existing Conditions (2022) and Design Year 2050 for the No-Build and Build Alternatives were collected. The 2050 projection included in this analysis does not include additional currently non-funded improvements to SR 69 such as widening to three lanes in the project area. However, it does include improvements such as the SR 69 widening from Prescott Lakes Parkway to Heather Heights/Frontier Village, which are fully funded projects.

The 2050 no-build peak hour intersection projections were forecasted and analyzed under the same conditions as outlined in the Existing Conditions Model. The 2050 Build peak hour intersection projections considered the traffic reduction along SR 69 and the transfer of traffic on to the Sundog Connector Corridor. While seven concept alternatives were developed, it is assumed that volumes in the Study Area will remain as forecasted regardless of geometric differences between the proposed conceptual alternative as long as the concept is continuing through with a connection to SR 69.

The 2050 traffic volume projections for the No-Build and Build Alternatives are shown in **Figures 14** and **15**, respectively. The Build Alternative projections display an approximate 20 to 25 percent lower volume on SR 69 when compared to the No-Build Alternative. However, both alternatives display an increase in volume north of the Sundog Ranch Road connection, and the Build Volumes indicate this will be higher than the No-Build Alternative.

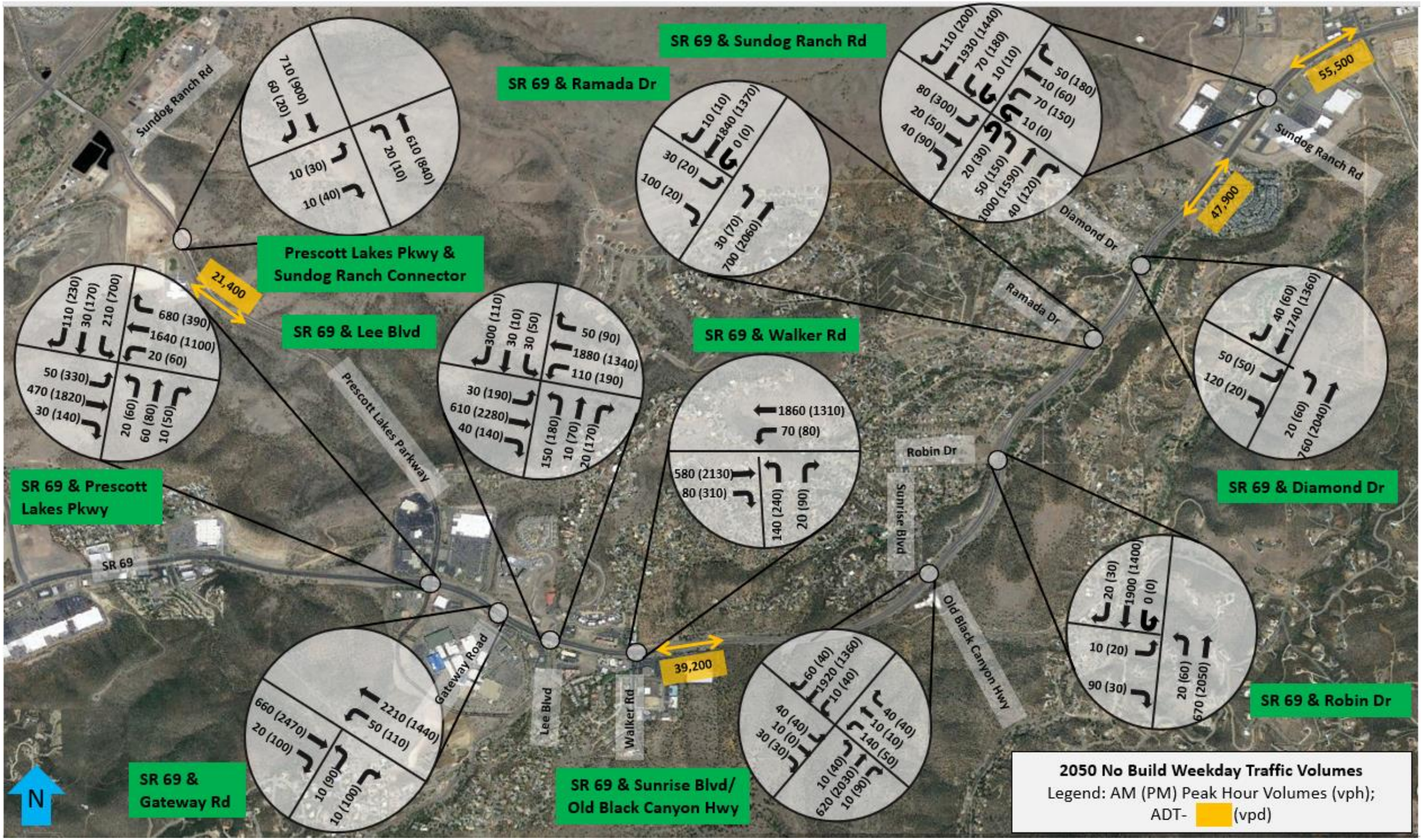


Figure 14: 2050 No-Build Alternative Traffic Volumes

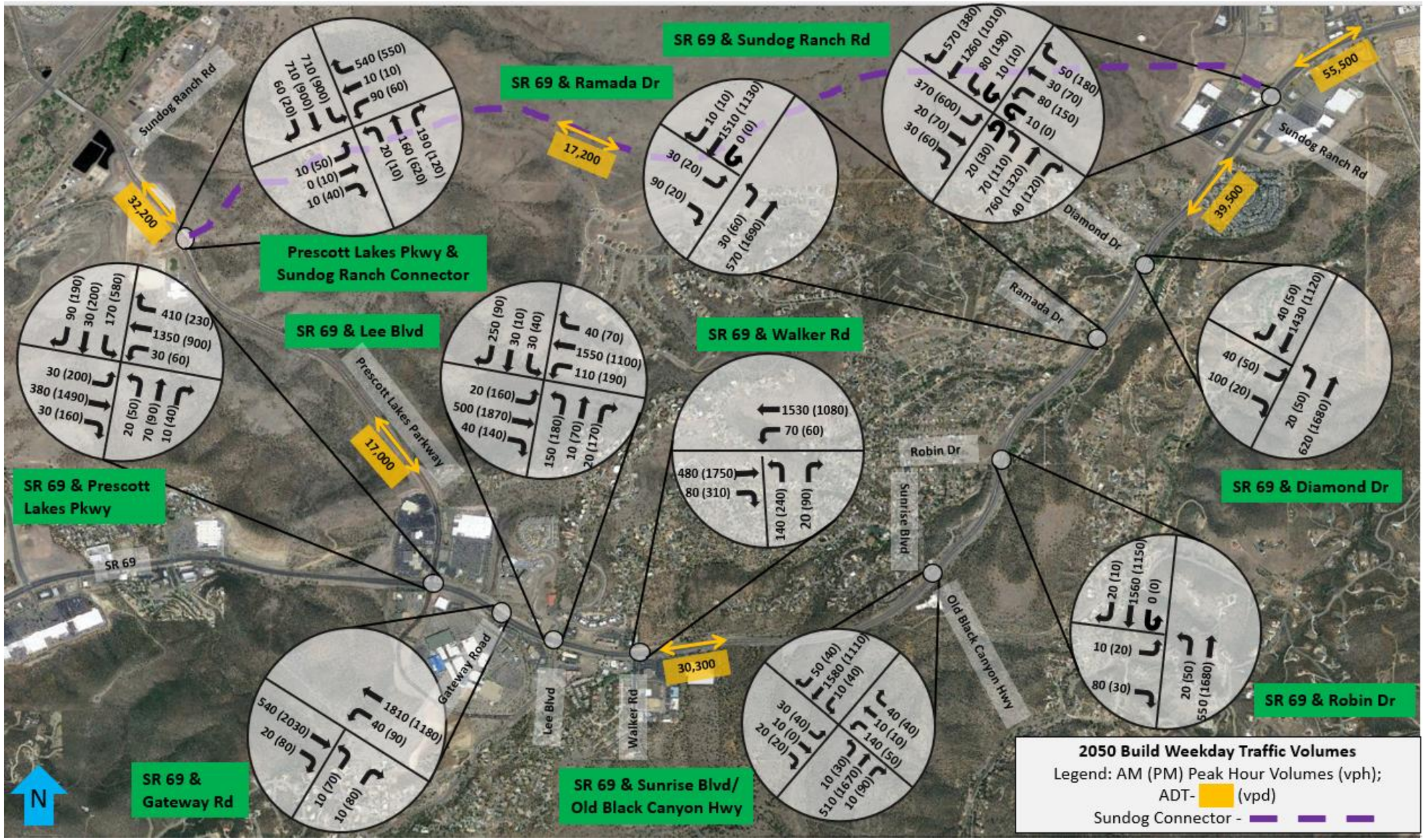


Figure 15: 2050 Build Alternative Traffic Volumes

2.4 Traffic Operation Analysis

2.4.1 Analysis Methodology

Introduction

An operational analysis was performed for all intersections for the Existing Conditions and No-Build and Build Alternatives. As part of the analysis, the Synchro 11 computer program was used to analyze the intersection operations and signal progression along SR 69 and the Sidra computer program was used for the roundabout at Prescott Lakes Parkway. The concept of level-of-service (LOS) uses qualitative measures that characterize operational conditions in a stream of traffic. The descriptions of individual LOS characterize these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Six levels of service are defined for each type of facility for which the analytical procedures are available. They are given letter designations from "A" to "F," with LOS A representing the best operational conditions and LOS F representing an over-capacity condition with a high degree of congestion. Each LOS represents a range of operating conditions.

Table 11 shows the control delays and corresponding LOS established in the Highway Capacity Manual (HCM) for signalized intersections.

Table 11: Intersection Delay and Corresponding LOS

LOS	Control Delay (sec/vehicle)
A	< 10
B	10 – 20
C	20 – 35
D	35 – 55
E	55 – 80
F	> 80

Source: HCM 2010, Volume 3; pg 18-6.

Synchro Analysis

The existing signal timings were provided by ADOT. The following assumptions and parameters were used in the Synchro intersection analysis:

- Peak hour factor: 0.92
- Vehicle travel speed: Existing and/or proposed speed limits
- Intersection spacing based on proposed roadway geometrics
- Percentage of heavy vehicles: 2%
- Lane widths: 12 feet
- Base saturation flow rate: 1,900 vehicles/hour/lane (vphpl) for all movements
- Right-turn-on-red movements: These traffic movements were included in the analysis and modeled in the software
- Cycle length: Existing timings for all alternatives (Although in 2050 optimization may occur, due to the limits of the study area on SR69 signal optimization was not included and all alternatives were treated the same)

Sidra Analysis (Roundabout)

The following assumptions and parameters were used in the Sidra roundabout intersection analysis:

- Peak hour factor: 0.92
- Vehicle travel speed: Existing and/or proposed speed limits
- Intersection based on proposed roadway geometrics
- Percentage of heavy vehicles: 2%
- Lane widths: 12 feet

2.4.2 Operational Analysis Results

Traffic operational analyses were conducted using the Synchro 11 traffic simulation computer program to evaluate the Los that would be provided for the Existing Conditions, No-Build (2050) conditions, and Build (2050) conditions.

Existing Conditions

The A.M. and P.M. peak hour LOS analysis results for the Existing Conditions are shown in Table 12. Table 12 presents the Existing Conditions A.M. and P.M. peak hour delay and the corresponding LOS at the intersections in the directly impacted area.

The analysis results indicate that the overall intersections currently operate at a LOS D or better; however, there are multiple movements in each peak hour that operate at a LOS E or F. SR 69 and Sunrise Boulevard/Old Black Canyon Drive experiences the greatest overall intersection congestion.

No-Build Alternative

The 2050 A.M. and P.M. peak hour LOS analysis results for the No-Build Alternative are shown in Table 12. Table 12 presents the No-Build Alternative 2050 A.M. and P.M. peak hour delay and the corresponding LOS at the intersections in the directly impacted area.

The 2050 analysis results indicate that the SR 69 intersections would continue to operate at an overall intersection LOS E or better during both the 2050 A.M. and P.M. peak hours. During both the A.M. and P.M. peak hours, congestion will worsen at most intersection approaches and overall intersections, even with optimized network offsets and splits.

Build Alternative

The 2050 A.M. and P.M. peak hour LOS analysis results for the Build Alternative are shown in Table 12. Table 12 presents the Build Alternative 2050 A.M. and P.M. peak hour delay and the corresponding LOS at the intersections in the directly impacted area.

The 2050 analysis results indicate that the SR 69 intersections would continue to operate at an overall intersection LOS E or better during both the 2050 A.M. and P.M. peak hours. However, during both the A.M. and P.M. peak hours, congestion will improve when compared to the No-Build Alternative on most approaches to the intersections.

The tie-in intersections are both anticipated to operate with a LOS C or better during both peak hours with the addition of the Sundog Connector Corridor added traffic.

Table 12: Intersection Analysis Results

Intersection	Control	Approach/ Movement	Existing Conditions				No-Build Conditions				Build Conditions			
			LOS (Delay)											
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Approach	Intersection	Approach	Intersection	Approach	Intersection	Approach	Intersection	Approach	Intersection	Approach	Intersection
SR 69 and Sundog Ranch Road	Signalized	EB	E (55.6)	C (22.0)	E (61.4)	C (31.3)	E (55.1)	C (26.8)	E (74.7)	D (35.7)	E (74.2)	C (31.3)	E (75.2)	D (43.3)
		WB	D (52.3)		E (60.1)		D (54.9)		E (60.1)		D (52.6)		E (60.2)	
		NB	B (17.7)		C (25.3)		C (21.7)		C (29.3)		C (25.6)		D (36.4)	
		SB	C (20.4)		C (24.5)		C (25.7)		C (27.7)		C (22.4)		C (32.3)	
SR 69 and Diamond Drive	Signalized	EB	E (60.3)	B (11.2)	E (65.1)	A (7.7)	E (59.3)	B (13.1)	E (65.4)	A (8.4)	E (60.3)	B (11.2)	E (65.1)	A (7.7)
		NB	A (4.1)		A (6.3)		A (4.8)		A (7.1)		A (4.1)		A (6.3)	
		SB	A (9.9)		A (7.0)		B (12.3)		A (7.5)		A (9.9)		A (7.0)	
SR 69 and Ramada Drive	Signalized	EB	D (52.3)	B (10.9)	E (64.2)	A (6.7)	D (52.4)	B (12.0)	E (64.4)	A (7.5)	D (52.4)	B (10.3)	E (64.4)	A (6.4)
		NB	A (4.3)		A (5.8)		A (4.8)		A (6.4)		A (5.2)		A (5.2)	
		SB	B (10.6)		A (7.0)		B (12.0)		A (7.6)		A (9.1)		A (6.3)	
SR 69 and Robin Drive	Signalized	EB	D (52.2)	B (10.0)	E (63.7)	A (6.6)	D (52.2)	B (11.1)	E (62.0)	A (8.2)	D (53.8)	A (8.6)	E (62.0)	A (6.9)
		NB	A (3.9)		A (5.3)		A (4.2)		A (6.7)		A (4.1)		A (5.3)	
		SB	B (10.1)		A (6.9)		B (11.5)		A (8.4)		A (7.6)		A (6.9)	
SR 69 and Sunrise Boulevard/Old Black Canyon Highway	Signalized	EB	B (13.4)	D (54.6)	D (37.5)	C (32.6)	B (13.9)	F (85.9)	D (53.3)	D (44.9)	B (13.4)	E (78.8)	C (26.2)	C (29.1)
		WB	C (33.8)		C (20.1)		D (46.9)		C (21.6)		C (24.4)		B (18.6)	
		NB	E (63.8)		F (86.6)		F (92.2)		F (89.7)		E (66.5)		F (97.6)	
		SB	F (478.5)		F (91.1)		F (736.0)		F (166.4)		F (736.0)		F (166.4)	
SR 69 and Walker Road	Signalized	EB	A (5.4)	A (9.3)	A (8.2)	B (11.0)	A (5.8)	B (10.3)	B (10.4)	B (13.0)	A (5.7)	B (10.1)	A (8.9)	B (12.8)
		WB	A (7.5)		A (6.3)		A (8.2)		A (7.4)		A (7.3)		A (7.4)	
		NB	D (53.2)		E (57.0)		D (54.0)		E (56.0)		D (54.0)		E (56.0)	
SR 69 and Lee Boulevard	Signalized	EB	B (13.6)	C (22.8)	B (17.0)	B (19.7)	B (17.6)	C (26.9)	D (36.4)	C (34.4)	B (14.9)	C (23.8)	C (27.6)	C (29.5)
		WB	B (17.5)		B (15.4)		C (21.3)		C (26.3)		B (16.9)		C (25.0)	
		NB	D (41.0)		D (54.8)		D (46.0)		D (48.7)		D (49.8)		D (48.9)	
		SB	E (67.6)		E (59.0)		E (67.3)		D (44.7)		E (62.8)		D (44.2)	
SR 69 and Gateway Road	Signalized	EB	A (3.9)	A (3.4)	B (10.9)	B (11.0)	A (4.3)	A (4.1)	B (12.6)	B (12.3)	A (4.1)	A (3.8)	A (9.2)	A (10.0)
		WB	A (2.9)		A (6.6)		A (3.6)		A (7.2)		A (3.1)		A (6.4)	
		NB	E (57.6)		D (51.3)		D (53.7)		D (50.6)		D (53.7)		D (51.5)	
SR 69 and Prescott Lakes Parkway	Signalized	EB	A (9.1)	B (15.2)	C (24.7)	C (31.9)	A (7.7)	B (14.3)	C (21.7)	C (24.6)	A (6.9)	B (13.0)	B (17.2)	C (21.6)
		WB	A (9.0)		C (22.0)		B (10.9)		B (16.9)		A (8.7)		B (15.1)	
		NB	E (60.7)		E (61.5)		D (36.6)		C (28.2)		D (36.9)		C (28.4)	
		SB	E (57.4)		E (55.7)		D (41.1)		D (41.0)		D (40.4)		D (36.8)	
Prescott Lakes Parkway and Sundog Connector	Roundabout	EB	A (4.0)	A (3.8)	A (6.1)	A (4.7)	A (5.5)	A (4.6)	A (9.7)	A (6.0)	A (6.5)	A (6.5)	B (14.0)	B (14.0)
		WB	-		-		-		-		A (7.7)		D (25.3)	
		NB	A (3.6)		A (4.3)		A (4.2)		A (5.4)		A (5.6)		B (14.5)	
		SB	A (4.3)		A (5.0)		A (4.9)		A (6.3)		A (5.8)		B (13.2)	

Note: The direction of SR 69 is NB/ SB from Sundog Ranch Road to Robin Drive, while it changes to EB/ WB from Old Black Canyon Highway to Prescott Lakes Parkway. Where HCM 6th output was not available, HCM 2000 was utilized.

Vehicle Travel Time

For comparison purposes in estimating the impact of the Sundog Connector Corridor on SR 69 overall traffic operations, travel times along SR 69 were calculated based on 45 mph travel speed at the added thru delay for each direction of travel on SR 69. Calculated travel times are displayed in **Table 13** for each scenario.

Table 13: Scenario Travel Time Comparisons on SR 69

Roadway Segment	Existing Conditions		No-Build Alternative		Build Alternative	
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
A.M. Peak Hour Travel Time (minutes)						
SR 69 between Gateway Boulevard and Sundog Ranch Road	5.8	6.5	5.9	7.0	5.8	6.3
P.M. Peak Hour Travel Time (minutes)						
SR 69 between Gateway Boulevard and Sundog Ranch Road	6.8	6.4	7.4	6.6	6.6	6.4

While the traffic volumes indicate SR 69 will have an approximate decrease of 20 to 25 percent, the travel times indicate an approximate average savings time of 10.4 percent and 12.3 percent in the peak direction of travel when comparing the No-Build to the Build Alternative in the A.M. and P.M. peak hours, respectively.

3. Alternatives Development and Evaluation

3.1 Methodology Summary

A multi-phase corridor alternative evaluation process was used to conduct a high-level evaluation of the No-Build and Build Alternatives. The screening process focused on how different alternatives addressed overall project goals, objectives, and need. Phase I of the alternative analysis included assessing each Build Alternative's horizontal and vertical alignments. The highest-scoring Build Alternatives were then advanced to Phase II to be further assessed alongside the No-Build Alternative. Phase II of the alternative analysis included assessing the highest-performing Build Alternatives and the No-Build Alternative together. Phase II analysis includes both the horizontal and vertical alignments and identified corridor cross-section, features, and amenities. Figure 16 demonstrates the alternative evaluation process.

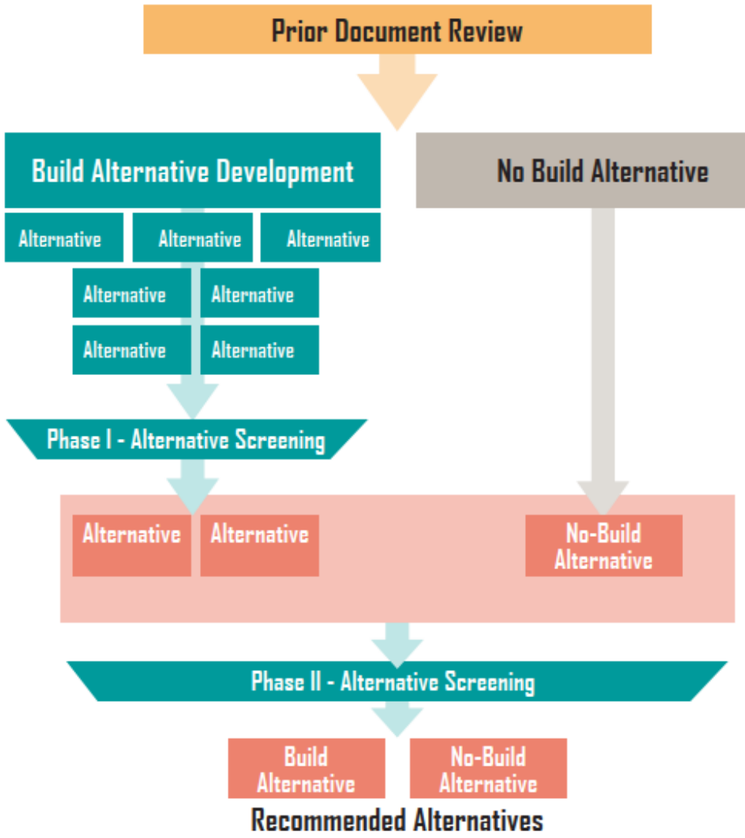


Figure 16: Evaluation Process Methodology

3.2 Evaluation Criteria Development

Evaluation criteria were developed for Phase I and Phase II evaluations. All evaluation criteria were categorized into 11 evaluation criteria categories, as shown in Figure 17. Each criteria category consists of multiple individual criteria measures to analyze each alternative qualitatively and quantitatively. Each category was used in both analysis phases; however, individual specific measures/parameters may have differed during each phase to either evaluate corridor alignments in Phase I and/or evaluate alignments and corridor features in Phase II. Each evaluation criteria categories and individual measures/parameters are summarized in Table 14, including each applicable phase and criteria measured.

Figure 17: Evaluation Criteria Categories

Table 14: Corridor Criteria and Phase Impacts

Criteria	Measures/Parameter	Applicable Phase
Natural Environment	Wildlife corridor impacts	Phase I and Phase II
	Natural species impact	Phase I and Phase II
Built and Human Environment	Potential for noise impacts	Phase I and Phase II
	Compatibility with park plans	Phase I and Phase II
	Potential for visual impacts	Phase I and Phase II
	Potential for cultural resources impacts	Phase I and Phase II
Traffic	Sr 69 impact	Phase II only
	Neighborhood cut-through traffic	Phase II only
Community Accessibility	Intersection access to neighborhoods	Phase II only
	Connection distance requirements	Phase I only
Emergency Access / Evacuation	Emergency services access / response time	Phase I and Phase II
	Fire evacuation routes	Phase I and Phase II
Consistency with Completed Plans	RTPs	Phase II only
	Approved developer plans/plats/agreements	Phase I and Phase II
Multimodal Mobility	Bicycle lanes, mixed use path, sidewalks	Phase II only
	Grade	Phase I only
Vehicular Safety	Design speeds	Phase II only
	Horizontal/vertical curves (speed influence)	Phase I only
Engineering Design Constraints	Utility impacts	Phase I and Phase II
	Drainage structure needs	Phase I and Phase II
	Earthwork	Phase I and Phase II
	Roadway design standard potential exceptions	Phase I and Phase II
Public, Stakeholder, and Agency Acceptance	Public feedback	Phase II only
	Stakeholder group feedback	Phase I only
	Tac agency representation feedback	Phase II only
Cost	Construction	Phase II only
	ROW	Phase II only

Descriptions of each evaluation criteria are described as follows.

3.2.1 Natural Environment

The natural environment evaluation criteria assess the potential impacts that different alternatives have to elements of the natural environment as well as document potential mitigation techniques included to limit or avoid potential impacts. Natural environment features considered in this investigation include relationship to natural species, flora, fauna, and endangered and protected species. Mitigation considerations accounted for in alternative analysis include integration of design features such as incorporation of wildlife crossing infrastructure.

3.2.2 Built Environment

In addition to the natural environment features, consideration of the built and human environment is considered for each alternative. Potential impacts and benefits are considered for each alternative as it relates to community, individual, and cultural resource significances. The analysis of potential noise and visual impacts were assessed as they relate to potential roadway impacts to nearby residential communities. The potential impacts and benefits to the proposed regional park plans were considered both from potentially enabling recreational access as well as potentially bisecting park plans. Additionally, the Study Area's cultural resources were considered for potential impacts to cultural artifacts as well as land significance.

3.2.3 Traffic

Consideration of changes to traffic were assessed along SR 69 to identify potentials for travel time savings or reductions in delay and improved corridor reliability. Furthermore, the potential concern of neighborhood cut-through traffic was expressed through the public outreach efforts associated with this project. Consideration of potential traffic impacts to the existing portions of Yavapai Hills and Diamond Valley communities were qualitatively considered. Build alternatives providing partial connection would lead to all routes to begin/end or cut through the existing neighborhood whereas direct and fulling connected alternatives would encourage through traffic to continue along the alternative as the quicker and more efficient route.

3.2.4 Community Accessibility

Accessibility is a factor that could change between existing conditions with potential build scenarios. Evaluation of access accounted for the quantity, location, and additional connecting route requirements to potential access intersections along the corridor to the Yavapai Hills and Diamond Valley communities.

3.2.5 Emergency Access/Evacuation

An important need identified by the City of Prescott Fire Department is the difficulty for fire and emergency response to the northernmost locations in the nearby communities. The evaluation assessed potential changes to emergency services access and response time with the introduction of a northern access to the Yavapai Hills community. Additionally, potential residential evacuation capabilities were assessed with the introduction of additional access north of the community.

3.2.6 Consistency with Completed Plans

Assessment of the consistency with completed local and regional plans is a common evaluation criterion to include in an alternatives analysis process. The CYMPO RTP and additional regional and local plans were referenced to identify plan consistency. This criterion also includes consistency with preliminary and final plats from the current development plans.

3.2.7 Multimodal Mobility

Potential Build Alternatives may accommodate active transportation modes, such as bicycling and walking. The physical topography of potential Build Alternatives varies in the gradients and slopes of the alignments, which may present opportunities or barriers towards accommodation of these active modes. Furthermore, as part of the Phase II analysis, considerations for dedicated active transportation features such as sidewalks, bicycle lanes, and/or multi use paths were included.

3.2.8 Vehicular Safety

Safety is of critical importance to all transportation projects and was considered in the alternative evaluation process. Safety considerations included in the Build Alternatives include assessment of travel and design speeds of a potential corridor, the introduction of horizontal and vertical curves along the corridor, and the visibility and lighting features potentially included in Build Alternatives to offer a safe roadway.

3.2.9 Engineering Design Constraints

The analyzed potential corridor alternatives incorporate detailed engineering considerations to provide potentially implementable alternatives. The engineering considerations from the evaluation process include utility impacts, drainage needs, quantity of earthwork required, and conformance towards existing roadway design standards from partner agencies.

3.2.10 Public, Stakeholder, and Agency Acceptance

Feedback response from the general public, the stakeholder committee members, and agency partners are important in identifying respective feedback to different alternatives. Public feedback was collected throughout the planning process on the project website, from written comment cards available at public meetings and special events, and through feedback received at the project's engagement events. Stakeholder committee feedback was collected through comments and engagement opportunities at the Stakeholder Committee Meetings. Agency feedback was identified during formal STAC meetings and technical working sessions.

3.2.11 Cost

Both estimated construction and ROW costs are included in the alternatives analysis process. Cost estimates were assessed during the Phase II analysis once all build design considerations were identified.

3.3 Criteria Scoring Methodology

To determine evaluation criteria weighting, the project stakeholder committee provided prioritization feedback through an engagement activity conducted during Stakeholder Meeting #2. Each evaluation criteria category and individual component criteria were presented to the stakeholder committee prior to conducting the engagement activity. This activity used a digital engagement tool to prioritize each evaluation criteria category using a pairwise comparison technique. Each stakeholder committee member was provided a web link and QR code to access the tool platform using a mobile device or laptop. The activity presented a series of head-to-head questions, prompting committee members to choose the higher priority category between two randomly generated evaluation criteria categories. This randomized process was replicated a total of 30 times per individual to create a comparative sample. Each individual participant's results were compiled into a singular committee score accounting for all participant input. In total, 23 participants cast a total of 690 votes. These votes were then aggregated to generate a cumulative score normalized out of a maximum score of 100. A score of 100 would represent unanimous agreement on the highest priority category. Conversely, a score of zero would represent unanimous agreement on the lowest priority category. The subsequent relative ranking among the evaluation criteria categories was established using this score, ranging between a high priority score of 65 for traffic impacts and a low score of 29 for cost. The results of Engagement Activity #1, displayed in **Figure 18**, were used to determine the scoring weightage in the evaluation process.

Among the evaluation criteria categories, traffic impacts, vehicular safety, and emergency access and evacuation were identified as the top three most significant. In contrast, cost and consistency with completed plans were found to be relatively less important in the evaluation.

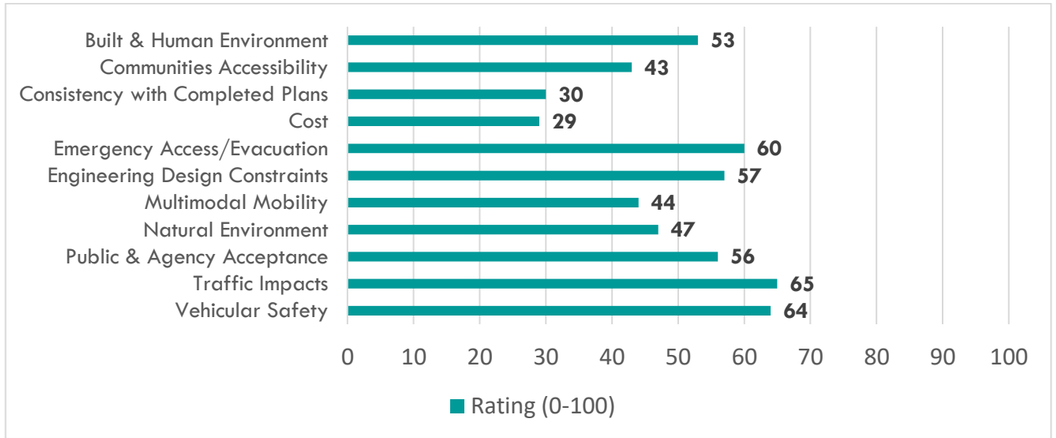


Figure 18: Engagement Activity #1 Results

3.4 Development of Conceptual Build Alternatives

Seven preliminary Build Alternatives were developed with the different horizontal alignments connecting the constructed connection points. Six Build Alternatives represented full end-to-end corridor alternatives, and one alternative represented a partial connection that only connected to the western terminus and accessed the Yavapai Hills neighborhood as a partial access roadway. The western terminus of each of the alternatives was assumed to be at the intersection of Future Storm Ranch Parkway (Sundog Connector) and Mystic Ridge Parkway within the planned Storm Ranch community. West of this intersection all alternatives maintain the design included in the Storm Ranch approved design plans. Prior to the development of these conceptual alternatives, a comprehensive review was conducted of the *2013 Sundog Connector Corridor Study*, current conditions, planned and approved development plans, and development infrastructure plans.

A horizonal and vertical alignment was developed for each Build Alternative in relationship to the existing topographic features, existing and planned developments, and preliminary roadway alignment design criteria. It was noted that existing topographic constraints along with locations of planned developments resulted in development of Build Alternatives with various horizontal and vertical alignment challenges including potential steep grades (exceeding 6 percent or segments with longer portions of constant 6 percent grades), large earthwork cut and fill areas, and horizonal curve locations requiring reduced speeds. Alternative horizontal and vertical conceptual layouts are included in **Appendix B**.

3.4.1 Build Alternative 1

Build Alternative 1 uses a direct connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments and then uses an alignment with the greatest distance between existing homes east of the Yavapai Hills Unit 9 plans.

Alternative 1 is approximately 2.9 miles in total length. The western section of the alternative directly aligns with the approved Storm Ranch development plans, utilizing the approved roadway alignment layout through the majority of Storm Ranch (slight alignment modification required at the Sundog Ranch Parkway and Mystic Ridge Parkway intersection). Alternative 1 uses a direct alignment between the Storm Ranch and Yavapai

Hills Unit 9 development areas, resulting in steep grades greater than 10 percent for approximately 3,200 feet on the western portion of the alignment. The alternative aligns directly with the planned Yavapai Hills Unit 9 roadway alignment connecting across the Unit 9 section. The eastern section uses the furthest north alignment option, creating greater separation between existing residential properties and the roadway alignment. The eastern section requires a constant vertical grade of 6 percent for approximately 5,800 feet and an approximate 400-foot section of grades at 10 percent to tie into the Granite View Drive intersection alignment. The total alternative would require approximately 5,400,000 cubic yards of roadway excavation and 260,000 cubic yards of roadway embankment.

Alternative 1 alignment is displayed in **Figure 19**.

3.4.2 Build Alternative 2

Build Alternative 2 uses a more indirect connection (when compared to Alternative 1) between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments and then uses an alignment with a middle distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment would require steep grades along the western portion but reduces the needs for earthwork cut and fill on the eastern portion of the alignment, compared to Alternative 1.

Alternative 2 is approximately 3.1 miles in total length. The western section of the alternative directly aligns with the approved Storm Ranch development plans, utilizing the approved roadway alignment layout through the majority of Storm Ranch. Alternative 2 uses a relatively direct alignment between the Storm Ranch and Yavapai Hills Unit 9 development areas, resulting in steep grades greater than 9 percent for approximately 3,400 feet on the western portion of the alignment. The western alignment differs slightly from Alternative 1 to conform more to the natural topography. The alternative aligns directly with the planned Yavapai Hills Unit 9 roadway alignment connecting across the Unit 9 section. The eastern section uses a middle alignment, creating some separation between existing residential properties and the roadway alignment. The eastern section requires a constant vertical grade of 4.5 percent for approximately 5,000 feet and an approximate 600-foot section of grades at 10 percent to tie into the Granite View Drive intersection alignment. The total alternative would require approximately 1,280,000 cubic yards of roadway excavation and 2,460,000 cubic yards of roadway embankment.

Alternative 2 alignment is displayed in **Figure 20**.

3.4.3 Build Alternative 3

Build Alternative 3 uses a direct connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments (same as Alternative 1) and then uses an alignment with the least distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment better matches existing topography to minimize earthwork cut and fill along the eastern portion of the alignment. This alignment would slightly modify the preliminary planned Yavapai Hills Unit 9 roadway alignment.

Alternative 3 is approximately 3.0 miles in total length. The western section of the alternative directly aligns with the approved Storm Ranch development plans, utilizing the approved roadway alignment layout through the majority of Storm Ranch (slight alignment modification is required at the Sundog Ranch Parkway and Mystic Ridge Parkway intersection). Alternative 3 uses the same direct alignment between the Storm Ranch and Yavapai Hills Unit 9 development areas as Alternative 1, resulting in steep grades greater than 9 percent for approximately 3,400 feet on the western portion of the alignment. The alternative generally aligns with the planned Yavapai Hills Unit 9 roadway alignment connecting across the Unit 9 section. The eastern section uses a lower alignment, leaving the least distance between existing residential properties and the roadway alignment and maximizing the land connectivity directly north of the corridor alignment. The eastern section only requires limited sections of steep grades at 10 percent for approximately 750 feet to tie into the Granite View Drive intersection alignment. The total alternative would require approximately 2,200,000 cubic yards of roadway excavation and 1,010,000 cubic yards of roadway embankment.

Alternative 3 alignment is displayed in **Figure 21**.

3.4.4 Build Alternative 4

Build Alternative 4 uses an indirect connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments, using a longer looping horizontal alignment that provides lower grades, and then uses an alignment with the least distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment better matches existing topography to minimize earthwork cut and fill along the eastern section. This alignment would slightly modify the preliminary planned Yavapai Hills Unit 9 roadway alignment.

Alternative 4 is approximately 3.1 miles in total length. The western section of the alternative directly aligns with the approved Storm Ranch development plans, utilizing the approved roadway alignment layout through the majority of Storm Ranch (slight alignment modification is required at the Sundog Ranch Parkway and Mystic Ridge Parkway intersection). Alternative 4 uses an indirect alignment between Storm Ranch and Yavapai Hills Unit 9 development areas, looping further north and lengthening the alignment across the steep topographic features but still resulting in approximately 4,000 feet of greater than 8 percent grade on the western portion of the alignment. The alternative generally aligns with the planned Yavapai Hills Unit 9 roadway alignment connecting across the Unit 9 section. The eastern section uses a lower alignment, leaving the least distance between existing residential properties and the roadway alignment and maximizing the land connectivity directly north of the corridor alignment, the same eastern alignment as Alternative 3. The eastern section only requires limited sections of steep grades at 10 percent for approximately 550 feet to tie into the Granite View Drive intersection alignment. The total alternative would require approximately 4,000,000 cubic yards of roadway excavation and 920,000 cubic yards of roadway embankment.

Alternative 4 alignment is displayed in **Figure 22**.

3.4.5 Build Alternative 5

Build Alternative 5 uses a direct connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 but creates a significant change to the preliminary planned Yavapai Hills Unit 9 roadway alignment, pushing the alignment further north into preliminary planned Yavapai Hills Unit 9. The eastern portion then uses an alignment with the least distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment better matches existing topography to minimize earthwork cut and fill along the eastern section, compared to the other build alternatives.

Alternative 5 is approximately 3.1 miles in total length. The western section of the alternative directly aligns with the approved Storm Ranch development plans, utilizing the approved roadway alignment layout through the majority of Storm Ranch (slight alignment modification is required at the Sundog Ranch Parkway and Mystic Ridge Parkway intersection). Alternative 5 uses generally the same direct alignment between the Storm Ranch and Yavapai Hills Unit 9 development areas as Alternatives 1 and 3, resulting in steep grades greater than 8 percent for approximately 3,400 feet on the western portion of the alignment. The alternative diverges from the planned Yavapai Hills Unit 9 roadway alignment and connects further north of the planned Unit 9 roadway section. The northern section in the Unit 9 development area connects to a lower alignment along the eastern section, leaving the least distance between existing residential properties and the roadway alignment and maximizing the land connectivity directly north of the corridor alignment. The connection from

the northern Unit 9 section to the eastern section creates greater connectivity with the existing Yavapai Hills developed community, while remaining closer to the existing properties in Diamond Valley. The eastern section requires a constant vertical grade of 5 percent for approximately 5,700 feet and an approximate 550-foot section of grades at 10 percent to tie into the Granite View Drive intersection alignment. The total alternative would require approximately 3,500,000 cubic yards of roadway excavation and 1,470,000 cubic yards of roadway embankment.

Alternative 5 alignment is displayed in **Figure 23**.

3.4.6 Build Alternative 6

Build Alternative 6 uses an indirect connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments, using a switchback horizontal alignment that lowers grades (200-foot horizontal curves would require reduced posted speed limits) and then uses an alignment with the least distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment better matches existing topography to minimize earthwork cut and fill. This alignment would change the Yavapai Hills Unit 9 roadway alignment.

Alternative 6 is approximately 3.6 miles in total length. The western section of the alternative directly aligns with the approved Storm Ranch development plans, utilizing the approved roadway alignment layout through the majority of Storm Ranch. Alternative 6 uses an indirect alignment between the Storm Ranch and Yavapai Hills Unit 9 development areas, incorporating the use of a switchback to lessen the roadway grade severity, resulting in slightly less steep grades of a consistent 6 percent for approximately 5,500 feet on the western portion of the alignment. The alternative generally aligns with the planned Yavapai Hills Unit 9 roadway alignment connecting across the Unit 9 section. The eastern section uses a lower alignment, leaving the least distance between existing residential properties and the roadway alignment and maximizing the land connectivity directly north of the corridor alignment, the same eastern alignment as Alternative 3. The eastern section requires limited sections of steep grades at 10 percent for approximately 550 feet to tie into the Granite View Drive intersection alignment. The total alternative would require approximately 2,000,000 cubic yards of roadway excavation and 1,020,000 cubic yards of roadway embankment.

Alternative 5 alignment is displayed in **Figure 24**.

3.4.7 Build Alternative 7

Build Alternative 7 uses the same alignment as Alternative 2 between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments and terminates at the eastern edge of Yavapai Hills Unit 9. This alignment would only provide access to the western portion of the overall Study Area and would serve as an access route to and from the Yavapai Hills community but would not provide full connectivity across the full Study Area.

Alternative 7 alignment is displayed in **Figure 25**.

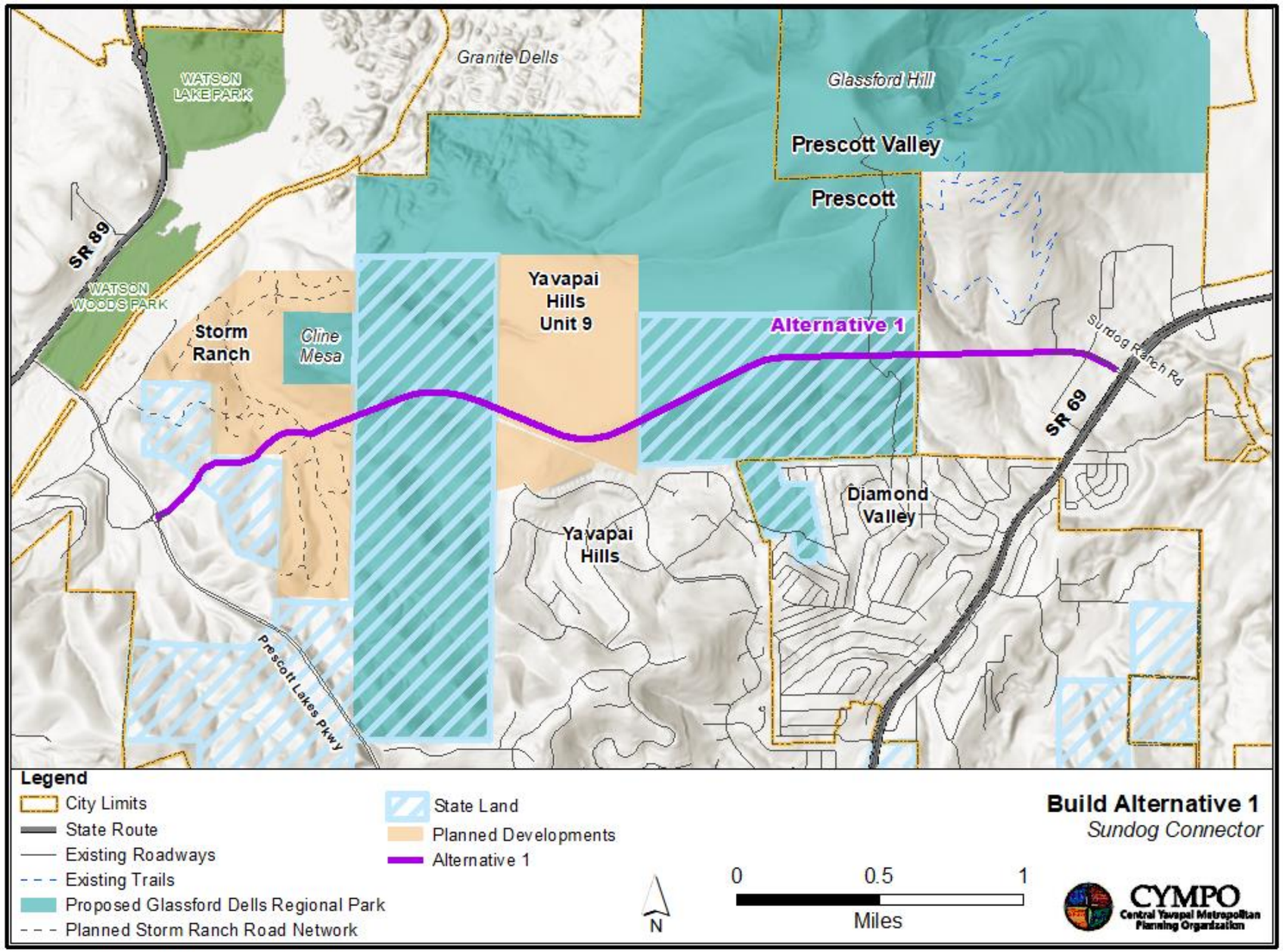


Figure 19: Build Alternative 1 Conceptual Alignment

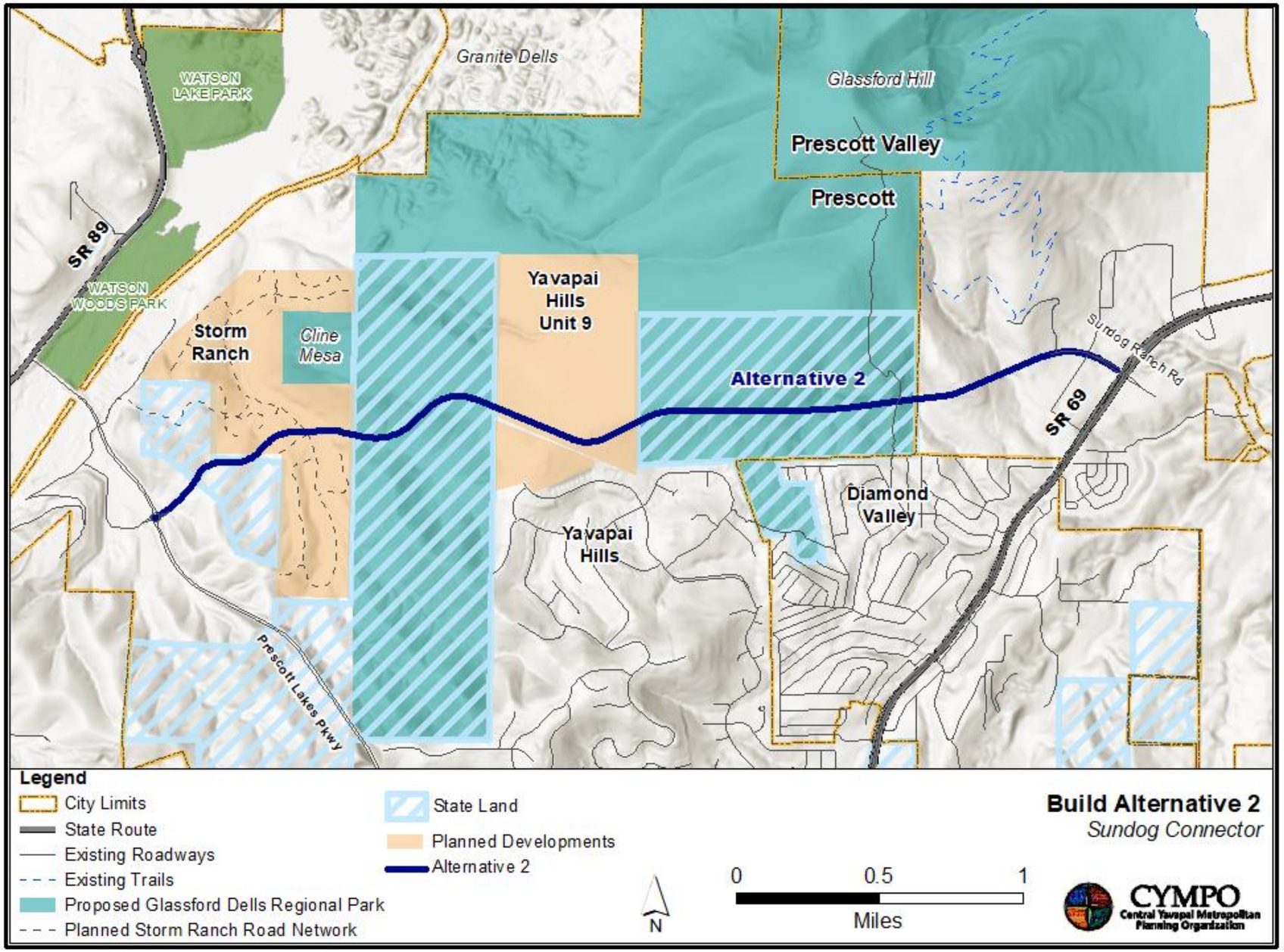


Figure 20: Build Alternative 2 Conceptual Alignment

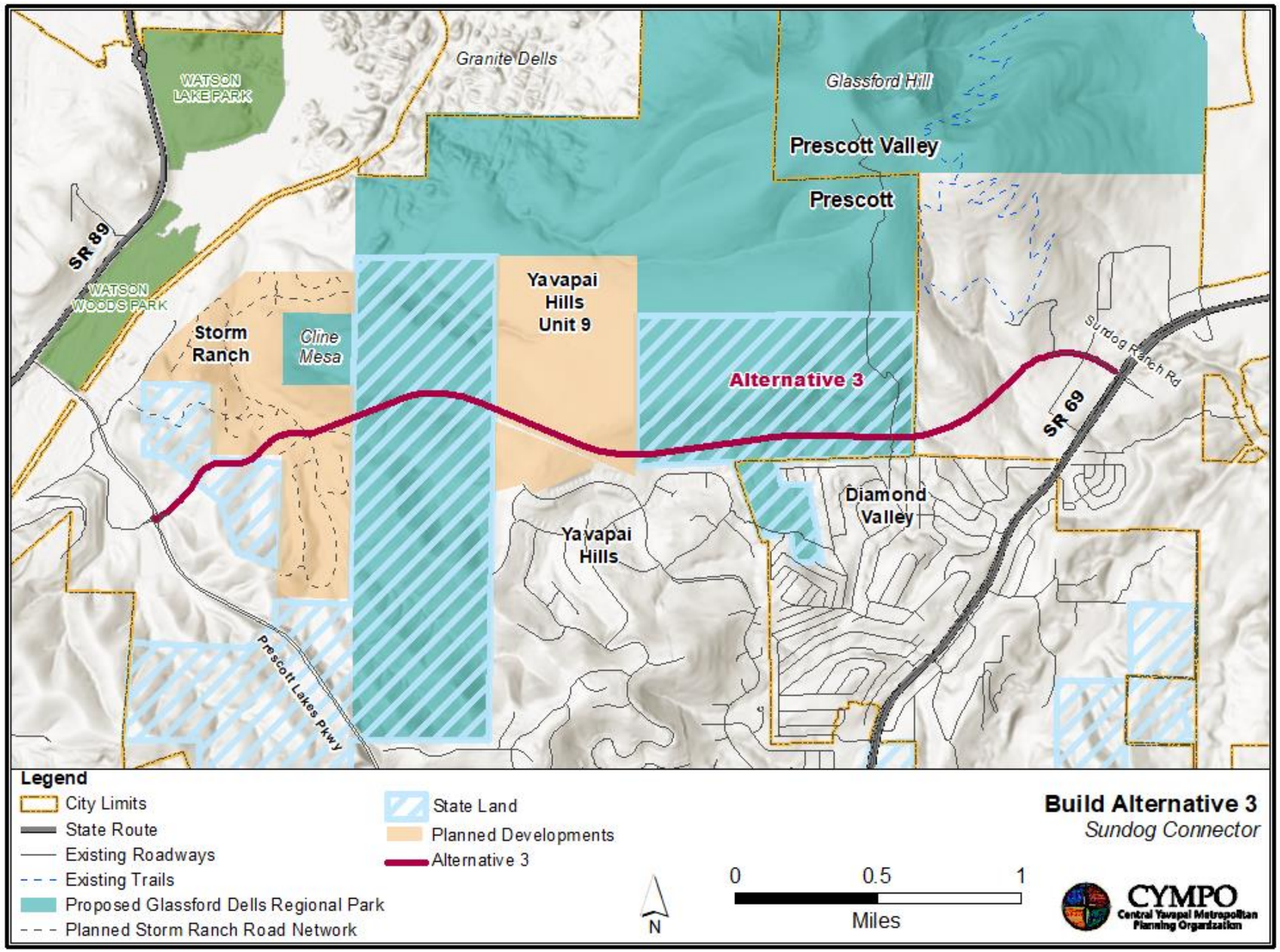


Figure 21: Build Alternative 3 Conceptual Alignment

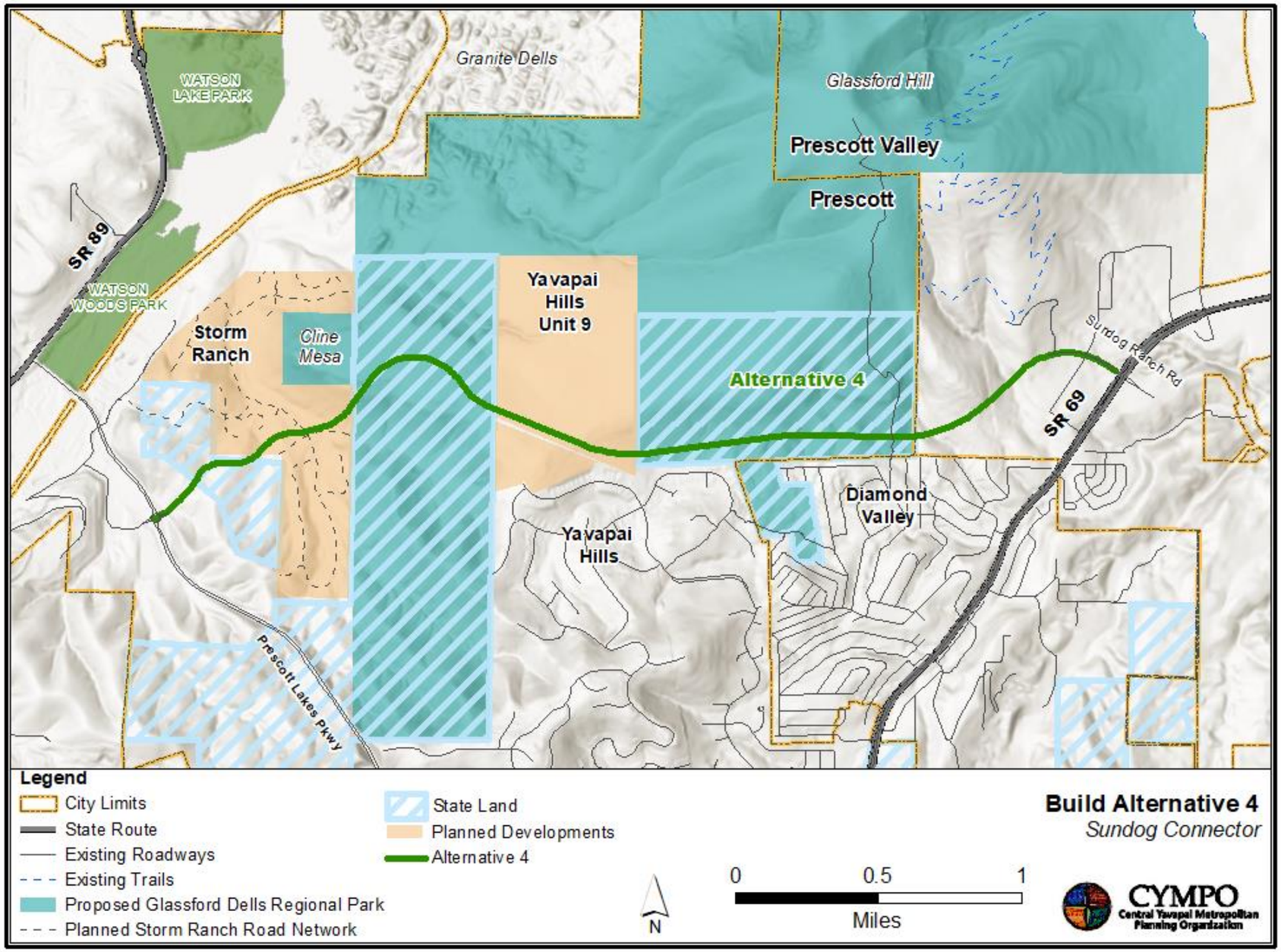


Figure 22: Build Alternative 4 Conceptual Alignment

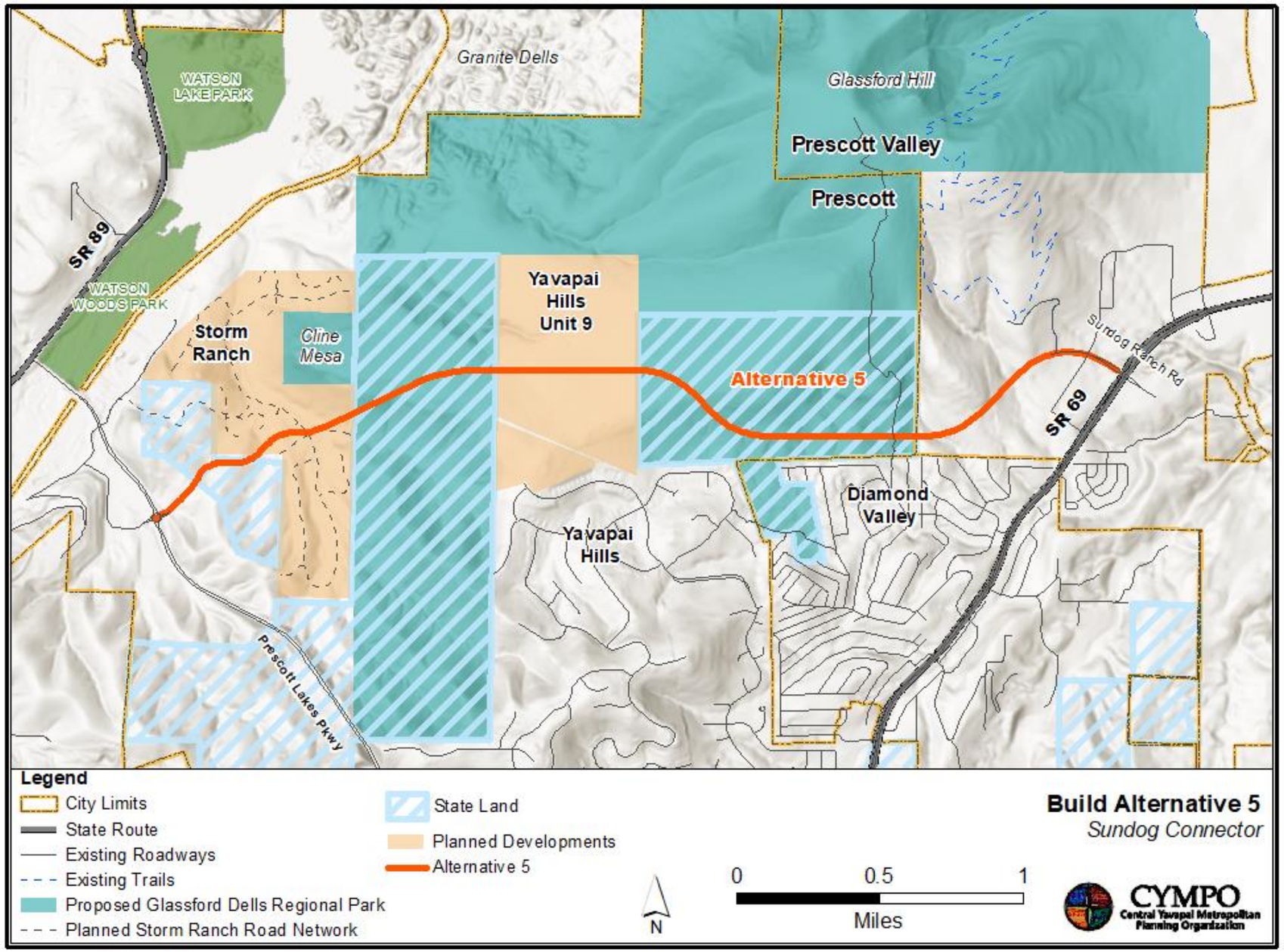


Figure 23: Build Alternative 5 Conceptual Alignment

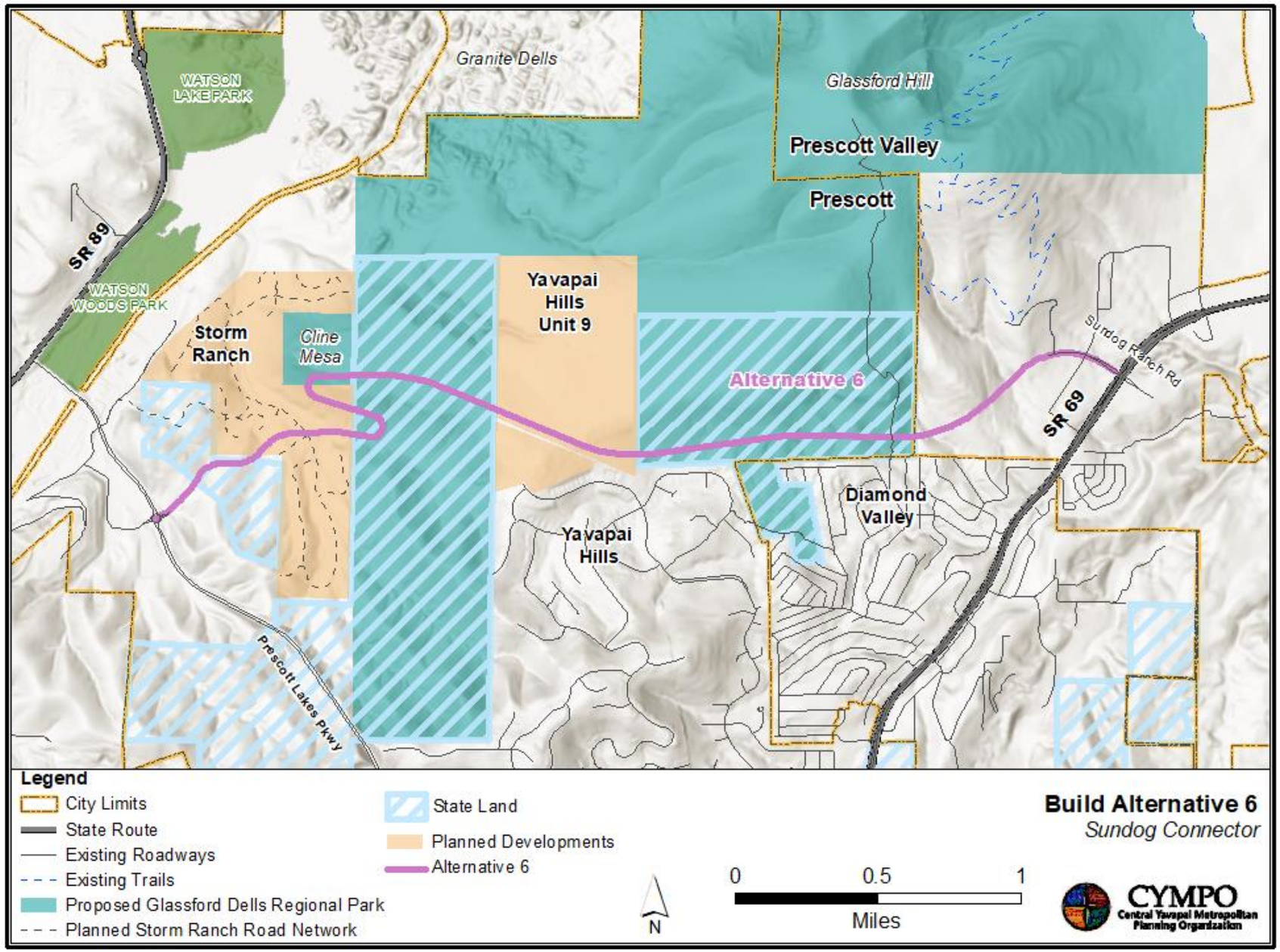


Figure 24: Build Alternative 6 Conceptual Alignment

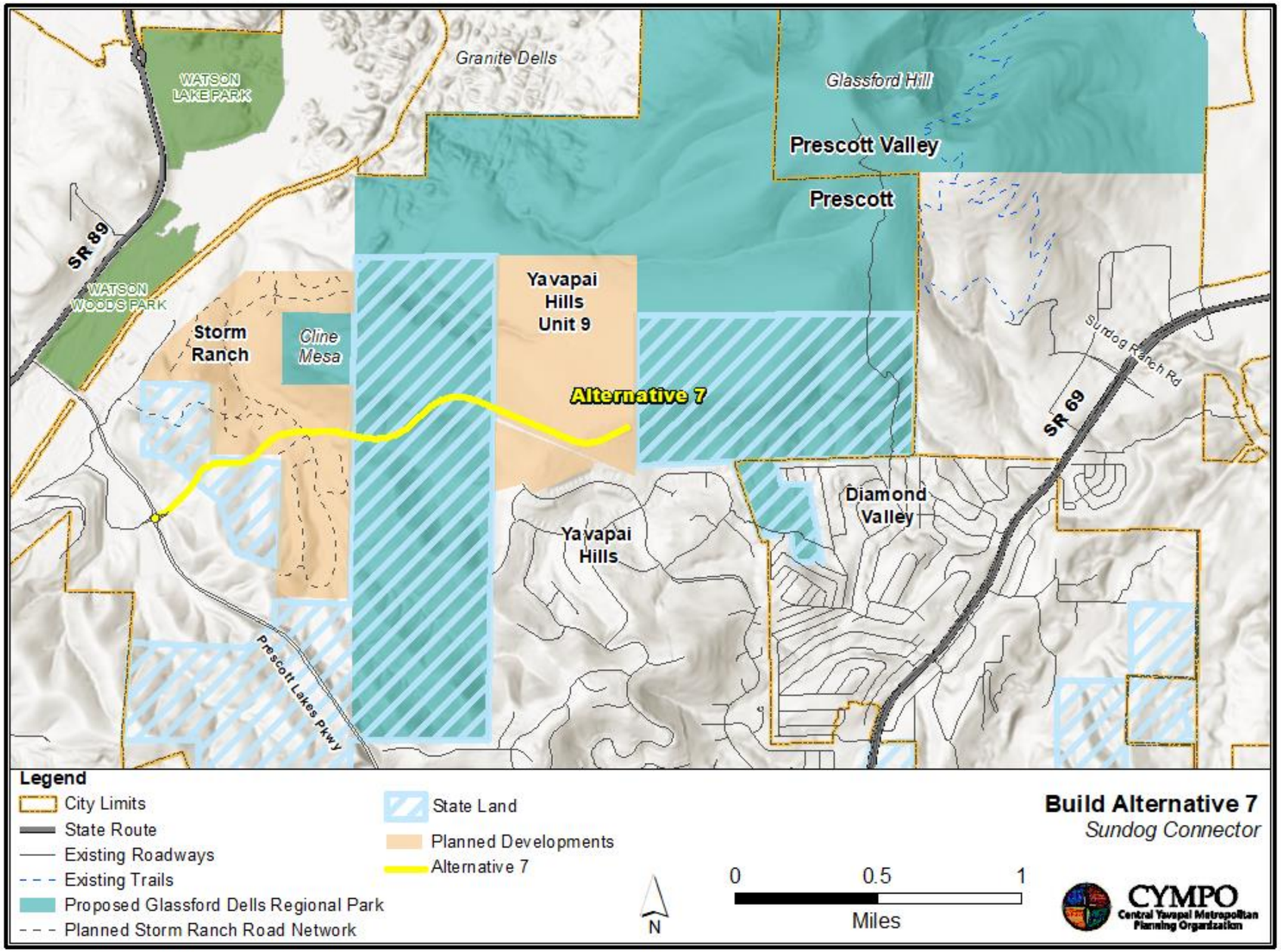


Figure 25: Build Alternative 7 Conceptual Alignment

3.5 Phase I Alternative Evaluation

The Phase I alternative evaluation evaluated seven Build Alternatives using 17 individual evaluation criteria across nine criteria categories. The traffic impact and cost evaluation criteria categories require a specific cross-section to be fully assessed and were not evaluated during Phase I; these criteria are included in the Phase II analysis accordingly. The evaluation was conducted using both quantitative and qualitative measures. Furthermore, the respective evaluation criteria weight was utilized based on the results from the stakeholder engagement participation process. The weighting for Phase I is based on the included categories; therefore, traffic impacts and cost are omitted from weight consideration.

Each evaluation criteria were technically assessed and given a score of poor (1), fair (2), good (3), or very good (4). Lower scores were assigned to criteria that resulted in greater negative impacts to the corridor and/or surrounding Study Area. Higher scores were assigned to criteria that resulted in greater positive benefits to the corridor and/or surrounding Study Area.

Phase I of the evaluation is primarily focused on a qualitative assessment based on the corridor alignment. It is important to note that cross-section amenities and design features are not considered in this phase of evaluation. The Phase I alternative evaluation summary is provided in **Table 15**. Detailed alternative matrices with evaluation explanations are included in **Appendix C**.

Table 15: Phase I Alternative Analysis Summary

Criteria Categories	Evaluation Criteria	Weight	Phase I Alternative Analysis						
			Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6	Alternative 7
Natural Environment	Wildlife corridor impacts	10%	Poor	Poor	Fair	Fair	Fair	Fair	Very Good
	Natural species impact		Fair	Fair	Fair	Fair	Fair	Fair	Good
Built Environment	Potential for noise impacts	12%	Good	Good	Poor	Poor	Fair	Poor	Good
	Compatibility with parks plans		Fair	Fair	Good	Good	Good	Good	Poor
	Potential for visual impacts		Fair	Poor	Fair	Fair	Poor	Fair	Fair
	Potential for cultural resources impacts		Good	Good	Good	Good	Good	Poor	Good
Community Accessibility	Required connection distance	10%	Poor	Fair	Very Good	Very Good	Fair	Very Good	Poor
Emergency Access and Evacuation	Emergency services access / response time	13%	Good	Good	Very Good	Very Good	Good	Fair	Fair
	Fire evacuation routes		Good	Good	Very Good	Very Good	Good	Good	Fair
Consistency with Completed Plans	Approved developer plans/plats/agreements	7%	Good	Very Good	Good	Good	Fair	Good	Poor
Multimodal Mobility	Grade	10%	Poor	Poor	Fair	Fair	Fair	Good	Fair
Vehicular Safety	Horizontal/vertical curves (speed influence)	14%	Poor	Fair	Good	Good	Fair	Good	Good
Engineering Design Constraints	Utility impacts	12%	Fair	Fair	Fair	Fair	Very Good	Very Good	Very Good
	Drainage structure needs		Good	Fair	Poor	Poor	Fair	Poor	Very Good
	Earthwork		Poor	Good	Good	Fair	Fair	Good	Very Good
	Roadway design standard potential exceptions		Poor	Fair	Fair	Fair	Fair	Fair	Fair
Public, Stakeholder, and Agency Acceptance	Stakeholder group feedback	12%	Poor	Poor	Very Good	Fair	Fair	Good	Good
Recommendations		100%	Poor Do not carry forward	Poor Do not carry forward	Very Good Carry forward to Phase II	Fair Do not carry forward	Fair Do not carry forward	Good Do not carry forward	Very Good Carry forward to Phase II

Scoring Definitions

Negative impact/least benefit (poor)
Average impacts/average benefit (fair)
Positive impact/greater benefit (good)
Positive impact/greatest benefit (very good)

A description of the Phase I Alternatives Analysis as provided in **Table 15** is as follows.

3.5.1 Build Alternative 1

Opportunities include:

- Provides the most direct connection along western side.
- Potential noise impacts are limited.
- Minimal drainage infrastructure needed.
- Emergency response and evacuation routes are significantly improved.

Constraints include:

- 3/4-mile length of tall hillside excavation on the east side.
- Requires tall hillside excavation on the west side.
- Steep roadway exceeds 10 percent grade at points.
- Roadway design standard exceptions would be required.
- Intersects wildlife corridors.
- Low stakeholder group ranking.
- Alignment is visible from multiple viewpoints in Yavapai Hills.

Based on this analysis and through STAC consensus, Alternative 1 was recommended to be eliminated from further evaluation.

3.5.2 Build Alternative 2

Opportunities include:

- Provides the most direct connection along the western side.
- Potential noise impacts are limited.
- Emergency response and evacuation routes are significantly improved.

Constraints include:

- 1/2-mile length of tall hillside excavation—east side.
- Steep roadway exceeds 9 percent grade at points.
- Roadway design standard exceptions required.
- Intersects wildlife corridors.
- Alignment is visible from multiple viewpoints in Diamond Valley and Yavapai Hills.
- Low stakeholder group ranking.

Based on this analysis and through STAC consensus, Alternative 2 was recommended to be eliminated from further evaluation.

3.5.3 Build Alternative 3

Opportunities include:

- Provides the most direct connection along the western side.
- Provides opportunity to limit impact and maximize connectivity to proposed Regional Park trailheads.
- Provides best connectivity to existing development.
- Emergency response and evacuation routes are significantly improved.
- Minimizes horizontal and vertical curves for safety.
- High stakeholder group ranking.

Constraints include:

- Less than 500-foot length of tall hillside excavation—east side.
- Requires tall hillside excavation—west side.
- Steep roadway exceeds 9 percent grade at points.
- Potential noise impacts due to proximity to existing properties.
- Roadway design standard exceptions required.
- Intersects wildlife corridor.
- Alignment is visible from multiple viewpoints across Yavapai Hills.

Based on this analysis and through STAC consensus, Alternative 3 was recommended to be carried forward to Phase II.

3.5.4 Build Alternative 4

Opportunities include:

- Provides the most direct connection along western side.
- Provides opportunity to limit impact and maximize connectivity to proposed Regional Park trailheads.
- Provides best connectivity to existing development.
- Emergency response and evacuation routes are significantly improved.
- Minimizes horizontal and vertical curves for safety.

Constraints include:

- Indirect corridor alignment.
- Less than 500-foot length of tall hillside excavation—east side.
- Requires tall hillside excavation—west side.
- Steep roadway exceeds 8 percent grade at points.
- Potential noise impacts due to proximity to existing properties.
- Roadway design standard exceptions.
- Intersects wildlife corridor.
- Alignment is visible from multiple viewpoints in Yavapai Hills.

Based on this analysis and through STAC consensus, Alternative 4 was recommended to be eliminated from further evaluation.

3.5.5 Build Alternative 5

Opportunities include:

- Provides the most direct connection along western side.
- Potential noise impacts are limited for Yavapai Hills.
- Emergency response and evacuation routes are significantly improved.

Constraints include:

- 1/4-mile length of tall hillside excavation—east side.
- Requires tall hillside excavation—west side.
- Potential noise impacts due to proximity to Diamond Valley.
- Steep roadway exceeds 8 percent grade at points.
- Roadway design standard exceptions would be required.
- Intersects wildlife corridor.
- Alignment is visible from multiple viewpoints in Diamond Valley and Yavapai Hills.

Based on this analysis and through STAC consensus, Alternative 5 was recommended to be eliminated from further evaluation.

3.5.6 Build Alternative 6

Opportunities include:

- Provides opportunity to limit impact and maximize connectivity to proposed Regional Park trailheads.
- Switchback design limits roadway steepness on west side.
- Emergency response and evacuation routes are significantly improved.
- High stakeholder group ranking.

Constraints include:

- Indirect corridor alignment
- Less than 500-foot length of tall hillside excavation—east side.
- Requires tall hillside excavation—west side.
- Potential noise impacts due to proximity to existing properties.
- Roadway design standard exceptions required.
- Intersects wildlife corridor.
- Alignment is visible from multiple viewpoints in Yavapai Hills.
- Intersects with Klein Mesa site.

Based on this analysis and through STAC consensus, Alternative 6 was recommended to be eliminated from further evaluation.

3.5.7 Build Alternative 7

Opportunities include:

- Does not impact natural resources along east side of Study Area.
- Noise impacts are limited along east side of Study Area.
- Visual impacts are limited along east side of Study Area.
- High stakeholder group ranking.

Constraints include:

- Steep roadway exceeds 9 percent grade at points.
- Roadway design standard exceptions required.
- Intersects wildlife corridor.
- Full corridor connectivity is not provided.
- Requires tall hillside excavation—west side.
- Emergency response and evacuation routes to Diamond Valley are not improved.

Based on this analysis and through STAC consensus, Alternative 7 was recommended to be carried forward to Phase II.

Based on the Phase I Alternatives Analysis, Build Alternative 3, Build Alternative 7, and the No-Build Alternative were recommended to be carried forward to Phase II. Phase II Alternatives Evaluation is presented in Section 3.6.

3.6 Phase II Alternative Evaluation

Following the Phase I Alternatives Analysis, Build Alternatives 3 and 7 were further developed for evaluation along with the No-Build Alternative. Further development of Build Alternatives 3 and 7 included refinements on roadway typical section, intersection locations, and vertical and horizontal alignment design elements to attempt to minimize utility conflicts, property impacts, and earthwork (large cut and fill areas). See **Figures 26** and **27** for refined Build Alternatives 3 and 7 alignments, respectively.

Phase II Alternatives Evaluation was then conducted to compare and score the Phase II Alternatives (Build Alternative 3, Build Alternative 7, and No-Build) and make recommendations for next steps for the recommended Build and No-Build Alternatives.

Following the same evaluation methodology as the Phase I Alternatives Evaluation, each evaluation criteria was technically assessed and given a score of poor (1), fair (2), good (3), or very good (4). The Phase II alternative evaluation summary is provided in **Table 16**. A detailed alternative matrix with evaluation explanations is included in **Appendix C**. Phase II cost estimates are included in **Appendix D**.

Table 16: Phase II Alternative Analysis Summary

Criteria Categories	Evaluation Criteria	Weight	Phase II Alternative Analysis		
			Alternative 3	Alternative 7	No-Build Alternative
Natural Environment	Wildlife corridor impacts	8%	Poor	Fair	Very Good
	Natural species impact		Fair	Good	Very Good
Built Environment	Potential for noise impacts	10%	Poor	Good	Very Good
	Compatibility with parks plans		Good	Poor	Fair
	Potential for visual impacts		Poor	Fair	Very Good
	Potential for cultural resources impacts		Good	Good	Very Good
Traffic Impact	SR 69 impact	12%	Good	Poor	Poor
	Neighborhood cut-through traffic		Fair	Poor	Very Good
Community Accessibility	Intersection access to neighborhoods	8%	Very Good	Fair	Poor
	Connection distance requirements		Very Good	Fair	Poor
Emergency Access and Evacuation	Emergency services access / response time	11%	Very Good	Fair	Poor
	Fire evacuation routes		Very Good	Fair	Poor
Consistency with Completed Plans	RTPs	5%	Very Good	Fair	Poor
	Approved developer plans/plats/agreements		Good	Fair	Poor
Multimodal Mobility	Bicycle lanes, mixed use path, sidewalks	8%	Good	Fair	Poor
Vehicular Safety	Design speed	12%	Good	Good	Very Good
Engineering Design Constraints	Utility impacts	10%	Fair	Very Good	Very Good
	Drainage structure needs		Fair	Good	Very Good
	Earthwork		Poor	Fair	Very Good
	Roadway design standard potential exceptions		Fair	Fair	Very Good
Public, Stakeholder, and Agency Acceptance	Public feedback	10%	Poor	Poor	Very Good
	STAC agency representative feedback		Good	Fair	Good
Cost	Construction	6%	Poor	Fair	Very Good
	ROW		Poor	Fair	Very Good
Recommendation		100%	Fair	Poor	Good

Scoring Definitions

Negative impact/least benefit (poor)
Average impacts/average benefit (fair)
Positive impact/greater benefit (good)
Positive impact/greatest benefit (very good)

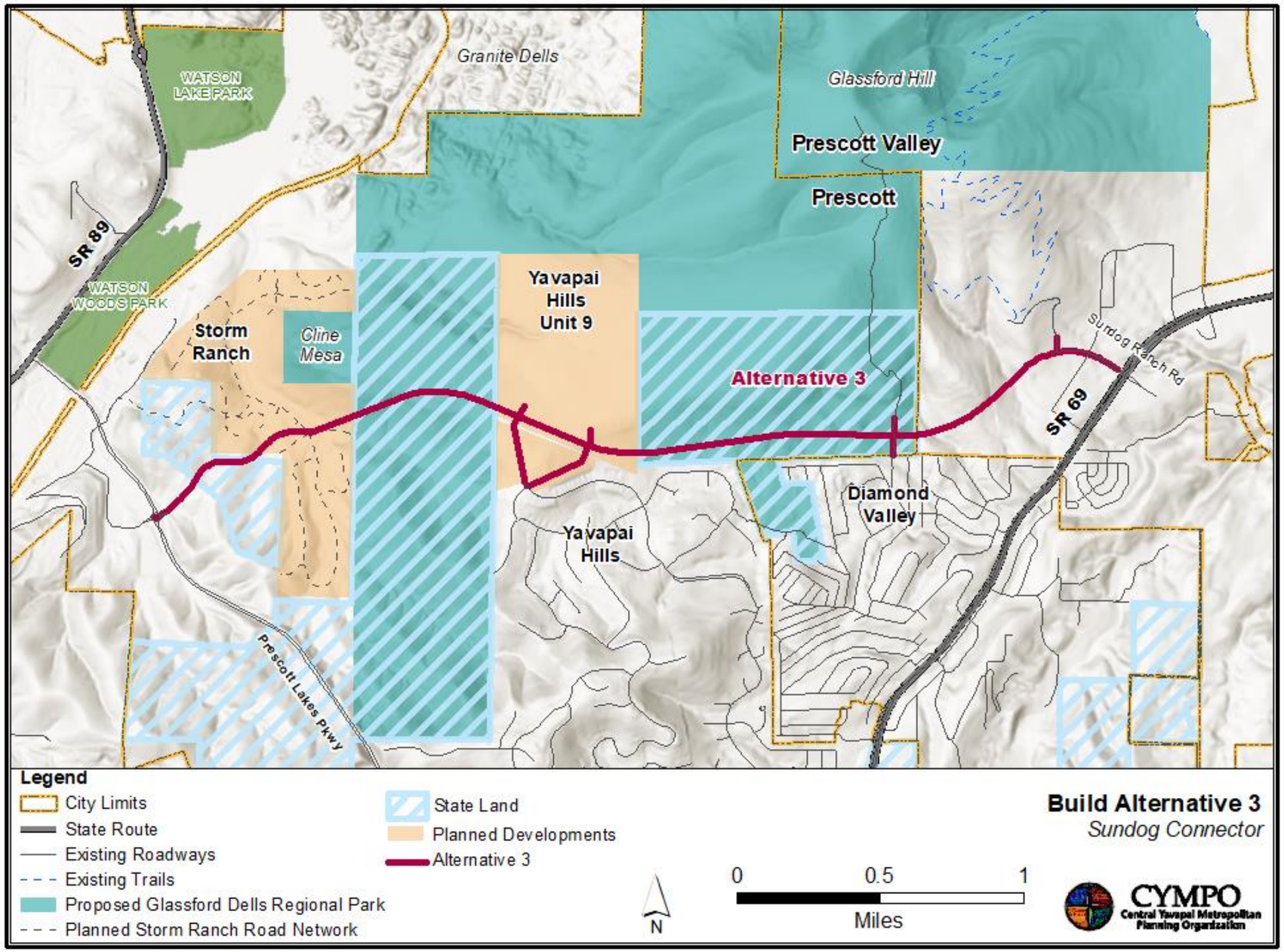


Figure 26: Refined Build Alternative 3 Conceptual Alignment

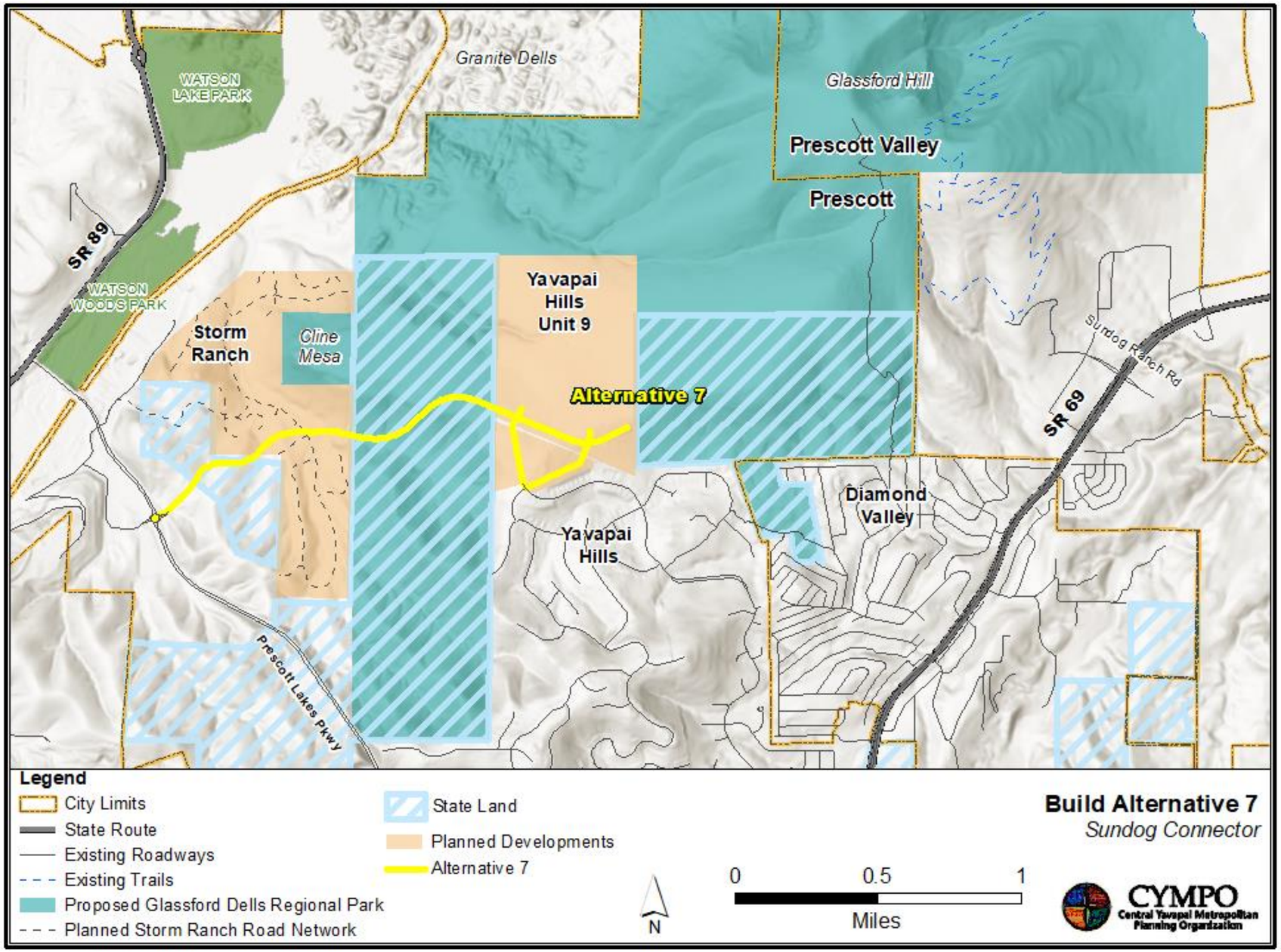


Figure 27: Refined Build Alternative 7 Conceptual Alignment

A description of the Phase II Alternatives Analysis as provided in **Table 16** is as follows.

3.6.1 Build Alternative 3

Opportunities include:

- Meets most of the future and existing identified regional needs.
- Provides the largest reduction in travel times and volumes along SR 69.
- Provides the most direct connection along the western side.
- Provides opportunity to limit impact and maximize connectivity to proposed Regional Park trailheads.
- Provides best connectivity to existing development.
- Emergency response and evacuation routes are significantly improved.
- High agency ranking.

Constraints include:

- Less than 500-foot length of tall hillside excavation—east side.
- Requires tall hillside excavation—west side.
- Steep roadway exceeds 9 percent grade at points.
- Potential noise impacts due to proximity to existing properties.
- Roadway design standard exceptions required.
- Intersects wildlife corridor.
- Alignment is visible from multiple viewpoints across Yavapai Hills.
- Possibility for cut-through traffic in neighborhood.
- Majority of public does not support the Build Alternative.
- Highest cost Build Alternative.

Based on this analysis and through STAC consensus, Alternative 3 was recommended to be the recommended Build Alternative.

3.6.2 Build Alternative 7

Opportunities include:

- Emergency response and evacuation routes are improved.
- Does not impact natural resources along east side of Study Area.
- Noise impacts are limited along east side of Study Area.
- Visual impacts are limited along east side of Study Area.
- Lowest cost Build Alternative.

Constraints include:

- Does not fully meet needs and objectives identified in the study.
- Does not address congestion on SR 69
- Steep roadway exceeds 9 percent grade at points.
- Roadway design standard exceptions required.
- Intersects wildlife corridor.
- Full corridor connectivity is not provided.
- Requires tall hillside excavation—west side.
- Emergency response and evacuation routes to Diamond Valley are not improved.
- High possibility for cut-through traffic in neighborhood.
- Majority of public does not support the Build Alternative.

Based on this analysis and through STAC consensus, Alternative 7 was recommended to be eliminated from further study or implementation.

3.6.3 No-Build Alternative

Opportunities include:

- Leaves natural land undisturbed.
- Maintains current noise and visual character.
- Maintains current wildlife corridor connections.
- Majority of public input includes support for No-Build Alternative.
- No added costs or ROW or utility needs.
- No possibility of cut-through traffic in neighborhood

Constraints include:

- Emergency response times exceed recommended standards.
- Does not improve evacuation access.
- Does not address congestion on SR 69.
- Existing neighborhoods limited to southern access points.
- Inconsistent with long-term community plans.

Based on this analysis and through STAC consensus, the No-Build Alternative was recommended to be carried forward for final recommendations along with the Build Alternative.

Based on the Phase II Alternatives Analysis, Alternative 3 was recommended to be the top Build Alternative to move forward to design if and when the corridor is deemed to be necessary. The recommended Build Alternative is presented in Section 4.

4. Build Alternative Design Features

This section describes the design controls and major design features for the Build Alternative if advanced to a future design development phase (Alternative 3). The section will focus on the design features from east of the intersection of Future Storm Ranch Parkway (Sundog Connector) and Mystic Ridge Parkway within the planned Storm Ranch community. West of this intersection it is assumed the design included in the Storm Ranch approved design plans would be implemented.

4.1 Design Controls

Through the development of the DCR, it was determined that the Sundog Connector should be developed based on design criteria for a Minor Arterial utilizing the City of Prescott General Engineering Standards (2016) and the American Association of State Highway and Transportation Officials Policy on Geometric Design of Highways and Streets (2018). A summary of the design controls is provided in **Table 17**.

Table 17: Design Controls

Description	Design Criteria
Roadway classification	Minor Arterial
Design year	2045
Design speed	45 mph
Posted speed	35 to 45 mph
Superelevation	Normal Crown (2% max [4% max with approval])
Cross slope	2%
Lane width	12 feet
Median	Yes (raised)
Curb and gutter	Yes
Sidewalk	Yes (6 feet minimum, 10 feet multi-use path)
Minimum horizontal curve without super elevation (normal crown [2%])	600 feet (9 degrees, 32 minutes, 57.468 seconds)
Maximum gradient	6% desired (+9% for limited distances)
Slope standards	
Fill	Varies, 2:1 maximum
Cut	Varies, 1.5:1 maximum (rock cut)
Drainage standards	
Culverts	100-year design storm not overtopping the roadway and preventing the erosion of the subgrade in areas of cut or fill
Street capacity	25-year design storm and maintaining a dry 12-foot lane in each direction
100-year storm	Contained in the ROW and less than 6 inches over the crown of the road
Minimum ROW	120 feet

See **Figure 28** for the Build Alternative typical section.

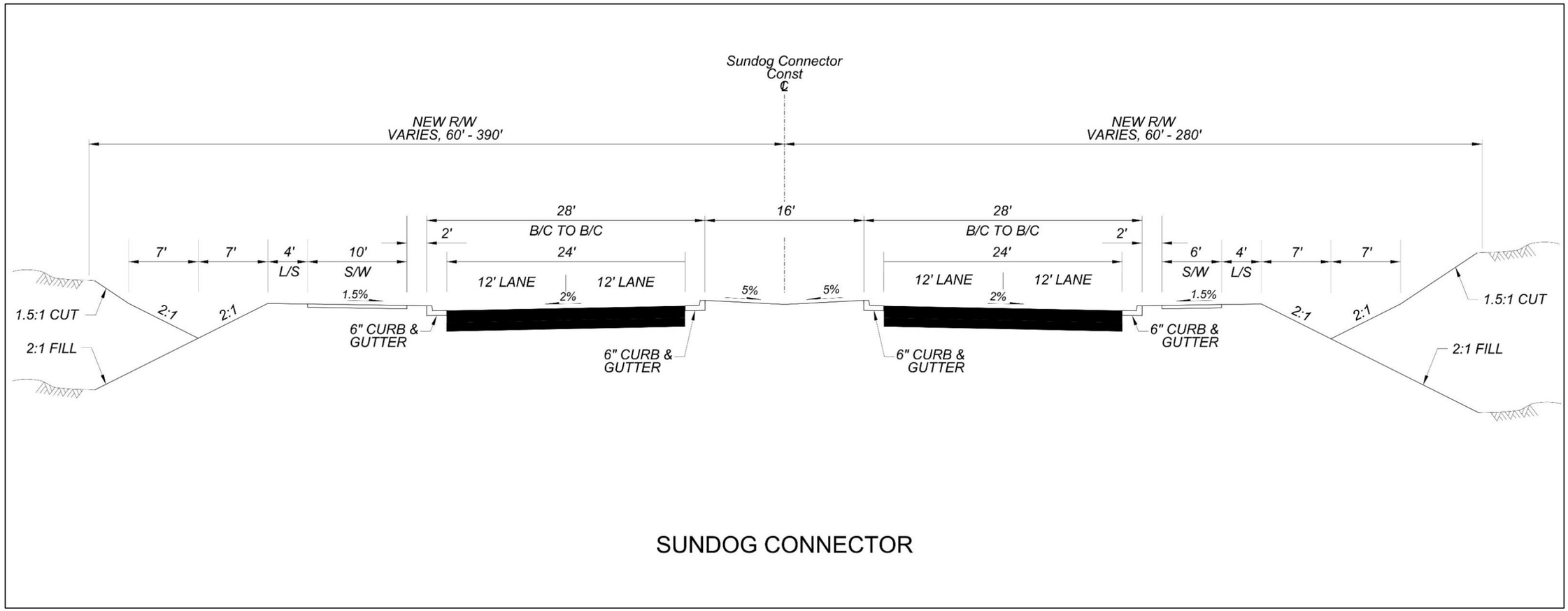


Figure 28: Preferred Alternative Typical Section

4.2 Roadway Configuration

The Build Alternative as selected from the alternative's evaluation process and through coordination with the STAC is Alternative 3. The Build Alternative provides a direct connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments. This alignment provides offset distances ranging from 100 to 400 feet from the edge of proposed cut/fill limits to the existing property lines/ROW of existing homes east of the Yavapai Hills Unit 9 plans (Yavapai Hills and Diamond Valley), but better matches existing topography to minimize earthwork cut and fill along the eastern portion of the alignment. This alignment would slightly modify the preliminary planned Yavapai Hills Unit 9 roadway alignment and Storm Ranch Parkway and Mystic Ridge Parkway intersection.

The Build Alternative is approximately 2.9 miles in total length. Two lanes would be provided in each direction of travel along the Sundog Connector which would include curb and gutter, raised median, and sidewalk or multi-use path (Note that the proposed 10-foot multi-use path as shown is the required minimum width per the City of Prescott General Engineering Standards; if desired a 12-foot multi-use path could be considered during final design). The western section of the alternative aligns with the approved Storm Ranch development plans, utilizing the approved roadway alignment layout through the majority of Storm Ranch. The Build Alternative provides a direct horizontal alignment between the Storm Ranch and Yavapai Hills Unit 9 development areas, resulting in steeper grades of 9.8 percent for approximately 3,220 feet on the western portion of the alignment. The alternative generally aligns with the planned Yavapai Hills Unit 9 roadway alignment connecting across the Unit 9 section. The eastern section of the Build Alternative horizontal alignment (east of Yavapai Hills Unit 9) stays south (south of existing mountainous terrain, north of existing Yavapai Hills/Diamond Valley developments) to better match existing topography and maximize the land connectivity directly north of the corridor alignment but does align closely to the existing Yavapai Hills/Diamond Valley developments (approximately 100- to 400-foot horizontal offset). The eastern section proposed vertical alignment provides maximum grades of 6 percent, which meets project design criteria. A new intersection access location has been provided at Coral Drive to provide access to Diamond Valley. This location functions today as an existing unpaved roadway north/south access location between Diamond Valley and Town of Prescott Valley utility facilities. Intersection access to the Sundog Connector would also be provided at the Yavapai Hills Unit 9 planned locations of Sunrise Boulevard and Dry Gulch Drive. Final intersection locations would need to be determined during final design. The Build Alternative would require approximately 3,567,500 cubic yards of roadway excavation (3,567,500 cubic yards cut, 831,500 cubic yards fill) and approximately 98 acres of new ROW.

See **Appendix E** for 15% Plans of the Build Alternative (Alternative 3).

4.3 Horizontal and Vertical Alignment

Plan and profile sheets for the Build Alternative are provided in **Appendix E**. The plans include the horizontal and vertical alignments for the Sundog Connector and intersection connection locations for access into Yavapai Hills and Diamond Valley.

4.4 Structures

No retaining structures were assumed for the Build Alternative for the DCR. Full earthwork cut and fill limits were established utilizing 1.5:1 maximum cut slopes and 2:1 maximum fill slopes. A detailed wall evaluation and wall selection report is recommended to be performed during final design if the corridor moves forward. The evaluation criteria should include but not be limited to ROW constraints, construction access availability, geotechnical considerations, and estimated construction costs.

4.5 Drainage

4.5.1 Proposed Off-site Drainage Features

Proposed off-site drainage improvements are designed per the City of Prescott, Town of Prescott Valley, and Yavapai County requirements. Culverts were analyzed using data from the Diamond Valley Area Drainage Master Plan. Proposed culverts were designed to maintain as natural a flow path as possible while preventing off-site flows from impacting the roadway and adjacent developments.

Proposed culvert sizes have been designed to provide an adequate capacity to convey 100-year flows under the road without overtopping. The model results for the Preferred Alternative (Alternative 3) are provided in the Drainage Report (**Appendix F**). The culvert capacity assumed a headwater elevation of 1 foot below the subgrade elevation. The 100-year peak flows and culvert capacities are provided in **Table 18**. The proposed channel improvements have a 100-year capacity with a minimum of 1 foot of freeboard. The box culvert height of 6 feet is for maintenance and potential wildlife crossing opportunities (off-site box culvert sizes are to be refined during final design). Headwalls and erosion protection will be provided at the upstream and downstream ends of the culverts. The culverts will also accommodate on-site storm drains and roadside ditches that tie into the culverts themselves or headwalls as necessary. There are 11 off-site culverts being proposed as part of the Build Alternative. **Table 18** summarizes each of the proposed culverts along the corridor for the Build Alternative.

Table 18: Off-site Culvert Summary

Watershed	Sundog Connector Station	Culvert Size	Culvert Length (feet)	100-year Flow (cubic feet per second [cfs])	Hydrology Source	Proposed Improvements
WS1	237+50	3 – 10-foot x 6-foot box culverts	370	1245	Diamond Valley Area Drainage Master Plan (ADMP)	On-site storm drain and roadside ditch
WS2	221+00	2 – 10-foot x 6-foot box culverts	180	702	Diamond Valley ADMP	On-site storm drain and roadside ditch
WS3	216+75	2 – 24-inch reinforced concrete pipe (RCPs)	120	33	Diamond Valley ADMP	On-site storm drain and roadside ditch
WS4	209+50	3 – 36-inch RCPs	200	145	Diamond Valley ADMP	On-site storm drain and roadside ditch

Watershed	Sundog Connector Station	Culvert Size	Culvert Length (feet)	100-year Flow (cubic feet per second [cfs])	Hydrology Source	Proposed Improvements
WS5	202+75	1 – 10-foot x 6-foot box culverts	150	388	Diamond Valley ADMP	On-site roadside ditch
WS6	196+00	3 – 30-inch RCPs	250	84	Diamond Valley ADMP	On-site roadside ditch
WS7	185+25	3 – 30-inch RCPs	180	92	Diamond Valley ADMP	On-site roadside ditch
WS8	177+50	4 – 42-inch RCPs	250	242	Diamond Valley ADMP	On-site roadside ditch
WS9	168+00	4 – 36-inch RCPs	300	184	Diamond Valley ADMP	On-site storm drain and roadside ditch
WS10	140+00	1 – 42-inch RCP	120	75	Diamond Valley ADMP	A spreader ditch, 100 feet long by 20 feet wide, will extend east of the culvert outfall. The ditch will help reduce the outflow velocity and spread the flow out to match existing conditions as it flows northwest down the hillside.
WS11	102+50	2 – 10-foot x 6-foot box culverts	170	918	USGS StreamStats	On-site storm drain and roadside ditch

4.5.2 Proposed On-site Drainage Features

Proposed on-site drainage features of the Build Alternative adhere to the City of Prescott design standards. Sundog Connector is classified as an arterial roadway that will require the 25-year flow between the curbs and to maintain a 12-foot dry lane in each direction. The maximum spread based on the proposed roadway configuration is 15 feet to maintain a 12-foot dry lane. The 100-year flow must remain in the ROW with a maximum depth of 6 inches over the crown of the street. There will be a maximum stormwater conveyance of approximately 100 cfs in the roadway ROW (minimum Time of Concentration of 5 minutes). The proposed storm drain is recommended to be rubber gasket RCP with a minimum of Class IV and a minimum service life of 50 years per City of Prescott design standards. The bedding and backfill of trenches will follow the Quad City Standard Detail 200Q-1.

The proposed drainage inlets for the Build Alternative consist of a mix of curb opening catch basins with storm drain and scuppers that outfall into roadside ditches to reduce spread on the roadway. Several ditches are proposed along the corridor through areas of cut to capture the back of curb flows to prevent them from inundating the roadway. The ditches will also contain the on-site runoff from the areas of cut and route it to proposed culverts. These ditches will also accept water from scuppers draining off the road to meet the spread requirements. Storm drain outfalls will either be tied into the downstream culvert's headwalls or discharged into a ditch with riprap provided to dissipate the energy in the outfall area. For the scupper locations, a concrete spillway will discharge into the ditch and a riprap apron will be provided to dissipate the velocities.

Two on-site culverts will be required. One culvert is located at Sundog Connector 252+75 and will cross under Sundog Connector, running south to north. The intent of this culvert is to allow flow from the southern roadside ditch to cross into the northern roadside ditch. The second culvert, located at Sundog Connector 247+50, will cross under Granite View Drive parallel to Sundog Connector. The intent of this culvert is to prevent overtopping and erosion of Granite View Drive from flow in the northern roadside ditch. The size of these culverts will be determined in final design if the corridor moves forward. Summaries of the on-site culverts with estimated sizes for the Build Alternative are provide in **Table 19**.

Table 19: On-site Culvert Summary

Sundog Connector Station	Culvert Size	Culvert Length (feet)	100-year Flow (cfs)	Proposed Improvements
247+50	1 – 18-inch RCP	100	15	Place the culvert crossing and erosion protection under existing Granite View Drive parallel to the ditch.
252+75	1 – 18-inch RCP	44	6	Located under Sundog Connector. On-site roadside ditch tying into the headwall.

On-site roadway storm drain hydraulics will be prepared in final design if the project moves forward. The proposed roadway spread computations and flows per inlet along the corridor for the Build Alternative (Alternative 3) are provided in the Drainage Report (**Appendix F**). Inlet locations are provided in the 15% Plans (**Appendix E**).

4.6 Right-of Way

Approximately 98 acres of new ROW would be required for the Build Alternative. At this time, there are no current plans for formal right-of-way acquisition as a result of this study.

4.7 Earthwork

The earthwork required for the project would include approximately 3,567,500 cubic yards of excavation and 831,500 cubic yards of embankment. Based on the anticipated construction sequencing, a portion of the excavation could be used in the embankment. The project would result in approximately 2,736,000 cubic yards of waste material.

4.8 Jurisdictional And Maintenance Limits

The City of Prescott, Town of Prescott Valley, and Yavapai County would need to execute a Joint Project Agreement during final design that will outline specific maintenance responsibilities.

4.9 Access Control Points

A new intersection access location has been provided at Coral Drive to provide access to Diamond Valley. This location functions today as an existing unpaved roadway north/south access location between Diamond Valley and Town of Prescott Valley utility facilities. Intersection access to the Sundog Connector would also be provided at the Yavapai Hills Unit 9 planned locations of Sunrise Boulevard and Dry Gulch Drive. Final intersection locations will need to be confirmed during final design if the project moves forward.

4.10 Landscaping and Aesthetics

The landscaping and aesthetic concept would be developed in coordination with the City of Prescott and Town of Prescott Valley. Coordination with city and town staff have indicated that proposed landscaping would be minimal (natural environment, rock, riprap).

4.11 Bicycle and Pedestrian Infrastructure

The Build Alternative includes a 6-foot sidewalk on the south side of the Sundog Connector and a 10-foot multi-use path on the northside of the Sundog Connector to accommodate pedestrian and bicycle use. Note that the proposed 10-foot multi-use path is the required minimum width per the City of Prescott General Engineering Standards and, if desired, a 12-foot multi-use path could be considered during final design. Pedestrian crossings would be provided at intersections only.

4.12 Traffic Design

4.12.1 Signing and Pavement Marking

Sign locations would be determined during the development of the final design and must consider the existing and new locations of utilities, drainage structures and features, lighting standards, and other appurtenances. The retroreflective sheeting on the signs would be Type IX or Type XI.

The pavement marking concept shown on the plan sheets in **Appendix E** was developed to incorporate the new lane configurations for the Build Alternative.

4.12.2 Traffic Signals

No new traffic signals would be anticipated at a part of the implementation of the Build Alternative.

4.12.3 Lighting

Street lighting should be evaluated during final design if the project moves forward. Coordination with city and town staff have indicated that proposed lighting would be implemented at the proposed intersection locations, and it is recommended that low-level lighting such as the intersection design of Pioneer Parkway and Commerce Drive be considered for implementation at these locations along the corridor.

The City of Prescott or the Town of Prescott Valley would operate and maintain the street lighting along the corridor depending on the location. During final design, the appropriate design and construction standards will be utilized based on the responsible jurisdiction.

4.13 Construction Phasing and Traffic Control

Traffic will be managed by detailed traffic control plans and by procedures and guidelines specified in Part VI of the current version of the Manual on Uniform Traffic Control Devices. The final construction phasing and traffic control plans will be developed during final design.

All grading, drainage, embankment construction, retaining wall construction, and other major project features shall be protected by temporary traffic control devices.

Access to existing properties will be maintained at all times. Coordination will be required with the City of Prescott, Town of Prescott Valley, and ADOT to determine the project phasing restrictions that will be used.

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.

4.14 Utilities

During final design, each city, town, county, and utility agency will receive and review the preliminary design plans for this project. Utility conflicts will be identified and resolved with the assistance and cooperation from the affected agencies. Construction plans for the relocations or adjustments of the utilities will be developed by the responsible party.

In the planning and scheduling of high-voltage power line relocations, it is important to allow sufficient schedule lead time for the fabrication and delivery of the new poles. Power line relocations that would require transmission line de-energizing and re-energizing may be restricted to months of the year when power consumption is lower.

Preliminary analysis of utility conflicts and required relocations are as follows:

- APS—Relocation of 8 existing overhead power poles and approximately 3,000 feet of overhead power line

Coordination will be required with all utility companies (power, water, sewer, gas, private well sites) that have facilities in the project limits during final design to determine potential conflicts, relocation needs, prior rights,

utility agreements, and costs. Utility companies will be provided submittals for review at each submittal stage. Additional coordination is required with Bureau of Reclamation for facilities located on State Trust land.

4.15 Geotechnical and Pavement Design

A preliminary geotechnical assessment utilizing existing available documents regarding subsurface conditions was conducted for review of the existing ground conditions in support of estimation for pavement and geotechnical needs. Full geotechnical analysis, field investigation, and testing was not completed as part of this DCR and is required during final design. The existing topography, combined with the proposed vertical profile, results in areas of large, required excavation cuts (greater than 100 feet in depth). In addition, the soils in the area are known to be rock material that is anticipated to be challenging to excavate. Due to the anticipated magnitude and difficulty of the excavation, it is recommended that the earthwork portion for the ultimate roadway-typical section be completed in a single phase.

For estimating purposes, the assumed pavement section for the Sundog Connector is as follows:

- 6-inch asphalt concrete pavement + 10-inch aggregate base course (over 8 inches compacted subgrade) = 16 inches total pavement thickness

4.16 Environmental Considerations

Environmental work completed for this study to date has been limited to a preliminary inventory of existing conditions, identification of potential constraints, and identification of future environmental impact assessment and permitting requirements. Future environmental study recommendations consist of field surveys and a detailed impact assessment and may require further coordination with resource and regulatory agencies. As environmental conditions and regulatory requirements may change over time, the Sundog Connector DCR and EO recommendations should be revisited if the Sundog Connector was to advance further in the project development process.

Two key environmental concerns identified during this study are potential noise impacts and wildlife connectivity impacts. Further study to predict future noise levels and evaluate noise mitigation is recommended and would be required if the project receives federal-aid funding in future project development phases, such as design and/or construction. Dependent on funding source and project administration, a noise study would likely need to be conducted in accordance with the requirements of 23 CFR 772 and the current ADOT NAR. One of the first steps in the noise analysis process is to collect measurements of the existing noise environment and model future predicted noise levels based on traffic volumes and roadway geometry. If predicted noise levels exceed current Noise Abatement Criteria for that land use, noise mitigation would need to be considered.

The introduction of a new traffic noise source (the Sundog Connector) would result in a perceptible change in noise levels in the existing, relatively quiet rural noise conditions, and the project is likely to result in noise impacts when a quantitative modeling evaluation is performed. A number of noise mitigation strategies to reduce noise levels could be considered:

- Acquisition of additional ROW to provide a buffer zone;
- A change in horizontal or vertical alignment;
- Noise insulation, which is typically considered for public use or nonprofit institutional structures where exterior noise abatement is not feasible or reasonable;
- Traffic management measures such as control devices or traffic/vehicle restrictions; and
- Noise barriers, including walls, berms, or a combination of the two.

When feasible, an abatement measure that breaks the line-of-sight between the traffic (primarily the pavement and tires) and the receivers achieves the maximum noise abatement. Vegetation screening and quiet pavement could also be considered, but these generally cannot be used as an abatement measure on a federally funded or approved project.

The proposed Sundog Connector Study Area lies within a high-priority wildlife linkage zone. The ongoing commercial, industrial, and residential development in the area poses a threat to wildlife connectivity and a barrier to their movement. Prior studies on this topic and specific to this area have all recommended additional planning measures be undertaken to address the threats to wildlife movement.

Stakeholders and members of the public have expressed concern for impacts to wildlife movement in this area as well as a desire to see fewer WVCs on local roadways. Coordination with CYMPO's Ecosystem Connectivity and Mitigation Advisory Committee (EMAC) was initiated during this study, and further technical study and collaboration is needed to fully understand potential project impacts and explore mitigation strategies. Typically, specific design recommendations regarding wildlife connectivity take a data-driven approach such as placing cameras along drainages to figure out where the key movement areas are located. The segment of SR 69 in the Study Area is a hot spot for WVCs and input from the Arizona Game and Fish Department (AZGFD) during an EMAC meeting convened for this project recommended looking at culvert locations on SR 69 where wildlife is known to cross and exploring ways to maintain the connectivity along those drainages. Further collaboration with the agencies represented on EMAC (AZGFD, ADOT, U.S. Forest Service, and Prescott National Forest) should consist of identification of data needs, design of a research program, and development of specific recommendations based on data collected. Such studies often require several seasons of data over the course of two or more years. Coordination to identify funding and design the research should be initiated well in advance of project development.

At this time, it is not known whether an overpass or underpass would be the recommended mitigation. Mule deer are typically very hesitant to use smaller underpasses, and it is possible an overpass would be the most appropriate mitigation for this species. Smaller species known to occur in this area (javelina, bobcat, skunk, racoon, and mountain lion) are more likely to use an underpass. In the absence of further field-driven data, all drainage culverts along the corridor should be sized to facilitate the wildlife movement. Size and location recommendations should be developed in collaboration with the referenced agencies. General dimension recommendations for a modified culvert crossing accommodating medium- and small-sized mammals call for a minimum width of 3 feet and minimum height (vertical clearance) of 4 feet. The effectiveness of mitigation strategies is strongly related to their placement in the landscape; drainage culverts are typically placed based on stormwater discharge estimates and are usually undersized for wildlife passage. Fencing is also an important design element to funnel wildlife movement to these crossing points. For mule deer, tall fencing with no breaks is typically recommended.

4.17 Ongoing Studies

In early 2023, CYMPO initiated the *SR 69 Urbanized Corridor Master Plan* study. CYMPO, local communities, Yavapai County, and ADOT are working together to develop a planning strategy to improve mobility and safety along SR 69 from the Town of Dewey-Humboldt town limits to SR 89 in the City of Prescott. The SR 69 Corridor Master Plan will evaluate potential transportation improvements to address capacity needs as regional traffic growth continues along SR 69 as the key east-west connection in Central Yavapai County. The *SR 69 Urbanized Corridor Master Plan* study will help guide public and private sector decisions in future

corridor development by setting specific improvement approaches and themes. The *Sundog Connector DCR and EO* and *SR 69 Urbanized Corridor Master Plan* study teams have coordinated components of the assessment to consider implications of a Build or No-Build Alternative selection and further implications to the broader SR 69 corridor.

5. Public Involvement and Stakeholder Engagement

Public and stakeholder engagement is a critical aspect of the Sundog Connector DCR. At the inception of the DCR, multiple outreach opportunities were established, including the formation of a project stakeholder committee and identification of multiple types of public engagement throughout the project lifespan. Public involvement and stakeholder engagement were conducted in three phases: brainstorming, fine-tuning, and presenting.

The initial brainstorming phases focused on gathering ideas and insights through stakeholder workshops and the initial public outreach meeting. The initial Stakeholder Workshop #1 and Public Meeting #1 captured input that helped shape the project's direction, goals, and purpose and need.

During the fine-tuning engagement phase Stakeholder Meeting #2, Public Meeting #2, and digital engagement gathered additional feedback on the evaluation criteria and initial alternative concepts. The feedback received from this phase of outreach was directly used to refine alternatives, and incorporating stakeholder and public feedback scoring into the evaluation process.

The final outreach phase consisted of presenting and reporting the analysis and evaluation results, technical recommendations, and potential next steps to the CYMPO Executive Board in an open public meeting format. This transparent approach ensures that the community is informed about the project's progress, the recommended alternatives, and resulting decisions from the executive board.

Throughout the project lifespan, a Sundog Connector project webpage has been maintained on the CYMPO website as a central hub for notifications, materials, and digital engagement and an opportunity for open public comment.

Table 20 displays key outreach milestones throughout the project.

Table 20: Public Outreach Milestones

Month and Year	Activity	Details
Brainstorming		
June 2022	Complete Public Engagement Plan (PIP) and establish webpage	Draft to the CYMPO on 6/9
June 2022	Stakeholder Committee Workshop #1	Project introduction; draft purpose and need, goals and objectives; early identification of opportunities and constraints
August 2022	Notify of public meeting #1	Update website, leverage stakeholder meeting contact lists, social media, postcard, email outreach
September 2022	Public meeting #1	Project introduction; final purpose and need, goals and objectives; discussion of opportunities and constraints
October 2022	Update website	Post summary materials from outreach
Fine-tuning		
May 2023	Stakeholder Committee Workshop #2	How we used feedback from Stakeholder Committee Workshop #1 and Public Meeting #1; conceptual Build Alternative(S) alignment and cross-sections
August 2023	EMAC committee presentation	Draw from stakeholder workshop and public meeting materials; create new slide(s) as required to discuss specific questions or concerns
August 2023	Digital survey	Developed engagement survey on website to gather initial public feedback on potential corridor alternative amenities
August 2023	Notify of public meeting #2	Update website; leverage stakeholder meeting contact lists, social media, postcard, email outreach
September 2023	Public Meeting #2	How we used feedback from Stakeholder Committee Workshops #1 and #2 and Public Meeting #1; Build Alternative(s) alignment and cross-sections; present evaluation process to determine and finalize a preferred alternative
December 2023	Update website	Post summary materials from outreach
Presenting		
January 2024	Draft DCR public review period	The Draft Sundog Connector DCR will be available for public review
Spring 2024	CYMPO executive board	TBD

5.1 Stakeholder Committee Workshops

Two stakeholder committee workshops were held in advance of the respective public outreach events. The project stakeholder committee was developed in coordination with CYMPO and its member agencies, including balanced agency, public, and community group representation to integrate parallel with the public engagement process. The stakeholder list includes:

- ADOT Northwest District Engineer's Office
- ADOT Utility Coordinators
- APS
- Arizona State Land
- Central Arizona Fire and Medical Authority —Prescott Valley
- Citizens Water Advocacy Group
- City of Prescott Chambers of Commerce
- City of Prescott Community Development/Planning Staff/Parks and Recreation staff/administrators
- City of Prescott Fire Chief
- City of Prescott Police Department
- Gisi Development
- Granite Dells Preservation Foundation
- Prescott Audubon Society
- Prescott Pedestrian/Bike Technical Advisory Committee
- Prescott Saddle Club
- Prescott Valley Citizens Alliance
- Save the Dells
- Sierra Club
- Sundog Disconnect Group
- STAC—consisting of our technical advisory committee, plus planning, public works, and other area staff
- Town of Prescott Valley Chamber of Commerce
- Town of Prescott Valley Community Development/Planning Staff/Parks and Recreation staff/administrators
- Town of Prescott Valley Police Department
- Yavapai Hills Homeowners Association
- Yavapai Trails Association

In addition to participating in stakeholder workshops, members of the stakeholder list were asked to leverage their organizational reach by publishing public meeting notifications/invitations on their own websites, email(s), and social media.

The first stakeholder committee workshop was held in person to foster interaction between stakeholders and with the project team. The workshop was held early in the project development process, as identified stakeholders hold critical information to inform the scope of the project as well as to identify and confirm project goals, opportunities, and constraints. This feedback will support finalization of the project's purpose and need and goals and objectives and the development of alternatives that address expressed opportunities and constraints. The second stakeholder committee workshop was held on completion of initial alignment development for conceptual Build Alternatives identified as part of the DCR. The workshop focused on presenting and receiving feedback on the evaluation criteria categories and individual scoring criteria preliminarily identified, ranking evaluation criteria weighting, and gathering initial feedback of initial corridor alternative alignment options. The full outreach summary reports for both stakeholder committee workshops are included in **Appendix G**.

5.2 Public Outreach Meetings

Two open-invite public open house meetings were held for the Sundog Connector DCR and EO study. The open house featured a series of exhibits and materials arranged around the room to be viewed in a come and go format. This approach allowed for maximum flexibility for attendees and the ability for the public to dive into the aspects of the project that most interest them through conversations with project team members.

The first public meeting informed the public about the project by communicating the project's long history and the current effort's purpose and need and goals and objectives. Open House #1 collected eighteen completed comment forms, thirteen (72%) were generally opposed to the Sundog Connector, two (11%) were supportive, and three (17%) were neutral. The second public meeting presented the initial alternatives developed and the analysis that was conducted to develop and score the alternatives. Open House #2 collected 60 completed comment forms, 52 comments (87% of written comments) were opposed to a Sundog Connector build alternative; eight comments (13% of written comments) were supportive of a Sundog Connector build alternative. The full outreach summary reports for both Public Outreach events, including responses to engagement activities are included in **Appendix H**.

5.3 Additional Public Outreach

In addition to public outreach meetings, the CYMPO Sundog Connector DCR and EO project website provided a continuous opportunity for additional public feedback throughout the project timeline. There was a total of 178 comments received through the project website, emails, and in-person events from 138 different individuals, summarized in **Table 21**. Of these comments, 116 comments clearly expressed an opinion on the project, while 22 comments were neutral comments, questions, or statements. 46 percent of unique commenters expressed concerns over any Build Alternative or expressed their support of the No-Build Alternative. Whereas 38 percent of unique commenters expressed support for a Build Alternative. The remaining 16 percent of unique commenters stated neutral comments.

Additionally, 34 questions and comments were made during other regularly occurring CYMPO meetings unrelated to the Sundog Connector DCR & EO project.

Table 21: General Public Comment Summary

Individual Comments Received	Unique Commenters						
	Total	Support for a Build Alternative		Opposed to a Build Alternative		Neutral	
	#	#	%	#	%	#	%
178	138	53	38%	63	46%	22	16%

The full log of public feedback received from the project website is included in **Appendix I**. Draft DCR and EO Public Review Period comments are included in **Appendix K**.

6. Cost Estimate

6.1 Order-of-Magnitude Project Cost Estimate

The order-of-magnitude estimate of project cost for the full Build Alternative if moved forward is shown in Table 22. The Build Alternative (Alternative 3) cost estimate is included in Appendix D (along with potential project segmentation costs and Alternative 7).

The estimated unit costs are based on unit prices obtained from recent project bid results. The following is a list of assumptions that are reflected in the cost estimate:

- The estimated unit costs for new ROW are assumed at $10,000 per acre for ASLD State Trust Land and $84,000 per acre for private land.
- Indirect Cost Allocation of 10.7 percent.
- Percentages for maintenance and protection of traffic, dust and water palliative, quality control, construction survey, erosion control, mobilization, construction engineering, construction contingencies, engineering design, and utility relocations are as shown in the estimate.
- Environmental mitigation costs are not included in this cost estimate (included in the 25 percent Unidentified Items cost).
- Unidentified items are estimated at 25 percent.

Table 22: Order-of-Magnitude Estimate for the Preferred Alternative

Item	Description	Unit	Quantity	Unit Price ($)	Amount ($)
20300XX	ROADWAY EXCAVATION	CU.YD	3,567,497	12.00	42,809,964
20300XX	ROADWAY EMBANKMENT (BORROW)	CU.YD	7,822	15.00	117,300
40900XX	ASPHALTIC CONCRETE	SQ.YD.	83,077	65.00	5,400,005
50000XX	MAG STD DET 524, I-1 10' CURB INLETS	EACH	4	10,000.00	40,000
50000XX	MAG STD DET 524, I-1 17' CURB INLETS	EACH	28	10,000.00	280,000
50000XX	MAG STD DET 524, I-2 17' CURB INLETS	EACH	6	15,000.00	90,000
50000XX	MAG STD DET 206, 2-CELL SCUPPERS	EACH	32	9,000.00	288,000
50000XX	HEADWALLS	EACH	28	15,000.00	420,000
50000XX	24" STORM DRAIN PIPE	L.FT.	2,150	200.00	430,000
50000XX	18" RCP CULVERT	L.FT.	150	175.00	26,250
50000XX	24" RCP CULVERT	L.FT.	240	200.00	48,000
50000XX	30" RCP CULVERT	L.FT.	1,290	215.00	277,350
50000XX	36" RCP CULVERT	L.FT.	1,800	230.00	414,000
50000XX	42" RCP CULVERT	L.FT.	1,120	250.00	280,000
50000XX	RCBC 10' x 6' (1 BOX)	L.FT.	150	1,600.00	240,000
50000XX	RCBC 10' x 6' (2 BOXES)	L.FT.	350	2,850.00	997,500
50000XX	RCBC 10' x 6' (3 BOXES)	L.FT.	370	4,050.00	1,498,500
60600XX	SIGNING	L.SUM	1	205,000.00	205,000
73000XX	LIGHTING	L.SUM	1	580,000.00	580,000
70400XX	PAVEMENT MARKINGS (STRIPE)	L.FT.	30,399	0.35	10,640
70600XX	PAVEMENT MARKERS	EACH	760	5.00	3,800
90800XX	CONCRETE CURB AND GUTTER	L.FT.	61,068	25.00	1,526,700
90800XX	CONCRETE SIDEWALK	SQ.FT.	244,784	10.00	2,447,840
				ITEM TOTAL	**58,430,879**
	PROJECT-WIDE				
	MAINTENANCE AND PROTECTION OF TRAFFIC (0.5%)	COST		293,000.00	293,000
	DUST AND WATER PALLIATIVE (1%)	COST		585,000.00	585,000
	QUALITY CONTROL (1.5%)	COST		877,000.00	877,000
	CONSTRUCTION SURVEYING (1.5%)	COST		877,000.00	877,000
	EROSION CONTROL (1%)	COST		585,000.00	585,000
	MOBILIZATION	COST		6,850,000.00	6,850,000
				PROJECT-WIDE SUBTOTAL	10,067,000

Item	Description	Unit	Quantity	Unit Price ($)	Amount ($)
	UNIDENTIFIED ITEMS (25% OF ITEM TOTAL AND PROJECT-WIDE SUBTOTAL)	COST		17,125,000.00	17,125,000
				PROJECT-WIDE TOTAL	**27,192,000**
	OTHER COST				
	CONSTRUCTION ENGINEERING (12%)	COST		10,275,000.00	10,275,000
	CONSTRUCTION CONTINGENCIES (5%)	COST		4,282,000.00	4,282,000
	ENVIRONMENTAL MITIGATION (UNKNOWN AT THIS TIME – INCLUDED IN 25% UNIDENTIFIED ITEMS)	COST		-	-
	ENGINEERING DESIGN (INCLUDES SURVEYING AND GEOTECHNICAL) (3% OF ALL ITEMS)	COST		2,569,000.00	2,569,000
	ROW (97.52 ACRES NEW ROW)	COST		3,513,000.00	3,513,000
	UTILITIES (MISCELLANEOUS RELOCATION) (2%)	COST		1,713,000.00	1,713,000
				OTHER COST TOTAL	**22,352,000**
				ITEM TOTAL	58,430,879
				PROJECT-WIDE	27,192,000
				OTHER COST TOTAL	22,352,000
				SUBTOTAL PROJECT COST	107,974,879
				INDIRECT COST ALLOCATION (10.70%)	11,553,000
				TOTAL	119,527,879
				TOTAL (ROUNDUP $100,000)	**119,500,000**
				* STORM RANCH SEGMENT ASSUMED COST	32,000,000
				TOTAL PROJECT COST	**151,500,000**

**Note: Storm Ranch cost is assumed to be completed as part of the Storm Ranch development plans. Segmented project costs include right-of-way and all other project costs.*

Proposed Sundog Connector Implementation Segmentation has been identified and shown in **Figure 29** corresponding to potential project implementation phasing. Costs for the Build Alternative by segment are shown in **Tables 23** and **24**.

- Segments 1, 2, and 3 represent the western portion of the Sundog Connector connecting through both the Storm Ranch and Yavapai Hills Unit 9 development areas.
- Segment 1 is the Sundog Connector section included within the Storm Ranch development plans and would be the responsibility of the developer to construct along the proposed alignment.
- Segment 2 is the section connecting Storm Ranch and Yavapai Hills Unit 9 development areas located within City of Prescott. Additional considerations for the Segment 2 proposed horizontal and vertical alignments can be made during final design in order to attempt to lower project costs.
- The Segment 2 Build Alternative has been selected in order to provide the most direct route from the Storm Ranch east end to the Yavapai Hills Unit 9 west end begin point. This results in larger roadway excavation quantities and costs when compared to the Segment 2 Build Alternative 7.
- Segment 2 Build Alternative 7 would however result in more visual impacts with a larger portion built above existing ground on fill.
- Segment 3 is the Sundog Connector section included within Yavapai Hills Unit 9.

Any future implementation of Segments 1, 2, and 3 would be developed in conjunction with City of Prescott and respective developers as applicable.

Table 23: Segmented Project Cost Estimate (Segments 1 – 3)

Segment	Limits	Construction Cost
Segment 1 – Storm Ranch Segment	Prescott Lakes Parkway to east end of Storm Ranch Development	$32,000,000*
Segment 2	Storm Ranch (east end) to Yavapai Hills Unit 9 (west end begin)	$67,800,000
Segment 3	Yavapai Hills Unit 9 limits	$8,300,000

**Note: Segment 1 cost is assumed to be completed as part of the Storm Ranch development plans.*

Segments 4 and 5 represent the eastern portion of the Sundog Connector, completing the full connection of Sundog Connector. Any future implementation of Segments 4 and 5 would be developed in conjunction with City of Prescott and Town of Prescott Valley.

Table 24: Segmented Project Cost Estimate (Segments 4 & 5)

Segment	Limits	Construction Cost
Segment 4	Yavapai Hills Unit 9 (east end) to City of Prescott Boundary	$20,800,000
Segment 5	Town of Prescott Valley Boundary to SR69	$22,600,000

Cost estimations included in the Sundog Connector DCR & EO are based on available current year (Fiscal Year 2024) unit price and assumptions. Estimations are subject to change over time based on construction cost trends. Any future project development phases will require cost estimation re-evaluation.

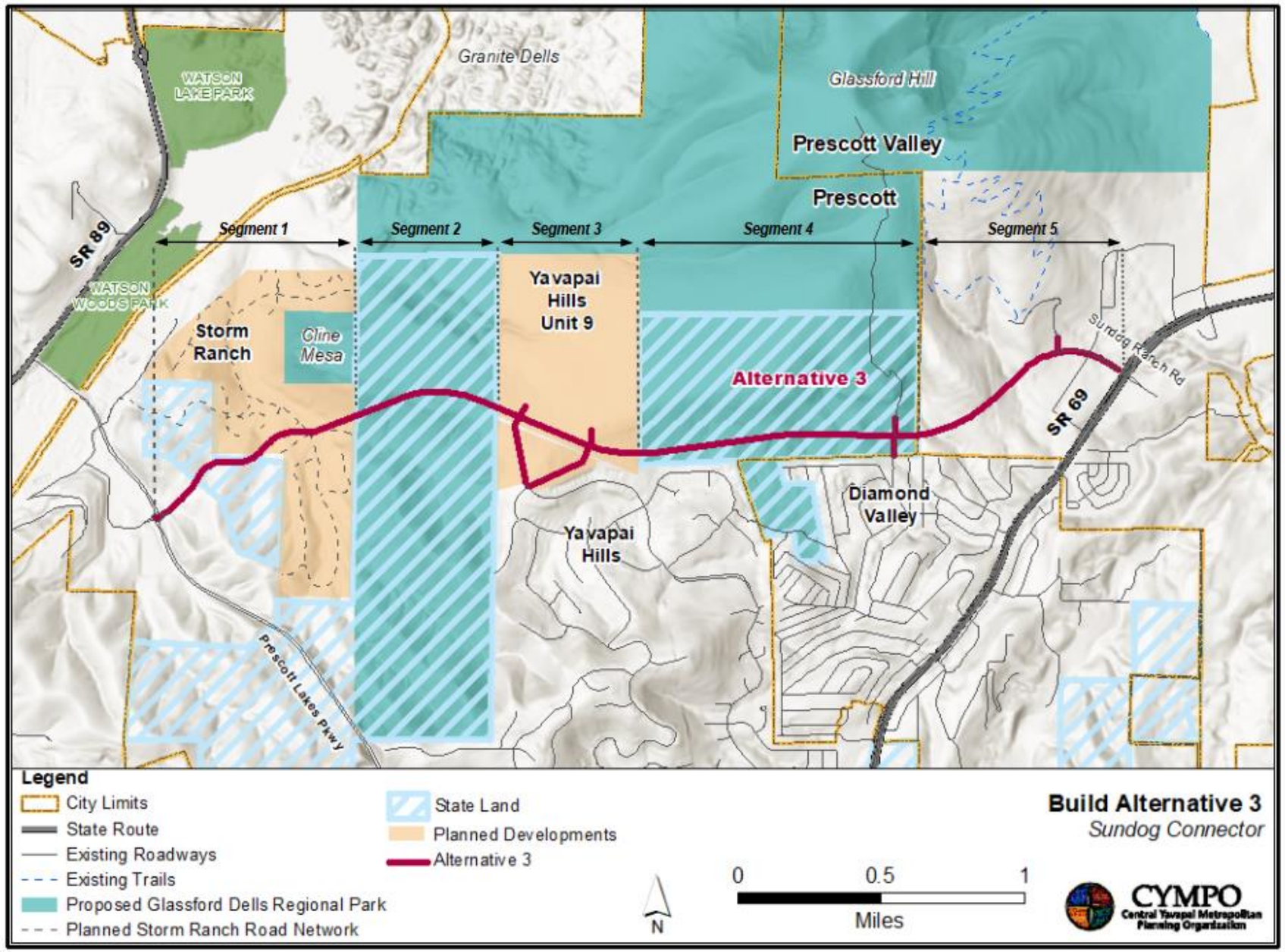


Figure 29: Proposed Sundog Connector Implementation Segmentation

7. Next Steps

The Sundog Connector DCR and EO provide an updated analysis of potential Sundog Connector Build Alternatives and comparison to no-build scenarios. Build Alternative 3 represents a feasible recommended Build Alternative based on the present conditions of the Study Area. Throughout the study assessment, there have been key advancements in land purchases by the City of Prescott, Town of Prescott Valley, and Yavapai County for a proposed future regional park, Glassford Dells Regional Park, in the nearby and surrounding land area. Furthermore, planned and approved developments have not advanced further at this time. The DCR recommendations include both a recommended Build Alternative and a No-Build Alternative.

7.1 Key Build and No-Build Alternative Comparison Highlights

The recommended Build Alternative (Alternative 3) would provide the following:

- Approximately 10 to 12 percent average reduction in travel times and 20 to 25 percent lower volumes along SR 69.
- Opportunity to limit impact and maximize connectivity to proposed Regional Park trailheads.
- Best connectivity to existing development.
- Significantly improve emergency response and evacuation routes.
- Costs approximately $151.5M.
- Majority of public comments received were not in support of the Build Alternative.
- Impacts to the natural and built environment would need to be mitigated.

The No-Build Alternative would provide the following:

- Leaves natural land undisturbed.
- Maintains current noise and visual character.
- Maintains current wildlife corridor connections.
- Majority of public comments received include support for No-Build Alternative.
- No added costs or ROW or utility needs.
- Emergency response times exceed recommended standards.
- Does not improve evacuation access.
- Does not address congestion on SR 69.
- Existing neighborhoods limited to southern access points.
- Inconsistent with long-term community plans.

7.2 Funding

Funding has not been identified for design or construction of a build scenario. If design and construction is required, regional coordination will be required to identify potential funding sources, which could potentially include federal funding, grants, cost sharing, etc.

7.3 Additional Considerations

7.3.1 Future Development Activity Decisions

The recommended Build Alternative (Alternative 3) has been developed based on the present and approved development agreements of both Yavapai Hills Unit 9 and Storm Ranch developments, to correspond with associated infrastructure plans and planned roadway alignments. If the Storm Ranch or Yavapai Hills Unit 9 remaining parcels are partially or full amended, sold, or adjusted otherwise, consideration of potential new Build Alternative alignments should be evaluated. Particularly a roadway alignment to optimize horizontal and vertical needs to traverse the existing rugged terrain and meet desirable roadway classification design criteria. Existing plated Storm Ranch and Yavapai Hills Unit 9 connection points currently limit opportunities to meet desirable criteria due to horizontal offsets and vertical grade differences between connection points.

In addition, if development does not occur within the study limits, further discussion is warranted to determine Sundog Connector construction priority in the short term.

7.3.2 Glassford Dells Regional Park

A major milestone has been achieved with the City of Prescott, Town of Prescott Valley, and Yavapai County successful land acquisition of purchasing former ASLD land for the first phase of land purchases associated with plans for the future development of the Glassford Dells Regional Park. As further analysis, planning, and decision-making continues in association with the future park footprint, amenities, and access needs, additional transportation access shall be further considered. Access points, trailheads, as well as additional recreational facilities may necessitate additional access that may be provided from a partial or full Sundog Connector alignment.

Appendix A—Environmental Overview

Environmental Overview

Sundog Connector Design Concept Report and Environmental Overview Project

AECOM

CYMPO 1/25/24 Prepared by: AECOM

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

LIST OF APPENDICES

Introduction

The Sundog Connector is a proposed future arterial corridor through the foothills between Watson Peak and Glassford Hill Peak to provide an additional east-west multimodal transportation corridor between the City of Prescott and Town of Prescott Valley. The proposed corridor navigates through the undulating terrain north of the established boundaries of the Yavapai Hills and Diamond Valley residential communities, with proposed western termini at the Sundog Connector roundabout on Prescott Lakes Parkway and eastern termini at Sundog Ranch Road.

With both commercial and residential developments underway, the region's core population center is served by one major east-west travel corridor, State Route (SR) 69. As articulated in the Central Yavapai Metropolitan Planning Organization (CYMPO) Regional Transportation Plan, year 2045 volumes on SR 69 are expected to be 42,000 vehicles per day (vpd) at the approach to Yavapai Hills and 48,000 vpd near the east terminus at Sundog Ranch Road. Even with programmed and future roadway improvements and expansions of SR 69 to the ultimate six-lane divided highway, continued congestion is expected. Additionally, reliability will remain a concern in the event of crashes and closures due to limited nearby alternative route detouring.

This document provides an inventory of environmental resources and identifies potential constraints and requirements for further corridor development. The Study Area for this overview is defined as a 2,000-foot buffer surrounding the Sundog Connector alignment identified in early planning studies.

Physical and Natural Environment

Topography/Physiology

The project Study Area is located on Glassford Hill and crosses primarily undeveloped land in Yavapai County. The project extends between Prescott, Arizona to the east and Prescott Valley to the west (Figures 1 and 2). The Study Area consists of private land, Arizona State Trust land, and a small portion of land managed by the Bureau of Land Management (BLM). Glassford Hill is a volcanic, mountainous area with rolling hills and moderate to severely steeped slopes. The Bradshaw Mountains and Lynx Lake are located 3 miles south of the project area, with Watson Lake and the Watson Woods Riparian Preserve ½-mile northwest.

The project is located in Sections 19, 20, 21, and 30 of Township 14 North, Range 1 West and Sections 24 and 25 of Township 14 North, Range 2 West, Gila and Salt River Meridian, Arizona. The above legal descriptions are found on the Prescott and Prescott Valley South U.S. Geological Survey 7.5-minute Topographic Series maps.

The soil information for the project area was obtained from the Natural Resources Conservation Service Web Soil Survey. The predominant soil types are Springerville-Cabezon Complex (23.5 percent), Cabezon-Springerville Complex (21.2 percent), and Balon gravelly sandy clay loam (16.9 percent) (NRCS 2022).

Conclusion and Recommendations

The project Study Area is located on Glassford Hill and crosses primarily undeveloped land in Yavapai County. Glassford Hill is a volcanic, mountainous area with rolling hills and moderate to severely steep slopes. Evaluation criteria are included to further assess how the roadway would interact with landform features, and how much cut and fill those alternatives would result in, is recommended.

Figure 1. State Location Map

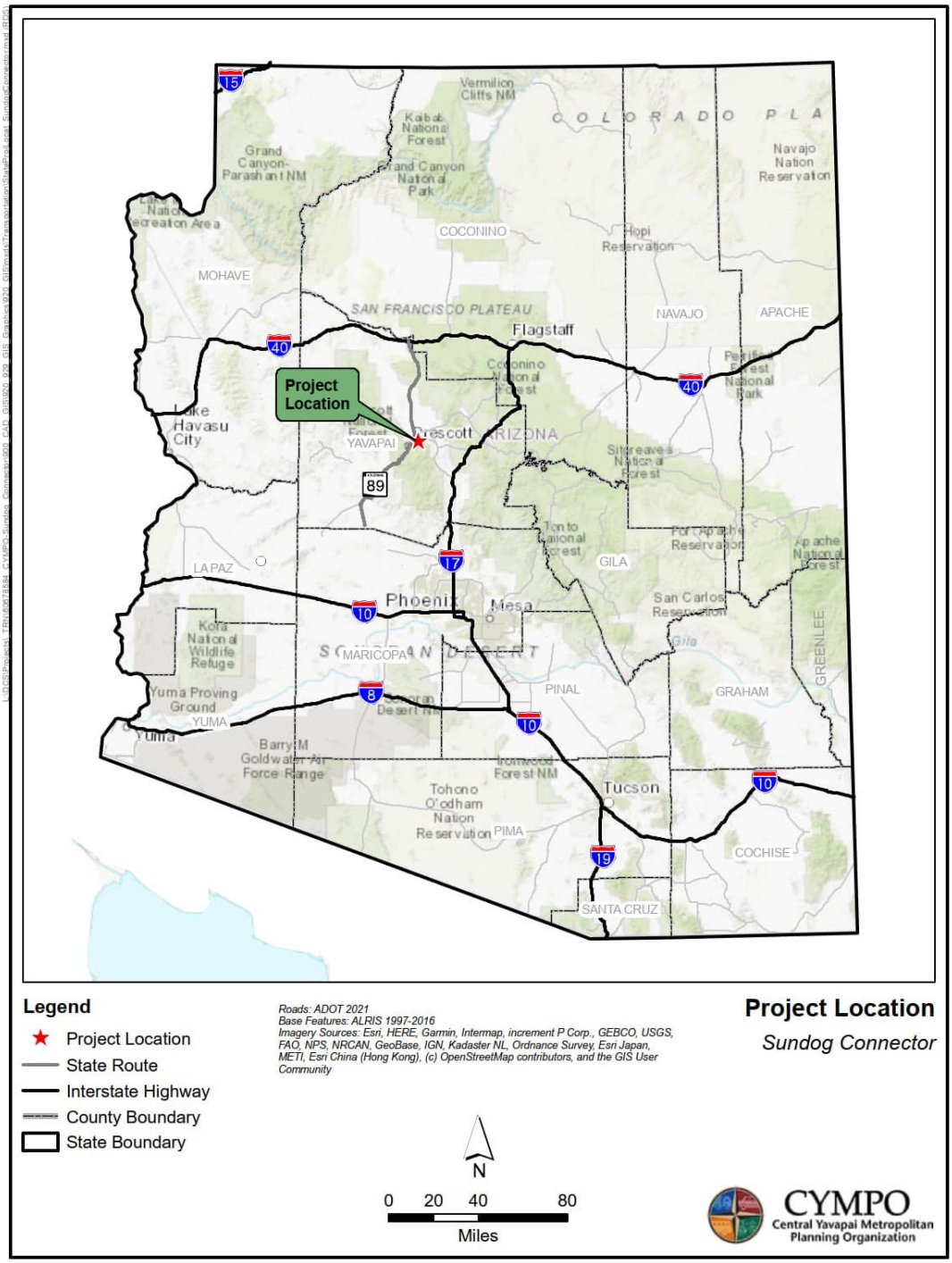
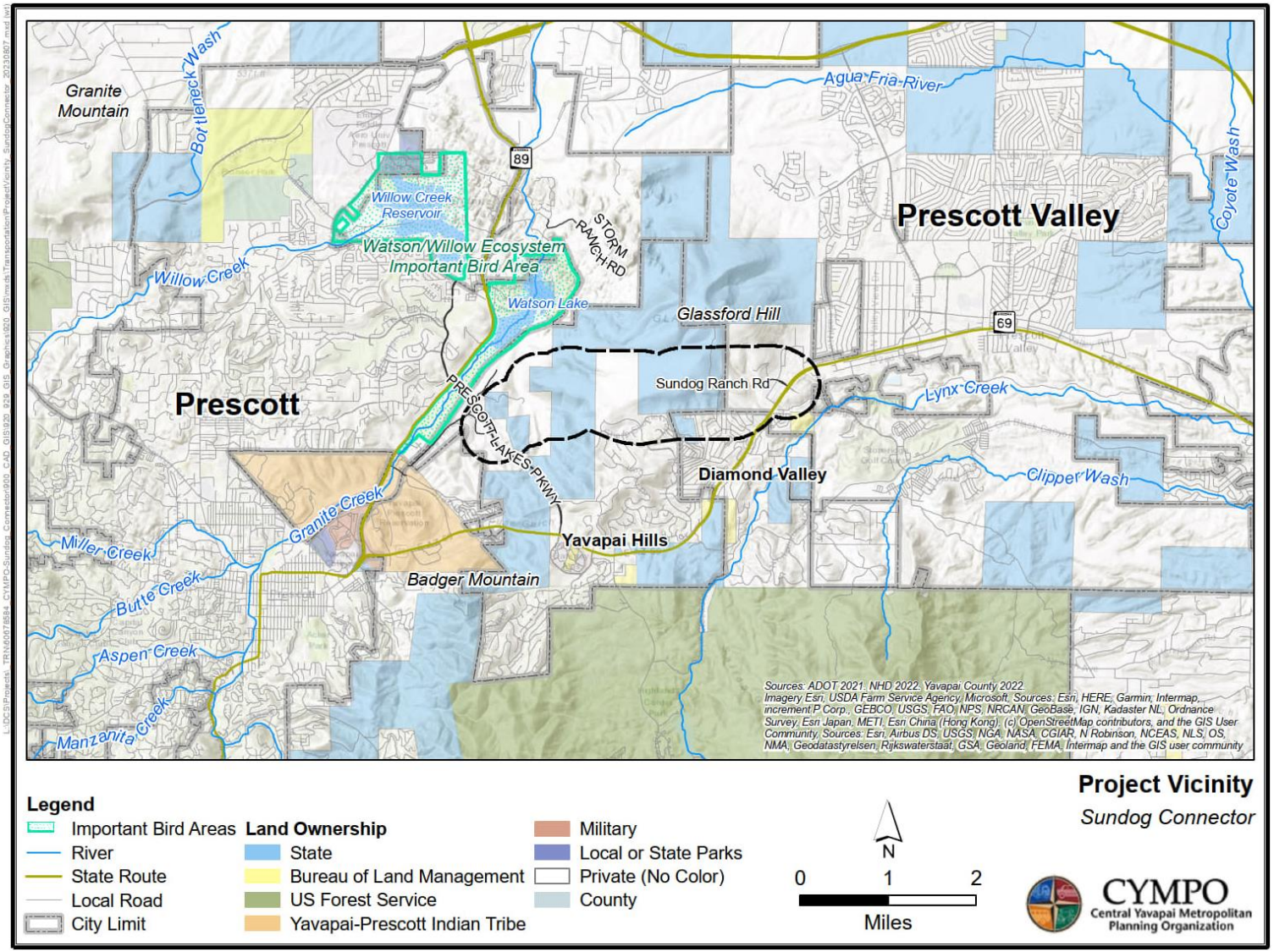


Figure 2. Project Vicinity Map



Geology and Hydrogeology

The project Study Area is located in the Central Highlands transition zone physiographic province, which is characterized by a band of mountains of igneous, metamorphic, and sedimentary rocks (ADWR 2010). The Study Area is located in the Little Chino and Upper Agua Fria subbasins of the Prescott Active Management Area (AMA). AMAs are areas with heavy reliance on mined groundwater. Streamflow in surface drainages is characterized primarily as ephemeral or intermittent. Tertiary sedimentary and volcanic rocks, Pleistocene to Tertiary alluvial deposits, and Precambrian intrusive and metamorphic rocks likely underlie surface soils in the Study Area (ADWR 2010).

The Prescott AMA is located in what is categorized as the Highland basins, which consist of basin fill and alluvium deposits. Due to their discontinuous nature, relatively little or no underflow occurs between basins, and much of this basin is covered by sedimentary and volcanic rocks. Recharge occurs from surrounding consolidated rock and inflow from stream infiltration. Groundwater flow direction in the eastern portion of the Study Area (Upper Agua Fria subbasin) is indeterminate based on the mountain blocks in this area (ADWR 2010). According to ADWR well records, depths to groundwater in wells around the Study Area ranged between 5 to 304 feet below ground surface (ADWR 2022).

Conclusion and Recommendations

The project Study Area is located in the Central Highlands transition zone physiographic province, which is characterized by a band of mountains of igneous, metamorphic, and sedimentary rocks. The Study Area is located in the Little Chino and Upper Agua Fria subbasins of the Prescott AMA, which are areas with heavy reliance on mined groundwater. Potential impacts to groundwater should be assessed when the specific location of the project footprint is established.

Vegetation

Brown and Lowe's *Biotic Communities Southwestern United States and Northwestern Mexico* identifies two biotic communities for the Study Area (Brown 1994). Great Basin Conifer Woodland vegetation exists on the western portion of the Study Area and Interior Chapparal on the eastern portion. Great Basin Conifer Woodland vegetation is generally characterized as a cold-adapted evergreen woodland dominated by juniper and pinyon trees. In sub-Mogollon Arizona, the one-seed juniper (*Juniperus monosperma*) and Rocky Mountain pinyon (*Pinus edulis*) are the dominant species. Understory species of adjacent interior chaparral and Sonoran deserscrub communities are present. Shrub live oak (*Quercus turbinella*), spiny redberry (*Rhamnus crocea*), Wright's silktassel (*Garrya wrightii*), and crucifixion thorns (*Canotia holacantha*) are common understory species. Herbs and grasses are also found throughout conifer woodlands and include shadescale (*Atriplex confertifolia*), gilias (*Gilia* spp.), buckwheats (*Eriogonum* spp.), winterfat (*Ceratoides lanata*), penstemons (*penstemon* spp.), globemallows (*Sphearalcea* spp.), rabbitbrushes (*Cyrysothamnus* spp.), lupines (*Lupinus spp.*), and bromes (*Bromus* spp.). Cactus species are well represented, including hedgehog cactus (*Echinocereys* spp.), prickly pears (*Opuntia* spp.), and chollas (*Opuntia* spp.).

Interior Chapparal communities are temperate scrublands adapted to bimodal precipitation occurring as high-intensity summer thunderstorms and spring drought. Shrub live oak (*Quercus turbinella*) is

the most widespread and dominant species in Arizona. Other shrubs include birchleaf mountain-mahogany (*Cercocarpus montanus*), skunkbrush sumac (*Rhus trilobata*), silktassels (*Garrya wrightii, G. flavescens*), and desert ceanothus (*Ceanothus greggii*). Range grasses are largely confined to rocky, protected sites and include sideoats (*Bouteloua curtipendula*), hairy grama (*Bouteloua curtipendula* and *B. hirsuta*), cane bluestem (*Bothriochloa barbinodis),* plains lovegrass (*Eragrostis intermedia*), wolftail (*Lycurus phleoides*), spidergrass (*Aristida ternipes*), Fendler's threeawn (*Aristida ternipes*), and single threeawn (*Aristida ternipes, A. fendleriana,* and *A. orcuttiana*).

Arizona Native Plant Law (ANPL) (ARS § 3-901 to 3-916) is administered by the Arizona Department of Agriculture (AZDA), which manages native plant resources and impacts to protected native plant species. ANPL-listed plants include four protection categories: Highly Safeguarded, Salvage Restricted, Salvage Assessed, and Harvest Restricted. Landowners have the right to destroy or remove native plants growing on their land, but at least 60 days prior to the destruction of any protected native plants, landowners are required to notify the AZDA. At the time of the notification, the landowner can state if they would allow salvage companies an opportunity to salvage the plants or if they intend to destroy the plants. Removal of protected native plants from the site would require tags/permits from the AZDA. The landowner is allowed to transplant healthy native trees within the site without a permit or notification.

Numerous plants, and likely AZDA-listed species, would be impacted by the proposed action. Once the project footprint is established, the AZDA's website can be referenced to obtain a list of native plants protected in the state of Arizona and that may occur in the Study Area. These plants should be marked with AZDA tags during a pedestrian survey and later translocated to mitigate the impact of the construction footprint.

Invasive Plants

"Invasive plant" is a term applied to plants regulated by federal, tribal, and state laws. The terms invasive, noxious, and exotic are commonly used to define the same subset of non-native plants known to cause harm to economic, environmental, or public health resources and that are difficult to control or eradicate. Invasive species alter physical conditions or disturbance regimes that facilitate their spreading and continuing to form monocultures. Executive Order 13751 (81 FR 88609 et seq.), Safeguarding the Nation from the Impacts of Invasive Species, amends Executive Order 13112 and directs actions to continue coordinated federal prevention and control efforts related to invasive species. This Executive Order maintains the National Invasive Species Council and the Invasive Species Advisory Committee; expands the membership of the council; clarifies the operations of the council; incorporates considerations of human and environmental health, climate change, technological innovation, and other emerging priorities into federal efforts to address invasive species; and strengthens coordinated, cost-efficient federal action (USDA 2017).

In order to assess potential invasive species list, the iMapInvasives website was utilized (NatureServe 2017). The website is an online GIS-based invasive species reporting and querying tool developed through a partnership between the Nature Conservancy, NatureServe, New York Natural Heritage Program, Florida Natural Areas Inventory, and many other collaborators. iMapInvasives identified dalmatian toadflax (*Linaria dalmatica*), Fuller's teasel (*Dipsacus fullonum*), scotch thistle (*Onopordum acanthium*), Saharan mustard (Brassica tournefortii), field bindweed (*Convolvulus arvensis*), and redstem stork's bill (*Erodium cicutarium*) as occurring in the vicinity of the project.

Conclusion and Recommendations

Pedestrian surveys to map AZDA-listed plants and invasive species of concern are recommended. Construction activities are likely to require treatment and control of noxious and invasive plants to limit the further spread of these species.

Special-Status Species

A query of the Arizona Game and Fish Department's (AZGFD) Environmental Online Review Tool (AZGFD 2022a) and the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) database (USFWS 2022) was conducted on June 17, 2022. The IPaC database listed four federally protected species potentially occurring within the project vicinity:

- Yellow-billed cuckoo *(Coccyzus americanus)*—Threatened
- Mexican spotted owl *(Occidentalis lucida)*—Threatened
- Northern Mexican gartersnake *(Thamnophis eques megalops)*3Threatened
- Monarch butterfly *(Danaus plexippus)*—Candidate

Yellow-billed cuckoo and northern Mexican gatersnake habitat consists of riparian areas with surface water and a complex physiognomy. Mexican spotted owls nest and roost in mature mixed conifer forest or rocky canyons. These habitats do not occur in the Study Area. Flowering plants in undeveloped areas may provide habitat to monarch butterflies in the project area. There is no proposed or critical habitat in the Study Area; the nearest critical habitat for the Mexican spotted owl is 4.5 miles south-southwest. A biological survey would be recommended prior to project initiation.

The IPaC database listed 12 species protected by the Migratory Bird Treaty Act (MBTA) or the Bald and Golden Eagle Protection Act (BGEPA) potentially occurring in the project vicinity. Bald eagles (Haliaeetus leucocephalus) and golden eagles (Aquila chrysaetos) are protected under the BGEPA. Bald eagles occur in the project region as winter residents, and golden eagles can occur year-round. No nesting or roosting habitat occurs in the Study Area; thus, occurrence of both species is unlikely in the project vicinity.

The MBTA gives federal protection to all migratory birds, making it unlawful to pursue, hunt, kill, capture, possess, buy, sell, purchase, or barter any migratory bird, including the feathers or other parts, nests, eggs, or migratory bird products. Nearly all bird species occurring in the proposed action vicinity are protected under this act. The Watson and Willow Lakes Ecosystem Important Bird Area (IBA) is located 0.5 mile northeast of the Study Area (AZGFD 2022a). This area is owned and managed by the City of Prescott as a recreation lake and natural area. Watson Lake and Willow Creek Reservoir are of particular importance to the large number of waterfowl and shorebirds they support during the fall migration. Due to the proximity of the Watson/Willow Lake Ecosystem IBA, migratory birds are likely to travel through the Study Area. The greatest threats to birds in this IBA include drought and water diversion (AZIBA 2020). No alternatives in the IBA or Watson Woods Riparian Preserve are being considered, and these sensitive resources will be completely avoided.

The AZGFD Environmental Online Review Tool identified 13 special-status species that have been documented within a 3-mile radius of the broader project vicinity (a three-mile radius surrounding the Study Area (Table 1).

Table 1. Specia-Status Species Occurring within 3 Miles of the Study Area

Scientific Name	Common Name	USFWS[1]	USFS[2]	BLM[3]	ANPL	SGCN[4]
Amphibians						
Anaxyrus microscaphus	Arizona toad	SC	-	S	-	1B
Birds						
Aix sponsa	Wood duck	-	-	-	-	1B
Aquila chrysaetos	Golden eagle	BGEPA	-	S	-	1B
Coccyzus americanus	Yellow-billed cuckoo	LT	S	S	-	1A
Empidonax traillii extimus	Southwestern willow flycatcher	LT	S	S	-	1A
Falco peregrinus anatum	American peregrine falcon	SC	S	S	-	1A
Haliaeetus leucocephalus	Bald eagle	SC, BGA	S	S	-	1A
Insects						
Cicindela oregona maricopa	Maricopa tiger beetle	SC	-	-	-	-
Danaus plexippus	Monarch butterfly	C	-	S	-	-
Mammal						
Microtus mexicanus	Mexican vole	-	-	-	-	1B
Plants						
Erigeron anchana	Sierra ancha fleabane	SC	S	-	-	-
Erigeron saxatilis	Rock fleabane	-	S	-	-	-
Phlox amabilis	Arizona phlox	-	S	-	-	-

[1] USFWS: BGEPA, Listed Threated (LT), Species of Concern (SC), Candidate (C), Bald and Golden Eagle Protection Act (BGA)
[2] U.S. Forest Service (USFS): Sensitive (S)
[3] BLM: Sensitive (S)
[4] Species of Greatest Conservation Need (SGCN): (1A) Scores "1" for vulnerability and meets one of the following criteria: Listed endangered, threatened, or candidate species under ESA; specifically covered under a signed conservation agreement (CCA); recently removed from ESA; or closed season species as identified by the AZGFD. (1B) Scores "1" for vulnerability but does not match any of the above criteria.
Source: AZGFD 2022a

Although federally-listed and state special-status species may occur in the project area, numerous other wildlife species would benefit from the inclusion of crossing structures and fencing. The project area is located in AZGFD's Game Management Unit 19A (AZGFD 2022b) in an area designated for Closed, No Hunting. Species in the unit include pronghorn (*Antilocapra americana*), black bear (*Ursus americanus*), elk (*Cervus elaphus*), javelina (*Tayassu tajacu*), mountain lion (*Puma concolor*), mule deer (*Odocoileus hemionus*), Abert's squirrel (*Sciurus aberti*), Gambel's quail (*Callipepla gambelii*), and Merriam's turkey (*Meleagris gallopavo merriami*). Of these species, pronghorn is of the most concern, as they are found predominantly in the Town of Prescott Valley. Furthermore, Unit 19A has some of the highest antelope densities in Arizona (AZGFD 2013a).

Conclusion and Recommendations

The project region is characterized by a rich array of plant and wildlife species. Although federally-listed species are unlikely to occur in the project area, the specific project footprint should be

investigated in more detail for these and special-status species. Additionally, numerous other wildlife species have the potential to occur, including large mammals and birds. Large mammals pose a significant threat of wildlife-vehicle collisions (WVCs), and most birds are protected under the MBTA. Concerns related to wildlife connectivity and WVCs are discussed in more detail in the next section.

The MBTA prohibits the intentional taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests (except when authorized by the USFWS). If vegetation clearing would occur during the migratory bird breeding season (March 1 to August 31), active bird nests should be avoided. During the non-breeding season (September 1 to February 28), vegetation removal is not subject to this restriction.

Wildlife Habitat and Connectivity

Roads can have large and dynamic footprints and disturb vertebrate populations by direct mortality, preventing animal movements, fragmenting habitat, and disrupting population gene flow. In recent years, conservationists and highway authorities have attempted to proactively address the effects of roads on wildlife by designing roads for wildlife permeability and retrofitting old roads during scheduled improvements. The following is a summary of previously completed studies and available data on wildlife in the study vicinity.

- 2006 Arizona Wildlife Linkage Assessment: This study identified blocks of habitat, species, potential linkage zones, and future opportunities for conservation (AWLW 2006). The Arizona Wildlife Linkages Workgroup represents biologists, engineers, planners, and land managers from numerous public and private organizations. The Study Area lies in Linkage 35 East–West Prescott National Forest. Threats to this wildlife linkage include operation and expansion of SR 69, SR 89, SR 89A, and urbanization. Linkage 35 was listed among the highest priority linkages based on weighted threat, opportunity, and biological values. Detailed planning and conservation actions are recommended in high-priority linkages.
- 2008 Granite Mountain-Black Hills Linkage Design: This linkage study ranked land for habitat suitability for the target species (Beier 2008). The Study Area was designated as strongly avoided habitat for black bear (*Ursus americanus*), elk (*Cervus elaphus*), mountain lion (*Puma concolor*), mule deer (*Odocoileus hemionus*), and pronghorn (*Antilocapra americana*). At least 11 sub-populations of pronghorn exist in the linkage and are increasingly isolated by urban development. The Glassford Hill herd is isolated by Highway 89A to the north, Glassford Hill Road to the east, and Highway 69 to the south.
- 2013 Yavapai County Wildlife Connectivity Assessment: The AZGFD developed this report based on stakeholder workshops held in 2009 and 2010 (AZGFD 2013b). The project area is in Diffuse Movement Area D06 Badger Mountain–Glassford Hill. Species included in this area are coyote (*Canis latrans*), mule deer (*Odocoileus hemionus*), javelina (*Pecari tajacu*), mountain lion (*Puma concolor*), and skunks (*Mephitis* spp.). Commercial, industrial, and residential development are listed as current threats and barriers to this movement area. Additional planning measures are recommended for projects occurring in this area.

From 2000 to 2012, several landmark WVC prevention projects with large wildlife passage structures occurred during major reconstruction of SR 260, SR 68, and US 93 (ADOT 2021). Since 2012, many wildlife projects have been components of widening or enhancement projects or were cooperatively

funded, using applicable regional funding sources such as the Pima County Regional Transportation Authority (RTA). One exception is the new construction of the SR Loop 202 South Mountain Freeway and its five multi-use underpasses, wildlife-friendly culverts, and wildlife and reptile fencing (ADOT 2021). Cumulatively, wildlife mitigation projects have erected wildlife (ungulate) and reptile fences (in some places together) along 76 miles of Arizona highways (ADOT 2021). Other non-highway projects have occurred at smaller scales within the jurisdictions of local governments, especially several locations in Tucson. These projects included pre- and post-monitoring to guide the incorporation of wildlife crossing structures and fencing for significant roadway improvement projects (Blackman et al. 2013).

The following bullets are summarized from the Arizona Statewide Wildlife-Vehicle Conflict Study (ADOT 2021) describing the current state of wildlife crossing construction and research in Arizona and the project region:

- SR 260 Reconstruction: On several of the major reconstruction projects with wildlife passages and fencing, the Arizona Department of Transportation (ADOT) funded eight before- and after-construction research projects on four highways and installed permanent automatic traffic recorders to investigate traffic and wildlife relationships. Over the course of a decade, a phased 17-mile reconstruction of SR 260 between Payson and the Mogollon Rim completed 11 major wildlife underpasses interspersed with 6 large bridges for an average spacing of 1 passage structure per mile. Wildlife funnel fencing proved critical to underpass effectiveness, as elk and mule deer underpass passage rates increased nearly 5-fold after fencing was erected. Further, WVC incidence was nearly 3 times higher on unfenced, reconstructed sections, and eventually, the entire 17 miles were fenced.
- SR 260 Preacher Canyon Retrofit Fencing and Crosswalk: To prevent an animal end-run effect at the west fence terminus when the fence was erected, an experimental animal-activated detection system (AADS) was installed to create a defined wildlife "crosswalk" integrated with triggered motorist alert signage when animals were present. The AADS and alert signage has effectively prevented WVC, with just a single WVC (white-tailed deer) recorded at the crosswalk zone.
- Hotspot Mitigation Strategy Development and Retrofitting Projects: Culverts are currently located based on stormwater discharge estimates and usually do not account for wildlife connectivity. However, motion-triggered cameras were deployed at a location southeast of the project area along SR 69 and documented several species, including coyotes, raccoons, skunks, javalina, bobcats, and mule deer (*Jeff Gagnon, personal communication*). The overall effectiveness of such mitigation strategies is strongly related to their placement in the landscape. Mortality from WVC and track locations along roadways are direct indicators of wildlife crossing points (hotspots), and this data can guide the design and placement of wildlife crossing structures. Similarly, wildlife crossing placement can be informed by other research that identifies specific areas containing high wildlife activity such as telemetry movement and videography studies. SR 69 near Prescott is a WVC hotspot region of interest (ADOT 2021). Locations and dimensions of existing drainage and other structures could be integrated into wildlife crossing strategies to assess their suitability as wildlife passage structures, especially with the inclusion of fencing. The construction and installation of wildlife exclusion fencing is often used to "funnel" animals to designated crossing locations such as

culverts, underpasses, or overpasses with the goal of making roads safer while maintaining landscape connectivity for wildlife. Another critical issue includes gaps in fencing (e.g., driveways) that allow entrance to the roadway and human use of larger culverts that may deter ungulates and other wildlife use.

Stakeholders and members of the public have expressed concern for impacts to wildlife movement in this area, as well as a desire to see fewer WVCs on local roadways. Residents in Yavapai Hills and Diamond Valley frequently see wildlife on the roads and properties within their developments.

CYMPO has established an Ecosystem Connectivity and Mitigation Advisory Committee (EMAC) to study and advocate for the preservation of interconnected ecosystems in the CYMPO region. The EMAC is comprised of representatives from the AZGFD, U.S. Forest Service Prescott National Forest, ADOT, and City of Prescott. Coordination with the EMAC was initiated during this study, and notes from an August 2023 meeting are attached in Appendix C.

Conclusion and Recommendations

EMAC shall advise CYMPO on potential data collection or wildlife studies needed to inform further project development, or design features that should be incorporated into the project. Culverts are currently located based on stormwater discharge estimates and usually do not account for wildlife connectivity; however, overall effectiveness of such mitigation strategies is strongly related to their placement in the landscape. Mortality from WVC and track locations along roadways is a direct indicator of wildlife crossing points, and this data can guide the design and placement of wildlife crossing structures.

Hydrology/Water Quality

There are no designated floodplains or floodways in the Study Area (Federal Emergency Management Agency floodplain maps 04025C2058H effective 03/06/2018, 04025C2060J effective 08/24/2021, and 04025C2078H effective 8/24/2021). The Study Area is split into three subwatersheds: Lynx Creek (HUC12 150701020205), Upper Granite Creek (HUC12 150602020102), and Lower Granite Creek (HUC12 150602020107). There are several ephemeral drainage channels in the project area which drain into Watson Lake to the north and Lynx Creek to the south. Hydrological features are shown in Figure 3.

The Arizona Department of Water Quality identifies Watson Lake, Lynx Creek, and Granite Creek as impaired. Table 2 lists the waterbody and the reason for impairment. Watson Lake and all tributary drainages would be designated as Waters of the U.S. and would be subject to regulations under Sections 401 and 404 of the Clean Water Act.

Table 2. Impaired Waters within 2 Miles of the Project Area

Waterbody Name	Impairments
Lynx Creek	Cadmium (2022), Copper (2022), Zinc (2022)
Granite Creek	Escherichia Coli (2010)
Watson Lake	Dissolved Oxygen (2004), Nitrogen (2004), PH (2004)
Slaughterhouse Gulch	Escherichia Coli (2016)
Willow Creek Reservoir	Ammonia-Nitrogen (2014)

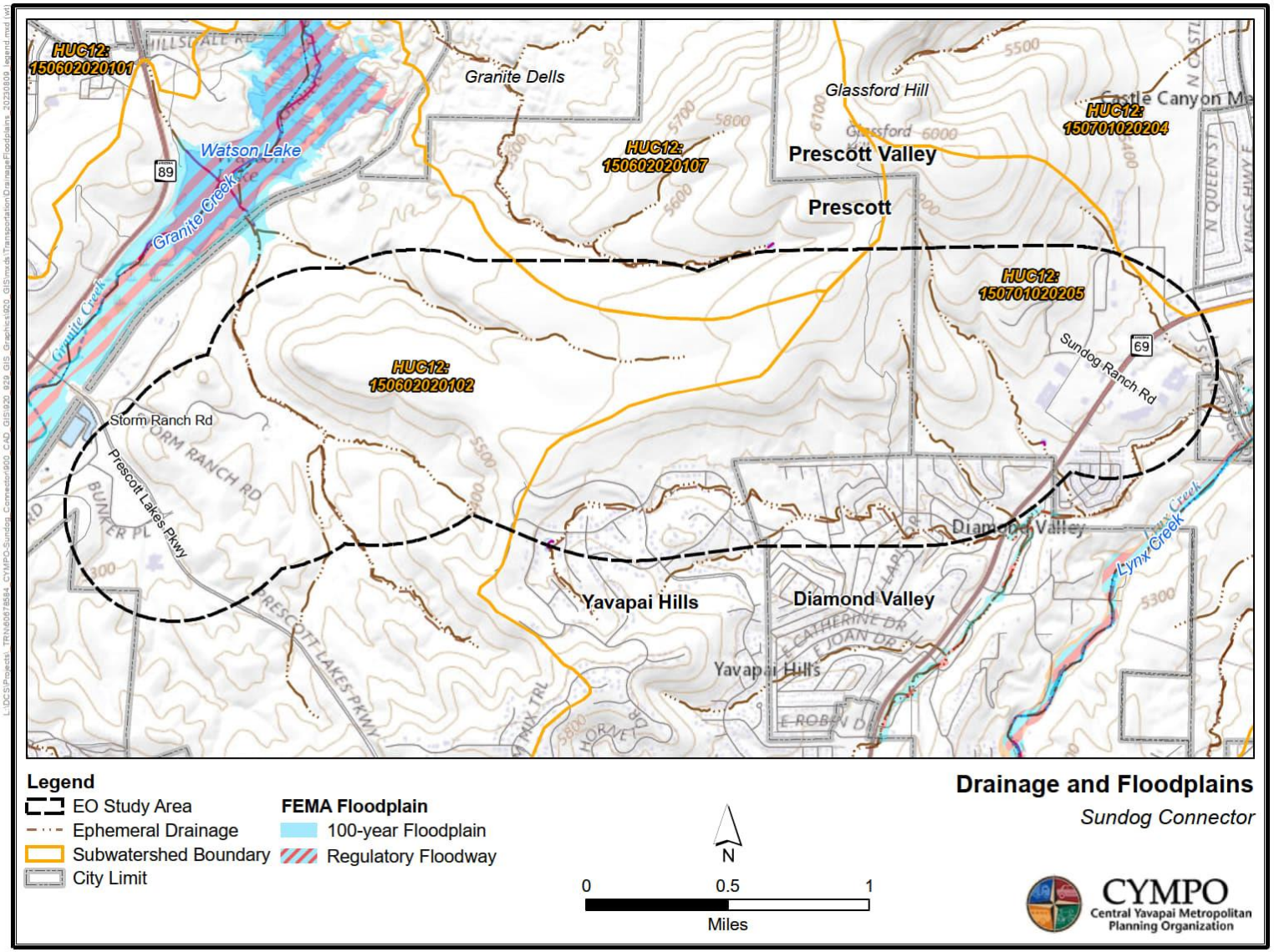
Source: ADEQ 2022

Future transportation projects in the Study Area will need to explore design solutions to avoid and minimize impacts within drainages. Potential avoidance and minimization strategies could include designing drainage crossings at perpendicular angles or spanning the watercourse. Construction means and methods should incorporate best management practices related to water quality protection, such as implementing a Stormwater Pollution Prevention Plan.

Conclusion and Recommendations

There are several ephemeral drainage channels in the project area which drain into Watson Lake to the north and Lynx Creek to the south. These drainages will need to be assessed for impacts to Waters of the U.S and conformance with the Clean Water Act.

Figure 3. Drainage and Floodplains



Noise

Transportation projects receiving federal funds are required to follow Federal Highway Administration (FHWA) standards for the abatement of highway traffic and construction noise contained in 23 CFR 772. ADOT has developed Noise Abatement Requirements (NAR) that include Noise Abatement Criteria and other requirements of 23 CFR 772. The construction of a new highway is defined as a Type I project under the ADOT NAR (ADOT 2017). Type I projects are required to perform traffic noise analysis for all build alternatives. The general steps in a traffic noise analysis involve identification of noise-sensitive receivers based on the Land Use Categories defined in the NAR and a modeling analysis to identify locations where predicted noise levels exceed Noise Abatement Criteria. Where noise impacts are predicted, noise abatement measures must be evaluated.

The scope of this environmental overview includes identification of noise-sensitive land uses where there is the potential for noise impacts to occur. These land uses have been classified based on the land use activity categories in the Noise Abatement Criteria in the ADOT NAR. If federal funding is identified for the future construction of the Sundog Connector, a full traffic noise analysis would be conducted.

The residential neighborhoods of Yavapai Hills and Diamond Valley exist in the southern extents of the Study Area. The existing residential neighborhoods of Yavapai Hills and Diamond Valley and future development of Storm Ranch fall under Activity Category B.

Most of the land adjacent to the project area is undeveloped and classified as Activity Category G, with future development anticipated in the Storm Ranch subdivision near Watson Lake. If residential or other noise-sensitive development is proposed and it is anticipated a building permit would be issued prior to the completion of the decision document of a future National Environmental Policy Act (NEPA) study, the development would be included as a noise-sensitive land use in the future study.

Active sport areas, campgrounds, or trail crossings in the Glassford Hill area could be classified as Activity Category C. Active sport areas, campgrounds, or trail crossings in the Glassford Hill area could be classified as Activity Category C.

Traffic on SR 69 contributes to the existing noise conditions in the Study Area, but the residential receiver closest to the potential alignment of the Sundog Connector is approximately 1,800 feet away from SR 69 with hilly and rocky terrain in the intervening distance. Traffic on the Sundog Connector is likely to be the dominant noise source compared to traffic on SR 69. While noise measurements were not collected for this study, the rural nature of the Study Area and input from the public indicates a fairly quiet existing noise environment. The introduction of a new traffic noise source would result in a perceptible change in noise levels and is likely to result in noise impacts when a quantitative modeling evaluation is performed. If noise impacts are predicted, noise abatement measures would need to be considered.

Conclusion and Recommendations

Further study to predict future noise levels and evaluate noise mitigation is recommended and would be required if the project receives federal-aid funding. Dependent on funding source and project sponsorship/administration, it is likely the noise study would need to be conducted in accordance with the requirements of 23 CFR 772 and the current ADOT NAR. The existing residential

neighborhoods of Yavapai Hills and Diamond Valley fall under Activity Category B. Based on the current ADOT NAR, noise mitigation would need to be considered for residences whose predicted noise level meets or exceeds 66 A-weighted sound level decibels. The introduction of a new traffic noise source would result in a perceptible change in noise level and is likely to result in noise impacts when a quantitative modeling evaluation is performed. Undeveloped lands, including the proposed Storm Ranch and Yavapai Hills expansion, would be considered in the noise analysis, and future noise levels for these areas would be provided to local officials for noise compatible land use planning. If the proposed land uses are permitted at the time the project moves forward, they would be considered under the appropriate land use category.

Air Quality

The Study Area is in an area of attainment for all national ambient air quality standard pollutants. Transportation conformity requirements do not apply. Further analysis of potential impacts associated with construction emissions, mobile source air toxics, and greenhouse gas emissions could be needed.

Hazardous Materials

An environmental desktop review was conducted for the Study Area and is attached in **Appendix B.** The desktop review was a preliminary evaluation with the purpose to 1) perform a screening-level assessment of the Study Area, 2) identify potential environmental concerns associated with individual properties in and adjacent to the Study Area, and 3) identify those properties requiring more detailed investigation if the project moves forward. The desktop review included an environmental database review and a review of readily available online regulatory and historical sources to identify areas or properties of potential environmental concern with respect to hazardous materials. **Figure 4** shows hazardous material sites in the project vicinity.

A risk ranking system (low/moderate/high/indeterminate) was used. High-risk sites are those that have a high potential for releasing hazardous materials into the soil or groundwater or have a recorded release issue. No high-risk sites were identified.

Moderate-risk sites are those that have a moderate potential for releasing hazardous materials into the soil or groundwater. Based on the State Hazardous Waste Site database, one moderate-risk site was identified: Prescott Landfill. The landfill is located approximately 0.18 mile west of and hydrogeologically cross-gradient to the Study Area. It is unlikely soils or groundwater in the Study Area have been impacted by this landfill. Based on the nature of the proposed use as a transportation corridor, no further assessment of the landfill is recommended.

Numerous groundwater wells were identified in the western portion of the Study Area—a privately owned domestic water supply well (Registry 55-632354), privately owned domestic and livestock water supply wells (Registry 55-569794, 55-627417, 55-632359, 55-906531, and 55-908126), and Yavapai County monitoring wells (Registry 55-524853 and 55-526204). The precise locations for these wells were not identified.

As project planning continues, the need for further investigation into hazardous materials issues should be re-evaluated and government record searches updated. If paint or concrete load-bearing

structures are identified and need to be modified, testing for lead-based paint or asbestos-containing materials could be needed. A Phase I site assessment may be required for the acquisition of new right-of-way prior to any real estate transactions.

Measures to minimize the potential for encountering hazardous materials during construction are recommended, such as protecting groundwater wells from construction activities. If suspected hazardous materials are encountered, such as an odor or significantly stained soil, work at that location should cease and further assessment conducted to determine if arrangements for assessment, treatment, and disposal of those materials are necessary.

Conclusion and Recommendations

No high-risk sites were identified. Based on the State Hazardous Waste Site database, one moderate-risk site was identified: Prescott Landfill. It is unlikely soils or groundwater in the Study Area have been impacted by this landfill. Numerous groundwater wells were identified in the western portion of the Study Area.

Measures to minimize the potential for encountering hazardous materials during construction are recommended, such as protecting groundwater wells from construction activities. If suspected hazardous materials are encountered, work at that location should cease and further assessment conducted. As project planning continues, the need for further investigation into hazardous materials issues should be re-evaluated and government record searches updated. A Phase I site assessment may be required for the acquisition of new right-of-way prior to any real estate transactions.

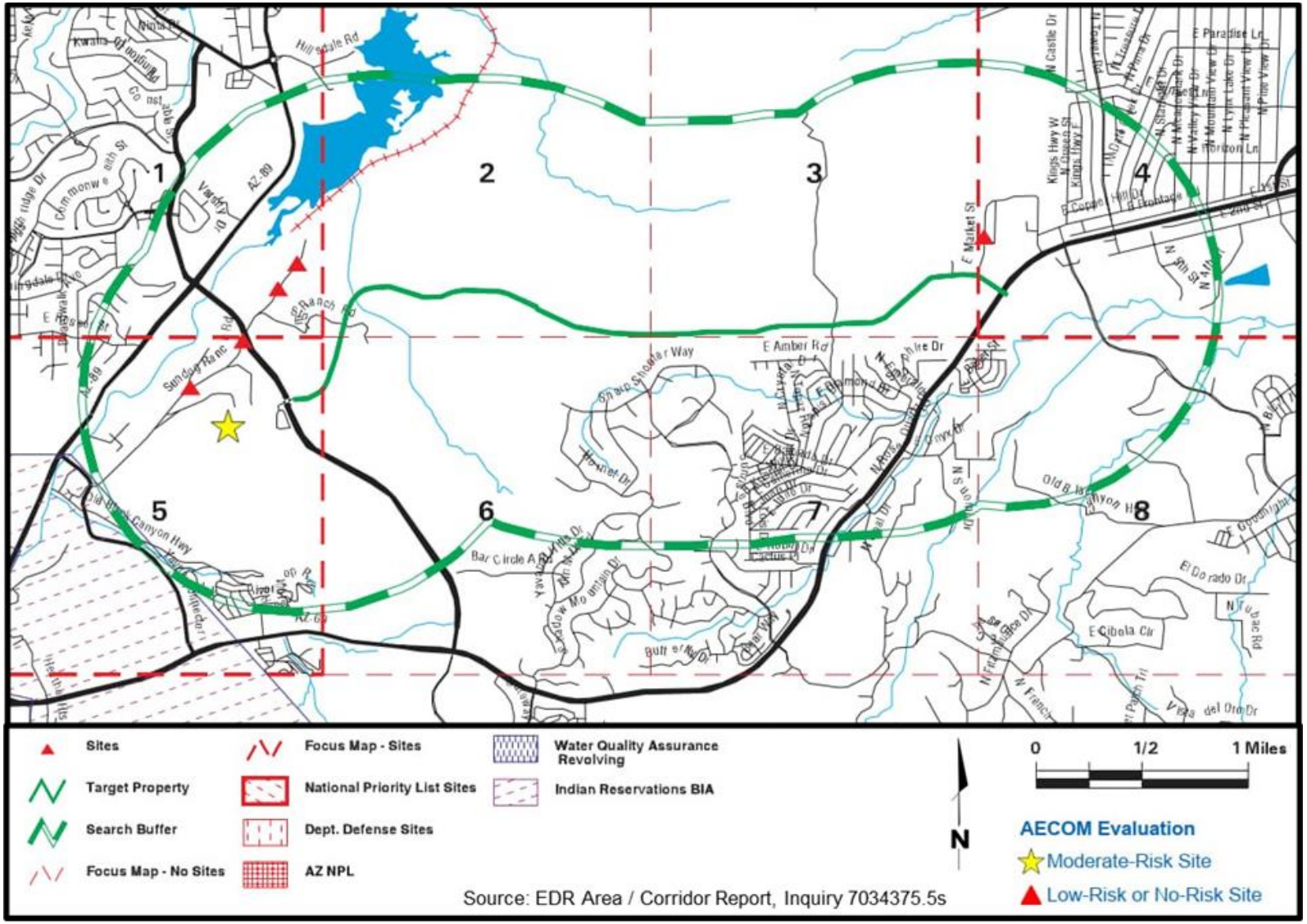
Utilities

Utility data was provided by the City of Prescott. Existing water, sewer, and stormwater lines are installed under the paved roadways where the Study Area has existing development. The City of Prescott provides municipal utilities to the residential neighborhood of Yavapai Hills in the central portion of the Study Area and the governmental and industrial complex in the western portion of the Study Area. Private water and sewer lines are also recorded at the governmental and industrial complex. There is no natural gas utility in the Study Area. A 230-kilovolt transmission line owned by Arizona Public Service travels diagonally across the Study Area near the west end and exits through the Yavapai Hills and Diamond Valley neighborhoods.

Conclusion and Recommendations

Existing water, sewer, stormwater, and power lines are present in some parts of the project area. Once the specific project footprint is established, the area should be surveyed and marked for all utilities.

Figure 4. Hazardous Materials Sites



Human and Built Environment

Land Use, Ownership, and Jurisdiction

Most of the land adjacent to the proposed corridor is undeveloped. Residential neighborhoods exist in the areas of Yavapai Hills and Diamond Valley, south of the alternatives being considered. Commercial development is concentrated on the east side of the Study Area in Prescott Valley. Industrial development includes the Prescott Waste Treatment Facility, Yavapai County Juvenile Detention Facility, and Bunker Sawmill to the west along Prescott Lakes Parkway. Future land use will include northern expansion of the Yavapai Hills residential area and the construction of the Storm Ranch subdivision east of Prescott Lakes Parkway. The Yavapai Hills expansion includes plans for a central roadway in the approximate location of the Sundog Connector. Future land use is shown in Figure 5.

Much of the land in the Study Area is state-owned land held by the Arizona State Land Department (ASLD) and is potentially developable. The Glassford Hill Open Space is a planned regional park that will be jointly operated by Yavapai County, Prescott, and Prescott Valley on existing ASLD lands.

Socioeconomics

Transportation projects can have a major influence on society, with notable social and economic consequences. Considering social and economic impacts alerts planners, decision-makers, and stakeholders to the likely consequences of a project and ensures that concerns receive proper attention during project development. Socioeconomic considerations should include population, housing, income and employment, business and tax base, community resources, and community cohesion.

There are two residential neighborhoods south of the project area: Diamond Valley and Yavapai Hills. The project does not cross these neighborhoods and would not require any residential acquisitions. Proposed development of Yavapai Hills would extend north into the project area and includes the Sundog Connector as a central roadway for access. Storm Ranch is a proposed residential neighborhood on the west end of the project and includes the Sundog Connector as a central roadway. Several side roads would likely be included in the final design of the Sundog Connector, which would provide alternative access to the neighborhoods for residents and emergency services from Prescott Lakes Parkway.

Prescott Valley Crossroads is a large commercial development on the east end of the project. Construction of the Sundog Connector is not expected to require any commercial property acquisitions or loss of businesses. The alternative route would increase the pass-by traffic for the commercial plaza with primarily retail businesses. Providing an alternative route may reduce traffic congestion, decreasing commute time for both employees and customers.

The Sundog Connector is likely to have a positive impact on the socioeconomic conditions of the project area. Creating a bypass roadway between Prescott Lakes Parkway and SR-69 would reduce travel times, provide an alternative route for the residential neighborhoods, and increase pass-by traffic for the primarily retail businesses. Proposed residential developments near Prescott Lakes Parkway and north of Yavapai Hills would require a connecting road for access.

Conclusion and Recommendations

There are two residential neighborhoods south of the project area: Diamond Valley and Yavapai Hills. The project does not cross the neighborhoods and would not require any residential acquisitions. Proposed developments (Yavapai Hills and Storm Ranch) would use the Sundog Connector as a central roadway. Creating a bypass roadway between Prescott Lakes Parkway and SR-69 would reduce travel times, provide an alternative route for the residential neighborhoods, and increase pass-by traffic for the primarily retail businesses.

Figure 5. Planned Land Use

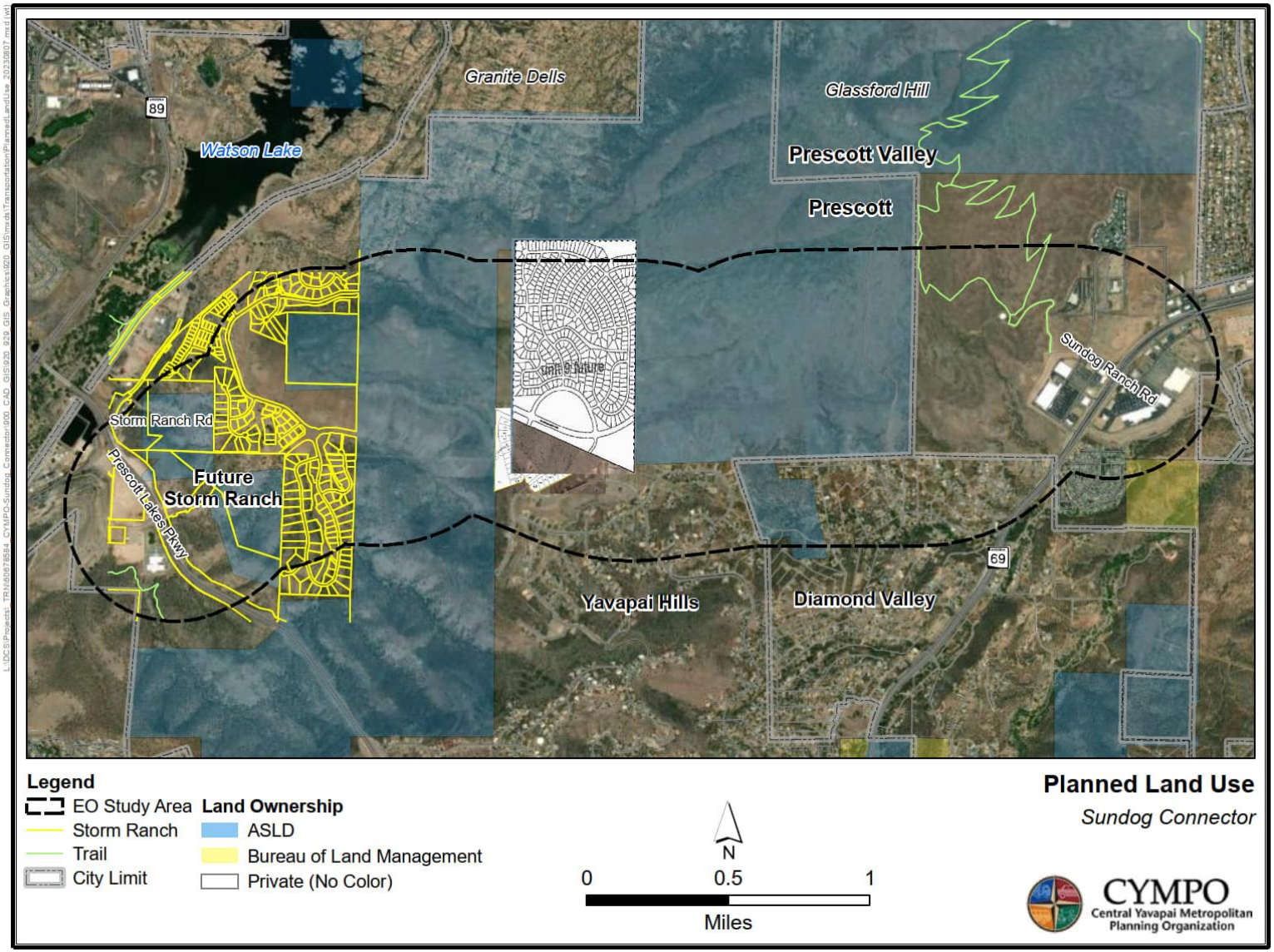
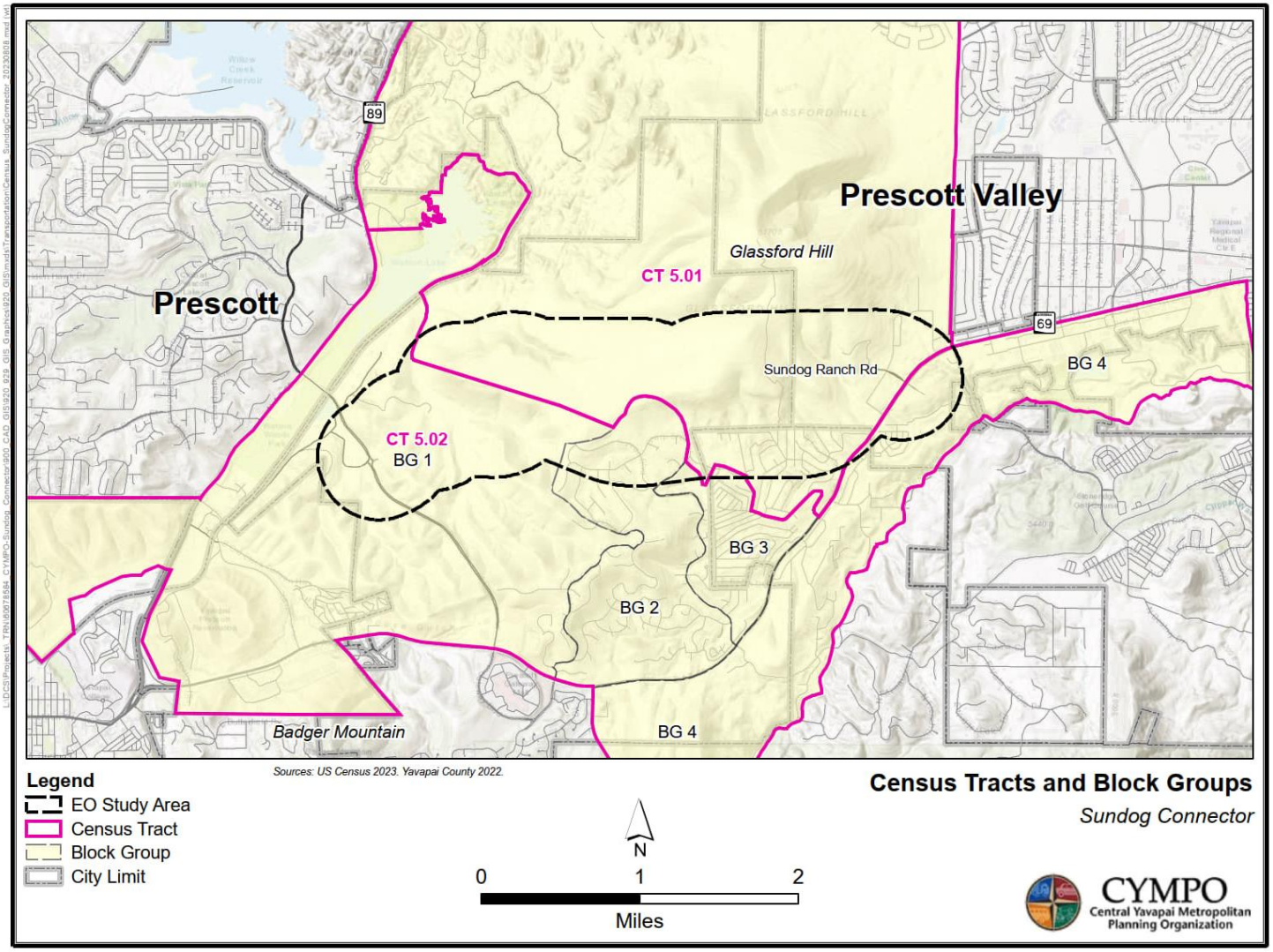


Figure 6. Census Tracts and Block Groups



Title VI (Disabled, Limited English Proficiency, Elderly, and Female Head-of-Households)

Title VI ensures that individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination on the basis of race, color, or national origin under any program or activity receiving federal financial assistance. The FHWA Title VI program requires analysis of disabled/handicapped, limited English proficiency (LEP), elderly, and female head-of-household populations.

Demographic data were obtained from the U.S. Census 2021 American Community Survey (ACS) 5-year Estimates. There are a total of two Census Tracts for the Study Area, Census Tract 5.01 and Census Tract 5.02. Census Tract 5.02 is divided into four Block Groups, while Census Tract 5.01 is a single continuous area. Figure 6, above, shows the Census Tracts and Block Groups for the Study Area. Populations were compared to the Prescott, Prescott Valley, Yavapai County and Arizona.

Disabled/Handicapped Populations

A disabled population is defined as non-institutionalized civilians (people not under formally authorized, supervised care or custody in institutions like hospitals and prisons) who are 5 years of age or older and have reported a long-lasting physical, mental, or emotional condition. Disabled population estimates are reported at the Census Tract level and does not include Block Groups. Table 3 shows disabled populations in the Study Area. Prescott, Prescott Valley, and Yavapai County all had a higher percentage of disabled populations than the Arizona average. The Study Area had a larger percentage of disabled or handicapped populations than all other comparison geographies. During future NEPA activities, special consideration should be made to include disabled and handicapped populations in public outreach and public meetings.

Table 3. Disabled/Handicapped Populations by Census Tract

Geography	Population	Disabled Population	Percent Disabled
Census Tract 5.01	1,886	479	25.4%
Census Tract 5.02	3,393	677	20.0%
TOTAL	5,279	1,156	21.9%
Prescott	44,682	7,951	17.8%
Prescott Valley	45,887	7,860	17.1%
Yavapai County	232,530	41,687	17.9%
Arizona	6,976,512	917,555	13.2%

Source: U.S. Census Bureau, 2021 ACS 5-Year Estimates, Table DP02

Elderly Population

Elderly population is defined by individuals 65 years of age and over. Table 4 shows elderly populations in the Study Area. Prescott, Prescott Valley, and Yavapai County all have significantly higher percentages of elderly populations than the Arizona average. The Prescott and Prescott Valley areas are well-known retirement destinations, and a high level of elderly population is expected. Census Tract 5.01 and Census Tract 5.02, Block Group 1 had much lower percentages of elderly populations than the other geographies. Census Tract 5.02, Block Groups 2, 3, and 4 all had an

elderly population of over 60 percent. During future NEPA activities, special consideration should be made to include elderly populations in public outreach and public meetings.

Table 4. Elderly Populations by Census Tract and Block Group

Geography	Population	Elderly (Age 65 and over)	% Age 65 and over
Census Tract 5.01	1,886	264	7.8%
Census Tract 5.02	3,393	1,622	47.8%
Block Group 1	1,104	190	17.2%
Block Group 2	1,143	736	64.4%
Block Group 3	766	462	60.3%
Block Group 4	380	234	61.6%
TOTAL	5,279	1,886	27.8%
Prescott	45,063	17,981	39.9%
Prescott Valley	46,014	13,120	28.5%
Yavapai County	233,789	74,512	31.9%
Arizona	7,079,203	1,243,859	17.6%

Source: U.S. Census Bureau, 2021 ACS 5-Year Estimates, Table B01001

Female Head-of-Household

Female head-of-household populations consist of households with children under 18 years of age headed by a female with no spouse present. Female head-of-households are documented in Table 5. Prescott, Prescott Valley, and Yavapai County all have significantly lower rates of female head-of-household than the Arizona average. Census Tract 5.02, Block Group 1 had the only significant female head-of-household population, over 10 percent. Census Tract 5.02, Block Groups 2 and 4 had no reported female head-of-households. During future NEPA activities, special consideration should be made to include identified female head-of-household in public outreach and public meetings.

Table 5. Female Head-of-Household by Census Tract and Block Group

Geography	Total Households	Female Householders	% Female Householders
Census Tract 5.01	810	22	2.7%
Census Tract 5.02	1,520	60	3.9%
Block Group 1	406	42	10.3%
Block Group 2	523	0	0.0%
Block Group 3	381	18	4.7%
Block Group 4	210	0	0.0%
Total	2,330	82	3.5%
Prescott	21,186	643	3.0%
Prescott Valley	19,357	1,067	5.5%
Yavapai County	103,934	4,541	4.4%
Arizona	2,683,557	208,358	7.8%

Source: U.S. Census Bureau, 2021 ACS 5-Year Estimates, Table B11005

Limited English Proficiency Populations

EO 13166 states that those individuals with LEP shall have meaningful access to federally conducted or federally funded programs and activities. LEP populations are those that indicate they speak or read a language other than English and speak or read English "less than very well." The Safe Harbor Threshold of 5 percent, or 1,000 individuals, is used to determine when a project must provide translations of written documents during federal activities. If the threshold is not met or a document is not considered vital, other ways of meaningful access may be used such as oral interpretation. Table 6 shows all language groups in the project area. LEP is not reported at the Block Group level, so Census Tract-level data was used. There were no languages identified that met the Safe Harbor Threshold. Census Tract 5.01 did not have any individuals that identified as LEP. Census Tract 5.02 had 20 individuals that identified as other Asian language speakers and 11 individuals that identified as other language speakers.

During future NEPA activities, documents are unlikely to be required to be translated into languages other than English. The presence of oral interpreters during public outreach and public meetings would provide access to those limited individuals that identify as LEP.

Conclusion and Recommendations

The Study Area had a larger percentage of disabled or handicapped populations than all other comparison geographies. Prescott, Prescott Valley, and Yavapai County all have significantly higher percentages of elderly populations than the Arizona average. Prescott, Prescott Valley, and Yavapai County all have significantly lower rates of female head-of-household than the Arizona average. LEP is not reported at the Block Group level, and Census Tract-level data was used.

Table 6. Language Spoken at Home by Census Tract

Geography	Total Population	Only English/Very Well		Spanish		French		German		Russian		Other Indo - European Languages	
		#	%	#	%	#	%	#	%	#	%	#	%
Census Tract 5.01	1,826	1,826	100%	0	0%	0	0%	0	0%	0	0%	0	0%
Census Tract 5.02	3,341	3,310	99%	0	0%	0	0%	0	0%	0	0%	0	0%
TOTAL	5,167	5,136	99%	0	0%	0	0%	0	0%	0	0%	0	0.0%
Prescott	43,766	43,082	98%	335	1%	16	<1%	74	<1%	46	<1%	70	<1%
Prescott Valley	43,996	41,120	93%	2,602	6%	18	<1%	44	<1%	0	<1%	68	<1%
Yavapai County	224,547	216,395	96%	6,606	3%	58	<1%	196	<1%	135	<1%	240	<1%
Arizona	6,666,597	6,124,197	92%	422,033	6%	2,844	<1%	1,740	<1%	6,878	<1%	17,803	<1%

Geography	Total Population	Korean		Chinese		Vietnamese		Tagalog		Arabic		Other Languages	
		#	%	#	%	#	%	#	%	#	%	#	%
Census Tract 5.01	1,826	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Census Tract 5.02	3,341	0	0%	0	0.0%	0	0%	0	0%	0	0%	42	1%
TOTAL	5,167	0	0%	0	0%	0	0%	0	0%	0	0%	42	1%
Prescott	43,766	32	<1%	36	<1%	11	<1%	0	0%	0	0%	64	<1%
Prescott Valley	43,996	0	0%	29	<1%	65	<1%	0	0%	0	0%	50	<1%
Yavapai County	224,547	133	<1%	100	<1%	120	<1%	29	<1%	202	<1%	333	<1%
Arizona	6,666,597	4,298	<1%	16,142	<1%	11,586	<1%	5,798	<1%	7,752	<1%	45,526	<1%

Source: U.S. Census Bureau, 2021 ACS 5-Year Estimates, Table C16001

Environmental Justice

Transportation projects that received federal funding are required to identify environmental justice (EJ) populations as part of the NEPA process. Under EO 12898, Federal Actions to Address EJ in Minority and Low-Income Populations, requires the fair treatment and meaningful involvement of all people, particularly minority and low-income populations, in the environmental decision-making process. Each agency must identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

Minority Population

FHWA Order 6640.23A defines minority populations as persons of Black or African American, Hispanic, Asian American, American Indian/Alaskan Native, and Native Hawaiian or Pacific Islander descent. The total minority population for each Census Tract and Block Group is located in **Table 7**. Only one geography was identified as having a significant minority population: Census Tract 5.02, Block Group 3, at approximately 37 percent minority. American Indian and Native Alaskan and Hispanic or Latino were the predominant minority populations. It should be noted that this is less than the average minority population in Arizona, at approximately 47 percent. All other geographies were less than 10 percent minority.

It is unlikely that minority populations would be disproportionately affected by the Sundog Connector. Census Tract 5.02, Block Group 3 had the only significant minority population in the project area. The project is not expected to require any business or residential acquisitions that may cause displacements. During future NEPA activities, efforts should be made to include all minority populations in public outreach and public meetings.

Table 7. Minority Populations by Census Tract and Block Group

Geography	Total Population	Non-Minority (White Alone)	Percent Non-Minority	Minority Total	Percent Minority
Census Tract 5.01	1,886	1,726	**91.5%**	160	8.5%
Census Tract 5.02	3,393	2,999	**88.4%**	394	11.6%
Block Group 1	1,104	1,074	97.3%	30	2.7%
Block Group 2	1,143	1,064	93.1%	79	6.9%
Block Group 3	766	481	62.8%	285	37.2%
Block Group 4	380	380	100.0%	0	0.0%
TOTAL	5,279	4,725	89.5%	554	10.5%
Prescott	45,063	38,610	85.7%	6,453	14.3%
Prescott Valley	46,014	34,541	75.1%	11,473	24.9%
Yavapai County	233,789	185,570	79.4%	48,219	20.6%
Arizona	7,079,203	3,781,665	53.4%	3,297,538	46.6%

Source: U.S. Census Bureau, 2021ACS 5-Year Estimates, Table B03002

Low Income Population

ADOT EJ guidance defines low-income populations as Block Groups with a median income lower than the U.S. Department of Health and Human Services (HHS) poverty guidelines for a family of four. In 2021, the income level was $26,500 (HHS 2023). **Table 8** shows the median income for the project area. No geographies were listed with median incomes below the poverty level. CT 5.02 BG 3 and 4 and CT 5.02 had median incomes significantly lower than Prescott and Prescott Valley. CT 5.02 BG 1 had the highest median income and was significantly higher than Prescott and Prescott Valley.

Table 8. Median Income by Census Tract and Block Group

Geography	Median Income	Income Below Poverty Level
Census Tract 5.01*	$50,714	No
Census Tract 5.02	$65,794	No
Block Group 1	$72,798	No
Block Group 2	$68,350	No
Block Group 3	$40,699	No
Block Group 4	$51,184	No
AVERAGE	$58,254	No
Prescott	$61,090	No
Prescott Valley	$60,033	No
Yavapai County	$56,170	No
Arizona	$65,913	No

Source: U.S. Census Bureau, 2021 ACS 5-Year Estimates, Table B19013

Notes: Poverty level in this table is based upon the HHS 2021 poverty guidelines for a family of 4 of $26,500.

The U.S. Census Bureau defines poverty using a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. The populations with income below the poverty level are shown in **Table 9.** Significant low-income populations were identified in three geographies: Census Tract 5.02, Block Groups 3 and 4 and Census Tract 5.01. Census Tract 5.02, Block Group 2 had the lowest percentage of low-income population, at 4.5 percent.

Table 9. Income Below Poverty Level by Census Tract and Block Group

Geography	Total Population	Income Below Poverty Level	Percent Low-Income
Census Tract 5.01	1,886	489	25.9%
Census Tract 5.02	3,393	422	12.4%
Block Group 1	1,104	145	13.1%
Block Group 2	1,143	51	4.5%
Block Group 3	766	137	17.9%
Block Group 4	380	89	23.4%
TOTAL	5,279	911	17.3%
Prescott	43,243	4,856	11.2%
Prescott Valley	45,759	5,323	11.6%
Yavapai County	229,192	28,563	12.5%
Arizona	6,926,281	934,911	13.5%

Source: U.S. Census Bureau, 2021 ACS 5-Year Estimates, Table B19013

Notes: Poverty status in this dataset is defined by the US Census Bureau using a set of money income thresholds that vary by family size and composition. Poverty thresholds do not vary geographically and are updated annually using the Consumer Price Index. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty.

During future NEPA activities, efforts should be made to include all low-income populations in public outreach and public meetings.

Conclusion and Recommendations

American Indian and Native Alaskan and Hispanic or Latino were the predominant minority populations. It should be noted that this is less than the average minority population in Arizona, at approximately 47 percent. It is unlikely that minority populations would be disproportionately affected by the Sundog Connector. No geographies were listed with median incomes below the poverty level. Significant low-income populations were identified in three geographies.

Section 4(f) and Section 6(f)

The Department of Transportation Act of 1966 outlines in Section 4(f) that the FWHA cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless no feasible alternative is possible. If federal funds are used for the project, detailed planning efforts will be required to show compliance with the Act.

Existing recreational uses in the Study Area include the Sundog Ranch Trail in the west, the Glassford Hills Trail in the east, and the Storm Trail System to the north. The Watson Lake and Watson Woods Riparian areas located northwest of the Study Area contain several parks and trails, including the Peavine Trail and Lower Granite Creek Trail. None of these recreation areas fall within the Study Area, and no land from these areas would be acquired for the Sundog Connector. Depending on final alignment of the corridor, these areas may fall within a quarter mile of the project.

Cultural resources eligible for listing in the National Register of Historic Places (NRHP) can also be afforded Section 4(f) protection. Because so much of the Study Area has not been surveyed for cultural resources, there is the potential that previously unknown Section 4(f) properties may be discovered later in the planning process.

On May 26, 2022, the City of Prescott, Town of Prescott Valley, and Yavapai County entered into an intergovernmental agreement (IGA) to jointly purchase 3,500 acres of multiple parcels of ASLD State Trust Land located in the project area between the Granite Dells, Watson Lake, and Glassford Hill to preserve for the establishment of the Glassford Dells Regional Park. Figure 7 depicts the State Trust land that all parties, including the ASLD, anticipate being within the ultimate regional park.

The Glassford Dells Regional Park may incorporate both passive and active recreation uses, with specific plans under development, including open space land preservation, expansion of existing regional hiking and bicycling trails, and potential for additional recreational amenities.

On November 21, 2023, the City of Prescott, in partnership with the Town of Prescott Valley, and Yavapai County successfully purchased the first phase of proposed Glassford Dells Regional Park land in accordance with the IGA from the ASLD auction. The winning bid was placed at the minimum bid value of $6,255,000.00 for 2,284 acres at the following township, range, parcel section locations:

- Township 14 North, Range 1 West, Sections 8,16,17,18,19
- Township 14 North, Range 2 West, Section 13, 24

The date of the next phases of the land purchase are unknown at the time of this DCR.

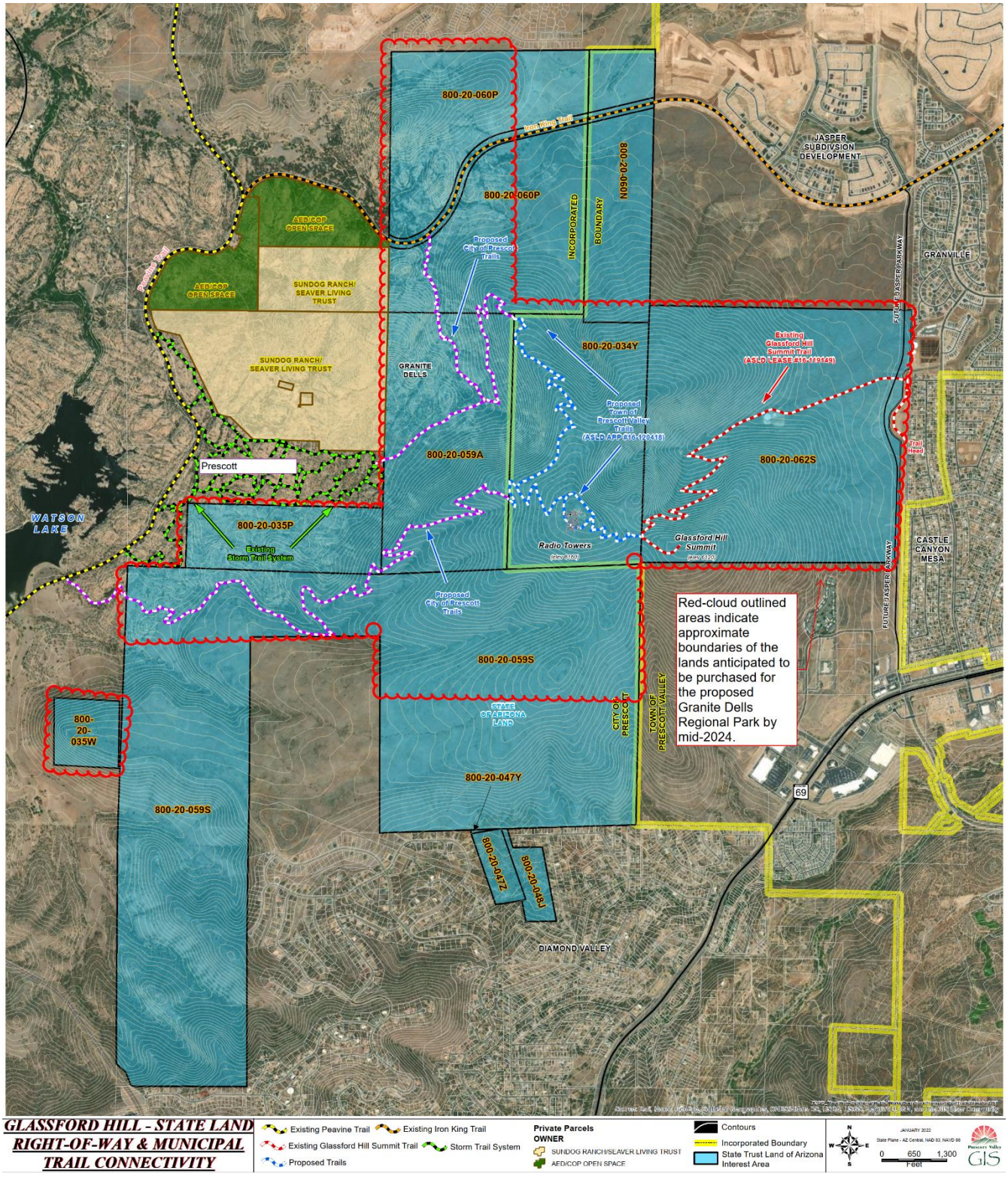
Section 4(f) would be applicable if the land in question is owned by the jurisdictions that have the intent to develop the park, and they have formally designated it for recreation purposes into a city or county Master Plan.

Conclusion and Recommendations

Existing recreational uses in the Study Area include the Sundog Ranch Trail in the west, the Glassford Hills Trail in the east, and the Storm Trail System to the north. The Watson Lake and Watson Woods riparian areas northwest of the Study Area contain several parks and trails, including the Peavine Trail and Lower Granite Creek Trail. None of these recreation areas fall within the Study Area, and no land from these areas would be acquired for the Sundog Connector.

Because both the Sundog Connector transportation facility and Glassford Dells Regional Park are in early planning stages, CYMPO has the opportunity to enter into joint development planning with the local jurisdictions for any further advancement of the Sundog Connector. Under joint development, the recreational resource maintains use of the facility for recreation purposes, reserving a portion for transportation use. Coordination with the local jurisdictions is recommended to determine if joint development aligns with plans for the Glassford Dells Regional Park. If joint development is pursued, documented evidence demonstrating the area in question was reserved for transportation purposes before or at the same time that the adjacent portions were designated as a park would be needed.

Figure 7. Glassford Dells Regional Park



Source: Prescott Valley, figure from Intergovernmental Agreement

Cultural Resources

To provide information for considering potential impacts on cultural resources (archaeological and historical sites and structures) the study team conducted a desktop review that identified 27 cultural resource studies and 29 recorded cultural resource sites within 0.5 mile around the proxy centerline. The primary source of information was the AZSITE Cultural Resource Inventory, a geospatial database that includes records of the AZSITE Consortium members (Arizona State Museum, Arizona State University, Museum of Northern Arizona, and State Historic Preservation Office).

Twenty-six of the prior studies were cultural resource surveys and one was a recent archaeological data recovery project that was only preliminarily reported. Five of the studies were conducted in the 1980s, five in the 1990s, ten between 2000 and 2009, and six in the 2010s. The date of one study was not determined. In total, the prior surveys covered 35 to 40 percent of the review area. Many of the surveys covered only narrow linear corridors, but substantial blocks of land were surveyed in conjunction with the planning of commercial or residential developments in western, central, and eastern parts of the Study Area.

Commercial developments have been constructed in the surveyed areas in the eastern end of the review area near the intersection of SR 69 and Stone Ridge Drive. Planned residential development in the surveyed area that spans the central part of the review area has been only partially constructed along the southern edge of the review area. Recent archaeological data recovery studies undertaken to mitigate the impacts of the planned Storm Ranch residential development suggest substantial construction might be imminent in the western part of the review area.

The review identified summary information about 29 cultural resources recorded in the project area. Four sites have multiple numbers due to surveys of the same area conducted years apart (1977, 2005, and 2017), and prior recordings were not recognized. Fifteen of the recorded cultural resources have been determined or been recommended eligible for the National and Arizona Registers of Historic Places (ARHP). Seven of the recorded cultural resources have been determined or been recommended not eligible, and five have not been evaluated for NRHP/ARHP eligibility. No information was available about the eligibility of one recently recorded site, and another site was archaeologically tested and determined to be a natural cluster of granite cobbles and not actually an archaeological site.

There is only one cultural resource recorded in the eastern part of the review area—the Historic-period Arizona Public Service NW-8 Transmission Line, which was determined to be ineligible for the NRHP/ARHP. There are five cultural resources recorded in the central part of the review area. Three of those were determined or recommended ineligible for the NRHP/ARHP: site AZ N:7:465(ASM), a historic trash scatter; site AZ N:7:466(ASM), a historic water catchment site; and site AZ N:7:336(ASM), a cluster of large basalt cobbles with a few pieces of prehistoric flaked stone. The NRHP/ARHP eligibility of site AZ N:7:116(ASM), an undated site with two rock rings with no associated artifacts, is unevaluated. Site AZ N:7:330(ASM), recorded as having two clusters of rocks and a scatter of approximately 60 prehistoric artifacts, including ceramic sherds, flaked stone, and ground stone, was recommended eligible for the NRHP/ARHP, but aerial photos indicate residential development within the last decade has probably disturbed the site.

Most cultural resources are in the western part of the review area. They include 17 prehistoric sites, 13 of which were recommended eligible for the NRHP/ARHP. Archaeological data recovery

excavations were conducted in parts of five of those sites to mitigate impacts of the planned Storm Ranch residential development. The excavation found a human mortuary feature at two of those sites: AZ N:7:480(ASM) and AZ N:7:488(ASM). Based on the results of testing, archaeologists recommended one of the sites, AZ N:7:482(ASM), a scatter of prehistoric artifacts with one thermal pit, be considered ineligible for the NRHP/ARHP. The NRHP/ARHP eligibility of prehistoric sites NA13526, NA15331, and NA28995 remains unevaluated.

Four of the recorded cultural resources in the western part of the review area date to the Historic period. The Santa Fe, Prescott, and Phoenix Railway alignment is eligible for the NRHP/ARHP, and the eligibility of the occupied historic Storm Ranch has not been evaluated. Sites AZ N:7:362(ASM) and AZ N:7:363(ASM) are scatters of historic trash that recommended not eligible. No information was available about the age or NRHP eligibility of the other recently recorded site, AZ N:7:523(ASM).

There are no known cultural resource constraints in the eastern and central part of the review area. Prior cultural resource surveys indicate that the density of cultural resources is much higher in the western end of the Study Area, and a high percentage of those cultural resources are NRHP/ARHP eligible. Available data suggest that there is more potential for unrecorded cultural resources where there are gaps in cultural resource surveys in the western and central portions of the Study Area than in the eastern part.

Conclusion and Recommendations

The review identified information about 27 prior cultural resource studies within or overlapping the alternatives review area. Fifteen of the recorded cultural resources are eligible for the NRHP/ARHP or are recommended eligible. Prior cultural resource surveys indicate that the density of cultural resources is much higher in the western end of the Study Area and a high percentage of those cultural resources are NRHP/ARHP eligible. Available data suggest there is potential for unrecorded archaeological sites where there are gaps in cultural resource surveys in the western and central portions of the Study Area, but unrecorded sites are less likely in the eastern part.

If the project moves forward, additional cultural resource studies, including cultural resource survey and mitigation measures such as archaeological data recovery studies, may be needed to meet regulatory requirements. If there is a federal nexus (stemming from federal funding or a need for any federal permits), the lead federal agency would need to comply with the National Historic Preservation Act (NHPA) (54 U.S. Code 300101 et seq.). Section 106 of the NHPA requires federal agencies to consider the effects of their undertakings on properties listed in or eligible for the NRHP, in consultation with the State Historic Preservation Office and other interested parties. The lead federal agency would expect the project proponent to provide cultural resource studies to support the agency's compliance.

The Arizona Antiquities Act (Arizona Revised Statutes 41-841 through 4-844) requires persons in charge of activities on state, county, and municipal lands (including public road rights-of-way) to notify the Arizona State Museum of the discovery of archaeological, paleontological, or historical sites or objects that are at least 50 years old and to take all reasonable steps to secure and maintain their preservation. Although the Arizona Antiquities Act does not require surveys to inventory the protected resources, survey and mitigation measures, if warranted, might be required to address the goal of the City of Prescott General Plan of protecting and preserving historic and cultural resources.

References

Arizona Department of Environmental Quality (ADEQ), 2022. Impaired Waters GIS eMaps. https://adeq.maps.arcgis.com/apps/webappviewer/index.html?id=e224fc0a96de4bcda4b0e37af3a4daec&showLayers=Counties;Impaired%20-%20Lakes%202022;Impaired%20-%20Streams%202022. Accessed September 21, 2022.

Arizona Department of Transportation (ADOT), 2017. Noise Abatement Requirements. May 2017. ADOT, Phoenix, Arizona.

ADOT, 2021. *Arizona Statewide Wildlife-Vehicle Conflict Study*. Final Report.

Arizona Game and Fish Department (AZGFD), 2013a. *Arizona Statewide Pronghorn Management Plan*. December 6, 2013. AZGFD, Phoenix, Arizona.

Arizona Department of Water Resources (ADWR). 2010, 2022. Groundwater Site Inventory (GWSI). Phoenix, Arizona.

AZGFD. 2013b. *The Yavapai County Wildlife Connectivity Assessment: Report on Stakeholder Input.* Phoenix, Arizona.

AZGFD, 2022a. Arizona's Online Environmental Review Tool. https://azhgis2.esri.com/. Accessed June 17, 2022. AZGFD, Phoenix, Arizona.

AZGFD, 2022b. Game Management Unit 19A. https://www.azgfd.com/hunting/units/kingman/19a/. Accessed June 23, 2022. AZGFD, Phoenix, Arizona.

Arizona Important Bird Area Program (AZIBA), 2020. Watson and Willow Lakes Ecosystem. March 2020. https://aziba.org/wp-content/uploads/2022/01/MiniPlan_IBA_WatsonWillowLakes.pdf

Arizona Wildlife Linkages Workgroup (AWLW), 2006. Arizona's Wildlife Linkages Assessment. December 2006. https://azdot.gov/business/environmental-planning/programs/wildlife-linkages

Beier, P., E. Garding, and D. Majka. 2008. Arizona Missing Linkages: Granite Mountain-Black Hills Linkage Design. Report to Arizona Game and Fish Department. School of Forestry, Northern Arizona University.

Blackman, S., C. C. Hofer, S. F. Lowery, and E. Moreno. 2013. Road Mortality and Wildlife Crossing Structure Utilization: Twin Peaks Road. Prepared for Town of Marana and Pima County Department of Transportation, Pima County, Arizona. Arizona Game and Fish Department. May 2013.

Brown, David E. (editor), 1994. *Biotic Communities Southwestern United States and Northwestern Mexico*. University of Utah Press, Salt Lake City, Utah.

Natural Resource Conservation Service (NRCS), 2022. *Web Soil Survey*. https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed and downloaded June 23, 2022. U.S. Department of Agriculture, NRCS, Washington, DC.

NatureServe, 2017. *iMapInvasives GIS-based data management system*. https://www.imapinvasives.org/

U.S. Fish and Wildlife Service (USFWS), 2017. Information for Planning and Consultation. https://ecos.fws.gov/ipac/. Accessed June 17, 2022. USFWS, Washington, DC.

U.S. Department of Health and Human Services (HHS), 2023. 2021 Poverty Guidelines. https://aspe.hhs.gov/2021-poverty-guidelines. HHS, Washington, DC.

Appendix A. Biological Resources Database Reports (iPac, AZGFD)

Arizona Environmental Online Review Tool Report

Arizona Game and Fish Department Mission
To conserve Arizona's diverse wildlife resources and manage for safe, compatible outdoor recreation opportunities for current and future generations.

Project Name:
Sundog Connector CYMPO

Project Description:
Preliminary investigation for new sundog connector road.

Project Type:
Transportation & Infrastructure, Road construction (including staging areas), Realignment/new roads

Contact Person:
William Turner

Organization:
AECOM

On Behalf Of:
PRIVATE

Project ID:
HGIS-16580

Please review the entire report for project type and/or species recommendations for the location information entered. Please retain a copy for future reference.

Disclaimer:

1. This Environmental Review is based on the project study area that was entered. The report must be updated if the project study area, location, or the type of project changes.
2. This is a preliminary environmental screening tool. It is not a substitute for the potential knowledge gained by having a biologist conduct a field survey of the project area. This review is also not intended to replace environmental consultation (including federal consultation under the Endangered Species Act), land use permitting, or the Departments review of site-specific projects.
3. The Departments Heritage Data Management System (HDMS) data is not intended to include potential distribution of special status species. Arizona is large and diverse with plants, animals, and environmental conditions that are ever changing. Consequently, many areas may contain species that biologists do not know about or species previously noted in a particular area may no longer occur there. HDMS data contains information about species occurrences that have actually been reported to the Department. Not all of Arizona has been surveyed for special status species, and surveys that have been conducted have varied greatly in scope and intensity. Such surveys may reveal previously undocumented population of species of special concern.
4. HabiMap Arizona data, specifically Species of Greatest Conservation Need (SGCN) under our State Wildlife Action Plan (SWAP) and Species of Economic and Recreational Importance (SERI), represent potential species distribution models for the State of Arizona which are subject to ongoing change, modification and refinement. The status of a wildlife resource can change quickly, and the availability of new data will necessitate a refined assessment.

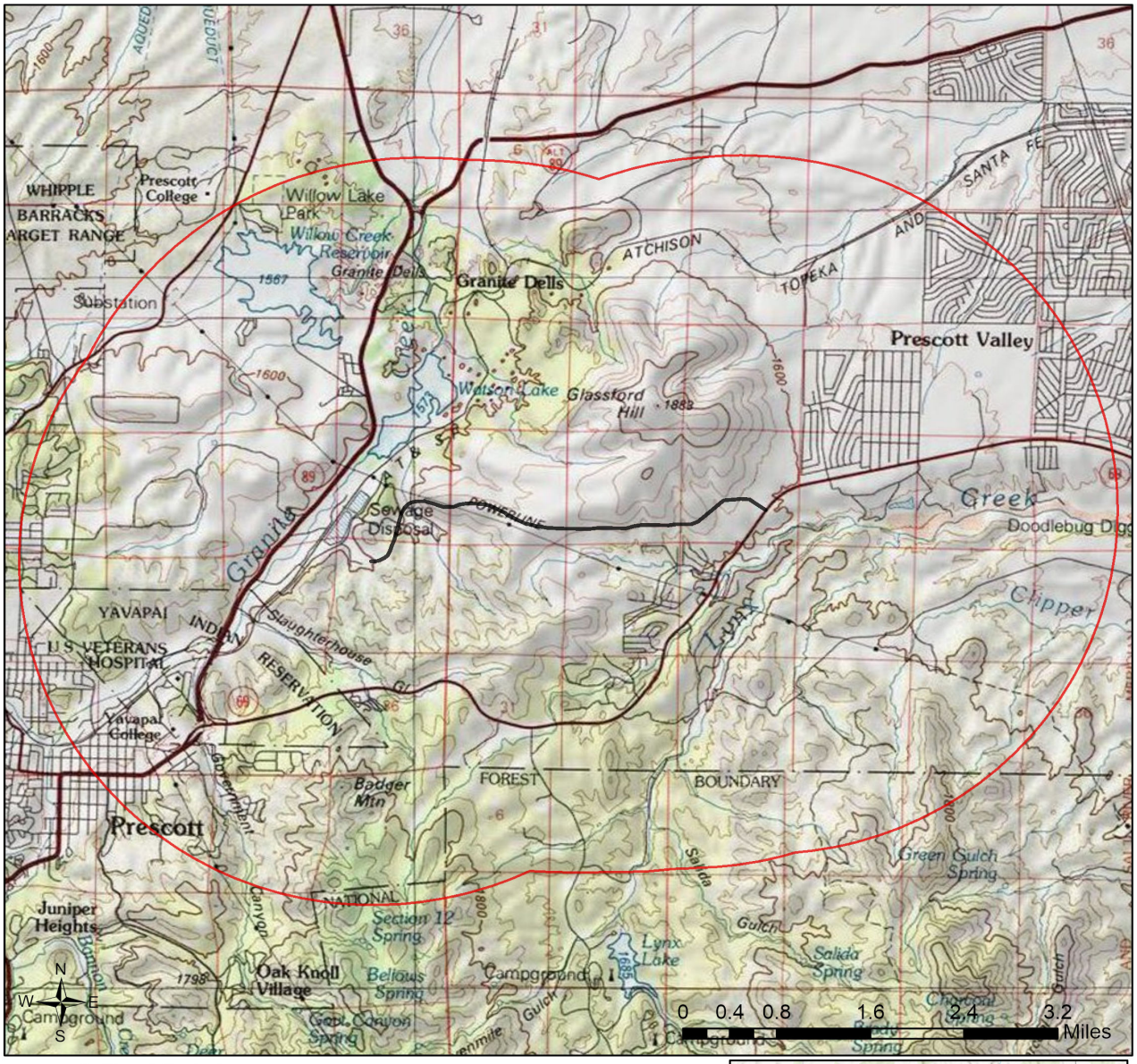
Locations Accuracy Disclaimer:
Project locations are assumed to be both precise and accurate for the purposes of environmental review. The creator/owner of the Project Review Report is solely responsible for the project location and thus the correctness of the Project Review Report content.

Recommendations Disclaimer:

1. The Department is interested in the conservation of all fish and wildlife resources, including those species listed in this report and those that may have not been documented within the project vicinity as well as other game and nongame wildlife.
2. Recommendations have been made by the Department, under authority of Arizona Revised Statutes Title 5 (Amusements and Sports), 17 (Game and Fish), and 28 (Transportation).
3. Potential impacts to fish and wildlife resources may be minimized or avoided by the recommendations generated from information submitted for your proposed project. These recommendations are preliminary in scope, designed to provide early considerations on all species of wildlife.
4. Making this information directly available does not substitute for the Department's review of project proposals, and should not decrease our opportunity to review and evaluate additional project information and/or new project proposals.
5. Further coordination with the Department requires the submittal of this Environmental Review Report with a cover letter and project plans or documentation that includes project narrative, acreage to be impacted, how construction or project activity(s) are to be accomplished, and project locality information (including site map). Once AGFD had received the information, please allow 30 days for completion of project reviews. Send requests to:
   Project Evaluation Program, Habitat Branch
   Arizona Game and Fish Department
   5000 West Carefree Highway
   Phoenix, Arizona 85086-5000
   Phone Number: (623) 236-7600
   Fax Number: (623) 236-7366
   Or
   PEP@azgfd.gov
6. Coordination may also be necessary under the National Environmental Policy Act (NEPA) and/or Endangered Species Act (ESA). Site specific recommendations may be proposed during further NEPA/ESA analysis or through coordination with affected agencies

Sundog Connector CYMPO

USA Topo Basemap With Locator Map



Buffered Project Boundary

Project Boundary

Project Size (acres): 29.92

Lat/Long (DD): 34.5735 / -112.3945

County(s): Yavapai

AGFD Region(s): Kingman

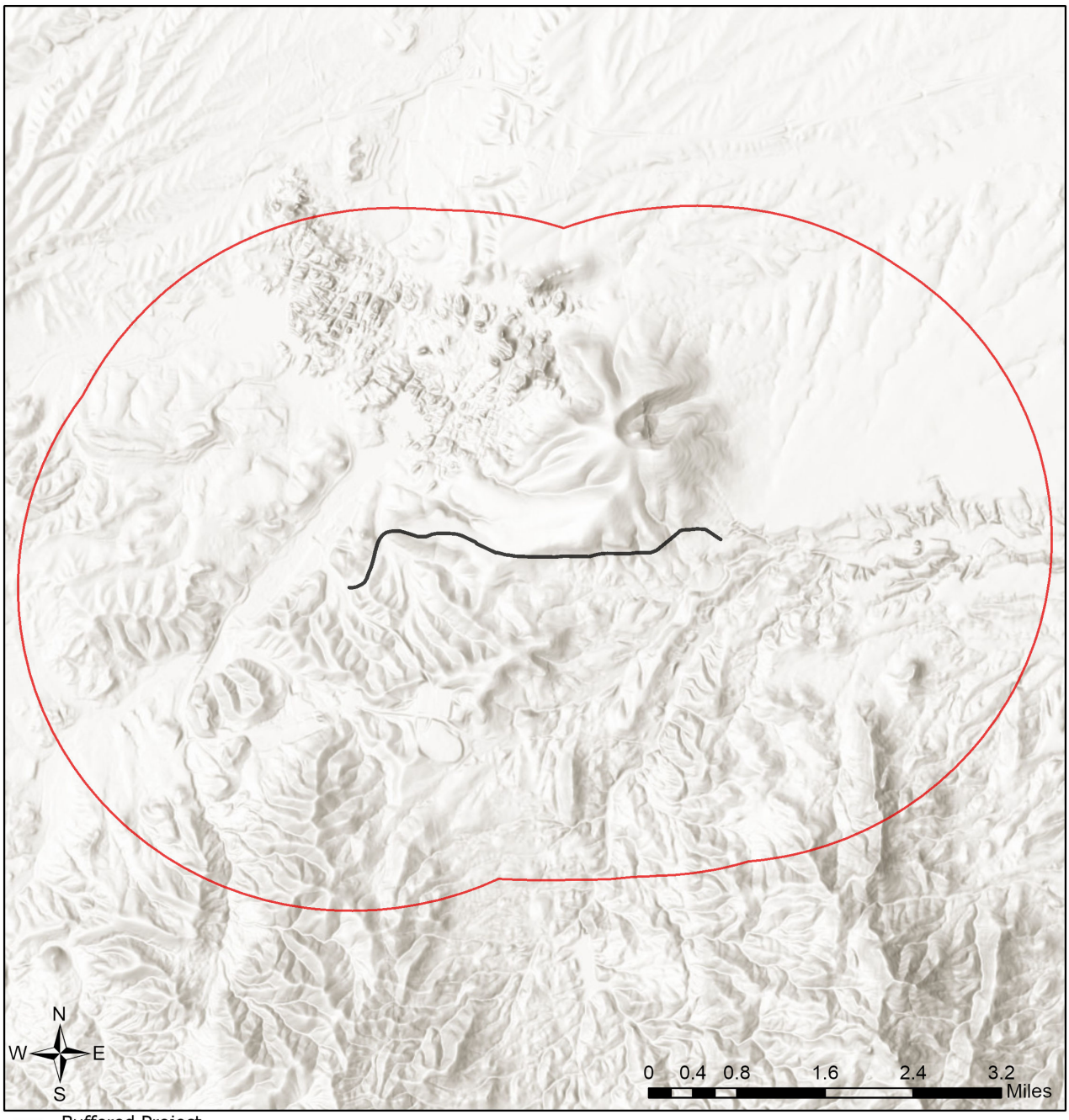
Township/Range(s): T14N, R1W; T14N, R2W

USGS Quad(s): PRESCOTT; PRESCOTT VALLEY SOUTH

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

Sundog Connector CYMPO

Web Map As Submitted By User



Buffered Project Boundary

Project Boundary

Project Size (acres): 29.92

Lat/Long (DD): 34.5735 / -112.3945

County(s): Yavapai

AGFD Region(s): Kingman

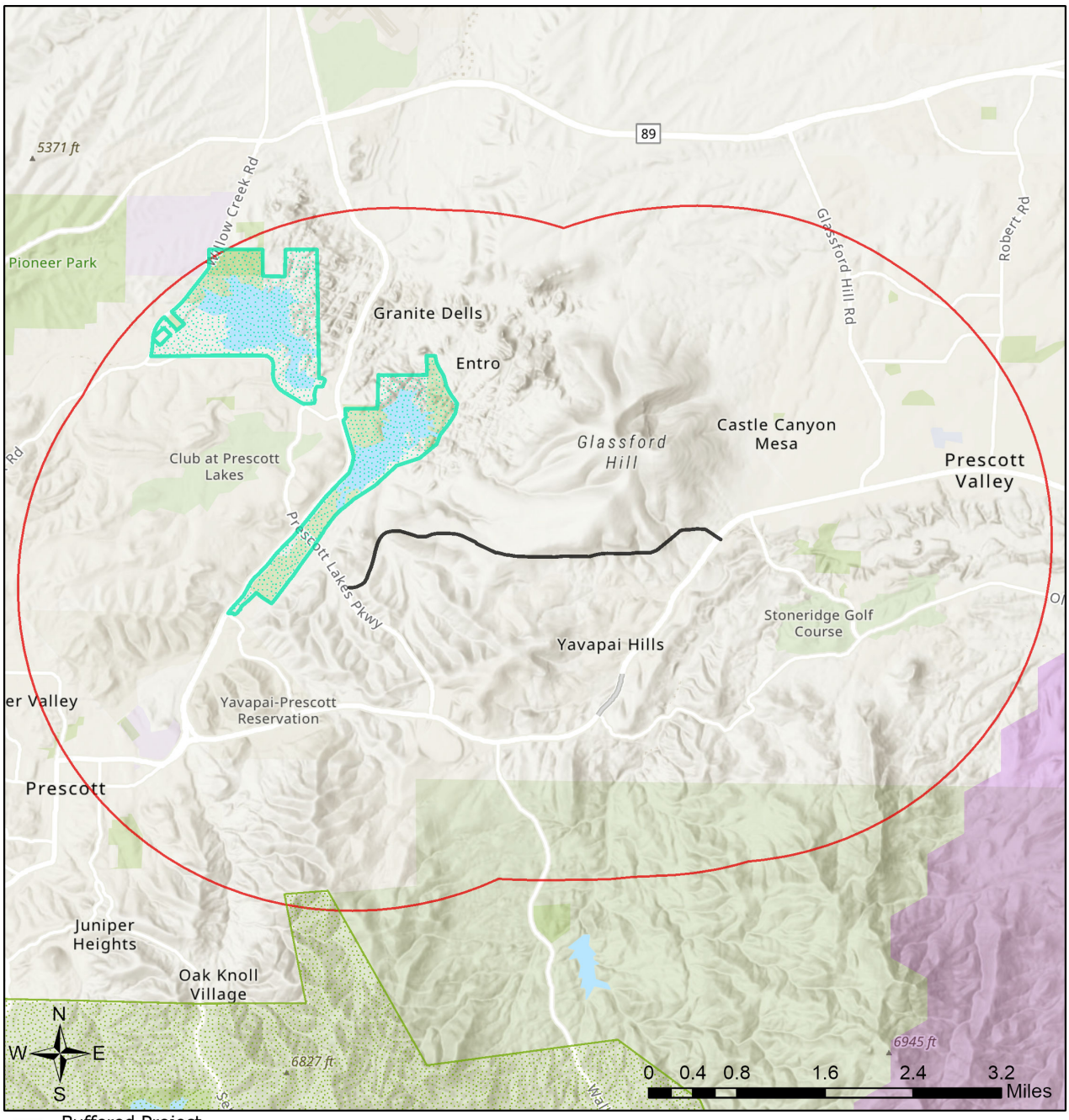
Township/Range(s): T14N, R1W; T14N, R2W

USGS Quad(s): PRESCOTT; PRESCOTT VALLEY SOUTH

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

Sundog Connector CYMPO

Important Areas



- Buffered Project Boundary
- Project Boundary
- Important Bird Areas
- Critical Habitat
- Pinal County Riparian
- Important Connectivity Zones
- Wildlife Connectivity

Project Size (acres): 29.92

Lat/Long (DD): 34.5735 / -112.3945

County(s): Yavapai

AGFD Region(s): Kingman

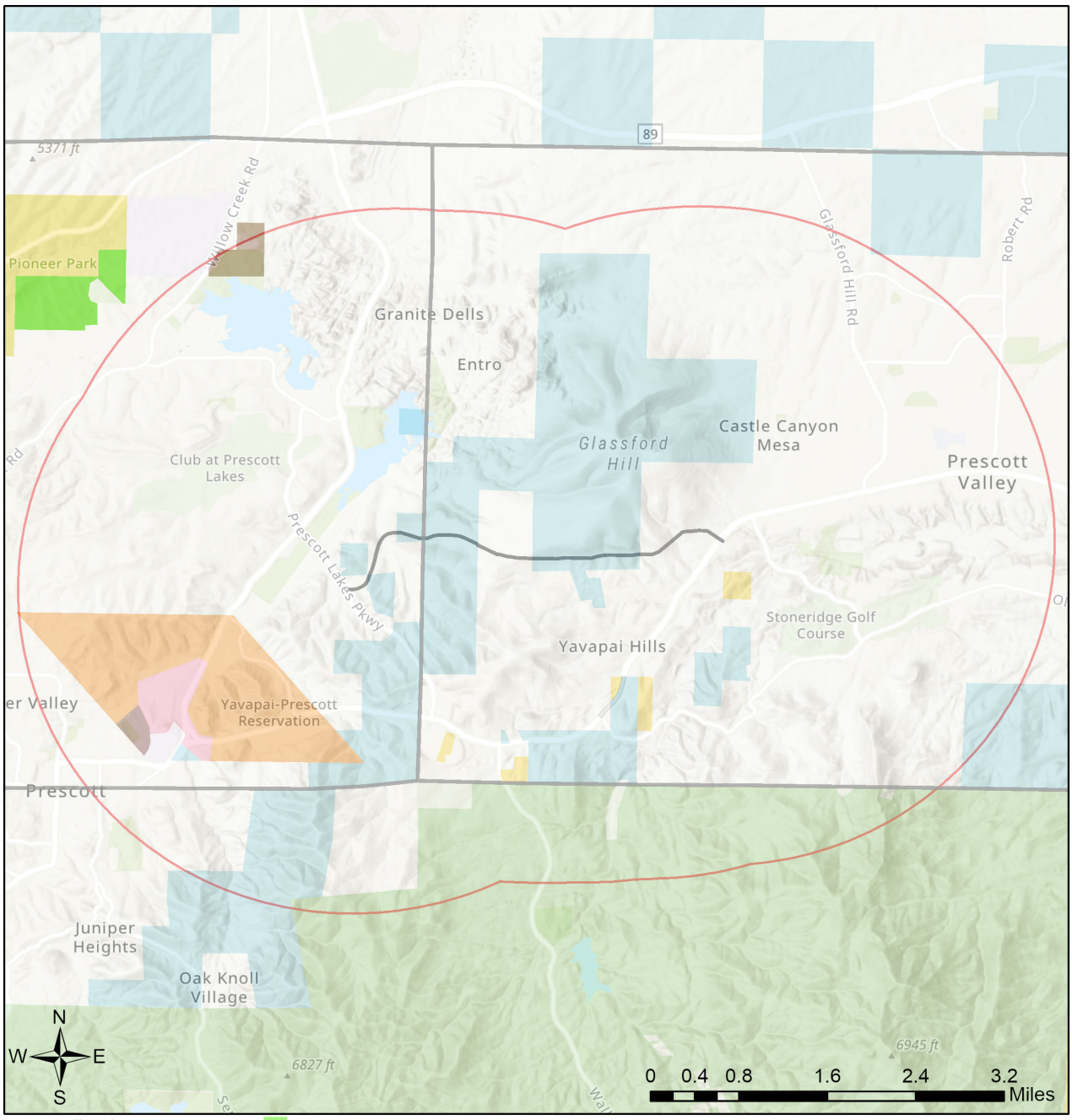
Township/Range(s): T14N, R1W; T14N, R2W

USGS Quad(s): PRESCOTT; PRESCOTT VALLEY SOUTH

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community
Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Sundog Connector CYMPO

Township/Ranges and Land Ownership



- Buffered Project Boundary
- Project Boundary
- AZ Game & Fish Dept.
- BLM
- BOR
- Indian Res.
- Military
- Mixed/Other
- National Park/Mon.
- Private
- State & Regional Parks
- State Trust
- US Forest Service
- Wildlife Area/Refuge
- Township/Ranges

Project Size (acres): 29.92

Lat/Long (DD): 34.5735 / -112.3945

County(s): Yavapai

AGFD Region(s): Kingman

Township/Range(s): T14N, R1W; T14N, R2W

USGS Quad(s): PRESCOTT; PRESCOTT VALLEY SOUTH

Special Status Species Documented within 3 Miles of Project Vicinity

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Aix sponsa	Wood Duck					1B
Anaxyrus microscaphus	Arizona Toad	SC		S		1B
Aquila chrysaetos	Golden Eagle	BGA		S		1B
Cicindela oregona maricopa	Maricopa Tiger Beetle	SC				
Coccyzus americanus	Yellow-billed Cuckoo (Western DPS)	LT	S	S		1A
Danaus plexippus	Monarch	C		S		
Empidonax traillii extimus	Southwestern Willow Flycatcher	LE				1A
Erigeron anchana	Sierra Ancha Fleabane	SC	S			
Erigeron saxatilis	Rock Fleabane		S			
Falco peregrinus anatum	American Peregrine Falcon	SC	S	S		1A
Haliaeetus leucocephalus (wintering pop.)	Bald Eagle - Winter Population	SC, BGA	S	S		1A
Haliaeetus leucocephalus	Bald Eagle	SC, BGA	S	S		1A
Microtus mexicanus	Mexican Vole					1B
Phlox amabilis	Arizona Phlox		S			

Note: Status code definitions can be found at https://www.azgfd.com/wildlife/planning/wildlifeguidelines/statusdefinitions/
.

No Special Areas Detected
No special areas were detected within the project vicinity.

Species of Greatest Conservation Need Predicted that Intersect with Project Footprint as Drawn, based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Agosia chrysogaster	Longfin Dace	SC		S		1B
Aix sponsa	Wood Duck					1B
Anaxyrus microscaphus	Arizona Toad	SC		S		1B
Antilocapra americana americana	American Pronghorn					1B
Aquila chrysaetos	Golden Eagle	BGA		S		1B
Aspidoscelis flagellicauda	Gila Spotted Whiptail					1B
Athene cunicularia hypugaea	Western Burrowing Owl	SC	S	S		1B
Baeolophus ridgwayi	Juniper Titmouse					1C
Buteo regalis	Ferruginous Hawk	SC		S		1B
Buteo swainsoni	Swainson's Hawk					1C
Buteogallus anthracinus	Common Black Hawk					1C
Catostomus clarkii	Desert Sucker	SC	S	S		1B
Catostomus insignis	Sonora Sucker	SC	S	S		1B
Chordeiles minor	Common Nighthawk					1B
Coluber bilineatus	Sonoran Whipsnake					1B

Species of Greatest Conservation Need Predicted that Intersect with Project Footprint as Drawn, based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Corynorhinus townsendii pallescens	Pale Townsend's Big-eared Bat	SC	S	S		1B
Crotalus cerberus	Arizona Black Rattlesnake					1B
Cynomys gunnisoni	Gunnison's Prairie Dog	SC		S		1B
Empidonax wrightii	Gray Flycatcher					1C
Euderma maculatum	Spotted Bat	SC	S	S		1B
Eumops perotis californicus	Greater Western Bonneted Bat	SC		S		1B
Falco peregrinus anatum	American Peregrine Falcon	SC	S	S		1A
Gila robusta	Roundtail Chub	SC	S	S		1A
Haliaeetus leucocephalus	Bald Eagle	SC, BGA	S	S		1A
Heloderma suspectum	Gila Monster					1A
Ictinia mississippiensis	Mississippi Kite					1B
Incilius alvarius	Sonoran Desert Toad					1B
Kinosternon sonoriense sonoriense	Desert Mud Turtle			S		1B
Lasiurus blossevillii	Western Red Bat		S			1B
Lasiurus xanthinus	Western Yellow Bat		S			1B
Leopardus pardalis	Ocelot	LE				1A
Lithobates yavapaiensis	Lowland Leopard Frog	SC	S	S		1A
Meda fulgida	Spikedace	LE				1A
Melospiza lincolnii	Lincoln's Sparrow					1B
Microtus mexicanus	Mexican Vole					1B
Mustela nigripes	Black-footed Ferret	LE,XN				1A
Myiarchus tyrannulus	Brown-crested Flycatcher					1C
Myotis occultus	Arizona Myotis	SC		S		1B
Myotis velifer	Cave Myotis	SC		S		1B
Myotis yumanensis	Yuma Myotis	SC				1B
Nyctinomops femorosaccus	Pocketed Free-tailed Bat					1B
Oreoscoptes montanus	Sage Thrasher					1C
Panthera onca	Jaguar	LE				1A
Passerculus sandwichensis	Savannah Sparrow					1B
Progne subis hesperia	Desert Purple Martin			S		1B
Rhinichthys osculus	Speckled Dace	SC		S		1B
Sciurus arizonensis	Arizona Gray Squirrel					1B
Setophaga petechia	Yellow Warbler					1B
Sphyrapicus nuchalis	Red-naped Sapsucker					1C
Sphyrapicus thyroideus	Williamson's Sapsucker					1C
Spizella atrogularis	Black-chinned Sparrow					1C
Strix occidentalis lucida	Mexican Spotted Owl	LT				1A
Sturnella magna	Eastern Meadowlark					1C

Species of Greatest Conservation Need Predicted that Intersect with Project Footprint as Drawn, based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Tadarida brasiliensis	Brazilian Free-tailed Bat					1B
Troglodytes pacificus	Pacific Wren					1B
Vireo bellii arizonae	Arizona Bell's Vireo					1B
Vireo vicinior	Gray Vireo		S			1C
Vulpes macrotis	Kit Fox	No Status				1B
Xyrauchen texanus	Razorback Sucker	LE				1A

Species of Economic and Recreation Importance Predicted that Intersect with Project Footprint as Drawn

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Antilocapra americana americana	America Pronghorn					1B
Callipepla gambelii	Gambel's Quail					
Odocoileus hemionus	Mule Deer					
Patagioenas fasciata	Band-tailed Pigeon					1C
Pecari tajacu	Javelina					
Puma concolor	Mountain Lion					
Ursus americanus	American Black Bear					
Zenaida macroura	Mourning Dove					

Project Type: Transportation & Infrastructure, Road construction (including staging areas), Realignment/new roads

Project Type Recommendations:

Bridge Maintenance/Construction

Identify whether wildlife species use the structure for roosting or nesting during anticipated maintenance/construction period. Plan the timing of maintenance/construction to minimize impacts to wildlife species. In addition to the species list generated by the Arizona's On-line Environmental Review Tool, the Department recommends that surveys be conducted at the bridge and in the vicinity of the bridge to identify additional or currently undocumented bat, bird, or aquatic species in the project area. To minimize impacts to birds and bats, as well as aquatic species, consider conducting maintenance and construction activities outside the breeding/maternity season (breeding seasons for birds and bats usually occur spring - summer). Examining the crevices for the presence of bats prior to pouring new paving materials or that the top of those crevices be sealed to prevent material from dripping or falling through the cracks and potentially onto bats. If bats are present, maintenance and construction (including paving and milling) activities should be conducted during nighttime hours, if possible, when the fewest number of bats will be roosting. Minimize impacts to the vegetation community. Unavoidable impacts to vegetation should be mitigated on-site whenever possible. A revegetation plan should be developed to replace impacted communities.

Consider design structures and construction plans that minimize impacts to channel geometry (i.e., width/depth ratio, sinuosity, allow overflow channels), to avoid alteration of hydrological function. Consider incorporating roosting sites for bats into bridge designs. During construction, erosion control structures and drainage features should be used to prevent introduction of sediment laden runoff into the waterway. Minimize instream construction activity. If culverts are planned, use wildlife friendly designs to mitigate impacts to wildlife and fish movement. Guidelines for bridge designs to facilitate wildlife passage can be found on our Wildlife Friendly Guidelines web page under the Widilfe Planning button, at https://www.azgfd.com/wildlife/planning/wildlifeguidelines/.

Fence recommendations will be dependant upon the goals of the fence project and the wildlife species expected to be impacted by the project. General guidelines for ensuring wildlife-friendly fences include: barbless wire on the top and bottom with the maximum fence height 42", minimum height for bottom 16". Modifications to this design may be considered for fencing anticipated to be routinely encountered by elk, bighorn sheep or pronghorn (e.g., Pronghorn fencing would require 18" minimum height on the bottom). Please refer to the Department's Fencing Guidelines located on Wildlife Friendly Guidelines page, which is part of the WIldlife Planning button at https://www.azgfd.com/wildlife/planning/wildlifeguidelines/.

During the planning stages of your project, please consider the local or regional needs of wildlife in regards to movement, connectivity, and access to habitat needs. Loss of this permeability prevents wildlife from accessing resources, finding mates, reduces gene flow, prevents wildlife from re-colonizing areas where local extirpations may have occurred, and ultimately prevents wildlife from contributing to ecosystem functions, such as pollination, seed dispersal, control of prey numbers, and resistance to invasive species. In many cases, streams and washes provide natural movement corridors for wildlife and should be maintained in their natural state. Uplands also support a large diversity of species, and should be contained within important wildlife movement corridors. In addition, maintaining biodiversity and ecosystem functions can be facilitated through improving designs of structures, fences, roadways, and culverts to promote passage for a variety of wildlife. Guidelines for many of these can be found at: https://www.azgfd.com/wildlife/planning/wildlifeguidelines/.

Consider impacts of outdoor lighting on wildlife and develop measures or alternatives that can be taken to increase human safety while minimizing potential impacts to wildlife. Conduct wildlife surveys to determine species within project area, and evaluate proposed activities based on species biology and natural history to determine if artificial lighting may disrupt behavior patterns or habitat use. Use only the minimum amount of light needed for safety. Narrow spectrum bulbs should be used as often as possible to lower the range of species affected by lighting. All lighting should be shielded, canted, or cut to ensure that light reaches only areas needing illumination.

Minimize the potential introduction or spread of exotic invasive species, including aquatic and terrestrial plants, animals, insects and pathogens. Precautions should be taken to wash and/or decontaminate all equipment utilized in the project activities before entering and leaving the site. See the Arizona Department of Agriculture website for a list of prohibited and restricted noxious weeds at https://www.invasivespeciesinfo.gov/unitedstates/az.shtml and the Arizona Native Plant Society https://aznps.com/invas for recommendations on how to control. To view a list of documented invasive species or to report invasive species in or near your project area visit iMapInvasives - a national cloud-based application for tracking and managing invasive species at https://imap.natureserve.org/imap/services/page/map.html.

- To build a list: zoom to your area of interest, use the identify/measure tool to draw a polygon around your area of interest, and select “See What’s Here” for a list of reported species. To export the list, you must have an account and be logged in. You can then use the export tool to draw a boundary and export the records in a csv file.

Minimization and mitigation of impacts to wildlife and fish species due to changes in water quality, quantity, chemistry, temperature, and alteration to flow regimes (timing, magnitude, duration, and frequency of floods) should be evaluated. Minimize impacts to springs, in-stream flow, and consider irrigation improvements to decrease water use. If dredging is a project component, consider timing of the project in order to minimize impacts to spawning fish and other aquatic species (include spawning seasons), and to reduce spread of exotic invasive species. We recommend early direct coordination with Project Evaluation Program for projects that could impact water resources, wetlands, streams, springs, and/or riparian habitats.

The Department recommends that wildlife surveys are conducted to determine if noise-sensitive species occur within the project area. Avoidance or minimization measures could include conducting project activities outside of breeding seasons.

Based on the project type entered, coordination with State Historic Preservation Office may be required (http://azstateparks.com/SHPO/index.html).

Trenches should be covered or back-filled as soon as possible. Incorporate escape ramps in ditches or fencing along the perimeter to deter small mammals and herptefauna (snakes, lizards, tortoise) from entering ditches.

Design culverts to minimize impacts to channel geometry, or design channel geometry (low flow, overbank, floodplains) and substrates to carry expected discharge using local drainages of appropriate size as templates. Reduce/minimize barriers to allow movement of amphibians or fish (e.g., eliminate falls). Also for terrestrial wildlife, washes and stream corridors often provide important corridors for movement. Overall culvert width, height, and length should be optimized for movement of the greatest number and diversity of species expected to utilize the passage. Culvert designs should consider moisture, light, and noise, while providing clear views at both ends to maximize utilization. For many species, fencing is an important design feature that can be utilized with culverts to funnel wildlife into these areas and minimize the potential for roadway collisions. Guidelines for culvert designs to facilitate wildlife passage can be found on the home page of this application at https://www.azgfd.com/wildlife/planning/wildlifeguidelines/.

Based on the project type entered, coordination with Arizona Department of Environmental Quality may be required (http://www.azdeq.gov/).

Based on the project type entered, coordination with U.S. Army Corps of Engineers may be required (http://www.usace.army.mil/)

Based on the project type entered, coordination with County Flood Control district(s) may be required.

Vegetation restoration projects (including treatments of invasive or exotic species) should have a completed site-evaluation plan (identifying environmental conditions necessary to re-establish native vegetation), a revegetation plan (species, density, method of establishment), a short and long-term monitoring plan, including adaptive management guidelines to address needs for replacement vegetation.

The Department requests further coordination to provide project/species specific recommendations, please contact Project Evaluation Program directly at PEP@azgfd.gov.

Project Location and/or Species Recommendations:
HDMS records indicate that one or more **Listed, Proposed, or Candidate** species or **Critical Habitat** (Designated or Proposed) have been documented in the vicinity of your project. The Endangered Species Act (ESA) gives the US Fish and Wildlife Service (USFWS) regulatory authority over all federally listed species. Please contact USFWS Ecological Services Offices at https://www.fws.gov/office/arizona-ecological-services or:

Phoenix Main Office
9828 North 31st Avenue #C3
Phoenix, AZ 85051-2517
Phone: 602-242-0210
Fax: 602-242-2513

Tucson Sub-Office
201 N. Bonita Suite 141
Tucson, AZ 85745
Phone: 520-670-6144
Fax: 520-670-6155

Flagstaff Sub-Office
SW Forest Science Complex
2500 S. Pine Knoll Dr.
Flagstaff, AZ 86001
Phone: 928-556-2157
Fax: 928-556-2121

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Arizona Ecological Services Field Office
9828 North 31st Ave
#c3
Phoenix, AZ 85051-2517
Phone: (602) 242-0210 Fax: (602) 242-2513

In Reply Refer To:
Project Code: 2022-0055477
Project Name: Sundog Connector CYMPO

June 17, 2022

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The Fish and Wildlife Service (Service) is providing this list under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). The list you have generated identifies threatened, endangered, proposed, and candidate species, and designated and proposed critical habitat, that *may* occur within the One-Range that has been delineated for the species (candidate, proposed, or listed) and it's critical habitat (designated or proposed) with which your project polygon intersects. These range delineations are based on biological metrics, and do not necessarily represent exactly where the species is located. Please refer to the species information found on ECOS to determine if suitable habitat for the species on your list occurs in your project area.

The purpose of the Act is to provide a means whereby threatened and endangered species and the habitats upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of Federal trust resources and to determine whether projects may affect federally listed species and/or designated critical habitat. A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.
If the Federal action agency determines that listed species or critical habitat *may be affected* by a federally funded, permitted or authorized activity, the agency must consult with us pursuant to 50 CFR 402. Note that a "may affect" determination includes effects that may not be adverse and that may be beneficial, insignificant, or discountable. An effect exists even if only one individual

or habitat segment may be affected. The effects analysis should include the entire action area, which often extends well outside the project boundary or "footprint." For example, projects that involve streams and river systems should consider downstream affects. If the Federal action agency determines that the action may jeopardize a *proposed* species or may adversely modify *proposed* critical habitat, the agency must enter into a section 7 conference. The agency may choose to confer with us on an action that may affect proposed species or critical habitat.

Candidate species are those for which there is sufficient information to support a proposal for listing. Although candidate species have no legal protection under the Act, we recommend that they be considered in the planning process in the event they become proposed or listed prior to project completion. More information on the regulations (50 CFR 402) and procedures for section 7 consultation, including the role of permit or license applicants, can be found in our Endangered Species Consultation Handbook at: http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF.

We also advise you to consider species protected under the Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703-712) and the Bald and Golden Eagle Protection Act (Eagle Act) (16 U.S.C. 668 *et seq.*). The MBTA prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when authorized by the Service. The Eagle Act prohibits anyone, without a permit, from taking (including disturbing) eagles, and their parts, nests, or eggs. Currently 1,026 species of birds are protected by the MBTA, including the western burrowing owl (*Athene cunicularia hypugaea*). Protected western burrowing owls can be found in urban areas and may use their nest/burrows year-round; destruction of the burrow may result in the unpermitted take of the owl or their eggs.

If a bald eagle or golden eagle nest occurs in or near the proposed project area, our office should be contacted for Technical Assistance. An evaluation must be performed to determine whether the project is likely to disturb or harm eagles. The National Bald Eagle Management Guidelines provide recommendations to minimize potential project impacts to bald eagles (see https://www.fws.gov/birds/management/project-assessment-tools-and-guidance/guidance-documents/eagles.php and https://www.fws.gov/birds/management/managed-species/eagle-management.php).

The Division of Migratory Birds (505/248-7882) administers and issues permits under the MBTA and Eagle Act, while our office can provide guidance and Technical Assistance. For more information regarding the MBTA, BGEPA, and permitting processes, please visit the following web site: https://www.fws.gov/birds/management.php. Guidance for minimizing impacts to migratory birds for communication tower projects (e.g. cellular, digital television, radio, and emergency broadcast) can be found at https://www.fws.gov/migratorybirds/pdf/management/usfwscommtowerguidance2016update.pdf.

The U.S. Army Corps of Engineers (Corps) may regulate activities that involve streams (including some intermittent streams) and/or wetlands. We recommend that you contact the Corps to determine their interest in proposed projects in these areas. For activities within a National Wildlife Refuge, we recommend that you contact refuge staff for specific information

about refuge resources, please visit https://www.fws.gov/southwest/refuges/ to locate the refuge you would be working in or around.

If your action is on tribal land or has implications for off-reservation tribal interests, we encourage you to contact the tribe(s) and the Bureau of Indian Affairs (BIA) to discuss potential tribal concerns, and to invite any affected tribe and the BIA to participate in the section 7 consultation. In keeping with our tribal trust responsibility, we will notify tribes that may be affected by proposed actions when section 7 consultation is initiated. For more information, please contact our Tribal Coordinator, John Nystedt, at 928/556-2160 or John_Nystedt@fws.gov.

We also recommend you seek additional information and coordinate your project with the Arizona Game and Fish Department. Information on known species detections, special status species, and Arizona species of greatest conservation need, such as the western burrowing owl and the Sonoran desert tortoise (*Gopherus morafkai*) can be found by using their Online Environmental Review Tool, administered through the Heritage Data Management System and Project Evaluation Program (https://www.azgfd.com/wildlife/planning/projevalprogram/).

We appreciate your concern for threatened and endangered species. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office. If we may be of further assistance, please contact our Flagstaff office at 928/556-2157 for projects in northern Arizona, our general Phoenix number 602/242-0210 for central Arizona, or 520/670-6144 for projects in southern Arizona.

Sincerely,
/s/

Mark A. Lamb
Acting Field Supervisor
Attachment

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Arizona Ecological Services Field Office
9828 North 31st Ave
#c3
Phoenix, AZ 85051-2517
(602) 242-0210

Project Summary

Project Code: 2022-0055477
Event Code: None
Project Name: Sundog Connector CYMPO
Project Type: Road/Hwy - New Construction
Project Description: Preliminary investigation for proposed sundog connector road.
Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@34.5733075,-112.39376452360682,14z

Counties: Yavapai County, Arizona

Endangered Species Act Species

There is a total of 4 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Birds

NAME	STATUS
Mexican Spotted Owl *Strix occidentalis lucida* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/8196	Threatened
Yellow-billed Cuckoo *Coccyzus americanus* Population: Western U.S. DPS There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

Reptiles

NAME	STATUS
Northern Mexican Gartersnake *Thamnophis eques megalops* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/7655	Threatened

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

---

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Oct 15 to Jul 31
Black-chinned Sparrow *Spizella atrogularis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9447	Breeds Apr 15 to Jul 31

NAME	BREEDING SEASON
Black-throated Gray Warbler *Dendroica nigrescens* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds May 1 to Jul 20
Evening Grosbeak *Coccothraustes vespertinus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 15 to Aug 10
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Grace's Warbler *Dendroica graciae* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds May 20 to Jul 20
Lewis's Woodpecker *Melanerpes lewis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Olive-sided Flycatcher *Contopus cooperi* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Pinyon Jay *Gymnorhinus cyanocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9420	Breeds Feb 15 to Jul 15
Red-faced Warbler *Cardellina rubrifrons* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Jul 15
Rufous-winged Sparrow *Aimophila carpalis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 15 to Sep 30
Virginia's Warbler *Vermivora virginiae* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9441	Breeds May 1 to Jul 31

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the

FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

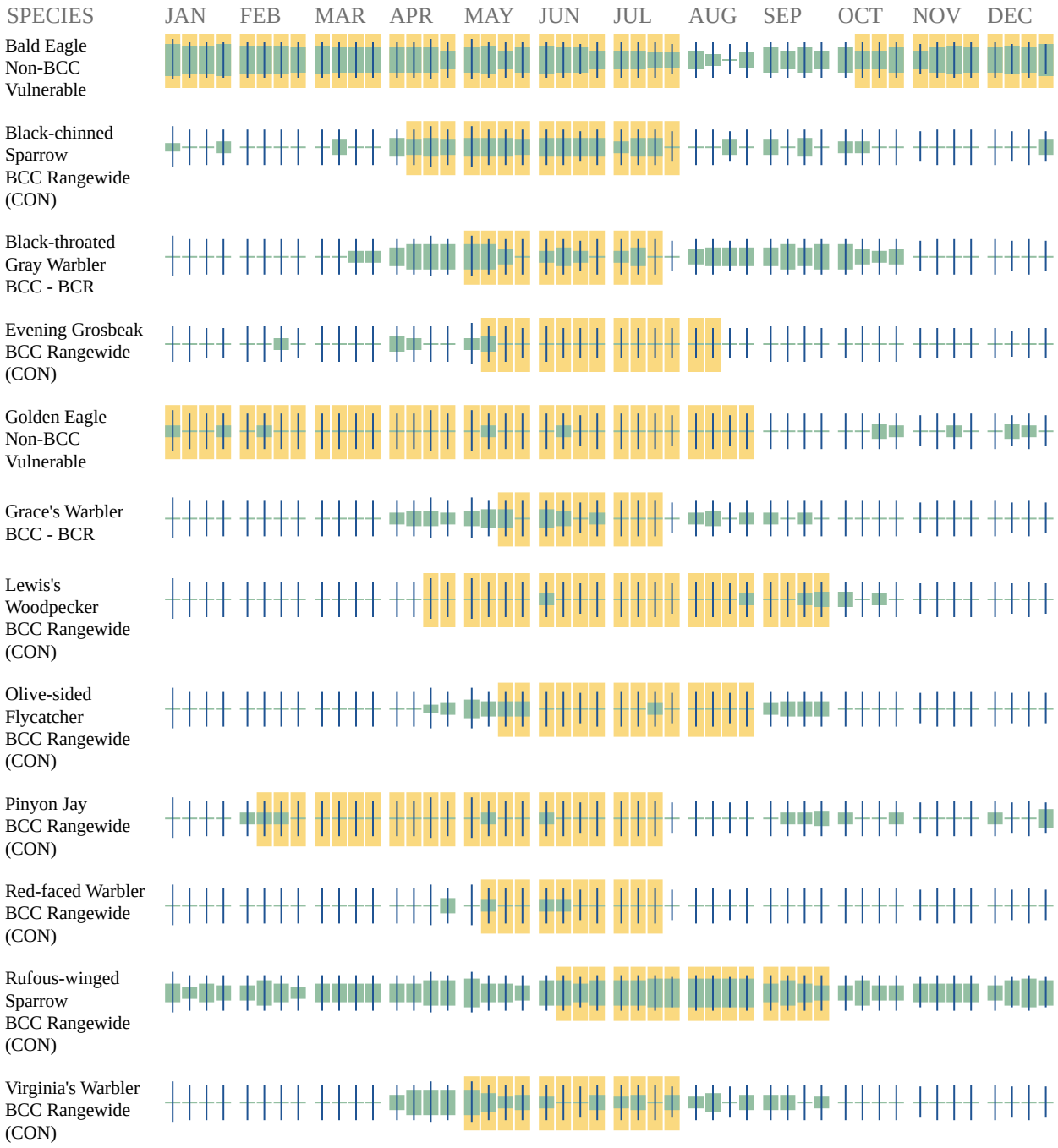
1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your

project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?
Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects
For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?
If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report
The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no

data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER POND

- Palustrine

RIVERINE

- Riverine

IPaC User Contact Information

Agency: AECOM
Name: William Turner
Address: 7720 N 16th St STE 100
City: Phoenix
State: AZ
Zip: 85020
Email william.turner1@aecom.com
Phone: 9284994364

Appendix B. Hazardous Materials technical report

AECOM
7720 North 16th Street, Suite 100
Phoenix, AZ 85020
aecom.com

To: Lindsay Post, Central Yavapai Metropolitan Planning Organization

From: Marianne Burrus, AECOM Technical Services Inc. (AECOM)

Date: July 27, 2022

Re: *Sundog Connector Design Concept Report and Environmental Overview*
Contract Number: CYMPO-2021-03
Environmental Desktop Review

1.0 INTRODUCTION

An environmental desktop review was conducted on an approximately 3.8 miles corridor between Prescott Lakes Parkway in Prescott and State Route 69 in Prescott Valley, Yavapai County, Arizona. The Sundog Connector is a proposed future arterial corridor through the foothills between Watson Peak and Glassford Hill Peak to provide an additional east-west multimodal transportation corridor between City of Prescott and Town of Prescott Valley.

The desktop review was performed to provide a preliminary evaluation of potential hazardous materials impacts from utilization of properties along the project corridor. The purpose of the desktop review is to (1) perform a screening-level assessment of the project area, (2) identify potential environmental concerns associated with individual properties within and adjacent to the project area, and (3) identify those properties requiring more detailed investigation. The desktop review included an environmental database review and a review of readily available online regulatory and historical sources to identify areas or properties of potential environmental concern with respect to hazardous materials.

The desktop review was not intended to be a definitive investigation of possible contamination within the project area. The purpose and scope of the investigation was to evaluate if there is reason to suspect the possibility of contamination within the project area. The desktop review is not a Phase I Environmental Site Assessment (ESA), a regulatory compliance audit or an evaluation of the efficiency of the use of any hazardous materials within the project area. No physical site inspection, exploratory borings, or soil or groundwater sampling were performed within the project area and, therefore, the conclusions set forth herein are made without the benefit of such investigation. Given that the scope of services was limited, it is possible that currently unrecognized contamination may exist on the project area.

Hazardous waste is defined by the Resource Conservation and Recovery Act (RCRA) and includes lists of specific wastes, as well as waste that exhibits a specific characteristic (e.g., it is ignitable, corrosive, reactive, or toxic in accordance with RCRA-specific definitions). For the purpose of this desktop review, however, hazardous wastes and substances are defined herein as wastes or substances from production or operation activities that pose a substantial present or potential hazard to human health and the

environment if improperly treated, stored, or disposed. The U.S. Environmental Protection Agency (USEPA) uses the term “hazardous substance” for chemicals that, if released into the environment above a certain amount, must be reported. Depending on the threat to the environment, federal involvement in handling the incident can be authorized under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). The Arizona Department of Environmental Quality (ADEQ) implements both RCRA and CERCLA, as it has been granted primacy by the USEPA for both programs. Relevant laws and regulations that apply to this assessment include the following.

- National Environmental Policy Act of 1969, as amended
- Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended
- Resource Conservation and Recovery Act of 1986

2.0 ENVIRONMENTAL DESKTOP REVIEW METHODOLOGY

For the performance of an environmental desktop review, AECOM employs a risk ranking system (Low/Moderate/High/Indeterminate) that includes several investigation elements. Each element of the investigation process uses a different set of criteria to assess the risk of hazardous materials being present in association with a specific site or location. These criteria are primarily based on the project-specific planned area of disturbance.

For a typical scope of work, AECOM uses the following investigation elements in arriving at the risk ranking for a given site.

- High-risk sites are those that have a high potential for releasing hazardous materials to the soil or groundwater, or have a recorded release issue.
- Moderate-risk sites are those that have a moderate potential for releasing hazardous materials to the soil or groundwater.
- Low-risk and no-risk sites are those that have little or no potential for releasing hazardous materials to the soil or groundwater.

3.0 PHYSICAL SETTING SOURCES

Physical characteristics including topography, geology and hydrogeology were evaluated based on site observations, published literature, and maps.

3.1 Topography

According to the United States Geological Survey (USGS) 2018 7.5-minute topographic quadrangle maps (USGS, 2018), the elevation of the project area ranges between approximately 5,200 feet above mean sea level along the ephemeral streams that travers the project corridor, approximately 5,280 feet above mean sea level on the eastern and western portions of the project corridor, and approximately 5,620 feet above mean sea level at the highest point in the central portion of the project corridor. Surface water along

the roadways generally flows towards the ephemeral washes and low areas along the western portion of the project corridor, and then towards the west-northwest towards Granite Creek and Watson Lake, located approximately 0.4 mile west-northwest of the project corridor.

3.2 Geology and Hydrogeology

The project corridor is located in the Central Highlands transition zone physiographic province, which is characterized by a band of mountains of igneous, metamorphic, and sedimentary rocks (ADWR, 2010). The project corridor is located within the Little Chino and Upper Agua Fria subbasins of the Prescott Active Management Area (AMA). The AMA is characterized by rolling topography, broad sloping alluvial basins and fault block mountains. Streamflow in surface drainages are primarily ephemeral or intermittent. Tertiary sedimentary and volcanic rocks, Pleistocene to Tertiary alluvial deposits, and Precambrian intrusive and metamorphic rocks likely underlie surface soils in the project corridor (ADWR, 2010).

The Prescott AMA is located in what is categorized as the Highland basins, which consist of basin fill and alluvium deposits. Due to their discontinuous nature, relatively little or no underflow occurs between basins, and much of this basin is covered by sedimentary and volcanic rocks. Recharge occurs from surrounding consolidated rock and inflow from stream infiltration. Three hydrogeologic units have been identified in the AMA; the Basement Unit, the Lower Volcanic Unit, and the Upper Alluvial Unit. The main unconfined aquifer in both subbasins is the sedimentary and volcanic rocks within the Upper Alluvial Unit; however, the Lower Volcanic Unit forms a highly productive confined aquifer in some areas. Groundwater flow in the central and western portions of the project corridor (Little Chino subbasin) is generally to the north-northwest (ADWR, 2010). Groundwater flow direction in the eastern portion of the project corridor (Upper Agua Fria subbasin) is indeterminate, based on the mountain blocks in this area (ADWR, 2010). According to ADWR well records, depths to groundwater in wells in the area of the project corridor ranged between 5 to 304 feet below ground surface (bgs) (ADWR, 2022).

4.0 ENVIRONMENTAL DATABASE SEARCH

AECOM reviewed information gathered from several environmental databases through Environmental Data Resources, Inc. (EDR) to evaluate whether activities on or near the subject property have the potential to create an environmental concern to the subject property (EDR, 2022). EDR reviews current databases compiled by federal, state, and local governmental agencies. The complete list of databases reviewed by EDR is provided in the EDR report, included as Appendix A. In addition, AECOM reviewed the ADEQ online map for the project corridor (ADEQ, 2022).

It should be noted that this information is reported as AECOM received it from EDR, which, in turn, reports information as it is provided in various government databases. It is not possible for either AECOM or EDR to verify the accuracy or completeness of information contained in these databases. However, the use of and reliance on this information is a generally accepted practice in the conduct of environmental due

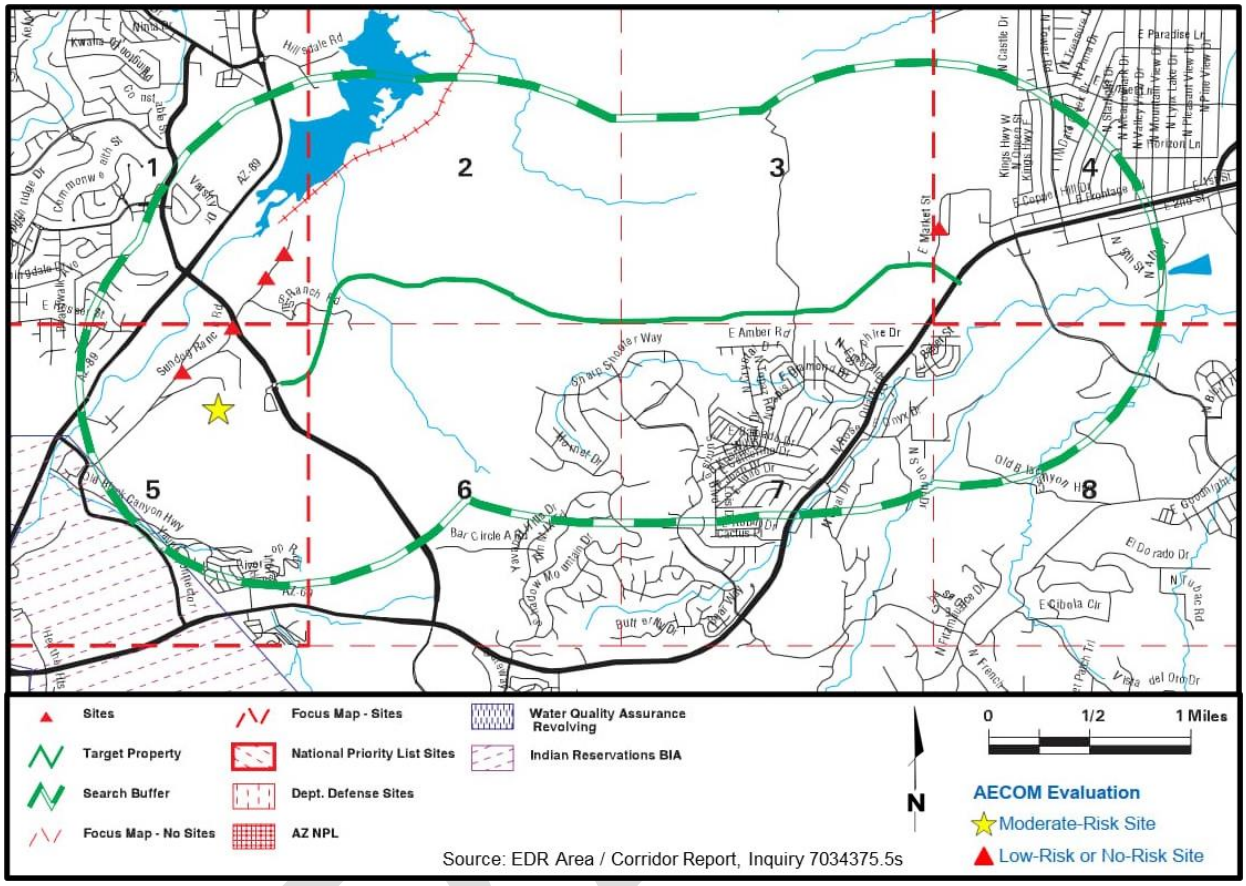
diligence. USEPA and ADEQ documents and lists were reviewed in accordance with the minimum search distances specified in the ASTM International (ASTM) *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (Standard Designation E1527-13), as follows.

Regulatory Database	Search Distance
Federal National Priorities List (NPL) site list	1.0 mile
Federal Delisted NPL site list	½ mile
Federal Superfund Enterprise Management System (SEMS) and SEMS Archive site list*	½ mile
Federal RCRA Corrective Action Report (CORRACTS) facilities list	1.0 mile
Federal RCRA non-CORRACTS Treatment, Storage and Disposal (TSD) facilities list	½ mile
Federal RCRA generators list	Target and adjoining properties
Federal institutional/engineering control registries	Target property only
Federal Emergency Response Notification System (ERNS) list	Target property only
State list of hazardous waste sites (SHWS):	
State- equivalent NPL	1.0 mile
State- equivalent CERCLIS	½ mile
State landfill and/or solid waste disposal site lists	½ mile
State and tribal leaking underground storage tank (LUST) lists	½ mile
State and tribal registered underground storage tank (UST) lists	Target and adjoining properties
State institutional/engineering control registries	Target property only
State voluntary cleanup sites (VCP)	½ mile
State Brownfield sites	½ mile

* SEMS has replaced the Comprehensive Environmental Response, Compensation and Liability Index System (CERCLIS), and SEMS Archive site list has replaced the CERCLIS – No Further Remedial Action Planned (CERC-NFRAP) list

All sites identified on the databases reviewed are depicted on the figures included in Appendix A. Sites identified by AECOM in the risk ranking system are shown on Figure 1 and summarized in the following subsections by type of risk.

FIGURE 1: HAZARDOUS MATERIALS SITES



4.1 High-Risk Sites

High-risk sites are those that have a high potential for releasing hazardous materials to the soil or groundwater, or have a recorded release issue. These primarily include:

- Facility located within the planned area of disturbance with reported USTs that have not been removed.
- Property adjacent to the planned area of disturbance that is identified as having a known release of hazardous materials (including leaking USTs [LUSTs]) that has not been remediated to the satisfaction of the regulatory agency.

No high-risk sites were identified for the subject property in the review of the environmental database search report.

4.2 Moderate-Risk Sites

Moderate-risk sites are those that have a moderate potential for releasing hazardous materials to the soil or groundwater. These primarily include:

- Facility located adjacent to the alignment with registered USTs, with or without LUST incidents.

- Facility located adjacent to the alignment listed as generators of hazardous wastes (with recorded open violations).
- Facility located within the immediate area of the alignment with open hazardous materials incidents (including LUSTs) with reported impacts to groundwater.

The following moderate-risk site was identified in the review of the environmental database search report:

Database(s)	Listing	Description
SHWS	Prescott Landfill	According to EDR, a PA/SI was performed on the landfill in 1988. No further details were provided. According to information on the ADEQ website, the landfill was not listed as a WQARF or other remediation site. According to ADWR well records, groundwater monitoring wells associated with a landfill investigation may be located in the area of the project corridor (see Section 5.2). According to aerial photographs and ADWR and ADEQ online maps, this landfill is located approximately 0.18 mile west of and hydrogeologically crossgradient to the project corridor. Water quality information for this landfill was not readily available; however, based on its distance and hydrogeological direction, it is unlikely soils or groundwater on the project corridor have been impacted by this landfill. The potential exists for soil vapor in the surrounding area to have been impacted. Based on the proposed use of the project corridor for road improvements, no further assessment of the project corridor related to this landfill is recommended.
SHWS = State Hazardous Waste Site PA/SI = preliminary assessment/site inspection WQARF = Water Quality Assurance Revolving Fund		

4.3 Low-Risk or No-Risk Sites

Low-risk or no-risk sites are those that have little or no potential for releasing hazardous materials to the soil or groundwater. Several low-risk or no-risk sites were identified in the review of the environmental database search report. The low-risk and no-risk sites are described in the environmental database search report included in Appendix A and depicted on Figure 1.

5.0 ADDITIONAL REGULATORY AND HISTORICAL RECORDS

AECOM reviewed the following additional online regulatory and historical records sources.

5.1 Yavapai County

AECOM reviewed the Yavapai County Interactive Map for information regarding properties along the project corridor. According to the map, properties along the project corridor are owned by the State of Arizona, City of Prescott and private property owners. According to aerial imagery provided, the project corridor consists of vacant hilly land traversed by unimproved access roads, overhead electrical transmission lines, and ephemeral washes. No buildings were visible within the project corridor. Properties

adjacent to the project corridor included residential subdivisions, a rural residential and farm property, and commercial properties adjacent to the eastern and western ends of the project corridor.

5.2 State of Arizona

AECOM reviewed the ADEQ online map and ADEQ MegaSearch online records search for sites within and adjacent to the project corridor. According to the ADEQ online map, the Prescott Landfill closed solid waste landfill was depicted as a Arizona Unified Repository for Informational Tracking of the Environment (AZURITE) site was mapped along the project corridor. However, based on a review of historical aerial photographs and maps and information available on the ADEQ MegaSearch records search, this closed landfill was likely located in the same location as the current Prescott Landfill, approximately 0.18 mile west of the project corridor. This landfill is further discussed in Section 4.2. Remaining sites identified in the environmental database search report were depicted on the ADEQ map and were considered low-risk or no-risk (see Section 4.3). Additional sites depicted on the ADEQ map in the surrounding area included AZURITE places and permits associated with development of the roadways, residential subdivisions, and governmental properties in the surrounding area.

AECOM review the ADWR online database for wells in the area of the project corridor. No wells were depicted along the eastern and central portions of the project corridor. Wells mapped along the western portion of the project corridor included:

- Privately-owned domestic water supply well (Registry 55-632354) drilled in 1958. The precise location of this well was not identified; however, it was registered to the northeast quarter of the northeast quarter of the southeast quarter of Section 24, Township 14 North, Range 2 West.
- Privately-owned domestic and livestock water supply wells (Registry 55-569794, 55-627417, 55-632359, 55-906531 and 55-908126) registered to Parcels 105-05-005, 105-05-006Z and 105-05-001A, adjacent to but not within the project corridor and drilled between 1917 and 2007. Well 55-569794 was listed as not drilled and well 55-627417 was listed in records as non-functioning, but was not listed as abandoned.
- Yavapai County monitoring wells (Registry 55-524853 and 55-526204) drilled in 1989 to monitor water quality and conduct a feasibility study at a proposed landfill site. The precise locations of the wells were not identified; however they were registered to the northwest quarter of the northeast quarter of the northwest quarter, and the southeast quarter of the northeast quarter of the northwest quarter of Section 25, Township 14 North, Range 2 West. Although potentially located along the project corridor based on the location descriptions, these wells were likely located across Prescott Lakes Parkway to the west or southwest from the project corridor.

Copies of the above-listed well records are included in Appendix B.

5.3 Historical Records

AECOM reviewed historical aerial photographs available from the Yavapai County Interactive Map and GoogleEarth Pro, and historical topographic maps for historical information for the project corridor. Specific dates of historical records reviewed are discussed in the references in Section 7.0.

Due to the scale of the 1887 and 1892 maps (1 inch equals 250,000 feet), details of the project corridor could not be determined. However, roadways were depicted in the approximate State Route 69 and State Route 89 alignments to the south and west, respectively, and Granite Creek was depicted to the west. Fort Whipple Military Reservation was depicted to the southwest of the State Routes 69 and 89 intersection. No features were depicted within the project corridor. Based on ADWR well records, a livestock and domestic water well was drilled in the surrounding area as early as 1917, indicating the surrounding area was likely used for a rural residence and livestock grazing since that time.

By the 1947 and 1948 topographic maps, unimproved access roads and intermittent streams were depicted traversing the western portion of the project corridor and small buildings were depicted in the surrounding area. One building was depicted in the approximate location of the current rural residential and farm buildings (the area of the registered livestock and domestic wells). Two buildings, labeled as a Disposal Plant, were depicted west of the western portion of the subject property, in the approximate locations of the Prescott Landfill and Prescott Wastewater Treatment Plant identified in the environmental database search report (Sections 4.2 and 4.3). The Yavapai Indian Reservation was mapped within the Whipple Military Reservation, approximately 1 mile to the southwest.

By the 1973 topographic maps, overhead electrical transmission lines were depicted traversing the project corridor. Additional small buildings, likely residences, and roadways were depicted to the south of the central and eastern portions of the project corridor. Sewage disposal ponds were depicted approximately 0.25 mile to the west of the project corridor and sand and gravel mining was depicted within Granite Creek further west. The military reservation was no longer visible and the entire area was depicted as the Yavapai Indian Reservation.

Due to poor resolution of the 1985 aerial photograph, details of the project corridor could not be determined. However, the surrounding area appeared to be vacant hilly land and rural residences. Although not depicted on the topographic maps, disturbed soils were visible within the current Prescott Landfill, indicating the landfill was likely operations by 1985. By the 1992 aerial photograph, commercial buildings and the landfill were visible to the west of the project corridor, a rural residence and farm buildings were visible along the western portion of the project corridor, residences were visible south of the eastern portion of the project corridor, and residential and commercial development was visible beyond State Route 69 to the east and northeast. An aboveground storage tank (AST), likely a water tank, was visible adjacent to the eastern portion of the project corridor and Prescott Lakes Parkway appeared to be under construction to the west by 2000.

Residential and commercial development increased in the surrounding area and was visible adjacent to the eastern portion of the project corridor by 2007.

No buildings were identified within the project corridor on the aerial photographs or topographic maps reviewed.

6.0 RECOMMENDATIONS

The following is recommended to minimize the potential for encountering hazardous materials during construction:

- Groundwater wells along the project corridor should be protected from construction activities.
- If suspected hazardous materials are encountered, an odor is identified, or significantly stained soil is visible during construction, work shall cease at that location and the ADOT Environmental Planning hazardous materials coordinator should be notified immediately. Subsequently arrangements for assessment, treatment and disposal of those materials should be made.

7.0 REFERENCES

Arizona Department of Environmental Quality (ADEQ), 2022. Interactive Geographic Information Systems (GIS) eMaps. <http://www.azdeq.gov/emaps> (reviewed June 27 to July 13, 2022).

ADEQ, 2022. MegaSearch Records Search. <https://megasearch.azdeq.gov/megasearch/> (reviewed July 13, 2022).

Arizona Department of Water Resources (ADWR), 2010. “Arizona Water Atlas, Volume 8, Active Management Area Planning Area.” April.

ADWR, 2022. Well Records Search. <https://gisweb.azwater.gov/waterresourcedata/WellRegistry.aspx> (reviewed June 28 to July 13, 2022).

Environmental Data Resources, Inc. (EDR), 2022. The EDR Area / Corridor Report. EDR Inquiry No. 7034375.5s. June 28.

GoogleEarth Pro. Historical aerial photography for years 1985, 1992, 2003, 2007, 2010, 2011, 2012, 2014, 2015, 2017, and 2021.

U.S. Geological Survey (USGS), 1887. Prescott, Arizona, 60-Minute Topographic Quadrangle Map. May 1887.

USGS, 1892. Prescott, Arizona, 60-Minute Topographic Quadrangle Map. April 1892, reprinted August 1898.

USGS, 1947 and 1948. Prescott, Arizona, 15-Minute Topographic Quadrangle Maps.

USGS, 1973. Prescott, Arizona and Prescott Valley South, Arizona, 7.5-Minute Topographic Quadrangle Maps.

USGS, 2018. Prescott, Arizona and Prescott Valley South, Arizona, 7.5-Minute Topographic Quadrangle Maps.

Yavapai County, 2022. Yavapai County Interactive Map. Parcel records and historical aerial photographs dated 2000, 2007, 2009, 2013, 2015, 2017, and 2019. <https://gis.yavapaiaz.gov/v4/> (reviewed June 27 to July 13, 2022).

APPENDIX A

ENVIRONMENTAL DATABASE SEARCH REPORT

Sundog Corridor
Sundog Corridor
Prescott, AZ 86301

Inquiry Number: 7034375.5s
June 28, 2022

EDR Area / Corridor Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

TABLE OF CONTENTS

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527-21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

SUBJECT PROPERTY INFORMATION

ADDRESS

SUNDOG CORRIDOR
PRESCOTT, AZ 86301

TARGET PROPERTY SEARCH RESULTS

The Target Property was identified in the following databases.

Page Numbers and Map Identifcations refer to the EDR Area/Corridor Report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Page Numbers and Map Identifcations refer to the EDR Area/Corridor Report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal RCRA generators

RCRA-SQG: RCRA - Small Quantity Generators

A review of the RCRA-SQG list, as provided by EDR, and dated 02/28/2022 has revealed that there is 1 RCRA-SQG site within approximately 0.25 miles of the requested target property.

Site	Address	Direction / Distance	Map ID / Focus Map(s)	Page
ZCAR, INC DBA PRESCO EPA ID:: AZR000521294	5600 MARKET ST	N 1/8 - 1/4 (0.184 mi.)	A1 / 4	22

EXECUTIVE SUMMARY

Lists of state- and tribal hazardous waste facilities

SHWS: ZipAcids List

A review of the SHWS list, as provided by EDR, and dated 01/03/2000 has revealed that there is 1 SHWS site within approximately1 mile of the requested target property.

Site	Address	Direction / Distance	Map ID / Focus Map(s)	Page
PRESCOTT LANDFILL Facility Id: 404	PRESCOTT LANDFILL (D	NW 1/4 - 1/2 (0.366 mi.)	5 / 5	32

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF: Directory of Solid Waste Facilities

A review of the SWF/LF list, as provided by EDR, and dated 12/31/2021 has revealed that there is 1 SWF/LF site within approximately 0.5 miles of the requested target property.

Site	Address	Direction / Distance	Map ID / Focus Map(s)	Page
SUNDOG TRANSFER STAT Facility Status: ACTIVE	***2800 SUNDOG RANCH RD***	***WNW 1/4 - 1/2 (0.314 mi.)***	***3 / 1***	***31***

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

SWTIRE: Solid Waste Tire Facilities

A review of the SWTIRE list, as provided by EDR, and dated 02/25/2022 has revealed that there is 1 SWTIRE site within approximately 0.5 miles of the requested target property.

Site	Address	Direction / Distance	Map ID / Focus Map(s)	Page
PRESCOTT (SUNDOG) WT	***2750 SUNDOG RANCH RO***	***WNW 1/4 - 1/2 (0.343 mi.)***	***4 / 1***	***32***

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 02/28/2022 has revealed that there is 1 RCRA NonGen / NLR site within approximately 0.25 miles of the requested target property.

Site	Address	Direction / Distance	Map ID / Focus Map(s)	Page
PRESCOTT VALLEY KIA EPA ID:: AZR000044768	5600 MARKET ST	N 1/8 - 1/4 (0.184 mi.)	A2 / 4	25

EXECUTIVE SUMMARY

INDIAN RESERV: Indian Reservations

A review of the INDIAN RESERV list, as provided by EDR, and dated 12/31/2014 has revealed that there is 1 INDIAN RESERV site within approximately1 mile of the requested target property.

Site	Address	Direction / Distance	Map ID / Focus Map(s)	Page
YAVAPAI-PRESCOTT RES		SW 1/2 - 1 (0.956 mi.)	Region / 5	22

WWFAC: Waste Water Treatment Facilities

A review of the WWFAC list, as provided by EDR, and dated 07/09/2012 has revealed that there is 1 WWFAC site within approximately 0.5 miles of the requested target property.

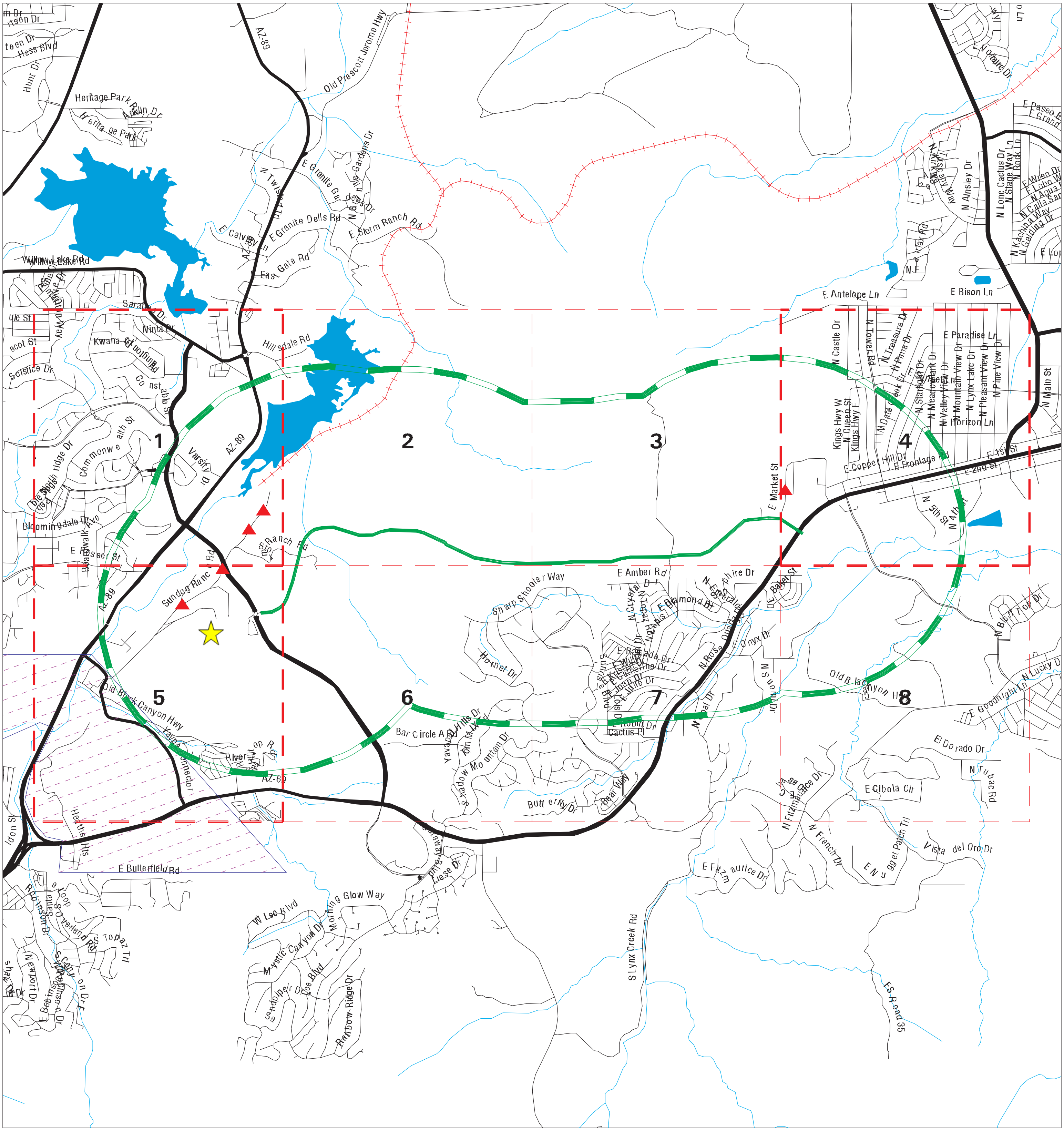
Site	Address	Direction / Distance	Map ID / Focus Map(s)	Page
CITY OF PRESCOTT - S Place ID: 840 Place ID: 1862	***1500 SUNDOG RANCH RD***	***W 1/4 - 1/2 (0.491 mi.)***	***6 / 5***	***33***

MAPPED SITES SUMMARY

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / 5	YAVAPAI-PRESCOTT RES		INDIAN RESERV	5046 0.956 SW
A1 / 4	ZCAR, INC DBA PRESCO	5600 MARKET ST	RCRA-SQG	973 0.184 North
A2 / 4	PRESCOTT VALLEY KIA	5600 MARKET ST	RCRA NonGen / NLR	973 0.184 North
3 / 1	SUNDOG TRANSFER STAT	2800 SUNDOG RANCH RD	SWF/LF, Enforcement	1658 0.314 WNW
4 / 1	PRESCOTT (SUNDOG) WT	2750 SUNDOG RANCH RO	SWTIRE, EMAP	1810 0.343 WNW
5 / 5	PRESCOTT LANDFILL	PRESCOTT LANDFILL (D	SHWS	1930 0.366 NW
6 / 5	CITY OF PRESCOTT - S	1500 SUNDOG RANCH RD	Aquifer, Enforcement, WWFAC	2595 0.491 West

Key Map - 7034375.5s



Sites	Focus Map - Sites	Water Quality Assurance Revolving
Target Property	National Priority List Sites	Indian Reservations BIA
Search Buffer	Dept. Defense Sites	
Focus Map - No Sites	AZ NPL	

0 — 1/2 — 1 Miles

AECOM Evaluation

- Moderate-Risk Site
- Low-Risk or No-Risk Site

SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22 10:57 AM

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Lists of Federal NPL (Superfund) sites								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Lists of Federal Delisted NPL sites								
Delisted NPL	1.000		0	0	0	0	NR	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Lists of Federal CERCLA sites with NFRAP								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA facilities undergoing Corrective Action								
CORRACTS	1.000		0	0	0	0	NR	0
Lists of Federal RCRA TSD facilities								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA generators								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		0	1	NR	NR	NR	1
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
Lists of state- and tribal (Superfund) equivalent sites								
AZ NPL	1.000		0	0	0	0	NR	0
AZ WQARF	1.000		0	0	0	0	NR	0
Lists of state- and tribal hazardous waste facilities								
SPL	1.000		0	0	0	0	NR	0
SHWS	1.000		0	0	1	0	NR	1
Lists of state and tribal landfills and solid waste disposal facilities								
SWF/LF	0.500		0	0	1	NR	NR	1

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Lists of state and tribal leaking storage tanks								
LUST	0.500		0	0	0	NR	NR	0
INDIAN LUST	0.500		0	0	0	NR	NR	0
Lists of state and tribal registered storage tanks								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	0	NR	NR	NR	0
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal institutional control / engineering control registries								
AZURITE	0.500		0	0	0	NR	NR	0
AUL	0.500		0	0	0	NR	NR	0
Lists of state and tribal voluntary cleanup sites								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
Lists of state and tribal brownfield sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
SWTIRE	0.500		0	0	1	NR	NR	1
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	TP		NR	NR	NR	NR	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
US CDL	TP		NR	NR	NR	NR	NR	0
AQUEOUS FOAM	0.500		0	0	0	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
Local Land Records								
LIENS 2	TP		NR	NR	NR	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
SPILLS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	1	NR	NR	NR	1
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	1	NR	1
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
DOCKET HWC	TP		NR	NR	NR	NR	NR	0
ECHO	TP		NR	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
AIRS	TP		NR	NR	NR	NR	NR	0
Aquifer	TP		NR	NR	NR	NR	NR	0
AZ DOD	0.500		0	0	0	NR	NR	0
Dry Wells	TP		NR	NR	NR	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMAP	TP		NR	NR	NR	NR	NR	0
Enforcement	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
MANIFEST	0.250		0	0	NR	NR	NR	0
SPDES	TP		NR	NR	NR	NR	NR	0
VAPOR	0.500		0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
UIC	TP		NR	NR	NR	NR	NR	0
WWFAC	0.500		0	0	1	NR	NR	1
MINES MRDS	TP		NR	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA HWS	TP		NR	NR	NR	NR	NR	0
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0
- Totals --		0	0	2	4	1	0	7

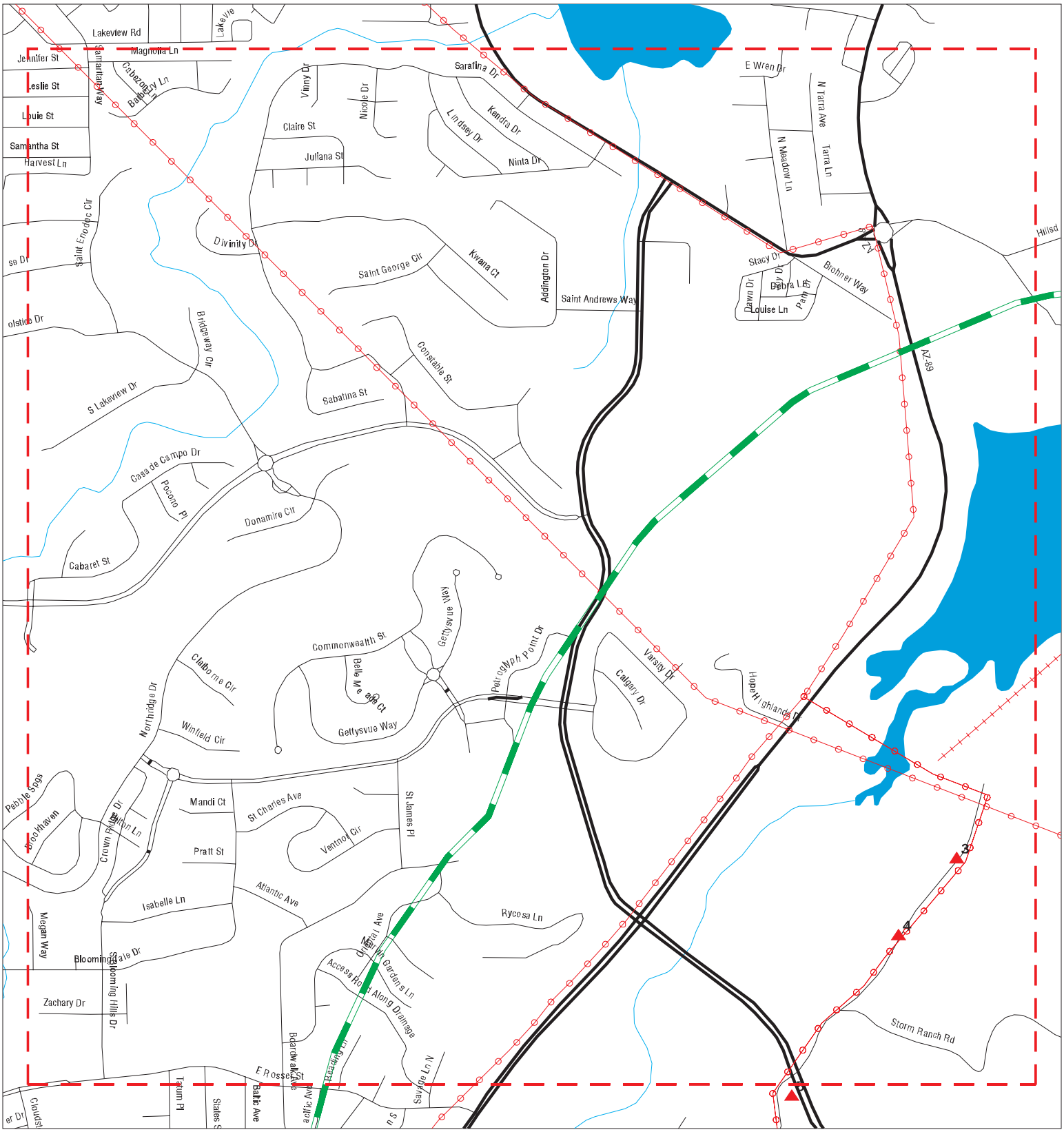
NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Focus Map - 1 - 7034375.5s



Sites
Target Property
Search Buffer
Focus Map - No Sites
Focus Map - Sites
Power Line
National Priority List Sites
Dept. Defense Sites
AZ NPL
Water Quality Assurance Revolving
Indian Reservations BIA

0 1/8 1/4 Miles

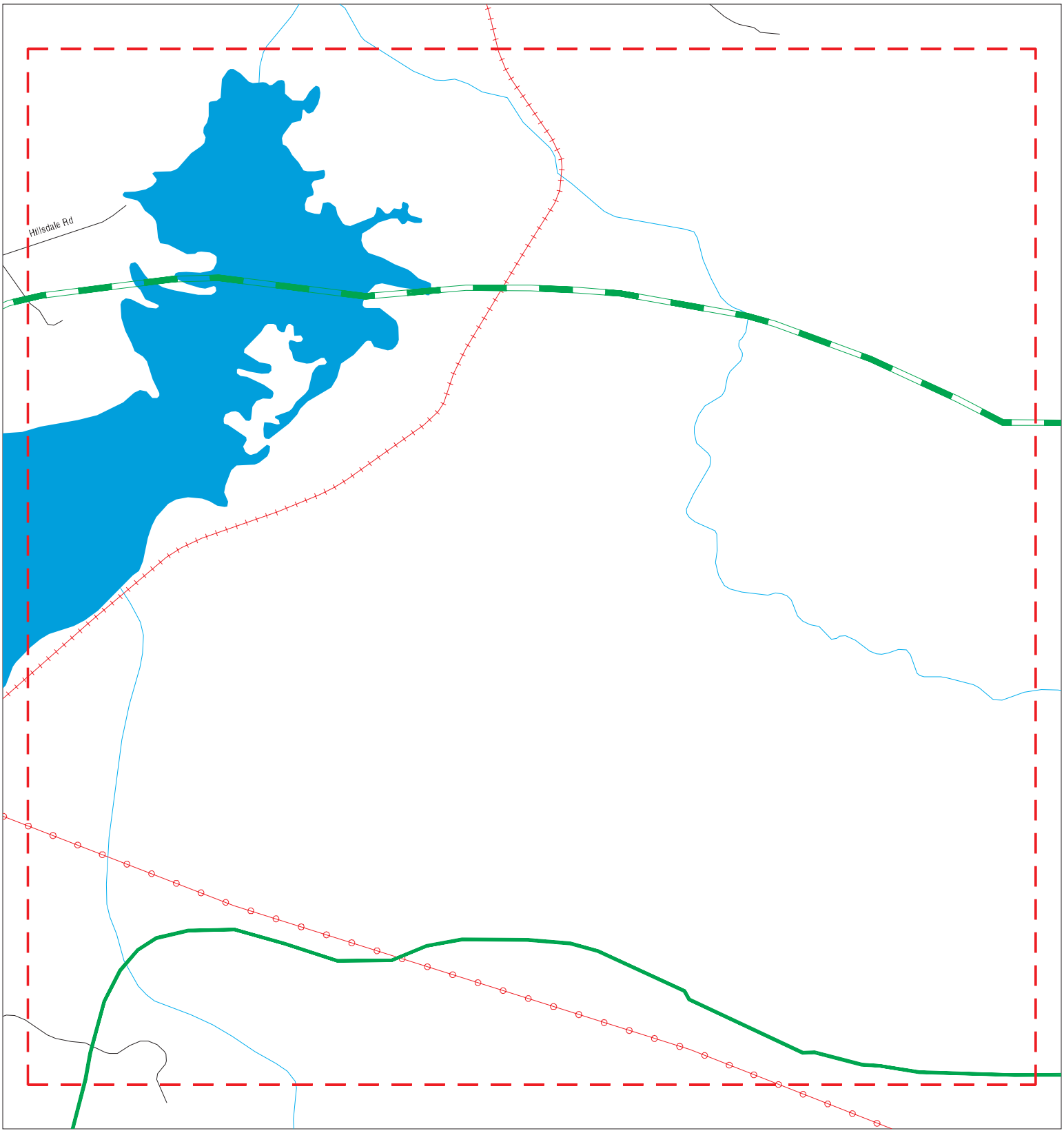
SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22

MAPPED SITES SUMMARY - FOCUS MAP 1

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
3 / 1	SUNDOG TRANSFER STAT	2800 SUNDOG RANCH RD	SWF/LF, Enforcement	1658 0.314 WNW
4 / 1	PRESCOTT (SUNDOG) WT	2750 SUNDOG RANCH RO	SWTIRE, EMAP	1810 0.343 WNW

Focus Map - 2 - 7034375.5s



Sites
Target Property
Search Buffer
Focus Map - No Sites
Focus Map - Sites
Power Line
National Priority List Sites
Dept. Defense Sites
AZ NPL
Water Quality Assurance Revolving
Indian Reservations BIA

0 1/8 1/4 Miles

SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22

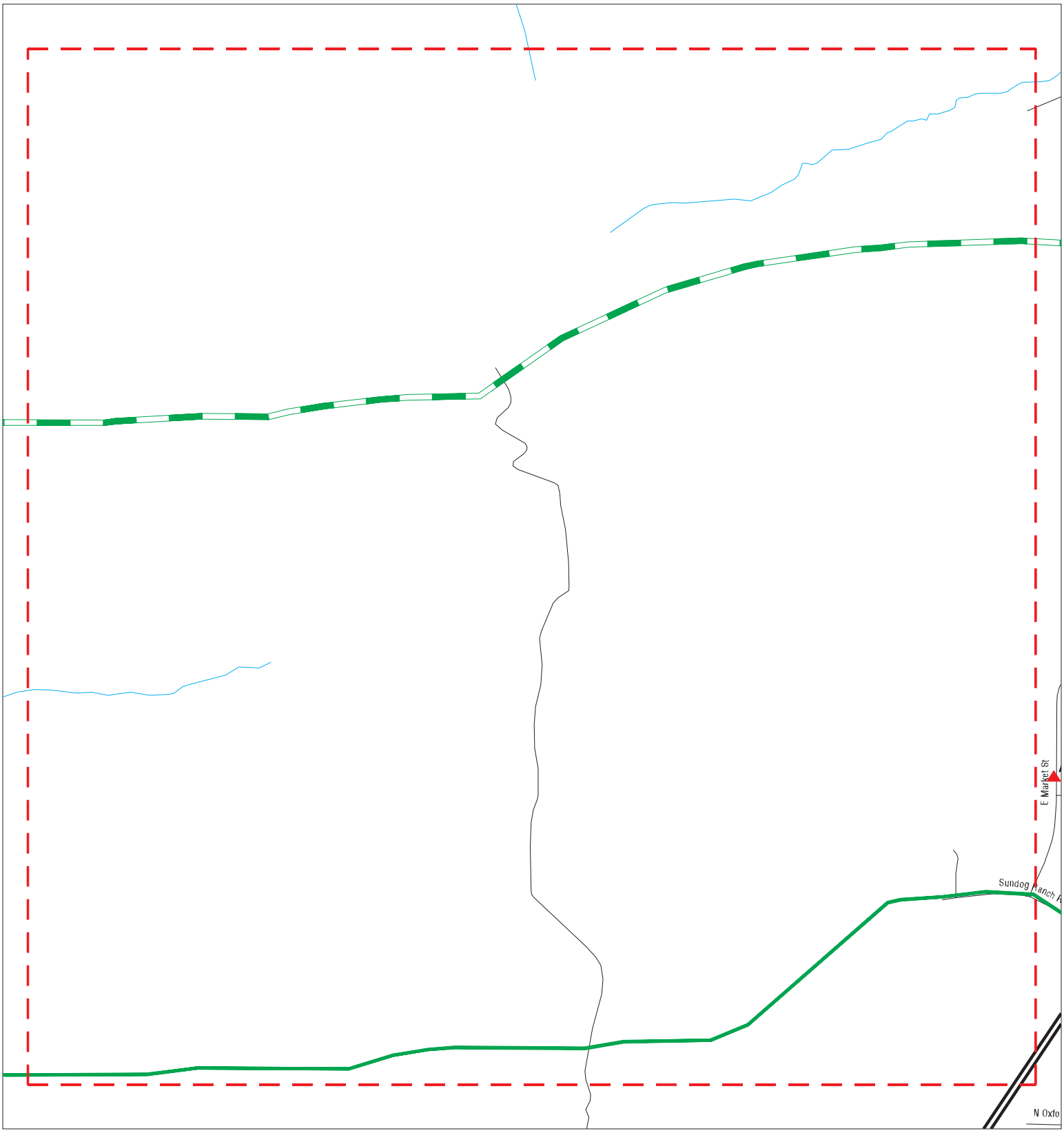
MAPPED SITES SUMMARY - FOCUS MAP 2

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION

NO MAPPED SITES FOUND

Focus Map - 3 - 7034375.5s



Sites
Target Property
Search Buffer
Focus Map - No Sites
Focus Map - Sites
Power Line
National Priority List Sites
Dept. Defense Sites
AZ NPL
Water Quality Assurance Revolving
Indian Reservations BIA

0 1/8 1/4 Miles

SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22

MAPPED SITES SUMMARY - FOCUS MAP 3

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION

NO MAPPED SITES FOUND

Focus Map - 4 - 7034375.5s

Sites
Target Property
Search Buffer
Focus Map - No Sites
Focus Map - Sites
Power Line
National Priority List Sites
Dept. Defense Sites
AZ NPL
Water Quality Assurance Revolving
Indian Reservations BIA

0 1/8 1/4 Miles

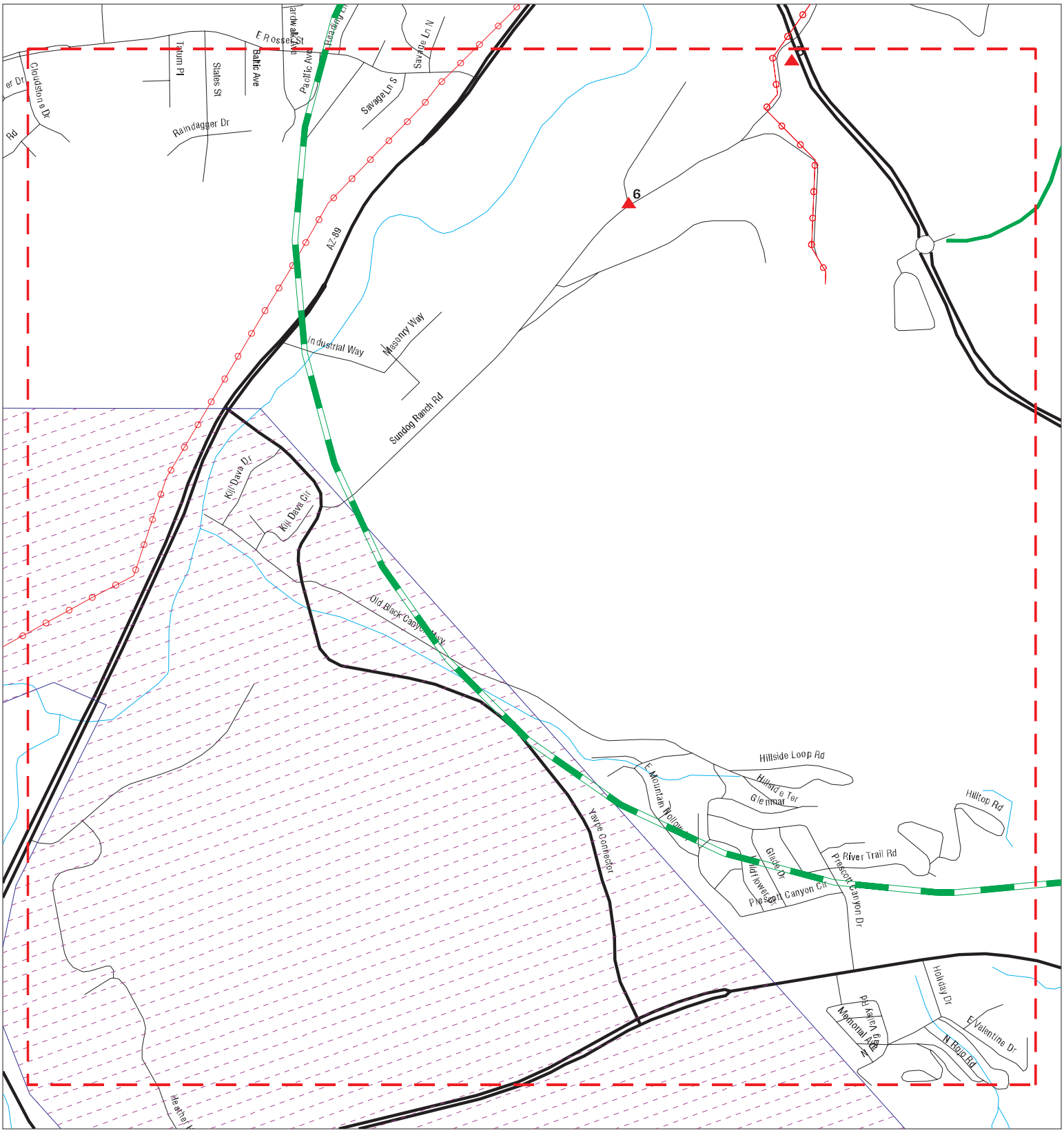
SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22

MAPPED SITES SUMMARY - FOCUS MAP 4

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION		
A1 / 4	ZCAR, INC DBA PRESCO	5600 MARKET ST	RCRA-SQG	973	0.184	North
A2 / 4	PRESCOTT VALLEY KIA	5600 MARKET ST	RCRA NonGen / NLR	973	0.184	North

Focus Map - 5 - 7034375.5s



Sites
Target Property
Search Buffer
Focus Map - No Sites
Focus Map - Sites
Power Line
National Priority List Sites
Dept. Defense Sites
AZ NPL
Water Quality Assurance Revolving
Indian Reservations BIA

0 1/8 1/4 Miles

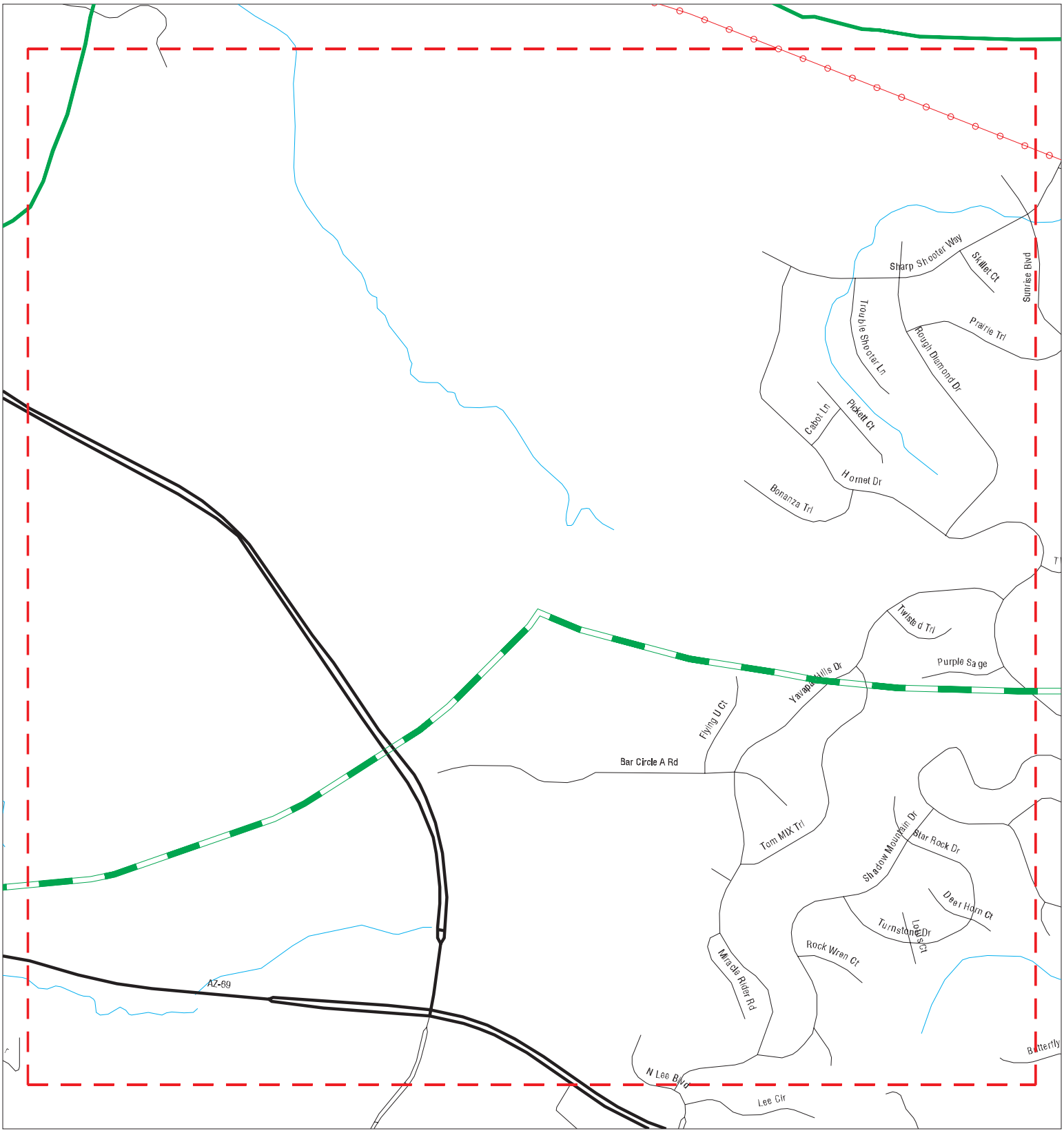
SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22

MAPPED SITES SUMMARY - FOCUS MAP 5

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / 5	YAVAPAI-PRESCOTT RES		INDIAN RESERV	5046 0.956 SW
5 / 5	PRESCOTT LANDFILL	PRESCOTT LANDFILL (D	SHWS	1930 0.366 NW
6 / 5	CITY OF PRESCOTT - S	1500 SUNDOG RANCH RD	Aquifer, Enforcement, WWFAC	2595 0.491 West

Focus Map - 6 - 7034375.5s



Sites
Target Property
Search Buffer
Focus Map - No Sites
Focus Map - Sites
Power Line
National Priority List Sites
Dept. Defense Sites
AZ NPL
Water Quality Assurance Revolving
Indian Reservations BIA

0 1/8 1/4 Miles

SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22

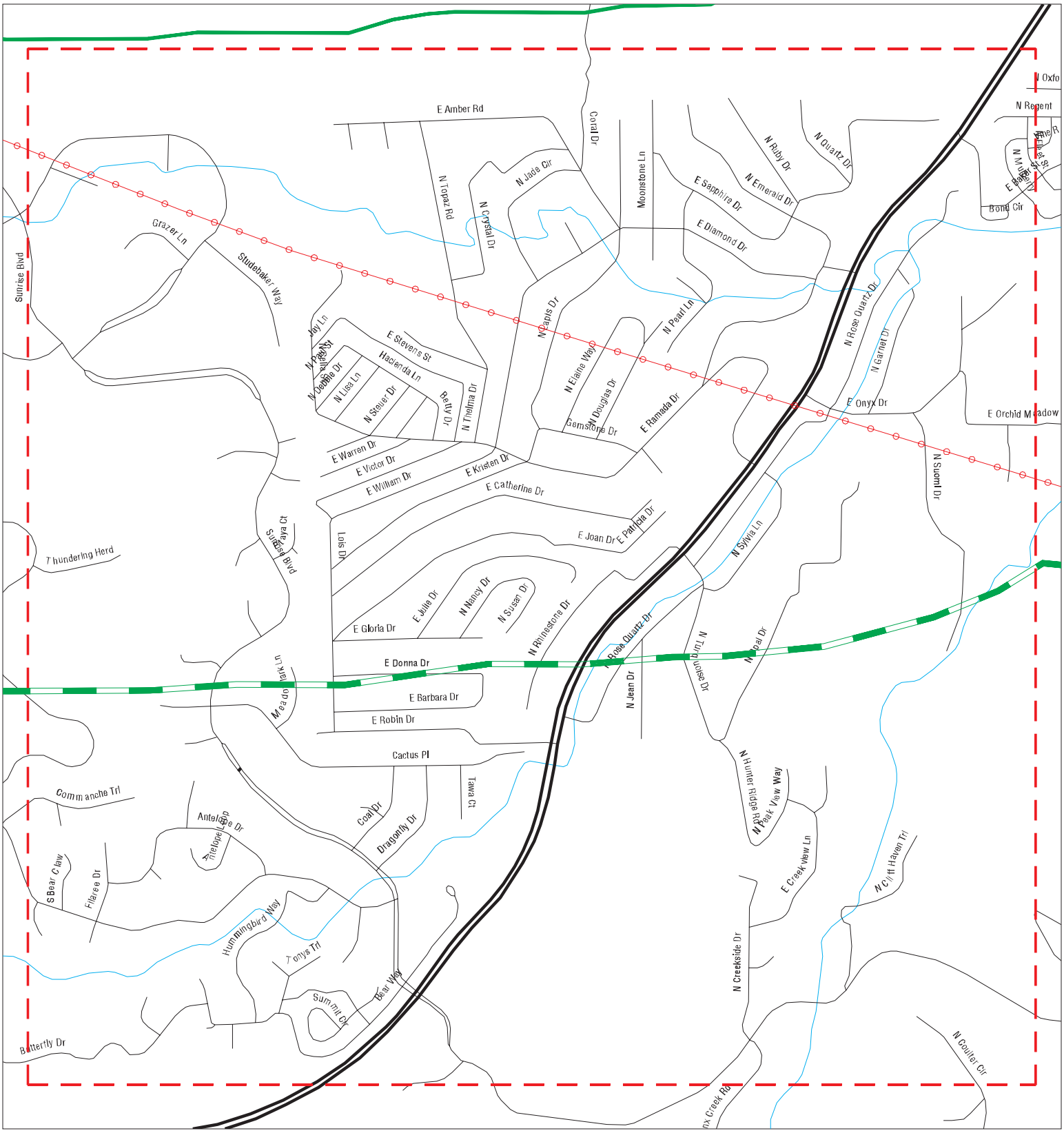
MAPPED SITES SUMMARY - FOCUS MAP 6

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION

NO MAPPED SITES FOUND

Focus Map - 7 - 7034375.5s



Sites
Target Property
Search Buffer
Focus Map - No Sites
Focus Map - Sites
Power Line
National Priority List Sites
Dept. Defense Sites
AZ NPL
Water Quality Assurance Revolving
Indian Reservations BIA

0 1/8 1/4 Miles

SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22

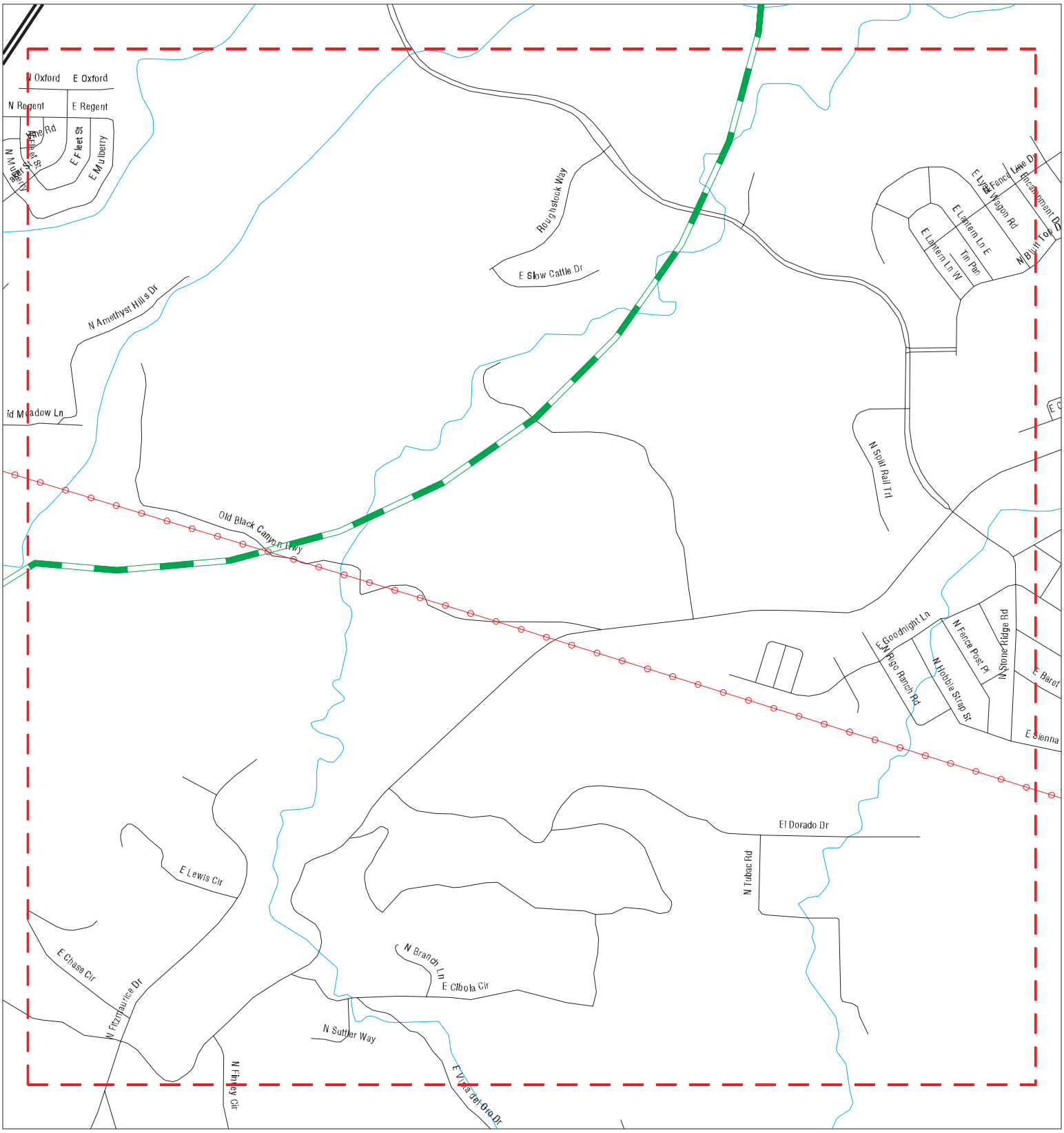
MAPPED SITES SUMMARY - FOCUS MAP 7

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION

NO MAPPED SITES FOUND

Focus Map - 8 - 7034375.5s



Sites
Target Property
Search Buffer
Focus Map - No Sites
Focus Map - Sites
Power Line
National Priority List Sites
Dept. Defense Sites
AZ NPL
Water Quality Assurance Revolving
Indian Reservations BIA

0 1/8 1/4 Miles

SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22

MAPPED SITES SUMMARY - FOCUS MAP 8

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION

NO MAPPED SITES FOUND

IND RES **YAVAPAI-PRESCOTT RESERVATION** **INDIAN RESERV** **CIND200637**
Region **N/A**
SW **, AZ**
1/2-1
5046 ft.

AECOM Evaluation
Site ☐ Adjacent ☐ Area ☐ Outside ASTM ☒
Gradient with respect to presumed groundwater flow:
Up ☐ Down ☐ Cross ☐ N/A ☒
Status: Active ☐ Closed/NFA ☐ N/A ☒
Risk:
High ☐ Mod ☐ Low ☒ Ind ☐
Comments: Nearest boundary to tribal lands is located approximately 1 mile southwest of the western limit of the project corridor

INDIAN RESERV:

Feature:	Indian Reservation
Name:	Yavapai-Prescott Reservation
Agency:	BIA

Focus Map:
5

A1 **ZCAR, INC DBA PRESCOTT VALLEY KIA** **RCRA-SQG** **1025826248**
North **5600 MARKET ST** **AZR000521294**
1/8-1/4 **PRESCOTT VALLEY, AZ 86314**
0.184 mi.
973 ft. **Site 1 of 2 in cluster A**

AECOM Evaluation
Site ☐ Adjacent ☐ Area ☐ Outside ASTM ☒
Gradient with respect to presumed groundwater flow:
Up ☐ Down ☐ Cross ☐ N/A ☒
Status: Active ☐ Closed/NFA ☐ N/A ☒
Risk:
High ☐ Mod ☐ Low ☒ Ind ☐
Comments: Not adjacent to the project corridor

Actual:
5372 ft.

Focus Map:
4

RCRA-SQG:

Date Form Received by Agency:	20210602
Handler Name:	ZCAR, INC DBA PRESCOTT VALLEY KIA
Handler Address:	5600 MARKET ST
Handler City,State,Zip:	PRESCOTT VALLEY, AZ 86314
EPA ID:	AZR000521294
Contact Name:	RANDY REYNOLDS
Contact Address:	3158 AUTO CENTER CIR
Contact City,State,Zip:	STOCKTON, CA 95212
Contact Telephone:	209-444-7423
Contact Fax:	Not reported
Contact Email:	RANDYR@DLRCONSULTINGGROUP.COM
Contact Title:	OPERATIONS
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Small Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	5600 MARKET ST
Mailing City,State,Zip:	PRESCOTT VALLEY, AZ 86314
Owner Name:	SRZ YUMA, LLC
Owner Type:	Private
Operator Name:	ZCAR, INC DBA PRESCOTT VALLEY KIA
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported

ZCAR, INC DBA PRESCOTT VALLEY KIA (Continued) **1025826248**

Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20211201
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Hazardous Waste Summary:

Waste Code:	D001
Waste Description:	IGNITABLE WASTE

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	SRZ YUMA, LLC
Legal Status:	Private
Date Became Current:	20181109
Date Ended Current:	Not reported
Owner/Operator Address:	3158 AUTO CENTER CIR
Owner/Operator City,State,Zip:	STOCKTON, CA 95212
Owner/Operator Telephone:	209-444-7422
Owner/Operator Telephone Ext:	Not reported

ZCAR, INC DBA PRESCOTT VALLEY KIA (Continued) **1025826248**

Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: SRZ YUMA, LLC
Legal Status: Private
Date Became Current: 20181109
Date Ended Current: Not reported
Owner/Operator Address: 3158 AUTO CENTER CIR
Owner/Operator City,State,Zip: STOCKTON, CA 95212
Owner/Operator Telephone: 209-444-7422
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: ZCAR, INC DBA PRESCOTT VALLEY KIA
Legal Status: Private
Date Became Current: 20181109
Date Ended Current: Not reported
Owner/Operator Address: 5600 MARKET ST
Owner/Operator City,State,Zip: PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: ZCAR, INC DBA PRESCOTT VALLEY KIA
Legal Status: Private
Date Became Current: 20181109
Date Ended Current: Not reported
Owner/Operator Address: 5600 MARKET ST
Owner/Operator City,State,Zip: PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20210602
Handler Name: ZCAR, INC DBA PRESCOTT VALLEY KIA
Federal Waste Generator Description: Small Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

Receive Date: 20181212
Handler Name: ZCAR, INC DBA PRESCOTT VALLEY KIA
Federal Waste Generator Description: Small Quantity Generator
State District Owner: Not reported

ZCAR, INC DBA PRESCOTT VALLEY KIA (Continued) **1025826248**

Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

List of NAICS Codes and Descriptions:

NAICS Code:	44111
NAICS Description:	NEW CAR DEALERS

Facility Has Received Notices of Violations:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

A2 **PRESCOTT VALLEY KIA** **RCRA NonGen / NLR** **1025826121**
North **5600 MARKET ST** **AZR000044768**
1/8-1/4 **PRESCOTT VALLEY, AZ 86314**
0.184 mi.
973 ft. **Site 2 of 2 in cluster A**

AECOM Evaluation
Site ☐ Adjacent ☐ Area ☐ Outside ASTM ☒
Gradient with respect to presumed groundwater flow:
Up ☐ Down ☐ Cross ☐ N/A ☒
Status: Active ☐ Closed/NFA ☐ N/A ☒
Risk:
High ☐ Mod ☐ Low ☒ Ind ☐
Comments: Not adjacent to the project corridor

Actual: **5372 ft.**

Focus Map: **4**

RCRA NonGen / NLR:

Date Form Received by Agency:		20211108
Handler Name:	PRESCOTT VALLEY KIA	
Handler Address:		5600 MARKET ST
Handler City,State,Zip:		PRESCOTT VALLEY, AZ 86314
EPA ID:		AZR000044768
Contact Name:		Not reported
Contact Address:		Not reported
Contact City,State,Zip:		Not reported
Contact Telephone:		Not reported
Contact Fax:		Not reported
Contact Email:		Not reported
Contact Title:		Not reported
EPA Region:		09
Land Type:		Other
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Not reported
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		Not reported
Mailing City,State,Zip:		Not reported
Owner Name:		Not reported
Owner Type:		Not reported
Operator Name:		Not reported
Operator Type:		Not reported
Short-Term Generator Activity:		No
Importer Activity:		No

PRESCOTT VALLEY KIA (Continued) **1025826121**

Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20211108
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Hazardous Waste Summary:
Waste Code: D001

PRESCOTT VALLEY KIA (Continued) **1025826121**

Waste Description: IGNITABLE WASTE

Waste Code: D002
Waste Description: CORROSIVE WASTE

Waste Code: D008
Waste Description: LEAD

Waste Code: F003
Waste Description: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste Code: F005
Waste Description: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Handler - Owner Operator:
Owner/Operator Indicator: Operator
Owner/Operator Name: LIBERTY KIA
Legal Status: Private
Date Became Current: 20021119
Date Ended Current: Not reported
Owner/Operator Address: 5600 E MARKET ST
Owner/Operator City,State,Zip: PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone: 602-550-3991
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: LIBERTY MITSUBISHI
Legal Status: Private
Date Became Current: 20021119
Date Ended Current: Not reported
Owner/Operator Address: 5600 E MARKET ST
Owner/Operator City,State,Zip: PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone: 602-550-3991
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: LIBERTY AUTOMOTIVE
Legal Status: Private

PRESCOTT VALLEY KIA (Continued) **1025826121**

Date Became Current:	20021119
Date Ended Current:	Not reported
Owner/Operator Address:	5600 E MARKET ST
Owner/Operator City,State,Zip:	PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone:	928-759-5600
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name:	LIBERTY AUTOMOTIVE
Legal Status:	Private
Date Became Current:	20021119
Date Ended Current:	Not reported
Owner/Operator Address:	5600 E MARKET ST
Owner/Operator City,State,Zip:	PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone:	928-759-5600
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	LIBERTY KIA
Legal Status:	Private
Date Became Current:	20021119
Date Ended Current:	Not reported
Owner/Operator Address:	5600 E MARKET ST
Owner/Operator City,State,Zip:	PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone:	602-550-3991
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	LIBERTY MITSUBISHI
Legal Status:	Private
Date Became Current:	20021119
Date Ended Current:	Not reported
Owner/Operator Address:	5600 E MARKET ST
Owner/Operator City,State,Zip:	PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone:	602-550-3991
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name:	LIBERTY AUTOMOTIVE
Legal Status:	Private
Date Became Current:	20021119
Date Ended Current:	Not reported
Owner/Operator Address:	5600 E MARKET ST
Owner/Operator City,State,Zip:	PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone:	928-759-5600
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

PRESCOTT VALLEY KIA (Continued) **1025826121**

Owner/Operator Indicator:	Owner
Owner/Operator Name:	LIBERTY AUTOMOTIVE
Legal Status:	Private
Date Became Current:	20021119
Date Ended Current:	Not reported
Owner/Operator Address:	5600 E MARKET ST
Owner/Operator City,State,Zip:	PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone:	928-759-5600
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20050131
Handler Name: LIBERTY MITSUBISHI	
Federal Waste Generator Description:	Conditionally Exempt Small Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	20060509
Handler Name: LIBERTY KIA	
Federal Waste Generator Description:	Conditionally Exempt Small Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	20070123
Handler Name: LIBERTY KIA	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	20080205
Handler Name: LIBERTY MITSUBISHI	
Federal Waste Generator Description:	Conditionally Exempt Small Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No

PRESCOTT VALLEY KIA (Continued) **1025826121**

Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20181211
Handler Name: PRESCOTT VALLEY KIA
Federal Waste Generator Description: Conditionally Exempt Small Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20211108
Handler Name: PRESCOTT VALLEY KIA
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

Receive Date: 20021119
Handler Name: LIBERTY MITSUBISHI
Federal Waste Generator Description: Conditionally Exempt Small Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 42111
NAICS Description: AUTOMOBILE AND OTHER MOTOR VEHICLE WHOLESALERS

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

3
WNW
1/4-1/2
0.314 mi.
1658 ft.

SUNDOG TRANSFER STATION
2800 SUNDOG RANCH RD
PRESCOTT, AZ 86301

SWF/LF **S117591430**
Enforcement **N/A**

AECOM Evaluation
Site ☐ Adjacent ☐ Area ☐ Outside ASTM ☒
Gradient with respect to presumed groundwater flow:
Up ☐ Down ☐ Cross ☐ N/A ☒
Status: Active ☐ Closed/NFA ☐ N/A ☒
Risk:
High ☐ Mod ☐ Low ☒ Ind ☐
Comments: According to EDR and information available on ADEQ's website, this facility is a transfer station or a waste tire collection site and not a landfill. This facility is not adjacent to the project corridor.

Actual:
5192 ft.

Focus Map:
1

SWF/LF:

Name:	SUNDOG TRANSFER STATION
Address:	2800 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Facility Status:	ACTIVE
Facility Type:	Transfer
Operator:	Not reported
Operator Address:	Not reported
Owner:	Not reported
ID Number:	4,930
Range:	Not reported
Township:	Not reported
Section:	Not reported
Q1:	Not reported
Q2:	Not reported
Q3:	Not reported
Latitude:	34.578841667
Longitude:	-112.424
Collection:	DIGITAL IMAGERY
Place Type:	Not reported
Code:	TS
PLACC Code:	PP
Status:	ACTIVE
End Date:	Not reported
Verified:	Y
Generated:	5/6/2019
PLC ID:	4,930
PLC Name:	SUNDOG TRANSFER STATION
PLC Address:	PRESCOTT, AZ 86301
PLC City State Zip:	2800 SUNDOG RANCH RD
PLC County:	YAVAPAI
CUS ID:	24,549
Contact :	(928) 777-1116

ENF:

Facility ID:	4930
Name:	CITY OF PRESCOTT - TRANSFER STATION & SERVICE
Address:	2800 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Case ID:	35665
Facility Type:	TRANSFER STATION
Notice Type:	Not reported
Notice Issue Date:	09/02/2005
Order Type:	Not reported
Order Issue Date:	Not reported
Closed Date:	10/12/2005
Faciltiy Status:	Case Closed
Env Program:	SOLID WASTE PROGRAM
Notice Type Code:	Not reported

4
WNW
1/4-1/2
0.343 mi.
1810 ft.

PRESCOTT (SUNDOG) WTCS
2750 SUNDOG RANCH ROAD
PRESCOTT, AZ 86301

SWTIRE S117622232
EMAP N/A

Actual:
5201 ft.

Focus Map:
1

SWTIRE:

Name:	PRESCOTT (SUNDOG) WTCS
Address:	2750 SUNDOG RANCH ROAD
City,State,Zip:	PRESCOTT, AZ 86301
Owner Name:	Yavapai County
Owner Address:	1100 Commerce Drive
Owner City,St,Zip:	Prescott, AZ 86305
Facility Type:	Used Tire Site or WTCS (<5,000)
Contact Name:	Jeff Darley
Contact Telephone:	928-771-3183

EMAP:

Name:	YAVAPAI COUNTY - SUNDOG WTCS
Address:	2750 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
ID Number:	19048.00
Township:	14N
Range:	2W
Section:	24
Quarter 1:	Not reported
Quarter 2:	Not reported
Quarter 3:	Not reported
Latitude:	34.57
Longitude:	-112.42
Collection Method:	LOCATED FROM COUNTY PARCEL INFORMATION
Place Type:	WASTE TIRE COLLECTION SITE
Place Type Code:	WTCS
Place C Code:	PP
Facility Status:	ACTIVE
End Date:	Not reported
Verified:	Y

AECOM Evaluation
Site ☐ Adjacent ☐ Area ☐ Outside ASTM ☒
Gradient with respect to presumed groundwater flow:
Up ☐ Down ☐ Cross ☐ N/A ☒
Status: Active ☐ Closed/NFA ☐ N/A ☒
Risk:
High ☐ Mod ☐ Low ☒ Ind ☐
Comments: According to EDR and information available on ADEQ's website, this facility is a transfer station or a waste tire collection site and not a landfill. This facility is not adjacent to the project corridor.

5
NW
1/4-1/2
0.366 mi.
1930 ft.

PRESCOTT LANDFILL
PRESCOTT LANDFILL (DUMP)
PRESCOTT, AZ 86301

SHWS 1000378410
N/A

Actual:
5199 ft.

Focus Map:
5

SHWS:

EPA ID:	AZD982417958
Program:	PA/SI
Site Code:	130125
Facility Id:	404
Discovery Date:	01/01/1988
Source:	Not reported
Operable Unit:	0
QWARF Area:	Not reported
Lat:	Not reported
Long:	Not reported
Lat/Long Method:	30
Comments:	Not reported

AECOM Evaluation
Site ☐ Adjacent ☐ Area ☒ Outside ASTM ☐
Gradient with respect to presumed groundwater flow:
Up ☐ Down ☐ Cross ☒ N/A ☐
Status: Active ☒ Closed/NFA ☐ N/A ☐
Risk:
High ☐ Mod ☒ Low ☐ Ind ☐
Comments: The nearest boundary of the landfill is located approximately 0.18 mile west of the western terminus of the project corridor.

6
West
1/4-1/2
0.491 mi.
2595 ft.

CITY OF PRESCOTT - SUNDOG WWTP
1500 SUNDOG RANCH RD
PRESCOTT, AZ 86301

Aquifer **S106618986**
Enforcement **N/A**
WWFAC

AECOM Evaluation
Site ☐ Adjacent ☐ Area ☐ Outside ASTM ☒
Gradient with respect to presumed groundwater flow:
Up ☐ Down ☐ Cross ☐ N/A ☒
Status: Active ☐ Closed/NFA ☐ N/A ☒
Risk:
High ☐ Mod ☐ Low ☒ Ind ☐
Comments: Not adjacent to the project corridor

Actual:
5224 ft.

Focus Map:
5

AQUIFER:

Name:	CITY OF PRESCOTT - SUNDOG WWTP
Address:	1500 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Invoice #:	100353
Place ID:	840
LTF Number:	78517
Permit Type:	APP, Individual Permit, Other Amendment
Permit Status:	I
AZ PDES Permit #:	Not reported
Facility Type:	WASTEWATER TREATMENT PLANT
Latitude:	34.571858333
Longitude:	112.430652778
Issue Date:	11/13/2019
Expire Date:	Not reported
App Name:	City Of Prescott
App Address:	1500 SUNDOG RANCH RD
App City/State/Zip:	PRESCOTT, AZ 86301
Phone:	(928) 777-1628
Email:	Not reported

ENF:

Facility ID:	840
Name:	CITY OF PRESCOTT - SUNDOG WWTP
Address:	1500 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Case ID:	118369
Facility Type:	WASTEWATER TREATMENT PLANT
Notice Type:	Not reported
Notice Issue Date:	04/30/2010
Order Type:	Not reported
Order Issue Date:	Not reported
Closed Date:	08/25/2010
Faciltiy Status:	Case Closed
Env Program:	ARIZ POLLUTANT DISCHARGE ELIMINATION SYSTEM
Notice Type Code:	Not reported

Facility ID:	840
Name:	CITY OF PRESCOTT - SUNDOG WWTP
Address:	1500 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Case ID:	4648
Facility Type:	WASTEWATER TREATMENT PLANT
Notice Type:	Not reported
Notice Issue Date:	07/01/1997
Order Type:	Not reported
Order Issue Date:	Not reported
Closed Date:	Not reported
Faciltiy Status:	Case Closed
Env Program:	AIR QUALITY
Notice Type Code:	Not reported

Facility ID:	840

CITY OF PRESCOTT - SUNDOG WWTP (Continued) **S106618986**

Name:	CITY OF PRESCOTT - SUNDOG WWTP
Address:	1500 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Case ID:	19140
Facility Type:	WASTEWATER TREATMENT PLANT
Notice Type:	Not reported
Notice Issue Date:	06/28/2000
Order Type:	Not reported
Order Issue Date:	Not reported
Closed Date:	08/06/2001
Faciltiy Status:	Case Closed
Env Program:	SMRF (STATE WASTEWATER)
Notice Type Code:	Not reported

Facility ID:	840
Name:	CITY OF PRESCOTT - SUNDOG WWTP
Address:	1500 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Case ID:	19162
Facility Type:	WASTEWATER TREATMENT PLANT
Notice Type:	Not reported
Notice Issue Date:	07/31/1997
Order Type:	Not reported
Order Issue Date:	Not reported
Closed Date:	08/06/2001
Faciltiy Status:	Case Closed
Env Program:	SMRF (STATE WASTEWATER)
Notice Type Code:	Not reported

Facility ID:	840
Name:	CITY OF PRESCOTT - SUNDOG WWTP
Address:	1500 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Case ID:	183913
Facility Type:	WASTEWATER TREATMENT PLANT
Notice Type:	Notice Of Opportunity To Correct Deficiencies
Notice Issue Date:	06/21/2019
Order Type:	Not reported
Order Issue Date:	Not reported
Closed Date:	09/10/2019
Faciltiy Status:	Case Closed
Env Program:	SMRF (STATE WASTEWATER)
Notice Type Code:	NOC

Facility ID:	840
Name:	CITY OF PRESCOTT - SUNDOG WWTP
Address:	1500 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Case ID:	116952
Facility Type:	WASTEWATER TREATMENT PLANT
Notice Type:	Not reported
Notice Issue Date:	04/30/2010
Order Type:	Not reported
Order Issue Date:	Not reported
Closed Date:	03/23/2012
Faciltiy Status:	Case Closed
Env Program:	SMRF (STATE WASTEWATER)

CITY OF PRESCOTT - SUNDOG WWTP (Continued) **S106618986**

Notice Type Code: Not reported

WWFAC:
Place ID: 840
Inventory ID: 100353
Facility Code: WWTP
Facility Type: WASTEWATER TREATMENT PLANT

Place ID: 1862
Inventory ID: 102367
Facility Code: WWTP
Facility Type: WASTEWATER TREATMENT PLANT

Count: 4 records

ORPHAN SUMMARY

AECOM Evaluation	City	EDR ID	Site Name	Site Address	Zip	Database(s)
1	PRESCOTT	A100170472	CORDES JUNCTION MAINTENACE YARD	I-17 MP 263 AT JUNCTION STATE ROUTE 69		AST
2	PRESCOTT	1023621584	PRESCOTT / SUNDOG RANCH RD LANDFILL	1.3 MI NE OF AZ 89 ON SUNDOG RANCH RD. 14N, 2W, 25	86301	FINDS
3	PRESCOTT	1023621585	PRESCOTT VALLEY MSW LANDFILL	1.3MI NE AZ 89 ON SUNDOG RANCH RD, T14N,R02W,SEC25	86301	FINDS
4	PRESCOTT VALLEY	S128176879	MI METALS, INC.	7555 E. STATE ROUTE 69, SUITE B	86314	AIRS

AECOM Evaluation

1 = Not adjacent to project corridor
2 = See EDR Map ID #5, page 32
3 = See EDR Map ID #5, page 32
4 = Not adjacent to project corridor

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 26

Source: EPA
Telephone: N/A
Last EDR Contact: 06/01/2022
Next Scheduled EDR Contact: 07/11/2022
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 26

Source: EPA
Telephone: N/A
Last EDR Contact: 06/01/2022
Next Scheduled EDR Contact: 07/11/2022
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Lists of Federal Delisted NPL sites

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 26

Source: EPA
Telephone: N/A
Last EDR Contact: 06/01/2022
Next Scheduled EDR Contact: 07/11/2022
Data Release Frequency: Quarterly

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 05/25/2021
Date Data Arrived at EDR: 06/24/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 06/27/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 26

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/01/2022
Next Scheduled EDR Contact: 07/25/2022
Data Release Frequency: Quarterly

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 26

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/01/2022
Next Scheduled EDR Contact: 07/25/2022
Data Release Frequency: Quarterly

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 02/28/2022
Date Data Arrived at EDR: 03/02/2022
Date Made Active in Reports: 03/17/2022
Number of Days to Update: 15

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

Lists of Federal RCRA TSD facilities

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 02/28/2022
Date Data Arrived at EDR: 03/02/2022
Date Made Active in Reports: 03/17/2022
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

Lists of Federal RCRA generators

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 02/28/2022
Date Data Arrived at EDR: 03/02/2022
Date Made Active in Reports: 03/17/2022
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 02/28/2022
Date Data Arrived at EDR: 03/02/2022
Date Made Active in Reports: 03/17/2022
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 02/28/2022
Date Data Arrived at EDR: 03/02/2022
Date Made Active in Reports: 03/17/2022
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 02/08/2022
Date Data Arrived at EDR: 02/11/2022
Date Made Active in Reports: 05/10/2022
Number of Days to Update: 88

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 05/05/2022
Next Scheduled EDR Contact: 08/22/2022
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 02/21/2022
Date Data Arrived at EDR: 02/23/2022
Date Made Active in Reports: 05/24/2022
Number of Days to Update: 90

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/24/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 02/21/2022
Date Data Arrived at EDR: 02/23/2022
Date Made Active in Reports: 05/24/2022
Number of Days to Update: 90

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/04/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 06/14/2022
Date Data Arrived at EDR: 06/15/2022
Date Made Active in Reports: 06/21/2022
Number of Days to Update: 6

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 06/15/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

Lists of state- and tribal (Superfund) equivalent sites

AZ NPL: NPL Detail Listing

Detailed site information for NPL sites from the Arizona Department of Environmental Quality.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 03/15/2022
Date Made Active in Reports: 06/08/2022
Number of Days to Update: 85

Source: Department of Environmental Quality
Telephone: 602-771-4609
Last EDR Contact: 05/12/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Varies

WQARF: Water Quality Assurance Revolving Fund Sites

Sites which may have an actual or potential impact upon the waters of the state, cause by hazardous substances. The WQARF program provides matching funds to political subdivisions and other state agencies for clean-up activities.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 03/11/2022
Date Made Active in Reports: 06/08/2022
Number of Days to Update: 89

Source: Department of Environmental Quality
Telephone: 602-771-4360
Last EDR Contact: 05/12/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Annually

Lists of state- and tribal hazardous waste facilities

SPL: Superfund Program List

The list is representative of the sites and potential sites within the jurisdiction of the Superfund Program Section. It is comprised of the following elements: 1) Water Quality Assurance Revolving Fund Registry Sites; 2) Potential WQARF Registry sites; 3) NPL sites; and 4) Department of Defense sites requiring SPS oversight.

Date of Government Version: 08/25/2004
Date Data Arrived at EDR: 04/04/2018
Date Made Active in Reports: 05/17/2018
Number of Days to Update: 43

Source: Department of Environmental Quality
Telephone: 602-771-4360
Last EDR Contact: 04/21/2022
Next Scheduled EDR Contact: 08/08/2022
Data Release Frequency: No Update Planned

SHWS: ZipAcids List

The ACIDS list consists of more than 750 locations subject to investigation under the State Water Quality Assurance Revolving Fund (WQARF) and Federal CERCLA programs. The list is no longer updated by the state.

Date of Government Version: 01/03/2000
Date Data Arrived at EDR: 04/11/2000
Date Made Active in Reports: 05/16/2000
Number of Days to Update: 35

Source: Department of Environmental Quality
Telephone: 602-771-4360
Last EDR Contact: 06/09/2022
Next Scheduled EDR Contact: 09/26/2022
Data Release Frequency: No Update Planned

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF: Directory of Solid Waste Facilities

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 03/31/2022
Date Made Active in Reports: 04/06/2022
Number of Days to Update: 6

Source: Department of Environmental Quality
Telephone: 602-771-2300
Last EDR Contact: 03/31/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Varies

Lists of state and tribal leaking storage tanks

LUST: Leaking Underground Storage Tank Listing

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 01/04/2022
Date Data Arrived at EDR: 01/06/2022
Date Made Active in Reports: 03/21/2022
Number of Days to Update: 74

Source: Department of Environmental Quality
Telephone: 602-771-4345
Last EDR Contact: 04/07/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Semi-Annually

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land

Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/28/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 05/28/2021
Date Data Arrived at EDR: 06/22/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 90
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

Lists of state and tribal registered storage tanks

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 10/14/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 02/01/2022
Number of Days to Update: 88
Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 04/04/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Varies

UST: Underground Storage Tank Listing
Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 01/04/2022
Date Data Arrived at EDR: 01/06/2022
Date Made Active in Reports: 03/21/2022
Number of Days to Update: 74
Source: Department of Environmental Quality
Telephone: 602-771-4345
Last EDR Contact: 04/07/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Annually

AST: List of Aboveground Storage Tanks
Aboveground storage tanks that the Dept. of Building & Fire Safety have permitted.

Date of Government Version: 12/05/2019
Date Data Arrived at EDR: 12/06/2019
Date Made Active in Reports: 01/31/2020
Number of Days to Update: 56
Source: Department of Building & Fire Safety
Telephone: 602-364-1003
Last EDR Contact: 06/02/2022
Next Scheduled EDR Contact: 09/19/2022
Data Release Frequency: No Update Planned

AST 2: Aboveground Storage Tank Listing
A listing of aboveground storage tank site locations.

Date of Government Version: 01/21/2022
Date Data Arrived at EDR: 01/26/2022
Date Made Active in Reports: 04/14/2022
Number of Days to Update: 78

Source: Department of Environmental Quality
Telephone: 602-771-4380
Last EDR Contact: 06/02/2022
Next Scheduled EDR Contact: 09/19/2022
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 05/28/2021
Date Data Arrived at EDR: 06/22/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 90

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/06/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/14/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

State and tribal institutional control / engineering control registries

AZURITE: Remediation and DEUR/VEMUR Tracking System

ADEQ maintains a repository listing sites remediated under programs administered by the department.

Date of Government Version: 03/01/2022
Date Data Arrived at EDR: 03/01/2022
Date Made Active in Reports: 03/09/2022
Number of Days to Update: 8

Source: Department of Environmental Quality
Telephone: 602-771-4397
Last EDR Contact: 06/09/2022
Next Scheduled EDR Contact: 09/26/2022
Data Release Frequency: Varies

AUL: DEUR Database

Activity and use limitations include both engineering controls and institutional controls. DEUR and VEMUR sites. DEUR: Declaration of Environmental Use Restriction. A restrictive land use covenant that is required when a property owner elects to use an institutional (i.e., administrative) control or engineering (i.e., physical) control as a means to meet remediation goals. The DEUR runs with and burdens the land, and requires maintenance of any institutional or engineering controls. VEMUR: Voluntary Environmental Mitigation Use Restriction. A restrictive land use covenant that, prior to July 18, 2000, was required when a property owner elected to remediate the property to non-residential uses. Effective July 18, 2000, the DEUR replaced the VEMUR as a restrictive use covenant.

Date of Government Version: 03/01/2022
Date Data Arrived at EDR: 03/01/2022
Date Made Active in Reports: 03/09/2022
Number of Days to Update: 8

Source: Department of Environmental Quality
Telephone: 602-771-4397
Last EDR Contact: 06/09/2022
Next Scheduled EDR Contact: 09/26/2022
Data Release Frequency: Varies

Lists of state and tribal voluntary cleanup sites

VCP: Voluntary Remediation Program Sites

Sites involved in the Voluntary Remediation Program.

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 12/27/2021
Date Made Active in Reports: 03/18/2022
Number of Days to Update: 81

Source: Department of Environmental Quality
Telephone: 602-771-4411
Last EDR Contact: 06/22/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27
Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 07/08/2021
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142
Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 06/15/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Varies

Lists of state and tribal brownfield sites

BROWNFIELDS: Brownfields Tracking System
Information relating to Brownfields sites in Arizona.

Date of Government Version: 10/14/2021
Date Data Arrived at EDR: 10/26/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 79
Source: Department of Environmental Quality
Telephone: 602-771-4401
Last EDR Contact: 06/22/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Varies

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 02/23/2022
Date Data Arrived at EDR: 03/10/2022
Date Made Active in Reports: 03/10/2022
Number of Days to Update: 0
Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 09/26/2022
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

SWTIRE: Solid Waste Tire Facilities
A waste tire "facility" means a solid waste facility at which waste tires are stored outdoors on any day.

Date of Government Version: 02/25/2022
Date Data Arrived at EDR: 02/28/2022
Date Made Active in Reports: 05/25/2022
Number of Days to Update: 86
Source: Department of Environmental Quality
Telephone: 602-771-4132
Last EDR Contact: 05/19/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 04/21/2022
Next Scheduled EDR Contact: 08/08/2022
Data Release Frequency: Varies

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 04/14/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 04/28/2022
Next Scheduled EDR Contact: 08/08/2022
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register
A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 02/22/2022
Date Data Arrived at EDR: 02/23/2022
Date Made Active in Reports: 05/10/2022
Number of Days to Update: 76

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/24/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: No Update Planned

CDL: Clandestine Drug Labs
A listing of drug lab seizures in Arizona.

Date of Government Version: 10/28/2019
Date Data Arrived at EDR: 10/30/2019
Date Made Active in Reports: 12/12/2019
Number of Days to Update: 43

Source: Board of Technical Registration
Telephone: 602-364-4931
Last EDR Contact: 06/14/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Varies

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 02/22/2022
Date Data Arrived at EDR: 02/23/2022
Date Made Active in Reports: 05/10/2022
Number of Days to Update: 76

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/24/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Quarterly

PFAS: PFAS Contamination Site Listing

Arizona?s Public Water System Screening for Perfluorooctanoic Acid (PFOA) and Perfluorooctane Sulfonate (PFOS) Final Report. The purpose of the grant was to screen Public Water System (PWS) drinking water wells in Arizona potentially impacted by perfluorooctanoic acid (PFOA) and/or perfluorooctane sulfonate (PFOS) contamination.

Date of Government Version: 02/18/2021
Date Data Arrived at EDR: 04/30/2021
Date Made Active in Reports: 07/26/2021
Number of Days to Update: 87

Source: Department of Environmental Quality
Telephone: 602-364-3118
Last EDR Contact: 04/28/2022
Next Scheduled EDR Contact: 08/15/2022
Data Release Frequency: Varies

AQUEOUS FOAM: Aqueous Film Forming Foam Listing

When AFFF is used, discharged or released to the environment, containment and cleanup may be required to prevent future adverse health or environmental impacts.

Date of Government Version: 11/14/2020
Date Data Arrived at EDR: 03/22/2022
Date Made Active in Reports: 04/26/2022
Number of Days to Update: 35

Source: Department of Environmenatl Quality
Telephone: 602-771-6145
Last EDR Contact: 05/12/2022
Next Scheduled EDR Contact: 08/15/2022
Data Release Frequency: Varies

Local Land Records

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 26

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 06/01/2022
Next Scheduled EDR Contact: 07/11/2022
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/21/2022
Date Data Arrived at EDR: 03/21/2022
Date Made Active in Reports: 06/14/2022
Number of Days to Update: 85

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

SPILLS: Hazardous Material Logbook
Chemical spills and incidents referred to the Emergency Response Unit.

Date of Government Version: 11/15/2001
Date Data Arrived at EDR: 06/28/2007
Date Made Active in Reports: 07/24/2007
Number of Days to Update: 26

Source: Department of Environmental Quality
Telephone: 602-771-4153
Last EDR Contact: 05/19/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Varies

SPILLS 90: SPILLS90 data from FirstSearch
Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 12/11/2001
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/11/2013
Number of Days to Update: 39

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 02/28/2022
Date Data Arrived at EDR: 03/02/2022
Date Made Active in Reports: 03/17/2022
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites
The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/01/2021
Date Data Arrived at EDR: 02/15/2022
Date Made Active in Reports: 05/10/2022
Number of Days to Update: 84

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 05/17/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Varies

DOD: Department of Defense Sites
This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 06/07/2021
Date Data Arrived at EDR: 07/13/2021
Date Made Active in Reports: 03/09/2022
Number of Days to Update: 239

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 04/12/2022
Next Scheduled EDR Contact: 07/25/2022
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands
Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 04/05/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 05/06/2022
Next Scheduled EDR Contact: 08/22/2022
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 03/21/2022
Date Data Arrived at EDR: 03/21/2022
Date Made Active in Reports: 06/14/2022
Number of Days to Update: 85

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 04/28/2022
Next Scheduled EDR Contact: 08/15/2022
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 05/06/2022
Next Scheduled EDR Contact: 08/15/2022
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/17/2020
Date Made Active in Reports: 09/10/2020
Number of Days to Update: 85
Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/14/2022
Next Scheduled EDR Contact: 09/26/2022
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 08/14/2020
Date Made Active in Reports: 11/04/2020
Number of Days to Update: 82
Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/20/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 01/19/2022
Date Data Arrived at EDR: 01/19/2022
Date Made Active in Reports: 04/11/2022
Number of Days to Update: 82
Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 04/20/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 26
Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 06/01/2022
Next Scheduled EDR Contact: 09/12/2022
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/04/2022
Date Made Active in Reports: 05/10/2022
Number of Days to Update: 6
Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 04/18/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 01/25/2022
Date Data Arrived at EDR: 02/03/2022
Date Made Active in Reports: 02/25/2022
Number of Days to Update: 22

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 06/01/2022
Next Scheduled EDR Contact: 08/15/2022
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 01/20/2022
Date Data Arrived at EDR: 01/20/2022
Date Made Active in Reports: 03/25/2022
Number of Days to Update: 64

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 04/08/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 03/31/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 03/11/2022
Date Data Arrived at EDR: 03/15/2022
Date Made Active in Reports: 06/14/2022
Number of Days to Update: 91

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 04/18/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 11/30/2021
Date Made Active in Reports: 02/22/2022
Number of Days to Update: 84

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 06/02/2022
Next Scheduled EDR Contact: 09/12/2022
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 05/25/2022
Next Scheduled EDR Contact: 09/12/2022
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019
Date Data Arrived at EDR: 11/06/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 96

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 05/06/2022
Next Scheduled EDR Contact: 08/15/2022
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 06/23/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/02/2020
Date Data Arrived at EDR: 01/28/2020
Date Made Active in Reports: 04/17/2020
Number of Days to Update: 80

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 04/26/2022
Next Scheduled EDR Contact: 08/08/2022
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 01/14/2022
Date Made Active in Reports: 03/25/2022
Number of Days to Update: 70

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 04/04/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 03/02/2022
Date Made Active in Reports: 03/25/2022
Number of Days to Update: 23

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 04/05/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 07/26/2021
Date Data Arrived at EDR: 07/27/2021
Date Made Active in Reports: 10/22/2021
Number of Days to Update: 87

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 04/28/2022
Next Scheduled EDR Contact: 08/15/2022
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/30/2019
Date Data Arrived at EDR: 11/15/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 74

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/16/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 26

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 09/01/2022
Next Scheduled EDR Contact: 07/11/2022
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/01/2022
Date Data Arrived at EDR: 02/23/2022
Date Made Active in Reports: 05/24/2022
Number of Days to Update: 90

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 05/25/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Semi-Annually

MINES VIOLATIONS: MSHA Violation Assessment Data

Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 03/21/2022
Date Data Arrived at EDR: 03/22/2022
Date Made Active in Reports: 03/25/2022
Number of Days to Update: 3

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 05/26/2022
Next Scheduled EDR Contact: 09/12/2022
Data Release Frequency: Quarterly

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 05/06/2020
Date Data Arrived at EDR: 05/27/2020
Date Made Active in Reports: 08/13/2020
Number of Days to Update: 78

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/27/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/27/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/10/2022
Date Data Arrived at EDR: 03/10/2022
Date Made Active in Reports: 06/14/2022
Number of Days to Update: 96

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 06/14/2022
Next Scheduled EDR Contact: 09/19/2022
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 05/13/2022
Date Data Arrived at EDR: 05/18/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 13

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 05/18/2022
Next Scheduled EDR Contact: 09/12/2022
Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 01/01/2022
Date Data Arrived at EDR: 01/04/2022
Date Made Active in Reports: 01/10/2022
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 04/05/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites
A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 01/11/2022
Date Made Active in Reports: 02/14/2022
Number of Days to Update: 34
Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 04/12/2022
Next Scheduled EDR Contact: 07/25/2022
Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing
A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/21/2021
Date Made Active in Reports: 08/11/2021
Number of Days to Update: 82
Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 05/19/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing
This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 02/17/2022
Date Data Arrived at EDR: 02/17/2022
Date Made Active in Reports: 05/10/2022
Number of Days to Update: 82
Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/17/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Quarterly

AIRS: Arizona Airs Database
Arizona major (has the potential to emit over 100 tons of criteria pollutant) and minor (below 100 tons) sources.

Date of Government Version: 03/25/2022
Date Data Arrived at EDR: 03/31/2022
Date Made Active in Reports: 06/27/2022
Number of Days to Update: 88
Source: Department of Environmental Quality
Telephone: 602-771-2344
Last EDR Contact: 06/22/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Semi-Annually

AQUIFER: Aquifer Protection Permits List
Facilities with an Aquifer Protection permit (APP), that discharges either directly to an aquifer or to the land surface or the vadose zone in such a manner that there is a reasonable probability that the pollutant will reach an aquifer.

Date of Government Version: 10/01/2021
Date Data Arrived at EDR: 10/07/2021
Date Made Active in Reports: 11/05/2021
Number of Days to Update: 29
Source: Department of Environmental Quality
Telephone: 602-771-4623
Last EDR Contact: 05/04/2022
Next Scheduled EDR Contact: 08/22/2022
Data Release Frequency: Semi-Annually

DOD: Department of Defense Sites
These sites are federal facilities that are either being assessed for potential contamination, or have active remediation taking place on them.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 03/11/2022
Date Made Active in Reports: 06/08/2022
Number of Days to Update: 89
Source: Department of Environmental Quality
Telephone: 602-771-4360
Last EDR Contact: 05/12/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Annually

DRY WELLS: Drywell Registration
A drywell is a bored, drilled, or driven shaft or hole whose depth is greater than its width and is designed and constructed specifically for the disposal of storm water.

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/13/2019
Date Made Active in Reports: 08/20/2019
Number of Days to Update: 68

Source: Department of Environmental Quality
Telephone: 602-771-4686
Last EDR Contact: 05/17/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Semi-Annually

DRYCLEANERS: Drycleaner Facility Listing
A listing of drycleaner facilities in Arizona.

Date of Government Version: 06/17/2019
Date Data Arrived at EDR: 07/20/2020
Date Made Active in Reports: 10/07/2020
Number of Days to Update: 79

Source: Department of Environmental Quality
Telephone: 602-771-4335
Last EDR Contact: 06/09/2022
Next Scheduled EDR Contact: 09/26/2022
Data Release Frequency: No Update Planned

EMAP: All Places of Interest Listing
A listing of all places of interest to the Department of Environmental Quality, including air, waste and water sites.

Date of Government Version: 02/28/2022
Date Data Arrived at EDR: 03/01/2022
Date Made Active in Reports: 05/25/2022
Number of Days to Update: 85

Source: Department of Environmental Quality
Telephone: 602-771-4380
Last EDR Contact: 05/25/2022
Next Scheduled EDR Contact: 09/12/2022
Data Release Frequency: Varies

ENF: Enforcement and Violation Listing
A listing of enforcement and violation cases in the state of Arizona.

Date of Government Version: 02/01/2022
Date Data Arrived at EDR: 02/03/2022
Date Made Active in Reports: 04/27/2022
Number of Days to Update: 83

Source: Department of Environmental Quality
Telephone: 602-771-4424
Last EDR Contact: 04/21/2022
Next Scheduled EDR Contact: 08/08/2022
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing
Financial assurance information for ust sites.

Date of Government Version: 06/17/2021
Date Data Arrived at EDR: 06/22/2021
Date Made Active in Reports: 09/16/2021
Number of Days to Update: 86

Source: Department of Environmental Quality
Telephone: 602-771-4258
Last EDR Contact: 06/14/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Varies

AZ MANIFEST: Manifest Information
Hazardous waste manifest information

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 06/15/2021
Date Made Active in Reports: 09/09/2021
Number of Days to Update: 86

Source: Department of Environmental Quality
Telephone: N/A
Last EDR Contact: 06/09/2022
Next Scheduled EDR Contact: 09/26/2022
Data Release Frequency: Annually

NPDES: Notice of Intent Construction Stormwater General Permits Database
NPDES permit sites

Date of Government Version: 03/15/2022
Date Data Arrived at EDR: 03/17/2022
Date Made Active in Reports: 06/14/2022
Number of Days to Update: 89

Source: Department of Environmental Quality
Telephone: 602-771-4424
Last EDR Contact: 03/17/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Varies

VAPOR: Vapor Intrusion
A listing of vapor intrusion site locations

Date of Government Version: 04/21/2021
Date Data Arrived at EDR: 04/22/2021
Date Made Active in Reports: 07/09/2021
Number of Days to Update: 78

Source: Department of Environmental Quality
Telephone: 602-771-4197
Last EDR Contact: 06/22/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Varies

UIC: Underground Injection Control Wells
Underground injection control wells.

Date of Government Version: 09/30/2015
Date Data Arrived at EDR: 02/05/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 60

Source: Arizona Geological Survey
Telephone: 520-770-3500
Last EDR Contact: 04/21/2022
Next Scheduled EDR Contact: 08/08/2022
Data Release Frequency: Varies

WWFAC: Waste Water Treatment Facilities
Statewide list of waste water treatment facilities.

Date of Government Version: 07/09/2012
Date Data Arrived at EDR: 07/23/2012
Date Made Active in Reports: 09/06/2012
Number of Days to Update: 45

Source: Department of Environmental Quality
Telephone: 602-771-4623
Last EDR Contact: 04/14/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

PCS: Permit Compliance System
PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 07/14/2011
Date Data Arrived at EDR: 08/05/2011
Date Made Active in Reports: 09/29/2011
Number of Days to Update: 55

Source: EPA, Office of Water
Telephone: 202-564-2496
Last EDR Contact: 03/31/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Semi-Annually

MINES MRDS: Mineral Resources Data System
Mineral Resources Data System

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 10/21/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 3

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 05/27/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Varies

PCS ENF: Enforcement data
No description is available for this data

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 02/05/2015
Date Made Active in Reports: 03/06/2015
Number of Days to Update: 29

Source: EPA
Telephone: 202-564-2497
Last EDR Contact: 03/31/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Varies

PCS INACTIVE: Listing of Inactive PCS Permits
An inactive permit is a facility that has shut down or is no longer discharging.

Date of Government Version: 11/05/2014
Date Data Arrived at EDR: 01/06/2015
Date Made Active in Reports: 05/06/2015
Number of Days to Update: 120

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 03/31/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA HWS: Recovered Government Archive State Hazardous Waste Facilities List

The EDR Recovered Government Archive State Hazardous Waste database provides a list of SHWS incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Quality in Arizona.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/02/2014
Number of Days to Update: 185

Source: Department of Environmental Quality
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Quality in Arizona.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/15/2014
Number of Days to Update: 198

Source: Department of Environmental Quality
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Quality in Arizona.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/02/2014
Number of Days to Update: 185

Source: Department of Environmental Quality
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 12/03/2021
Date Data Arrived at EDR: 02/11/2022
Date Made Active in Reports: 05/06/2022
Number of Days to Update: 84

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 05/09/2022
Next Scheduled EDR Contact: 08/22/2022
Data Release Frequency: No Update Planned

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 10/29/2021
Date Made Active in Reports: 01/19/2022
Number of Days to Update: 82

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 04/28/2022
Next Scheduled EDR Contact: 08/08/2022
Data Release Frequency: Quarterly

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 11/30/2021
Date Made Active in Reports: 02/18/2022
Number of Days to Update: 80

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/16/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/03/2022
Next Scheduled EDR Contact: 09/19/2022
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: Endeavor Business Media
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data
Source: Endeavor Business Media
This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association’s annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics’ primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics’ primary database on private school locations in the United States.

Daycare Centers: Child Care Facilities & Group Homes
Source: Department of Health Services
Telephone: 602-674-4220

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Riparian Vegetation Associated with Perennial Waters

Source: State Land Department
Telephone: 602-542-4094

STREET AND ADDRESS INFORMATION

APPENDIX B

ADWR WELL RECORDS

MONITOR/PIEZOMETER WELL

FILING FEE: $10.00

DEPARTMENT OF WATER RESOURCES (DWR)
NOTICE OF INTENTION TO DRILL
MONITOR/PIEZOMETER WELL

MONITOR/PIEZOMETER WELL

Section 45-596, Arizona Revised Statutes and Rule R12-15-817 provide: Prior to drilling a monitor or piezometer well, the well owner or lessee shall file a Notice of Intention to Drill on a form provided by the Department.

WELL/LAND LOCATION

1. Township 14 N/S
   Range 2 E/W
   Section 25
   List 10-acre subdivision:
   NW ¼, NE ¼, NW ¼

2. County YAVAPAI

3. Applicant:
   Water Resources Associates, Inc.
   Name
   2702 N. 44th St, #101-B
   Address
   Phoenix, AZ 85008
   City State Zip

4. Marvin F. Glotfelty, P.G.
   Name of Contact Person
   Phone: (602) 381-1844
   Agency:

5. Owner of Well:
   YAVAPAI COUNTY
   Name
   255 E. Gurley Street
   Address
   Prescott AZ 86301
   City State Zip

6. Purpose of well drilled pursuant to this Notice:
   Monitor X
   Piezometer

7. If for Deepening; Well Registration No. 55-

8. Owner of land:
   YAVAPAI COUNTY
   Name
   255 E. Gurley Street
   Address
   Prescott AZ 86301
   City State Zip
   (602) 771-3183
   Telephone No.

9. Construction will start:
   June 9 1989
   Month Day Year

10. Period well will remain in use: 30 ~~months~~/years

DO NOT WRITE IN THIS SPACE
OFFICE RECORD

File No. 13(14-2)25 bab

Filed: 6-2-89 By ek

Input: ENTERED JUN 12 1989

Duplicate Mailed: 6-9-89 By ek

Registration No. 55-524853

AMA/INA Prescott

W/S 05 S/B 01

11. For monitoring wells, is pump equipment to be installed? NOT AT PRESENT

(a) If so, what will be the design pump capacity 35 gpm in gallons per minute

(b) Type of pump (submersible, turbine, etc.)
SUBMERSIBLE

(c) What use will be made of the water?
WATER QUALITY ANALYSIS

12. Proposed method of abandonment of well after project is completed:
PURSUANT TO ADWR RULE R12-15-816

13. Drilling firm:
JIM WILLIAMS WELL DRLG
Name
414 N. Arizona Ave
Address
PRESCOTT AZ 86301
City State Zip
DWR No. 6
ROC No. 28997
DWR License & ROC Nos.

(continued on reverse)

GENERAL INSTRUCTIONS

Complete this form in DUPLICATE and mail to Department of Water Resources, 15 South 15th Avenue, Phoenix, Arizona 85007. FILING FEE MUST ACCOMPANY THIS NOTICE.

I state that this Notice is filed in compliance with Rule R12-15-809, and is complete and correct to the best of my knowledge and belief and that I understand the conditions set forth on the reverse side of this form.

DATE 6/2/89

Marvin S Glotfelty
Signature of Applicant

JUN 1989 HYDROLOGY APPROVED RKP

NR 55-82-9/88

13. Is this well to monitor existing contamination? NO Potential contamination? YES
Please explain WELL USED TO CONDUCT FEASIBILITY STUDY FOR PROPOSED LANDFILL SITE

14. If construction plans have been coordinated with Az. Dept. Health Services, Environmental Health Division, who is the agency contact? N/A
If construction plans have been coordinated with Az. Dept. Water Resources, Hydrology/ Remedial Action Division, who is the division contact? N/A

15. WELL CONSTRUCTION PLAN

a) Drilling method (mud rotary, hollow-stem auger, etc.) Air Rotary

b) Borehole diameters:
15 inches from 0 feet to 20 feet
8 1/2 inches from 20 feet to 150 feet
____ inches from ____ feet to ____ feet

c) Casing materials (PVC, steel, stainless steel, etc.):
material STEEL diameter 10 3/4 inches from 0 feet to 20 feet
material STEEL diameter 4 1/2 inches from 20 feet to 150 feet
material ____ diameter ____ inches from ____ feet to ____ feet

d) Method of sealing at reductions WELDED RING BETWEEN 10 3/4-inch AND 4 1/2-inch CASING

e) Annular seal materials (cement, grout, etc.) and method of placement(tremied,circulated:)
material CEMENT GROUT method TREMIE from 0 feet to 40 feet
material ____ method ____ from ____ feet to ____ feet
material ____ method ____ from ____ feet to ____ feet

f) Gravel packs (state material, and whether natural or artificial):
material TACNA SAND - ARTIFICIAL PACK from 40 feet to 150 feet
material ____ from ____ feet to ____ feet

g) Perforations (if pre-manufactured, please give specs of perforations or screens):
type SAW CUT SLOTS IN OFF-SET PATTERN, TO from 45 feet to 145 feet
~~type~~ EXPOSE ALL VERTICAL LOCATIONS TO THE AQUIFER from ____ feet to ____ feet

h) Method of well development (bail, air lift, surge) AIR LIFT

i) Will surface or conductor casing extending above grade be used to protect the aquifer from additional surface contaminants during drilling and construction? YES

16. Include detailed construction diagram, if available. NONE AVAILABLE

17. Is the proposed wellsite within 100 feet of a septic tank system, sewage disposal area, landfill, hazardous waste facility or storage area of hazardous materials? Yes X No __
If yes, a request for a variance must accompany this application pursuant to R12-15-820. SEE ATTACHED LETTER

CONDITIONS

I. Construction and abandonment standards for all wells shall be in accordance with DWR rules R12-15-811 and R12-15-816.
II. Drilling of the well shall be completed within one (1) year after the date of Notice.
III. A Well Driller Report, DWR-55-6-5/83, is required within 30 days of completion of drilling. A Completion Report, DWR-55-7-3/83, is required to be filed with the Department within 10 days after installation of pump equipment for monitor wells.
IV. Pump equipment may not be installed on a well drilled for piezometer purposes. If a monitor well is pumped, pumping is limited to the minimum amount required for monitor purposes, but in no case may exceed 35 gallons per minute and an annual amount of 10 acre feet total.
V. Special construction standards required pursuant to R12-15-821: ____

STATE OF ARIZONA
DEPARTMENT OF WATER RESOURCES
15 South 15th Avenue
Phoenix, Arizona 85007

P-3

WELL DRILLER REPORT

This report should be prepared by the driller in all detail and filed with the Department within 30 days following completion of the well.

1. Owner YAVAPAI COUNTY
   Name
   255 E. Gurley Street, Prescott, Arizona 86301
   Mailing Address
2. Driller Jim Williams Well Drilling A-04 06888 DWR#6
   Name
   414 N. Arizona Street, Prescott, Arizona 86301
   Mailing Address
3. Location of well: B(14-2)25 bab ?
4. Permit No. 55-524853 (If issued)

RECEIVED AUG 18 1989 OPERATIONS DIV.

DESCRIPTION OF WELL

5. Total depth of hole 155 ft.
6. Type of casing steel
7. Diameter and length of casing 6 5/8 in. from 0 to 20, 4 1/2 in from 0 to 121.
8. Method of sealing at reduction points cement
9. Perforated from 80 to 120, from ____ to ____, from ____ to ____.
10. Size of cuts 1/8-inch x 3-inch Number of cuts per foot 8
11. If screen was installed: Length ____ ft. Diam ____ in. Type ____
12. Method of construction drilled
    drilled, dug, driven, bored, jetted, etc
13. Date started July (Month) 27 (Day) 1989 (Year)
14. Date completed July (Month) 28 (Day) 1989 (Year)
15. Depth to water 85.65 ft. (If flowing well, so state)
16. Describe point from which depth measurements were made, and give sea-level elevation if available land surface, approximately 5,260 ft. (MSL)
17. If flowing well, state method of flow regulation: ____
18. Remarks: ____

DO NOT WRITE IN THIS SPACE
OFFICE RECORD

REG. No. ____

File No. ____

ENTERED AUG 21 1989

Entered ____ By ____

DWR-55-6-Rev. 2/89

LOG OF WELL

Indicate depth at which water was first encountered, and the depth and thickness of water bearing beds. If water is artesian, indicate depth at which encountered, and depth to which it rose in well.

From (feet)	To (feet)	Description of formation material
0	15	Sandy clay
15	55	Gravelly sand with minor clay
55	70	Clayey sand
70	155	Decomposed granite

I hereby certify that this well was drilled by me (or under my supervision), and that each and all statements herein contained are true to the best of my knowledge and belief.

Driller Jimmy D. Williams
Name

414 North ARIZONA STREET
Address

PRESCOTT ARIZONA 86301
City State Zip

Date August 10, 1989

6/9/89

YAVAPAI COUNTY
255 E. GURLEY STREET
PRESCOTT, AZ. 86301

ARIZONA DEPARTMENT OF WATER RESOURCES
15 South 15th Avenue, Phoenix, AZ 85007

Registration No. 55-524852 55-524853
File No. B(14-2)25bdc B(14-2)25bab

Dear Well Owner:

Enclosed for your records is an annotated copy of the Notice of Intention to Drill an exploration well which was recently filed with this Department. This is returned to you as evidence of compliance with A.R.S. §45-596. Your designated driller has been mailed separately a Well Drilling Card which he is required to have in his possession before commencing to drill the well.

[X] Since this well is being drilled as a monitor well, or for cathodic protection, grounding, geotechnical or piezometer purposes, our standard driller report form is also being furnished to the driller which he is required to complete and return to the Department within 30 days after the completion of drilling. A Completion Report form is being furnished for monitor wells where pump equipment is authorized to be installed as part of this packet so that you may submit the report within 30 days after the installation of pumping equipment on a monitor well as required by A.R.S. §45-600.

[ ] This well is authorized to be drilled for mineral exploration purposes. Because of this, no pump equipment may be installed. A Project Completion Report is being furnished your designated driller for each hole to be drilled. Your driller is required to submit this Project Completion Report within 30 days after completion of drilling. You should insist that this is done.

For monitor, geotechnical, cathodic protection, grounding and piezometer wells, you should obtain the written permission of the Department of Water Resources before proceeding with the drilling in the event that you determine it necessary to change the location of the proposed well. A properly signed amended Drilling Card must be in the possession of the driller before drilling commences at a different location than originally authorized.

For your future use, a Change of Well Information form is enclosed should it become needed. Per A.R.S. §45-593, the person to whom a well is registered shall notify this Department of a change of ownership of the well and/or information pertaining to the physical characteristics of the well, including abandonment, in order to keep the well registration file current and accurate.

Sincerely,

R. A. Gessner
Chief, Operations Division

RAG:
Enclosures
DWR-55-8-8/84

WATER RESOURCES ASSOCIATES, INC.
2702 N. 44th ST. #101-B
PHOENIX, AZ. 85008

STATE OF ARIZONA
DEPARTMENT OF WATER RESOURCES
WATER RIGHTS ADMINISTRATION
99 EAST VIRGINIA
PHOENIX, ARIZONA 85004

RECEIPT

KIND ENTRY	FILE REFERENCE NO.
55	524852
	THRU
55	524853

YAVAPAI COUNTY

FUND SOURCE	ACCOUNT NO. AGENCY	CHAPTER	DIV.	INT. ACCT.	ITEM DESCRIPTION	RATE	$ AMOUNT
					FILING FEE FOR NOTICES OF INTENTION TO	10.00	20.00
					DRILL WELLS		
					FILE# REGISTRATION#		
					B(14-2)25bdc 55-524852		
					~~B(14-2)25bdc 55-524852~~		

JUN 9 1989

6/9/89/ek
CHIT#4619

TOTAL $ 20.00

MONITOR/PIEZOMETER WELL

FILING FEE: $10.00

DEPARTMENT OF WATER RESOURCES (DWR)
NOTICE OF INTENTION TO DRILL
MONITOR/PIEZOMETER WELL

MONITOR/PIEZOMETER WELL

(P-5)

RECEIVED
OCT 6 1989
DEPT. OF WATER RESOURCES

Section 45-596, Arizona Revised Statutes and Rule R12-15-817 provide: Prior to drilling a monitor or piezometer well, the well owner or lessee shall file a Notice of Intention to Drill on a form provided by the Department.

WELL/LAND LOCATION

1. Township 14 N/~~S~~
   Range 2 ~~E~~/W
   Section 25
   List 10-acre subdivision:
   SE ¼, NE ¼, NW ¼

2. County YAVAPAI

3. Applicant:
   WATER RESOURCES ASSOC. INC.
   Name
   2702 N. 44th St, #101-B
   Address
   PHOENIX AZ 85008
   City State Zip

4. WILLIAM G. WELLENDORF, P.G.
   Name of Contact Person
   Phone: 381-1844
   Agency:

5. Owner of Well:
   YAVAPAI COUNTY
   Name
   255 E. GURLEY STREET
   Address
   PRESCOTT AZ 86301
   City State Zip

6. Purpose of well drilled pursuant to this Notice:
   Monitor X
   Piezometer

7. If for Deepening; Well Registration No. 55-

8. Owner of land:
   AZ. STATE LAND DEPT
   Name
   1624 W. ADAMS STREET
   Address
   PHOENIX AZ
   City State Zip
   (602) 255-4631
   Telephone No.

9. Construction will start:
   10 20 1989
   Month Day Year

10. Period well will remain in use: 30 ~~months~~/years

DO NOT WRITE IN THIS SPACE
OFFICE RECORD
File No. B(14-2)25 bad
Filed: 10-6-89 By ak
Input: ENTERED OCT 16 1989 By
Duplicate Mailed: 10-12-89 By ak
Registration No. 55-526204
AMA/INA Prescott
W/S 05 S/B 01

11. For monitoring wells, is pump equipment to be installed? NO
   (a) If so, what will be the design pump capacity N/A in gallons per minute?
   (b) Type of pump (submersible, turbine, etc.)
   N/A
   (c) What use will be made of the water?
   Water Quality Analysis

12. Proposed method of abandonment of well after project is completed:
   Pursuant to ADWR Rule R12-15-816

13. Drilling firm:
   JIM WILLIAMS DRILL.
   Name
   414 N. Arizona Ave.
   Address
   PRESCOTT, AZ 86301
   City State Zip
   DWR: A-4 ROC: 28997
   DWR License & ROC Nos.

OCT 1989
HYDROLOGIST
APPROVED

GENERAL INSTRUCTIONS (continued on reverse)

Complete this form in DUPLICATE and mail to Department of Water Resources, 99 South 15th Avenue, Phoenix, Arizona 85007. FILING FEE MUST ACCOMPANY THIS NOTICE.

I state that this Notice is filed in compliance with Rule R12-15-809, and is complete and correct to the best of my knowledge and belief and that I understand the conditions set forth on the reverse side of this form.

DATE 10-6-89

Wm. G. Wellendorf
Signature of Applicant

WR 55-82-9/88

13. Is this well to monitor existing contamination? NO Potential contamination? YES
Please explain WELL USED TO CONDUCT MONITORING AT PROPOSED LANDFILL SITE

14. If construction plans have been coordinated with Az. Dept. Health Services, Environmental Health Division, who is the agency contact? N/A
If construction plans have been coordinated with Az. Dept. Water Resources, Hydrology/ Remedial Action Division, who is the division contact? N/A

15. WELL CONSTRUCTION PLAN

a) Drilling method (mud rotary, hollow-stem auger, etc.) AIR-ROTARY

b) Borehole diameters:
15 inches from 0 feet to 20 feet
8-1/2 inches from 20 feet to 150 feet
inches from feet to feet

c) Casing materials (PVC, steel, stainless steel, etc.):
material Steel diameter 10-3/4 inches from 0 feet to 20 feet
material PVC diameter 4-1/2 inches from 20 feet to 150 feet
material diameter inches from feet to feet

d) Method of sealing at reductions NO REDUCTIONS

e) Annular seal materials (cement, grout, etc.) and method of placement(tremied,circulated:)
material CEMENT GROUT method TREMIE from 0 feet to 20 feet
material method from feet to feet
material method from feet to feet

f) Gravel packs (state material, and whether natural or artificial):
material TACNA SAND - ARTIFICIAL PACK from 20 feet to 150 feet
material from feet to feet

g) Perforations (if pre-manufactured, please give specs of perforations or screens):
type SAW-CUT SLOTS from 75 feet to 145 feet
type from feet to feet

h) Method of well development (bail, air lift, surge) AIR LIFT

i) Will surface or conductor casing extending above grade be used to protect the aquifer from additional surface contaminants during drilling and construction? yes

16. Include detailed construction diagram, if available. NONE AVAILABLE

17. Is the proposed wellsite within 100 feet of a septic tank system, sewage disposal area, landfill, hazardous waste facility or storage area of hazardous materials? Yes__ No X
If yes, a request for a variance must accompany this application pursuant to R12-15-820.

CONDITIONS

I. Construction and abandonment standards for all wells shall be in accordance with DWR rules R12-15-811 and R12-15-816.
II. Drilling of the well shall be completed within one (1) year after the date of Notice.
III. A Well Driller Report, DWR-55-6-5/83, is required within 30 days of completion of drilling. A Completion Report, DWR-55-7-3/83, is required to be filed with the Department within 10 days after installation of pump equipment for monitor wells.
IV. Pump equipment may not be installed on a well drilled for piezometer purposes. If a monitor well is pumped, pumping is limited to the minimum amount required for monitor purposes, but in no case may exceed 35 gallons per minute and an annual amount of 10 acre feet total.
V. Special construction standards required pursuant to R12-15-821:

STATE OF ARIZONA
DEPARTMENT OF WATER RESOURCES
15 South 15th Avenue
Phoenix, Arizona 85007

WELL DRILLER REPORT

This report should be prepared by the driller in all detail and filed with the Department within 30 days following completion of the well.

1. Owner YAVAPAI COUNTY
   Name
   255 E. Gurley Street, Prescott, Arizona 86301
   Mailing Address

2. Driller JIM WILLIAMS DRILLING
   Name
   414 N. Arizona Street, Prescott, Arizona 86301
   Mailing Address

3. Location of well: B(14-2)25bad

4. Permit No. 55-526204 (If issued)

DESCRIPTION OF WELL

5. Total depth of hole 123 ft.

6. Type of casing Carbon steel surface, PVC well casing

7. Diameter and length of casing 6-5/8 in. from 0 to 20ft, 4 in from 0 to 120 ft.

8. Method of sealing at reduction points Cement Grout

9. Perforated from 100' to 120', from ____ to ____, from ____ to ____.

10. Size of cuts 0.025 Number of cuts per foot 20

11. If screen was installed: Length 20 ft. Diam 4 in. Type Machine Slotted

12. Method of construction Air Rotary
    drilled, dug, driven, bored, jetted, etc

13. Date started 10 (Month) 23 (Day) 1989 (Year)

14. Date completed 10 (Month) 26 (Day) 1989 (Year)

15. Depth to water 111 ft. (If flowing well, so state)

16. Describe point from which depth measurements were made, and give sea-level elevation if available from T.O.C.

17. If flowing well, state method of flow regulation: ____

18. Remarks: ____

DO NOT WRITE IN THIS SPACE
OFFICE RECORD

REG. No. 55-526204

File No. B(14-2)25bad

Entered ENTERED NOV 21 1989 By ____

DWR-55-55-2/89

NOV 15 1989

LOG OF WELL

Indicate depth at which water was first encountered, and the depth and thickness of water bearing beds. If water is artesian, indicate depth at which encountered, and depth to which it rose in well.

From (feet)	To (feet)	Description of formation material
0	10	SANDY CLAY
10	20	CLAYEY SAND
20	123	GRAVELLY SAND

I hereby certify that this well was drilled by me (or under my supervision), and that each and all statements herein contained are true to the best of my knowledge and belief.

Driller Jimmy D. Williams
Name

414 N. ARIZ. ST.
Address

PRESCOTT, ARIZ. 86301
City State Zip

Date NOV. 13, 1989

10/12/89

YAVAPAI COUNTY
255 E. GURLEY ST.
PRESCOTT AZ 86301

ARIZONA
DEPARTMENT
OF WATER
RESOURCES

Rose Mofford, Governor
N. W. Plummer
Director

15 South 15th Avenue
Phoenix, Arizona 85007

RE: Registration No. 55-526204
File No. B(14-2)25bad

Dear Well Owner:

Enclosed for your records is an annotated copy of the Notice of Intention to Drill a monitor or exploration well which you recently filed with this Department. This is returned to you as evidence of compliance with A.R.S. § 45-596. Your designated driller has been mailed a Well Drilling Card which he must have in his possession before commencing to drill.

☐ Since this well is being authorized as a monitor well, or for cathodic protection, grounding, geotechnical or piezometer purposes, our standard driller report form is being furnished to the driller which he must complete and return within 30 days after the completion of drilling. A Completion Report form is being furnished to you for monitor wells where pump equipment is authorized to be installed so that you may submit the report within 30 days after the installation of pumping equipment as required by A.R.S. § 45-600.

☐ This well is authorized for mineral exploration purposes. Because of this, no pump equipment may be installed. A Project Completion Report is being furnished your designated driller for each hole to be drilled. He is required to submit the Project Completion Report within 30 days after completion of drilling. You should insist that this be done.

In the event that you determine it necessary to change the location of the proposed well, you must obtain the written approval of the Department of Water Resources before proceeding with the drilling. A properly-signed amended Drilling Card must be in the possession of the driller before drilling commences at a different location than originally authorized.

For your future use, A Change of Well Information form is enclosed should it become needed. Per A.R.S. § 45-593, the person to whom a well is registered shall notify this Department of a change of ownership of the well and/or information pertaining to the physical characteristics of the well, including abandonment, in order to keep the well registration file current and accurate.

Sincerely,

Richard A. Gessner

Richard A. Gessner
Chief, Operations Division

Enclosures

WATER RESOURCES ASSOC., INC.
2702 N. 44th ST. #101-B
PHX AZ 85008

STATE OF ARIZONA
DEPARTMENT OF WATER RESOURCES
WATER RIGHTS ADMINISTRATION
99 EAST VIRGINIA
PHOENIX, ARIZONA 85004

RECEIPT

KIND ENTRY	FILE REFERENCE NO.
55	526204
	THRU

YAVAPAI COUNTY

FUND SOURCE	ACCOUNT NO. AGENCY	CHAPTER	DIV.	INT. ACCT.	ITEM DESCRIPTION	RATE	$ AMOUNT
1					FILING FEE FOR NOTICE OF INTENTION TO DRILL		10.00
					WELL		
					FILE# B(14-2) 25bad REGISTRATION# 55-526204		

PAID
OCT 12 1989
PAID

10/12/89/ek
CHIT0414

TOTAL $ 10.00

#		PERMITDT	EXPIRES	WELL TYPE	55 NO.	QD	T	R	SCT	160	40	10	LOG	CRT	OWNER	COMPANY
1	91	14-OCT-97	17-SEP-98	EXEMPT Not drilled	564844	B	14	3	34	B	C	D			GRANT BUMA 920 W LYNWOOD PHOENIX AZ 85007	
	91	15-OCT-97	28-SEP-98	EXEMPT Not drilled	564992	B	13	2	10	D	B	D			DALE K JENSEN 3250 RANCHO EL ENCINO COVINA CA 91724	
3	91	17-OCT-97	23-SEP-98	NON-EXEMPT Drilled under another #	564914	B	11	4	18	B	C	A			REX MAUGHAN P O BOX 29041 PHOENIX AZ 85038	
	91	22-OCT-97	21-SEP-98	EXEMPT not drilled	564902	B	16	3	25	A	A	A			170 HORSESHOE LOOP PRESCOTT AZ 86303	SOUTHERN CAPITAL FINANCIAL CORP
5	91	12-NOV-97	02-NOV-98	EXEMPT Not Abandoned	633541	B	14	2	13	A	A	B			MARGARET SHAMONSKY 2895 E SUNSET BUTTE PRESCOTT AZ 86301	
6	91	12-DEC-97	02-DEC-98	EXEMPT Not Abandoned	634756	A	13	1	14	D	C	A			JAMES R & LOLA STEWART PO BOX 396 HUMBOLDT AZ 86329	
7	91	22-JAN-98	06-JAN-99	EXEMPT	566256	B	14	2	13	A	A	A			LYNNE ERICKSON 8485 E MCDONALD #339 SCOTTSDALE AZ 85260	
8	91	21-APR-98	15-APR-99	EXEMPT not drilled	568154	B	12	3	2	B	A	B			JEROME MICHAUD P O BOX 503 YARNELL AZ 85362	
9	91	05-MAY-98	26-APR-99	NON-EXEMPT not drilled	568385	B	11	7	24	C	D	D			ERNEST PADILLA 1941 W TOPEKA DR PHOENIX AZ 85027	
10	91	05-MAY-98	26-APR-99	NON-EXEMPT not drilled	568384	B	11	7	24	B	C	D			ERNEST PADILLA 1941 W TOPEKA DR PHOENIX AZ 85027	
	91	08-MAY-98	23-APR-99	EXEMPT	568325	B	18	2	34	B	A	B		X	DOUGLAS D RHOADES P O BOX 1020 CHINO VALLEY AZ 86323	
12	91	01-JUN-98	12-MAY-99	EXEMPT drilled under #569193	568576	B	16	2	5	C	D	C			DANIEL NAPOLITANO 18 BENEDICT ROAD BETHEL CT 06801	
13	91	22-JUL-98	07-JUL-99	EXEMPT Not Abandoned	640220	B	14	2	35	D	B	A			ROBERT AND JUDITH DE ARMOND 205 ABALENE TRAIL PRESCOTT AZ 86301	
14	91	29-JUL-98	16-JUL-99	EXEMPT not drilled	569794	B	14	2	24	D	C	D			STEVEN W HUDDLESTON 1985 SUNDOG RANCH RD PRESCOTT AZ 86301	
15	91	19-AUG-98	09-AUG-99	EXEMPT	570199	B	19	6	12	B	B	B	not drilled		BOX 518 CONGRESS AZ 85332	POT HOOK T CATTLE CO
16	91	19-AUG-98	12-AUG-99	EXEMPT not drilled	569620	B	13	2	26	D	D	A			PO BOX 55119 PHOENIX AZ 85078	MARK VII ENTERPRISES LTD
17	91	21-AUG-98	16-AUG-99	EXEMPT not drilled	570312	B	14	3	24	A	C	C			BRUCE & FAITH ROMAN 3125 ANGUS DRIVE PRESCOTT AZ 86301	
18	91	04-SEP-98	23-AUG-99	EXEMPT not drilled	570452	B	10	1	10	D	C	B			GEORGE P DATCHUK 4825 W AIRE LIBRE GLENDALE AZ 85306	
19	91	23-SEP-98	30-AUG-99	EXEMPT not drilled	570604	B	19	13	5	A	C	D			1020 SANDRETTO DR PRESCOTT AZ 86301	ARIZONA LAND & RANCHES INC
20	91	25-SEP-98	03-SEP-99	EXEMPT not drilled	570678	B	15	2	30	D	B	D			LAWRENCE C & MARY L SMITH 4125 N SOFT WIND DRIVE GLENDALE AZ 85310	
21	91	05-OCT-98	09-SEP-99	EXEMPT not abandoned	569510	A	13	1	8	A	A	B			MARSHALL W MCGRAW P O BOX 518 DEWEY AZ 86327	

4/17/00 Per TCF Janet McGee
McGee Drilling

ARIZONA DEPARTMENT OF WATER RESOURCES
Records Management Section
PO BOX 458
Phoenix, Arizona 85001-0458
Telephone (602) 417-2405
Fax (602) 417-2421

March 24, 2000

JANE DEE HULL
Governor

RITA P. PEARSON
Director

DAN MCGEE WELL DRILLING - #91
PO BOX 2939
CHINO VALLEY AZ 86323

Subject: Attached List

Dear Well Driller:

The Department of Water Resources issued drilling authority one year ago for the well(s) referenced by the file and registration numbers as indicated on the attached list. To date, our records show that the well(s) has not been drilled.

If the well(s) has been drilled, Arizona Revised Statute §45-600 requires that the driller furnish a complete and accurate Well Driller Report (log) within thirty (30) days of concluding drilling.

If the well(s) has been drilled, the file needs the above mentioned report to bring the well into compliance with the law and you should ensure that this is done.

If you have not drilled the well(s), but it is your intention to do so in the future, this is to advise you that the well owner must refile a Notice of Intent to Drill in order to obtain authority to commence drilling.

Your immediate assistance is appreciated. If you have any questions or need further information, please contact Records Management staff at (602) 417-2405.

Thank you.

Creola Lasky, Supervisor
Records Management Section

ARIZONA DEPARTMENT OF WATER RESOURCES
GROUNDWATER MANAGEMENT SUPPORT SECTION
500 North Third Street
Phoenix, Arizona 85004-3903

THIS AUTHORIZATION SHALL BE IN POSSESSION OF THE DRILLER DURING ALL DRILL OPERATIONS

WELL REGISTRATION NO: 55-569794

AUTHORIZED DRILLER: DAN MCGEE WELL DRILLING & PUMP SERVICE LICENSE NO: 91

NOTICE OF INTENTION TO DRILL AN EXEMPT WELL HAS BEEN FILED WITH THE DEPARTMENT BY:

WELL OWNER: STEVEN W HUDDLESTON 1985 SUNDOG RANCH RD PRESCOTT, AZ 86301

The well(s) is/are to be located in the:

SE 1/4 of the SW 1/4 of the SE 1/4 Section 24 Township 14 NORTH Range 2 WEST

No. of wells in this project: 1

THIS AUTHORIZATION EXPIRES AT MIDNIGHT ON THE 16TH DAY OF JULY, 1999.

CHIEF, GROUNDWATER MANAGEMENT SUPPORT

THE DRILLER MUST FILE A LOG OF THE WELL
WITHIN 30 DAYS OF COMPLETION OF DRILLING

GREAT SEAL OF THE STATE OF ARIZONA
DITAT DEUS
1912

ARIZONA DEPARTMENT OF WATER RESOURCES
GROUNDWATER MANAGEMENT SUPPORT SECTION
MAIL TO: P.O. BOX 458 - PHOENIX, ARIZONA 85001-0458
500 North Third Street - Phoenix, Arizona 85004-3903
Phone (602) 417-2470

JUL 17 (98)

NOTICE OF INTENTION TO DRILL, DEEPEN, REPLACE OR MODIFY A WELL

PLEASE READ SPECIFIC INSTRUCTIONS, LIMITATIONS AND CONDITIONS ON REVERSE SIDE OF THIS FORM BEFORE COMPLETING.

PLEASE COMPLETE ALL ITEMS IN THE BOX BELOW DOWN TO COUNTY OR LOCAL AUTHORITY ENDORSEMENT. IF ANY WATER FROM THE PROPOSED WELL (LISTED BELOW) WILL BE USED FOR DOMESTIC PURPOSES ON A PARCEL OF LAND 20 OR FEWER ACRES, THE APPLICABLE COUNTY OR LOCAL HEALTH AUTHORITY MUST ENDORSE ALL ITEMS IN THE BOX BEFORE SUBMITTING TO THE DEPARTMENT OF WATER RESOURCES.

Steven W. Huddleston	1985 Sundog Ranch Rd	Prescott	Arizona	86301
Land Owner's Name	Current Mailing Address	City	State	Zip

YAVAPAI COUNTY

Telephone No. (520) 445 5917

COUNTY ASSESSOR'S PARCEL ID INFORMATION: ENVIRONMENTAL SERVICES

Well Located in Yavapai County County 105 - 05 005A6 50
BOOK MAP PARCEL # of Acres

WELL SITE REVIEW

Well/Land Location (must be completed as requested):

SE ¼ SW ¼ SE ¼ of Section 24 Township 14 (N)S Range 2 (E)W
10AC 40AC 160AC

OFFICIAL SEAL OR STAMP

COUNTY OR LOCAL AUTHORITY ENDORSEMENT

EHS DATE

Check one:
Recommend Approval ____; Insufficient Information to Make Determination ____; Variance Required ____(Explanation attached)

DATE 7-14-98 AUTHORIZED SIGNATURE [signature] TITLE RS 218980

GENERAL INSTRUCTIONS FOR FILING NOTICE WITH ADWR

1. Section §45-596(D) provides that the Director shall determine that all information required on this form has been submitted. If not, the person filing will be notified, and the drilling, deepening or modification of the well may not proceed.
2. Section §45-596(d) provides that the Department has 15 days after the receipt of a complete and correct notice of intention to record the notice and mail duplicate to owner. Drill card will be mailed directly to drilling firm as stated in item #14.
3. Please mail two original notices with original signatures, a site plan in DUPLICATE, and a check or money order (no cash) in the amount of $10.00 to P.O. Box 458, Phoenix, Arizona 85001-0458 or hand deliver to 500 North Third Street, Phoenix, Arizona 85004-3903. USE BLACK OR BLUE INK.
4. If the well is a replacement, deepening or modification of an existing well, provide the registration number of the existing well in item 2.
5. Construction standards for wells, including abandonment, shall be in accordance with Department Rules.

1. Owner of well:
   Steven W. Huddleston
   Name
   1985 Sundog Ranch Rd
   Current Mailing Address
   Prescott ARIZ 86301
   City State Zip
   Telephone No. 520 445-5917

2. Action requested: Drill New Well X; Deepen ____ Modify ____ Replace ____.
   For a replacement well provide: Maximum capacity of the original well ____ gallons per minute; distance from the original well ____ feet.
   Well Registration No.55-____

3. Construction will start about:
   Month 10 Year 98

4. Description of proposed well:
   Diameter 6½ inches
   Depth 300 ± feet
   Type of Casing Steel + PVC

5. Design pump capacity:
   25 gallons per minute

6. Lessee of land of wellsite:
   ____
   Name
   ____
   Current Mailing Address
   ____
   City State Zip
   Telephone No. ____

7. Principal Use of Water; (be specific):
   Domestic

8. Other uses of Water; (be specific):
   None

9. If use includes irrigation, state to nearest tenth, the number of acres to be irrigated; ____

FOR DEPARTMENT USE ONLY
File No. 55-624924 dcd
Filed 7-17-98 By SW
Input ____ By ____
DUPLICATE MAILED
Date 7-28-98
Registration 55-556194
AMA/INA Prescott
W/S 05 S/B 01

10. Place of Use (Legal Description of Land):
    SE ¼ SW ¼ SE ¼ Section 24
    10 AC 40AC 160AC
    Township 14 (N)S Range 2 (E)W

11. Type of Well (Check One):
    Exempt X Non-Exempt ____

12. Check One:
    Residential X Commercial ____

13. Is the proposed wellsite within 100 feet of a septic tank system, sewage disposal area, landfill, hazardous materials or petroleum storage areas and tanks? Yes ____ No X SH

14. Drilling Firm:
    Don McCee
    Name
    P.O Box 2939
    Mailing Address
    Chino Valley, AZ 86323
    City State Zip
    520 636 4596
    Telephone No.
    # 91
    DWR License Number
    C53
    ROC License Category

I State that this Notice is filed in compliance with A.R.S. §§45-595 and 45-596 and is complete and correct to the best of my knowledge and belief and that I understand the limitations and conditions set forth on the reverse side of this form.

Steven W. Huddleston	Steven W. Huddleston	6/25/98
Typed or Printed Name and Title	Signature X Land Owner [ ] Lessee of Wellsite, Title	Date

SPECIFIC INSTRUCTIONS, LIMITATIONS AND CONDITIONS

1. Pursuant to Section §45-596, Arizona Revised Statutes, provides: a person may not drill, deepen, or modify any well, without first fil a Notice of Intention to Drill with the Department.

2. If any water from a proposed well on a parcel of land of twenty or fewer acres will be used for domestic purposes, as defined in §45-4 the applicant shall submit a site plan to scale of the property with the county assessor's parcel identification number. The site plan

   a. Will be on a 8½"x11" piece of plain paper with representation of the locations of all structures, septic tank or sewer systems a proximity of adjacent lot lines to scale.

   b. Must show the proposed well location and the location of any septic or sewer system that is either located on the property or wit one hundred feet of the proposed well site.

   c. Shall demonstrate to the Director's satisfaction that the well will not be drilled within one hundred feet of any septic or sewer syste

   d. Must be approved by the county health authority, or by a local health authority in areas where the county health auth h delegated authority to approve septic or sewer systems. Before approval, the health authority shall review the plan and whether the proposed well location complies with applicable state and local laws regarding the placement of wells. If so, authority shall endorse the site plan and the proposed well placement.

3. Endorsement by the county/local authority is based on the best available judgement that this well, as shown on the site plan s is 100 feet or more from all known and visually identifiable sewage treatment systems. It is not a representation that a well pla site will be guaranteed as to quantity or quality. Information brought to light at a future date may render this determination

4. If a well which was originally drilled as an exploration well, a monitor well, a piezometer well or for any use other than domestic is later proposed to be converted to use for domestic purposes, as defined in section §45-454, the well owner shall file a notice of to drill and comply with the requirements prescribed pursuant to this section before the well is converted and any water from that w for domestic purposes.

5. Only a well driller licensed in the State of Arizona is authorized to drill, deepen or modify a well. A well driller may commence d well only if the well drilling contractor or licensee has possession of a drilling card at the well site, issued by the Director in the the well drilling contractor or licensee, authorizing the drilling of the specific well in the specific location.

6. An exempt well means a well having a pump with a maximum capacity of not more than thirty-five (35) gallons per minute and m the application of water to less than two (2) acres of land in an Irrigation Non-Expansion Area or Active Management Area to p or parts of plants for sale, human consumption or for use as feed for livestock, range livestock or poultry.

7. The drilling, deepening, or modification of this well shall be completed within one (1) year of the date of the notice (§45-596

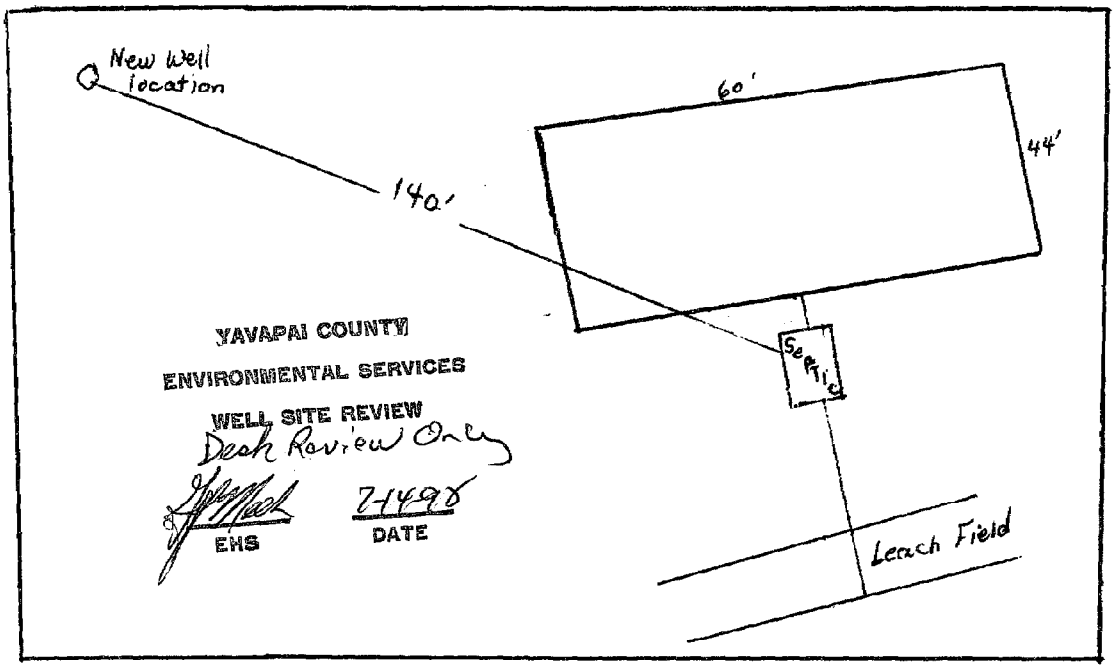
8. Within thirty (30) days after the installation of pumping equipment on this well, the registered well owner shall file the prescribed Report. A form for this purpose will be furnished to the registered owner with the return of an annotated copy of this notice.

9. The person to whom a well is registered shall notify the Department of a change in ownership or a change in data relating to The prescribed form for these purposes will be furnished to the registered owner with the return of an annotated copy of this

10. If an individual other than the land owner or lessee signs this Notice, an original letter of authorization from the land owner/lessee that the individual has permission to sign this specific Notice on their behalf, shall accompany the Notice.

SE of SW of SE
Sect 24 T14N 2W

Steven & Eleanor Huddleston
1985 Sundog Ranch Road
Prescott, Arizona 86301
(520) 445-5917



105 - 05 - 005A 6
SE ¼ SW ¼ SE ¼ of Section 24
T 14 N R 2 W
.5 acres Yavapai County

ARIZONA DEPARTMENT OF WATER RESOURCES

500 North Third Street, Phoenix, Arizona 85004
Telephone (602) 417-2470
Fax (602) 417-2422

July 29, 1998

STEVEN W HUDDLESTON
1985 SUNDOG RANCH RD
PRESCOTT, AZ 86301

Registration No. 55-569794
File No.B(14-2) 24 DCD

Dear Well Owner:

Enclosed is a copy of the Notice of Intention (NOI) to drill a well. This NOI, which was recently filed with this Department, is being returned to you as evidence of your compliance with ARS §45-596. The enclosed Completion Report is to be submitted when pump equipment is installed. The Drilling Card and Well Drilling Report form have been sent to your driller. He may not begin drilling until he has received the Drilling Card and it must be displayed on the rig during drilling. If you change drillers, you must supply this Department with the new driller's identity. Please ensure that the driller you select is licensed to drill the type of well you require. All well drillers must pass an examination proving they understand the drilling methods for that particular license, and are familiar with the laws and regulations which govern well construction in Arizona.

If it is necessary to change the location of the proposed well, immediately contact the Department of Water Resources to obtain written permission before proceeding with the drilling. A properly signed, amended Drilling Card must be in the possession of the driller before drilling commences at a different location than originally authorized.

ARS §45-600 requires the registered well owner to submit a completion report within thirty (30) days after the installation of pumping equipment. It also requires the driller to furnish this Department a complete and accurate log of the well within thirty (30) days after completion of drilling. You should insist, and ensure, that both of these are done.

If in the course of drilling a new well, it is determined that the new well cannot be successfully completed as initially intended (dry hole, cave in, lost tools, etc.), the new well must be properly abandoned and a Well Abandonment Completion Report submitted per R12-15-816.F.

Per ARS §45-593 (C), the person to whom a well is registered shall notify this Department of a change in ownership of the well and/or information pertaining to the physical characteristics of the well in order to keep this well registration file current and accurate. We have enclosed a Change of Well Information Form should it be needed in the future.

Sincerely,

Sylvia Valdez
Water Resource Technician
Groundwater Management Support Section

ARIZONA DEPARTMENT OF WATER RESOURCES
GROUNDWATER MANAGEMENT SUPPORT SECTION
MAIL TO: P.O. BOX 458 - PHOENIX, ARIZONA 85001-0458
500 North Third Street - Phoenix, Arizona 85004-3903
Phone (602) 417-2470

NOTICE OF INTENTION TO DRILL, DEEPEN, REPLACE OR MODIFY A WELL

PLEASE READ SPECIFIC INSTRUCTIONS, LIMITATIONS AND CONDITIONS ON REVERSE SIDE OF THIS FORM BEFORE COMPLETING

PLEASE COMPLETE ALL ITEMS IN THE BOX BELOW DOWN TO COUNTY OR LOCAL AUTHORITY ENDORSEMENT. IF ANY WATER FROM THE PROPOSED WELL (LISTED BELOW) WILL BE USED FOR DOMESTIC PURPOSES ON A PARCEL OF LAND 20 OR FEWER ACRES, THE APPLICABLE COUNTY OR LOCAL HEALTH AUTHORITY MUST ENDORSE ALL ITEMS IN THE BOX BEFORE SUBMITTING TO THE DEPARTMENT OF WATER RESOURCES.

Steven W Huddleston | 1985 Sundog Ranch Rd | Prescott | Arizona | 86301
Land Owner's Name | Current Mailing Address | City | State | Zip

Telephone No. (520) 445-5917

YAVAPAI COUNTY
ENVIRONMENTAL SERVICES
WELL SITE REVIEW
OFFICIAL SEAL OR STAMP
EHS | DATE

ELEANOR S. HUDDLESTON
PH: 445-5917
1985 SUNDOG RANCH ROAD
PRESCOTT, AZ 86301

751
91-527/1221
7-9 19 98

PAY TO THE ORDER OF AZ Dept of Water Resources $ 10.00

NORWEST BANK, ARIZONA
PRESCOTT BRANCH 047
1316 IRON SPRINGS ROAD
PRESCOTT, AZ 86301

FOR Well Permit Fee

ttached)
RS 218980

R
as been submitted. If not, the person filing

ct notice of intention to record the notice

ey order (no cash) in the amount of $10.00
a 85004-3903. USE BLACK OR BLUE INK
umber of the existing well in Item 2.
ules.

1. Owner of well:
Steven W Huddleston
Name
1985 Sundog Ranch Rd
Current Mailing Address
Prescott Ariz 86301
City State Zip
Telephone No. 520 445-5917

2. Action requested: Drill New Well X; Deepen ____ Modify ____ Replace ____. For a replacement well provide: Maximum capacity of the original well ____ gallons per minute; distance from the original well ____ feet.
Well Registration No.55-____

3. Construction will start about:
Month 10 Year 98

4. Description of proposed well:
Diameter 6½ inches
Depth 300 ± feet
Type of Casing Steel + PVC

5. Design pump capacity:
25 gallons per minute

6. Lessee of land of wellsite:
Name
Current Mailing Address
City State Zip
Telephone No.

7. Principal Use of Water; (be specific):

8. Other uses of Water; (be specific):

9. If use includes irrigation, state to nearest tenth, the number of acres to be irrigated;

FOR DEPARTMENT USE ONLY
File No.
Filed By
Input By
DUPLICATE MAILED
Date
Registration 55-
AMA/INA
W/S S/B

10. Place of Use (Legal Description of Land):
SE ¼ SW ¼ SE ¼ Section 24
10 AC 40AC 160AC
Township 14 (N)S Range 2 (E)W

11. Type of Well (Check One):
Exempt X Non-Exempt

12. Check One:
Residential X Commercial

13. Is the proposed wellsite within 100 feet of a septic tank system, sewage disposal area, landfill, hazardous materials or petroleum storage areas and tanks? Yes ____ No X SH

14. Drilling Firm:
Name
Mailing Address
City State Zip
Telephone No.
DWR License Number
ROC License Category

I State that this Notice is filed in compliance with A.R.S. §§45-595 and 45-596 and is complete and correct to the best of my knowledge and belief and that I understand the limitations and conditions set forth on the reverse side of this form.

Steven W Huddleston | Steven W. Huddleston | 6/25/98
Typed or Printed Name and Title | Signature [X] Land Owner [ ] Lessee of Wellsite, Title | Date

Run Date: 03/09/2016

AZ DEPARTMENT OF WATER RESOURCES

WELL REGISTRY REPORT - WELLS55

Location B 14.0 2.0 24 D C D

Well Reg.No 55 - 627417

AMA PRESCOTT AMA

Registered Name BENJAMIN J. & KRISTINA A. HUDDLESTON
1975 SUNDOG RANCH ROAD
PRESCOTT AZ 86301

File Type REGISTERED WELL
Application/Issue Date 02/16/1982

Owner OWNER
Driller No. 0
Driller Name
Driller Phone
County YAVAPAI
Parcel No. 105-05-005
Intended Capacity GPM 0.00

Well Type EXEMPT
SubBasin LITTLE CHINO
Watershed VERDE RIVER
Registered Water Uses DOMESTIC
Registered Well Uses WATER PRODUCTION
Discharge Method NONE
Power NO POWER CODE LISTED

Well Depth	90.00	**Case Diam**	0.00	**Tested Cap**	5.00
Pump Cap.	5.00	**Case Depth**	0.00	**CRT**	
Draw Down	0.00	**Water Level**	85.00	**Log**	
		Acres Irrig	0.00	**Finish**	NO CASING CODE LISTED

Contamination Site: NO - NOT IN ANY REMEDIAL ACTION SITE

Tribe: Not in a tribal zone

Comments

Current Action

3/9/2016 860 CHANGE OF WELL OWNERSHIP
Action Comment: sym

Action History

1/1/1917 755 WELL CONSTRUCTION COMPLETED
Action Comment:

Arizona Department of Water Resources
Water Management Support Section
P.O. Box 36020 Phoenix, Arizona 85067-6020
(602) 771-8527 • www.azwater.gov

Request to Change Well Information

RECEIVED
FEB 23 2016
ARIZONA DEPARTMENT OF WATER RESOURCES

- Review instructions prior to completing form in back or blue ink.
- You must include with your Notice:
  - check or money order for any required fee(s)
- Authority for fee: A.R.S. § 45-113 and A.A.C. R12-15-104

** PLEASE PRINT CLEARLY **

FILE NUMBER: B(14-2)24 DCD
WELL REGISTRATION NUMBER: 55 – 627417

SECTION 1. REGISTRY INFORMATION

Well Owner

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL
WILLIAM JEFFREY STORM

MAILING ADDRESS
812 E. COOPER ST.

CITY / STATE / ZIP CODE
TUCSON, AZ 85719-2921

CONTACT PERSON NAME AND TITLE

Location of Well

WELL LOCATION ADDRESS (IF ANY)
1975 SUNDOG RANCH ROAD , Prescott, AZ 86301

TOWNSHIP (N/S)	RANGE (E/W)	SECTION	160 ACRE	40 ACRE	10 ACRE
14N	2W	24	SE ¼	SW ¼	SE ¼

LATITUDE			LONGITUDE		
° Degrees	' Minutes	" N Seconds	° Degrees	' Minutes	" W Seconds

METHOD OF LATITUDE/LONGITUDE (CHECK ONE)
☐ USGS Quad Map ☐ Conventional Survey ☐ *GPS: Hand-Held ☐ *GPS: Survey-Grade

*IF GPS WAS USED, GEOGRAPHIC COORDINATE DATUM (CHECK ONE)
☐ NAD-83 ☐ Other *(please specify)*:

COUNTY ASSESSOR'S PARCEL ID NUMBER			COUNTY WHERE WELL IS LOCATED
BOOK	MAP	PARCEL	
105	05	005	Yavapai

Well Info.:

Old (NON-functioning)
55-627417

New (functioning)
55-632359

☐ Ownership
n 3)

☐ Change of Well Information (location, use, etc.) *(Fill out Section 4)*

ITRACTOR — **FEE $120 per Well**

request and issue authorization to the new
nment.

New Well Drilling Contractor

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL

DWR LICENSE NUMBER | ROC LICENSE CATEGORY

TELEPHONE NUMBER | FAX

SHIP — **FEE $30 per Well**

Previous Well Owner

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL
WILLIAM JEFFREY STORM

MAILING ADDRESS
812 E. COOPER ST.

CITY / STATE / ZIP CODE
TUCSON, AZ 85719-2921

CONTACT PERSON NAME AND TITLE

TELEPHONE NUMBER
(520) 624-5114

FAX

New Well Owner

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL
BENJAMIN J. HUDDLESTON and KRISTINA A. HUDDLESTON

MAILING ADDRESS
1975 SUNDOG RANCH ROAD

CITY / STATE / ZIP CODE
Prescott, AZ 86301

CONTACT PERSON NAME AND TITLE

TELEPHONE NUMBER
(928) 830-0024

FAX

SECTION 4. CHANGE OF WELL INFORMATION (No Fee Required)

NOTE: Applies only to wells that have already been drilled. For proposed wells, an amended Notice of Intent to Drill a Well must be filed.

EXPLAIN

SECTION 5. OPTIONAL BY PROPERTY OWNER AND WELL OWNER ONLY

☐ By checking this box, I hereby provide ADWR permission to enter the property for the purpose of taking water level measurements at this well. *(See instructions.)*

SECTION 6. WELL OWNER SIGNATURE

I HEREBY CERTIFY that the above statements are true to the best of my knowledge and belief.

TYPE OR PRINT NAME AND TITLE
BENJAMIN J. HUDDLESTON and KRISTINA A. HUDDLESTON

SIGNATURE OF WELL OWNER — DATE
02/17/2016
Kristina A. Huddleston 02/17/16

Yavapai County Print Parcel

Parcel ID	Check Digit
105-05-005	7

Owner

STORM WILLIAM JEFFREY

Owner's Mailing Address

812 E COPPER ST
TUCSON, AZ 857192921

Secondary Owner

N/A

Recorded Date

N/A

Last Transfer Doc Docket	Last Transfer Doc Page
N/A	N/A

Physical Address	Incorporated Area
N/A	City of Prescott

Assessor Acres	Subdivision	Subdivision Type
1.5	N/A	N/A

School District	Fire District	County Zoning Violation
Prescott Unified SD #1	N/A	No Zoning Violation

Improvements (1)

Type: Single Family Residential
Floor area: 1624
Constructed: 1920

Assessment

Starting with the 2015 tax year, the Limited Property Value is the only value considered for taxation purposes, the Full Cash Value is no longer used for taxation.

2017 Assessed Limited Value	2016 Assessed Limited Value
$14,113	$13,441
2017 Limited Value	**2016 Limited Value**
$141,130	$134,409
2017 Full Cash Value	**2016 Full Cash Value**
$150,366	$145,494
2017 Net Assessment Ratio	**2016 Net Assessment Ratio**
10	10
2017 Legal Class	**2016 Legal Class**
Mixed	Mixed

Taxes

Tax Area Code	2015 Taxes Billed
120	$1,077

Recorded Documents & Sales (0)

No Recorded Documents were found.

Disclaimer: Map and parcel information is believed to be accurate but accuracy is not guaranteed. No portion of the information should be considered to be, or used as, a legal document. The information is provided subject to the express condition that the user knowingly waives any and all claims for damages against Yavapai County that may arise from the use of this data.

2016-0007703 WD
eRecorded in Yavapai County, AZ Page 1 of 4
Leslie M. Hoffman Recorder 02/18/2016 01:06:29 PM
YAVAPAI TITLE Fees: $17.00

at the request of Yavapai Title Agency, Inc.

When recorded mail to
BENJAMIN J. HUDDLESTON
1975 SUNDOG RANCH ROAD
Prescott, AZ 86301

05012566-JEP

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Tax Parcel No.: 105-05-005/7

WARRANTY DEED

For the consideration of Ten Dollars, and other valuable consideration, I or we,
WILLIAM JEFFREY STORM, A Single Man do/does hereby convey to
BENJAMIN J. HUDDLESTON and KRISTINA A. HUDDLESTON, Husband and Wife
the following real property situated in Yavapai County, Arizona:
See Exhibit A attached hereto and made a part hereof.

SUBJECT TO: Current taxes and other assessments, reservations in patents and all easements, rights of way, encumbrances, liens, covenants, conditions, restrictions, obligations and liabilities as may appear of record.

The Grantor warrants the title against all persons whomsoever.

DATED: February 12, 2016

William Jeffrey Storm
WILLIAM JEFFREY STORM

State of Arizona }
} ss.
County of Pima }

The foregoing instrument was acknowledged before me this 12 day of FEBRUARY, 2016, by WILLIAM JEFFREY STORM.

EMILY HACKER
Notary Public, State of Arizona
Pima County
My Commission Expires
November 17, 2019

Emily Hacker
NOTARY PUBLIC
My commission expires: November 17, 2019

Exhibit A

A parcel of land in the South Half of the Southeast Quarter of Section 24, Township 14 North, Range 2 West, Gila and Salt River Base and Meridian, Yavapai County, Arizona, described as follows:

COMMENCING at a 1" iron pipe with marked cap designating the Southeast corner of said Section 24;

thence West, a distance of 1,498.80 feet to a point from which point a 1" galvanized pipe in a mound of stone bears West, a distance of 1,141.26 feet;

thence North, a distance of 240.00 feet to the TRUE POINT OF BEGINNING;

thence continuing North, a distance of 220.00 feet,

thence North 17°39' 00" West, a distance of 250.74 feet;

thence South 72°21' 00" West, a distance of 198.00 feet;

thence South 17°39' 00" East, a distance of 220.00 feet to a point; thence South, a distance of 189.26 feet;

thence East, a distance of 198.00 feet to the TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM the South 110.00 feet thereof.

Printed: 2/23/2016 4:30:20 PM

Arizona Department of Water Resources

3550 N Central Ave.
Phoenix AZ 85012

Customer:

YAVAPAI TITLE AGENCY
8070 E. HIGHWAY 69
PRESCOTT VALLEY, AZ 86314

Receipt #: 16-43928
Office: MAIN OFFICE
Receipt Date: 02/23/2016
Sale Type: IN_PERSON
Cashier: WRSYM

Item No.	Index	AOBJ	Description	Ref ID	Qty	Unit Price	Ext Price
81213	15239	4439-TT	Change of Ownership/Change of Well Information/Well Assignment	627417	1	30.00	30.00
					RECEIPT TOTAL:		**30.00**

Payment type: CHECK
Amount Paid: $30.00
Payment Received Date: 02/23/2016

Check # 1059625

Notes: FROM TTA.

No refund without valid receipt

ARIZONA DEPARTMENT OF WATER RESOURCES
3550 North Central Avenue, Phoenix, Arizona 85012
Telephone 602 771 8500
Fax 602 771-8681

February 19, 2009

STORM,W R
BOX 4 V A C
PRESCOTT AZ 86313

Dear Sir or Madam:

The Department is contacting you to request your permission to obtain a depth-to-water measurement from your well(s). The purpose of the Department's water level measurement program is to collect groundwater level information that can be used to develop water level maps and databases that support scientific, planning and water management studies throughout the state. According to Department records, you are the owner or lessee of the wells listed on the enclosed postcard.

By signing and returning the enclosed postcard you would be granting permission to trained employees of the Arizona Department of Water Resources to obtain water level measurements from your wells.
The Department greatly appreciates your cooperation in granting permission to measure the depth-to-water in your wells and please contact us if you have any questions concerning our request at:

ADWR
3550 N. Central Avenue
Phoenix, AZ 85012
Phone: (602) 771-8627
Fax: (602) 771-1520

or visit the ADWR w

If you are no longer
accordingly and incl
self-addressed post

Thank you,

Herb Guenther

Arizona Department of Water Resources
PERMISSION AUTHORIZATION FOR WATER LEVEL MEASUREMENT

I grant permission to ADWR to conduct water level measurements at the following well(s) described below.

I am the (check one):
O Well owner
O Lessee
O Responsible Party
O Other_____

Signature _____ Printed Name _____

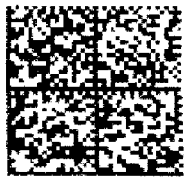
Well ID	Location	Well ID	Location	Well ID	Location
627417	B-14-02 24DCD	632359	B-14-02 24DCD		

I am no longer the owner, lessee or responsible party of the well(s) described above.
The current owner, lessee or responsible party may be contacted at:

Name: _____
Address: _____
City, State, Zip: _____

STORM,W R

ADWR Information Service
3550 N. Central Avenue -
Phoenix Arizona 85012



Hasler

016H26502372
$00.42⁰
02/24/2009
Mailed From 85012
US POSTAGE

RECEIVED
MAR 5 2009
[illegible]

STORM,W R
[redacted]

Dear Sir [redacted]

DEPARTMENT OF WATER RESOURCES
99 EAST VIRGINIA AVENUE
PHOENIX, ARIZONA 85004

REGISTRATION OF EXISTING WELLS

READ INSTRUCTIONS ON BACK OF THIS FORM BEFORE COMPLETING
PRINT OR TYPE — FILE IN DUPLICATE

05

REGISTRATION FEE (CHECK ONE)	
EXEMPT WELL (NO CHARGE)	☒
NON-EXEMPT WELL – $10.00	☐

FOR OFFICE USE ONLY
REGISTRATION NO. 55- 627417
FILE NO. B(14-2)24 dcd
FILED 2-16-82 (DATE) AT 4:30 P.m. (TIME)
INA Pres
AMA

1. Name of Registrant:
William R. Storm
Box 4, V.A.C. (Address) Prescott (City) AZ (State) 86313 (Zip)

2. File and/or Control Number under previous groundwater law:
N/A (File Number) 35- N/A (Control Number)

3. a. The well is located within the SE ¼ SW ¼ SE ¼, Section 24, of Township 14 N N/S, Range 2W E/W, G & SRB & M, in the County of Yavapai.

   b. If in a subdivision: Name of subdivision _____, Lot No. _____, Address _____.

4. The principal use(s) of water (Examples: irrigation - stockwater - domestic - municipal - industrial)
Domestic - Stock.

5. If for irrigation use, number of acres irrigated from well NONE.

6. Owner of land on which well is located. If same as Item 1, check this box ☐
_____
_____
(Address) (City) (State) (Zip)

7. Well data (If data not available, write N/A)
   a. Depth of Well 90 feet
   b. Diameter of casing N/A inches
   c. Depth of casing N/A feet
   d. Type of casing N/A .
   e. Maximum pump capacity Less than 5 gallons per minute.
   f. Depth to water 85 feet below land surface.
   g. Date well completed Approx (Month) (Day) 1917 (Year).

8. The place(s) of use of water. If same as Item 3, check this box ☐
   ____¼ ____¼ ____¼, Section ____ Township ____ Range ____
   ____¼ ____¼ ____¼, Section ____ Township ____ Range ____
   Attach additional sheet if necessary.

9. DATE 2-12-82 SIGNATURE OF REGISTRANT William R. Storm

INSTRUCTIONS FOR COMPLETING REGISTRATION FORM

General Instructions

1. A person who owns an "Existing Well" shall register the well, pursuant to A.R.S. 45-593, by filing this form **in duplicate** with the Department of Water Resources not later than midnight June 14, 1982. The form must be completed and signed. Failure to do so will constitute a violation of A.R.S. 45-593, and may subject the well owner to injunction and/or civil penalties, pursuant to A.R.S. Title 45, Article 12.

2. An "Existing Well" means, (1) a well which was drilled on or before June 12, 1980 and which is not abandoned or sealed, or (2) a well which was not completed on or before June 12, 1980, but for which a Notice of Intention to Drill was on file with the Arizona Water Commission on or before June 12, 1980.

3. No registration fee is required for Exempt Wells. A $10.00 registration fee must accompany registration forms for all Non-Exempt Wells.

4. An "Exempt Well" means a well having a pump with a maximum capacity of not more than 35 gallons per minute which is used to withdraw groundwater. An Exempt Well may include the non-commercial irrigation of not more than 1 acre of land.

5. A "Non-Exempt Well" means a well that is not an "Exempt Well".

INSTRUCTIONS FOR REGISTRATION QUESTIONS

1. The Registrant must be the owner of the well and may be an individual, public or private corporation, company, partnership, firm, association, society, estate, trust, any other private organization or enterprise, the United States, any state, territory or country or a governmental entity, political subdivision or municipal corporation organized under or subject to the constitution and laws of this State.

2. If you own an existing irrigation well drilled at any time, or any other type of well drilled on or after June 20, 1968, you should have an assigned control and/or file number. Write these numbers in item 2. If you do not know the number, please explain the reason on the form or on an attached sheet.

3. a. Fill in the Section, Township and Range in all cases if it is available.
   b. If the well is in a subdivision and you have this information, give the subdivision name, Lot Number, and Address.

4. Show all purposes for which the water is used.

5. If the well is used for irrigation, give the number of acres irrigated in 1980 from the well.

6. If the owner of the land is an individual, give the last name, first name, middle initial. If the owner of the land is a corporation, partnership, firm, etc., fill in the appropriate title.

7. Complete the section on Well Data with the most accurate information available to you. If the data is not available, write N/A in the blanks.

8. Give the legal description of the place of use of the water. If place of use is in a subdivision and legal description is not available, give the subdivision name, Lot Number and/or address on the blank line.

9. The person in whose name a well is registered shall notify the Department of any change in ownership and shall keep all information on the registration record current and accurate. A form entitled "Change of Well Information/Ownership" is available for this purpose. A blank form will be furnished with the returned duplicate copy of the registration form.

DEPARTMENT OF WATER RESOURCES
99 EAST VIRGINIA AVENUE
PHOENIX, ARIZONA 85004

RECEIVED APR 7 1982 DEP'T. OF WATER RESOURCES

REGISTRATION OF EXISTING WELLS

READ INSTRUCTIONS ON BACK OF THIS FORM BEFORE COMPLETING
PRINT OR TYPE – FILE IN DUPLICATE

05

REGISTRATION FEE (CHECK ONE)	
EXEMPT WELL (NO CHARGE)	☒
NON-EXEMPT WELL – $10.00	☐

FOR OFFICE USE ONLY
REGISTRATION NO. 55- 63235-4
FILE NO. B(14-2)24 daa
FILED 2-7-82 (DATE) AT 9:00am (TIME)
INA
AMA PRESCOTT

1. Name of Registrant:
McCraw, Oscar
5005 Iron Springs Rd. Prescott Arizona 86301
(Address) (City) (State) (Zip)

2. File and/or Control Number under previous groundwater law:
(File Number) 35- (Control Number)

3. a. The well is located within the N.E. Corner of Tract 42 - NE ¼ NE ¼ SE ¼, Section 24, of Township 14 North N/S, Range 2 E/W, G & SRB & M, in the County of Yavapai.

b. If in a subdivision: Name of subdivision _____, Lot No. _____, Address _____.

4. The principal use(s) of water (Examples: irrigation - stockwater - domestic - municipal - industrial)
Domestic -

5. If for irrigation use, number of acres irrigated from well _____.

6. Owner of land on which well is located. If same as Item 1, check this box ☑
(Address) (City) (State) (Zip)

7. Well data (If data not available, write N/A)
a. Depth of Well 15 1/2 feet
b. Diameter of casing 4 8 inches
c. Depth of casing 10 feet
d. Type of casing Heavy Metal .
e. Maximum pump capacity 6 gallons per minute.
f. Depth to water 4 feet below land surface.
g. Date well completed June (Month) (Day) 1958 (Year).

8. The place(s) of use of water. If same as Item 3, check this box ☑.
____¼ ____¼ ____¼, Section ____ Township ____ Range ____
____¼ ____¼ ____¼, Section ____ Township ____ Range ____
Attach additional sheet if necessary.

9. DATE Jan 19-82 SIGNATURE OF REGISTRANT Oscar McCraw

INSTRUCTIONS FOR COMPLETING REGISTRATION FORM

General Instructions

1. A person who owns an "Existing Well" shall register the well, pursuant to A.R.S. 45-593, by filing this form in duplicate with the Department of Water Resources not later than midnight June 14, 1982. The form must be completed and signed. Failure to do so will constitute a violation of A.R.S. 45-593, and may subject the well owner to injunction and/or civil penalties, pursuant to A.R.S. Title 45, Article 12.

2. An "Existing Well" means, (1) a well which was drilled on or before June 12, 1980 and which is not abandoned or sealed, or (2) a well which was not completed on or before June 12, 1980, but for which a Notice of Intention to Drill was on file with the Arizona Water Commission on or before June 12, 1980.

3. No registration fee is required for Exempt Wells. A $10.00 registration fee must accompany registration forms for all Non-Exempt Wells.

4. An "Exempt Well" means a well having a pump with a maximum capacity of not more than 35 gallons per minute which is used to withdraw groundwater. An Exempt Well may include the non-commercial irrigation of not more than 1 acre of land.

5. A "Non-Exempt Well" means a well that is not an "Exempt Well".

INSTRUCTIONS FOR REGISTRATION QUESTIONS

1. The Registrant must be the owner of the well and may be an individual, public or private corporation, company, partnership, firm, association, society, estate, trust, any other private organization or enterprise, the United States, any state, territory or country or a governmental entity, political subdivision or municipal corporation organized under or subject to the constitution and laws of this State.

2. If you own an existing irrigation well drilled at any time, or any other type of well drilled on or after June 20, 1968, you should have an assigned control and/or file number. Write these numbers in item 2. If you do not know the number, please explain the reason on the form or on an attached sheet.

3. a. Fill in the Section, Township and Range in all cases if it is available.
   b. If the well is in a subdivision and you have this information, give the subdivision name, Lot Number, and Address.

4. Show all purposes for which the water is used.

5. If the well is used for irrigation, give the number of acres irrigated in 1980 from the well.

6. If the owner of the land is an individual, give the last name, first name, middle initial. If the owner of the land is a corporation, partnership, firm, etc., fill in the appropriate title.

7. Complete the section on Well Data with the most accurate information available to you. If the data is not available, write N/A in the blanks.

8. Give the legal description of the place of use of the water. If place of use is in a subdivision and legal description is not available, give the subdivision name, Lot Number and/or address on the blank line.

9. The person in whose name a well is registered shall notify the Department of any change in ownership and shall keep all information on the registration record current and accurate. A form entitled "Change of Well Information/Ownership" is available for this purpose. A blank form will be furnished with the returned duplicate copy of the registration form.

Run Date: 03/03/2016

AZ DEPARTMENT OF WATER RESOURCES

WELL REGISTRY REPORT - WELLS55

Location B 14.0 2.0 24 D C D

Well Reg.No **55 -** 632359

AMA PRESCOTT AMA

Registered Name BENJAMIN J. & KRISTINA A. HUDDLESTON
1975 SUNDOG RANCH ROAD
PRESCOTT AZ 86301

File Type REGISTERED WELL
Application/Issue Date 04/07/1982

Owner OWNER
Driller No. 0
Driller Name
Driller Phone
County YAVAPAI
Parcel No. 105-05-005
Intended Capacity GPM 0.00

Well Type EXEMPT
SubBasin LITTLE CHINO
Watershed VERDE RIVER
Registered Water Uses DOMESTIC
Registered Well Uses WATER PRODUCTION
Discharge Method NONE
Power NO POWER CODE LISTED

Well Depth	250.00	**Case Diam**	6.00	**Tested Cap**	22.00
Pump Cap.	22.00	**Case Depth**	250.00	**CRT**	
Draw Down	0.00	**Water Level**	85.00	**Log**	
		Acres Irrig	0.00	**Finish**	STEEL - PERFORATED OR SLOTTED CASING

Contamination Site: NO - NOT IN ANY REMEDIAL ACTION SITE

Tribe: Not in a tribal zone

Comments 1975 Sundog Ranch Road, Prescott 86301
Added parcel # 105-05-005 per new well owner.

Current Action

3/3/2016 860 CHANGE OF WELL OWNERSHIP
Action Comment: agt

Action History

3/3/2016 880 CHANGE IN REMEDIAL ACTION SITE CODE
Action Comment: OLD WQARF code: null

1/1/1948 755 WELL CONSTRUCTION COMPLETED
Action Comment:

Arizona Department of Water Resources
Water Management Support Section
P.O. Box 36020 Phoenix, Arizona 85067-6020
(602) 771-8527 • www.azwater.gov

Request to Change Well Information

- Review instructions prior to completing form in back or blue ink.
- You must include with your Notice:
  - check or money order for any required fee(s)
- Authority for fee: A.R.S. § 45-113 and A.A.C. R12-15-104

FEB 23 2016

FILE NUMBER: B(14-2)24 DCD
WELL REGISTRATION NUMBER: 55 – 632359

** PLEASE PRINT CLEARLY **

SECTION 1. REGISTRY INFORMATION

Well Owner

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL
WILLIAM JEFFREY STORM

MAILING ADDRESS
812 E. COOPER ST.

CITY / STATE / ZIP CODE
TUCSON, AZ 85719-2921

CONTACT PERSON NAME AND TITLE

TELEPHONE NUMBER: **(520) 624-5114**
FAX:

Location of Well

WELL LOCATION ADDRESS (IF ANY)
1975 SUNDOG RANCH ROAD , Prescott, AZ 86301

TOWNSHIP (N/S)	RANGE (E/W)	SECTION	160 ACRE	40 ACRE	10 ACRE
14N	2W	24	SE ¼	SW ¼	SE ¼

LATITUDE			LONGITUDE		
° Degrees	' Minutes	" N Seconds	° Degrees	' Minutes	" W Seconds

METHOD OF LATITUDE/LONGITUDE (CHECK ONE)
☐ USGS Quad Map ☐ Conventional Survey ☐ *GPS: Hand-Held ☐ *GPS: Survey-Grade

*IF GPS WAS USED, GEOGRAPHIC COORDINATE DATUM (CHECK ONE)
☐ NAD-83 ☐ Other *(please specify)*:

COUNTY ASSESSOR'S PARCEL ID NUMBER			COUNTY WHERE WELL IS LOCATED
BOOK	MAP	PARCEL	
105	05	005	Yavapai

Type of Request (CHECK ONE)

☐ Change of Well Drilling Contractor *(Fill out Section 2)* ☑ Change of Well Ownership *(Fill out Section 3)* ☐ Change of Well Information (location, use, etc.) *(Fill out Section 4)*

SECTION 2. REQUEST TO CHANGE WELL DRILLING CONTRACTOR

FEE $120 per Well

- If drilling or abandoning a well, the Department must receive this request and issue authorization to the new drilling firm prior to the commencement of well drilling or abandonment.

Current Well Drilling Contractor

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL

DWR LICENSE NUMBER

TELEPHONE NUMBER | FAX

New Well Drilling Contractor

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL

DWR LICENSE NUMBER | ROC LICENSE CATEGORY

TELEPHONE NUMBER | FAX

SECTION 3. STATEMENT OF CHANGE OF WELL OWNERSHIP

FEE $30 per Well

Previous Well Owner

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL
WILLIAM JEFFREY STORM

MAILING ADDRESS
812 E. COOPER ST.

CITY / STATE / ZIP CODE
TUCSON, AZ 85719-2921

CONTACT PERSON NAME AND TITLE

TELEPHONE NUMBER: **(520) 624-5114**
FAX:

New Well Owner

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL
BENJAMIN J. HUDDLESTON and KRISTINA A. HUDDLESTON

MAILING ADDRESS
1975 SUNDOG RANCH ROAD

CITY / STATE / ZIP CODE
Prescott, AZ 86301

CONTACT PERSON NAME AND TITLE

TELEPHONE NUMBER: (928) 830-0024
FAX:

SECTION 4. CHANGE OF WELL INFORMATION (No Fee Required)

NOTE: Applies only to wells that have already been drilled. For proposed wells, an amended Notice of Intent to Drill a Well must be filed.

EXPLAIN

SECTION 5. OPTIONAL BY PROPERTY OWNER AND WELL OWNER ONLY

☐ By checking this box, I hereby provide ADWR permission to enter the property for the purpose of taking water level measurements at this well. *(See instructions.)*

SECTION 6. WELL OWNER SIGNATURE

I HEREBY CERTIFY that the above statements are true to the best of my knowledge and belief.

TYPE OR PRINT NAME AND TITLE
BENJAMIN J. HUDDLESTON and KRISTINA A. HUDDLESTON

SIGNATURE OF WELL OWNER: Kristina A. Huddleston

DATE: 02/17/2016 02/17/16

Yavapai County Print Parcel

Parcel ID
105-05-005

Check Digit
7

Owner
STORM WILLIAM JEFFREY

Owner's Mailing Address
812 E COPPER ST
TUCSON, AZ 857192921

Secondary Owner
N/A

Recorded Date
N/A

Last Transfer Doc Docket
N/A

Last Transfer Doc Page
N/A

Physical Address
N/A

Incorporated Area
City of Prescott

Assessor Acres
1.5

Subdivision
N/A

Subdivision Type
N/A

School District
Prescott Unified SD #1

Fire District
N/A

County Zoning Violation
No Zoning Violation

Improvements (1)

Type: Single Family Residential
Floor area: 1624
Constructed: 1920

Assessment

Starting with the 2015 tax year, the Limited Property Value is the only value considered for taxation purposes, the Full Cash Value is no longer used for taxation.

2017 Assessed Limited Value
$14,113

2016 Assessed Limited Value
$13,441

2017 Limited Value
$141,130

2016 Limited Value
$134,409

2017 Full Cash Value
$150,366

2016 Full Cash Value
$145,494

2017 Net Assessment Ratio
10

2016 Net Assessment Ratio
10

2017 Legal Class
Mixed

2016 Legal Class
Mixed

Taxes

Tax Area Code
120

2015 Taxes Billed
$1,077

Recorded Documents & Sales (0)

No Recorded Documents were found.

2016-0007703 WD
eRecorded in Yavapai County, AZ Page 1 of 4
Leslie M. Hoffman Recorder 02/18/2016 01:06:29 PM
YAVAPAI TITLE Fees: $17.00

at the request of Yavapai Title Agency, Inc.
When recorded mail to
BENJAMIN J. HUDDLESTON
1975 SUNDOG RANCH ROAD
Prescott, AZ 86301

05012566-JEP

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Tax Parcel No.: 105-05-005/7

WARRANTY DEED

For the consideration of Ten Dollars, and other valuable consideration, I or we,
WILLIAM JEFFREY STORM, A Single Man do/does hereby convey to
BENJAMIN J. HUDDLESTON and KRISTINA A. HUDDLESTON, Husband and Wife
the following real property situated in Yavapai County, Arizona:
See Exhibit A attached hereto and made a part hereof.

SUBJECT TO: Current taxes and other assessments, reservations in patents and all easements, rights of way, encumbrances, liens, covenants, conditions, restrictions, obligations and liabilities as may appear of record.

The Grantor warrants the title against all persons whomsoever.

DATED: February 12, 2016

William Jeffrey Storm
WILLIAM JEFFREY STORM

State of Arizona }
} ss.
County of Pima }

The foregoing instrument was acknowledged before me this 12 day of FEBRUARY, 2016, by WILLIAM JEFFREY STORM.

EMILY HACKER
Notary Public, State of Arizona
Pima County
My Commission Expires
November 17, 2019

Emily Hacker
NOTARY PUBLIC
My commission expires: November 17, 2019

Exhibit A

A parcel of land in the South Half of the Southeast Quarter of Section 24, Township 14 North, Range 2 West, Gila and Salt River Base and Meridian, Yavapai County, Arizona, described as follows:

COMMENCING at a 1" iron pipe with marked cap designating the Southeast corner of said Section 24;

thence West, a distance of 1,498.80 feet to a point from which point a 1" galvanized pipe in a mound of stone bears West, a distance of 1,141.26 feet;

thence North, a distance of 240.00 feet to the TRUE POINT OF BEGINNING;

thence continuing North, a distance of 220.00 feet,

thence North 17°39' 00" West, a distance of 250.74 feet;

thence South 72°21' 00" West, a distance of 198.00 feet;

thence South 17°39' 00" East, a distance of 220.00 feet to a point; thence South, a distance of 189.26 feet;

thence East, a distance of 198.00 feet to the TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM the South 110.00 feet thereof.

Printed: 2/23/2016 4:29:04 PM

Arizona Department of Water Resources

3550 N Central Ave.
Phoenix AZ 85012

Customer:

YAVAPAI TITLE AGENCY
8070 E. HIGHWAY 69
PRESCOTT VALLEY, AZ 86314

Receipt #: 16-43927
Office: MAIN OFFICE
Receipt Date: 02/23/2016
Sale Type: IN_PERSON
Cashier: WRSYM

Item No.	Index	AOBJ	Description	Ref ID	Qty	Unit Price	Ext Price
81213	15239	4439-TT	Change of Ownership/Change of Well Information/Well Assignment	632359	1	30.00	30.00
						RECEIPT TOTAL:	**30.00**

Payment type: CHECK
Amount Paid: $30.00
Payment Received Date: 02/23/2016

Check # 1059625

Notes

Escrow No. 05012566 - 550 JEP Check Date: 02/18/2016 Check No. 1059625

DESCRIPTION	CODE	AMOUNT
WELL TRANSFER FEE		$60.00
	Check Total	$60.00

Seller/Buyer: STORM/HUDDLESTON
Property Address: 1975 SUNDOG RANCH ROAD Prescott, AZ 86301
Tax Parcel Id: 105-05-005/7 Memo:

No refund without valid receipt

ARIZONA DEPARTMENT OF WATER RESOURCES
3550 North Central Avenue, Phoenix, Arizona 85012
Telephone 602 771 8500
Fax 602 771-8681

Janice K. Brewer
Governor

Herbert R. Guenther
Director

February 19, 2009

STORM,W R
BOX 4 V A C
PRESCOTT AZ 86313

Dear Sir or Madam:

The Department is contacting you to request your permission to obtain a depth-to-water measurement from your well(s). The purpose of the Department's water level measurement program is to collect groundwater level information that can be used to develop water level maps and databases that support scientific, planning and water management studies throughout the state. According to Department records, you are the owner or lessee of the wells listed on the enclosed postcard.

By signing and returning the enclosed postcard you would be granting permission to trained employees of the Arizona Department of Water Resources to obtain water level measurements from your wells.
The Department greatly appreciates your cooperation in granting permission to measure the depth-to-water in your wells and please contact us if you have any questions concerning our request at:

ADWR
3550 N. Central Avenue
Phoenix, AZ 85012
Phone: (602) 771-8627
Fax: (602) 771-1520

or visit the ADWR w

If you are no longer
accordingly and incl
self-addressed post

Thank you,

Herb Guenther

Arizona Department of Water Resources
PERMISSION AUTHORIZATION FOR WATER LEVEL MEASUREMENT

I grant permission to ADWR to conduct water level measurements at the following well(s) described below.

I am the (check one):
- O Well owner
- O Lessee
- O Responsible Party
- O Other_____

Signature _____ Printed Name _____

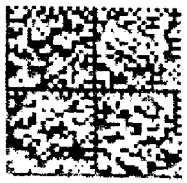
Well ID	Location	Well ID	Location	Well ID	Location
627417	B-14-02 24DCD	632359	B-14-02 24DCD		

I am no longer the owner, lessee or responsible party of the well(s) described above.
The current owner, lessee or responsible party may be contacted at:

Name: _____
Address: _____
City, State, Zip: _____

STORM,W R

ADWR Information Service
3550 N. Central Avenue -
Phoenix, Arizona 85012



Hasler

02H26502372
$00.42
02/24/2009
Mailed From 85012
US POSTAGE

RECEIVED
MAR 5 2009
[illegible]

STORM,W R
[redacted]

Dear Sir [redacted]

DEPARTMENT OF WATER RESOURCES
99 EAST VIRGINIA AVENUE
PHOENIX, ARIZONA 85004

RECEIVED
APR 8 1982
DEP'T. OF
WATER RESOURCES

REGISTRATION OF EXISTING WELLS

READ INSTRUCTIONS ON BACK OF THIS FORM BEFORE COMPLETING
PRINT OR TYPE – FILE IN DUPLICATE

05

FOR OFFICE USE ONLY
REGISTRATION NO. 55-632359
FILE NO. B(14-2)24dcd
FILED 4-9-82 (DATE) AT 9:00am (TIME)
INA
AMA PRESCOTT

REGISTRATION FEE (CHECK ONE)
EXEMPT WELL (NO CHARGE) ☐
NON-EXEMPT WELL – $10.00 ☐

1. Name of Registrant:
William R. & Bernice D. Storm
Box 4, V.A.C. (Address) Prescott (City) AZ. (State) 86313 (Zip)

2. File and/or Control Number under previous groundwater law:
_____ (File Number) 35- _____ (Control Number)

3. a. The well is located within the SE ¼ SW ¼ SE ¼, Section 24, of Township 14N N/S, Range 2W E/W, G & SRB & M, in the County of Yavapai.
b. If in a subdivision: Name of subdivision _____, Lot No. _____, Address _____.

4. The principal use(s) of water (Examples: irrigation - stockwater - domestic - municipal - industrial)
Stock water - Domestic.

5. If for irrigation use, number of acres irrigated from well _____.

6. Owner of land on which well is located. If same as Item 1, check this box ☑
_____
_____ (Address) (City) (State) (Zip)

7. Well data (If data not available, write N/A)
a. Depth of Well 250 feet
b. Diameter of casing 6" inches
c. Depth of casing 250 feet
d. Type of casing Steel.
e. Maximum pump capacity 22 gallons per minute.
f. Depth to water 85 feet below land surface.
g. Date well completed 3 (Month) 7 (Day) 48 (Year).

8. The place(s) of use of water. If same as Item 3, check this box ☑
____¼ ____¼ ____¼, Section ____ Township ____ Range ____
____¼ ____¼ ____¼, Section ____ Township ____ Range ____
Attach additional sheet if necessary.

9. DATE 4-5-82 SIGNATURE OF REGISTRANT William R. Storm

INSTRUCTIONS FOR COMPLETING REGISTRATION FORM

General Instructions

1. A person who owns an "Existing Well" shall register the well, pursuant to A.R.S. 45-593, by filing this form **in duplicate** with the Department of Water Resources not later than midnight June 14, 1982. The form must be completed and signed. Failure to do so will constitute a violation of A.R.S. 45-593, and may subject the well owner to injunction and/or civil penalties, pursuant to A.R.S. Title 45, Article 12.

2. An "Existing Well" means, (1) a well which was drilled on or before June 12, 1980 and which is not abandoned or sealed, or (2) a well which was not completed on or before June 12, 1980, but for which a Notice of Intention to Drill was on file with the Arizona Water Commission on or before June 12, 1980.

3. No registration fee is required for Exempt Wells. A $10.00 registration fee must accompany registration forms for all Non-Exempt Wells.

4. An "Exempt Well" means a well having a pump with a maximum capacity of not more than 35 gallons per minute which is used to withdraw groundwater. An Exempt Well may include the non-commercial irrigation of not more than 1 acre of land.

5. A "Non-Exempt Well" means a well that is not an "Exempt Well".

INSTRUCTIONS FOR REGISTRATION QUESTIONS

1. The Registrant must be the owner of the well and may be an individual, public or private corporation, company, partnership, firm, association, society, estate, trust, any other private organization or enterprise, the United States, any state, territory or country or a governmental entity, political subdivision or municipal corporation organized under or subject to the constitution and laws of this State.

2. If you own an existing irrigation well drilled at any time, or any other type of well drilled on or after June 20, 1968, you should have an assigned control and/or file number. Write these numbers in item 2. If you do not know the number, please explain the reason on the form or on an attached sheet.

3. a. Fill in the Section, Township and Range in all cases if it is available.
   b. If the well is in a subdivision and you have this information, give the subdivision name, Lot Number, and Address.

4. Show all purposes for which the water is used.

5. If the well is used for irrigation, give the number of acres irrigated in 1980 from the well.

6. If the owner of the land is an individual, give the last name, first name, middle initial. If the owner of the land is a corporation, partnership, firm, etc., fill in the appropriate title.

7. Complete the section on Well Data with the most accurate information available to you. If the data is not available, write N/A in the blanks.

8. Give the legal description of the place of use of the water. If place of use is in a subdivision and legal description is not available, give the subdivision name, Lot Number and/or address on the blank line.

9. The person in whose name a well is registered shall notify the Department of any change in ownership and shall keep all information on the registration record current and accurate. A form entitled "Change of Well Information/Ownership" is available for this purpose. A blank form will be furnished with the returned duplicate copy of the registration form.

Arizona Department of Water Resources
Information Management Unit
P.O. Box 458 • Phoenix, Arizona 85001-0458
(602) 771-8627 • (800) 352-8488
www.water.az.gov

Well Driller Report and Well Log

ENTERED NOV 28 2007 MO

RECEIVED NOV 21 2007 INFO MGMT

THIS REPORT MUST BE FILED WITHIN **30 DAYS** OF COMPLETING THE WELL.

PLEASE PRINT CLEARLY USING BLACK OR BLUE INK

FILE NUMBER: **B(14-2)24 DAA**
WELL REGISTRATION NUMBER: **55 - 906531**
PERMIT NUMBER (IF ISSUED):

SECTION 1: DRILLING AUTHORIZATION

Drilling Firm

Mail To:

NAME: B & M WELL DRILLERS, INC.
DWR LICENSE NUMBER: 742
ADDRESS: 11855 E. WOOD DRIVE
TELEPHONE NUMBER: 928-632-1911
CITY / STATE / ZIP: DEWEY, AZ, 86327
FAX: 928-632-1912

SECTION 2: OWNERSHIP INFORMATION

Well Owner

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL: Huddleston, Steven & Eleanor S.
MAILING ADDRESS: 1985 Sundog Ranch Rd.
CITY / STATE / ZIP: Prescott, AZ, 86301
CONTACT PERSON NAME AND TITLE: Steve or Ellie Huddleston, Owners
TELEPHONE NUMBER: 928 445-5917
FAX: 928-541-1691
WELL NAME (e.g., MW-1, PZ-3, lot 25 Well, Smith Well, etc.):

Location of Well

WELL LOCATION ADDRESS (IF ANY):

TOWNSHIP (N/S)	RANGE (E/W)	SECTION	160 ACRE	40 ACRE	10 ACRE
14N	2W	24	SE 1/4	NE 1/4	NE 1/4

LATITUDE			LONGITUDE		
34°	34'	39.4"N	112°	24'	52.7"W

METHOD OF LATITUDE/LONGITUDE (CHECK ONE): ☒ *GPS: Hand-Held ☐ USGS Quad Map ☐ Conventional Survey ☐ *GPS: Survey-Grade

LAND SURFACE ELEVATION AT WELL: 5359 Feet Above Sea Level

METHOD OF ELEVATION (CHECK ONE): ☒ *GPS: Hand-Held ☐ USGS Quad Map ☐ Conventional Survey ☐ *GPS: Survey-Grade

*IF GPS WAS USED, GEOGRAPHIC COORDINATE DATUM (CHECK ONE): ☒ NAD-83 ☐ Other (please specify)

COUNTY: Yavapai

ASSESSOR'S PARCEL ID NUMBER (MOST RECENT): BOOK 105 | MAP 05 | PARCEL 006Z

SECTION 3: DRILLING METHOD OR WORK PERFORMED

Drilling Method

CHECK ONE
☒ Air Rotary
☐ Bored or Augered
☐ Cable Tool
☐ Dual Rotary
☐ Mud Rotary
☐ Reverse Circulation
☐ Driven
☐ Jetted
☐ Air Percussion / Odex Tubing
☐ Other (please specify)

Method of Well Development

CHECK ONE
☒ Airlift
☐ Bail
☐ Surge Block
☐ Surge Pump
☐ Other (please specify)

Condition of Well

CHECK ONE
☒ Capped
☐ Pump Installed

Method of Sealing at Reduction Points

CHECK ONE
☒ None
☐ Packed
☐ Swedged
☐ Welded
☐ Other (please specify)

Construction Dates

DATE WELL CONSTRUCTION STARTED: 11-16-07
DATE WELL CONSTRUCTION COMPLETED: 11-18-07

I state that this notice is filed in compliance with A.R.S. § 45-596 and is complete and correct to the best of my knowledge and belief.

SIGNATURE OF QUALIFYING PARTY: Gabriel Huddleston
DATE: 11-20-07

Well Driller Report and Well Log

WELL REGISTRATION NUMBER
55 - 906531

Depth

DEPTH OF BORING	Feet Below Land Surface	DEPTH OF COMPLETED WELL	Feet Below Land Surface
700		700	

Water Level Information

STATIC WATER LEVEL	Feet Below Land Surface	DATE MEASURED	TIME MEASURED	IF FLOWING WELL, METHOD OF FLOW REGULATION
304		11-19-07	2:00 pm	☐ Valve ☐ Other:

Borehole

DEPTH FROM SURFACE FROM (feet)	DEPTH FROM SURFACE TO (feet)	BOREHOLE DIAMETER (inches)
0	19	12
19	700	7

Installed Casing

DEPTH FROM SURFACE FROM (feet)	DEPTH FROM SURFACE TO (feet)	OUTER (inches)	MATERIAL TYPE (T) STEEL	PVC	ABS	IF OTHER TYPE, DESCRIBE	PERFORATION TYPE (T) BLANK OR NONE	WIRE WRAP	SHUTTER SCREEN	MILLS KNIFE	SLOTTED	IF OTHER TYPE, DESCRIBE	SLOT SIZE (inches)
+1	19	8 5/8	X				X						
0	600	4 1/2		X			X						
600	700	4 1/2		X						X			.032
													64 7/11

Installed Annular Material

DEPTH FROM SURFACE FROM (feet)	DEPTH FROM SURFACE TO (feet)	ANNULAR MATERIAL TYPE (T) NONE	CONCRETE	NEAT CEMENT OR CEMENT GROUT	CEMENT-BENTONITE GROUT	BENTONITE GROUT	BENTONITE CHIPS	BENTONITE PELLETS	IF OTHER TYPE OF ANNULAR MATERIAL, DESCRIBE	FILTER PACK SAND	FILTER PACK GRAVEL	FILTER PACK SIZE
0	19			X								

Well Driller Report and Well Log

WELL REGISTRATION NUMBER
55 - 906531

DEPTH FROM SURFACE FROM (feet)	DEPTH FROM SURFACE TO (feet)	Description Describe material, grain size, color, etc.	Check (T) every interval where water was encountered (if known)
0	22	Topsoil & malapai.	
22	341	Decomposed pink granite.	
341	565	Grey granite.	X
565	700	Decomposed pink granite.	X
		1¼ GPM	

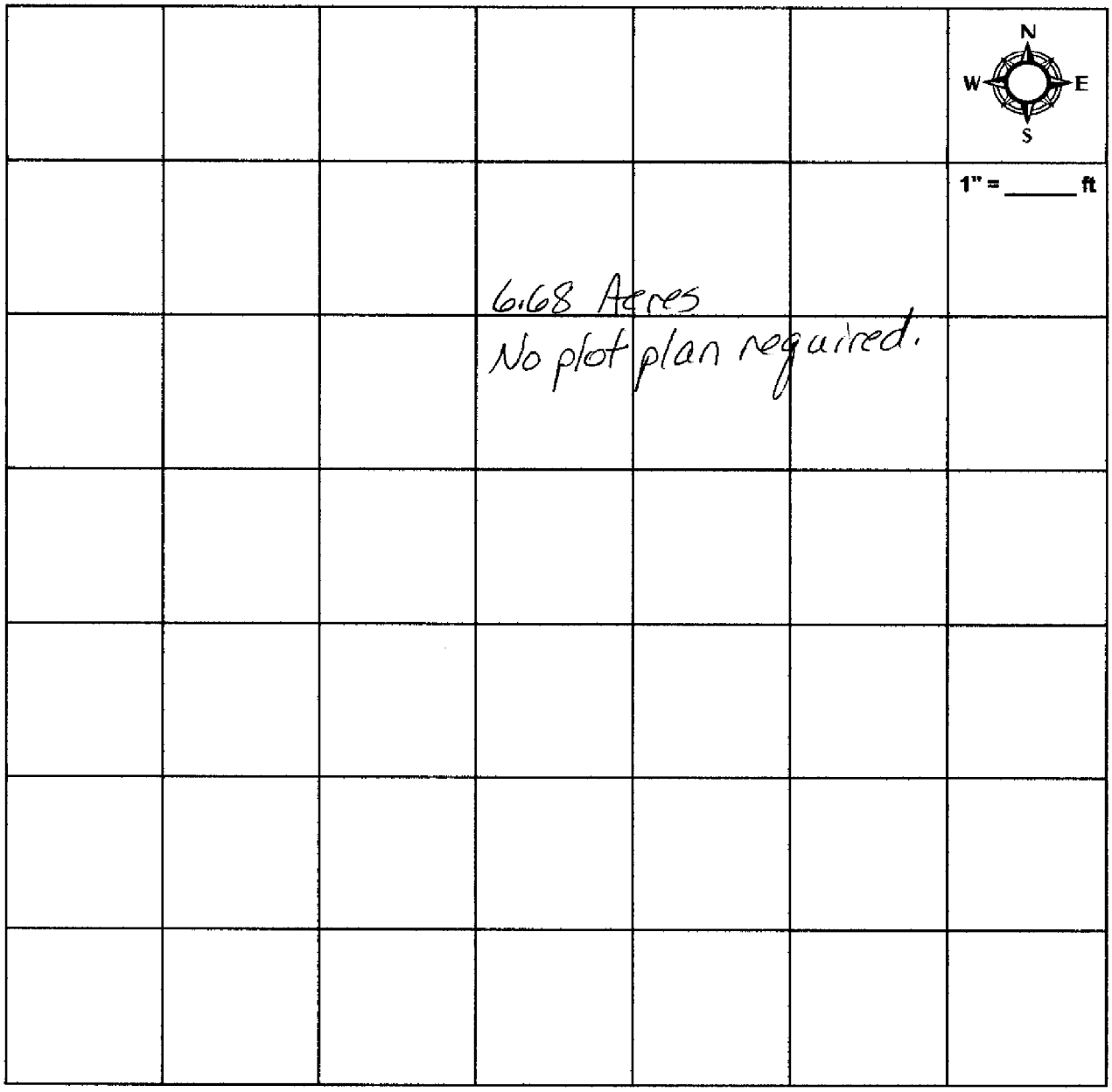
Well Driller Report and Well Log

WELL REGISTRATION NUMBER
55 - 906531

SECTION 4 WELL SITE PLAN

NAME OF WELL OWNER	COUNTY ASSESSOR'S PARCEL ID NUMBER (MOST RECENT)		
	BOOK	MAP	PARCEL
Huddleston, Steven & Eleanor S.	105	05	006Z

- Please draw the following: (1) the boundaries of property on which the well was located; (2) the well location; (3) the locations of all septic tank systems and sewer systems on the property or within 100 feet of the well location, even if on neighboring properties; and (4) any permanent structures on the property that may aid in locating the well.
- Please indicate the distance between the well location and any septic tank system or sewer system.



ARIZONA DEPARTMENT OF WATER RESOURCES

3550 N. Central Avenue Suite 200
Phoenix, Arizona 85012

DRILLING CARD

THIS AUTHORIZATION SHALL BE IN POSSESSION OF THE DRILLER DURING ALL DRILLING OPERATIONS

WELL REGISTRATION NO: **55-906531**

AUTHORIZED DRILLER: **B & M WELL DRILLERS, INC.** LICENSE NO: **742**

NOTICE OF INTENT TO **DRILL AN EXEMPT WELL** HAS BEEN FILED WITH THE DEPARTMENT BY:

WELL OWNER: **Huddleston, Steven & Eleanor S.**

ADDRESS: **1985 Sundog Ranch Rd., Prescott, AZ, 86301**

THE WELL(S) IS/ARE TO BE LOCATED IN THE:

NE 1/4 of the **NE** 1/4 of the **SE** 1/4 Section **24** Township **14 N** Range **02 W**

NO. OF WELLS IN THIS PROJECT: **1** ASSESSOR'S PARCEL NO: **105-05-006Z**

THIS AUTHORIZATION EXPIRES AT MIDNIGHT ON THE DAY OF **2/25/2008**

THE DRILLER MUST FILE A WELL DRILLER REPORT AND WELL LOG WITHIN 30 DAYS OF COMPLETION OF DRILLING

This drilling or abandonment authority was granted based upon the certifications made by the above-named Driller in the notice of intent to drill or abandon. Those certifications, along with any variances granted, are listed below. By drilling or abandoning the well pursuant to this authorization, the above-named driller acknowledges the accuracy of the driller certifications. If the certifications are in error, this authorization is invalid and driller must contact the Department of Water Resource's NOI Section in writing at the address above to correct.

NOTICE! This well is located within an Active Management Area. Pursuant to A.R.S. § 45-454(C), this well may not be drilled if, at the time well drilling commences, any portion of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a municipal provider with a designation of assured water supply as shown on the most recent digitized service area map filed by the municipal provider with the director of ADWR.

Variance(s) Granted To Driller: **None**

Certification(s) Made By Driller:

- ☑ By checking this box, I certify that I have all necessary Registrar of Contractor (ROC) licenses in all necessary license categories for this drilling or abandonment project and that those licenses are current.
- ☑ By checking this box, I certify that the proposed well meets the criteria of an exempt well as outlined in A.R.S. § 45-454.
- ☑ By checking this box, I certify that the proposed well site is not within 100 feet of any septic tank system, sewage disposal area, landfill, hazardous waste facility, storage area of hazardous materials or petroleum storage areas and tanks.
- ☑ By checking this box, I certify that this NOI application is not an application to replace, deepen, or modify an existing well.

☑ By checking this box, I certify, on behalf of the landowner, that no portion of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a municipal provider with an assured water supply designation as shown on the municipal provider's most recent digitized service area map filed by the municipal provider with the director of ADWR.

☑ It is understood that the location of the water distribution system may change between now and the time of drilling. Prior to drilling the well, it is the responsibility of the landowner to come to ADWR's offices and review the most up-to-date digitized service area maps of nearby municipal providers with a designation of assured water supply on file with ADWR, to verify whether any portion of the land on which the well will be drilled is within 100 feet of the operating water distribution system of a municipal provider with a designation of assured water supply. If any portion of the land is within 100 feet of the operating water distribution system of a water provider with a designation of assured water supply, as shown on the provider's most recent digitized service area map on file with ADWR, the drilling of the well is prohibited unless an exemption to A.R.S. § 45-454(C) is requested and granted.

☑ By checking this box, I certify that I have been authorized by the above-named well owner to submit this Notice of Intent on the well owner's behalf.

☑ By checking this box, I certify that the information above is complete and correct, and that the well shall be drilled or abandoned in compliance with all pertinent statutes and rules, including any special standards that may be required to protect the aquifer or other water sources.

ARIZONA DEPARTMENT OF WATER RESOURCES
3550 N. Central Avenue Suite 200, Phoenix, Arizona 85012
Telephone (602) 771-8500
Fax (602) 771-8691

Monday, February 26, 2007

Huddleston, Steven & Eleanor S.
1985 Sundog Ranch Rd.
Prescott, AZ, 86301

Janet Napolitano
Governor

Herbert R. Guenther
Director

Registration No. 55-906531
File No.B(14-2)24 DAA
Dear Applicant:

Enclosed is a copy of the Notice of Intent to Drill a Well ("NOI") which you recently filed with this Department pursuant to A.R.S. §45-596. This is to inform you that the Department has approved the NOI and has mailed (or otherwise provided) a drilling card authorizing the drilling of the well to the well driller identified in the NOI. The driller may not begin drilling until he has received the drilling card which he must keep in his possession at the well site during drilling.

Well drilling activities must be completed within one year after the date the NOI was filed with the Department. If drilling is not completed within one year, you must file a new NOI before proceeding with further drilling. If in the course of drilling the well, it is determined that the well cannot be successfully completed as initially intended (dry hole, cave in, lost tools, etc.), the well must be properly abandoned and a Well Abandonment Completion Report filed as required by A.A.C. R12-15-816(F).

If you change drillers, you must notify the Department of the new driller's identity. Please ensure that the new driller is licensed by the Department to drill the type of well you require. A new driller may not begin drilling until he receives a new drilling card from the Department. If you are drilling a new or replacement well and it is necessary to change the location of the well, you may not proceed with drilling until you file a new NOI with the Department and the Department issues an amended drilling card to the driller. If county approval was required for the original well site plan (this applies to domestic wells on parcels that are five acres or less), you must submit a new well site plan with the new well location to your local county health authority for approval prior to filing the new NOI with the Department.

A.R.S. § 45-600 requires the registered well owner to complete and file a Pump Installation Completion Report form (DWR form 55-56) within 30 days after the installation of pumping equipment. A form is enclosed for your use. Also enclosed is a well owner's guide that provides useful information and advice concerning your upcoming well construction project. A.R.S.§ 45-600 also requires the driller to file a complete and accurate Well Drillers Report and Well Log (DWR form 55-55) within 30 days after completion of drilling. That form was mailed to your driller with the drilling card. You should insist and ensure that all of the required forms are accurately completed and timely filed with the Department.

Please be advised that A.R.S. § 45-593(C) requires the person to whom a well is registered to notify the Department of a change in ownership of the well and/or information pertaining to the physical characteristics of the well in order to keep this well registration file current and accurate. Any change in well information or a request to change well driller must be filed on a Request to Change Well Information form (DWR form 55-71A) that may be downloaded from the ADWR Internet website at
http://www.azwater.gov/dwr/Content/Find_by_Category/Permits_Forms_Applications/default.htm.

ARIZONA DEPARTMENT OF WATER RESOURCES
3550 N. Central Avenue Suite 200, Phoenix, Arizona 85012
Telephone (602) 771-8500
Fax (602) 771-8691

Monday, February 26, 2007

Huddleston, Steven & Eleanor S.
1985 Sundog Ranch Rd.
Prescott, AZ, 86301

Janet Napolitano
Governor

Herbert R. Guenther
Director

Re: Senate Bill 1190: Drilling Restriction on Exempt Wells within Active Management Areas

Dear Applicant:

The purpose of this letter is to inform you of recent amendments made to the Groundwater Code by the enactment of Senate Bill 1190. These amendments may potentially affect the well drilling authorization issued for well no. 55-906531, to be located on Assessor's Parcel No. (APN) 105-05-006Z located at B(14-2)24 DAA.

Effective January 1, 2006, Arizona Revised Statute (A.R.S.) § 45-454 (C) prohibits the drilling of an exempt well (a well that has a maximum pump capacity of not more than thirty-five gallons per minute and that is used only for non-irrigation purposes) on land if any part of the land is within 100 feet of the operating water distribution system of a municipal water provider that has an assured water supply designation (designated water provider) within the boundaries of an Active Management Area (AMA) as shown on a digitized service area map provided to the Director by the municipal provider and updated by the municipal provider as specified by the Director. A.R.S.§ 45-454 (D) provides that the Director shall provide an exemption from this prohibition if one of the following applies:

1. The landowner submitted a written request for service to the municipal provider that operates the distribution system and the municipal provider did not provide written verification to the landowner within thirty calendar days after receipt of the request that water service is available to the landowner after payment of any applicable fee to the municipal provider.

2. The total capital cost and fees for connecting to the operating water distribution system exceed the total capital cost and fees for drilling and fully equipping the exempt well.

3. If the applicant must obtain an easement across other land to connect to the water distribution system of the municipal provider, the applicant sent the owner of the land a request for the easement by certified mail, return receipt requested, and either the applicant did not receive a response to the request within thirty calendar days of mailing the request or the request was denied.

4. The landowner does not qualify for an exemption pursuant to paragraphs 1, 2, or 3 above and the landowner provides written verification from the municipal provider that the landowner shall not receive or request water service from the municipal provider while the exempt well is operational. The exemption for the well is revoked if the landowner or any subsequent landowner receives water service from the municipal provider. In determining whether to approve or reject an application to drill a non-exempt well under A.R.S. § 45-599, the director shall not consider any impacts the proposed non-exempt well may have on the exempt well drilled pursuant to this paragraph.

In addition, Senate Bill 1190 does not prohibit a property owner, after January 1, 2006, from drilling a replacement exempt well for an existing lawful exempt well if the replacement well does not increase the total number of operable exempt wells on the applicant's land, [A.R.S.§ 45-454 (E)], or prohibit the drilling of a well for the purpose of remediating groundwater if it meets one of the following exemptions pursuant to [A.R.S.§ 45-454 (F)]:

1. The remediation well is for an approved Department of Environmental Quality or United States Environmental Protection Agency remediation program.

2. A registered geologist certifies that the remediation well is for the purpose of remediation.

The proposed location of well no. 55-906531 is within the PRESCOTT AMA. Please be aware that under A.R.S. § 45-454(C) you may not drill well no. 55-906531 if, at the time well drilling is to commence, any part of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a designated water provider as shown on the most recent digitized service area map provided to the Director by the designated water provider, unless you apply for and are granted one of the exemptions listed above. If you drill your well in violation of A.R.S. § 45-454(C), the Department may commence an enforcement action against you in which it may seek an order requiring you to pay civil penalties and/or abandon the well.

It is your responsibility to ensure that your well is not drilled in violation of A.R.S. § 45-454(C). Therefore, you should come to the Department's offices prior to commencing well drilling to review the digitized service area maps of designated water providers on file with the Department to determine whether any part of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a designated water provider. The digitized service area maps of designated water providers will be available for review by the public at the Department's Phoenix office and in the outlying AMA offices. For security purposes, these maps may not be reproduced or electronically transferred. The Department will update the service area map of a designated water provider upon request by the provider, **so it is important you review the maps as close to the drilling date as possible.**

A current listing of designated water providers may be found at:
http://www.azwater.gov/dwr/Content/Find_by_Category/Permits_Forms_Applications/Files/AssuredWaterSupply/UPDATED_List_of_Designated_Providers_2005.pdf.

As stated above, if the land on which the well is to be drilled is within 100 feet of a designated water provider's operating water distribution system, the well may be drilled on or after January 1, 2006 if you apply for and are granted one of the exemptions listed above. To request an exemption, you or your well driller must file with the Department supplemental form Exempt Well Certification of Compliance with A.R.S. § 45-454(C) or Request for Exemption Pursuant to A.R.S. § 45-454(D) [form A.R.S. § 45-454(C) & (D)] or Remediation Well Certification of Compliance with A.R.S. § 45-454(C) or Request for Exemption Pursuant to A.R.S. § 45-454(F) [form A.R.S. § 45-454(C) & (F)] certifying that the exemption applies. These supplemental forms are available at all Department offices and online at:
http://www.azwater.gov/dwr/Content/Find_by_Program/Wells/Well_Drilling/FORMS/A.R.S._§_45-454(C)_&_(D).pdf
and http://www.azwater.gov/dwr/Content/Find_by_Program/Wells/Well_Drilling/FORMS/A.R.S._§_45-454(C)_&_(F).pdf.
Upon receipt of the supplemental form, the Department will review the form and determine whether you qualify for the exemption. If the Department determines that you qualify for the exemption, it will issue the exemption authorizing the drilling of the well. If the Department determines that you do not qualify for the exemption, it will send you notice of the determination and a notice of your right to appeal the determination.

If you have any questions concerning well no. 55-906531 please contact the Notice of Intent Unit at (602) 771-8639. For additional information on Senate Bill 1190, please visit the Department's website at http://www.azwater.gov.

ARIZONA DEPARTMENT OF WATER RESOURCES

Electronic Filing - NOI Report

3550 N. Central Avenue Suite 200
Phoenix, Arizona 85012

NOI Type: Notice of Intent to Drill, Deepen, Replace or Modify a Well
Well Type: EXEMPT
Date Received at ADWR Website: 2/26/2007 11:36:10 AM

Fee Paid: $150.00 Order Number: VUJE0E4E8CBA

Well Registration Number: 55 - 906531
Number of Wells/Holes: 1 Drilling Authority Expires On: 2/25/2008

Driller's ADWR License Number: 742

Authorized Driller: B & M WELL DRILLERS, INC.
ROC License Number Entered By Driller: 183464
Qualifying Party License Categories: K-53

Well Owner Name: Huddleston, Steven & Eleanor S.
Well Owner Address: 1985 Sundog Ranch Rd.
Well Owner City, State - Zip: Prescott, AZ - 86301
Well Owner Phone: 928 445-5917

Book: 105 Map: 05 Parcel: 006Z

Is the Land Owner the same as the Well Owner?: Yes

Well Location: **NE** 1/4 of the **NE** 1/4 of the **SE** 1/4 Section **24** Township **14 N** Range **2 W**

AMA: PRESCOTT AMA
County: YAVAPAI
Contamination Site: NOT IN ANY WQARF SITE

Design Pumping Capacity: <= 35 GPM

Primary Water Use: DOMESTIC
Secondary Water Use(s): STOCK

Is this application for an exempt well which will be used to serve the same non-irrigation use at the same location as (i.e., same parcel) as another exempt well?: No

Is the proposed water use for domestic purposes on <= 5 acres?: No

Is any portion of the land, on which the well is to be located, within 100 feet of a designated municipal provider's operating water distribution system as shown on the municipal provider's most recent digitized service area map filed by the municipal provider with the director of ADWR. No

Proximity to a designated municipal provider's operating water distribution system exemption type:
N/A

Will the installed pump have a pumping capacity of greater than 35 GPM, or will the well will be used to withdraw greater than 10 Acre Feet per year?: N/A

Is this NOI an application to replace, deepen, or modify an existing well? No

Variance(s) Granted To Driller: **None**

Certification(s) Made By Driller:

- ☑ By checking this box, I certify that I have all necessary Registrar of Contractor (ROC) licenses in all necessary license categories for this drilling or abandonment project and that those licenses are current.
- ☑ By checking this box, I certify that the proposed well meets the criteria of an exempt well as outlined in A.R.S. § 45-454.
- ☑ By checking this box, I certify that the proposed well site is not within 100 feet of any septic tank system, sewage disposal area, landfill, hazardous waste facility, storage area of hazardous materials or petroleum storage areas and tanks.
- ☑ By checking this box, I certify that this NOI application is not an application to replace, deepen, or modify an existing well.
- ☑ By checking this box, I certify, on behalf of the landowner, that no portion of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a municipal provider with an assured water supply designation as shown on the municipal provider's most recent digitized service area map filed by the municipal provider with the director of ADWR.
- ☑ It is understood that the location of the water distribution system may change between now and the time of drilling. Prior to drilling the well, it is the responsibility of the landowner to come to ADWR's offices and review the most up-to-date digitized service area maps of nearby municipal providers with a designation of assured water supply on file with ADWR, to verify whether any portion of the land on which the well will be drilled is within 100 feet of the operating water distribution system of a municipal provider with a designation of assured water supply. If any portion of the land is within 100 feet of the operating water distribution system of a water provider with a designation of assured water supply, as shown on the provider's most recent digitized service area map on file with ADWR, the drilling of the well is prohibited unless an exemption to A.R.S. § 45-454(C) is requested and granted.
- ☑ By checking this box, I certify that I have been authorized by the above-named well owner to submit this Notice of Intent on the well owner's behalf.
- ☑ By checking this box, I certify that the information above is complete and correct, and that the well shall be drilled or abandoned in compliance with all pertinent statutes and rules, including any special standards that may be required to protect the aquifer or other water sources.

From: "ADWR" <wrnoi@azwater.gov>
To: <bmwelldrillers@aol.com>
Date: Mon, Feb 26, 2007 11:36 AM
Subject: ADWR Well NOI Confirmation re: Well Registration Number 906531

****
* Confirmation for Order: VUJE0E4E8CBA
****

Thank you for your order, Bridget Wallace.

Should you have any questions concerning your
order, please contact us by email at
wrnoi@azwater.gov or by phone at (602) 771-8500
and be sure to mention your order number:
VUJE0E4E8CBA.

Thanks again for shopping with Arizona Department of Water Resources!

Best regards,
Arizona Department of Water Resources Management.
Phone: (602) 771-8500
Email: wrnoi@azwater.gov

Order ID: VUJE0E4E8CBA
Date: 2/26/2007
Status: Approved

Arizona Department of Water Resources
3550 N. Central Avenue Suite 200
Phoenix, AZ 85012 United States
Phone: (602) 771-8500 Fax: (602) 771-8691

Bill To: B & M WELL DRILLERS, INC.-Bridget Wallace
11855 E. WOOD DRIVE
DEWEY, AZ. 86327
Email: bmwelldrillers@aol.com

000600 - All Except Domestic Outside AMA/INA
qty 1 - price ea. - amount $150.00

Subtotal:	$150.00
Tax Total	$0.00
Shipping	$0.00
Handling	$0.00

Total:	$150.00

Transaction Detail

This report provides information on a specific transaction.

VUJE0E4E8CBA

Request Data

Transaction ID:	**VUJE0E4E8CBA**	Merchant:	**adwr02**
User Name:	**adwr02**	Timestamp:	**2007-02-26 10:35:05**
Trans Type:	**Sale**	Duration:	**0**
Tender Type:	**Visa**	Client IP Address:	**216.113.188.202**
Account Number:	[redacted]	Client Version:	**300**
Expiration:	**0309**	Amount:	**$150.00**
Comment 1:	**906531**	Comment 2:	
Bill First Name:	**Bridget**	Bill Last Name:	**Wallace**
Bill Addr. (AVS Street):	**11855 E. WOOD DRIVE**	Bill City:	**DEWEY**
Bill State:	**AZ**	Bill Zip (AVS Zip):	**86327**
Bill Country:	**US**	Bill Email:	**bmwelldrillers@aol.com**
Ship First Name:		Ship Last Name:	
Ship Address:		Ship City:	
Ship State:		Ship Zip Code:	
Ship Country:			
Recurring:			

Results

Result Code:	**0**	Response Message:	**Approved**
Auth. Code:	**498460**		
Orig Trans ID:		AVS Street Match:	**Y**
Orig Amount:	**$0.00**	AVS Zip Match:	**Y**
International AVS Indicator:	**N**	CSC Match:	**N**
Batch ID:	**320**		

Level 2 Information

Purchase Order #:	**VUJE0E4E8CBA**	Customer Code:	
Tax Amount:	**$0.00**	Shipping/Freight Amount:	**$0.00**
Duty Amount:	**$0.00**		

View Transaction Status

ENTERED NOV 28 2007 MO

Arizona Department of Water Resources
Information Management Unit
P.O. Box 33589 • Phoenix, Arizona 85067-3589
(602) 771-8627 • (800) 352-8488
www.water.az.gov

Well Driller Report and Well Log

RECEIVED NOV 21 2007 INFO MGMT

THIS REPORT MUST BE FILED WITHIN **30 DAYS** OF COMPLETING THE WELL.

PLEASE PRINT CLEARLY USING BLACK OR BLUE INK

FILE NUMBER: **B(14-2)24 DCA**
WELL REGISTRATION NUMBER: **55 - 908126**
PERMIT NUMBER (IF ISSUED):

SECTION 1. DRILLING AUTHORIZATION

Drilling Firm

Mail To:

NAME	DWR LICENSE NUMBER
B & M WELL DRILLERS, INC.	742
ADDRESS: 11855 E. WOOD DRIVE	TELEPHONE NUMBER: 928-632-1911
CITY / STATE / ZIP: DEWEY, AZ, 86327	FAX

SECTION 2. REGISTRY INFORMATION

Well Owner

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL: Huddleston, Steven W. & Eleanor L.

MAILING ADDRESS: 1985 Sundog Ranch Rd.

CITY / STATE / ZIP: Prescott, AZ, 86301

CONTACT PERSON NAME AND TITLE: Steve or Ellie Huddleston, Owners

TELEPHONE NUMBER: 928 445-5917 FAX: 928-541-1691

WELL NAME (e.g., MW-1, PZ-3, Ist 25 Well, Smith Well, etc.):

Location of Well

WELL LOCATION ADDRESS (IF ANY):

TOWNSHIP (N/S)	RANGE (E/W)	SECTION	160 ACRE	40 ACRE	10 ACRE
14N	2W	24	SE 1/4	SW 1/4	NE 1/4

LATITUDE			LONGITUDE		
34 °	34 '	23.2 "N	112 °	25 '	6.5 "W

METHOD OF LATITUDE/LONGITUDE (CHECK ONE): ☒ *GPS: Hand-Held ☐ USGS Quad Map ☐ Conventional Survey ☐ *GPS: Survey-Grade

LAND SURFACE ELEVATION AT WELL: 5459 Feet Above Sea Level

METHOD OF ELEVATION (CHECK ONE): ☒ *GPS: Hand-Held ☐ USGS Quad Map ☐ Conventional Survey ☐ *GPS: Survey-Grade

*IF GPS WAS USED, GEOGRAPHIC COORDINATE DATUM (CHECK ONE): ☒ NAD-83 ☐ Other (please specify)

COUNTY: Yavapai

ASSESSOR'S PARCEL ID NUMBER (MOST RECENT): BOOK 105 MAP 05 PARCEL 001A

SECTION 3. WELL CONSTRUCTION DETAILS

Drilling Method (CHECK ONE)

- ☒ Air Rotary
- ☐ Bored or Augered
- ☐ Cable Tool
- ☐ Dual Rotary
- ☐ Mud Rotary
- ☐ Reverse Circulation
- ☐ Driven
- ☐ Jetted
- ☐ Air Percussion / Odex Tubing
- ☐ Other (please specify)

Method of Well Development (CHECK ONE)

- ☒ Airlift
- ☐ Bail
- ☐ Surge Block
- ☐ Surge Pump
- ☐ Other (please specify)

Condition of Well (CHECK ONE)

- ☒ Capped
- ☐ Pump Installed

Method of Sealing at Reduction Points (CHECK ONE)

- ☒ None
- ☐ Packed
- ☐ Swedged
- ☐ Welded
- ☐ Other (please specify)

Construction Dates

DATE WELL CONSTRUCTION STARTED: 11-18-07

DATE WELL CONSTRUCTION COMPLETED: 11-19-07

I state that this notice is filed in compliance with A.R.S. § 45-596 and is complete and correct to the best of my knowledge and belief.

SIGNATURE OF QUALIFYING PARTY: Bobby J. Wall DATE: 11-20-07

Well Driller Report and Well Log

WELL REGISTRATION NUMBER
55 - 908126

SECTION 4. WELL CONSTRUCTION DESIGN AS BUILT (each applicable item must be completed)

Depth

DEPTH OF BORING	Feet Below Land Surface	DEPTH OF COMPLETED WELL	Feet Below Land Surface
200		200	

Water Level Information

STATIC WATER LEVEL	Feet Below Land Surface	DATE MEASURED	TIME MEASURED	IF FLOWING WELL, METHOD OF FLOW REGULATION
76		11-19-07	2:30pm	☐ Valve ☐ Other:

Borehole

DEPTH FROM SURFACE FROM (feet)	DEPTH FROM SURFACE TO (feet)	BOREHOLE DIAMETER (inches)
0	19	12
19	200	7

Installed Casing

DEPTH FROM SURFACE FROM (feet)	DEPTH FROM SURFACE TO (feet)	OUTER (inches)	MATERIAL TYPE (T) STEEL	PVC	ABS	IF OTHER TYPE, DESCRIBE	PERFORATION TYPE (T) BLANK OR NONE	WIRE WRAP	SHUTTER SCREEN	MILLS KNIFE	SLOTTED	IF OTHER TYPE, DESCRIBE	SLOT SIZE (inches)
+1	19	8 5/8	X				X						
10	100	4 1/2		X			X						
100	200	4 1/2		X						X			.032
													by
													4"

Installed Annular Material

DEPTH FROM SURFACE FROM (feet)	DEPTH FROM SURFACE TO (feet)	ANNULAR MATERIAL TYPE (T) NONE	CONCRETE	NEAT CEMENT OR CEMENT GROUT	CEMENT-BENTONITE GROUT	BENTONITE GROUT	BENTONITE CHIPS	BENTONITE PELLETS	IF OTHER TYPE OF ANNULAR MATERIAL, DESCRIBE	FILTER PACK SAND	FILTER PACK GRAVEL	FILTER PACK SIZE
0	19			X								

Well Driller Report and Well Log

WELL REGISTRATION NUMBER
55 - 908126

SECTION 1: GEOLOGIC LOG OF WELL

DEPTH FROM SURFACE FROM (feet)	DEPTH FROM SURFACE TO (feet)	**Description** Describe material, grain size, color, etc.	Check (T) every interval where water was encountered (if known)
0	200	Decomposed pink granite & boulders.	X
		35+ GPM	

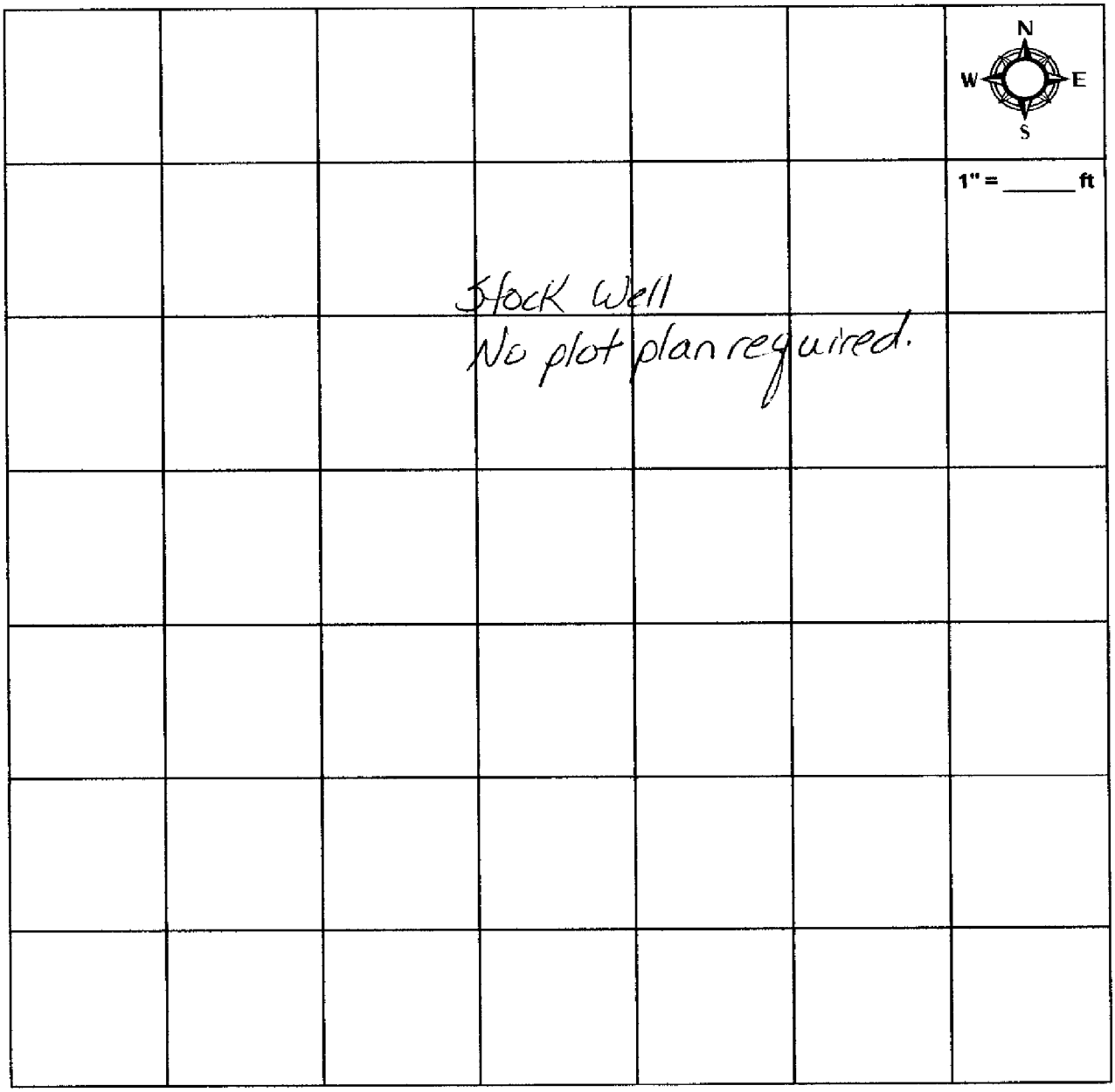
Well Driller Report and Well Log

WELL REGISTRATION NUMBER
55 - 908126

SECTION II: WELL SITE PLAN

NAME OF WELL OWNER	COUNTY ASSESSOR'S PARCEL ID NUMBER (MOST RECENT)		
	BOOK	MAP	PARCEL
Huddleston, Steven W. & Eleanor L.	105	05	001A

- Please draw the following: (1) the boundaries of property on which the well was located; (2) the well location; (3) the locations of all septic tank systems and sewer systems on the property or within 100 feet of the well location, even if on neighboring properties; and (4) any permanent structures on the property that may aid in locating the well.
- Please indicate the distance between the well location and any septic tank system or sewer system.



ARIZONA DEPARTMENT OF WATER RESOURCES
3550 N. Central Avenue Suite 200
Phoenix, Arizona 85012

DRILLING CARD

THIS AUTHORIZATION SHALL BE IN POSSESSION OF THE DRILLER DURING ALL DRILLING OPERATIONS

WELL REGISTRATION NO: **55-908126**

AUTHORIZED DRILLER: **B & M WELL DRILLERS, INC.** LICENSE NO: **742**

NOTICE OF INTENT TO **DRILL AN EXEMPT WELL** HAS BEEN FILED WITH THE DEPARTMENT BY:

WELL OWNER: **Huddleston, Steven W. & Eleanor L.**

ADDRESS: **1985 Sundog Ranch Rd., Prescott, AZ, 86301**

THE WELL(S) IS/ARE TO BE LOCATED IN THE:

DS

NE 1/4 of the **SW** 1/4 of the **SE** 1/4 Section **24** Township **14 N** Range **02 W**

NO. OF WELLS IN THIS PROJECT: **1** ASSESSOR'S PARCEL NO: **105-05-001A**

THIS AUTHORIZATION EXPIRES AT MIDNIGHT ON THE DAY OF **11/13/2008**

THE DRILLER MUST FILE A WELL DRILLER REPORT AND WELL LOG WITHIN 30 DAYS OF COMPLETION OF DRILLING

This drilling or abandonment authority was granted based upon the certifications made by the above-named Driller in the notice of intent to drill or abandon. Those certifications, along with any variances granted, are listed below. By drilling or abandoning the well pursuant to this authorization, the above-named driller acknowledges the accuracy of the driller certifications. If the certifications are in error, this authorization is invalid and driller must contact the Department of Water Resource's NOI Section in writing at the address above to correct.

NOTICE! This well is located within an Active Management Area. Pursuant to A.R.S. § 45-454(C), this well may not be drilled if, at the time well drilling commences, any portion of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a municipal provider with a designation of assured water supply as shown on the most recent digitized service area map filed by the municipal provider with the director of ADWR.

Variance(s) Granted To Driller: **None**

Certification(s) Made By Driller:

- ☑ By checking this box, I certify that I have all necessary Registrar of Contractor (ROC) licenses in all necessary license categories for this drilling or abandonment project and that those licenses are current.
- ☑ By checking this box, I certify that the proposed well meets the criteria of an exempt well as outlined in A.R.S. § 45-454.
- ☑ By checking this box, I certify that the proposed well site is not within 100 feet of any septic tank system, sewage disposal area, landfill, hazardous waste facility, storage area of hazardous materials or petroleum storage areas and tanks.
- ☑ By checking this box, I certify that this NOI application is not an application to replace, deepen, or modify an existing well.

☑ By checking this box, I certify, on behalf of the landowner, that no portion of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a municipal provider with an assured water supply designation as shown on the municipal provider's most recent digitized service area map filed by the municipal provider with the director of ADWR.

☑ It is understood that the location of the water distribution system may change between now and the time of drilling. Prior to drilling the well, it is the responsibility of the landowner to come to ADWR's offices and review the most up-to-date digitized service area maps of nearby municipal providers with a designation of assured water supply on file with ADWR, to verify whether any portion of the land on which the well will be drilled is within 100 feet of the operating water distribution system of a municipal provider with a designation of assured water supply. If any portion of the land is within 100 feet of the operating water distribution system of a water provider with a designation of assured water supply, as shown on the provider's most recent digitized service area map on file with ADWR, the drilling of the well is prohibited unless an exemption to A.R.S. § 45-454(C) is requested and granted.

☑ By checking this box, I certify that I have been authorized by the above-named well owner to submit this Notice of Intent on the well owner's behalf.

☑ By checking this box, I certify that the information above is complete and correct, and that the well shall be drilled or abandoned in compliance with all pertinent statutes and rules, including any special standards that may be required to protect the aquifer or other water sources.

ARIZONA DEPARTMENT OF WATER RESOURCES
3550 N. Central Avenue Suite 200, Phoenix, Arizona 85012
Telephone (602) 771-8500
Fax (602) 771-8691

Thursday, November 15, 2007

Huddleston, Steven W. & Eleanor L.
1985 Sundog Ranch Rd.
Prescott, AZ, 86301

Janet Napolitano
Governor

Herbert R. Guenther
Director

Registration No. 55-908126
File No.B(14-2)24 DCA
Dear Applicant:

Enclosed is a copy of the Notice of Intent to Drill a Well ("NOI") which you recently filed with this Department pursuant to A.R.S. §45-596. This is to inform you that the Department has approved the NOI and has mailed (or otherwise provided) a drilling card authorizing the drilling of the well to the well driller identified in the NOI. The driller may not begin drilling until he has received the drilling card which he must keep in his possession at the well site during drilling.

Well drilling activities must be completed within one year after the date the NOI was filed with the Department. If drilling is not completed within one year, you must file a new NOI before proceeding with further drilling. If in the course of drilling the well, it is determined that the well cannot be successfully completed as initially intended (dry hole, cave in, lost tools, etc.), the well must be properly abandoned and a Well Abandonment Completion Report filed as required by A.A.C. R12-15-816(F).

If you change drillers, you must notify the Department of the new driller's identity. Please ensure that the new driller is licensed by the Department to drill the type of well you require. A new driller may not begin drilling until he receives a new drilling card from the Department. If you are drilling a new or replacement well and it is necessary to change the location of the well, you may not proceed with drilling until you file a new NOI with the Department and the Department issues an amended drilling card to the driller. If county approval was required for the original well site plan (this applies to domestic wells on parcels that are five acres or less), you must submit a new well site plan with the new well location to your local county health authority for approval prior to filing the new NOI with the Department.

A.R.S. § 45-600 requires the registered well owner to complete and file a Pump Installation Completion Report form (DWR form 55-56) within 30 days after the installation of pumping equipment. A form is enclosed for your use. Also enclosed is a well owner's guide that provides useful information and advice concerning your upcoming well construction project. A.R.S.§ 45-600 also requires the driller to file a complete and accurate Well Drillers Report and Well Log (DWR form 55-55) within 30 days after completion of drilling. That form was mailed to your driller with the drilling card. You should insist and ensure that all of the required forms are accurately completed and timely filed with the Department.

Please be advised that A.R.S. § 45-593(C) requires the person to whom a well is registered to notify the Department of a change in ownership of the well and/or information pertaining to the physical characteristics of the well in order to keep this well registration file current and accurate. Any change in well information or a request to change well driller must be filed on a Request to Change Well Information form (DWR form 55-71A) that may be downloaded from the ADWR Internet website at
http://www.azwater.gov/dwr/Content/Find_by_Category/P ermits_Forms_Applications/default.h tm.

ARIZONA DEPARTMENT OF WATER RESOURCES
3550 N. Central Avenue Suite 200, Phoenix, Arizona 85012
Telephone (602) 771-8500
Fax (602) 771-8691

Thursday, November 15, 2007

Huddleston, Steven W. & Eleanor L.
1985 Sundog Ranch Rd.
Prescott, AZ, 86301

Janet Napolitano
Governor

Herbert R. Guenther
Director

Re: Senate Bill 1190: Drilling Restriction on Exempt Wells within Active Management Areas

Dear Applicant:

The purpose of this letter is to inform you of recent amendments made to the Groundwater Code by the enactment of Senate Bill 1190. These amendments may potentially affect the well drilling authorization issued for well no. 55-908126, to be located on Assessor's Parcel No. (APN) 105-05-001A located at B(14-2)24 DCA.

Effective January 1, 2006, Arizona Revised Statute (A.R.S.) § 45-454 (C) prohibits the drilling of an exempt well (a well that has a maximum pump capacity of not more than thirty-five gallons per minute and that is used only for non-irrigation purposes) on land if any part of the land is within 100 feet of the operating water distribution system of a municipal water provider that has an assured water supply designation (designated water provider) within the boundaries of an Active Management Area (AMA) as shown on a digitized service area map provided to the Director by the municipal provider and updated by the municipal provider as specified by the Director. A.R.S.§ 45-454 (D) provides that the Director shall provide an exemption from this prohibition if one of the following applies:

1. The landowner submitted a written request for service to the municipal provider that operates the distribution system and the municipal provider did not provide written verification to the landowner within thirty calendar days after receipt of the request that water service is available to the landowner after payment of any applicable fee to the municipal provider.

2. The total capital cost and fees for connecting to the operating water distribution system exceed the total capital cost and fees for drilling and fully equipping the exempt well.

3. If the applicant must obtain an easement across other land to connect to the water distribution system of the municipal provider, the applicant sent the owner of the land a request for the easement by certified mail, return receipt requested, and either the applicant did not receive a response to the request within thirty calendar days of mailing the request or the request was denied.

4. The landowner does not qualify for an exemption pursuant to paragraphs 1, 2, or 3 above and the landowner provides written verification from the municipal provider that the landowner shall not receive or request water service from the municipal provider while the exempt well is operational. The exemption for the well is revoked if the landowner or any subsequent landowner receives water service from the municipal provider. In determining whether to approve or reject an application to drill a non-exempt well under A.R.S. § 45-599, the director shall not consider any impacts the proposed non-exempt well may have on the exempt well drilled pursuant to this paragraph.

In addition, Senate Bill 1190 does not prohibit a property owner, after January 1, 2006, from drilling a replacement exempt well for an existing lawful exempt well if the replacement well does not increase the total number of operable exempt wells on the applicant's land, [A.R.S.§ 45-454 (E)], or prohibit the drilling of a well for the purpose of remediating groundwater if it meets one of the following exemptions pursuant to [A.R.S.§ 45-454 (F)]:

1. The remediation well is for an approved Department of Environmental Quality or United States Environmental Protection Agency remediation program.

2. A registered geologist certifies that the remediation well is for the purpose of remediation.

The proposed location of well no. 55-908126 is within the PRESCOTT AMA. Please be aware that under A.R.S. § 45-454(C) you may not drill well no. 55-908126 if, at the time well drilling is to commence, any part of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a designated water provider as shown on the most recent digitized service area map provided to the Director by the designated water provider, unless you apply for and are granted one of the exemptions listed above. If you drill your well in violation of A.R.S. § 45-454(C), the Department may commence an enforcement action against you in which it may seek an order requiring you to pay civil penalties and/or abandon the well.

It is your responsibility to ensure that your well is not drilled in violation of A.R.S. § 45-454(C). Therefore, you should come to the Department's offices prior to commencing well drilling to review the digitized service area maps of designated water providers on file with the Department to determine whether any part of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a designated water provider. The digitized service area maps of designated water providers will be available for review by the public at the Department's Phoenix office and in the outlying AMA offices. For security purposes, these maps may not be reproduced or electronically transferred. The Department will update the service area map of a designated water provider upon request by the provider, **so it is important you review the maps as close to the drilling date as possible.**

A current listing of designated water providers may be found at:
http://www.azwater.gov/dwr/Content/Find_by_Category/Permits_Forms_Applications/Files/AssuredWaterSupply/UPDATED_List_of_Designated_Providers_2005.pdf.

As stated above, if the land on which the well is to be drilled is within 100 feet of a designated water provider's operating water distribution system, the well may be drilled on or after January 1, 2006 if you apply for and are granted one of the exemptions listed above. To request an exemption, you or your well driller must file with the Department supplemental form Exempt Well Certification of Compliance with A.R.S. § 45-454(C) or Request for Exemption Pursuant to A.R.S. § 45-454(D) [form A.R.S. § 45-454(C) & (D)] or Remediation Well Certification of Compliance with A.R.S. § 45-454(C) or Request for Exemption Pursuant to A.R.S. § 45-454(F) [form A.R.S. § 45-454(C) & (F)] certifying that the exemption applies. These supplemental forms are available at all Department offices and online at:
http://www.azwater.gov/dwr/Content/Find_by_Program/Wells/Well_Drilling/FORMS/A.R.S._§_45-454(C)_&_(D).pdf and http://www.azwater.gov/dwr/Content/Find_by_Program/Wells/Well_Drilling/FORMS/A.R.S._§_45-454(C)_&_(F).pdf.
Upon receipt of the supplemental form, the Department will review the form and determine whether you qualify for the exemption. If the Department determines that you qualify for the exemption, it will issue the exemption authorizing the drilling of the well. If the Department determines that you do not qualify for the exemption, it will send you notice of the determination and a notice of your right to appeal the determination.

If you have any questions concerning well no. 55-908126 please contact the Notice of Intent Unit at (602) 771-8639. For additional information on Senate Bill 1190, please visit the Department's website at http://www.azwater.gov.

ARIZONA DEPARTMENT OF WATER RESOURCES

Electronic Filing - NOI Report
3550 N. Central Avenue Suite 200
Phoenix, Arizona 85012

NOI Type: Notice of Intent to Drill, Deepen, Replace or Modify a Well
Well Type: EXEMPT
Date Received at ADWR Website: 11/15/2007 12:10:30 PM

Fee Paid: $150.00 Order Number: VLFE1EC669C9

Well Registration Number: 55 - 908126
Number of Wells/Holes: 1 Drilling Authority Expires On: 11/13/2008

Driller's ADWR License Number: 742

Authorized Driller: B & M WELL DRILLERS, INC.
ROC License Number Entered By Driller: 183464
Qualifying Party License Categories: K-53

Well Owner Name: Huddleston, Steven W. & Eleanor L.
Well Owner Address: 1985 Sundog Ranch Rd.
Well Owner City, State - Zip: Prescott, AZ - 86301
Well Owner Phone: 928 445-5917

Book: 105 Map: 05 Parcel: 001A

Is the Land Owner the same as the Well Owner?: Yes

Well Location: **NE** 1/4 of the **SW** 1/4 of the **SE** 1/4 Section **24** Township **14 N** Range **2 W**

AMA: PRESCOTT AMA
County: YAVAPAI
Contamination Site: NOT IN ANY WQARF SITE

Design Pumping Capacity: <= 35 GPM

Primary Water Use: STOCK
Secondary Water Use(s): N/A

Is this application for an exempt well which will be used to serve the same non-irrigation use at the same location as (i.e., same parcel) as another exempt well?: No

Is the proposed water use for domestic purposes on <= 5 acres?: N/A

Is any portion of the land, on which the well is to be located, within 100 feet of a designated municipal provider's operating water distribution system as shown on the municipal provider's most recent digitized service area map filed by the municipal provider with the director of ADWR. No

Proximity to a designated municipal provider's operating water distribution system exemption type:
N/A

Will the installed pump have a pumping capacity of greater than 35 GPM, or will the well will be used to withdraw greater than 10 Acre Feet per year?: N/A

Is this NOI an application to replace, deepen, or modify an existing well? No

Variance(s) Granted To Driller: **None**

Certification(s) Made By Driller:

- ☑ By checking this box, I certify that I have all necessary Registrar of Contractor (ROC) licenses in all necessary license categories for this drilling or abandonment project and that those licenses are current.
- ☑ By checking this box, I certify that the proposed well meets the criteria of an exempt well as outlined in A.R.S. § 45-454.
- ☑ By checking this box, I certify that the proposed well site is not within 100 feet of any septic tank system, sewage disposal area, landfill, hazardous waste facility, storage area of hazardous materials or petroleum storage areas and tanks.
- ☑ By checking this box, I certify that this NOI application is not an application to replace, deepen, or modify an existing well.
- ☑ By checking this box, I certify, on behalf of the landowner, that no portion of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a municipal provider with an assured water supply designation as shown on the municipal provider's most recent digitized service area map filed by the municipal provider with the director of ADWR.
- ☑ It is understood that the location of the water distribution system may change between now and the time of drilling. Prior to drilling the well, it is the responsibility of the landowner to come to ADWR's offices and review the most up-to-date digitized service area maps of nearby municipal providers with a designation of assured water supply on file with ADWR, to verify whether any portion of the land on which the well will be drilled is within 100 feet of the operating water distribution system of a municipal provider with a designation of assured water supply. If any portion of the land is within 100 feet of the operating water distribution system of a water provider with a designation of assured water supply, as shown on the provider's most recent digitized service area map on file with ADWR, the drilling of the well is prohibited unless an exemption to A.R.S. § 45-454(C) is requested and granted.
- ☑ By checking this box, I certify that I have been authorized by the above-named well owner to submit this Notice of Intent on the well owner's behalf.
- ☑ By checking this box, I certify that the information above is complete and correct, and that the well shall be drilled or abandoned in compliance with all pertinent statutes and rules, including any special standards that may be required to protect the aquifer or other water sources.

From: ADWR <wrnoi@azwater.gov>
To: <bmwelldrillers@aol.com>
Date: Thu, Nov 15, 2007 12:19 PM
Subject: ADWR Well NOI Confirmation re: Well Registration Number 908126

****
* Confirmation for Order: VLFE1EC669C9
****

Thank you for your order, Bridget Wallace.

Should you have any questions concerning your order, please contact us by email at wrnoi@azwater.gov or by phone at (602) 771-8500 and be sure to mention your order number: VLFE1EC669C9.

Thanks again for shopping with Arizona Department of Water Resources!

Best regards,
Arizona Department of Water Resources Management.
Phone: (602) 771-8500
Email: wrnoi@azwater.gov

Order ID: VLFE1EC669C9
Date: 11/15/2007
Status: Approved

Arizona Department of Water Resources
3550 N. Central Avenue Suite 200
Phoenix, AZ 85012 United States
Phone: (602) 771-8500 Fax: (602) 771-8691

Bill To: B & M WELL DRILLERS, INC.-Bridget Wallace
11855 E. WOOD DRIVE
DEWEY, AZ. 86327
Email: bmwelldrillers@aol.com

000600 - All Except Domestic Outside AMA/INA
qty 1 - price ea. - amount $150.00

Subtotal:	$150.00
Tax Total	$0.00
Shipping	$0.00
Handling	$0.00

Total:	$150.00

Transaction Details

Help

View Transaction Status

Information for Transaction ID: VLFE1EC669C9

Transaction Result Details

Transaction ID:	VLFE1EC669C9	**Result Code:**	0
Timestamp:	Nov 15, 2007 11:18:33 AM	**Response Message:**	Approved
Transaction Type:	Sale	**Authorization Code:**	836100
Tender Type:	Visa	**AVS Street Match:**	Y
Credit Card Number:	[redacted]	**AVS Zip Match :**	Y
Credit Card Expiration:	03 / 2009	**International AVS Indicator:**	N
Amount:	150.00 USD	**Card Security Code Match:**	Y
Tax Amount:	0.00 USD	**ABA #:**	
Shipping/Freight Amount:	0.00 USD	**Cust Ref #:**	
Duty Amount:	0.00 USD		
Original Amount:	0.00 USD		
Original Transaction ID:			
Batch ID:	516		
Purchase Order Number:	VLFE1EC669C9		
Customer Code:			
Supplier Reference #:			

Comment 1:	908126
Comment 2:	

Billing Information

Billing Address: Bridget Wallace
11855 E. WOOD DRIVE
DEWEY , AZ 86327
US

Email: bmwelldrillers@aol.com

Shipping Information

Shipping Address:

Additional Information

Client IP Address:	216.113.188.202	**Merchant:**	adwr02
Client Version:	3.00	**User:**	adwr02
Transaction State:	8		
Duration:	0.00		

Transaction History

Transaction ID	Timestamp	Transaction Type	Amount	Result	Details
VLFE1EC669C9	Nov 15, 2007 11:18:33 AM	Sale	150.00 USD	0	--

View Transaction Status

Sundog Corridor
Sundog Corridor
Prescott, AZ 86301

Inquiry Number: 7034375.5s
June 28, 2022

EDR Area / Corridor Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

TABLE OF CONTENTS

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527-21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

SUBJECT PROPERTY INFORMATION

ADDRESS

SUNDOG CORRIDOR
PRESCOTT, AZ 86301

TARGET PROPERTY SEARCH RESULTS

The Target Property was identified in the following databases.

Page Numbers and Map Identifcations refer to the EDR Area/Corridor Report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Page Numbers and Map Identifcations refer to the EDR Area/Corridor Report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal RCRA generators

RCRA-SQG: RCRA - Small Quantity Generators

A review of the RCRA-SQG list, as provided by EDR, and dated 02/28/2022 has revealed that there is 1 RCRA-SQG site within approximately 0.25 miles of the requested target property.

Site	Address	Direction / Distance	Map ID / Focus Map(s)	Page
ZCAR, INC DBA PRESCO EPA ID:: AZR000521294	5600 MARKET ST	N 1/8 - 1/4 (0.184 mi.)	A1 / 4	22

EXECUTIVE SUMMARY

Lists of state- and tribal hazardous waste facilities

SHWS: ZipAcids List

A review of the SHWS list, as provided by EDR, and dated 01/03/2000 has revealed that there is 1 SHWS site within approximately1 mile of the requested target property.

Site	Address	Direction / Distance	Map ID / Focus Map(s)	Page
PRESCOTT LANDFILL Facility Id: 404	PRESCOTT LANDFILL (D	NW 1/4 - 1/2 (0.366 mi.)	5 / 5	32

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF: Directory of Solid Waste Facilities

A review of the SWF/LF list, as provided by EDR, and dated 12/31/2021 has revealed that there is 1 SWF/LF site within approximately 0.5 miles of the requested target property.

Site	Address	Direction / Distance	Map ID / Focus Map(s)	Page
SUNDOG TRANSFER STAT Facility Status: ACTIVE	***2800 SUNDOG RANCH RD***	***WNW 1/4 - 1/2 (0.314 mi.)***	***3 / 1***	***31***

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

SWTIRE: Solid Waste Tire Facilities

A review of the SWTIRE list, as provided by EDR, and dated 02/25/2022 has revealed that there is 1 SWTIRE site within approximately 0.5 miles of the requested target property.

Site	Address	Direction / Distance	Map ID / Focus Map(s)	Page
PRESCOTT (SUNDOG) WT	***2750 SUNDOG RANCH RO***	***WNW 1/4 - 1/2 (0.343 mi.)***	***4 / 1***	***32***

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 02/28/2022 has revealed that there is 1 RCRA NonGen / NLR site within approximately 0.25 miles of the requested target property.

Site	Address	Direction / Distance	Map ID / Focus Map(s)	Page
PRESCOTT VALLEY KIA EPA ID:: AZR000044768	5600 MARKET ST	N 1/8 - 1/4 (0.184 mi.)	A2 / 4	25

EXECUTIVE SUMMARY

INDIAN RESERV: Indian Reservations

A review of the INDIAN RESERV list, as provided by EDR, and dated 12/31/2014 has revealed that there is 1 INDIAN RESERV site within approximately1 mile of the requested target property.

Site	Address	Direction / Distance	Map ID / Focus Map(s)	Page
YAVAPAI-PRESCOTT RES		SW 1/2 - 1 (0.956 mi.)	Region / 5	22

WWFAC: Waste Water Treatment Facilities

A review of the WWFAC list, as provided by EDR, and dated 07/09/2012 has revealed that there is 1 WWFAC site within approximately 0.5 miles of the requested target property.

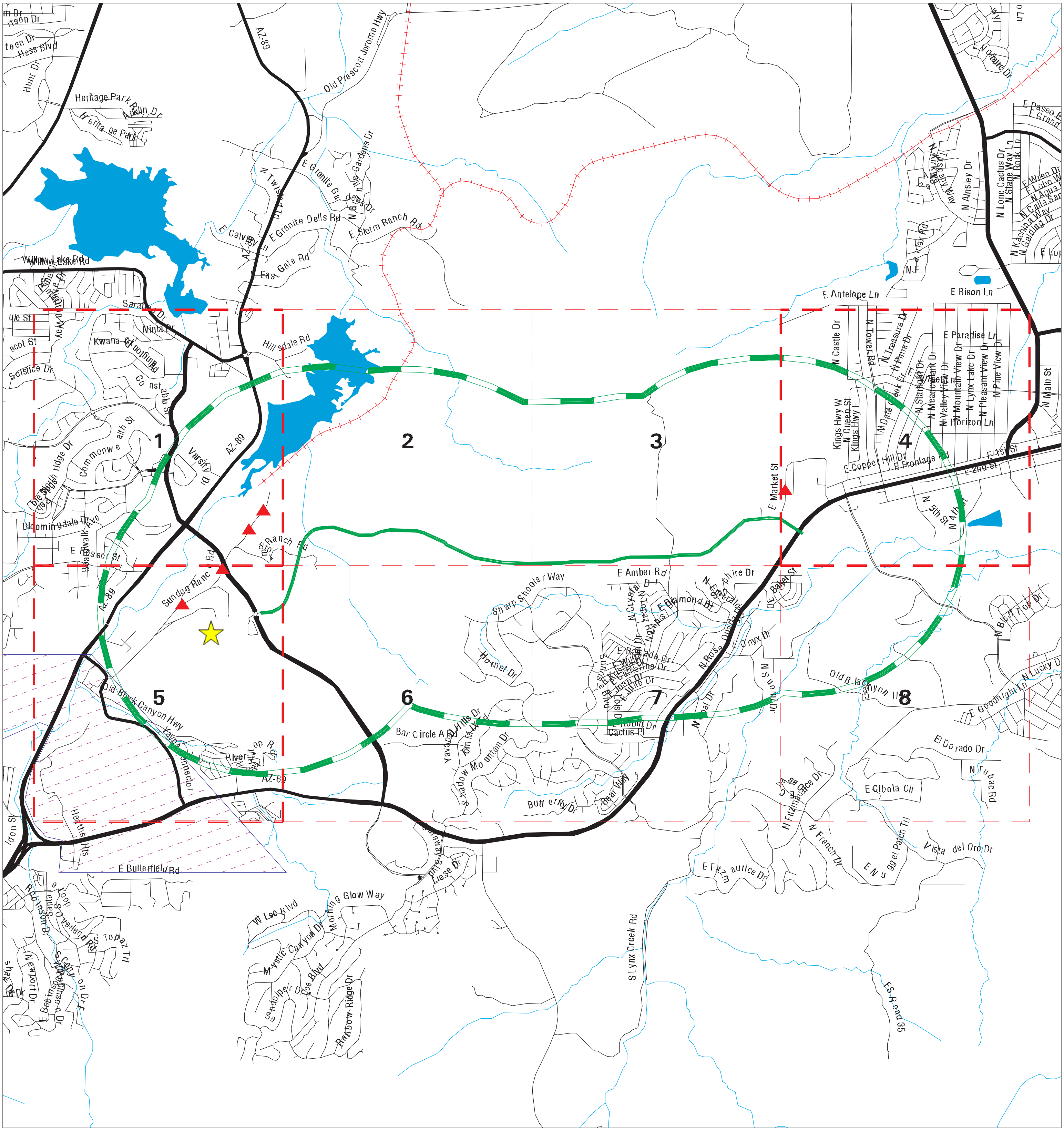
Site	Address	Direction / Distance	Map ID / Focus Map(s)	Page
CITY OF PRESCOTT - S Place ID: 840 Place ID: 1862	***1500 SUNDOG RANCH RD***	***W 1/4 - 1/2 (0.491 mi.)***	***6 / 5***	***33***

MAPPED SITES SUMMARY

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / 5	YAVAPAI-PRESCOTT RES		INDIAN RESERV	5046 0.956 SW
A1 / 4	ZCAR, INC DBA PRESCO	5600 MARKET ST	RCRA-SQG	973 0.184 North
A2 / 4	PRESCOTT VALLEY KIA	5600 MARKET ST	RCRA NonGen / NLR	973 0.184 North
3 / 1	SUNDOG TRANSFER STAT	2800 SUNDOG RANCH RD	SWF/LF, Enforcement	1658 0.314 WNW
4 / 1	PRESCOTT (SUNDOG) WT	2750 SUNDOG RANCH RO	SWTIRE, EMAP	1810 0.343 WNW
5 / 5	PRESCOTT LANDFILL	PRESCOTT LANDFILL (D	SHWS	1930 0.366 NW
6 / 5	CITY OF PRESCOTT - S	1500 SUNDOG RANCH RD	Aquifer, Enforcement, WWFAC	2595 0.491 West

Key Map - 7034375.5s



- Sites
- Target Property
- Search Buffer
- Focus Map - No Sites
- Focus Map - Sites
- National Priority List Sites
- Dept. Defense Sites
- AZ NPL
- Water Quality Assurance Revolving
- Indian Reservations BIA

0 1/2 1 Miles

AECOM Evaluation

- Moderate-Risk Site
- Low-Risk or No-Risk Site

SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22 10:57 AM

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Lists of Federal NPL (Superfund) sites								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Lists of Federal Delisted NPL sites								
Delisted NPL	1.000		0	0	0	0	NR	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Lists of Federal CERCLA sites with NFRAP								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA facilities undergoing Corrective Action								
CORRACTS	1.000		0	0	0	0	NR	0
Lists of Federal RCRA TSD facilities								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA generators								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		0	1	NR	NR	NR	1
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
Lists of state- and tribal (Superfund) equivalent sites								
AZ NPL	1.000		0	0	0	0	NR	0
AZ WQARF	1.000		0	0	0	0	NR	0
Lists of state- and tribal hazardous waste facilities								
SPL	1.000		0	0	0	0	NR	0
SHWS	1.000		0	0	1	0	NR	1
Lists of state and tribal landfills and solid waste disposal facilities								
SWF/LF	0.500		0	0	1	NR	NR	1

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Lists of state and tribal leaking storage tanks								
LUST	0.500		0	0	0	NR	NR	0
INDIAN LUST	0.500		0	0	0	NR	NR	0
Lists of state and tribal registered storage tanks								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	0	NR	NR	NR	0
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal institutional control / engineering control registries								
AZURITE	0.500		0	0	0	NR	NR	0
AUL	0.500		0	0	0	NR	NR	0
Lists of state and tribal voluntary cleanup sites								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
Lists of state and tribal brownfield sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
SWTIRE	0.500		0	0	1	NR	NR	1
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	TP		NR	NR	NR	NR	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
US CDL	TP		NR	NR	NR	NR	NR	0
AQUEOUS FOAM	0.500		0	0	0	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
Local Land Records								
LIENS 2	TP		NR	NR	NR	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
SPILLS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	1	NR	NR	NR	1
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	1	NR	1
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
DOCKET HWC	TP		NR	NR	NR	NR	NR	0
ECHO	TP		NR	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
AIRS	TP		NR	NR	NR	NR	NR	0
Aquifer	TP		NR	NR	NR	NR	NR	0
AZ DOD	0.500		0	0	0	NR	NR	0
Dry Wells	TP		NR	NR	NR	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMAP	TP		NR	NR	NR	NR	NR	0
Enforcement	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
MANIFEST	0.250		0	0	NR	NR	NR	0
SPDES	TP		NR	NR	NR	NR	NR	0
VAPOR	0.500		0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
UIC	TP		NR	NR	NR	NR	NR	0
WWFAC	0.500		0	0	1	NR	NR	1
MINES MRDS	TP		NR	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA HWS	TP		NR	NR	NR	NR	NR	0
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0
- Totals --		0	0	2	4	1	0	7

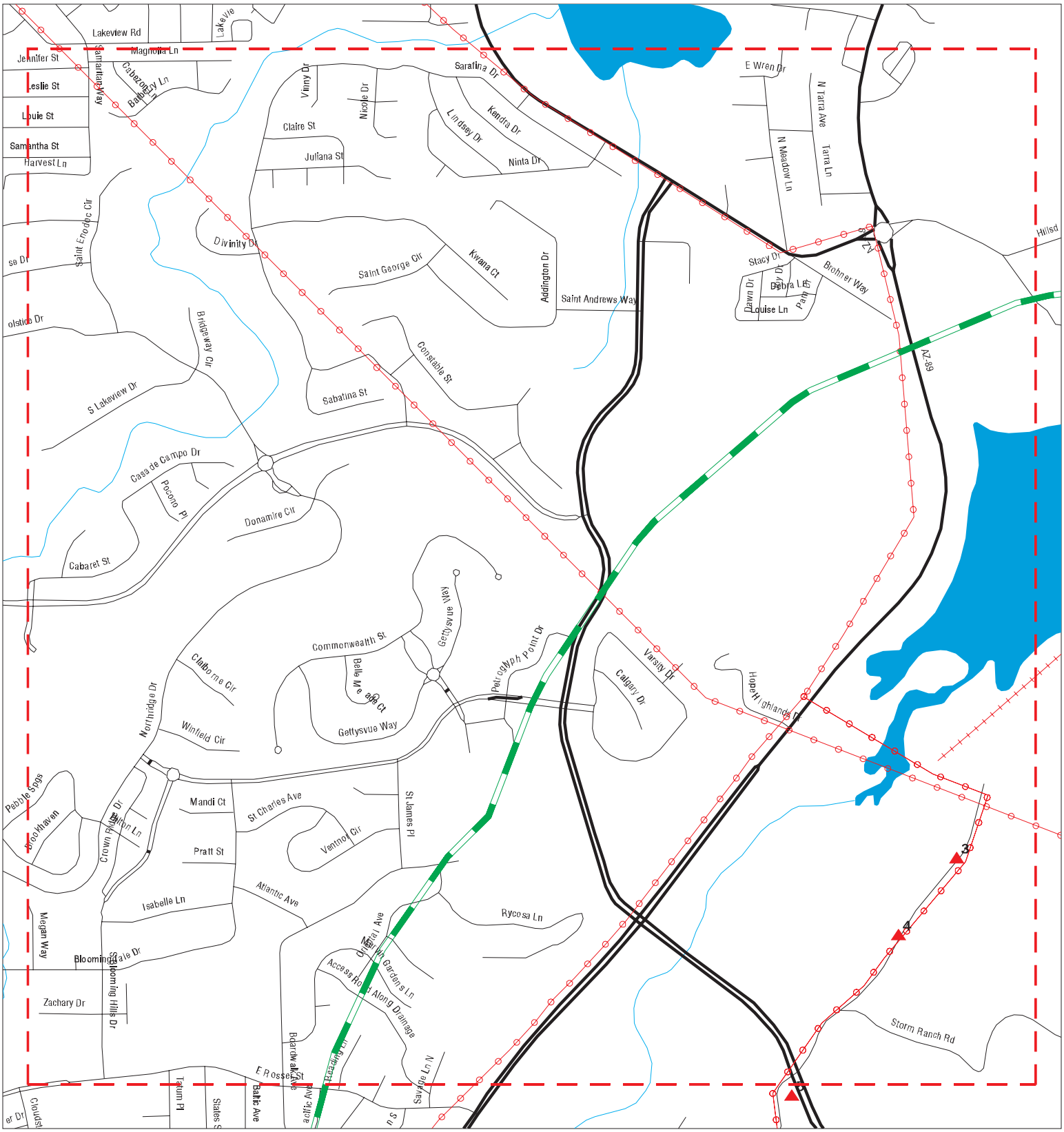
NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Focus Map - 1 - 7034375.5s



Sites
Target Property
Search Buffer
Focus Map - No Sites
Focus Map - Sites
Power Line
National Priority List Sites
Dept. Defense Sites
AZ NPL
Water Quality Assurance Revolving
Indian Reservations BIA

0 1/8 1/4 Miles

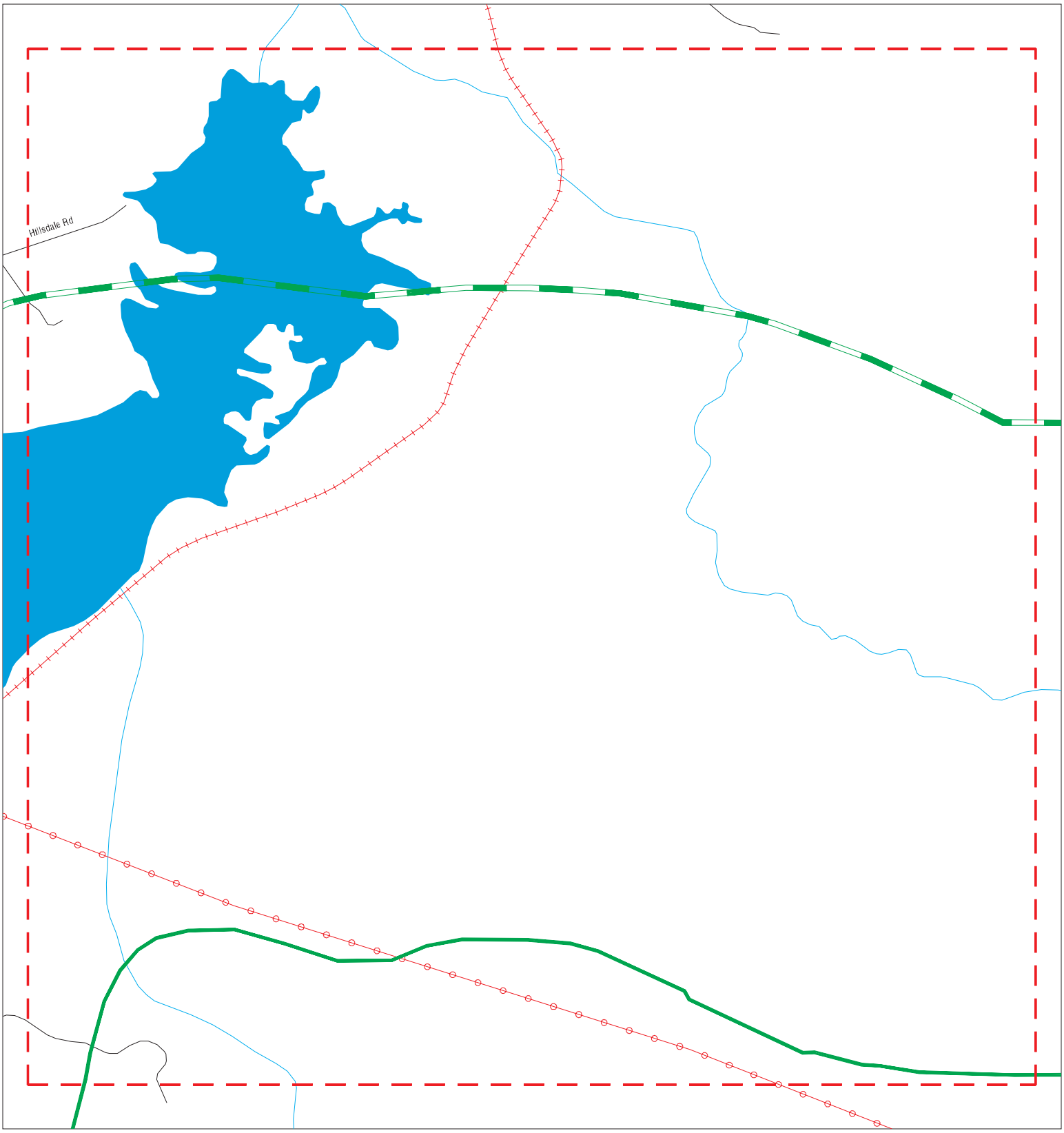
SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22

MAPPED SITES SUMMARY - FOCUS MAP 1

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
3 / 1	SUNDOG TRANSFER STAT	2800 SUNDOG RANCH RD	SWF/LF, Enforcement	1658 0.314 WNW
4 / 1	PRESCOTT (SUNDOG) WT	2750 SUNDOG RANCH RO	SWTIRE, EMAP	1810 0.343 WNW

Focus Map - 2 - 7034375.5s



Sites
Target Property
Search Buffer
Focus Map - No Sites
Focus Map - Sites
Power Line
National Priority List Sites
Dept. Defense Sites
AZ NPL
Water Quality Assurance Revolving
Indian Reservations BIA

0 1/8 1/4 Miles

SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22

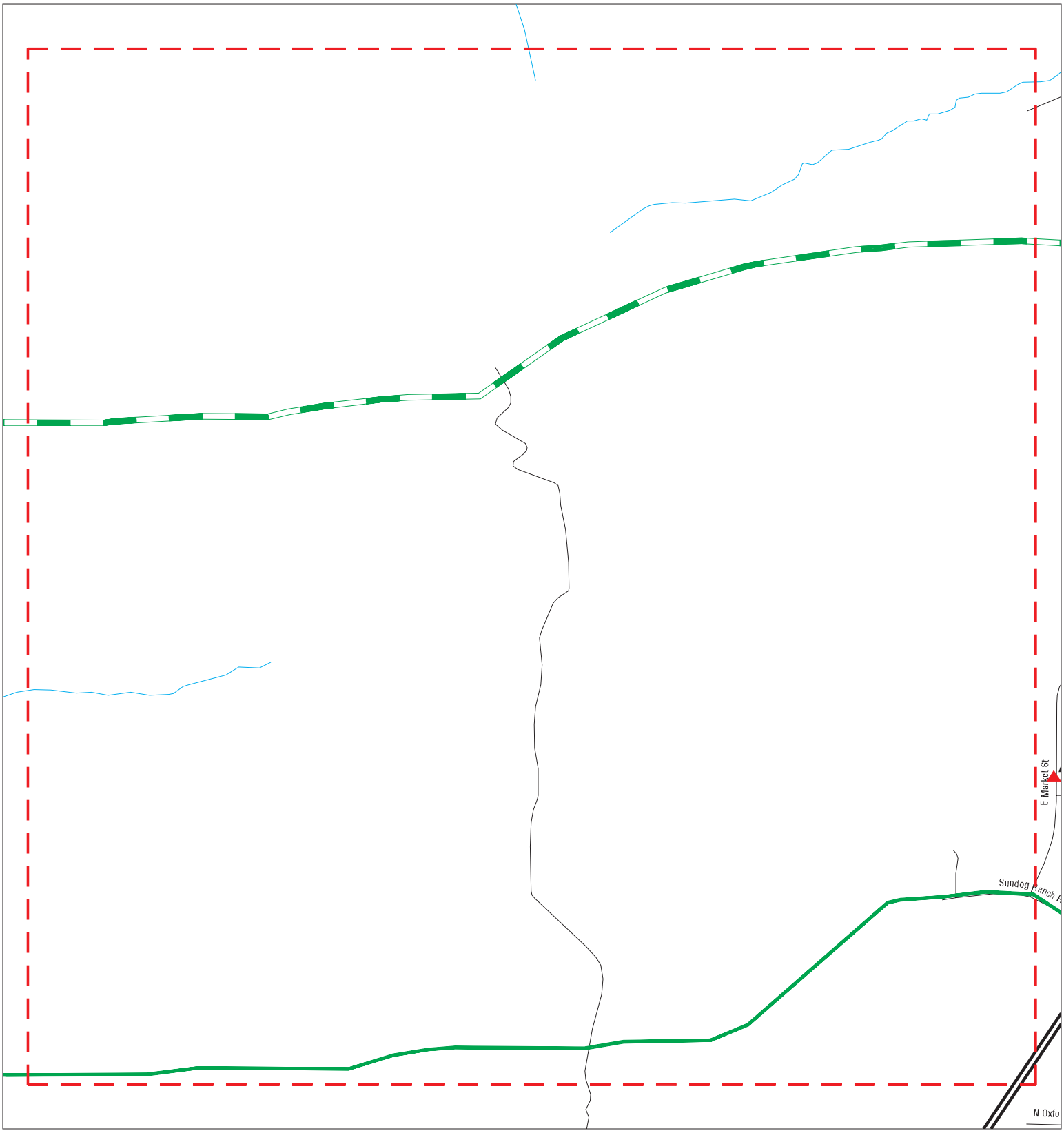
MAPPED SITES SUMMARY - FOCUS MAP 2

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION

NO MAPPED SITES FOUND

Focus Map - 3 - 7034375.5s



Sites
Target Property
Search Buffer
Focus Map - No Sites
Focus Map - Sites
Power Line
National Priority List Sites
Dept. Defense Sites
AZ NPL
Water Quality Assurance Revolving
Indian Reservations BIA

0 1/8 1/4 Miles

SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22

MAPPED SITES SUMMARY - FOCUS MAP 3

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION

NO MAPPED SITES FOUND

Focus Map - 4 - 7034375.5s

Sites
Target Property
Search Buffer
Focus Map - No Sites
Focus Map - Sites
Power Line
National Priority List Sites
Dept. Defense Sites
AZ NPL
Water Quality Assurance Revolving
Indian Reservations BIA

0 1/8 1/4 Miles

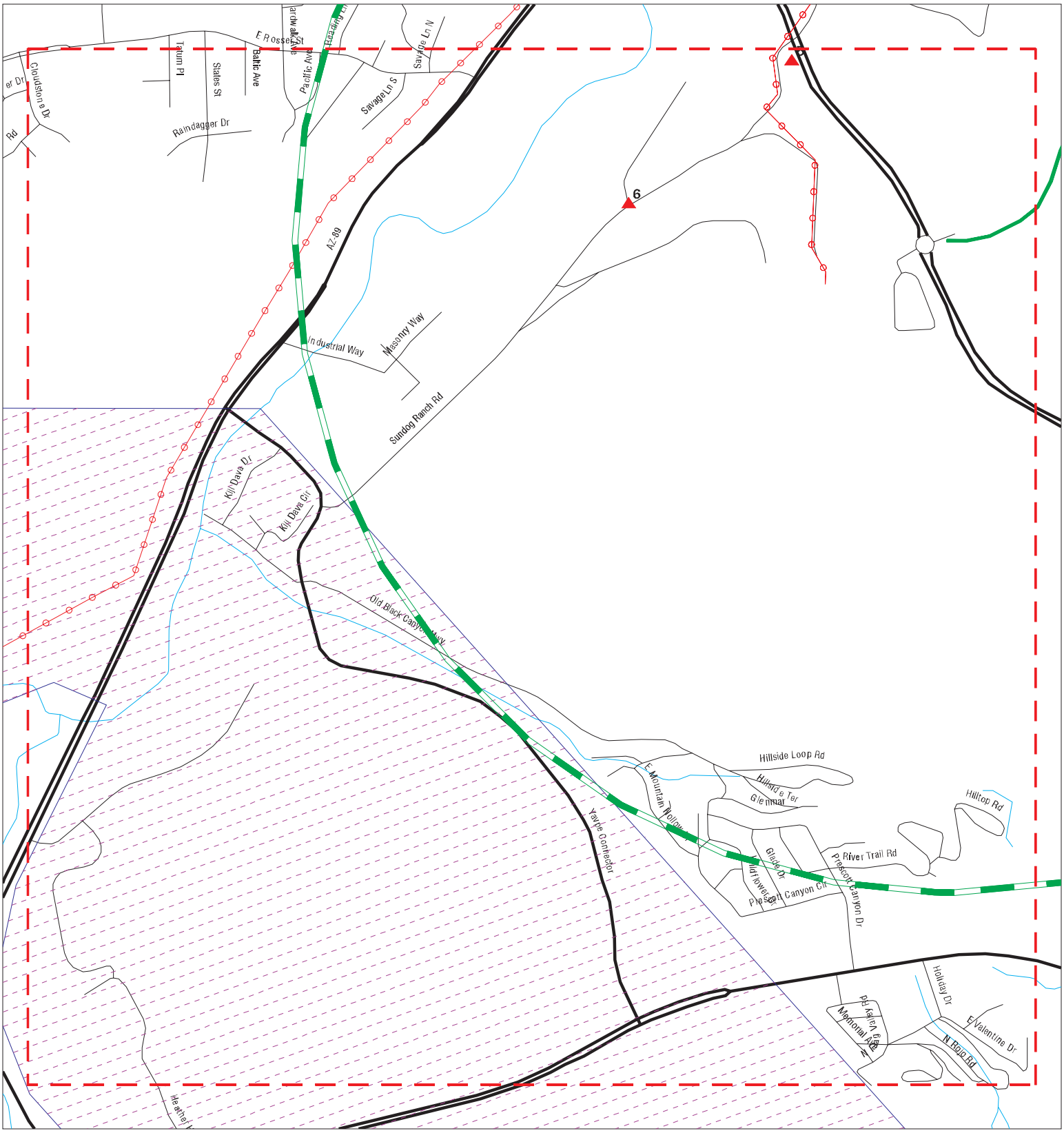
SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22

MAPPED SITES SUMMARY - FOCUS MAP 4

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION		
A1 / 4	ZCAR, INC DBA PRESCO	5600 MARKET ST	RCRA-SQG	973	0.184	North
A2 / 4	PRESCOTT VALLEY KIA	5600 MARKET ST	RCRA NonGen / NLR	973	0.184	North

Focus Map - 5 - 7034375.5s



Sites
Target Property
Search Buffer
Focus Map - No Sites
Focus Map - Sites
Power Line
National Priority List Sites
Dept. Defense Sites
AZ NPL
Water Quality Assurance Revolving
Indian Reservations BIA

0 1/8 1/4 Miles

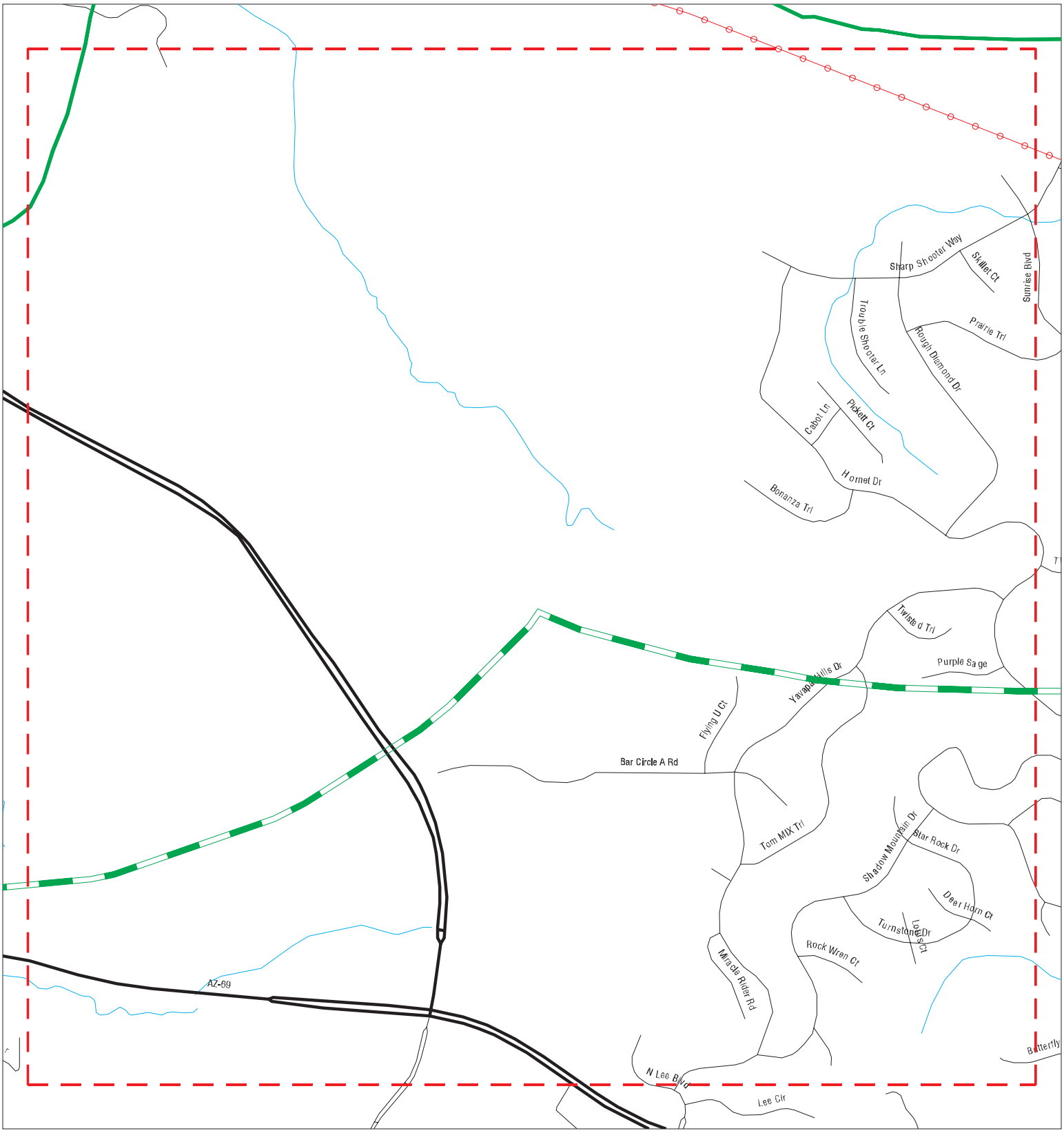
SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22

MAPPED SITES SUMMARY - FOCUS MAP 5

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / 5	YAVAPAI-PRESCOTT RES		INDIAN RESERV	5046 0.956 SW
5 / 5	PRESCOTT LANDFILL	PRESCOTT LANDFILL (D	SHWS	1930 0.366 NW
6 / 5	CITY OF PRESCOTT - S	1500 SUNDOG RANCH RD	Aquifer, Enforcement, WWFAC	2595 0.491 West

Focus Map - 6 - 7034375.5s



Sites
Target Property
Search Buffer
Focus Map - No Sites
Focus Map - Sites
Power Line
National Priority List Sites
Dept. Defense Sites
AZ NPL
Water Quality Assurance Revolving
Indian Reservations BIA

0 1/8 1/4 Miles

SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22

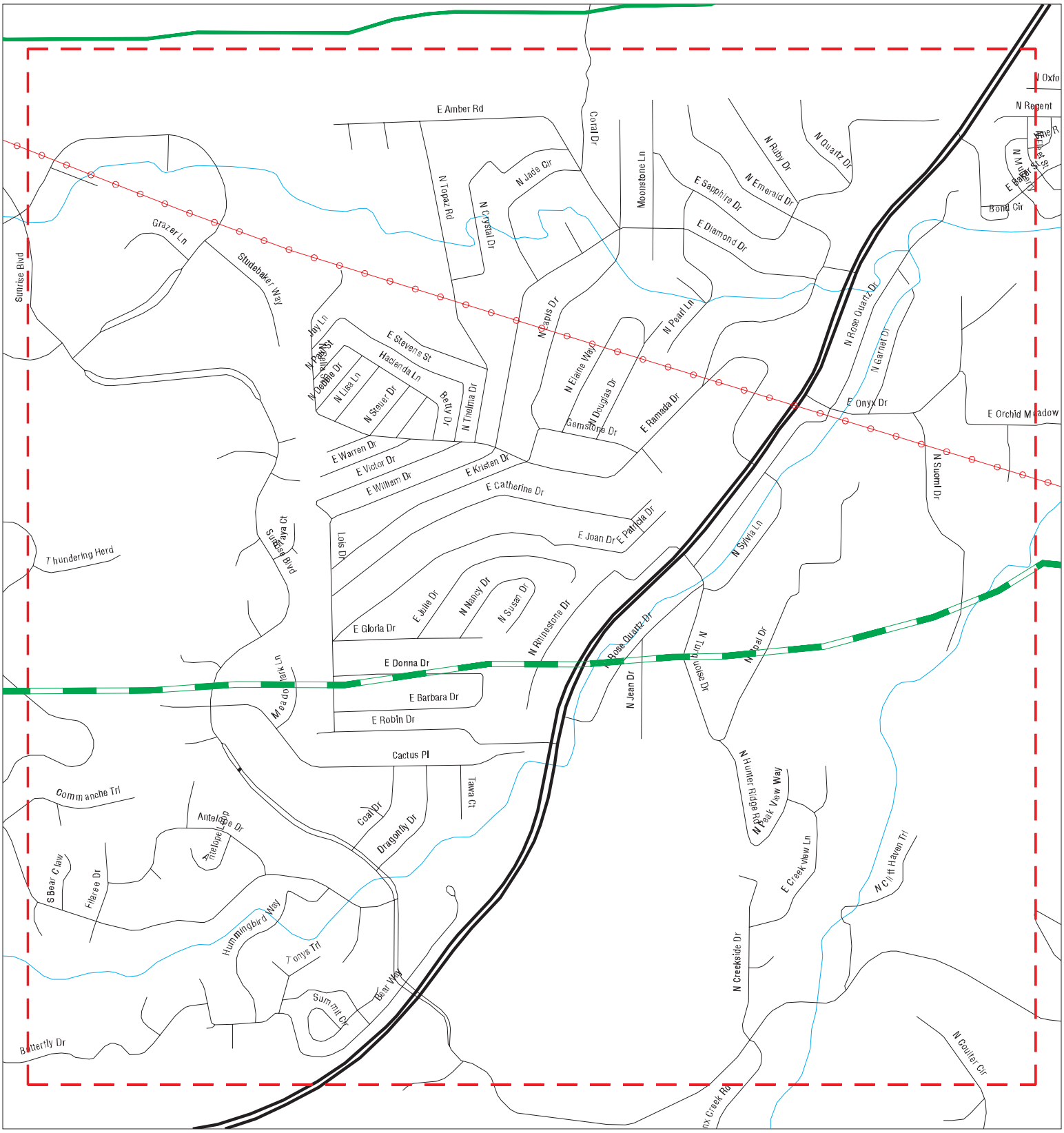
MAPPED SITES SUMMARY - FOCUS MAP 6

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION

NO MAPPED SITES FOUND

Focus Map - 7 - 7034375.5s



Sites
Target Property
Search Buffer
Focus Map - No Sites
Focus Map - Sites
Power Line
National Priority List Sites
Dept. Defense Sites
AZ NPL
Water Quality Assurance Revolving
Indian Reservations BIA

0 1/8 1/4 Miles

SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22

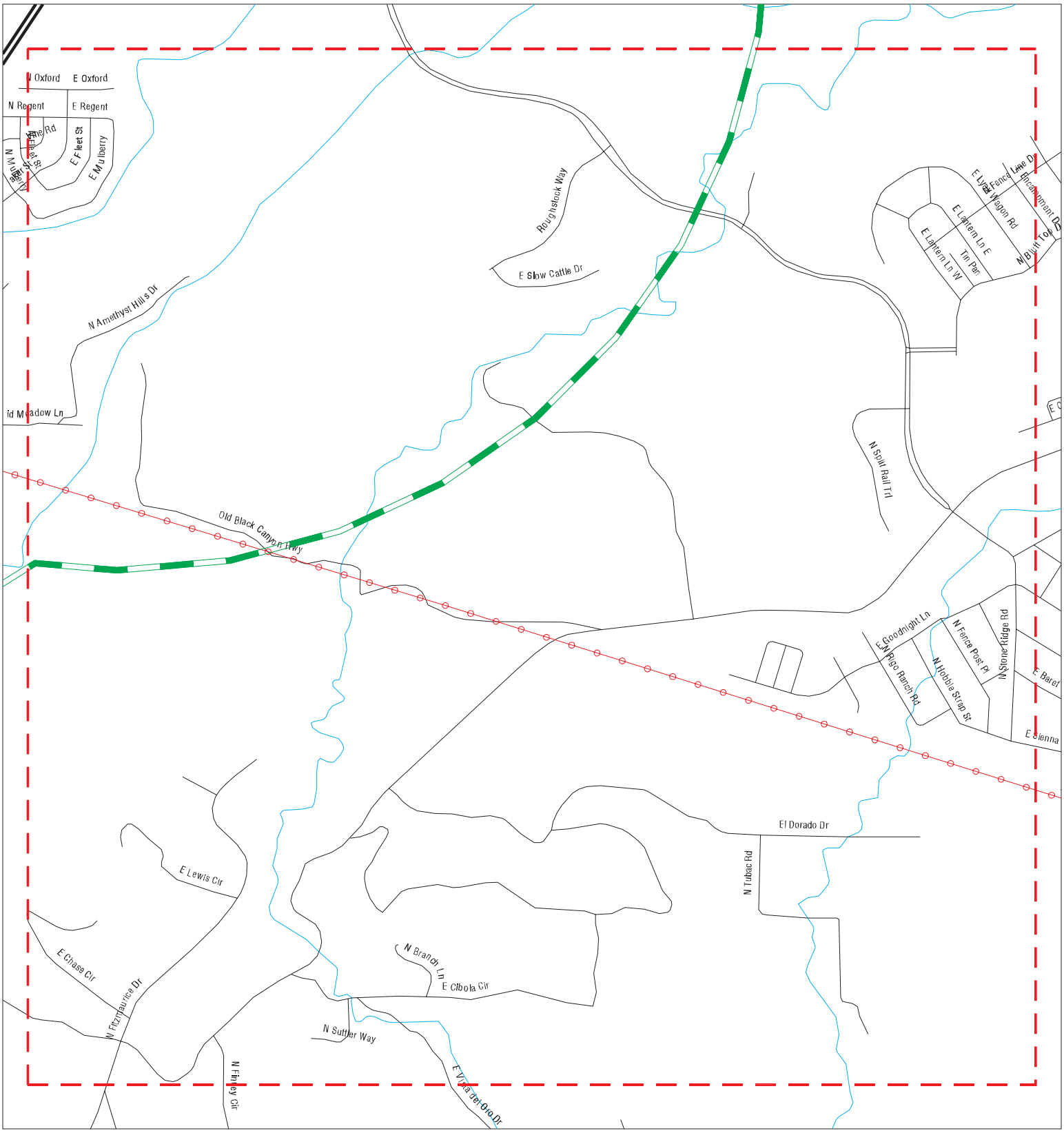
MAPPED SITES SUMMARY - FOCUS MAP 7

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION

NO MAPPED SITES FOUND

Focus Map - 8 - 7034375.5s



Sites
Target Property
Search Buffer
Focus Map - No Sites
Focus Map - Sites
Power Line
National Priority List Sites
Dept. Defense Sites
AZ NPL
Water Quality Assurance Revolving
Indian Reservations BIA

0 1/8 1/4 Miles

SITE NAME: Sundog Corridor	CLIENT: AECOM
ADDRESS: Sundog Corridor	CONTACT: Marianne Burrus
CITY/STATE: Prescott AZ	INQUIRY #: 7034375.5s
ZIP: 86301	DATE: 06/28/22

MAPPED SITES SUMMARY - FOCUS MAP 8

Target Property:
SUNDOG CORRIDOR
PRESCOTT, AZ 86301

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION

NO MAPPED SITES FOUND

IND RES **YAVAPAI-PRESCOTT RESERVATION** **INDIAN RESERV** **CIND200637**
Region **N/A**
SW **, AZ**
1/2-1
5046 ft.

AECOM Evaluation
Site ☐ Adjacent ☐ Area ☐ Outside ASTM ☒
Gradient with respect to presumed groundwater flow:
Up ☐ Down ☐ Cross ☐ N/A ☒
Status: Active ☐ Closed/NFA ☐ N/A ☒
Risk:
High ☐ Mod ☐ Low ☒ Ind ☐
Comments: Nearest boundary to tribal lands is located approximately 1 mile southwest of the western limit of the project corridor

INDIAN RESERV:

Feature:	Indian Reservation
Name:	Yavapai-Prescott Reservation
Agency:	BIA

Focus Map:
5

A1 **ZCAR, INC DBA PRESCOTT VALLEY KIA** **RCRA-SQG** **1025826248**
North **5600 MARKET ST** **AZR000521294**
1/8-1/4 **PRESCOTT VALLEY, AZ 86314**
0.184 mi.
973 ft. **Site 1 of 2 in cluster A**

AECOM Evaluation
Site ☐ Adjacent ☐ Area ☐ Outside ASTM ☒
Gradient with respect to presumed groundwater flow:
Up ☐ Down ☐ Cross ☐ N/A ☒
Status: Active ☐ Closed/NFA ☐ N/A ☒
Risk:
High ☐ Mod ☐ Low ☒ Ind ☐
Comments: Not adjacent to the project corridor

Actual:
5372 ft.

Focus Map:
4

RCRA-SQG:

Date Form Received by Agency:	20210602
Handler Name:	ZCAR, INC DBA PRESCOTT VALLEY KIA
Handler Address:	5600 MARKET ST
Handler City,State,Zip:	PRESCOTT VALLEY, AZ 86314
EPA ID:	AZR000521294
Contact Name:	RANDY REYNOLDS
Contact Address:	3158 AUTO CENTER CIR
Contact City,State,Zip:	STOCKTON, CA 95212
Contact Telephone:	209-444-7423
Contact Fax:	Not reported
Contact Email:	RANDYR@DLRCONSULTINGGROUP.COM
Contact Title:	OPERATIONS
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Small Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	5600 MARKET ST
Mailing City,State,Zip:	PRESCOTT VALLEY, AZ 86314
Owner Name:	SRZ YUMA, LLC
Owner Type:	Private
Operator Name:	ZCAR, INC DBA PRESCOTT VALLEY KIA
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported

ZCAR, INC DBA PRESCOTT VALLEY KIA (Continued) **1025826248**

Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20211201
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Hazardous Waste Summary:

Waste Code:	D001
Waste Description:	IGNITABLE WASTE

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	SRZ YUMA, LLC
Legal Status:	Private
Date Became Current:	20181109
Date Ended Current:	Not reported
Owner/Operator Address:	3158 AUTO CENTER CIR
Owner/Operator City,State,Zip:	STOCKTON, CA 95212
Owner/Operator Telephone:	209-444-7422
Owner/Operator Telephone Ext:	Not reported

ZCAR, INC DBA PRESCOTT VALLEY KIA (Continued) **1025826248**

Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: SRZ YUMA, LLC
Legal Status: Private
Date Became Current: 20181109
Date Ended Current: Not reported
Owner/Operator Address: 3158 AUTO CENTER CIR
Owner/Operator City,State,Zip: STOCKTON, CA 95212
Owner/Operator Telephone: 209-444-7422
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: ZCAR, INC DBA PRESCOTT VALLEY KIA
Legal Status: Private
Date Became Current: 20181109
Date Ended Current: Not reported
Owner/Operator Address: 5600 MARKET ST
Owner/Operator City,State,Zip: PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: ZCAR, INC DBA PRESCOTT VALLEY KIA
Legal Status: Private
Date Became Current: 20181109
Date Ended Current: Not reported
Owner/Operator Address: 5600 MARKET ST
Owner/Operator City,State,Zip: PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone: Not reported
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20210602
Handler Name: ZCAR, INC DBA PRESCOTT VALLEY KIA
Federal Waste Generator Description: Small Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

Receive Date: 20181212
Handler Name: ZCAR, INC DBA PRESCOTT VALLEY KIA
Federal Waste Generator Description: Small Quantity Generator
State District Owner: Not reported

ZCAR, INC DBA PRESCOTT VALLEY KIA (Continued) **1025826248**

Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

List of NAICS Codes and Descriptions:

NAICS Code:	44111
NAICS Description:	NEW CAR DEALERS

Facility Has Received Notices of Violations:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

A2 **PRESCOTT VALLEY KIA** **RCRA NonGen / NLR** **1025826121**
North **5600 MARKET ST** **AZR000044768**
1/8-1/4 **PRESCOTT VALLEY, AZ 86314**
0.184 mi.
973 ft. **Site 2 of 2 in cluster A**

AECOM Evaluation
Site ☐ Adjacent ☐ Area ☐ Outside ASTM ☒
Gradient with respect to presumed groundwater flow:
Up ☐ Down ☐ Cross ☐ N/A ☒
Status: Active ☐ Closed/NFA ☐ N/A ☒
Risk:
High ☐ Mod ☐ Low ☒ Ind ☐
Comments: Not adjacent to the project corridor

Actual: **5372 ft.**

Focus Map: **4**

RCRA NonGen / NLR:

Date Form Received by Agency:		20211108
Handler Name:	PRESCOTT VALLEY KIA	
Handler Address:		5600 MARKET ST
Handler City,State,Zip:		PRESCOTT VALLEY, AZ 86314
EPA ID:		AZR000044768
Contact Name:		Not reported
Contact Address:		Not reported
Contact City,State,Zip:		Not reported
Contact Telephone:		Not reported
Contact Fax:		Not reported
Contact Email:		Not reported
Contact Title:		Not reported
EPA Region:		09
Land Type:		Other
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Not reported
State District Owner:		Not reported
State District:		Not reported
Mailing Address:		Not reported
Mailing City,State,Zip:		Not reported
Owner Name:		Not reported
Owner Type:		Not reported
Operator Name:		Not reported
Operator Type:		Not reported
Short-Term Generator Activity:		No
Importer Activity:		No

PRESCOTT VALLEY KIA (Continued) **1025826121**

Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20211108
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Hazardous Waste Summary:
Waste Code: D001

PRESCOTT VALLEY KIA (Continued) **1025826121**

Waste Description: IGNITABLE WASTE

Waste Code: D002
Waste Description: CORROSIVE WASTE

Waste Code: D008
Waste Description: LEAD

Waste Code: F003
Waste Description: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste Code: F005
Waste Description: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Handler - Owner Operator:
Owner/Operator Indicator: Operator
Owner/Operator Name: LIBERTY KIA
Legal Status: Private
Date Became Current: 20021119
Date Ended Current: Not reported
Owner/Operator Address: 5600 E MARKET ST
Owner/Operator City,State,Zip: PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone: 602-550-3991
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: LIBERTY MITSUBISHI
Legal Status: Private
Date Became Current: 20021119
Date Ended Current: Not reported
Owner/Operator Address: 5600 E MARKET ST
Owner/Operator City,State,Zip: PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone: 602-550-3991
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: LIBERTY AUTOMOTIVE
Legal Status: Private

PRESCOTT VALLEY KIA (Continued) **1025826121**

Date Became Current:	20021119
Date Ended Current:	Not reported
Owner/Operator Address:	5600 E MARKET ST
Owner/Operator City,State,Zip:	PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone:	928-759-5600
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name:	LIBERTY AUTOMOTIVE
Legal Status:	Private
Date Became Current:	20021119
Date Ended Current:	Not reported
Owner/Operator Address:	5600 E MARKET ST
Owner/Operator City,State,Zip:	PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone:	928-759-5600
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	LIBERTY KIA
Legal Status:	Private
Date Became Current:	20021119
Date Ended Current:	Not reported
Owner/Operator Address:	5600 E MARKET ST
Owner/Operator City,State,Zip:	PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone:	602-550-3991
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	LIBERTY MITSUBISHI
Legal Status:	Private
Date Became Current:	20021119
Date Ended Current:	Not reported
Owner/Operator Address:	5600 E MARKET ST
Owner/Operator City,State,Zip:	PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone:	602-550-3991
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name:	LIBERTY AUTOMOTIVE
Legal Status:	Private
Date Became Current:	20021119
Date Ended Current:	Not reported
Owner/Operator Address:	5600 E MARKET ST
Owner/Operator City,State,Zip:	PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone:	928-759-5600
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

PRESCOTT VALLEY KIA (Continued) **1025826121**

Owner/Operator Indicator:	Owner
Owner/Operator Name:	LIBERTY AUTOMOTIVE
Legal Status:	Private
Date Became Current:	20021119
Date Ended Current:	Not reported
Owner/Operator Address:	5600 E MARKET ST
Owner/Operator City,State,Zip:	PRESCOTT VALLEY, AZ 86314
Owner/Operator Telephone:	928-759-5600
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20050131
Handler Name: LIBERTY MITSUBISHI	
Federal Waste Generator Description:	Conditionally Exempt Small Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	20060509
Handler Name: LIBERTY KIA	
Federal Waste Generator Description:	Conditionally Exempt Small Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	20070123
Handler Name: LIBERTY KIA	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

Receive Date:	20080205
Handler Name: LIBERTY MITSUBISHI	
Federal Waste Generator Description:	Conditionally Exempt Small Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No

PRESCOTT VALLEY KIA (Continued) **1025826121**

Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20181211
Handler Name: PRESCOTT VALLEY KIA
Federal Waste Generator Description: Conditionally Exempt Small Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 20211108
Handler Name: PRESCOTT VALLEY KIA
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

Receive Date: 20021119
Handler Name: LIBERTY MITSUBISHI
Federal Waste Generator Description: Conditionally Exempt Small Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 42111
NAICS Description: AUTOMOBILE AND OTHER MOTOR VEHICLE WHOLESALERS

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

3
WNW
1/4-1/2
0.314 mi.
1658 ft.

SUNDOG TRANSFER STATION
2800 SUNDOG RANCH RD
PRESCOTT, AZ 86301

SWF/LF **S117591430**
Enforcement **N/A**

AECOM Evaluation
Site ☐ Adjacent ☐ Area ☐ Outside ASTM ☒
Gradient with respect to presumed groundwater flow:
Up ☐ Down ☐ Cross ☐ N/A ☒
Status: Active ☐ Closed/NFA ☐ N/A ☒
Risk:
High ☐ Mod ☐ Low ☒ Ind ☐
Comments: According to EDR and information available on ADEQ's website, this facility is a transfer station or a waste tire collection site and not a landfill. This facility is not adjacent to the project corridor.

Actual:
5192 ft.

Focus Map:
1

SWF/LF:

Name:	SUNDOG TRANSFER STATION
Address:	2800 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Facility Status:	ACTIVE
Facility Type:	Transfer
Operator:	Not reported
Operator Address:	Not reported
Owner:	Not reported
ID Number:	4,930
Range:	Not reported
Township:	Not reported
Section:	Not reported
Q1:	Not reported
Q2:	Not reported
Q3:	Not reported
Latitude:	34.578841667
Longitude:	-112.424
Collection:	DIGITAL IMAGERY
Place Type:	Not reported
Code:	TS
PLACC Code:	PP
Status:	ACTIVE
End Date:	Not reported
Verified:	Y
Generated:	5/6/2019
PLC ID:	4,930
PLC Name:	SUNDOG TRANSFER STATION
PLC Address:	PRESCOTT, AZ 86301
PLC City State Zip:	2800 SUNDOG RANCH RD
PLC County:	YAVAPAI
CUS ID:	24,549
Contact :	(928) 777-1116

ENF:

Facility ID:	4930
Name:	CITY OF PRESCOTT - TRANSFER STATION & SERVICE
Address:	2800 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Case ID:	35665
Facility Type:	TRANSFER STATION
Notice Type:	Not reported
Notice Issue Date:	09/02/2005
Order Type:	Not reported
Order Issue Date:	Not reported
Closed Date:	10/12/2005
Faciltiy Status:	Case Closed
Env Program:	SOLID WASTE PROGRAM
Notice Type Code:	Not reported

4
WNW
1/4-1/2
0.343 mi.
1810 ft.

PRESCOTT (SUNDOG) WTCS
2750 SUNDOG RANCH ROAD
PRESCOTT, AZ 86301

SWTIRE S117622232
EMAP N/A

Actual:
5201 ft.

Focus Map:
1

SWTIRE:

Name:	PRESCOTT (SUNDOG) WTCS
Address:	2750 SUNDOG RANCH ROAD
City,State,Zip:	PRESCOTT, AZ 86301
Owner Name:	Yavapai County
Owner Address:	1100 Commerce Drive
Owner City,St,Zip:	Prescott, AZ 86305
Facility Type:	Used Tire Site or WTCS (<5,000)
Contact Name:	Jeff Darley
Contact Telephone:	928-771-3183

EMAP:

Name:	YAVAPAI COUNTY - SUNDOG WTCS
Address:	2750 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
ID Number:	19048.00
Township:	14N
Range:	2W
Section:	24
Quarter 1:	Not reported
Quarter 2:	Not reported
Quarter 3:	Not reported
Latitude:	34.57
Longitude:	-112.42
Collection Method:	LOCATED FROM COUNTY PARCEL INFORMATION
Place Type:	WASTE TIRE COLLECTION SITE
Place Type Code:	WTCS
Place C Code:	PP
Facility Status:	ACTIVE
End Date:	Not reported
Verified:	Y

AECOM Evaluation
Site ☐ Adjacent ☐ Area ☐ Outside ASTM ☒
Gradient with respect to presumed groundwater flow:
Up ☐ Down ☐ Cross ☐ N/A ☒
Status: Active ☐ Closed/NFA ☐ N/A ☒
Risk:
High ☐ Mod ☐ Low ☒ Ind ☐
Comments: According to EDR and information available on ADEQ's website, this facility is a transfer station or a waste tire collection site and not a landfill. This facility is not adjacent to the project corridor.

5
NW
1/4-1/2
0.366 mi.
1930 ft.

PRESCOTT LANDFILL
PRESCOTT LANDFILL (DUMP)
PRESCOTT, AZ 86301

SHWS 1000378410
N/A

Actual:
5199 ft.

Focus Map:
5

SHWS:

EPA ID:	AZD982417958
Program:	PA/SI
Site Code:	130125
Facility Id:	404
Discovery Date:	01/01/1988
Source:	Not reported
Operable Unit:	0
QWARF Area:	Not reported
Lat:	Not reported
Long:	Not reported
Lat/Long Method:	30
Comments:	Not reported

AECOM Evaluation
Site ☐ Adjacent ☐ Area ☒ Outside ASTM ☐
Gradient with respect to presumed groundwater flow:
Up ☐ Down ☐ Cross ☒ N/A ☐
Status: Active ☒ Closed/NFA ☐ N/A ☐
Risk:
High ☐ Mod ☒ Low ☐ Ind ☐
Comments: The nearest boundary of the landfill is located approximately 0.18 mile west of the western terminus of the project corridor.

6
West
1/4-1/2
0.491 mi.
2595 ft.

CITY OF PRESCOTT - SUNDOG WWTP
1500 SUNDOG RANCH RD
PRESCOTT, AZ 86301

Aquifer **S106618986**
Enforcement **N/A**
WWFAC

AECOM Evaluation
Site ☐ Adjacent ☐ Area ☐ Outside ASTM ☒
Gradient with respect to presumed groundwater flow:
Up ☐ Down ☐ Cross ☐ N/A ☒
Status: Active ☐ Closed/NFA ☐ N/A ☒
Risk:
High ☐ Mod ☐ Low ☒ Ind ☐
Comments: Not adjacent to the project corridor

Actual:
5224 ft.

Focus Map:
5

AQUIFER:

Name:	CITY OF PRESCOTT - SUNDOG WWTP
Address:	1500 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Invoice #:	100353
Place ID:	840
LTF Number:	78517
Permit Type:	APP, Individual Permit, Other Amendment
Permit Status:	I
AZ PDES Permit #:	Not reported
Facility Type:	WASTEWATER TREATMENT PLANT
Latitude:	34.571858333
Longitude:	112.430652778
Issue Date:	11/13/2019
Expire Date:	Not reported
App Name:	City Of Prescott
App Address:	1500 SUNDOG RANCH RD
App City/State/Zip:	PRESCOTT, AZ 86301
Phone:	(928) 777-1628
Email:	Not reported

ENF:

Facility ID:	840
Name:	CITY OF PRESCOTT - SUNDOG WWTP
Address:	1500 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Case ID:	118369
Facility Type:	WASTEWATER TREATMENT PLANT
Notice Type:	Not reported
Notice Issue Date:	04/30/2010
Order Type:	Not reported
Order Issue Date:	Not reported
Closed Date:	08/25/2010
Faciltiy Status:	Case Closed
Env Program:	ARIZ POLLUTANT DISCHARGE ELIMINATION SYSTEM
Notice Type Code:	Not reported

Facility ID:	840
Name:	CITY OF PRESCOTT - SUNDOG WWTP
Address:	1500 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Case ID:	4648
Facility Type:	WASTEWATER TREATMENT PLANT
Notice Type:	Not reported
Notice Issue Date:	07/01/1997
Order Type:	Not reported
Order Issue Date:	Not reported
Closed Date:	Not reported
Faciltiy Status:	Case Closed
Env Program:	AIR QUALITY
Notice Type Code:	Not reported

Facility ID:	840

CITY OF PRESCOTT - SUNDOG WWTP (Continued) **S106618986**

Name:	CITY OF PRESCOTT - SUNDOG WWTP
Address:	1500 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Case ID:	19140
Facility Type:	WASTEWATER TREATMENT PLANT
Notice Type:	Not reported
Notice Issue Date:	06/28/2000
Order Type:	Not reported
Order Issue Date:	Not reported
Closed Date:	08/06/2001
Faciltiy Status:	Case Closed
Env Program:	SMRF (STATE WASTEWATER)
Notice Type Code:	Not reported

Facility ID:	840
Name:	CITY OF PRESCOTT - SUNDOG WWTP
Address:	1500 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Case ID:	19162
Facility Type:	WASTEWATER TREATMENT PLANT
Notice Type:	Not reported
Notice Issue Date:	07/31/1997
Order Type:	Not reported
Order Issue Date:	Not reported
Closed Date:	08/06/2001
Faciltiy Status:	Case Closed
Env Program:	SMRF (STATE WASTEWATER)
Notice Type Code:	Not reported

Facility ID:	840
Name:	CITY OF PRESCOTT - SUNDOG WWTP
Address:	1500 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Case ID:	183913
Facility Type:	WASTEWATER TREATMENT PLANT
Notice Type:	Notice Of Opportunity To Correct Deficiencies
Notice Issue Date:	06/21/2019
Order Type:	Not reported
Order Issue Date:	Not reported
Closed Date:	09/10/2019
Faciltiy Status:	Case Closed
Env Program:	SMRF (STATE WASTEWATER)
Notice Type Code:	NOC

Facility ID:	840
Name:	CITY OF PRESCOTT - SUNDOG WWTP
Address:	1500 SUNDOG RANCH RD
City,State,Zip:	PRESCOTT, AZ 86301
Case ID:	116952
Facility Type:	WASTEWATER TREATMENT PLANT
Notice Type:	Not reported
Notice Issue Date:	04/30/2010
Order Type:	Not reported
Order Issue Date:	Not reported
Closed Date:	03/23/2012
Faciltiy Status:	Case Closed
Env Program:	SMRF (STATE WASTEWATER)

CITY OF PRESCOTT - SUNDOG WWTP (Continued) **S106618986**

Notice Type Code: Not reported

WWFAC:
Place ID: 840
Inventory ID: 100353
Facility Code: WWTP
Facility Type: WASTEWATER TREATMENT PLANT

Place ID: 1862
Inventory ID: 102367
Facility Code: WWTP
Facility Type: WASTEWATER TREATMENT PLANT

Count: 4 records

ORPHAN SUMMARY

AECOM Evaluation	City	EDR ID	Site Name	Site Address	Zip	Database(s)
1	PRESCOTT	A100170472	CORDES JUNCTION MAINTENACE YARD	I-17 MP 263 AT JUNCTION STATE ROUTE 69		AST
2	PRESCOTT	1023621584	PRESCOTT / SUNDOG RANCH RD LANDFILL	1.3 MI NE OF AZ 89 ON SUNDOG RANCH RD. 14N, 2W, 25	86301	FINDS
3	PRESCOTT	1023621585	PRESCOTT VALLEY MSW LANDFILL	1.3MI NE AZ 89 ON SUNDOG RANCH RD, T14N,R02W,SEC25	86301	FINDS
4	PRESCOTT VALLEY	S128176879	MI METALS, INC.	7555 E. STATE ROUTE 69, SUITE B	86314	AIRS

AECOM Evaluation

1 = Not adjacent to project corridor
2 = See EDR Map ID #5, page 32
3 = See EDR Map ID #5, page 32
4 = Not adjacent to project corridor

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 26

Source: EPA
Telephone: N/A
Last EDR Contact: 06/01/2022
Next Scheduled EDR Contact: 07/11/2022
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 26

Source: EPA
Telephone: N/A
Last EDR Contact: 06/01/2022
Next Scheduled EDR Contact: 07/11/2022
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Lists of Federal Delisted NPL sites

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 26

Source: EPA
Telephone: N/A
Last EDR Contact: 06/01/2022
Next Scheduled EDR Contact: 07/11/2022
Data Release Frequency: Quarterly

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 05/25/2021
Date Data Arrived at EDR: 06/24/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 06/27/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 26

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/01/2022
Next Scheduled EDR Contact: 07/25/2022
Data Release Frequency: Quarterly

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 26

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/01/2022
Next Scheduled EDR Contact: 07/25/2022
Data Release Frequency: Quarterly

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 02/28/2022
Date Data Arrived at EDR: 03/02/2022
Date Made Active in Reports: 03/17/2022
Number of Days to Update: 15

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

Lists of Federal RCRA TSD facilities

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 02/28/2022
Date Data Arrived at EDR: 03/02/2022
Date Made Active in Reports: 03/17/2022
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

Lists of Federal RCRA generators

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 02/28/2022
Date Data Arrived at EDR: 03/02/2022
Date Made Active in Reports: 03/17/2022
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 02/28/2022
Date Data Arrived at EDR: 03/02/2022
Date Made Active in Reports: 03/17/2022
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 02/28/2022
Date Data Arrived at EDR: 03/02/2022
Date Made Active in Reports: 03/17/2022
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 02/08/2022
Date Data Arrived at EDR: 02/11/2022
Date Made Active in Reports: 05/10/2022
Number of Days to Update: 88

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 05/05/2022
Next Scheduled EDR Contact: 08/22/2022
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 02/21/2022
Date Data Arrived at EDR: 02/23/2022
Date Made Active in Reports: 05/24/2022
Number of Days to Update: 90

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/24/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 02/21/2022
Date Data Arrived at EDR: 02/23/2022
Date Made Active in Reports: 05/24/2022
Number of Days to Update: 90

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/04/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 06/14/2022
Date Data Arrived at EDR: 06/15/2022
Date Made Active in Reports: 06/21/2022
Number of Days to Update: 6

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 06/15/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

Lists of state- and tribal (Superfund) equivalent sites

AZ NPL: NPL Detail Listing

Detailed site information for NPL sites from the Arizona Department of Environmental Quality.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 03/15/2022
Date Made Active in Reports: 06/08/2022
Number of Days to Update: 85

Source: Department of Environmental Quality
Telephone: 602-771-4609
Last EDR Contact: 05/12/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Varies

WQARF: Water Quality Assurance Revolving Fund Sites

Sites which may have an actual or potential impact upon the waters of the state, cause by hazardous substances. The WQARF program provides matching funds to political subdivisions and other state agencies for clean-up activities.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 03/11/2022
Date Made Active in Reports: 06/08/2022
Number of Days to Update: 89

Source: Department of Environmental Quality
Telephone: 602-771-4360
Last EDR Contact: 05/12/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Annually

Lists of state- and tribal hazardous waste facilities

SPL: Superfund Program List

The list is representative of the sites and potential sites within the jurisdiction of the Superfund Program Section. It is comprised of the following elements: 1) Water Quality Assurance Revolving Fund Registry Sites; 2) Potential WQARF Registry sites; 3) NPL sites; and 4) Department of Defense sites requiring SPS oversight.

Date of Government Version: 08/25/2004
Date Data Arrived at EDR: 04/04/2018
Date Made Active in Reports: 05/17/2018
Number of Days to Update: 43

Source: Department of Environmental Quality
Telephone: 602-771-4360
Last EDR Contact: 04/21/2022
Next Scheduled EDR Contact: 08/08/2022
Data Release Frequency: No Update Planned

SHWS: ZipAcids List

The ACIDS list consists of more than 750 locations subject to investigation under the State Water Quality Assurance Revolving Fund (WQARF) and Federal CERCLA programs. The list is no longer updated by the state.

Date of Government Version: 01/03/2000
Date Data Arrived at EDR: 04/11/2000
Date Made Active in Reports: 05/16/2000
Number of Days to Update: 35

Source: Department of Environmental Quality
Telephone: 602-771-4360
Last EDR Contact: 06/09/2022
Next Scheduled EDR Contact: 09/26/2022
Data Release Frequency: No Update Planned

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF: Directory of Solid Waste Facilities

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 03/31/2022
Date Made Active in Reports: 04/06/2022
Number of Days to Update: 6

Source: Department of Environmental Quality
Telephone: 602-771-2300
Last EDR Contact: 03/31/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Varies

Lists of state and tribal leaking storage tanks

LUST: Leaking Underground Storage Tank Listing

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 01/04/2022
Date Data Arrived at EDR: 01/06/2022
Date Made Active in Reports: 03/21/2022
Number of Days to Update: 74

Source: Department of Environmental Quality
Telephone: 602-771-4345
Last EDR Contact: 04/07/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Semi-Annually

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land

Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/28/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 05/28/2021
Date Data Arrived at EDR: 06/22/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 90
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

Lists of state and tribal registered storage tanks

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 10/14/2021
Date Data Arrived at EDR: 11/05/2021
Date Made Active in Reports: 02/01/2022
Number of Days to Update: 88
Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 04/04/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Varies

UST: Underground Storage Tank Listing
Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 01/04/2022
Date Data Arrived at EDR: 01/06/2022
Date Made Active in Reports: 03/21/2022
Number of Days to Update: 74
Source: Department of Environmental Quality
Telephone: 602-771-4345
Last EDR Contact: 04/07/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Annually

AST: List of Aboveground Storage Tanks
Aboveground storage tanks that the Dept. of Building & Fire Safety have permitted.

Date of Government Version: 12/05/2019
Date Data Arrived at EDR: 12/06/2019
Date Made Active in Reports: 01/31/2020
Number of Days to Update: 56
Source: Department of Building & Fire Safety
Telephone: 602-364-1003
Last EDR Contact: 06/02/2022
Next Scheduled EDR Contact: 09/19/2022
Data Release Frequency: No Update Planned

AST 2: Aboveground Storage Tank Listing
A listing of aboveground storage tank site locations.

Date of Government Version: 01/21/2022
Date Data Arrived at EDR: 01/26/2022
Date Made Active in Reports: 04/14/2022
Number of Days to Update: 78

Source: Department of Environmental Quality
Telephone: 602-771-4380
Last EDR Contact: 06/02/2022
Next Scheduled EDR Contact: 09/19/2022
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 05/28/2021
Date Data Arrived at EDR: 06/22/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 90

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/06/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/14/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 11/15/2021
Date Made Active in Reports: 02/08/2022
Number of Days to Update: 85

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

State and tribal institutional control / engineering control registries

AZURITE: Remediation and DEUR/VEMUR Tracking System

ADEQ maintains a repository listing sites remediated under programs administered by the department.

Date of Government Version: 03/01/2022
Date Data Arrived at EDR: 03/01/2022
Date Made Active in Reports: 03/09/2022
Number of Days to Update: 8

Source: Department of Environmental Quality
Telephone: 602-771-4397
Last EDR Contact: 06/09/2022
Next Scheduled EDR Contact: 09/26/2022
Data Release Frequency: Varies

AUL: DEUR Database

Activity and use limitations include both engineering controls and institutional controls. DEUR and VEMUR sites. DEUR: Declaration of Environmental Use Restriction. A restrictive land use covenant that is required when a property owner elects to use an institutional (i.e., administrative) control or engineering (i.e., physical) control as a means to meet remediation goals. The DEUR runs with and burdens the land, and requires maintenance of any institutional or engineering controls. VEMUR: Voluntary Environmental Mitigation Use Restriction. A restrictive land use covenant that, prior to July 18, 2000, was required when a property owner elected to remediate the property to non-residential uses. Effective July 18, 2000, the DEUR replaced the VEMUR as a restrictive use covenant.

Date of Government Version: 03/01/2022
Date Data Arrived at EDR: 03/01/2022
Date Made Active in Reports: 03/09/2022
Number of Days to Update: 8

Source: Department of Environmental Quality
Telephone: 602-771-4397
Last EDR Contact: 06/09/2022
Next Scheduled EDR Contact: 09/26/2022
Data Release Frequency: Varies

Lists of state and tribal voluntary cleanup sites

VCP: Voluntary Remediation Program Sites

Sites involved in the Voluntary Remediation Program.

Date of Government Version: 10/12/2021
Date Data Arrived at EDR: 12/27/2021
Date Made Active in Reports: 03/18/2022
Number of Days to Update: 81

Source: Department of Environmental Quality
Telephone: 602-771-4411
Last EDR Contact: 06/22/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27
Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 07/08/2021
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142
Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 06/15/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Varies

Lists of state and tribal brownfield sites

BROWNFIELDS: Brownfields Tracking System
Information relating to Brownfields sites in Arizona.

Date of Government Version: 10/14/2021
Date Data Arrived at EDR: 10/26/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 79
Source: Department of Environmental Quality
Telephone: 602-771-4401
Last EDR Contact: 06/22/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Varies

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 02/23/2022
Date Data Arrived at EDR: 03/10/2022
Date Made Active in Reports: 03/10/2022
Number of Days to Update: 0
Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/13/2022
Next Scheduled EDR Contact: 09/26/2022
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

SWTIRE: Solid Waste Tire Facilities
A waste tire "facility" means a solid waste facility at which waste tires are stored outdoors on any day.

Date of Government Version: 02/25/2022
Date Data Arrived at EDR: 02/28/2022
Date Made Active in Reports: 05/25/2022
Number of Days to Update: 86
Source: Department of Environmental Quality
Telephone: 602-771-4132
Last EDR Contact: 05/19/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 04/21/2022
Next Scheduled EDR Contact: 08/08/2022
Data Release Frequency: Varies

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 04/14/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 04/28/2022
Next Scheduled EDR Contact: 08/08/2022
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register
A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 02/22/2022
Date Data Arrived at EDR: 02/23/2022
Date Made Active in Reports: 05/10/2022
Number of Days to Update: 76

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/24/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: No Update Planned

CDL: Clandestine Drug Labs
A listing of drug lab seizures in Arizona.

Date of Government Version: 10/28/2019
Date Data Arrived at EDR: 10/30/2019
Date Made Active in Reports: 12/12/2019
Number of Days to Update: 43

Source: Board of Technical Registration
Telephone: 602-364-4931
Last EDR Contact: 06/14/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Varies

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 02/22/2022
Date Data Arrived at EDR: 02/23/2022
Date Made Active in Reports: 05/10/2022
Number of Days to Update: 76

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/24/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Quarterly

PFAS: PFAS Contamination Site Listing

Arizona?s Public Water System Screening for Perfluorooctanoic Acid (PFOA) and Perfluorooctane Sulfonate (PFOS) Final Report. The purpose of the grant was to screen Public Water System (PWS) drinking water wells in Arizona potentially impacted by perfluorooctanoic acid (PFOA) and/or perfluorooctane sulfonate (PFOS) contamination.

Date of Government Version: 02/18/2021
Date Data Arrived at EDR: 04/30/2021
Date Made Active in Reports: 07/26/2021
Number of Days to Update: 87

Source: Department of Environmental Quality
Telephone: 602-364-3118
Last EDR Contact: 04/28/2022
Next Scheduled EDR Contact: 08/15/2022
Data Release Frequency: Varies

AQUEOUS FOAM: Aqueous Film Forming Foam Listing

When AFFF is used, discharged or released to the environment, containment and cleanup may be required to prevent future adverse health or environmental impacts.

Date of Government Version: 11/14/2020
Date Data Arrived at EDR: 03/22/2022
Date Made Active in Reports: 04/26/2022
Number of Days to Update: 35

Source: Department of Environmenatl Quality
Telephone: 602-771-6145
Last EDR Contact: 05/12/2022
Next Scheduled EDR Contact: 08/15/2022
Data Release Frequency: Varies

Local Land Records

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 26

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 06/01/2022
Next Scheduled EDR Contact: 07/11/2022
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/21/2022
Date Data Arrived at EDR: 03/21/2022
Date Made Active in Reports: 06/14/2022
Number of Days to Update: 85

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

SPILLS: Hazardous Material Logbook
Chemical spills and incidents referred to the Emergency Response Unit.

Date of Government Version: 11/15/2001
Date Data Arrived at EDR: 06/28/2007
Date Made Active in Reports: 07/24/2007
Number of Days to Update: 26

Source: Department of Environmental Quality
Telephone: 602-771-4153
Last EDR Contact: 05/19/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Varies

SPILLS 90: SPILLS90 data from FirstSearch
Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 12/11/2001
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/11/2013
Number of Days to Update: 39

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 02/28/2022
Date Data Arrived at EDR: 03/02/2022
Date Made Active in Reports: 03/17/2022
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites
The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/01/2021
Date Data Arrived at EDR: 02/15/2022
Date Made Active in Reports: 05/10/2022
Number of Days to Update: 84

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 05/17/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Varies

DOD: Department of Defense Sites
This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 06/07/2021
Date Data Arrived at EDR: 07/13/2021
Date Made Active in Reports: 03/09/2022
Number of Days to Update: 239

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 04/12/2022
Next Scheduled EDR Contact: 07/25/2022
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands
Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 04/05/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 05/06/2022
Next Scheduled EDR Contact: 08/22/2022
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 03/21/2022
Date Data Arrived at EDR: 03/21/2022
Date Made Active in Reports: 06/14/2022
Number of Days to Update: 85

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 04/28/2022
Next Scheduled EDR Contact: 08/15/2022
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 05/06/2022
Next Scheduled EDR Contact: 08/15/2022
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/17/2020
Date Made Active in Reports: 09/10/2020
Number of Days to Update: 85
Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/14/2022
Next Scheduled EDR Contact: 09/26/2022
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 08/14/2020
Date Made Active in Reports: 11/04/2020
Number of Days to Update: 82
Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/20/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 01/19/2022
Date Data Arrived at EDR: 01/19/2022
Date Made Active in Reports: 04/11/2022
Number of Days to Update: 82
Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 04/20/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 26
Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 06/01/2022
Next Scheduled EDR Contact: 09/12/2022
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/04/2022
Date Made Active in Reports: 05/10/2022
Number of Days to Update: 6
Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 04/18/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 01/25/2022
Date Data Arrived at EDR: 02/03/2022
Date Made Active in Reports: 02/25/2022
Number of Days to Update: 22

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 06/01/2022
Next Scheduled EDR Contact: 08/15/2022
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 01/20/2022
Date Data Arrived at EDR: 01/20/2022
Date Made Active in Reports: 03/25/2022
Number of Days to Update: 64

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 04/08/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 03/31/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 03/11/2022
Date Data Arrived at EDR: 03/15/2022
Date Made Active in Reports: 06/14/2022
Number of Days to Update: 91

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 04/18/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 11/30/2021
Date Made Active in Reports: 02/22/2022
Number of Days to Update: 84

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 06/02/2022
Next Scheduled EDR Contact: 09/12/2022
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 05/25/2022
Next Scheduled EDR Contact: 09/12/2022
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019
Date Data Arrived at EDR: 11/06/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 96

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 05/06/2022
Next Scheduled EDR Contact: 08/15/2022
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 06/23/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/02/2020
Date Data Arrived at EDR: 01/28/2020
Date Made Active in Reports: 04/17/2020
Number of Days to Update: 80

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 04/26/2022
Next Scheduled EDR Contact: 08/08/2022
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 01/14/2022
Date Made Active in Reports: 03/25/2022
Number of Days to Update: 70

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 04/04/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 03/02/2022
Date Made Active in Reports: 03/25/2022
Number of Days to Update: 23

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 06/21/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 04/05/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 07/26/2021
Date Data Arrived at EDR: 07/27/2021
Date Made Active in Reports: 10/22/2021
Number of Days to Update: 87

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 04/28/2022
Next Scheduled EDR Contact: 08/15/2022
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/30/2019
Date Data Arrived at EDR: 11/15/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 74

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/16/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 04/27/2022
Date Data Arrived at EDR: 05/05/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 26

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 09/01/2022
Next Scheduled EDR Contact: 07/11/2022
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/01/2022
Date Data Arrived at EDR: 02/23/2022
Date Made Active in Reports: 05/24/2022
Number of Days to Update: 90

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 05/25/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Semi-Annually

MINES VIOLATIONS: MSHA Violation Assessment Data

Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 03/21/2022
Date Data Arrived at EDR: 03/22/2022
Date Made Active in Reports: 03/25/2022
Number of Days to Update: 3

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 05/26/2022
Next Scheduled EDR Contact: 09/12/2022
Data Release Frequency: Quarterly

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 05/06/2020
Date Data Arrived at EDR: 05/27/2020
Date Made Active in Reports: 08/13/2020
Number of Days to Update: 78

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/27/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/27/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/10/2022
Date Data Arrived at EDR: 03/10/2022
Date Made Active in Reports: 06/14/2022
Number of Days to Update: 96

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 06/14/2022
Next Scheduled EDR Contact: 09/19/2022
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 05/13/2022
Date Data Arrived at EDR: 05/18/2022
Date Made Active in Reports: 05/31/2022
Number of Days to Update: 13

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 05/18/2022
Next Scheduled EDR Contact: 09/12/2022
Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 01/01/2022
Date Data Arrived at EDR: 01/04/2022
Date Made Active in Reports: 01/10/2022
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 04/05/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites
A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 01/11/2022
Date Made Active in Reports: 02/14/2022
Number of Days to Update: 34
Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 04/12/2022
Next Scheduled EDR Contact: 07/25/2022
Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing
A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/21/2021
Date Made Active in Reports: 08/11/2021
Number of Days to Update: 82
Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 05/19/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing
This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 02/17/2022
Date Data Arrived at EDR: 02/17/2022
Date Made Active in Reports: 05/10/2022
Number of Days to Update: 82
Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/17/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Quarterly

AIRS: Arizona Airs Database
Arizona major (has the potential to emit over 100 tons of criteria pollutant) and minor (below 100 tons) sources.

Date of Government Version: 03/25/2022
Date Data Arrived at EDR: 03/31/2022
Date Made Active in Reports: 06/27/2022
Number of Days to Update: 88
Source: Department of Environmental Quality
Telephone: 602-771-2344
Last EDR Contact: 06/22/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Semi-Annually

AQUIFER: Aquifer Protection Permits List
Facilities with an Aquifer Protection permit (APP), that discharges either directly to an aquifer or to the land surface or the vadose zone in such a manner that there is a reasonable probability that the pollutant will reach an aquifer.

Date of Government Version: 10/01/2021
Date Data Arrived at EDR: 10/07/2021
Date Made Active in Reports: 11/05/2021
Number of Days to Update: 29
Source: Department of Environmental Quality
Telephone: 602-771-4623
Last EDR Contact: 05/04/2022
Next Scheduled EDR Contact: 08/22/2022
Data Release Frequency: Semi-Annually

DOD: Department of Defense Sites
These sites are federal facilities that are either being assessed for potential contamination, or have active remediation taking place on them.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 03/11/2022
Date Made Active in Reports: 06/08/2022
Number of Days to Update: 89
Source: Department of Environmental Quality
Telephone: 602-771-4360
Last EDR Contact: 05/12/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Annually

DRY WELLS: Drywell Registration
A drywell is a bored, drilled, or driven shaft or hole whose depth is greater than its width and is designed and constructed specifically for the disposal of storm water.

Date of Government Version: 06/10/2019
Date Data Arrived at EDR: 06/13/2019
Date Made Active in Reports: 08/20/2019
Number of Days to Update: 68

Source: Department of Environmental Quality
Telephone: 602-771-4686
Last EDR Contact: 05/17/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Semi-Annually

DRYCLEANERS: Drycleaner Facility Listing
A listing of drycleaner facilities in Arizona.

Date of Government Version: 06/17/2019
Date Data Arrived at EDR: 07/20/2020
Date Made Active in Reports: 10/07/2020
Number of Days to Update: 79

Source: Department of Environmental Quality
Telephone: 602-771-4335
Last EDR Contact: 06/09/2022
Next Scheduled EDR Contact: 09/26/2022
Data Release Frequency: No Update Planned

EMAP: All Places of Interest Listing
A listing of all places of interest to the Department of Environmental Quality, including air, waste and water sites.

Date of Government Version: 02/28/2022
Date Data Arrived at EDR: 03/01/2022
Date Made Active in Reports: 05/25/2022
Number of Days to Update: 85

Source: Department of Environmental Quality
Telephone: 602-771-4380
Last EDR Contact: 05/25/2022
Next Scheduled EDR Contact: 09/12/2022
Data Release Frequency: Varies

ENF: Enforcement and Violation Listing
A listing of enforcement and violation cases in the state of Arizona.

Date of Government Version: 02/01/2022
Date Data Arrived at EDR: 02/03/2022
Date Made Active in Reports: 04/27/2022
Number of Days to Update: 83

Source: Department of Environmental Quality
Telephone: 602-771-4424
Last EDR Contact: 04/21/2022
Next Scheduled EDR Contact: 08/08/2022
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing
Financial assurance information for ust sites.

Date of Government Version: 06/17/2021
Date Data Arrived at EDR: 06/22/2021
Date Made Active in Reports: 09/16/2021
Number of Days to Update: 86

Source: Department of Environmental Quality
Telephone: 602-771-4258
Last EDR Contact: 06/14/2022
Next Scheduled EDR Contact: 10/03/2022
Data Release Frequency: Varies

AZ MANIFEST: Manifest Information
Hazardous waste manifest information

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 06/15/2021
Date Made Active in Reports: 09/09/2021
Number of Days to Update: 86

Source: Department of Environmental Quality
Telephone: N/A
Last EDR Contact: 06/09/2022
Next Scheduled EDR Contact: 09/26/2022
Data Release Frequency: Annually

NPDES: Notice of Intent Construction Stormwater General Permits Database
NPDES permit sites

Date of Government Version: 03/15/2022
Date Data Arrived at EDR: 03/17/2022
Date Made Active in Reports: 06/14/2022
Number of Days to Update: 89

Source: Department of Environmental Quality
Telephone: 602-771-4424
Last EDR Contact: 03/17/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Varies

VAPOR: Vapor Intrusion
A listing of vapor intrusion site locations

Date of Government Version: 04/21/2021
Date Data Arrived at EDR: 04/22/2021
Date Made Active in Reports: 07/09/2021
Number of Days to Update: 78

Source: Department of Environmental Quality
Telephone: 602-771-4197
Last EDR Contact: 06/22/2022
Next Scheduled EDR Contact: 10/10/2022
Data Release Frequency: Varies

UIC: Underground Injection Control Wells
Underground injection control wells.

Date of Government Version: 09/30/2015
Date Data Arrived at EDR: 02/05/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 60

Source: Arizona Geological Survey
Telephone: 520-770-3500
Last EDR Contact: 04/21/2022
Next Scheduled EDR Contact: 08/08/2022
Data Release Frequency: Varies

WWFAC: Waste Water Treatment Facilities
Statewide list of waste water treatment facilities.

Date of Government Version: 07/09/2012
Date Data Arrived at EDR: 07/23/2012
Date Made Active in Reports: 09/06/2012
Number of Days to Update: 45

Source: Department of Environmental Quality
Telephone: 602-771-4623
Last EDR Contact: 04/14/2022
Next Scheduled EDR Contact: 08/01/2022
Data Release Frequency: Varies

PCS: Permit Compliance System
PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 07/14/2011
Date Data Arrived at EDR: 08/05/2011
Date Made Active in Reports: 09/29/2011
Number of Days to Update: 55

Source: EPA, Office of Water
Telephone: 202-564-2496
Last EDR Contact: 03/31/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Semi-Annually

MINES MRDS: Mineral Resources Data System
Mineral Resources Data System

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 10/21/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 3

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 05/27/2022
Next Scheduled EDR Contact: 09/05/2022
Data Release Frequency: Varies

PCS ENF: Enforcement data
No description is available for this data

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 02/05/2015
Date Made Active in Reports: 03/06/2015
Number of Days to Update: 29

Source: EPA
Telephone: 202-564-2497
Last EDR Contact: 03/31/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Varies

PCS INACTIVE: Listing of Inactive PCS Permits
An inactive permit is a facility that has shut down or is no longer discharging.

Date of Government Version: 11/05/2014
Date Data Arrived at EDR: 01/06/2015
Date Made Active in Reports: 05/06/2015
Number of Days to Update: 120

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 03/31/2022
Next Scheduled EDR Contact: 07/18/2022
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA HWS: Recovered Government Archive State Hazardous Waste Facilities List

The EDR Recovered Government Archive State Hazardous Waste database provides a list of SHWS incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Quality in Arizona.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/02/2014
Number of Days to Update: 185

Source: Department of Environmental Quality
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Quality in Arizona.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/15/2014
Number of Days to Update: 198

Source: Department of Environmental Quality
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Quality in Arizona.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/02/2014
Number of Days to Update: 185

Source: Department of Environmental Quality
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 12/03/2021
Date Data Arrived at EDR: 02/11/2022
Date Made Active in Reports: 05/06/2022
Number of Days to Update: 84

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 05/09/2022
Next Scheduled EDR Contact: 08/22/2022
Data Release Frequency: No Update Planned

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 10/29/2021
Date Made Active in Reports: 01/19/2022
Number of Days to Update: 82

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 04/28/2022
Next Scheduled EDR Contact: 08/08/2022
Data Release Frequency: Quarterly

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 11/30/2021
Date Made Active in Reports: 02/18/2022
Number of Days to Update: 80

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/16/2022
Next Scheduled EDR Contact: 08/29/2022
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/03/2022
Next Scheduled EDR Contact: 09/19/2022
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: Endeavor Business Media
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data
Source: Endeavor Business Media
This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association’s annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics’ primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics’ primary database on private school locations in the United States.

Daycare Centers: Child Care Facilities & Group Homes
Source: Department of Health Services
Telephone: 602-674-4220

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Riparian Vegetation Associated with Perennial Waters

Source: State Land Department
Telephone: 602-542-4094

STREET AND ADDRESS INFORMATION

MONITOR/PIEZOMETER WELL

FILING FEE: $10.00

DEPARTMENT OF WATER RESOURCES (DWR)
NOTICE OF INTENTION TO DRILL
MONITOR/PIEZOMETER WELL

MONITOR/PIEZOMETER WELL

Section 45-596, Arizona Revised Statutes and Rule R12-15-817 provide: Prior to drilling a monitor or piezometer well, the well owner or lessee shall file a Notice of Intention to Drill on a form provided by the Department.

WELL/LAND LOCATION

1. Township 14 N/S
   Range 2 E/W
   Section 25
   List 10-acre subdivision:
   NW ¼, NE ¼, NW ¼

2. County YAVAPAI

3. Applicant:
   Water Resources Associates, Inc.
   Name
   2702 N. 44th St, #101-B
   Address
   Phoenix, AZ 85008
   City State Zip

4. Marvin F. Glotfelty, P.G.
   Name of Contact Person
   Phone: (602) 381-1844
   Agency:

5. Owner of Well:
   YAVAPAI COUNTY
   Name
   255 E. Gurley Street
   Address
   Prescott AZ 86301
   City State Zip

6. Purpose of well drilled pursuant to this Notice:
   Monitor X
   Piezometer

7. If for Deepening; Well Registration No. 55-

8. Owner of land:
   YAVAPAI COUNTY
   Name
   255 E. Gurley Street
   Address
   Prescott AZ 86301
   City State Zip
   (602) 771-3183
   Telephone No.

9. Construction will start:
   June 9 1989
   Month Day Year

10. Period well will remain in use: 30 ~~months~~/years

DO NOT WRITE IN THIS SPACE
OFFICE RECORD

File No. 13(14-2)25 bab

Filed: 6-2-89 By ek

Input: ENTERED JUN 12 1989

Duplicate Mailed: 6-9-89 By ek

Registration No. 55-524853

AMA/INA Prescott

W/S 05 S/B 01

11. For monitoring wells, is pump equipment to be installed? NOT AT PRESENT

(a) If so, what will be the design pump capacity 35 gpm in gallons per minute

(b) Type of pump (submersible, turbine, etc.)
SUBMERSIBLE

(c) What use will be made of the water?
WATER QUALITY ANALYSIS

12. Proposed method of abandonment of well after project is completed:
PURSUANT TO ADWR RULE R12-15-816

13. Drilling firm:
JIM WILLIAMS WELL DRLG
Name
414 N. Arizona Ave
Address
PRESCOTT AZ 86301
City State Zip
DWR No. 6
ROC No. 28997
DWR License & ROC Nos.

(continued on reverse)

GENERAL INSTRUCTIONS

Complete this form in DUPLICATE and mail to Department of Water Resources, 15 South 15th Avenue, Phoenix, Arizona 85007. FILING FEE MUST ACCOMPANY THIS NOTICE.

I state that this Notice is filed in compliance with Rule R12-15-809, and is complete and correct to the best of my knowledge and belief and that I understand the conditions set forth on the reverse side of this form.

DATE 6/2/89

Marvin S Glotfelty
Signature of Applicant

JUN 1989 HYDROLOGY APPROVED RKP

NR 55-82-9/88

13. Is this well to monitor existing contamination? NO Potential contamination? YES
Please explain WELL USED TO CONDUCT FEASIBILITY STUDY FOR PROPOSED LANDFILL SITE

14. If construction plans have been coordinated with Az. Dept. Health Services, Environmental Health Division, who is the agency contact? N/A
If construction plans have been coordinated with Az. Dept. Water Resources, Hydrology/ Remedial Action Division, who is the division contact? N/A

15. WELL CONSTRUCTION PLAN

a) Drilling method (mud rotary, hollow-stem auger, etc.) Air Rotary

b) Borehole diameters:
15 inches from 0 feet to 20 feet
8 1/2 inches from 20 feet to 150 feet
____ inches from ____ feet to ____ feet

c) Casing materials (PVC, steel, stainless steel, etc.):
material STEEL diameter 10 3/4 inches from 0 feet to 20 feet
material STEEL diameter 4 1/2 inches from 20 feet to 150 feet
material ____ diameter ____ inches from ____ feet to ____ feet

d) Method of sealing at reductions WELDED RING BETWEEN 10 3/4-inch AND 4 1/2-inch CASING

e) Annular seal materials (cement, grout, etc.) and method of placement(tremied,circulated:)
material CEMENT GROUT method TREMIE from 0 feet to 40 feet
material ____ method ____ from ____ feet to ____ feet
material ____ method ____ from ____ feet to ____ feet

f) Gravel packs (state material, and whether natural or artificial):
material TACNA SAND - ARTIFICIAL PACK from 40 feet to 150 feet
material ____ from ____ feet to ____ feet

g) Perforations (if pre-manufactured, please give specs of perforations or screens):
type SAW CUT SLOTS IN OFF-SET PATTERN, TO from 45 feet to 145 feet
~~type~~ EXPOSE ALL VERTICAL LOCATIONS TO THE AQUIFER from ____ feet to ____ feet

h) Method of well development (bail, air lift, surge) AIR LIFT

i) Will surface or conductor casing extending above grade be used to protect the aquifer from additional surface contaminants during drilling and construction? YES

16. Include detailed construction diagram, if available. NONE AVAILABLE

17. Is the proposed wellsite within 100 feet of a septic tank system, sewage disposal area, landfill, hazardous waste facility or storage area of hazardous materials? Yes X No __
If yes, a request for a variance must accompany this application pursuant to R12-15-820. SEE ATTACHED LETTER

CONDITIONS

I. Construction and abandonment standards for all wells shall be in accordance with DWR rules R12-15-811 and R12-15-816.
II. Drilling of the well shall be completed within one (1) year after the date of Notice.
III. A Well Driller Report, DWR-55-6-5/83, is required within 30 days of completion of drilling. A Completion Report, DWR-55-7-3/83, is required to be filed with the Department within 10 days after installation of pump equipment for monitor wells.
IV. Pump equipment may not be installed on a well drilled for piezometer purposes. If a monitor well is pumped, pumping is limited to the minimum amount required for monitor purposes, but in no case may exceed 35 gallons per minute and an annual amount of 10 acre feet total.
V. Special construction standards required pursuant to R12-15-821: ____

STATE OF ARIZONA
DEPARTMENT OF WATER RESOURCES
15 South 15th Avenue
Phoenix, Arizona 85007

P-3

WELL DRILLER REPORT

This report should be prepared by the driller in all detail and filed with the Department within 30 days following completion of the well.

1. Owner YAVAPAI COUNTY
   Name
   255 E. Gurley Street, Prescott, Arizona 86301
   Mailing Address
2. Driller Jim Williams Well Drilling A-04 06888 DWR#6
   Name
   414 N. Arizona Street, Prescott, Arizona 86301
   Mailing Address
3. Location of well: B(14-2)25 bab ?
4. Permit No. 55-524853 (If issued)

RECEIVED AUG 18 1989 OPERATIONS DIV.

DESCRIPTION OF WELL

5. Total depth of hole 155 ft.
6. Type of casing steel
7. Diameter and length of casing 6 5/8 in. from 0 to 20, 4 1/2 in from 0 to 121.
8. Method of sealing at reduction points cement
9. Perforated from 80 to 120, from ____ to ____, from ____ to ____.
10. Size of cuts 1/8-inch x 3-inch Number of cuts per foot 8
11. If screen was installed: Length ____ ft. Diam ____ in. Type ____
12. Method of construction drilled
    drilled, dug, driven, bored, jetted, etc
13. Date started July (Month) 27 (Day) 1989 (Year)
14. Date completed July (Month) 28 (Day) 1989 (Year)
15. Depth to water 85.65 ft. (If flowing well, so state)
16. Describe point from which depth measurements were made, and give sea-level elevation if available land surface, approximately 5,260 ft. (MSL)
17. If flowing well, state method of flow regulation: ____
18. Remarks: ____

DO NOT WRITE IN THIS SPACE
OFFICE RECORD

REG. No. ____

File No. ____

ENTERED AUG 21 1989

Entered ____ By ____

DWR-55-6-Rev. 2/89

LOG OF WELL

Indicate depth at which water was first encountered, and the depth and thickness of water bearing beds. If water is artesian, indicate depth at which encountered, and depth to which it rose in well.

From (feet)	To (feet)	Description of formation material
0	15	Sandy clay
15	55	Gravelly sand with minor clay
55	70	Clayey sand
70	155	Decomposed granite

I hereby certify that this well was drilled by me (or under my supervision), and that each and all statements herein contained are true to the best of my knowledge and belief.

Driller Jimmy D. Williams
Name

414 North ARIZONA STREET
Address

PRESCOTT ARIZONA 86301
City State Zip

Date August 10, 1989

6/9/89

YAVAPAI COUNTY
255 E. GURLEY STREET
PRESCOTT, AZ. 86301

ARIZONA DEPARTMENT OF WATER RESOURCES
15 South 15th Avenue, Phoenix, AZ 85007

Registration No. 55-524852 55-524853
File No. B(14-2)25bdc B(14-2)25bab

Dear Well Owner:

Enclosed for your records is an annotated copy of the Notice of Intention to Drill an exploration well which was recently filed with this Department. This is returned to you as evidence of compliance with A.R.S. §45-596. Your designated driller has been mailed separately a Well Drilling Card which he is required to have in his possession before commencing to drill the well.

[X] Since this well is being drilled as a monitor well, or for cathodic protection, grounding, geotechnical or piezometer purposes, our standard driller report form is also being furnished to the driller which he is required to complete and return to the Department within 30 days after the completion of drilling. A Completion Report form is being furnished for monitor wells where pump equipment is authorized to be installed as part of this packet so that you may submit the report within 30 days after the installation of pumping equipment on a monitor well as required by A.R.S. §45-600.

[ ] This well is authorized to be drilled for mineral exploration purposes. Because of this, no pump equipment may be installed. A Project Completion Report is being furnished your designated driller for each hole to be drilled. Your driller is required to submit this Project Completion Report within 30 days after completion of drilling. You should insist that this is done.

For monitor, geotechnical, cathodic protection, grounding and piezometer wells, you should obtain the written permission of the Department of Water Resources before proceeding with the drilling in the event that you determine it necessary to change the location of the proposed well. A properly signed amended Drilling Card must be in the possession of the driller before drilling commences at a different location than originally authorized.

For your future use, a Change of Well Information form is enclosed should it become needed. Per A.R.S. §45-593, the person to whom a well is registered shall notify this Department of a change of ownership of the well and/or information pertaining to the physical characteristics of the well, including abandonment, in order to keep the well registration file current and accurate.

Sincerely,

R. A. Gessner
Chief, Operations Division

RAG:
Enclosures
DWR-55-8-8/84

WATER RESOURCES ASSOCIATES, INC.
2702 N. 44th ST. #101-B
PHOENIX, AZ. 85008

STATE OF ARIZONA
DEPARTMENT OF WATER RESOURCES
WATER RIGHTS ADMINISTRATION
99 EAST VIRGINIA
PHOENIX, ARIZONA 85004

RECEIPT

KIND ENTRY	FILE REFERENCE NO.
55	524852
	THRU
55	524853

YAVAPAI COUNTY

FUND SOURCE	ACCOUNT NO. AGENCY	CHAPTER	DIV.	INT. ACCT.	ITEM DESCRIPTION	RATE	$ AMOUNT
					FILING FEE FOR NOTICES OF INTENTION TO	10.00	20.00
					DRILL WELLS		
					FILE# REGISTRATION#		
					B(14-2)25bdc 55-524852		
					~~B(14-2)25bdc 55-524852~~		

JUN 9 1989

6/9/89/ek
CHIT#4619

TOTAL $ 20.00

MONITOR/PIEZOMETER WELL

FILING FEE: $10.00

DEPARTMENT OF WATER RESOURCES (DWR)
NOTICE OF INTENTION TO DRILL
MONITOR/PIEZOMETER WELL

MONITOR/PIEZOMETER WELL

(P-5)

RECEIVED
OCT 6 1989
DEPT. OF WATER RESOURCES

Section 45-596, Arizona Revised Statutes and Rule R12-15-817 provide: Prior to drilling a monitor or piezometer well, the well owner or lessee shall file a Notice of Intention to Drill on a form provided by the Department.

WELL/LAND LOCATION

1. Township 14 N/~~S~~
   Range 2 ~~E~~/W
   Section 25
   List 10-acre subdivision:
   SE ¼, NE ¼, NW ¼

2. County YAVAPAI

3. Applicant:
   WATER RESOURCES ASSOC. INC.
   Name
   2702 N. 44th St, #101-B
   Address
   PHOENIX AZ 85008
   City State Zip

4. WILLIAM G. WELLENDORF, P.G.
   Name of Contact Person
   Phone: 381-1844
   Agency:

5. Owner of Well:
   YAVAPAI COUNTY
   Name
   255 E. GURLEY STREET
   Address
   PRESCOTT AZ 86301
   City State Zip

6. Purpose of well drilled pursuant to this Notice:
   Monitor X
   Piezometer

7. If for Deepening; Well Registration No. 55-

8. Owner of land:
   AZ. STATE LAND DEPT
   Name
   1624 W. ADAMS STREET
   Address
   PHOENIX AZ
   City State Zip
   (602) 255-4631
   Telephone No.

9. Construction will start:
   10 20 1989
   Month Day Year

10. Period well will remain in use: 30 ~~months~~/years

DO NOT WRITE IN THIS SPACE
OFFICE RECORD
File No. B(14-2)25 bad
Filed: 10-6-89 By ak
Input: ENTERED OCT 16 1989 By
Duplicate Mailed: 10-12-89 By ak
Registration No. 55-526204
AMA/INA Prescott
W/S 05 S/B 01

11. For monitoring wells, is pump equipment to be installed? NO
   (a) If so, what will be the design pump capacity N/A in gallons per minute?
   (b) Type of pump (submersible, turbine, etc.)
   N/A
   (c) What use will be made of the water?
   Water Quality Analysis

12. Proposed method of abandonment of well after project is completed:
   Pursuant to ADWR Rule R12-15-816

13. Drilling firm:
   JIM WILLIAMS DRILL.
   Name
   414 N. Arizona Ave.
   Address
   PRESCOTT, AZ 86301
   City State Zip
   DWR: A-4 ROC: 28997
   DWR License & ROC Nos.

OCT 1989
HYDROLOGIST
APPROVED

GENERAL INSTRUCTIONS (continued on reverse)

Complete this form in DUPLICATE and mail to Department of Water Resources, 99 South 15th Avenue, Phoenix, Arizona 85007. FILING FEE MUST ACCOMPANY THIS NOTICE.

I state that this Notice is filed in compliance with Rule R12-15-809, and is complete and correct to the best of my knowledge and belief and that I understand the conditions set forth on the reverse side of this form.

DATE 10-6-89

Wm. G. Wellendorf
Signature of Applicant

WR 55-82-9/88

13. Is this well to monitor existing contamination? NO Potential contamination? YES
Please explain WELL USED TO CONDUCT MONITORING AT PROPOSED LANDFILL SITE

14. If construction plans have been coordinated with Az. Dept. Health Services, Environmental Health Division, who is the agency contact? N/A
If construction plans have been coordinated with Az. Dept. Water Resources, Hydrology/ Remedial Action Division, who is the division contact? N/A

15. WELL CONSTRUCTION PLAN

a) Drilling method (mud rotary, hollow-stem auger, etc.) AIR-ROTARY

b) Borehole diameters:
15 inches from 0 feet to 20 feet
8-1/2 inches from 20 feet to 150 feet
inches from feet to feet

c) Casing materials (PVC, steel, stainless steel, etc.):
material Steel diameter 10-3/4 inches from 0 feet to 20 feet
material PVC diameter 4-1/2 inches from 20 feet to 150 feet
material diameter inches from feet to feet

d) Method of sealing at reductions NO REDUCTIONS

e) Annular seal materials (cement, grout, etc.) and method of placement(tremied,circulated:)
material CEMENT GROUT method TREMIE from 0 feet to 20 feet
material method from feet to feet
material method from feet to feet

f) Gravel packs (state material, and whether natural or artificial):
material TACNA SAND - ARTIFICIAL PACK from 20 feet to 150 feet
material from feet to feet

g) Perforations (if pre-manufactured, please give specs of perforations or screens):
type SAW-CUT SLOTS from 75 feet to 145 feet
type from feet to feet

h) Method of well development (bail, air lift, surge) AIR LIFT

i) Will surface or conductor casing extending above grade be used to protect the aquifer from additional surface contaminants during drilling and construction? yes

16. Include detailed construction diagram, if available. NONE AVAILABLE

17. Is the proposed wellsite within 100 feet of a septic tank system, sewage disposal area, landfill, hazardous waste facility or storage area of hazardous materials? Yes__ No X
If yes, a request for a variance must accompany this application pursuant to R12-15-820.

CONDITIONS

I. Construction and abandonment standards for all wells shall be in accordance with DWR rules R12-15-811 and R12-15-816.
II. Drilling of the well shall be completed within one (1) year after the date of Notice.
III. A Well Driller Report, DWR-55-6-5/83, is required within 30 days of completion of drilling. A Completion Report, DWR-55-7-3/83, is required to be filed with the Department within 10 days after installation of pump equipment for monitor wells.
IV. Pump equipment may not be installed on a well drilled for piezometer purposes. If a monitor well is pumped, pumping is limited to the minimum amount required for monitor purposes, but in no case may exceed 35 gallons per minute and an annual amount of 10 acre feet total.
V. Special construction standards required pursuant to R12-15-821:

STATE OF ARIZONA
DEPARTMENT OF WATER RESOURCES
15 South 15th Avenue
Phoenix, Arizona 85007

WELL DRILLER REPORT

This report should be prepared by the driller in all detail and filed with the Department within 30 days following completion of the well.

1. Owner YAVAPAI COUNTY
   Name
   255 E. Gurley Street, Prescott, Arizona 86301
   Mailing Address

2. Driller JIM WILLIAMS DRILLING
   Name
   414 N. Arizona Street, Prescott, Arizona 86301
   Mailing Address

3. Location of well: B(14-2)25bad

4. Permit No. 55-526204 (If issued)

DESCRIPTION OF WELL

5. Total depth of hole 123 ft.

6. Type of casing Carbon steel surface, PVC well casing

7. Diameter and length of casing 6-5/8 in. from 0 to 20ft, 4 in from 0 to 120 ft.

8. Method of sealing at reduction points Cement Grout

9. Perforated from 100' to 120', from ____ to ____, from ____ to ____.

10. Size of cuts 0.025 Number of cuts per foot 20

11. If screen was installed: Length 20 ft. Diam 4 in. Type Machine Slotted

12. Method of construction Air Rotary
    drilled, dug, driven, bored, jetted, etc

13. Date started 10 (Month) 23 (Day) 1989 (Year)

14. Date completed 10 (Month) 26 (Day) 1989 (Year)

15. Depth to water 111 ft. (If flowing well, so state)

16. Describe point from which depth measurements were made, and give sea-level elevation if available from T.O.C.

17. If flowing well, state method of flow regulation: ____

18. Remarks: ____

DO NOT WRITE IN THIS SPACE
OFFICE RECORD

REG. No. 55-526204

File No. B(14-2)25bad

Entered ENTERED NOV 21 1989 By ____

DWR-55-55-2/89

NOV 15 1989

LOG OF WELL

Indicate depth at which water was first encountered, and the depth and thickness of water bearing beds. If water is artesian, indicate depth at which encountered, and depth to which it rose in well.

From (feet)	To (feet)	Description of formation material
0	10	SANDY CLAY
10	20	CLAYEY SAND
20	123	GRAVELLY SAND

I hereby certify that this well was drilled by me (or under my supervision), and that each and all statements herein contained are true to the best of my knowledge and belief.

Driller Jimmy D. Williams
Name

414 N. ARIZ. ST.
Address

PRESCOTT, ARIZ. 86301
City State Zip

Date NOV. 13, 1989

10/12/89

YAVAPAI COUNTY
255 E. GURLEY ST.
PRESCOTT AZ 86301

ARIZONA
DEPARTMENT
OF WATER
RESOURCES

Rose Mofford, Governor
N. W. Plummer
Director

15 South 15th Avenue
Phoenix, Arizona 85007

RE: Registration No. 55-526204
File No. B(14-2)25bad

Dear Well Owner:

Enclosed for your records is an annotated copy of the Notice of Intention to Drill a monitor or exploration well which you recently filed with this Department. This is returned to you as evidence of compliance with A.R.S. § 45-596. Your designated driller has been mailed a Well Drilling Card which he must have in his possession before commencing to drill.

☐ Since this well is being authorized as a monitor well, or for cathodic protection, grounding, geotechnical or piezometer purposes, our standard driller report form is being furnished to the driller which he must complete and return within 30 days after the completion of drilling. A Completion Report form is being furnished to you for monitor wells where pump equipment is authorized to be installed so that you may submit the report within 30 days after the installation of pumping equipment as required by A.R.S. § 45-600.

☐ This well is authorized for mineral exploration purposes. Because of this, no pump equipment may be installed. A Project Completion Report is being furnished your designated driller for each hole to be drilled. He is required to submit the Project Completion Report within 30 days after completion of drilling. You should insist that this be done.

In the event that you determine it necessary to change the location of the proposed well, you must obtain the written approval of the Department of Water Resources before proceeding with the drilling. A properly-signed amended Drilling Card must be in the possession of the driller before drilling commences at a different location than originally authorized.

For your future use, A Change of Well Information form is enclosed should it become needed. Per A.R.S. § 45-593, the person to whom a well is registered shall notify this Department of a change of ownership of the well and/or information pertaining to the physical characteristics of the well, including abandonment, in order to keep the well registration file current and accurate.

Sincerely,

Richard A. Gessner

Richard A. Gessner
Chief, Operations Division

Enclosures

WATER RESOURCES ASSOC., INC.
2702 N. 44th ST. #101-B
PHX AZ 85008

STATE OF ARIZONA
DEPARTMENT OF WATER RESOURCES
WATER RIGHTS ADMINISTRATION
99 EAST VIRGINIA
PHOENIX, ARIZONA 85004

RECEIPT

KIND ENTRY	FILE REFERENCE NO.
55	526204
	THRU

YAVAPAI COUNTY

FUND SOURCE	ACCOUNT NO. AGENCY	CHAPTER	DIV.	INT. ACCT.	ITEM DESCRIPTION	RATE	$ AMOUNT
1					FILING FEE FOR NOTICE OF INTENTION TO DRILL		10.00
					WELL		
					FILE# B(14-2) 25bad REGISTRATION# 55-526204		

PAID
OCT 12 1989
PAID

10/12/89/ek
CHIT0414

TOTAL $ 10.00

#		PERMITDT	EXPIRES	WELL TYPE	55 NO.	QD	T	R	SCT	160	40	10	LOG	CRT	OWNER	COMPANY
1	91	14-OCT-97	17-SEP-98	EXEMPT Not drilled	564844	B	14	3	34	B	C	D			GRANT BUMA 920 W LYNWOOD PHOENIX AZ 85007	
	91	15-OCT-97	28-SEP-98	EXEMPT Not drilled	564992	B	13	2	10	D	B	D			DALE K JENSEN 3250 RANCHO EL ENCINO COVINA CA 91724	
3	91	17-OCT-97	23-SEP-98	NON-EXEMPT Drilled under another #	564914	B	11	4	18	B	C	A			REX MAUGHAN P O BOX 29041 PHOENIX AZ 85038	
	91	22-OCT-97	21-SEP-98	EXEMPT not drilled	564902	B	16	3	25	A	A	A			170 HORSESHOE LOOP PRESCOTT AZ 86303	SOUTHERN CAPITAL FINANCIAL CORP
5	91	12-NOV-97	02-NOV-98	EXEMPT Not Abandoned	633541	B	14	2	13	A	A	B			MARGARET SHAMONSKY 2895 E SUNSET BUTTE PRESCOTT AZ 86301	
6	91	12-DEC-97	02-DEC-98	EXEMPT Not Abandoned	634756	A	13	1	14	D	C	A			JAMES R & LOLA STEWART PO BOX 396 HUMBOLDT AZ 86329	
7	91	22-JAN-98	06-JAN-99	EXEMPT	566256	B	14	2	13	A	A	A			LYNNE ERICKSON 8485 E MCDONALD #339 SCOTTSDALE AZ 85260	
8	91	21-APR-98	15-APR-99	EXEMPT not drilled	568154	B	12	3	2	B	A	B			JEROME MICHAUD P O BOX 503 YARNELL AZ 85362	
9	91	05-MAY-98	26-APR-99	NON-EXEMPT not drilled	568385	B	11	7	24	C	D	D			ERNEST PADILLA 1941 W TOPEKA DR PHOENIX AZ 85027	
10	91	05-MAY-98	26-APR-99	NON-EXEMPT not drilled	568384	B	11	7	24	B	C	D			ERNEST PADILLA 1941 W TOPEKA DR PHOENIX AZ 85027	
	91	08-MAY-98	23-APR-99	EXEMPT	568325	B	18	2	34	B	A	B		X	DOUGLAS D RHOADES P O BOX 1020 CHINO VALLEY AZ 86323	
12	91	01-JUN-98	12-MAY-99	EXEMPT drilled under #569193	568576	B	16	2	5	C	D	C			DANIEL NAPOLITANO 18 BENEDICT ROAD BETHEL CT 06801	
13	91	22-JUL-98	07-JUL-99	EXEMPT Not Abandoned	640220	B	14	2	35	D	B	A			ROBERT AND JUDITH DE ARMOND 205 ABALENE TRAIL PRESCOTT AZ 86301	
14	91	29-JUL-98	16-JUL-99	EXEMPT not drilled	569794	B	14	2	24	D	C	D			STEVEN W HUDDLESTON 1985 SUNDOG RANCH RD PRESCOTT AZ 86301	
15	91	19-AUG-98	09-AUG-99	EXEMPT	570199	B	19	6	12	B	B	B	not drilled		BOX 518 CONGRESS AZ 85332	POT HOOK T CATTLE CO
16	91	19-AUG-98	12-AUG-99	EXEMPT not drilled	569620	B	13	2	26	D	D	A			PO BOX 55119 PHOENIX AZ 85078	MARK VII ENTERPRISES LTD
17	91	21-AUG-98	16-AUG-99	EXEMPT not drilled	570312	B	14	3	24	A	C	C			BRUCE & FAITH ROMAN 3125 ANGUS DRIVE PRESCOTT AZ 86301	
18	91	04-SEP-98	23-AUG-99	EXEMPT not drilled	570452	B	10	1	10	D	C	B			GEORGE P DATCHUK 4825 W AIRE LIBRE GLENDALE AZ 85306	
19	91	23-SEP-98	30-AUG-99	EXEMPT not drilled	570604	B	19	13	5	A	C	D			1020 SANDRETTO DR PRESCOTT AZ 86301	ARIZONA LAND & RANCHES INC
20	91	25-SEP-98	03-SEP-99	EXEMPT not drilled	570678	B	15	2	30	D	B	D			LAWRENCE C & MARY L SMITH 4125 N SOFT WIND DRIVE GLENDALE AZ 85310	
21	91	05-OCT-98	09-SEP-99	EXEMPT not abandoned	569510	A	13	1	8	A	A	B			MARSHALL W MCGRAW P O BOX 518 DEWEY AZ 86327	

4/17/00 Per TCF Janet McGee
McGee Drilling

ARIZONA DEPARTMENT OF WATER RESOURCES
Records Management Section
PO BOX 458
Phoenix, Arizona 85001-0458
Telephone (602) 417-2405
Fax (602) 417-2421

March 24, 2000

JANE DEE HULL
Governor

RITA P. PEARSON
Director

DAN MCGEE WELL DRILLING - #91
PO BOX 2939
CHINO VALLEY AZ 86323

Subject: Attached List

Dear Well Driller:

The Department of Water Resources issued drilling authority one year ago for the well(s) referenced by the file and registration numbers as indicated on the attached list. To date, our records show that the well(s) has not been drilled.

If the well(s) has been drilled, Arizona Revised Statute §45-600 requires that the driller furnish a complete and accurate Well Driller Report (log) within thirty (30) days of concluding drilling.

If the well(s) has been drilled, the file needs the above mentioned report to bring the well into compliance with the law and you should ensure that this is done.

If you have not drilled the well(s), but it is your intention to do so in the future, this is to advise you that the well owner must refile a Notice of Intent to Drill in order to obtain authority to commence drilling.

Your immediate assistance is appreciated. If you have any questions or need further information, please contact Records Management staff at (602) 417-2405.

Thank you.

Creola Lasky, Supervisor
Records Management Section

ARIZONA DEPARTMENT OF WATER RESOURCES
GROUNDWATER MANAGEMENT SUPPORT SECTION
500 North Third Street
Phoenix, Arizona 85004-3903

THIS AUTHORIZATION SHALL BE IN POSSESSION OF THE DRILLER DURING ALL DRILL OPERATIONS

WELL REGISTRATION NO: 55-569794

AUTHORIZED DRILLER: DAN MCGEE WELL DRILLING & PUMP SERVICE LICENSE NO: 91

NOTICE OF INTENTION TO DRILL AN EXEMPT WELL HAS BEEN FILED WITH THE DEPARTMENT BY:

WELL OWNER: STEVEN W HUDDLESTON 1985 SUNDOG RANCH RD PRESCOTT, AZ 86301

The well(s) is/are to be located in the:

SE 1/4 of the SW 1/4 of the SE 1/4 Section 24 Township 14 NORTH Range 2 WEST

No. of wells in this project: 1

THIS AUTHORIZATION EXPIRES AT MIDNIGHT ON THE 16TH DAY OF JULY, 1999.

CHIEF, GROUNDWATER MANAGEMENT SUPPORT

THE DRILLER MUST FILE A LOG OF THE WELL
WITHIN 30 DAYS OF COMPLETION OF DRILLING

GREAT SEAL OF THE STATE OF ARIZONA
DITAT DEUS
1912

ARIZONA DEPARTMENT OF WATER RESOURCES
GROUNDWATER MANAGEMENT SUPPORT SECTION
MAIL TO: P.O. BOX 458 - PHOENIX, ARIZONA 85001-0458
500 North Third Street - Phoenix, Arizona 85004-3903
Phone (602) 417-2470

JUL 17 (98)

NOTICE OF INTENTION TO DRILL, DEEPEN, REPLACE OR MODIFY A WELL

PLEASE READ SPECIFIC INSTRUCTIONS, LIMITATIONS AND CONDITIONS ON REVERSE SIDE OF THIS FORM BEFORE COMPLETING.

PLEASE COMPLETE ALL ITEMS IN THE BOX BELOW DOWN TO COUNTY OR LOCAL AUTHORITY ENDORSEMENT. IF ANY WATER FROM THE PROPOSED WELL (LISTED BELOW) WILL BE USED FOR DOMESTIC PURPOSES ON A PARCEL OF LAND 20 OR FEWER ACRES, THE APPLICABLE COUNTY OR LOCAL HEALTH AUTHORITY MUST ENDORSE ALL ITEMS IN THE BOX BEFORE SUBMITTING TO THE DEPARTMENT OF WATER RESOURCES.

Steven W. Huddleston	1985 Sundog Ranch Rd	Prescott	Arizona	86301
Land Owner's Name	Current Mailing Address	City	State	Zip

YAVAPAI COUNTY

Telephone No. (520) 445 5917

COUNTY ASSESSOR'S PARCEL ID INFORMATION: ENVIRONMENTAL SERVICES

Well Located in Yavapai County County 105 - 05 005A6 50
BOOK MAP PARCEL # of Acres

WELL SITE REVIEW

Well/Land Location (must be completed as requested):

SE ¼ SW ¼ SE ¼ of Section 24 Township 14 (N)S Range 2 (E)W
10AC 40AC 160AC

OFFICIAL SEAL OR STAMP

COUNTY OR LOCAL AUTHORITY ENDORSEMENT

EHS DATE

Check one:
Recommend Approval ____; Insufficient Information to Make Determination ____; Variance Required ____(Explanation attached)

DATE 7-14-98 AUTHORIZED SIGNATURE [signature] TITLE RS 218980

GENERAL INSTRUCTIONS FOR FILING NOTICE WITH ADWR

1. Section §45-596(D) provides that the Director shall determine that all information required on this form has been submitted. If not, the person filing will be notified, and the drilling, deepening or modification of the well may not proceed.
2. Section §45-596(d) provides that the Department has 15 days after the receipt of a complete and correct notice of intention to record the notice and mail duplicate to owner. Drill card will be mailed directly to drilling firm as stated in item #14.
3. Please mail two original notices with original signatures, a site plan in DUPLICATE, and a check or money order (no cash) in the amount of $10.00 to P.O. Box 458, Phoenix, Arizona 85001-0458 or hand deliver to 500 North Third Street, Phoenix, Arizona 85004-3903. USE BLACK OR BLUE INK.
4. If the well is a replacement, deepening or modification of an existing well, provide the registration number of the existing well in item 2.
5. Construction standards for wells, including abandonment, shall be in accordance with Department Rules.

1. Owner of well:
   Steven W. Huddleston
   Name
   1985 Sundog Ranch Rd
   Current Mailing Address
   Prescott ARIZ 86301
   City State Zip
   Telephone No. 520 445-5917

2. Action requested: Drill New Well X; Deepen ____ Modify ____ Replace ____.
   For a replacement well provide: Maximum capacity of the original well ____ gallons per minute; distance from the original well ____ feet.
   Well Registration No.55-____

3. Construction will start about:
   Month 10 Year 98

4. Description of proposed well:
   Diameter 6½ inches
   Depth 300 ± feet
   Type of Casing Steel + PVC

5. Design pump capacity:
   25 gallons per minute

6. Lessee of land of wellsite:
   ____
   Name
   ____
   Current Mailing Address
   ____
   City State Zip
   Telephone No. ____

7. Principal Use of Water; (be specific):
   Domestic

8. Other uses of Water; (be specific):
   None

9. If use includes irrigation, state to nearest tenth, the number of acres to be irrigated; ____

FOR DEPARTMENT USE ONLY
File No. 55-624924 dcd
Filed 7-17-98 By SW
Input ____ By ____
DUPLICATE MAILED
Date 7-28-98
Registration 55-556194
AMA/INA Prescott
W/S 05 S/B 01

10. Place of Use (Legal Description of Land):
    SE ¼ SW ¼ SE ¼ Section 24
    10 AC 40AC 160AC
    Township 14 (N)S Range 2 (E)W

11. Type of Well (Check One):
    Exempt X Non-Exempt ____

12. Check One:
    Residential X Commercial ____

13. Is the proposed wellsite within 100 feet of a septic tank system, sewage disposal area, landfill, hazardous materials or petroleum storage areas and tanks? Yes ____ No X SH

14. Drilling Firm:
    Don McCee
    Name
    P.O Box 2939
    Mailing Address
    Chino Valley, AZ 86323
    City State Zip
    520 636 4596
    Telephone No.
    # 91
    DWR License Number
    C53
    ROC License Category

I State that this Notice is filed in compliance with A.R.S. §§45-595 and 45-596 and is complete and correct to the best of my knowledge and belief and that I understand the limitations and conditions set forth on the reverse side of this form.

Steven W. Huddleston	Steven W. Huddleston	6/25/98
Typed or Printed Name and Title	Signature X Land Owner [ ] Lessee of Wellsite, Title	Date

SPECIFIC INSTRUCTIONS, LIMITATIONS AND CONDITIONS

1. Pursuant to Section §45-596, Arizona Revised Statutes, provides: a person may not drill, deepen, or modify any well, without first fil a Notice of Intention to Drill with the Department.

2. If any water from a proposed well on a parcel of land of twenty or fewer acres will be used for domestic purposes, as defined in §45-4 the applicant shall submit a site plan to scale of the property with the county assessor's parcel identification number. The site plan

   a. Will be on a 8½"x11" piece of plain paper with representation of the locations of all structures, septic tank or sewer systems a proximity of adjacent lot lines to scale.

   b. Must show the proposed well location and the location of any septic or sewer system that is either located on the property or wit one hundred feet of the proposed well site.

   c. Shall demonstrate to the Director's satisfaction that the well will not be drilled within one hundred feet of any septic or sewer syste

   d. Must be approved by the county health authority, or by a local health authority in areas where the county health auth h delegated authority to approve septic or sewer systems. Before approval, the health authority shall review the plan and whether the proposed well location complies with applicable state and local laws regarding the placement of wells. If so, authority shall endorse the site plan and the proposed well placement.

3. Endorsement by the county/local authority is based on the best available judgement that this well, as shown on the site plan s is 100 feet or more from all known and visually identifiable sewage treatment systems. It is not a representation that a well pla site will be guaranteed as to quantity or quality. Information brought to light at a future date may render this determination

4. If a well which was originally drilled as an exploration well, a monitor well, a piezometer well or for any use other than domestic is later proposed to be converted to use for domestic purposes, as defined in section §45-454, the well owner shall file a notice of to drill and comply with the requirements prescribed pursuant to this section before the well is converted and any water from that w for domestic purposes.

5. Only a well driller licensed in the State of Arizona is authorized to drill, deepen or modify a well. A well driller may commence d well only if the well drilling contractor or licensee has possession of a drilling card at the well site, issued by the Director in the the well drilling contractor or licensee, authorizing the drilling of the specific well in the specific location.

6. An exempt well means a well having a pump with a maximum capacity of not more than thirty-five (35) gallons per minute and m the application of water to less than two (2) acres of land in an Irrigation Non-Expansion Area or Active Management Area to p or parts of plants for sale, human consumption or for use as feed for livestock, range livestock or poultry.

7. The drilling, deepening, or modification of this well shall be completed within one (1) year of the date of the notice (§45-596

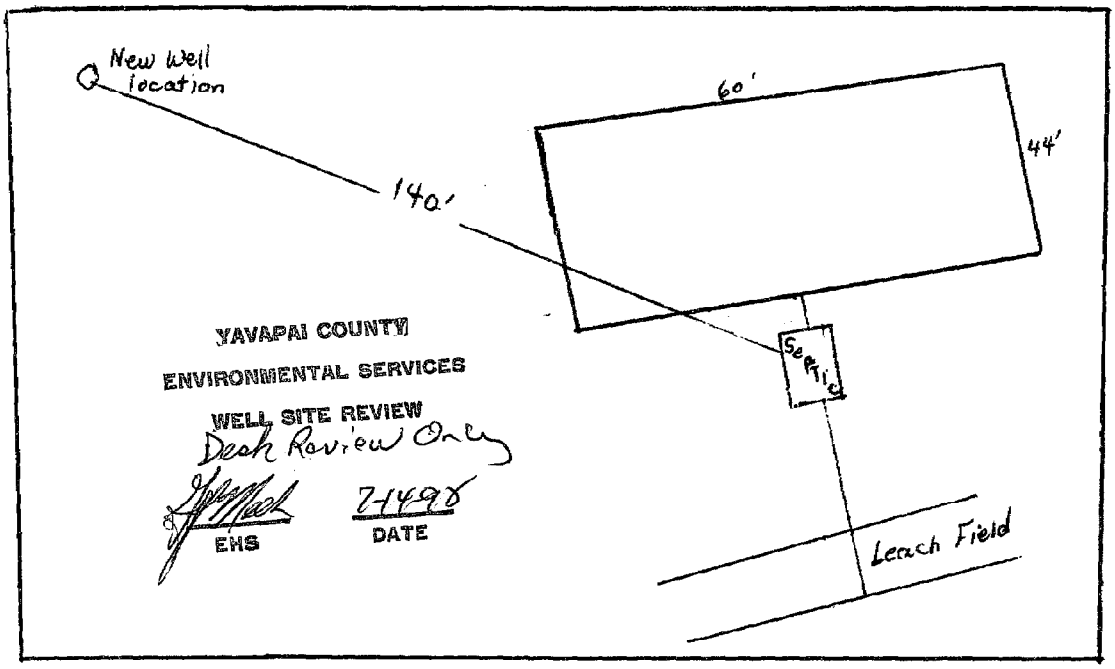
8. Within thirty (30) days after the installation of pumping equipment on this well, the registered well owner shall file the prescribed Report. A form for this purpose will be furnished to the registered owner with the return of an annotated copy of this notice.

9. The person to whom a well is registered shall notify the Department of a change in ownership or a change in data relating to The prescribed form for these purposes will be furnished to the registered owner with the return of an annotated copy of this

10. If an individual other than the land owner or lessee signs this Notice, an original letter of authorization from the land owner/lessee that the individual has permission to sign this specific Notice on their behalf, shall accompany the Notice.

SE of SW of SE
Sect 24 T14N 2W

Steven & Eleanor Huddleston
1985 Sundog Ranch Road
Prescott, Arizona 86301
(520) 445-5917



105 - 05 - 005A 6
SE ¼ SW ¼ SE ¼ of Section 24
T 14 N R 2 W
.5 acres Yavapai County

ARIZONA DEPARTMENT OF WATER RESOURCES

500 North Third Street, Phoenix, Arizona 85004
Telephone (602) 417-2470
Fax (602) 417-2422

July 29, 1998

STEVEN W HUDDLESTON
1985 SUNDOG RANCH RD
PRESCOTT, AZ 86301

Registration No. 55-569794
File No.B(14-2) 24 DCD

Dear Well Owner:

Enclosed is a copy of the Notice of Intention (NOI) to drill a well. This NOI, which was recently filed with this Department, is being returned to you as evidence of your compliance with ARS §45-596. The enclosed Completion Report is to be submitted when pump equipment is installed. The Drilling Card and Well Drilling Report form have been sent to your driller. He may not begin drilling until he has received the Drilling Card and it must be displayed on the rig during drilling. If you change drillers, you must supply this Department with the new driller's identity. Please ensure that the driller you select is licensed to drill the type of well you require. All well drillers must pass an examination proving they understand the drilling methods for that particular license, and are familiar with the laws and regulations which govern well construction in Arizona.

If it is necessary to change the location of the proposed well, immediately contact the Department of Water Resources to obtain written permission before proceeding with the drilling. A properly signed, amended Drilling Card must be in the possession of the driller before drilling commences at a different location than originally authorized.

ARS §45-600 requires the registered well owner to submit a completion report within thirty (30) days after the installation of pumping equipment. It also requires the driller to furnish this Department a complete and accurate log of the well within thirty (30) days after completion of drilling. You should insist, and ensure, that both of these are done.

If in the course of drilling a new well, it is determined that the new well cannot be successfully completed as initially intended (dry hole, cave in, lost tools, etc.), the new well must be properly abandoned and a Well Abandonment Completion Report submitted per R12-15-816.F.

Per ARS §45-593 (C), the person to whom a well is registered shall notify this Department of a change in ownership of the well and/or information pertaining to the physical characteristics of the well in order to keep this well registration file current and accurate. We have enclosed a Change of Well Information Form should it be needed in the future.

Sincerely,

Sylvia Valdez
Water Resource Technician
Groundwater Management Support Section

ARIZONA DEPARTMENT OF WATER RESOURCES
GROUNDWATER MANAGEMENT SUPPORT SECTION
MAIL TO: P.O. BOX 458 - PHOENIX, ARIZONA 85001-0458
500 North Third Street - Phoenix, Arizona 85004-3903
Phone (602) 417-2470

NOTICE OF INTENTION TO DRILL, DEEPEN, REPLACE OR MODIFY A WELL

PLEASE READ SPECIFIC INSTRUCTIONS, LIMITATIONS AND CONDITIONS ON REVERSE SIDE OF THIS FORM BEFORE COMPLETING

PLEASE COMPLETE ALL ITEMS IN THE BOX BELOW DOWN TO COUNTY OR LOCAL AUTHORITY ENDORSEMENT. IF ANY WATER FROM THE PROPOSED WELL (LISTED BELOW) WILL BE USED FOR DOMESTIC PURPOSES ON A PARCEL OF LAND 20 OR FEWER ACRES, THE APPLICABLE COUNTY OR LOCAL HEALTH AUTHORITY MUST ENDORSE ALL ITEMS IN THE BOX BEFORE SUBMITTING TO THE DEPARTMENT OF WATER RESOURCES.

Steven W Huddleston | 1985 Sundog Ranch Rd | Prescott | Arizona | 86301
Land Owner's Name | Current Mailing Address | City | State | Zip

Telephone No. (520) 445-5917

YAVAPAI COUNTY
ENVIRONMENTAL SERVICES
WELL SITE REVIEW
OFFICIAL SEAL OR STAMP
EHS | DATE

ELEANOR S. HUDDLESTON
PH: 445-5917
1985 SUNDOG RANCH ROAD
PRESCOTT, AZ 86301

751
91-527/1221
7-9 19 98

PAY TO THE ORDER OF AZ Dept of Water Resources $ 10.00

NORWEST BANK, ARIZONA
PRESCOTT BRANCH 047
1316 IRON SPRINGS ROAD
PRESCOTT, AZ 86301

FOR Well Permit Fee

ttached)
RS 218980

R
as been submitted. If not, the person filing

ct notice of intention to record the notice

ey order (no cash) in the amount of $10.00
a 85004-3903. USE BLACK OR BLUE INK
umber of the existing well in Item 2.
ules.

1. Owner of well:
Steven W Huddleston
Name
1985 Sundog Ranch Rd
Current Mailing Address
Prescott Ariz 86301
City State Zip
Telephone No. 520 445-5917

2. Action requested: Drill New Well X; Deepen ____ Modify ____ Replace ____. For a replacement well provide: Maximum capacity of the original well ____ gallons per minute; distance from the original well ____ feet.
Well Registration No.55-____

3. Construction will start about:
Month 10 Year 98

4. Description of proposed well:
Diameter 6½ inches
Depth 300 ± feet
Type of Casing Steel + PVC

5. Design pump capacity:
25 gallons per minute

6. Lessee of land of wellsite:
Name
Current Mailing Address
City State Zip
Telephone No.

7. Principal Use of Water; (be specific):

8. Other uses of Water; (be specific):

9. If use includes irrigation, state to nearest tenth, the number of acres to be irrigated;

FOR DEPARTMENT USE ONLY
File No.
Filed By
Input By
DUPLICATE MAILED
Date
Registration 55-
AMA/INA
W/S S/B

10. Place of Use (Legal Description of Land):
SE ¼ SW ¼ SE ¼ Section 24
10 AC 40AC 160AC
Township 14 (N)S Range 2 (E)W

11. Type of Well (Check One):
Exempt X Non-Exempt

12. Check One:
Residential X Commercial

13. Is the proposed wellsite within 100 feet of a septic tank system, sewage disposal area, landfill, hazardous materials or petroleum storage areas and tanks? Yes ____ No X SH

14. Drilling Firm:
Name
Mailing Address
City State Zip
Telephone No.
DWR License Number
ROC License Category

I State that this Notice is filed in compliance with A.R.S. §§45-595 and 45-596 and is complete and correct to the best of my knowledge and belief and that I understand the limitations and conditions set forth on the reverse side of this form.

Steven W Huddleston | Steven W. Huddleston | 6/25/98
Typed or Printed Name and Title | Signature [X] Land Owner [ ] Lessee of Wellsite, Title | Date

Run Date: 03/09/2016

AZ DEPARTMENT OF WATER RESOURCES

WELL REGISTRY REPORT - WELLS55

Location B 14.0 2.0 24 D C D

Well Reg.No 55 - 627417

AMA PRESCOTT AMA

Registered Name BENJAMIN J. & KRISTINA A. HUDDLESTON
1975 SUNDOG RANCH ROAD
PRESCOTT AZ 86301

File Type REGISTERED WELL
Application/Issue Date 02/16/1982

Owner OWNER
Driller No. 0
Driller Name
Driller Phone
County YAVAPAI
Parcel No. 105-05-005
Intended Capacity GPM 0.00

Well Type EXEMPT
SubBasin LITTLE CHINO
Watershed VERDE RIVER
Registered Water Uses DOMESTIC
Registered Well Uses WATER PRODUCTION
Discharge Method NONE
Power NO POWER CODE LISTED

Well Depth	90.00	**Case Diam**	0.00	**Tested Cap**	5.00
Pump Cap.	5.00	**Case Depth**	0.00	**CRT**	
Draw Down	0.00	**Water Level**	85.00	**Log**	
		Acres Irrig	0.00	**Finish**	NO CASING CODE LISTED

Contamination Site: NO - NOT IN ANY REMEDIAL ACTION SITE

Tribe: Not in a tribal zone

Comments

Current Action

3/9/2016 860 CHANGE OF WELL OWNERSHIP
Action Comment: sym

Action History

1/1/1917 755 WELL CONSTRUCTION COMPLETED
Action Comment:

Arizona Department of Water Resources
Water Management Support Section
P.O. Box 36020 Phoenix, Arizona 85067-6020
(602) 771-8527 • www.azwater.gov

Request to Change Well Information

RECEIVED
FEB 23 2016
ARIZONA DEPARTMENT OF WATER RESOURCES

- Review instructions prior to completing form in back or blue ink.
- You must include with your Notice:
  - check or money order for any required fee(s)
- Authority for fee: A.R.S. § 45-113 and A.A.C. R12-15-104

** PLEASE PRINT CLEARLY **

FILE NUMBER: B(14-2)24 DCD
WELL REGISTRATION NUMBER: 55 – 627417

SECTION 1. REGISTRY INFORMATION

Well Owner

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL
WILLIAM JEFFREY STORM

MAILING ADDRESS
812 E. COOPER ST.

CITY / STATE / ZIP CODE
TUCSON, AZ 85719-2921

CONTACT PERSON NAME AND TITLE

Location of Well

WELL LOCATION ADDRESS (IF ANY)
1975 SUNDOG RANCH ROAD , Prescott, AZ 86301

TOWNSHIP (N/S)	RANGE (E/W)	SECTION	160 ACRE	40 ACRE	10 ACRE
14N	2W	24	SE ¼	SW ¼	SE ¼

LATITUDE			LONGITUDE		
° Degrees	' Minutes	" N Seconds	° Degrees	' Minutes	" W Seconds

METHOD OF LATITUDE/LONGITUDE (CHECK ONE)
☐ USGS Quad Map ☐ Conventional Survey ☐ *GPS: Hand-Held ☐ *GPS: Survey-Grade

*IF GPS WAS USED, GEOGRAPHIC COORDINATE DATUM (CHECK ONE)
☐ NAD-83 ☐ Other *(please specify)*:

COUNTY ASSESSOR'S PARCEL ID NUMBER			COUNTY WHERE WELL IS LOCATED
BOOK	MAP	PARCEL	
105	05	005	Yavapai

Well Info.:

Old (NON-functioning)
55-627417

New (functioning)
55-632359

☐ Ownership
n 3)

☐ Change of Well Information (location, use, etc.) *(Fill out Section 4)*

ITRACTOR — **FEE $120 per Well**

request and issue authorization to the new
nment.

New Well Drilling Contractor

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL

DWR LICENSE NUMBER | ROC LICENSE CATEGORY

TELEPHONE NUMBER | FAX

SHIP — **FEE $30 per Well**

Previous Well Owner

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL
WILLIAM JEFFREY STORM

MAILING ADDRESS
812 E. COOPER ST.

CITY / STATE / ZIP CODE
TUCSON, AZ 85719-2921

CONTACT PERSON NAME AND TITLE

TELEPHONE NUMBER
(520) 624-5114

FAX

New Well Owner

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL
BENJAMIN J. HUDDLESTON and KRISTINA A. HUDDLESTON

MAILING ADDRESS
1975 SUNDOG RANCH ROAD

CITY / STATE / ZIP CODE
Prescott, AZ 86301

CONTACT PERSON NAME AND TITLE

TELEPHONE NUMBER
(928) 830-0024

FAX

SECTION 4. CHANGE OF WELL INFORMATION (No Fee Required)

NOTE: Applies only to wells that have already been drilled. For proposed wells, an amended Notice of Intent to Drill a Well must be filed.

EXPLAIN

SECTION 5. OPTIONAL BY PROPERTY OWNER AND WELL OWNER ONLY

☐ By checking this box, I hereby provide ADWR permission to enter the property for the purpose of taking water level measurements at this well. *(See instructions.)*

SECTION 6. WELL OWNER SIGNATURE

I HEREBY CERTIFY that the above statements are true to the best of my knowledge and belief.

TYPE OR PRINT NAME AND TITLE
BENJAMIN J. HUDDLESTON and KRISTINA A. HUDDLESTON

SIGNATURE OF WELL OWNER — DATE
02/17/2016
Kristina A. Huddleston 02/17/16

Yavapai County Print Parcel

Parcel ID	Check Digit
105-05-005	7

Owner

STORM WILLIAM JEFFREY

Owner's Mailing Address

812 E COPPER ST
TUCSON, AZ 857192921

Secondary Owner

N/A

Recorded Date

N/A

Last Transfer Doc Docket	Last Transfer Doc Page
N/A	N/A

Physical Address	Incorporated Area
N/A	City of Prescott

Assessor Acres	Subdivision	Subdivision Type
1.5	N/A	N/A

School District	Fire District	County Zoning Violation
Prescott Unified SD #1	N/A	No Zoning Violation

Improvements (1)

Type: Single Family Residential
Floor area: 1624
Constructed: 1920

Assessment

Starting with the 2015 tax year, the Limited Property Value is the only value considered for taxation purposes, the Full Cash Value is no longer used for taxation.

2017 Assessed Limited Value	2016 Assessed Limited Value
$14,113	$13,441
2017 Limited Value	**2016 Limited Value**
$141,130	$134,409
2017 Full Cash Value	**2016 Full Cash Value**
$150,366	$145,494
2017 Net Assessment Ratio	**2016 Net Assessment Ratio**
10	10
2017 Legal Class	**2016 Legal Class**
Mixed	Mixed

Taxes

Tax Area Code	2015 Taxes Billed
120	$1,077

Recorded Documents & Sales (0)

No Recorded Documents were found.

Disclaimer: Map and parcel information is believed to be accurate but accuracy is not guaranteed. No portion of the information should be considered to be, or used as, a legal document. The information is provided subject to the express condition that the user knowingly waives any and all claims for damages against Yavapai County that may arise from the use of this data.

2016-0007703 WD
eRecorded in Yavapai County, AZ Page 1 of 4
Leslie M. Hoffman Recorder 02/18/2016 01:06:29 PM
YAVAPAI TITLE Fees: $17.00

at the request of Yavapai Title Agency, Inc.

When recorded mail to
BENJAMIN J. HUDDLESTON
1975 SUNDOG RANCH ROAD
Prescott, AZ 86301

05012566-JEP

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Tax Parcel No.: 105-05-005/7

WARRANTY DEED

For the consideration of Ten Dollars, and other valuable consideration, I or we,
WILLIAM JEFFREY STORM, A Single Man do/does hereby convey to
BENJAMIN J. HUDDLESTON and KRISTINA A. HUDDLESTON, Husband and Wife
the following real property situated in Yavapai County, Arizona:
See Exhibit A attached hereto and made a part hereof.

SUBJECT TO: Current taxes and other assessments, reservations in patents and all easements, rights of way, encumbrances, liens, covenants, conditions, restrictions, obligations and liabilities as may appear of record.

The Grantor warrants the title against all persons whomsoever.

DATED: February 12, 2016

William Jeffrey Storm
WILLIAM JEFFREY STORM

State of Arizona }
} ss.
County of Pima }

The foregoing instrument was acknowledged before me this 12 day of FEBRUARY, 2016, by WILLIAM JEFFREY STORM.

EMILY HACKER
Notary Public, State of Arizona
Pima County
My Commission Expires
November 17, 2019

Emily Hacker
NOTARY PUBLIC
My commission expires: November 17, 2019

Exhibit A

A parcel of land in the South Half of the Southeast Quarter of Section 24, Township 14 North, Range 2 West, Gila and Salt River Base and Meridian, Yavapai County, Arizona, described as follows:

COMMENCING at a 1" iron pipe with marked cap designating the Southeast corner of said Section 24;

thence West, a distance of 1,498.80 feet to a point from which point a 1" galvanized pipe in a mound of stone bears West, a distance of 1,141.26 feet;

thence North, a distance of 240.00 feet to the TRUE POINT OF BEGINNING;

thence continuing North, a distance of 220.00 feet,

thence North 17°39' 00" West, a distance of 250.74 feet;

thence South 72°21' 00" West, a distance of 198.00 feet;

thence South 17°39' 00" East, a distance of 220.00 feet to a point; thence South, a distance of 189.26 feet;

thence East, a distance of 198.00 feet to the TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM the South 110.00 feet thereof.

Printed: 2/23/2016 4:30:20 PM

Arizona Department of Water Resources

3550 N Central Ave.
Phoenix AZ 85012

Customer:

YAVAPAI TITLE AGENCY
8070 E. HIGHWAY 69
PRESCOTT VALLEY, AZ 86314

Receipt #: 16-43928
Office: MAIN OFFICE
Receipt Date: 02/23/2016
Sale Type: IN_PERSON
Cashier: WRSYM

Item No.	Index	AOBJ	Description	Ref ID	Qty	Unit Price	Ext Price
81213	15239	4439-TT	Change of Ownership/Change of Well Information/Well Assignment	627417	1	30.00	30.00
					RECEIPT TOTAL:		**30.00**

Payment type: CHECK
Amount Paid: $30.00
Payment Received Date: 02/23/2016

Check # 1059625

Notes: FROM TTA.

No refund without valid receipt

ARIZONA DEPARTMENT OF WATER RESOURCES
3550 North Central Avenue, Phoenix, Arizona 85012
Telephone 602 771 8500
Fax 602 771-8681

February 19, 2009

STORM,W R
BOX 4 V A C
PRESCOTT AZ 86313

Dear Sir or Madam:

The Department is contacting you to request your permission to obtain a depth-to-water measurement from your well(s). The purpose of the Department's water level measurement program is to collect groundwater level information that can be used to develop water level maps and databases that support scientific, planning and water management studies throughout the state. According to Department records, you are the owner or lessee of the wells listed on the enclosed postcard.

By signing and returning the enclosed postcard you would be granting permission to trained employees of the Arizona Department of Water Resources to obtain water level measurements from your wells.
The Department greatly appreciates your cooperation in granting permission to measure the depth-to-water in your wells and please contact us if you have any questions concerning our request at:

ADWR
3550 N. Central Avenue
Phoenix, AZ 85012
Phone: (602) 771-8627
Fax: (602) 771-1520

or visit the ADWR w

If you are no longer
accordingly and incl
self-addressed post

Thank you,

Herb Guenther

Arizona Department of Water Resources
PERMISSION AUTHORIZATION FOR WATER LEVEL MEASUREMENT

I grant permission to ADWR to conduct water level measurements at the following well(s) described below.

I am the (check one):
O Well owner
O Lessee
O Responsible Party
O Other_____

Signature _____ Printed Name _____

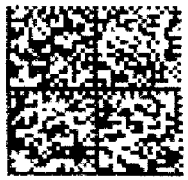
Well ID	Location	Well ID	Location	Well ID	Location
627417	B-14-02 24DCD	632359	B-14-02 24DCD		

I am no longer the owner, lessee or responsible party of the well(s) described above.
The current owner, lessee or responsible party may be contacted at:

Name: _____
Address: _____
City, State, Zip: _____

STORM,W R

ADWR Information Service
3550 N. Central Avenue -
Phoenix Arizona 85012



Hasler

016H26502372
$00.42⁰
02/24/2009
Mailed From 85012
US POSTAGE

RECEIVED
MAR 5 2009
[illegible]

STORM,W R
[redacted]

Dear Sir [redacted]

DEPARTMENT OF WATER RESOURCES
99 EAST VIRGINIA AVENUE
PHOENIX, ARIZONA 85004

REGISTRATION OF EXISTING WELLS

READ INSTRUCTIONS ON BACK OF THIS FORM BEFORE COMPLETING
PRINT OR TYPE — FILE IN DUPLICATE

05

REGISTRATION FEE (CHECK ONE)	
EXEMPT WELL (NO CHARGE)	☒
NON-EXEMPT WELL – $10.00	☐

FOR OFFICE USE ONLY
REGISTRATION NO. 55- 627417
FILE NO. B(14-2)24 dcd
FILED 2-16-82 (DATE) AT 4:30 P.m. (TIME)
INA Pres
AMA

1. Name of Registrant:
William R. Storm
Box 4, V.A.C. (Address) Prescott (City) AZ (State) 86313 (Zip)

2. File and/or Control Number under previous groundwater law:
N/A (File Number) 35- N/A (Control Number)

3. a. The well is located within the SE ¼ SW ¼ SE ¼, Section 24, of Township 14 N N/S, Range 2W E/W, G & SRB & M, in the County of Yavapai.

   b. If in a subdivision: Name of subdivision _____, Lot No. _____, Address _____.

4. The principal use(s) of water (Examples: irrigation - stockwater - domestic - municipal - industrial)
Domestic - Stock.

5. If for irrigation use, number of acres irrigated from well NONE.

6. Owner of land on which well is located. If same as Item 1, check this box ☐
_____
_____
(Address) (City) (State) (Zip)

7. Well data (If data not available, write N/A)
   a. Depth of Well 90 feet
   b. Diameter of casing N/A inches
   c. Depth of casing N/A feet
   d. Type of casing N/A .
   e. Maximum pump capacity Less than 5 gallons per minute.
   f. Depth to water 85 feet below land surface.
   g. Date well completed Approx (Month) (Day) 1917 (Year).

8. The place(s) of use of water. If same as Item 3, check this box ☐
   ____¼ ____¼ ____¼, Section ____ Township ____ Range ____
   ____¼ ____¼ ____¼, Section ____ Township ____ Range ____
   Attach additional sheet if necessary.

9. DATE 2-12-82 SIGNATURE OF REGISTRANT William R. Storm

INSTRUCTIONS FOR COMPLETING REGISTRATION FORM

General Instructions

1. A person who owns an "Existing Well" shall register the well, pursuant to A.R.S. 45-593, by filing this form **in duplicate** with the Department of Water Resources not later than midnight June 14, 1982. The form must be completed and signed. Failure to do so will constitute a violation of A.R.S. 45-593, and may subject the well owner to injunction and/or civil penalties, pursuant to A.R.S. Title 45, Article 12.

2. An "Existing Well" means, (1) a well which was drilled on or before June 12, 1980 and which is not abandoned or sealed, or (2) a well which was not completed on or before June 12, 1980, but for which a Notice of Intention to Drill was on file with the Arizona Water Commission on or before June 12, 1980.

3. No registration fee is required for Exempt Wells. A $10.00 registration fee must accompany registration forms for all Non-Exempt Wells.

4. An "Exempt Well" means a well having a pump with a maximum capacity of not more than 35 gallons per minute which is used to withdraw groundwater. An Exempt Well may include the non-commercial irrigation of not more than 1 acre of land.

5. A "Non-Exempt Well" means a well that is not an "Exempt Well".

INSTRUCTIONS FOR REGISTRATION QUESTIONS

1. The Registrant must be the owner of the well and may be an individual, public or private corporation, company, partnership, firm, association, society, estate, trust, any other private organization or enterprise, the United States, any state, territory or country or a governmental entity, political subdivision or municipal corporation organized under or subject to the constitution and laws of this State.

2. If you own an existing irrigation well drilled at any time, or any other type of well drilled on or after June 20, 1968, you should have an assigned control and/or file number. Write these numbers in item 2. If you do not know the number, please explain the reason on the form or on an attached sheet.

3. a. Fill in the Section, Township and Range in all cases if it is available.
   b. If the well is in a subdivision and you have this information, give the subdivision name, Lot Number, and Address.

4. Show all purposes for which the water is used.

5. If the well is used for irrigation, give the number of acres irrigated in 1980 from the well.

6. If the owner of the land is an individual, give the last name, first name, middle initial. If the owner of the land is a corporation, partnership, firm, etc., fill in the appropriate title.

7. Complete the section on Well Data with the most accurate information available to you. If the data is not available, write N/A in the blanks.

8. Give the legal description of the place of use of the water. If place of use is in a subdivision and legal description is not available, give the subdivision name, Lot Number and/or address on the blank line.

9. The person in whose name a well is registered shall notify the Department of any change in ownership and shall keep all information on the registration record current and accurate. A form entitled "Change of Well Information/Ownership" is available for this purpose. A blank form will be furnished with the returned duplicate copy of the registration form.

DEPARTMENT OF WATER RESOURCES
99 EAST VIRGINIA AVENUE
PHOENIX, ARIZONA 85004

RECEIVED APR 7 1982 DEP'T. OF WATER RESOURCES

REGISTRATION OF EXISTING WELLS

READ INSTRUCTIONS ON BACK OF THIS FORM BEFORE COMPLETING
PRINT OR TYPE – FILE IN DUPLICATE

05

REGISTRATION FEE (CHECK ONE)	
EXEMPT WELL (NO CHARGE)	☒
NON-EXEMPT WELL – $10.00	☐

FOR OFFICE USE ONLY
REGISTRATION NO. 55- 63235-4
FILE NO. B(14-2)24 daa
FILED 2-7-82 (DATE) AT 9:00am (TIME)
INA
AMA PRESCOTT

1. Name of Registrant:
McCraw, Oscar
5005 Iron Springs Rd. Prescott Arizona 86301
(Address) (City) (State) (Zip)

2. File and/or Control Number under previous groundwater law:
(File Number) 35- (Control Number)

3. a. The well is located within the N.E. Corner of Tract 42 - NE ¼ NE ¼ SE ¼, Section 24, of Township 14 North N/S, Range 2 E/W, G & SRB & M, in the County of Yavapai.

b. If in a subdivision: Name of subdivision _____, Lot No. _____, Address _____.

4. The principal use(s) of water (Examples: irrigation - stockwater - domestic - municipal - industrial)
Domestic -

5. If for irrigation use, number of acres irrigated from well _____.

6. Owner of land on which well is located. If same as Item 1, check this box ☑
(Address) (City) (State) (Zip)

7. Well data (If data not available, write N/A)
a. Depth of Well 15 1/2 feet
b. Diameter of casing 4 8 inches
c. Depth of casing 10 feet
d. Type of casing Heavy Metal .
e. Maximum pump capacity 6 gallons per minute.
f. Depth to water 4 feet below land surface.
g. Date well completed June (Month) (Day) 1958 (Year).

8. The place(s) of use of water. If same as Item 3, check this box ☑.
____¼ ____¼ ____¼, Section ____ Township ____ Range ____
____¼ ____¼ ____¼, Section ____ Township ____ Range ____
Attach additional sheet if necessary.

9. DATE Jan 19-82 SIGNATURE OF REGISTRANT Oscar McCraw

INSTRUCTIONS FOR COMPLETING REGISTRATION FORM

General Instructions

1. A person who owns an "Existing Well" shall register the well, pursuant to A.R.S. 45-593, by filing this form in duplicate with the Department of Water Resources not later than midnight June 14, 1982. The form must be completed and signed. Failure to do so will constitute a violation of A.R.S. 45-593, and may subject the well owner to injunction and/or civil penalties, pursuant to A.R.S. Title 45, Article 12.

2. An "Existing Well" means, (1) a well which was drilled on or before June 12, 1980 and which is not abandoned or sealed, or (2) a well which was not completed on or before June 12, 1980, but for which a Notice of Intention to Drill was on file with the Arizona Water Commission on or before June 12, 1980.

3. No registration fee is required for Exempt Wells. A $10.00 registration fee must accompany registration forms for all Non-Exempt Wells.

4. An "Exempt Well" means a well having a pump with a maximum capacity of not more than 35 gallons per minute which is used to withdraw groundwater. An Exempt Well may include the non-commercial irrigation of not more than 1 acre of land.

5. A "Non-Exempt Well" means a well that is not an "Exempt Well".

INSTRUCTIONS FOR REGISTRATION QUESTIONS

1. The Registrant must be the owner of the well and may be an individual, public or private corporation, company, partnership, firm, association, society, estate, trust, any other private organization or enterprise, the United States, any state, territory or country or a governmental entity, political subdivision or municipal corporation organized under or subject to the constitution and laws of this State.

2. If you own an existing irrigation well drilled at any time, or any other type of well drilled on or after June 20, 1968, you should have an assigned control and/or file number. Write these numbers in item 2. If you do not know the number, please explain the reason on the form or on an attached sheet.

3. a. Fill in the Section, Township and Range in all cases if it is available.
   b. If the well is in a subdivision and you have this information, give the subdivision name, Lot Number, and Address.

4. Show all purposes for which the water is used.

5. If the well is used for irrigation, give the number of acres irrigated in 1980 from the well.

6. If the owner of the land is an individual, give the last name, first name, middle initial. If the owner of the land is a corporation, partnership, firm, etc., fill in the appropriate title.

7. Complete the section on Well Data with the most accurate information available to you. If the data is not available, write N/A in the blanks.

8. Give the legal description of the place of use of the water. If place of use is in a subdivision and legal description is not available, give the subdivision name, Lot Number and/or address on the blank line.

9. The person in whose name a well is registered shall notify the Department of any change in ownership and shall keep all information on the registration record current and accurate. A form entitled "Change of Well Information/Ownership" is available for this purpose. A blank form will be furnished with the returned duplicate copy of the registration form.

Run Date: 03/03/2016

AZ DEPARTMENT OF WATER RESOURCES

WELL REGISTRY REPORT - WELLS55

Location B 14.0 2.0 24 D C D

Well Reg.No **55 -** 632359

AMA PRESCOTT AMA

Registered Name BENJAMIN J. & KRISTINA A. HUDDLESTON
1975 SUNDOG RANCH ROAD
PRESCOTT AZ 86301

File Type REGISTERED WELL
Application/Issue Date 04/07/1982

Owner OWNER
Driller No. 0
Driller Name
Driller Phone
County YAVAPAI
Parcel No. 105-05-005
Intended Capacity GPM 0.00

Well Type EXEMPT
SubBasin LITTLE CHINO
Watershed VERDE RIVER
Registered Water Uses DOMESTIC
Registered Well Uses WATER PRODUCTION
Discharge Method NONE
Power NO POWER CODE LISTED

Well Depth	250.00	**Case Diam**	6.00	**Tested Cap**	22.00
Pump Cap.	22.00	**Case Depth**	250.00	**CRT**	
Draw Down	0.00	**Water Level**	85.00	**Log**	
		Acres Irrig	0.00	**Finish**	STEEL - PERFORATED OR SLOTTED CASING

Contamination Site: NO - NOT IN ANY REMEDIAL ACTION SITE

Tribe: Not in a tribal zone

Comments 1975 Sundog Ranch Road, Prescott 86301
Added parcel # 105-05-005 per new well owner.

Current Action

3/3/2016 860 CHANGE OF WELL OWNERSHIP
Action Comment: agt

Action History

3/3/2016 880 CHANGE IN REMEDIAL ACTION SITE CODE
Action Comment: OLD WQARF code: null

1/1/1948 755 WELL CONSTRUCTION COMPLETED
Action Comment:

Arizona Department of Water Resources
Water Management Support Section
P.O. Box 36020 Phoenix, Arizona 85067-6020
(602) 771-8527 • www.azwater.gov

Request to Change Well Information

- Review instructions prior to completing form in back or blue ink.
- You must include with your Notice:
  - check or money order for any required fee(s)
- Authority for fee: A.R.S. § 45-113 and A.A.C. R12-15-104

FEB 23 2016

FILE NUMBER: B(14-2)24 DCD
WELL REGISTRATION NUMBER: 55 – 632359

** PLEASE PRINT CLEARLY **

SECTION 1. REGISTRY INFORMATION

Well Owner

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL
WILLIAM JEFFREY STORM

MAILING ADDRESS
812 E. COOPER ST.

CITY / STATE / ZIP CODE
TUCSON, AZ 85719-2921

CONTACT PERSON NAME AND TITLE

TELEPHONE NUMBER: **(520) 624-5114**
FAX:

Location of Well

WELL LOCATION ADDRESS (IF ANY)
1975 SUNDOG RANCH ROAD , Prescott, AZ 86301

TOWNSHIP (N/S)	RANGE (E/W)	SECTION	160 ACRE	40 ACRE	10 ACRE
14N	2W	24	SE ¼	SW ¼	SE ¼

LATITUDE			LONGITUDE		
° Degrees	' Minutes	" N Seconds	° Degrees	' Minutes	" W Seconds

METHOD OF LATITUDE/LONGITUDE (CHECK ONE)
☐ USGS Quad Map ☐ Conventional Survey ☐ *GPS: Hand-Held ☐ *GPS: Survey-Grade

*IF GPS WAS USED, GEOGRAPHIC COORDINATE DATUM (CHECK ONE)
☐ NAD-83 ☐ Other *(please specify)*:

COUNTY ASSESSOR'S PARCEL ID NUMBER			COUNTY WHERE WELL IS LOCATED
BOOK	MAP	PARCEL	
105	05	005	Yavapai

Type of Request (CHECK ONE)

☐ Change of Well Drilling Contractor *(Fill out Section 2)* ☑ Change of Well Ownership *(Fill out Section 3)* ☐ Change of Well Information (location, use, etc.) *(Fill out Section 4)*

SECTION 2. REQUEST TO CHANGE WELL DRILLING CONTRACTOR

FEE $120 per Well

- If drilling or abandoning a well, the Department must receive this request and issue authorization to the new drilling firm prior to the commencement of well drilling or abandonment.

Current Well Drilling Contractor

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL

DWR LICENSE NUMBER

TELEPHONE NUMBER | FAX

New Well Drilling Contractor

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL

DWR LICENSE NUMBER | ROC LICENSE CATEGORY

TELEPHONE NUMBER | FAX

SECTION 3. STATEMENT OF CHANGE OF WELL OWNERSHIP

FEE $30 per Well

Previous Well Owner

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL
WILLIAM JEFFREY STORM

MAILING ADDRESS
812 E. COOPER ST.

CITY / STATE / ZIP CODE
TUCSON, AZ 85719-2921

CONTACT PERSON NAME AND TITLE

TELEPHONE NUMBER: **(520) 624-5114**
FAX:

New Well Owner

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL
BENJAMIN J. HUDDLESTON and KRISTINA A. HUDDLESTON

MAILING ADDRESS
1975 SUNDOG RANCH ROAD

CITY / STATE / ZIP CODE
Prescott, AZ 86301

CONTACT PERSON NAME AND TITLE

TELEPHONE NUMBER: (928) 830-0024
FAX:

SECTION 4. CHANGE OF WELL INFORMATION (No Fee Required)

NOTE: Applies only to wells that have already been drilled. For proposed wells, an amended Notice of Intent to Drill a Well must be filed.

EXPLAIN

SECTION 5. OPTIONAL BY PROPERTY OWNER AND WELL OWNER ONLY

☐ By checking this box, I hereby provide ADWR permission to enter the property for the purpose of taking water level measurements at this well. *(See instructions.)*

SECTION 6. WELL OWNER SIGNATURE

I HEREBY CERTIFY that the above statements are true to the best of my knowledge and belief.

TYPE OR PRINT NAME AND TITLE
BENJAMIN J. HUDDLESTON and KRISTINA A. HUDDLESTON

SIGNATURE OF WELL OWNER: Kristina A. Huddleston

DATE: 02/17/2016 02/17/16

Yavapai County Print Parcel

Parcel ID
105-05-005

Check Digit
7

Owner
STORM WILLIAM JEFFREY

Owner's Mailing Address
812 E COPPER ST
TUCSON, AZ 857192921

Secondary Owner
N/A

Recorded Date
N/A

Last Transfer Doc Docket
N/A

Last Transfer Doc Page
N/A

Physical Address
N/A

Incorporated Area
City of Prescott

Assessor Acres
1.5

Subdivision
N/A

Subdivision Type
N/A

School District
Prescott Unified SD #1

Fire District
N/A

County Zoning Violation
No Zoning Violation

Improvements (1)

Type: Single Family Residential
Floor area: 1624
Constructed: 1920

Assessment

Starting with the 2015 tax year, the Limited Property Value is the only value considered for taxation purposes, the Full Cash Value is no longer used for taxation.

2017 Assessed Limited Value
$14,113

2016 Assessed Limited Value
$13,441

2017 Limited Value
$141,130

2016 Limited Value
$134,409

2017 Full Cash Value
$150,366

2016 Full Cash Value
$145,494

2017 Net Assessment Ratio
10

2016 Net Assessment Ratio
10

2017 Legal Class
Mixed

2016 Legal Class
Mixed

Taxes

Tax Area Code
120

2015 Taxes Billed
$1,077

Recorded Documents & Sales (0)

No Recorded Documents were found.

2016-0007703 WD
eRecorded in Yavapai County, AZ Page 1 of 4
Leslie M. Hoffman Recorder 02/18/2016 01:06:29 PM
YAVAPAI TITLE Fees: $17.00

at the request of Yavapai Title Agency, Inc.
When recorded mail to
BENJAMIN J. HUDDLESTON
1975 SUNDOG RANCH ROAD
Prescott, AZ 86301

05012566-JEP

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Tax Parcel No.: 105-05-005/7

WARRANTY DEED

For the consideration of Ten Dollars, and other valuable consideration, I or we,
WILLIAM JEFFREY STORM, A Single Man do/does hereby convey to
BENJAMIN J. HUDDLESTON and KRISTINA A. HUDDLESTON, Husband and Wife
the following real property situated in Yavapai County, Arizona:
See Exhibit A attached hereto and made a part hereof.

SUBJECT TO: Current taxes and other assessments, reservations in patents and all easements, rights of way, encumbrances, liens, covenants, conditions, restrictions, obligations and liabilities as may appear of record.

The Grantor warrants the title against all persons whomsoever.

DATED: February 12, 2016

William Jeffrey Storm
WILLIAM JEFFREY STORM

State of Arizona }
} ss.
County of Pima }

The foregoing instrument was acknowledged before me this 12 day of FEBRUARY, 2016, by WILLIAM JEFFREY STORM.

EMILY HACKER
Notary Public, State of Arizona
Pima County
My Commission Expires
November 17, 2019

Emily Hacker
NOTARY PUBLIC
My commission expires: November 17, 2019

Exhibit A

A parcel of land in the South Half of the Southeast Quarter of Section 24, Township 14 North, Range 2 West, Gila and Salt River Base and Meridian, Yavapai County, Arizona, described as follows:

COMMENCING at a 1" iron pipe with marked cap designating the Southeast corner of said Section 24;

thence West, a distance of 1,498.80 feet to a point from which point a 1" galvanized pipe in a mound of stone bears West, a distance of 1,141.26 feet;

thence North, a distance of 240.00 feet to the TRUE POINT OF BEGINNING;

thence continuing North, a distance of 220.00 feet,

thence North 17°39' 00" West, a distance of 250.74 feet;

thence South 72°21' 00" West, a distance of 198.00 feet;

thence South 17°39' 00" East, a distance of 220.00 feet to a point; thence South, a distance of 189.26 feet;

thence East, a distance of 198.00 feet to the TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM the South 110.00 feet thereof.

Printed: 2/23/2016 4:29:04 PM

Arizona Department of Water Resources

3550 N Central Ave.
Phoenix AZ 85012

Customer:

YAVAPAI TITLE AGENCY
8070 E. HIGHWAY 69
PRESCOTT VALLEY, AZ 86314

Receipt #: 16-43927
Office: MAIN OFFICE
Receipt Date: 02/23/2016
Sale Type: IN_PERSON
Cashier: WRSYM

Item No.	Index	AOBJ	Description	Ref ID	Qty	Unit Price	Ext Price
81213	15239	4439-TT	Change of Ownership/Change of Well Information/Well Assignment	632359	1	30.00	30.00
						RECEIPT TOTAL:	**30.00**

Payment type: CHECK
Amount Paid: $30.00
Payment Received Date: 02/23/2016

Check # 1059625

Notes

Escrow No. 05012566 - 550 JEP Check Date: 02/18/2016 Check No. 1059625

DESCRIPTION	CODE	AMOUNT
WELL TRANSFER FEE		$60.00
	Check Total	$60.00

Seller/Buyer: STORM/HUDDLESTON
Property Address: 1975 SUNDOG RANCH ROAD Prescott, AZ 86301
Tax Parcel Id: 105-05-005/7 Memo:

No refund without valid receipt

ARIZONA DEPARTMENT OF WATER RESOURCES
3550 North Central Avenue, Phoenix, Arizona 85012
Telephone 602 771 8500
Fax 602 771-8681

Janice K. Brewer
Governor

Herbert R. Guenther
Director

February 19, 2009

STORM,W R
BOX 4 V A C
PRESCOTT AZ 86313

Dear Sir or Madam:

The Department is contacting you to request your permission to obtain a depth-to-water measurement from your well(s). The purpose of the Department's water level measurement program is to collect groundwater level information that can be used to develop water level maps and databases that support scientific, planning and water management studies throughout the state. According to Department records, you are the owner or lessee of the wells listed on the enclosed postcard.

By signing and returning the enclosed postcard you would be granting permission to trained employees of the Arizona Department of Water Resources to obtain water level measurements from your wells.
The Department greatly appreciates your cooperation in granting permission to measure the depth-to-water in your wells and please contact us if you have any questions concerning our request at:

ADWR
3550 N. Central Avenue
Phoenix, AZ 85012
Phone: (602) 771-8627
Fax: (602) 771-1520

or visit the ADWR w

If you are no longer
accordingly and incl
self-addressed post

Thank you,

Herb Guenther

Arizona Department of Water Resources
PERMISSION AUTHORIZATION FOR WATER LEVEL MEASUREMENT

I grant permission to ADWR to conduct water level measurements at the following well(s) described below.

I am the (check one):
- O Well owner
- O Lessee
- O Responsible Party
- O Other_____

Signature _____ Printed Name _____

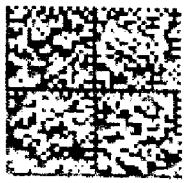
Well ID	Location	Well ID	Location	Well ID	Location
627417	B-14-02 24DCD	632359	B-14-02 24DCD		

I am no longer the owner, lessee or responsible party of the well(s) described above.
The current owner, lessee or responsible party may be contacted at:

Name: _____
Address: _____
City, State, Zip: _____

STORM,W R

ADWR Information Service
3550 N. Central Avenue -
Phoenix, Arizona 85012



Hasler

02H26502372
$00.42
02/24/2009
Mailed From 85012
US POSTAGE

RECEIVED
MAR 5 2009
[illegible]

STORM,W R
[redacted]

Dear Sir [redacted]

DEPARTMENT OF WATER RESOURCES
99 EAST VIRGINIA AVENUE
PHOENIX, ARIZONA 85004

RECEIVED
APR 8 1982
DEP'T. OF
WATER RESOURCES

REGISTRATION OF EXISTING WELLS

READ INSTRUCTIONS ON BACK OF THIS FORM BEFORE COMPLETING
PRINT OR TYPE – FILE IN DUPLICATE

05

FOR OFFICE USE ONLY
REGISTRATION NO. 55-632359
FILE NO. B(14-2)24dcd
FILED 4-9-82 (DATE) AT 9:00am (TIME)
INA
AMA PRESCOTT

REGISTRATION FEE (CHECK ONE)
EXEMPT WELL (NO CHARGE) ☐
NON-EXEMPT WELL – $10.00 ☐

1. Name of Registrant:
William R. & Bernice D. Storm
Box 4, V.A.C. (Address) Prescott (City) AZ. (State) 86313 (Zip)

2. File and/or Control Number under previous groundwater law:
_____ (File Number) 35- _____ (Control Number)

3. a. The well is located within the SE ¼ SW ¼ SE ¼, Section 24, of Township 14N N/S, Range 2W E/W, G & SRB & M, in the County of Yavapai.
b. If in a subdivision: Name of subdivision _____, Lot No. _____, Address _____.

4. The principal use(s) of water (Examples: irrigation - stockwater - domestic - municipal - industrial)
Stock water - Domestic.

5. If for irrigation use, number of acres irrigated from well _____.

6. Owner of land on which well is located. If same as Item 1, check this box ☑
_____
_____ (Address) (City) (State) (Zip)

7. Well data (If data not available, write N/A)
a. Depth of Well 250 feet
b. Diameter of casing 6" inches
c. Depth of casing 250 feet
d. Type of casing Steel.
e. Maximum pump capacity 22 gallons per minute.
f. Depth to water 85 feet below land surface.
g. Date well completed 3 (Month) 7 (Day) 48 (Year).

8. The place(s) of use of water. If same as Item 3, check this box ☑
____¼ ____¼ ____¼, Section ____ Township ____ Range ____
____¼ ____¼ ____¼, Section ____ Township ____ Range ____
Attach additional sheet if necessary.

9. DATE 4-5-82 SIGNATURE OF REGISTRANT William R. Storm

INSTRUCTIONS FOR COMPLETING REGISTRATION FORM

General Instructions

1. A person who owns an "Existing Well" shall register the well, pursuant to A.R.S. 45-593, by filing this form **in duplicate** with the Department of Water Resources not later than midnight June 14, 1982. The form must be completed and signed. Failure to do so will constitute a violation of A.R.S. 45-593, and may subject the well owner to injunction and/or civil penalties, pursuant to A.R.S. Title 45, Article 12.

2. An "Existing Well" means, (1) a well which was drilled on or before June 12, 1980 and which is not abandoned or sealed, or (2) a well which was not completed on or before June 12, 1980, but for which a Notice of Intention to Drill was on file with the Arizona Water Commission on or before June 12, 1980.

3. No registration fee is required for Exempt Wells. A $10.00 registration fee must accompany registration forms for all Non-Exempt Wells.

4. An "Exempt Well" means a well having a pump with a maximum capacity of not more than 35 gallons per minute which is used to withdraw groundwater. An Exempt Well may include the non-commercial irrigation of not more than 1 acre of land.

5. A "Non-Exempt Well" means a well that is not an "Exempt Well".

INSTRUCTIONS FOR REGISTRATION QUESTIONS

1. The Registrant must be the owner of the well and may be an individual, public or private corporation, company, partnership, firm, association, society, estate, trust, any other private organization or enterprise, the United States, any state, territory or country or a governmental entity, political subdivision or municipal corporation organized under or subject to the constitution and laws of this State.

2. If you own an existing irrigation well drilled at any time, or any other type of well drilled on or after June 20, 1968, you should have an assigned control and/or file number. Write these numbers in item 2. If you do not know the number, please explain the reason on the form or on an attached sheet.

3. a. Fill in the Section, Township and Range in all cases if it is available.
   b. If the well is in a subdivision and you have this information, give the subdivision name, Lot Number, and Address.

4. Show all purposes for which the water is used.

5. If the well is used for irrigation, give the number of acres irrigated in 1980 from the well.

6. If the owner of the land is an individual, give the last name, first name, middle initial. If the owner of the land is a corporation, partnership, firm, etc., fill in the appropriate title.

7. Complete the section on Well Data with the most accurate information available to you. If the data is not available, write N/A in the blanks.

8. Give the legal description of the place of use of the water. If place of use is in a subdivision and legal description is not available, give the subdivision name, Lot Number and/or address on the blank line.

9. The person in whose name a well is registered shall notify the Department of any change in ownership and shall keep all information on the registration record current and accurate. A form entitled "Change of Well Information/Ownership" is available for this purpose. A blank form will be furnished with the returned duplicate copy of the registration form.

Arizona Department of Water Resources
Information Management Unit
P.O. Box 458 • Phoenix, Arizona 85001-0458
(602) 771-8627 • (800) 352-8488
www.water.az.gov

Well Driller Report and Well Log

ENTERED NOV 28 2007 MO

RECEIVED NOV 21 2007 INFO MGMT

THIS REPORT MUST BE FILED WITHIN **30 DAYS** OF COMPLETING THE WELL.

PLEASE PRINT CLEARLY USING BLACK OR BLUE INK

FILE NUMBER: **B(14-2)24 DAA**
WELL REGISTRATION NUMBER: **55 - 906531**
PERMIT NUMBER (IF ISSUED):

SECTION 1: DRILLING AUTHORIZATION

Drilling Firm

Mail To:

NAME: B & M WELL DRILLERS, INC.
DWR LICENSE NUMBER: 742
ADDRESS: 11855 E. WOOD DRIVE
TELEPHONE NUMBER: 928-632-1911
CITY / STATE / ZIP: DEWEY, AZ, 86327
FAX: 928-632-1912

SECTION 2: OWNERSHIP INFORMATION

Well Owner

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL: Huddleston, Steven & Eleanor S.
MAILING ADDRESS: 1985 Sundog Ranch Rd.
CITY / STATE / ZIP: Prescott, AZ, 86301
CONTACT PERSON NAME AND TITLE: Steve or Ellie Huddleston, Owners
TELEPHONE NUMBER: 928 445-5917
FAX: 928-541-1691
WELL NAME (e.g., MW-1, PZ-3, lot 25 Well, Smith Well, etc.):

Location of Well

WELL LOCATION ADDRESS (IF ANY):

TOWNSHIP (N/S)	RANGE (E/W)	SECTION	160 ACRE	40 ACRE	10 ACRE
14N	2W	24	SE 1/4	NE 1/4	NE 1/4

LATITUDE			LONGITUDE		
34°	34'	39.4"N	112°	24'	52.7"W

METHOD OF LATITUDE/LONGITUDE (CHECK ONE): ☒ *GPS: Hand-Held ☐ USGS Quad Map ☐ Conventional Survey ☐ *GPS: Survey-Grade

LAND SURFACE ELEVATION AT WELL: 5359 Feet Above Sea Level

METHOD OF ELEVATION (CHECK ONE): ☒ *GPS: Hand-Held ☐ USGS Quad Map ☐ Conventional Survey ☐ *GPS: Survey-Grade

*IF GPS WAS USED, GEOGRAPHIC COORDINATE DATUM (CHECK ONE): ☒ NAD-83 ☐ Other (please specify)

COUNTY: Yavapai

ASSESSOR'S PARCEL ID NUMBER (MOST RECENT): BOOK 105 | MAP 05 | PARCEL 006Z

SECTION 3: DRILLING METHOD OR WORK PERFORMED

Drilling Method

CHECK ONE
☒ Air Rotary
☐ Bored or Augered
☐ Cable Tool
☐ Dual Rotary
☐ Mud Rotary
☐ Reverse Circulation
☐ Driven
☐ Jetted
☐ Air Percussion / Odex Tubing
☐ Other (please specify)

Method of Well Development

CHECK ONE
☒ Airlift
☐ Bail
☐ Surge Block
☐ Surge Pump
☐ Other (please specify)

Condition of Well

CHECK ONE
☒ Capped
☐ Pump Installed

Method of Sealing at Reduction Points

CHECK ONE
☒ None
☐ Packed
☐ Swedged
☐ Welded
☐ Other (please specify)

Construction Dates

DATE WELL CONSTRUCTION STARTED: 11-16-07
DATE WELL CONSTRUCTION COMPLETED: 11-18-07

I state that this notice is filed in compliance with A.R.S. § 45-596 and is complete and correct to the best of my knowledge and belief.

SIGNATURE OF QUALIFYING PARTY: Gabriel Huddleston
DATE: 11-20-07

Well Driller Report and Well Log

WELL REGISTRATION NUMBER
55 - 906531

Depth

DEPTH OF BORING	Feet Below Land Surface	DEPTH OF COMPLETED WELL	Feet Below Land Surface
700		700	

Water Level Information

STATIC WATER LEVEL	Feet Below Land Surface	DATE MEASURED	TIME MEASURED	IF FLOWING WELL, METHOD OF FLOW REGULATION
304		11-19-07	2:00 pm	☐ Valve ☐ Other:

Borehole

DEPTH FROM SURFACE FROM (feet)	DEPTH FROM SURFACE TO (feet)	BOREHOLE DIAMETER (inches)
0	19	12
19	700	7

Installed Casing

DEPTH FROM SURFACE FROM (feet)	DEPTH FROM SURFACE TO (feet)	OUTER (inches)	MATERIAL TYPE (T) STEEL	PVC	ABS	IF OTHER TYPE, DESCRIBE	PERFORATION TYPE (T) BLANK OR NONE	WIRE WRAP	SHUTTER SCREEN	MILLS KNIFE	SLOTTED	IF OTHER TYPE, DESCRIBE	SLOT SIZE (inches)
+1	19	8 5/8	X				X						
0	600	4 1/2		X			X						
600	700	4 1/2		X						X			.032
													64 7/11

Installed Annular Material

DEPTH FROM SURFACE FROM (feet)	DEPTH FROM SURFACE TO (feet)	ANNULAR MATERIAL TYPE (T) NONE	CONCRETE	NEAT CEMENT OR CEMENT GROUT	CEMENT-BENTONITE GROUT	BENTONITE GROUT	BENTONITE CHIPS	BENTONITE PELLETS	IF OTHER TYPE OF ANNULAR MATERIAL, DESCRIBE	FILTER PACK SAND	FILTER PACK GRAVEL	FILTER PACK SIZE
0	19			X								

Well Driller Report and Well Log

WELL REGISTRATION NUMBER
55 - 906531

DEPTH FROM SURFACE FROM (feet)	DEPTH FROM SURFACE TO (feet)	Description Describe material, grain size, color, etc.	Check (T) every interval where water was encountered (if known)
0	22	Topsoil & malapai.	
22	341	Decomposed pink granite.	
341	565	Grey granite.	X
565	700	Decomposed pink granite.	X
		1¼ GPM	

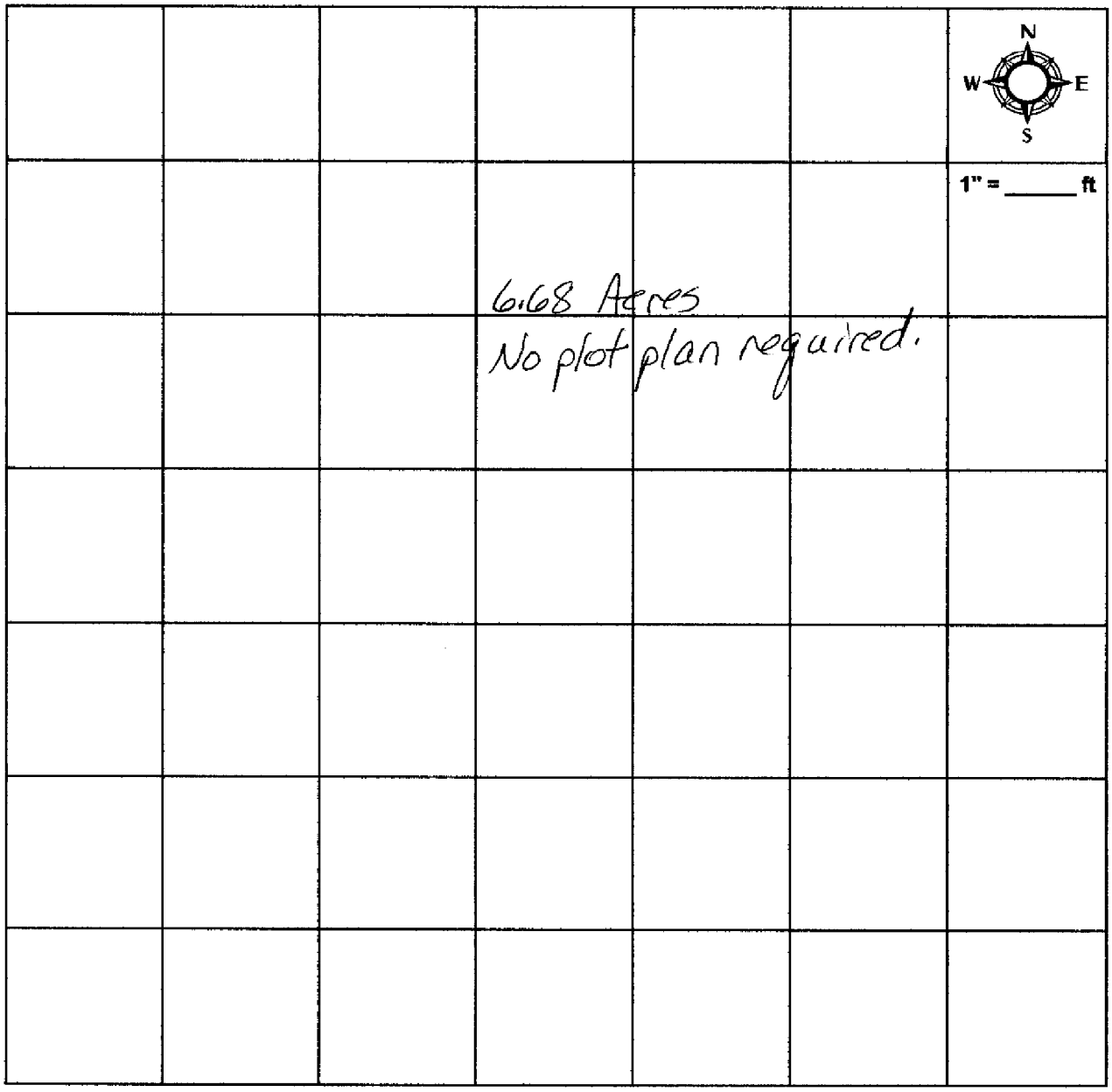
Well Driller Report and Well Log

WELL REGISTRATION NUMBER
55 - 906531

SECTION 4 WELL SITE PLAN

NAME OF WELL OWNER	COUNTY ASSESSOR'S PARCEL ID NUMBER (MOST RECENT)		
	BOOK	MAP	PARCEL
Huddleston, Steven & Eleanor S.	105	05	006Z

- Please draw the following: (1) the boundaries of property on which the well was located; (2) the well location; (3) the locations of all septic tank systems and sewer systems on the property or within 100 feet of the well location, even if on neighboring properties; and (4) any permanent structures on the property that may aid in locating the well.
- Please indicate the distance between the well location and any septic tank system or sewer system.



ARIZONA DEPARTMENT OF WATER RESOURCES

3550 N. Central Avenue Suite 200
Phoenix, Arizona 85012

DRILLING CARD

THIS AUTHORIZATION SHALL BE IN POSSESSION OF THE DRILLER DURING ALL DRILLING OPERATIONS

WELL REGISTRATION NO: **55-906531**

AUTHORIZED DRILLER: **B & M WELL DRILLERS, INC.** LICENSE NO: **742**

NOTICE OF INTENT TO **DRILL AN EXEMPT WELL** HAS BEEN FILED WITH THE DEPARTMENT BY:

WELL OWNER: **Huddleston, Steven & Eleanor S.**

ADDRESS: **1985 Sundog Ranch Rd., Prescott, AZ, 86301**

THE WELL(S) IS/ARE TO BE LOCATED IN THE:

NE 1/4 of the **NE** 1/4 of the **SE** 1/4 Section **24** Township **14 N** Range **02 W**

NO. OF WELLS IN THIS PROJECT: **1** ASSESSOR'S PARCEL NO: **105-05-006Z**

THIS AUTHORIZATION EXPIRES AT MIDNIGHT ON THE DAY OF **2/25/2008**

THE DRILLER MUST FILE A WELL DRILLER REPORT AND WELL LOG WITHIN 30 DAYS OF COMPLETION OF DRILLING

This drilling or abandonment authority was granted based upon the certifications made by the above-named Driller in the notice of intent to drill or abandon. Those certifications, along with any variances granted, are listed below. By drilling or abandoning the well pursuant to this authorization, the above-named driller acknowledges the accuracy of the driller certifications. If the certifications are in error, this authorization is invalid and driller must contact the Department of Water Resource's NOI Section in writing at the address above to correct.

NOTICE! This well is located within an Active Management Area. Pursuant to A.R.S. § 45-454(C), this well may not be drilled if, at the time well drilling commences, any portion of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a municipal provider with a designation of assured water supply as shown on the most recent digitized service area map filed by the municipal provider with the director of ADWR.

Variance(s) Granted To Driller: **None**

Certification(s) Made By Driller:

- ☑ By checking this box, I certify that I have all necessary Registrar of Contractor (ROC) licenses in all necessary license categories for this drilling or abandonment project and that those licenses are current.
- ☑ By checking this box, I certify that the proposed well meets the criteria of an exempt well as outlined in A.R.S. § 45-454.
- ☑ By checking this box, I certify that the proposed well site is not within 100 feet of any septic tank system, sewage disposal area, landfill, hazardous waste facility, storage area of hazardous materials or petroleum storage areas and tanks.
- ☑ By checking this box, I certify that this NOI application is not an application to replace, deepen, or modify an existing well.

☑ By checking this box, I certify, on behalf of the landowner, that no portion of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a municipal provider with an assured water supply designation as shown on the municipal provider's most recent digitized service area map filed by the municipal provider with the director of ADWR.

☑ It is understood that the location of the water distribution system may change between now and the time of drilling. Prior to drilling the well, it is the responsibility of the landowner to come to ADWR's offices and review the most up-to-date digitized service area maps of nearby municipal providers with a designation of assured water supply on file with ADWR, to verify whether any portion of the land on which the well will be drilled is within 100 feet of the operating water distribution system of a municipal provider with a designation of assured water supply. If any portion of the land is within 100 feet of the operating water distribution system of a water provider with a designation of assured water supply, as shown on the provider's most recent digitized service area map on file with ADWR, the drilling of the well is prohibited unless an exemption to A.R.S. § 45-454(C) is requested and granted.

☑ By checking this box, I certify that I have been authorized by the above-named well owner to submit this Notice of Intent on the well owner's behalf.

☑ By checking this box, I certify that the information above is complete and correct, and that the well shall be drilled or abandoned in compliance with all pertinent statutes and rules, including any special standards that may be required to protect the aquifer or other water sources.

ARIZONA DEPARTMENT OF WATER RESOURCES
3550 N. Central Avenue Suite 200, Phoenix, Arizona 85012
Telephone (602) 771-8500
Fax (602) 771-8691

Monday, February 26, 2007

Huddleston, Steven & Eleanor S.
1985 Sundog Ranch Rd.
Prescott, AZ, 86301

Janet Napolitano
Governor

Herbert R. Guenther
Director

Registration No. 55-906531
File No.B(14-2)24 DAA
Dear Applicant:

Enclosed is a copy of the Notice of Intent to Drill a Well ("NOI") which you recently filed with this Department pursuant to A.R.S. §45-596. This is to inform you that the Department has approved the NOI and has mailed (or otherwise provided) a drilling card authorizing the drilling of the well to the well driller identified in the NOI. The driller may not begin drilling until he has received the drilling card which he must keep in his possession at the well site during drilling.

Well drilling activities must be completed within one year after the date the NOI was filed with the Department. If drilling is not completed within one year, you must file a new NOI before proceeding with further drilling. If in the course of drilling the well, it is determined that the well cannot be successfully completed as initially intended (dry hole, cave in, lost tools, etc.), the well must be properly abandoned and a Well Abandonment Completion Report filed as required by A.A.C. R12-15-816(F).

If you change drillers, you must notify the Department of the new driller's identity. Please ensure that the new driller is licensed by the Department to drill the type of well you require. A new driller may not begin drilling until he receives a new drilling card from the Department. If you are drilling a new or replacement well and it is necessary to change the location of the well, you may not proceed with drilling until you file a new NOI with the Department and the Department issues an amended drilling card to the driller. If county approval was required for the original well site plan (this applies to domestic wells on parcels that are five acres or less), you must submit a new well site plan with the new well location to your local county health authority for approval prior to filing the new NOI with the Department.

A.R.S. § 45-600 requires the registered well owner to complete and file a Pump Installation Completion Report form (DWR form 55-56) within 30 days after the installation of pumping equipment. A form is enclosed for your use. Also enclosed is a well owner's guide that provides useful information and advice concerning your upcoming well construction project. A.R.S.§ 45-600 also requires the driller to file a complete and accurate Well Drillers Report and Well Log (DWR form 55-55) within 30 days after completion of drilling. That form was mailed to your driller with the drilling card. You should insist and ensure that all of the required forms are accurately completed and timely filed with the Department.

Please be advised that A.R.S. § 45-593(C) requires the person to whom a well is registered to notify the Department of a change in ownership of the well and/or information pertaining to the physical characteristics of the well in order to keep this well registration file current and accurate. Any change in well information or a request to change well driller must be filed on a Request to Change Well Information form (DWR form 55-71A) that may be downloaded from the ADWR Internet website at
http://www.azwater.gov/dwr/Content/Find_by_Category/Permits_Forms_Applications/default.htm.

ARIZONA DEPARTMENT OF WATER RESOURCES
3550 N. Central Avenue Suite 200, Phoenix, Arizona 85012
Telephone (602) 771-8500
Fax (602) 771-8691

Monday, February 26, 2007

Huddleston, Steven & Eleanor S.
1985 Sundog Ranch Rd.
Prescott, AZ, 86301

Janet Napolitano
Governor

Herbert R. Guenther
Director

Re: Senate Bill 1190: Drilling Restriction on Exempt Wells within Active Management Areas

Dear Applicant:

The purpose of this letter is to inform you of recent amendments made to the Groundwater Code by the enactment of Senate Bill 1190. These amendments may potentially affect the well drilling authorization issued for well no. 55-906531, to be located on Assessor's Parcel No. (APN) 105-05-006Z located at B(14-2)24 DAA.

Effective January 1, 2006, Arizona Revised Statute (A.R.S.) § 45-454 (C) prohibits the drilling of an exempt well (a well that has a maximum pump capacity of not more than thirty-five gallons per minute and that is used only for non-irrigation purposes) on land if any part of the land is within 100 feet of the operating water distribution system of a municipal water provider that has an assured water supply designation (designated water provider) within the boundaries of an Active Management Area (AMA) as shown on a digitized service area map provided to the Director by the municipal provider and updated by the municipal provider as specified by the Director. A.R.S.§ 45-454 (D) provides that the Director shall provide an exemption from this prohibition if one of the following applies:

1. The landowner submitted a written request for service to the municipal provider that operates the distribution system and the municipal provider did not provide written verification to the landowner within thirty calendar days after receipt of the request that water service is available to the landowner after payment of any applicable fee to the municipal provider.

2. The total capital cost and fees for connecting to the operating water distribution system exceed the total capital cost and fees for drilling and fully equipping the exempt well.

3. If the applicant must obtain an easement across other land to connect to the water distribution system of the municipal provider, the applicant sent the owner of the land a request for the easement by certified mail, return receipt requested, and either the applicant did not receive a response to the request within thirty calendar days of mailing the request or the request was denied.

4. The landowner does not qualify for an exemption pursuant to paragraphs 1, 2, or 3 above and the landowner provides written verification from the municipal provider that the landowner shall not receive or request water service from the municipal provider while the exempt well is operational. The exemption for the well is revoked if the landowner or any subsequent landowner receives water service from the municipal provider. In determining whether to approve or reject an application to drill a non-exempt well under A.R.S. § 45-599, the director shall not consider any impacts the proposed non-exempt well may have on the exempt well drilled pursuant to this paragraph.

In addition, Senate Bill 1190 does not prohibit a property owner, after January 1, 2006, from drilling a replacement exempt well for an existing lawful exempt well if the replacement well does not increase the total number of operable exempt wells on the applicant's land, [A.R.S.§ 45-454 (E)], or prohibit the drilling of a well for the purpose of remediating groundwater if it meets one of the following exemptions pursuant to [A.R.S.§ 45-454 (F)]:

1. The remediation well is for an approved Department of Environmental Quality or United States Environmental Protection Agency remediation program.

2. A registered geologist certifies that the remediation well is for the purpose of remediation.

The proposed location of well no. 55-906531 is within the PRESCOTT AMA. Please be aware that under A.R.S. § 45-454(C) you may not drill well no. 55-906531 if, at the time well drilling is to commence, any part of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a designated water provider as shown on the most recent digitized service area map provided to the Director by the designated water provider, unless you apply for and are granted one of the exemptions listed above. If you drill your well in violation of A.R.S. § 45-454(C), the Department may commence an enforcement action against you in which it may seek an order requiring you to pay civil penalties and/or abandon the well.

It is your responsibility to ensure that your well is not drilled in violation of A.R.S. § 45-454(C). Therefore, you should come to the Department's offices prior to commencing well drilling to review the digitized service area maps of designated water providers on file with the Department to determine whether any part of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a designated water provider. The digitized service area maps of designated water providers will be available for review by the public at the Department's Phoenix office and in the outlying AMA offices. For security purposes, these maps may not be reproduced or electronically transferred. The Department will update the service area map of a designated water provider upon request by the provider, **so it is important you review the maps as close to the drilling date as possible.**

A current listing of designated water providers may be found at:
http://www.azwater.gov/dwr/Content/Find_by_Category/Permits_Forms_Applications/Files/AssuredWaterSupply/UPDATED_List_of_Designated_Providers_2005.pdf.

As stated above, if the land on which the well is to be drilled is within 100 feet of a designated water provider's operating water distribution system, the well may be drilled on or after January 1, 2006 if you apply for and are granted one of the exemptions listed above. To request an exemption, you or your well driller must file with the Department supplemental form Exempt Well Certification of Compliance with A.R.S. § 45-454(C) or Request for Exemption Pursuant to A.R.S. § 45-454(D) [form A.R.S. § 45-454(C) & (D)] or Remediation Well Certification of Compliance with A.R.S. § 45-454(C) or Request for Exemption Pursuant to A.R.S. § 45-454(F) [form A.R.S. § 45-454(C) & (F)] certifying that the exemption applies. These supplemental forms are available at all Department offices and online at:
http://www.azwater.gov/dwr/Content/Find_by_Program/Wells/Well_Drilling/FORMS/A.R.S._§_45-454(C)_&_(D).pdf
and http://www.azwater.gov/dwr/Content/Find_by_Program/Wells/Well_Drilling/FORMS/A.R.S._§_45-454(C)_&_(F).pdf.
Upon receipt of the supplemental form, the Department will review the form and determine whether you qualify for the exemption. If the Department determines that you qualify for the exemption, it will issue the exemption authorizing the drilling of the well. If the Department determines that you do not qualify for the exemption, it will send you notice of the determination and a notice of your right to appeal the determination.

If you have any questions concerning well no. 55-906531 please contact the Notice of Intent Unit at (602) 771-8639. For additional information on Senate Bill 1190, please visit the Department's website at http://www.azwater.gov.

ARIZONA DEPARTMENT OF WATER RESOURCES

Electronic Filing - NOI Report

3550 N. Central Avenue Suite 200
Phoenix, Arizona 85012

NOI Type: Notice of Intent to Drill, Deepen, Replace or Modify a Well
Well Type: EXEMPT
Date Received at ADWR Website: 2/26/2007 11:36:10 AM

Fee Paid: $150.00 Order Number: VUJE0E4E8CBA

Well Registration Number: 55 - 906531
Number of Wells/Holes: 1 Drilling Authority Expires On: 2/25/2008

Driller's ADWR License Number: 742

Authorized Driller: B & M WELL DRILLERS, INC.
ROC License Number Entered By Driller: 183464
Qualifying Party License Categories: K-53

Well Owner Name: Huddleston, Steven & Eleanor S.
Well Owner Address: 1985 Sundog Ranch Rd.
Well Owner City, State - Zip: Prescott, AZ - 86301
Well Owner Phone: 928 445-5917

Book: 105 Map: 05 Parcel: 006Z

Is the Land Owner the same as the Well Owner?: Yes

Well Location: **NE** 1/4 of the **NE** 1/4 of the **SE** 1/4 Section **24** Township **14 N** Range **2 W**

AMA: PRESCOTT AMA
County: YAVAPAI
Contamination Site: NOT IN ANY WQARF SITE

Design Pumping Capacity: <= 35 GPM

Primary Water Use: DOMESTIC
Secondary Water Use(s): STOCK

Is this application for an exempt well which will be used to serve the same non-irrigation use at the same location as (i.e., same parcel) as another exempt well?: No

Is the proposed water use for domestic purposes on <= 5 acres?: No

Is any portion of the land, on which the well is to be located, within 100 feet of a designated municipal provider's operating water distribution system as shown on the municipal provider's most recent digitized service area map filed by the municipal provider with the director of ADWR. No

Proximity to a designated municipal provider's operating water distribution system exemption type:
N/A

Will the installed pump have a pumping capacity of greater than 35 GPM, or will the well will be used to withdraw greater than 10 Acre Feet per year?: N/A

Is this NOI an application to replace, deepen, or modify an existing well? No

Variance(s) Granted To Driller: **None**

Certification(s) Made By Driller:

- ☑ By checking this box, I certify that I have all necessary Registrar of Contractor (ROC) licenses in all necessary license categories for this drilling or abandonment project and that those licenses are current.
- ☑ By checking this box, I certify that the proposed well meets the criteria of an exempt well as outlined in A.R.S. § 45-454.
- ☑ By checking this box, I certify that the proposed well site is not within 100 feet of any septic tank system, sewage disposal area, landfill, hazardous waste facility, storage area of hazardous materials or petroleum storage areas and tanks.
- ☑ By checking this box, I certify that this NOI application is not an application to replace, deepen, or modify an existing well.
- ☑ By checking this box, I certify, on behalf of the landowner, that no portion of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a municipal provider with an assured water supply designation as shown on the municipal provider's most recent digitized service area map filed by the municipal provider with the director of ADWR.
- ☑ It is understood that the location of the water distribution system may change between now and the time of drilling. Prior to drilling the well, it is the responsibility of the landowner to come to ADWR's offices and review the most up-to-date digitized service area maps of nearby municipal providers with a designation of assured water supply on file with ADWR, to verify whether any portion of the land on which the well will be drilled is within 100 feet of the operating water distribution system of a municipal provider with a designation of assured water supply. If any portion of the land is within 100 feet of the operating water distribution system of a water provider with a designation of assured water supply, as shown on the provider's most recent digitized service area map on file with ADWR, the drilling of the well is prohibited unless an exemption to A.R.S. § 45-454(C) is requested and granted.
- ☑ By checking this box, I certify that I have been authorized by the above-named well owner to submit this Notice of Intent on the well owner's behalf.
- ☑ By checking this box, I certify that the information above is complete and correct, and that the well shall be drilled or abandoned in compliance with all pertinent statutes and rules, including any special standards that may be required to protect the aquifer or other water sources.

From: "ADWR" <wrnoi@azwater.gov>
To: <bmwelldrillers@aol.com>
Date: Mon, Feb 26, 2007 11:36 AM
Subject: ADWR Well NOI Confirmation re: Well Registration Number 906531

****
* Confirmation for Order: VUJE0E4E8CBA
****

Thank you for your order, Bridget Wallace.

Should you have any questions concerning your
order, please contact us by email at
wrnoi@azwater.gov or by phone at (602) 771-8500
and be sure to mention your order number:
VUJE0E4E8CBA.

Thanks again for shopping with Arizona Department of Water Resources!

Best regards,
Arizona Department of Water Resources Management.
Phone: (602) 771-8500
Email: wrnoi@azwater.gov

Order ID: VUJE0E4E8CBA
Date: 2/26/2007
Status: Approved

Arizona Department of Water Resources
3550 N. Central Avenue Suite 200
Phoenix, AZ 85012 United States
Phone: (602) 771-8500 Fax: (602) 771-8691

Bill To: B & M WELL DRILLERS, INC.-Bridget Wallace
11855 E. WOOD DRIVE
DEWEY, AZ. 86327
Email: bmwelldrillers@aol.com

000600 - All Except Domestic Outside AMA/INA
qty 1 - price ea. - amount $150.00

Subtotal:	$150.00
Tax Total	$0.00
Shipping	$0.00
Handling	$0.00

Total:	$150.00

Transaction Detail

This report provides information on a specific transaction.

VUJE0E4E8CBA

Request Data

Transaction ID:	**VUJE0E4E8CBA**	Merchant:	**adwr02**
User Name:	**adwr02**	Timestamp:	**2007-02-26 10:35:05**
Trans Type:	**Sale**	Duration:	**0**
Tender Type:	**Visa**	Client IP Address:	**216.113.188.202**
Account Number:	[redacted]	Client Version:	**300**
Expiration:	**0309**	Amount:	**$150.00**
Comment 1:	**906531**	Comment 2:	
Bill First Name:	**Bridget**	Bill Last Name:	**Wallace**
Bill Addr. (AVS Street):	**11855 E. WOOD DRIVE**	Bill City:	**DEWEY**
Bill State:	**AZ**	Bill Zip (AVS Zip):	**86327**
Bill Country:	**US**	Bill Email:	**bmwelldrillers@aol.com**
Ship First Name:		Ship Last Name:	
Ship Address:		Ship City:	
Ship State:		Ship Zip Code:	
Ship Country:			
Recurring:			

Results

Result Code:	**0**	Response Message:	**Approved**
Auth. Code:	**498460**		
Orig Trans ID:		AVS Street Match:	**Y**
Orig Amount:	**$0.00**	AVS Zip Match:	**Y**
International AVS Indicator:	**N**	CSC Match:	**N**
Batch ID:	**320**		

Level 2 Information

Purchase Order #:	**VUJE0E4E8CBA**	Customer Code:	
Tax Amount:	**$0.00**	Shipping/Freight Amount:	**$0.00**
Duty Amount:	**$0.00**		

View Transaction Status

ENTERED NOV 28 2007 MO

Arizona Department of Water Resources
Information Management Unit
P.O. Box 33589 • Phoenix, Arizona 85067-3589
(602) 771-8627 • (800) 352-8488
www.water.az.gov

Well Driller Report and Well Log

RECEIVED NOV 21 2007 INFO MGMT

THIS REPORT MUST BE FILED WITHIN **30 DAYS** OF COMPLETING THE WELL.

PLEASE PRINT CLEARLY USING BLACK OR BLUE INK

FILE NUMBER: **B(14-2)24 DCA**
WELL REGISTRATION NUMBER: **55 - 908126**
PERMIT NUMBER (IF ISSUED):

SECTION 1. DRILLING AUTHORIZATION

Drilling Firm

Mail To:

NAME	DWR LICENSE NUMBER
B & M WELL DRILLERS, INC.	742
ADDRESS: 11855 E. WOOD DRIVE	TELEPHONE NUMBER: 928-632-1911
CITY / STATE / ZIP: DEWEY, AZ, 86327	FAX

SECTION 2. REGISTRY INFORMATION

Well Owner

FULL NAME OF COMPANY, ORGANIZATION, OR INDIVIDUAL: Huddleston, Steven W. & Eleanor L.

MAILING ADDRESS: 1985 Sundog Ranch Rd.

CITY / STATE / ZIP: Prescott, AZ, 86301

CONTACT PERSON NAME AND TITLE: Steve or Ellie Huddleston, Owners

TELEPHONE NUMBER: 928 445-5917 FAX: 928-541-1691

WELL NAME (e.g., MW-1, PZ-3, Ist 25 Well, Smith Well, etc.):

Location of Well

WELL LOCATION ADDRESS (IF ANY):

TOWNSHIP (N/S)	RANGE (E/W)	SECTION	160 ACRE	40 ACRE	10 ACRE
14N	2W	24	SE 1/4	SW 1/4	NE 1/4

LATITUDE			LONGITUDE		
34 °	34 '	23.2 "N	112 °	25 '	6.5 "W

METHOD OF LATITUDE/LONGITUDE (CHECK ONE): ☒ *GPS: Hand-Held ☐ USGS Quad Map ☐ Conventional Survey ☐ *GPS: Survey-Grade

LAND SURFACE ELEVATION AT WELL: 5459 Feet Above Sea Level

METHOD OF ELEVATION (CHECK ONE): ☒ *GPS: Hand-Held ☐ USGS Quad Map ☐ Conventional Survey ☐ *GPS: Survey-Grade

*IF GPS WAS USED, GEOGRAPHIC COORDINATE DATUM (CHECK ONE): ☒ NAD-83 ☐ Other (please specify)

COUNTY: Yavapai

ASSESSOR'S PARCEL ID NUMBER (MOST RECENT): BOOK 105 MAP 05 PARCEL 001A

SECTION 3. WELL CONSTRUCTION DETAILS

Drilling Method (CHECK ONE)

- ☒ Air Rotary
- ☐ Bored or Augered
- ☐ Cable Tool
- ☐ Dual Rotary
- ☐ Mud Rotary
- ☐ Reverse Circulation
- ☐ Driven
- ☐ Jetted
- ☐ Air Percussion / Odex Tubing
- ☐ Other (please specify)

Method of Well Development (CHECK ONE)

- ☒ Airlift
- ☐ Bail
- ☐ Surge Block
- ☐ Surge Pump
- ☐ Other (please specify)

Condition of Well (CHECK ONE)

- ☒ Capped
- ☐ Pump Installed

Method of Sealing at Reduction Points (CHECK ONE)

- ☒ None
- ☐ Packed
- ☐ Swedged
- ☐ Welded
- ☐ Other (please specify)

Construction Dates

DATE WELL CONSTRUCTION STARTED: 11-18-07

DATE WELL CONSTRUCTION COMPLETED: 11-19-07

I state that this notice is filed in compliance with A.R.S. § 45-596 and is complete and correct to the best of my knowledge and belief.

SIGNATURE OF QUALIFYING PARTY: Bobby J. Wall DATE: 11-20-07

Well Driller Report and Well Log

WELL REGISTRATION NUMBER
55 - 908126

SECTION 4. WELL CONSTRUCTION DESIGN AS BUILT (each applicable item must be completed)

Depth

DEPTH OF BORING	Feet Below Land Surface	DEPTH OF COMPLETED WELL	Feet Below Land Surface
200		200	

Water Level Information

STATIC WATER LEVEL	Feet Below Land Surface	DATE MEASURED	TIME MEASURED	IF FLOWING WELL, METHOD OF FLOW REGULATION
76		11-19-07	2:30pm	☐ Valve ☐ Other:

Borehole

DEPTH FROM SURFACE FROM (feet)	DEPTH FROM SURFACE TO (feet)	BOREHOLE DIAMETER (inches)
0	19	12
19	200	7

Installed Casing

DEPTH FROM SURFACE FROM (feet)	DEPTH FROM SURFACE TO (feet)	OUTER (inches)	MATERIAL TYPE (T) STEEL	PVC	ABS	IF OTHER TYPE, DESCRIBE	PERFORATION TYPE (T) BLANK OR NONE	WIRE WRAP	SHUTTER SCREEN	MILLS KNIFE	SLOTTED	IF OTHER TYPE, DESCRIBE	SLOT SIZE (inches)
+1	19	8 5/8	X				X						
10	100	4 1/2		X			X						
100	200	4 1/2		X						X			.032
													by
													4"

Installed Annular Material

DEPTH FROM SURFACE FROM (feet)	DEPTH FROM SURFACE TO (feet)	ANNULAR MATERIAL TYPE (T) NONE	CONCRETE	NEAT CEMENT OR CEMENT GROUT	CEMENT-BENTONITE GROUT	BENTONITE GROUT	BENTONITE CHIPS	BENTONITE PELLETS	IF OTHER TYPE OF ANNULAR MATERIAL, DESCRIBE	FILTER PACK SAND	FILTER PACK GRAVEL	FILTER PACK SIZE
0	19			X								

Well Driller Report and Well Log

WELL REGISTRATION NUMBER
55 - 908126

SECTION 1: GEOLOGIC LOG OF WELL

DEPTH FROM SURFACE FROM (feet)	DEPTH FROM SURFACE TO (feet)	**Description** Describe material, grain size, color, etc.	Check (T) every interval where water was encountered (if known)
0	200	Decomposed pink granite & boulders.	X
		35+ GPM	

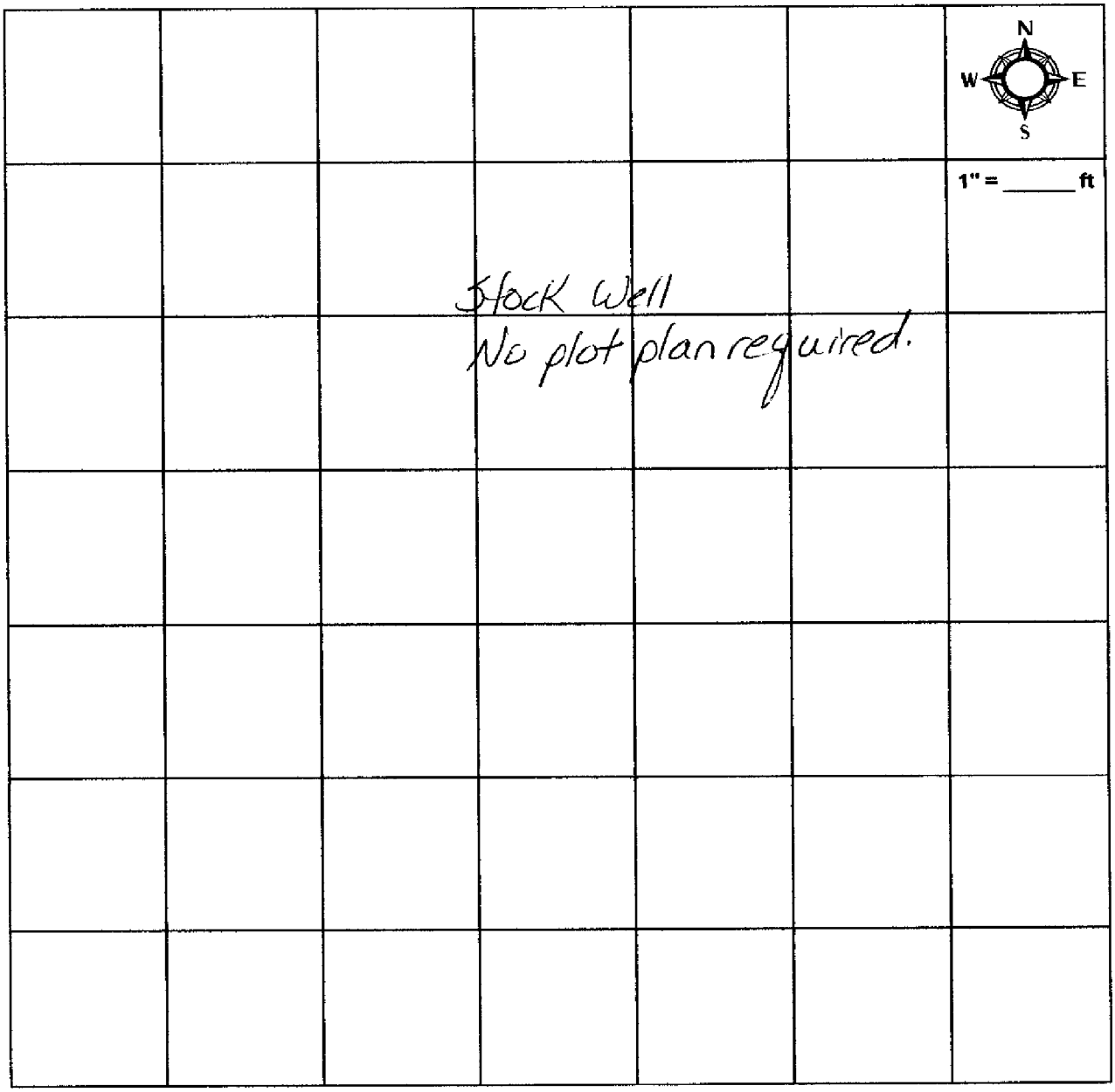
Well Driller Report and Well Log

WELL REGISTRATION NUMBER
55 - 908126

SECTION II: WELL SITE PLAN

NAME OF WELL OWNER	COUNTY ASSESSOR'S PARCEL ID NUMBER (MOST RECENT)		
	BOOK	MAP	PARCEL
Huddleston, Steven W. & Eleanor L.	105	05	001A

- Please draw the following: (1) the boundaries of property on which the well was located; (2) the well location; (3) the locations of all septic tank systems and sewer systems on the property or within 100 feet of the well location, even if on neighboring properties; and (4) any permanent structures on the property that may aid in locating the well.
- Please indicate the distance between the well location and any septic tank system or sewer system.



ARIZONA DEPARTMENT OF WATER RESOURCES
3550 N. Central Avenue Suite 200
Phoenix, Arizona 85012

DRILLING CARD

THIS AUTHORIZATION SHALL BE IN POSSESSION OF THE DRILLER DURING ALL DRILLING OPERATIONS

WELL REGISTRATION NO: **55-908126**

AUTHORIZED DRILLER: **B & M WELL DRILLERS, INC.** LICENSE NO: **742**

NOTICE OF INTENT TO **DRILL AN EXEMPT WELL** HAS BEEN FILED WITH THE DEPARTMENT BY:

WELL OWNER: **Huddleston, Steven W. & Eleanor L.**

ADDRESS: **1985 Sundog Ranch Rd., Prescott, AZ, 86301**

THE WELL(S) IS/ARE TO BE LOCATED IN THE:

DS

NE 1/4 of the **SW** 1/4 of the **SE** 1/4 Section **24** Township **14 N** Range **02 W**

NO. OF WELLS IN THIS PROJECT: **1** ASSESSOR'S PARCEL NO: **105-05-001A**

THIS AUTHORIZATION EXPIRES AT MIDNIGHT ON THE DAY OF **11/13/2008**

THE DRILLER MUST FILE A WELL DRILLER REPORT AND WELL LOG WITHIN 30 DAYS OF COMPLETION OF DRILLING

This drilling or abandonment authority was granted based upon the certifications made by the above-named Driller in the notice of intent to drill or abandon. Those certifications, along with any variances granted, are listed below. By drilling or abandoning the well pursuant to this authorization, the above-named driller acknowledges the accuracy of the driller certifications. If the certifications are in error, this authorization is invalid and driller must contact the Department of Water Resource's NOI Section in writing at the address above to correct.

NOTICE! This well is located within an Active Management Area. Pursuant to A.R.S. § 45-454(C), this well may not be drilled if, at the time well drilling commences, any portion of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a municipal provider with a designation of assured water supply as shown on the most recent digitized service area map filed by the municipal provider with the director of ADWR.

Variance(s) Granted To Driller: **None**

Certification(s) Made By Driller:

- ☑ By checking this box, I certify that I have all necessary Registrar of Contractor (ROC) licenses in all necessary license categories for this drilling or abandonment project and that those licenses are current.
- ☑ By checking this box, I certify that the proposed well meets the criteria of an exempt well as outlined in A.R.S. § 45-454.
- ☑ By checking this box, I certify that the proposed well site is not within 100 feet of any septic tank system, sewage disposal area, landfill, hazardous waste facility, storage area of hazardous materials or petroleum storage areas and tanks.
- ☑ By checking this box, I certify that this NOI application is not an application to replace, deepen, or modify an existing well.

☑ By checking this box, I certify, on behalf of the landowner, that no portion of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a municipal provider with an assured water supply designation as shown on the municipal provider's most recent digitized service area map filed by the municipal provider with the director of ADWR.

☑ It is understood that the location of the water distribution system may change between now and the time of drilling. Prior to drilling the well, it is the responsibility of the landowner to come to ADWR's offices and review the most up-to-date digitized service area maps of nearby municipal providers with a designation of assured water supply on file with ADWR, to verify whether any portion of the land on which the well will be drilled is within 100 feet of the operating water distribution system of a municipal provider with a designation of assured water supply. If any portion of the land is within 100 feet of the operating water distribution system of a water provider with a designation of assured water supply, as shown on the provider's most recent digitized service area map on file with ADWR, the drilling of the well is prohibited unless an exemption to A.R.S. § 45-454(C) is requested and granted.

☑ By checking this box, I certify that I have been authorized by the above-named well owner to submit this Notice of Intent on the well owner's behalf.

☑ By checking this box, I certify that the information above is complete and correct, and that the well shall be drilled or abandoned in compliance with all pertinent statutes and rules, including any special standards that may be required to protect the aquifer or other water sources.

ARIZONA DEPARTMENT OF WATER RESOURCES
3550 N. Central Avenue Suite 200, Phoenix, Arizona 85012
Telephone (602) 771-8500
Fax (602) 771-8691

Thursday, November 15, 2007

Huddleston, Steven W. & Eleanor L.
1985 Sundog Ranch Rd.
Prescott, AZ, 86301

Janet Napolitano
Governor

Herbert R. Guenther
Director

Registration No. 55-908126
File No.B(14-2)24 DCA
Dear Applicant:

Enclosed is a copy of the Notice of Intent to Drill a Well ("NOI") which you recently filed with this Department pursuant to A.R.S. §45-596. This is to inform you that the Department has approved the NOI and has mailed (or otherwise provided) a drilling card authorizing the drilling of the well to the well driller identified in the NOI. The driller may not begin drilling until he has received the drilling card which he must keep in his possession at the well site during drilling.

Well drilling activities must be completed within one year after the date the NOI was filed with the Department. If drilling is not completed within one year, you must file a new NOI before proceeding with further drilling. If in the course of drilling the well, it is determined that the well cannot be successfully completed as initially intended (dry hole, cave in, lost tools, etc.), the well must be properly abandoned and a Well Abandonment Completion Report filed as required by A.A.C. R12-15-816(F).

If you change drillers, you must notify the Department of the new driller's identity. Please ensure that the new driller is licensed by the Department to drill the type of well you require. A new driller may not begin drilling until he receives a new drilling card from the Department. If you are drilling a new or replacement well and it is necessary to change the location of the well, you may not proceed with drilling until you file a new NOI with the Department and the Department issues an amended drilling card to the driller. If county approval was required for the original well site plan (this applies to domestic wells on parcels that are five acres or less), you must submit a new well site plan with the new well location to your local county health authority for approval prior to filing the new NOI with the Department.

A.R.S. § 45-600 requires the registered well owner to complete and file a Pump Installation Completion Report form (DWR form 55-56) within 30 days after the installation of pumping equipment. A form is enclosed for your use. Also enclosed is a well owner's guide that provides useful information and advice concerning your upcoming well construction project. A.R.S.§ 45-600 also requires the driller to file a complete and accurate Well Drillers Report and Well Log (DWR form 55-55) within 30 days after completion of drilling. That form was mailed to your driller with the drilling card. You should insist and ensure that all of the required forms are accurately completed and timely filed with the Department.

Please be advised that A.R.S. § 45-593(C) requires the person to whom a well is registered to notify the Department of a change in ownership of the well and/or information pertaining to the physical characteristics of the well in order to keep this well registration file current and accurate. Any change in well information or a request to change well driller must be filed on a Request to Change Well Information form (DWR form 55-71A) that may be downloaded from the ADWR Internet website at
http://www.azwater.gov/dwr/Content/Find_by_Category/P ermits_Forms_Applications/default.h tm.

ARIZONA DEPARTMENT OF WATER RESOURCES
3550 N. Central Avenue Suite 200, Phoenix, Arizona 85012
Telephone (602) 771-8500
Fax (602) 771-8691

Thursday, November 15, 2007

Huddleston, Steven W. & Eleanor L.
1985 Sundog Ranch Rd.
Prescott, AZ, 86301

Janet Napolitano
Governor

Herbert R. Guenther
Director

Re: Senate Bill 1190: Drilling Restriction on Exempt Wells within Active Management Areas

Dear Applicant:

The purpose of this letter is to inform you of recent amendments made to the Groundwater Code by the enactment of Senate Bill 1190. These amendments may potentially affect the well drilling authorization issued for well no. 55-908126, to be located on Assessor's Parcel No. (APN) 105-05-001A located at B(14-2)24 DCA.

Effective January 1, 2006, Arizona Revised Statute (A.R.S.) § 45-454 (C) prohibits the drilling of an exempt well (a well that has a maximum pump capacity of not more than thirty-five gallons per minute and that is used only for non-irrigation purposes) on land if any part of the land is within 100 feet of the operating water distribution system of a municipal water provider that has an assured water supply designation (designated water provider) within the boundaries of an Active Management Area (AMA) as shown on a digitized service area map provided to the Director by the municipal provider and updated by the municipal provider as specified by the Director. A.R.S.§ 45-454 (D) provides that the Director shall provide an exemption from this prohibition if one of the following applies:

1. The landowner submitted a written request for service to the municipal provider that operates the distribution system and the municipal provider did not provide written verification to the landowner within thirty calendar days after receipt of the request that water service is available to the landowner after payment of any applicable fee to the municipal provider.

2. The total capital cost and fees for connecting to the operating water distribution system exceed the total capital cost and fees for drilling and fully equipping the exempt well.

3. If the applicant must obtain an easement across other land to connect to the water distribution system of the municipal provider, the applicant sent the owner of the land a request for the easement by certified mail, return receipt requested, and either the applicant did not receive a response to the request within thirty calendar days of mailing the request or the request was denied.

4. The landowner does not qualify for an exemption pursuant to paragraphs 1, 2, or 3 above and the landowner provides written verification from the municipal provider that the landowner shall not receive or request water service from the municipal provider while the exempt well is operational. The exemption for the well is revoked if the landowner or any subsequent landowner receives water service from the municipal provider. In determining whether to approve or reject an application to drill a non-exempt well under A.R.S. § 45-599, the director shall not consider any impacts the proposed non-exempt well may have on the exempt well drilled pursuant to this paragraph.

In addition, Senate Bill 1190 does not prohibit a property owner, after January 1, 2006, from drilling a replacement exempt well for an existing lawful exempt well if the replacement well does not increase the total number of operable exempt wells on the applicant's land, [A.R.S.§ 45-454 (E)], or prohibit the drilling of a well for the purpose of remediating groundwater if it meets one of the following exemptions pursuant to [A.R.S.§ 45-454 (F)]:

1. The remediation well is for an approved Department of Environmental Quality or United States Environmental Protection Agency remediation program.

2. A registered geologist certifies that the remediation well is for the purpose of remediation.

The proposed location of well no. 55-908126 is within the PRESCOTT AMA. Please be aware that under A.R.S. § 45-454(C) you may not drill well no. 55-908126 if, at the time well drilling is to commence, any part of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a designated water provider as shown on the most recent digitized service area map provided to the Director by the designated water provider, unless you apply for and are granted one of the exemptions listed above. If you drill your well in violation of A.R.S. § 45-454(C), the Department may commence an enforcement action against you in which it may seek an order requiring you to pay civil penalties and/or abandon the well.

It is your responsibility to ensure that your well is not drilled in violation of A.R.S. § 45-454(C). Therefore, you should come to the Department's offices prior to commencing well drilling to review the digitized service area maps of designated water providers on file with the Department to determine whether any part of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a designated water provider. The digitized service area maps of designated water providers will be available for review by the public at the Department's Phoenix office and in the outlying AMA offices. For security purposes, these maps may not be reproduced or electronically transferred. The Department will update the service area map of a designated water provider upon request by the provider, **so it is important you review the maps as close to the drilling date as possible.**

A current listing of designated water providers may be found at:
http://www.azwater.gov/dwr/Content/Find_by_Category/Permits_Forms_Applications/Files/AssuredWaterSupply/UPDATED_List_of_Designated_Providers_2005.pdf.

As stated above, if the land on which the well is to be drilled is within 100 feet of a designated water provider's operating water distribution system, the well may be drilled on or after January 1, 2006 if you apply for and are granted one of the exemptions listed above. To request an exemption, you or your well driller must file with the Department supplemental form Exempt Well Certification of Compliance with A.R.S. § 45-454(C) or Request for Exemption Pursuant to A.R.S. § 45-454(D) [form A.R.S. § 45-454(C) & (D)] or Remediation Well Certification of Compliance with A.R.S. § 45-454(C) or Request for Exemption Pursuant to A.R.S. § 45-454(F) [form A.R.S. § 45-454(C) & (F)] certifying that the exemption applies. These supplemental forms are available at all Department offices and online at:
http://www.azwater.gov/dwr/Content/Find_by_Program/Wells/Well_Drilling/FORMS/A.R.S._§_45-454(C)_&_(D).pdf and http://www.azwater.gov/dwr/Content/Find_by_Program/Wells/Well_Drilling/FORMS/A.R.S._§_45-454(C)_&_(F).pdf.
Upon receipt of the supplemental form, the Department will review the form and determine whether you qualify for the exemption. If the Department determines that you qualify for the exemption, it will issue the exemption authorizing the drilling of the well. If the Department determines that you do not qualify for the exemption, it will send you notice of the determination and a notice of your right to appeal the determination.

If you have any questions concerning well no. 55-908126 please contact the Notice of Intent Unit at (602) 771-8639. For additional information on Senate Bill 1190, please visit the Department's website at http://www.azwater.gov.

ARIZONA DEPARTMENT OF WATER RESOURCES

Electronic Filing - NOI Report
3550 N. Central Avenue Suite 200
Phoenix, Arizona 85012

NOI Type: Notice of Intent to Drill, Deepen, Replace or Modify a Well
Well Type: EXEMPT
Date Received at ADWR Website: 11/15/2007 12:10:30 PM

Fee Paid: $150.00 Order Number: VLFE1EC669C9

Well Registration Number: 55 - 908126
Number of Wells/Holes: 1 Drilling Authority Expires On: 11/13/2008

Driller's ADWR License Number: 742

Authorized Driller: B & M WELL DRILLERS, INC.
ROC License Number Entered By Driller: 183464
Qualifying Party License Categories: K-53

Well Owner Name: Huddleston, Steven W. & Eleanor L.
Well Owner Address: 1985 Sundog Ranch Rd.
Well Owner City, State - Zip: Prescott, AZ - 86301
Well Owner Phone: 928 445-5917

Book: 105 Map: 05 Parcel: 001A

Is the Land Owner the same as the Well Owner?: Yes

Well Location: **NE** 1/4 of the **SW** 1/4 of the **SE** 1/4 Section **24** Township **14 N** Range **2 W**

AMA: PRESCOTT AMA
County: YAVAPAI
Contamination Site: NOT IN ANY WQARF SITE

Design Pumping Capacity: <= 35 GPM

Primary Water Use: STOCK
Secondary Water Use(s): N/A

Is this application for an exempt well which will be used to serve the same non-irrigation use at the same location as (i.e., same parcel) as another exempt well?: No

Is the proposed water use for domestic purposes on <= 5 acres?: N/A

Is any portion of the land, on which the well is to be located, within 100 feet of a designated municipal provider's operating water distribution system as shown on the municipal provider's most recent digitized service area map filed by the municipal provider with the director of ADWR. No

Proximity to a designated municipal provider's operating water distribution system exemption type:
N/A

Will the installed pump have a pumping capacity of greater than 35 GPM, or will the well will be used to withdraw greater than 10 Acre Feet per year?: N/A

Is this NOI an application to replace, deepen, or modify an existing well? No

Variance(s) Granted To Driller: **None**

Certification(s) Made By Driller:

- ☑ By checking this box, I certify that I have all necessary Registrar of Contractor (ROC) licenses in all necessary license categories for this drilling or abandonment project and that those licenses are current.
- ☑ By checking this box, I certify that the proposed well meets the criteria of an exempt well as outlined in A.R.S. § 45-454.
- ☑ By checking this box, I certify that the proposed well site is not within 100 feet of any septic tank system, sewage disposal area, landfill, hazardous waste facility, storage area of hazardous materials or petroleum storage areas and tanks.
- ☑ By checking this box, I certify that this NOI application is not an application to replace, deepen, or modify an existing well.
- ☑ By checking this box, I certify, on behalf of the landowner, that no portion of the land on which the well is to be drilled is within 100 feet of the operating water distribution system of a municipal provider with an assured water supply designation as shown on the municipal provider's most recent digitized service area map filed by the municipal provider with the director of ADWR.
- ☑ It is understood that the location of the water distribution system may change between now and the time of drilling. Prior to drilling the well, it is the responsibility of the landowner to come to ADWR's offices and review the most up-to-date digitized service area maps of nearby municipal providers with a designation of assured water supply on file with ADWR, to verify whether any portion of the land on which the well will be drilled is within 100 feet of the operating water distribution system of a municipal provider with a designation of assured water supply. If any portion of the land is within 100 feet of the operating water distribution system of a water provider with a designation of assured water supply, as shown on the provider's most recent digitized service area map on file with ADWR, the drilling of the well is prohibited unless an exemption to A.R.S. § 45-454(C) is requested and granted.
- ☑ By checking this box, I certify that I have been authorized by the above-named well owner to submit this Notice of Intent on the well owner's behalf.
- ☑ By checking this box, I certify that the information above is complete and correct, and that the well shall be drilled or abandoned in compliance with all pertinent statutes and rules, including any special standards that may be required to protect the aquifer or other water sources.

From: ADWR <wrnoi@azwater.gov>
To: <bmwelldrillers@aol.com>
Date: Thu, Nov 15, 2007 12:19 PM
Subject: ADWR Well NOI Confirmation re: Well Registration Number 908126

****
* Confirmation for Order: VLFE1EC669C9
****

Thank you for your order, Bridget Wallace.

Should you have any questions concerning your order, please contact us by email at wrnoi@azwater.gov or by phone at (602) 771-8500 and be sure to mention your order number: VLFE1EC669C9.

Thanks again for shopping with Arizona Department of Water Resources!

Best regards,
Arizona Department of Water Resources Management.
Phone: (602) 771-8500
Email: wrnoi@azwater.gov

Order ID: VLFE1EC669C9
Date: 11/15/2007
Status: Approved

Arizona Department of Water Resources
3550 N. Central Avenue Suite 200
Phoenix, AZ 85012 United States
Phone: (602) 771-8500 Fax: (602) 771-8691

Bill To: B & M WELL DRILLERS, INC.-Bridget Wallace
11855 E. WOOD DRIVE
DEWEY, AZ. 86327
Email: bmwelldrillers@aol.com

000600 - All Except Domestic Outside AMA/INA
qty 1 - price ea. - amount $150.00

Subtotal:	$150.00
Tax Total	$0.00
Shipping	$0.00
Handling	$0.00

Total:	$150.00

Transaction Details

Help

View Transaction Status

Information for Transaction ID: VLFE1EC669C9

Transaction Result Details

Transaction ID:	VLFE1EC669C9	**Result Code:**	0
Timestamp:	Nov 15, 2007 11:18:33 AM	**Response Message:**	Approved
Transaction Type:	Sale	**Authorization Code:**	836100
Tender Type:	Visa	**AVS Street Match:**	Y
Credit Card Number:	[redacted]	**AVS Zip Match :**	Y
Credit Card Expiration:	03 / 2009	**International AVS Indicator:**	N
Amount:	150.00 USD	**Card Security Code Match:**	Y
Tax Amount:	0.00 USD	**ABA #:**	
Shipping/Freight Amount:	0.00 USD	**Cust Ref #:**	
Duty Amount:	0.00 USD		
Original Amount:	0.00 USD		
Original Transaction ID:			
Batch ID:	516		
Purchase Order Number:	VLFE1EC669C9		
Customer Code:			
Supplier Reference #:			

Comment 1:	908126
Comment 2:	

Billing Information

Billing Address: Bridget Wallace
11855 E. WOOD DRIVE
DEWEY , AZ 86327
US

Email: bmwelldrillers@aol.com

Shipping Information

Shipping Address:

Additional Information

Client IP Address:	216.113.188.202	**Merchant:**	adwr02
Client Version:	3.00	**User:**	adwr02
Transaction State:	8		
Duration:	0.00		

Transaction History

Transaction ID	Timestamp	Transaction Type	Amount	Result	Details
VLFE1EC669C9	Nov 15, 2007 11:18:33 AM	Sale	150.00 USD	0	--

View Transaction Status

Appendix C. Central Yavapai Metropolitan Planning Organization Ecosystem Connectivity and Mitigation Advisory Committee Meeting Summary (meeting date August 8, 2023)

SUNDOG CONNECTOR

AECOM

Design Concept Report and Environmental Overview

EMAC Coordination Meeting
Environmental Overview and Wildlife Connectivity

Date 08/08/2023

SUNDOG CONNECTOR

CYMPO
Central Yavapai Metropolitan Planning Organization

1

Meeting Goals

- To better define the wildlife issues, concerns, and opportunities for the Sundog Connector Study
- How will potential impacts to wildlife and habitat connectivity be analyzed and addressed in the alternative evaluation for this study, and what are the recommendations for future planning phases?

Future coordination with EMAC:

- Present and discuss preliminary results and recommendations of the study's alternatives evaluation
- Explore more specific minimization and mitigation strategies

2

Agenda

- Study Overview
- Environmental Overview
- Wildlife Issues, Concerns, and Opportunities
- Approach and Methodology for Considering Wildlife
- Open Discussion
- Next Steps and Action Items

3

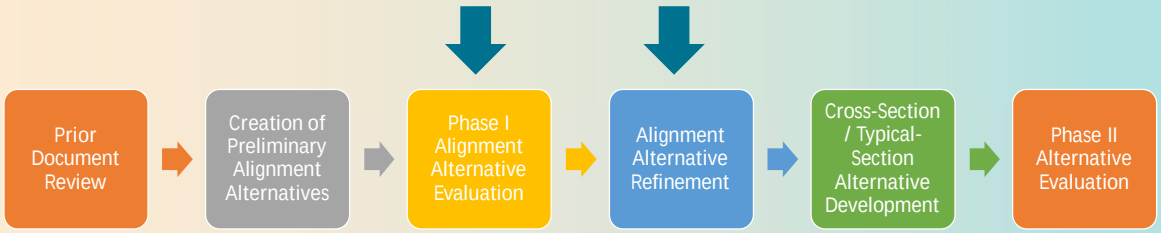
Study Goals

- Establish Purpose and Need with Public Input
- Establish Benefit and Impacts of Corridor Implementation
- Identify Configuration for Potential Regionally Significant Route; Including Typical Section & Alignment
- Enhanced Public Involvement Process
- Informed Decision-Making

4

Project Status Update

- Refining Seven Phase I Alternative Alignments
- Clarifying Existing Development Agreement Commitments
- Clarifying Definition of No-Build



SUNDOG CONNECTOR
Design Concept Report and Environmental Overview

5

AA0

Environmental Overview

6

Slide 6

AA0 Picked the resources with the most info/concern from EO
Ahler, Abbie, 2023-06-15T22:12:46.106

Environmental Overview Scope and Goal

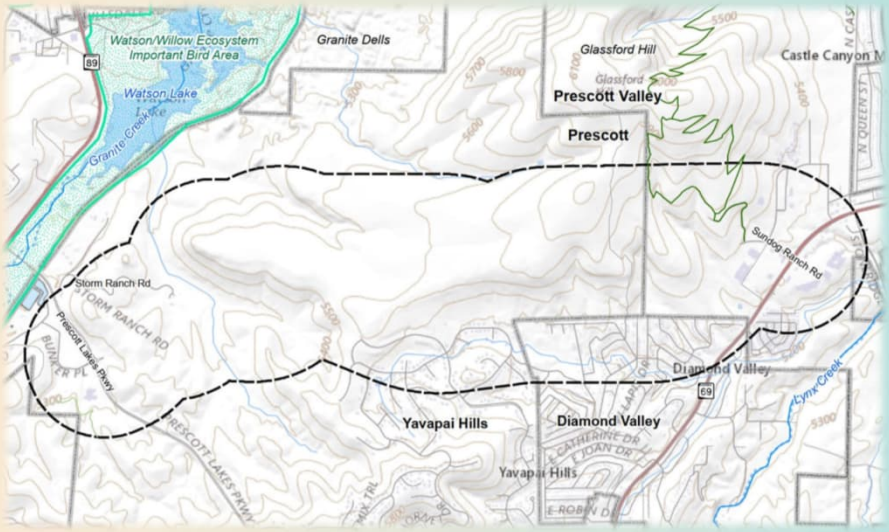
Scope

- Evaluate Existing Conditions to identify and 'fatal flaws', obstacle issues, and sensitive areas
- Evaluate for Environmental Opportunities with Alternatives
  - Biological and Natural Resources
  - Water Resources
  - Hazardous Materials
  - Cultural Resources
  - Socioeconomic
  - Wildlife Coordination and EMAC

Goal

- Identify and provide a summary of known Environmental Resources and Potential Risks
- Make recommendations for future analysis and coordination

Study Area

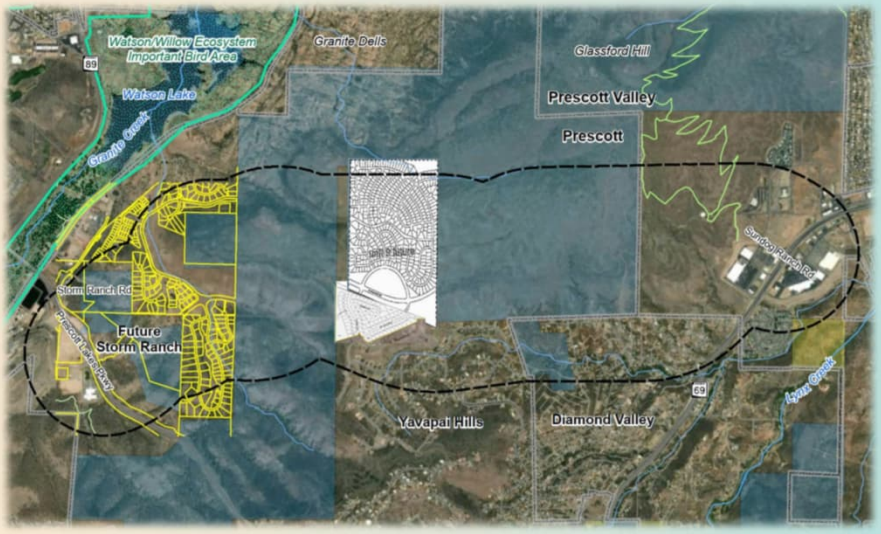


Land Use

SUNDOG CONNECTOR
Design Concept Report and Environmental Overview

9

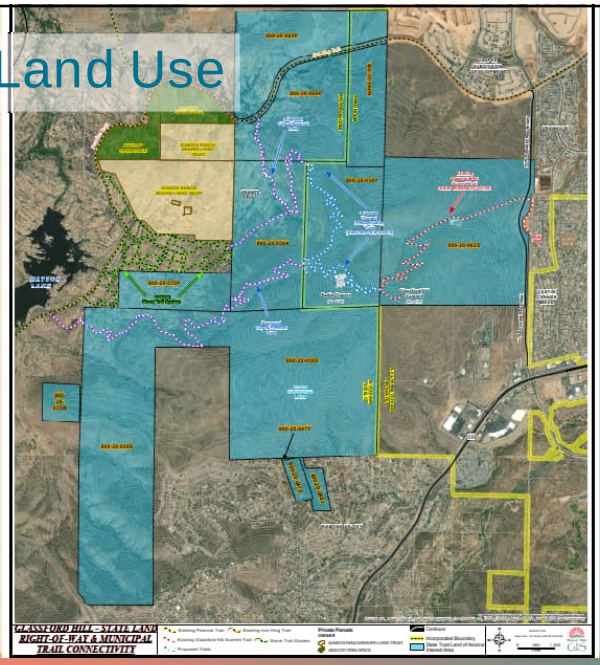
Planned Land Use



SUNDOG CONNECTOR
Design Concept Report and Environmental Overview

10

Planned Land Use



11

Noise

- Screening for sensitive noise receptors (residential areas and recreational facilities) that could potentially be impacted (i.e. located within a screening distance of the proposed build alternatives)
- (graphics from FHWA on existing noise environment – quiet rural noise conditions, this would be a change)

12

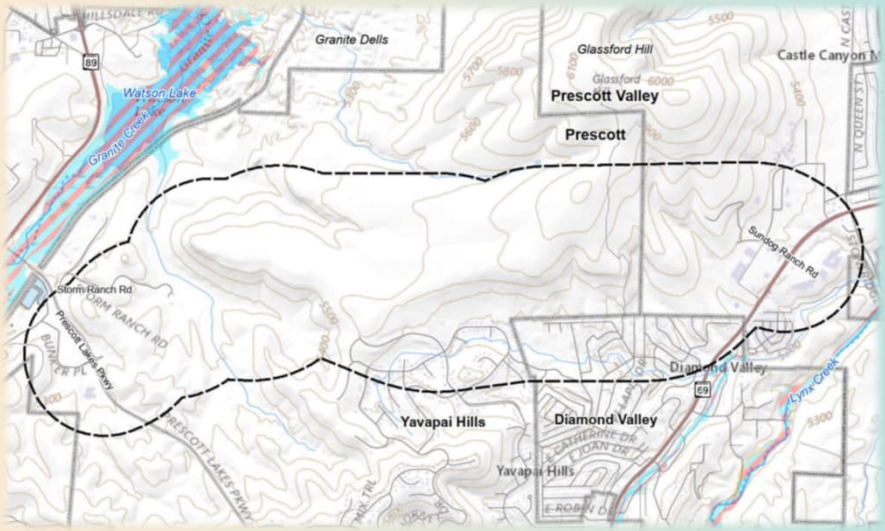
Biological Resources

Endangered Species Act

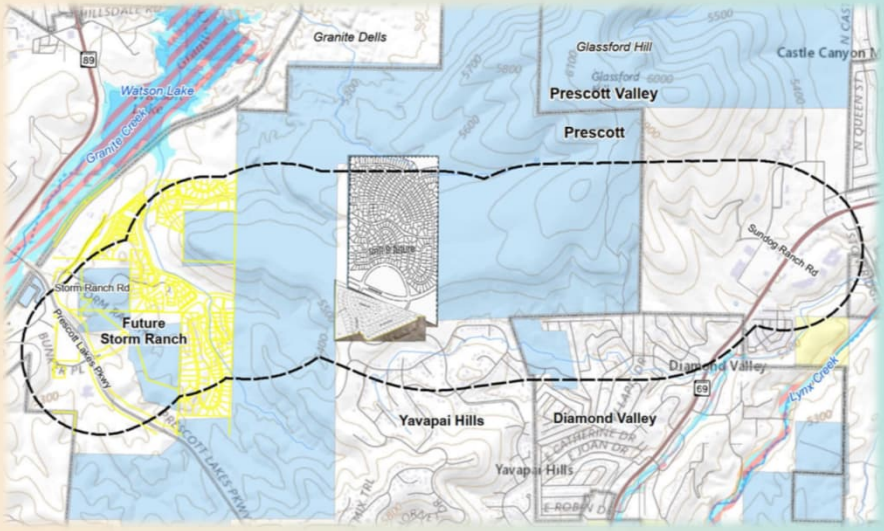



Other Species of Concern


Drainage and Floodplains

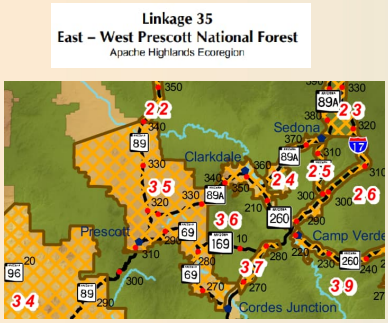


Drainage and Floodplains

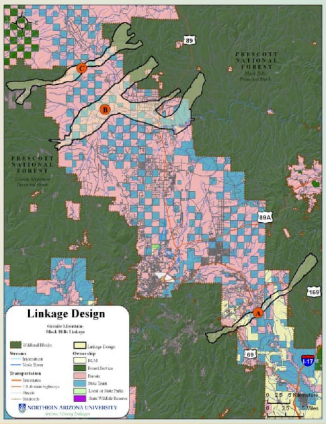


Wildlife Studies Reviewed

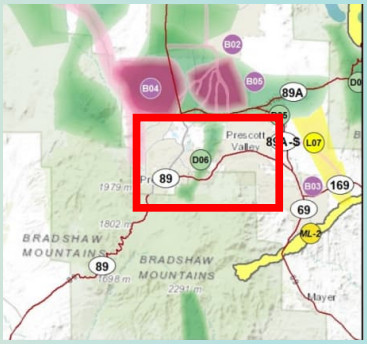
2006 Arizona Wildlife Linkage Assessment

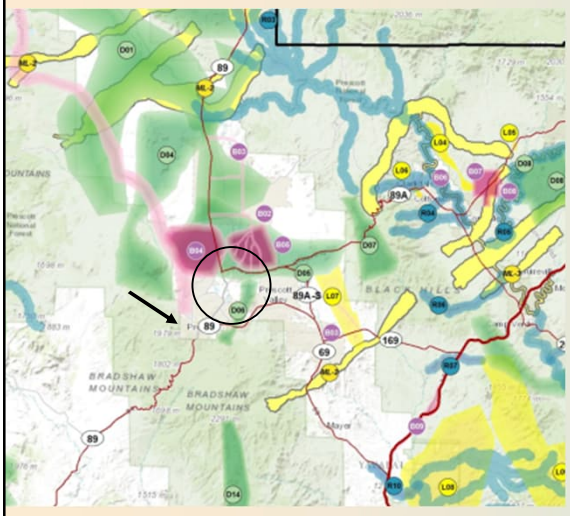


2008 Granite Mountain – Black Hills Linkage Design Report



2013 Yavapai County Wildlife Connectivity Assessment





2013 AZGFD Yavapai County Wildlife Connectivity Assessment: Diffuse Movement Area D06

Do6. Badger Mountain – Glassford Hill

Species Identified:	Coyote, Deer, Javelina, Mountain lion, Skunk
Current Threats/Barriers:	• Commercial/industrial development • Communications installations (top of Glassford Hill) • Mining (strip mining hillside) • Powerline • Recreational activity (trails with horse usage) • Residential development (high density, ranchettes) • Roads: SR 69
Future Threats/Opportunities:	General commercial development, proposed State Trust Land Reform area
Notes:	None

Do7. Mingus Mountain – Woodchute Mountain

Species Identified:	Black bear, Deer, Squirrel, Turkey
Current Threats/Barriers:	• Off-highway vehicle use • Powerline • Roads: US Highway 89A, Prescott National Forest Road 3
Future Threats/Opportunities:	None identified at workshop
Notes:	Forest lands

17

2021 Arizona Statewide Wildlife-Vehicle Conflict Study

Table 2- 6. ADOT Northwestern District wildlife-vehicle crash hotspots.

WVC Crash Hotspot Rank	Name	Route	Mile post range	Length (mi)	No. of Animal Crashes	Animal Crashes per Mile	Annual Avg. Animal Crashes per Mile
3	SR 69 Prescott	SR 69	291.5-296	5.58	75	13.45	2.69
25	SR 69 Poland Junction	SR 69	273-275	2.00	15	7.50	1.50
29	SR 69 Humboldt	SR 69	79-80	1.00	7	7.00	1.40
41	SR 69 N Spring Valley	SR 69	268-269	1.00	5	5.00	1.00

18

Wildlife, Protected Species, & Habitat

Common Wildlife






Open Discussion #1

Are there additional readily available/previously completed studies or data sources we should review and consider?

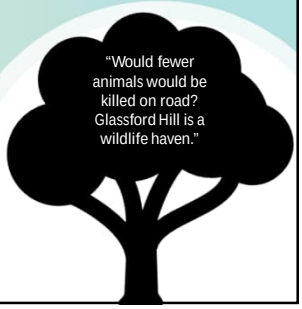
Wildlife Issues, Concerns, and Opportunities

21

Previous Stakeholder Input

June 3, 2022 – Stakeholder Meeting #1

- Total of 76 comment cards were collected and coded into 11 themes
- Environmental concerns had 20 comments
- Roadway concerns had 16 comments
- Other concerns themed around:
  - Community impact
  - Congestion
  - Economic impact
  - Wildlife concerns
  - Public transit
  - Planning process
  - General/misc.



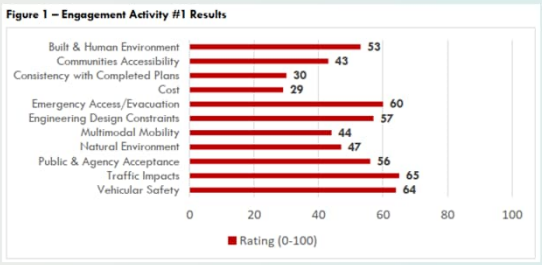
22

Previous Stakeholder Input

May 24, 2023 – Stakeholder Meeting #2

1) Engagement Activity #1 included a series of questions which asked the Stakeholder Committee member to choose between two randomly generated Evaluation Criteria Categories to select which was more important in the Sundog Connector Alternatives Evaluation Process. Each participant was asked 30 total questions.
   - A total of 690 votes were cast across 23 participants during the engagement activity. The scoring and ranking are shown in Figure 1.

2) Engagement Activity #2 was conducted using a digital engagement tool to rank each of the seven alternatives from most preferred to least preferred. A total of 10 Stakeholder Committee members participated in this engagement activity. The scoring and ranking are shown in Figure 2.



Open Discussion #2

- What are the concerns regarding wildlife and wildlife movement in the study area?
- What are the priority issues?
- Major vs. minor concerns
- Does your organization see any opportunities to solve a need/deficiency in the study area?

Approach & Methodology for Considering Wildlife

25

Alternative Evaluation

1. Phase I Alternative
   - Include corridor alignment only
   - Only includes Build Alternatives
   - Does not include cross-section or corridor amenities
   - Value – identifies possible topographical opportunities and constraints
   - Shortlist of Phase I Alternatives advance to Phase II development
2. Phase II Alternative
   - Includes advanced Phase I Alternatives
   - Includes different cross-section or corridor amenities details
   - Includes Build and No-Build Alternatives

Evaluation Criteria Categories

26

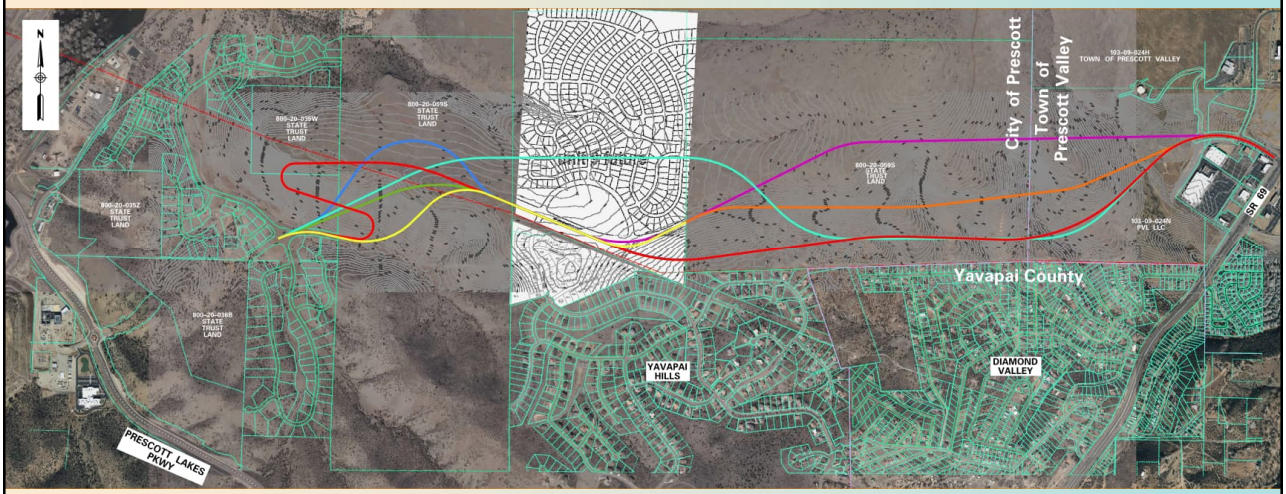
Open Discussion #3

How should we approach the alternatives evaluation for this study?

Is there the potential for differentiating impacts?

27

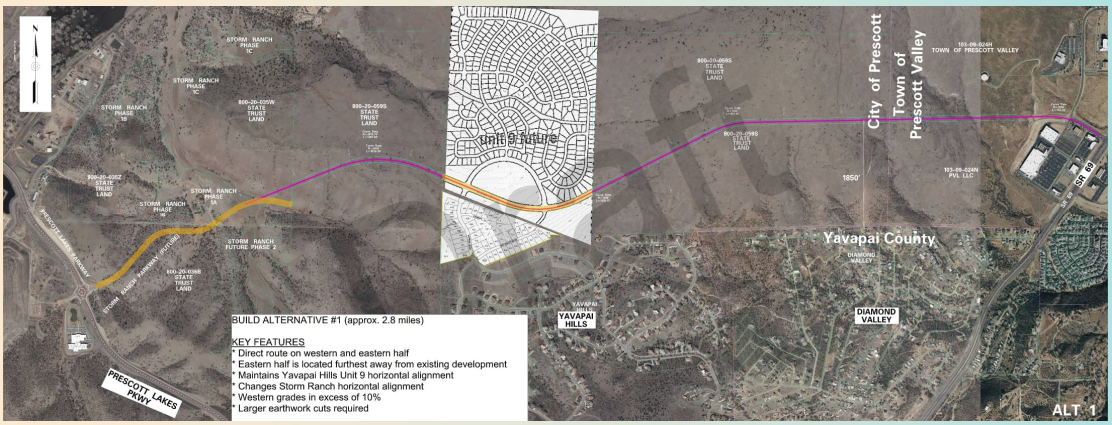
Range of Phase 1 Build Alternatives



28

AA0

Build Alternative 1

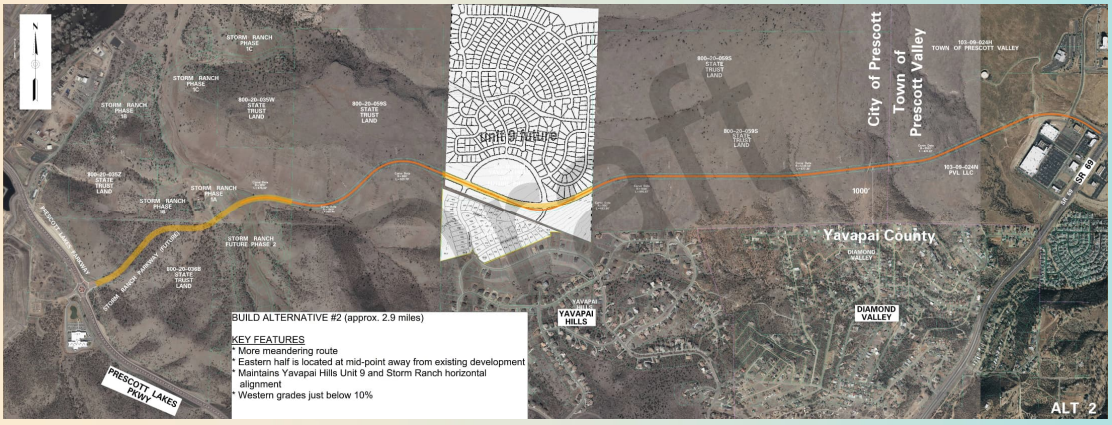


BUILD ALTERNATIVE #1 (approx. 2.8 miles)

KEY FEATURES
* Direct route on western and eastern half
* Eastern half is located furthest away from existing development
* Maintains Yavapai Hills Unit 9 horizontal alignment
* Changes Storm Ranch horizontal alignment
* Western grades in excess of 10%
* Larger earthwork cuts required

29

Build Alternative 2



BUILD ALTERNATIVE #2 (approx. 2.9 miles)

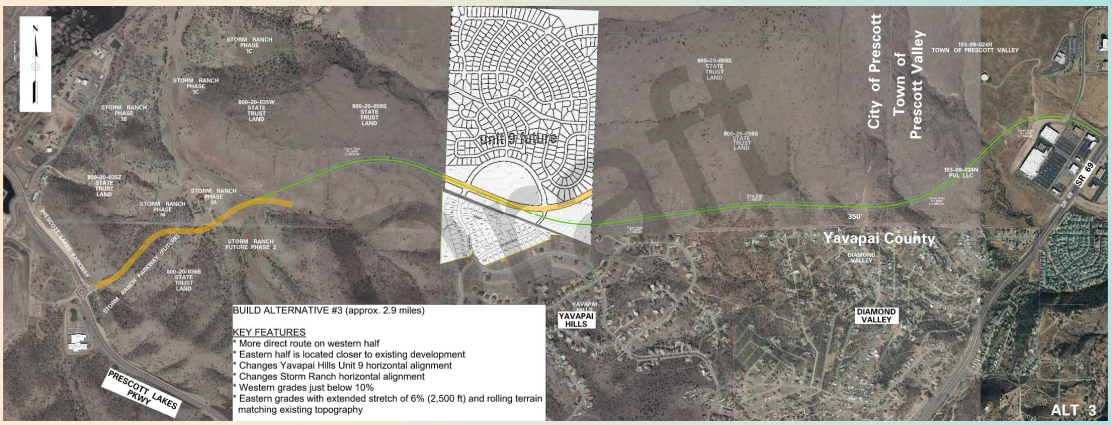
KEY FEATURES
* More meandering route
* Eastern half is located at mid-point away from existing development
* Maintains Yavapai Hills Unit 9 and Storm Ranch horizontal alignment
* Western grades just below 10%

30

Slide 29

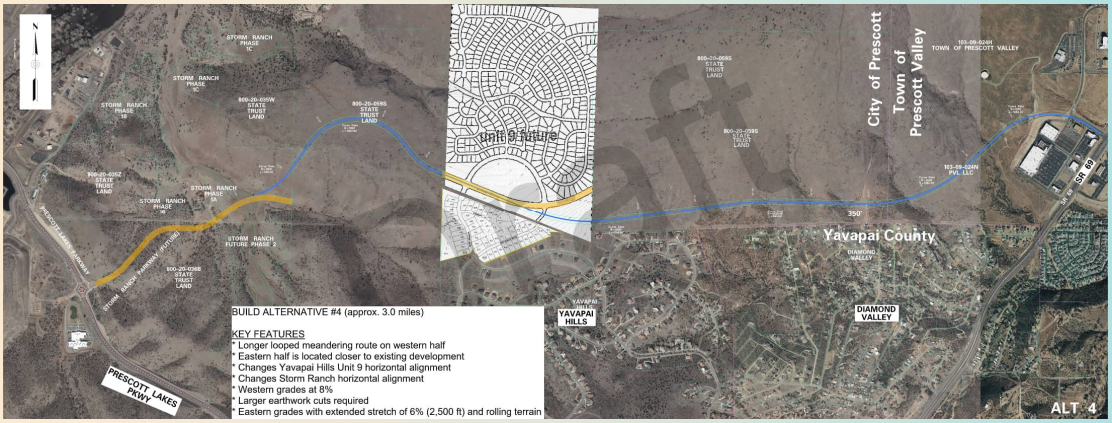
AA0 I found a ppt from STAC in April 2023 with different alignments -- did something change since these 7 alts were shown at the May 2023 stakeholder meeting?
Ahler, Abbie, 2023-06-15T22:11:57.257

Build Alternative 3



31

Build Alternative 4



32

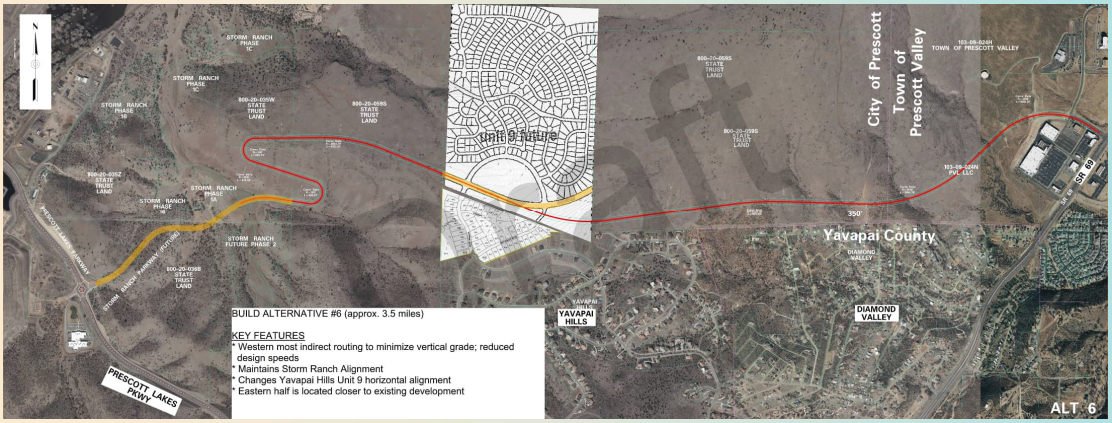
Build Alternative 5

BUILD ALTERNATIVE #5 (approx. 2.9 miles)

KEY FEATURES
* Route splits existing Yavapai Hills Unit 9 plans
* Eastern half is located closer to existing development
* Eastern grades with extended stretch of 6% (3,000 ft)
* Western grades at 8%
* Larger earthwork cuts required

33

Build Alternative 6

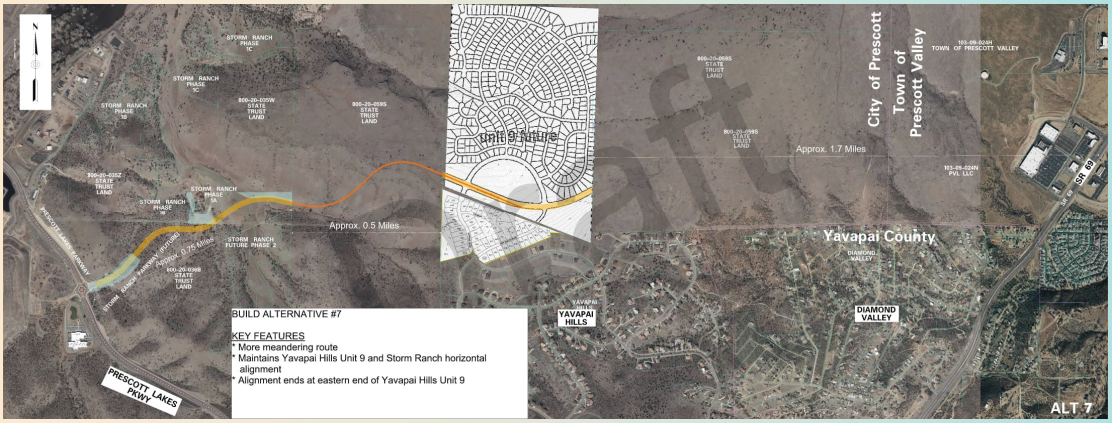


BUILD ALTERNATIVE #6 (approx. 3.5 miles)

KEY FEATURES
* Western most indirect routing to minimize vertical grade; reduced design speeds
* Maintains Storm Ranch Alignment
* Changes Yavapai Hills Unit 9 horizontal alignment
* Eastern half is located closer to existing development

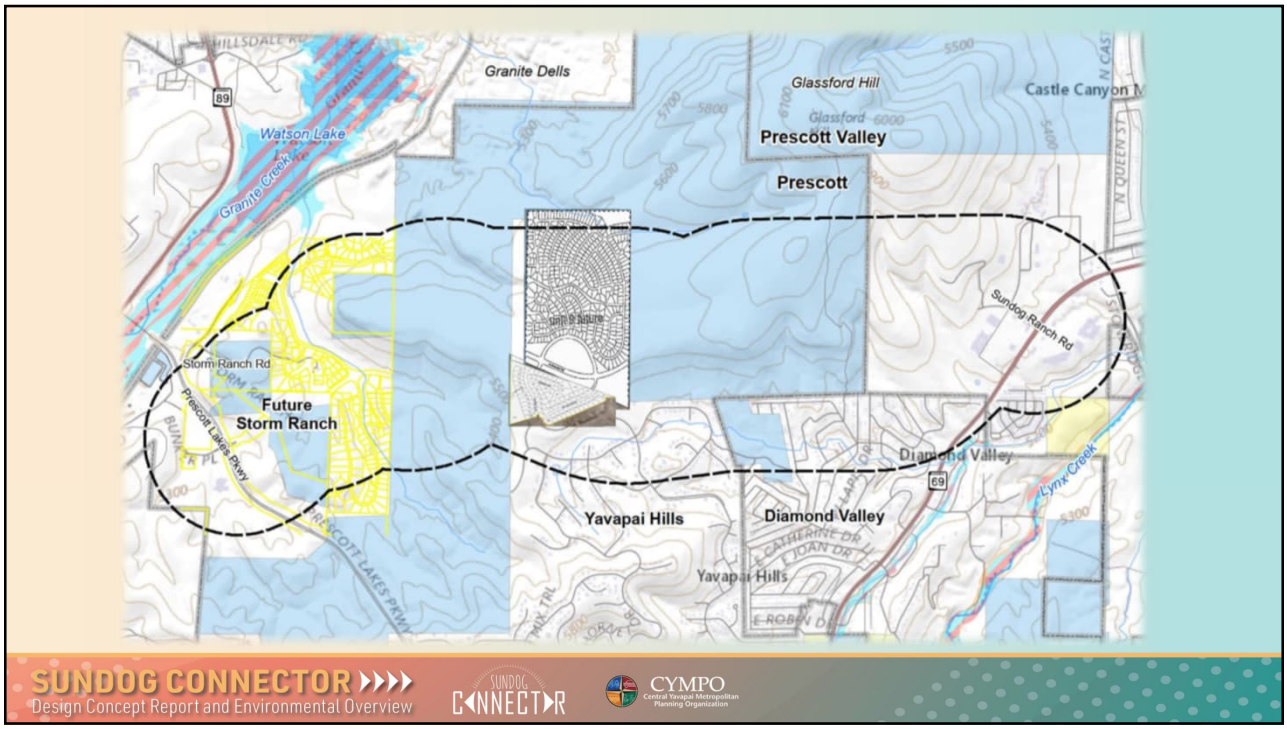
34

Build Alternative 7



Open Discussion #4

Identify opportunities to incorporate design elements that would avoid, minimize, and mitigate potential impacts



37

Fencing?

Drainage Structures?

Overpass Structures?

38

Open Discussion #5

Future Study Needs

Do the existing studies and information provide enough information to characterize wildlife issues, concerns, and opportunities?

Is there additional information needed to help inform this early planning study?

If the Sundog Connector progresses to future NEPA studies, what additional information would be needed to inform impact evaluation, or develop minimization/mitigation strategies for a Build Alternative?

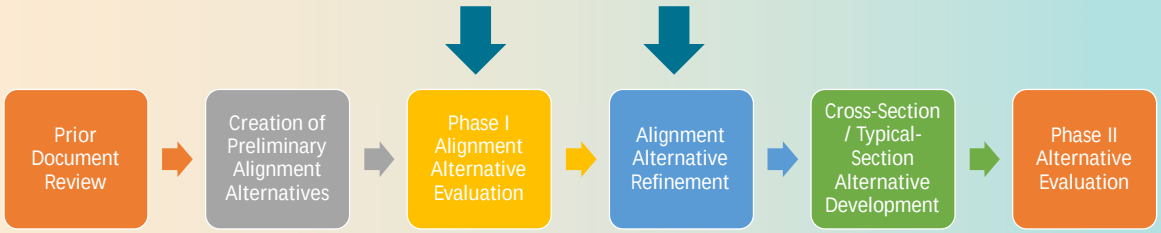
39

Open Discussion

40

Next Steps

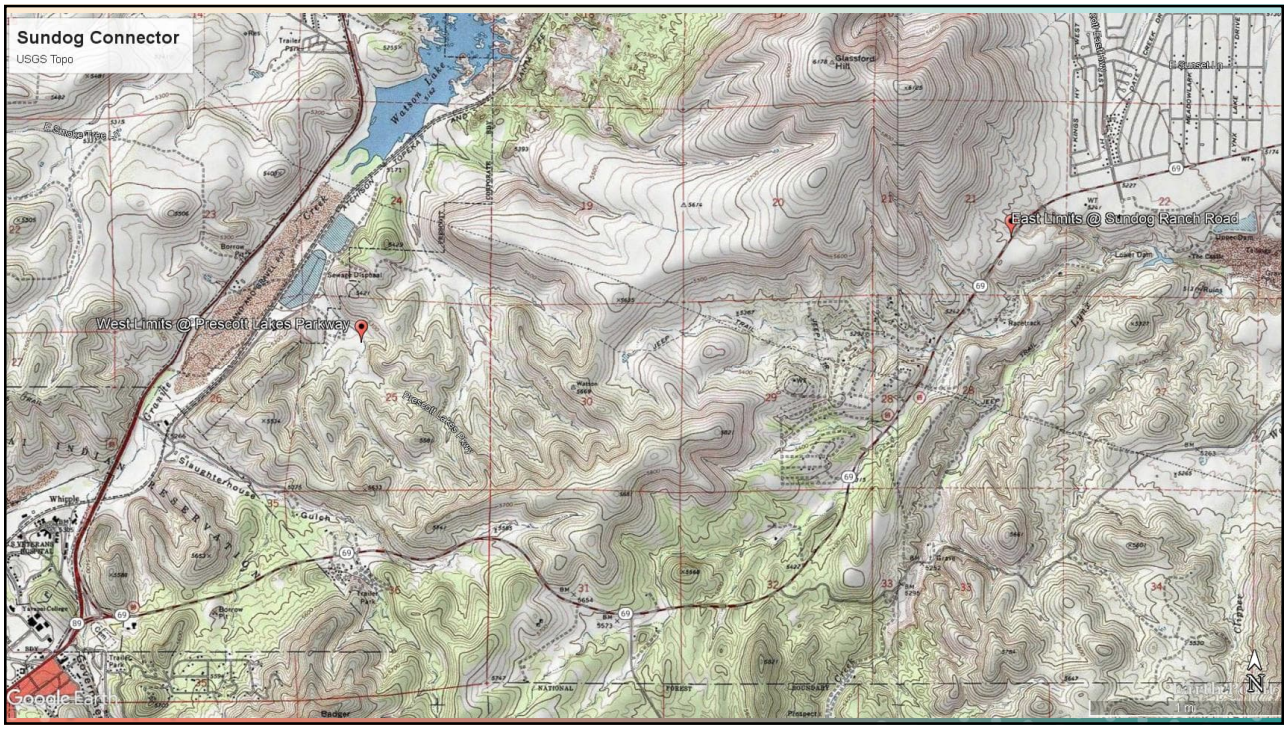
- Phase I Alternatives Evaluation – We are here!
- Phase II Alternatives Development
- Phase II Alternative Evaluation
- Public Open House #2 – Fall/Winter 2023



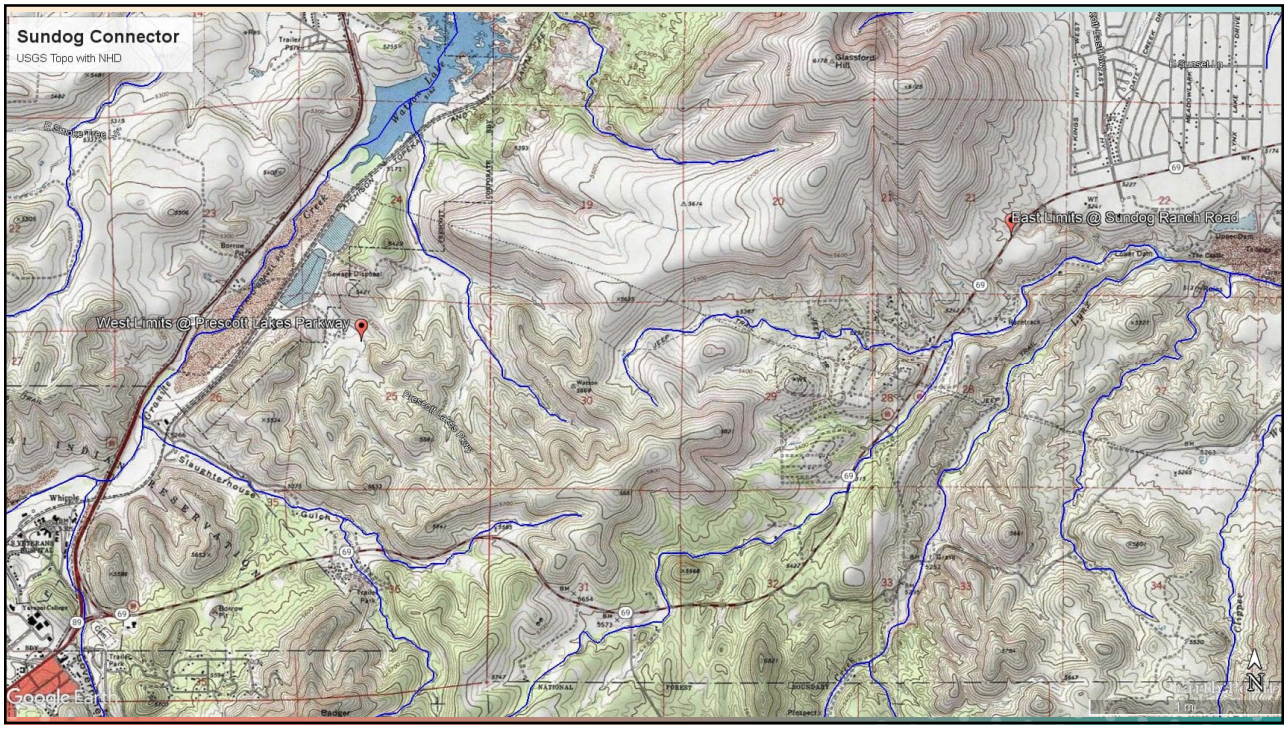
41

Thank you!

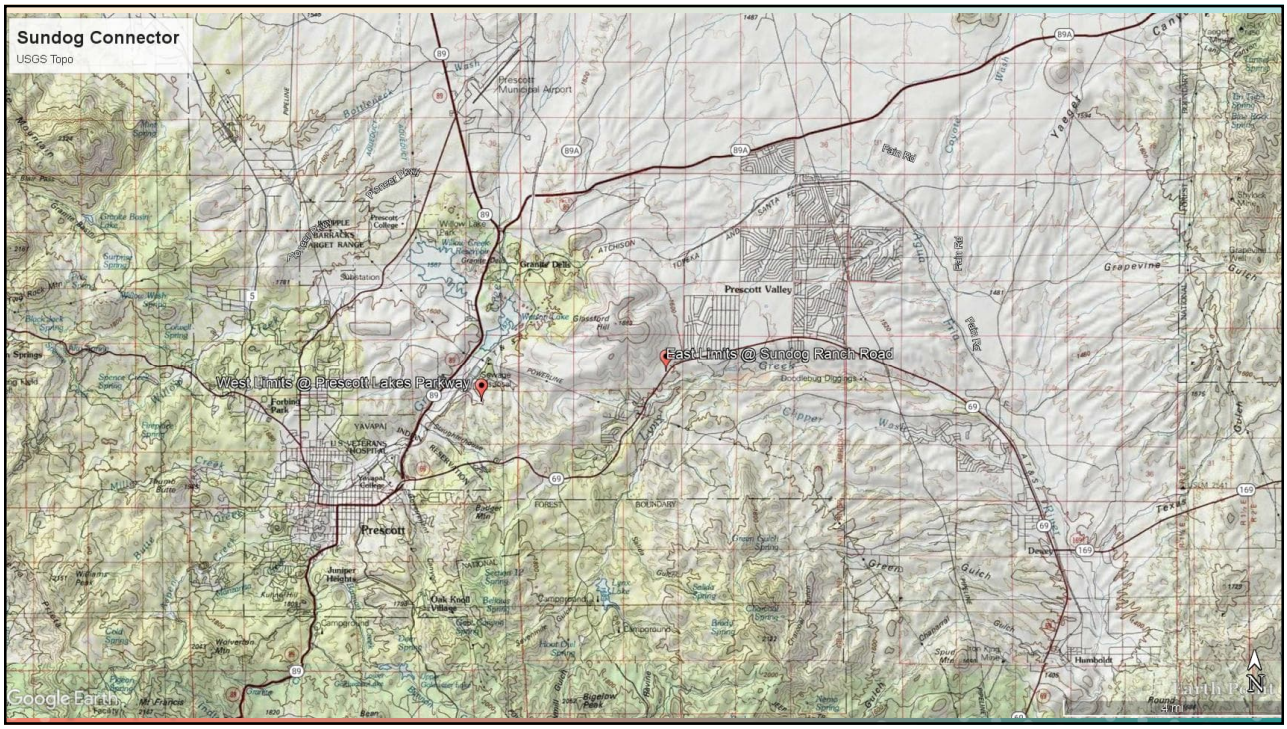
42


Sundog Connector
USGS Topo
West Limits @ Prescott Lakes Parkway
East Limits @ Sundog Ranch Road

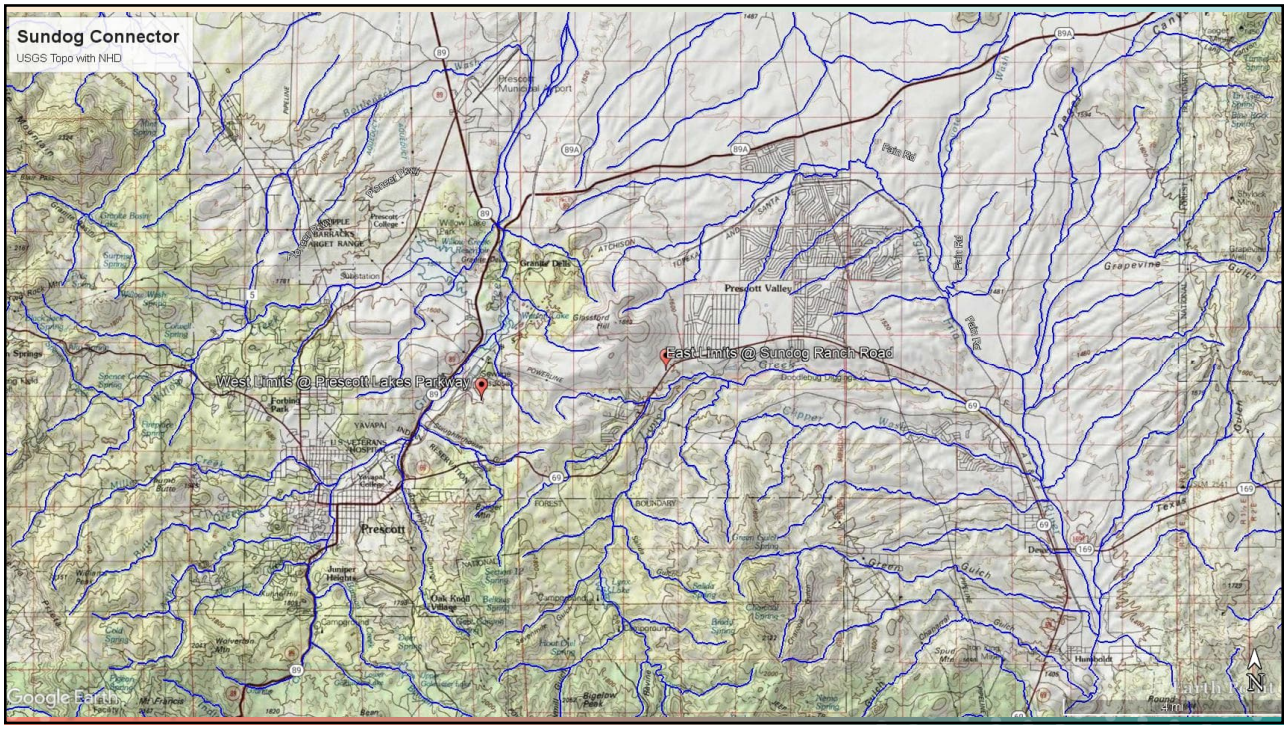
43


Sundog Connector
USGS Topo with NHD
West Limits @ Prescott Lakes Parkway
East Limits @ Sundog Ranch Road

44


Sundog Connector
USGS Topo
West Limits @ Prescott Lakes Parkway
East Limits @ Sundog Ranch Road
Prescott
Prescott Valley
Google Earth

45


Sundog Connector
USGS Topo with NHD
West Limits @ Prescott Lakes Parkway
East Limits @ Sundog Ranch Road
Prescott
Prescott Valley
Google Earth

46

Sundog Connector – Design Concept Report and Environmental Overview

Meeting name
EMAC Meeting

Meeting date
Aug 08, 2023, 12:00-2:00 PM

Location
Library Crystal Room
7401 Skoog Blvd,
Prescott Valley, AZ

Attendees: See attached sign-in

Meeting Notes:

1. CYMPO and AECOM provided attendees with an overview of the study and current status. The project team is currently conducting a technical review and evaluating alternatives.
2. CYMPO and AECOM provided a
3. Presentation Scope: discuss preliminary results, alternative, mitigation strategies and coming up with the informed decision-making process.
4. EO focuses on Need of project, public input, benefits and impact on potential corridor, typical section & alignment, topographical constrains,
    - One of the EMAC member pointed out her concern about the word benefits & impact. Terminology she recommended is Benefits & Downside.
5. Project Updates – Technical review and preliminary alignment option done for Phase I. What are the next steps in Phase-II.
6. Environmental Overview Presentation by Jessica – What is EO? Based on the env. Impact the study will focus on the alternative evaluation. Factors included in Env. Assessment, process and study area.
7. Environmental resources, aerial view and study area details explained.
    - Questions asked about future traffic count number. Ans – not figured out yet as it is part of 2nd phase.
8. Biological resources, noise impact, wildlife impact
    - Comment – One of the water course is in future Storm Ranch. The infrastructure improvement plans is expired and required to be updated in Future Storm Ranch.
    - Concern Raised - The 2025 General Plan for Prescott asks question on corridor and development.
9. Wildlife study –

- The study is done by ADOT hired consultant. The corridor on SR 69 have camera on the culver and 3500 animals in 2 years observed. (couldn't hear properly)

10. Question asked to general public - Are there any other data /resources that we should include?
    - SR 69 Map discussion – (details are difficult to catch without map or without watching speaker)
    - Q- Alternative analysis does include the wildlife crossing traffic impact?
    - Question - The forest study does any study on crossing of wildlife corridor?
    - Q - Is there a way to include the wildlife movement study in the SUNDOG connector?
    - Q – Does the city look at the wildlife movement for any future development related study? Discussion on the
    - 2040 regional plan – All highway are going to be 6 lane highway. Is SUNDOG also part of it? No, SUNDOG isn't highway. RTP is a detailed analysis based on study and

future population numbers. Traffic models will be developed for no-built and with built scenarios analysis.

- 2 LANE road going through regional park have huge environment impact- How will the design components impact the Glassford Hill?
- What would be timeline for the project?
- DCR & EO can concentrate on Wildlife Crossing Matrix based on couple of years data.

11. Wildlife Issues, Concerns and Opportunities
    - Q- what are the Future Regional Park plans? A- trails connections in northern park boundary, infrastructures, two entry/exits points. P&R director is also included in the conversations for this project.
12. 7 alternatives & evaluation study by Kate
13. What is in Phase 1 & Phase II alternative analysis? What are evaluation criteria?
14. All 7 alternatives alignment explained.
    - Q- All of the alternatives required the cutting through Glassford hills? A – yes, all the alternatives required different degrees of cutting.
    - Q- Any way to avoid the cutting/filling Glassford Hills? It is one of the criteria for rating and based on it, some alternative scores higher for less cutting.
    - Q- If the SUNDOG built, will the future development plan change/ stays the same? Depends on the willingness and possible opportunities.
    - Q- Where is drainage line and how it impact the alternative? Showed and explained.
    - Couldn't hear clearly between 1:34 – 1:37
    - Q - Alternative impact with wildlife crossing and is it included impact of SR 69 on wildlife trapped between roadways? What traffic (SR 69) impacts will be on the alternatives for wildlife crossing? How does it affect on the migration routes?
    - Q – Is there any history or data showing that wildlife using waterlines for the movement? Ans- Not for this one, but it is
    - Q – Is this analysis going to cover the future actions plan for bottleneck created by this project for wildlife corridor?
    - Q- Is the invasive species covered in this study? It's depends on the available data by ADOT.
15. Any other request on our approach for evaluation?
    - Unable to hear clearly at 1:48 – 1:49
16. Conclusion on future steps, questions, further studies and outreaching announcements
17. Burgess & Niple consultant is hired for Environmental assessment work with EMAC.

CYMPO
Central Yavapai Metropolitan Planning Organization

Special Meeting of the
Ecosystem Connectivity Mitigation Advisory Committee

DATE: __AUGUST 8, 2023_____

PLEASE PRINT

SIGN-IN SHEET

NAME	ORGANIZATION (If Applicable)	E-Mail Address	Phone
Nancy Dwyer	YH	ndwyer4649@aim.com	845-238-7548
ROBERT FORTE	DICONNICL	RCOP2130 HOTMAIL.COM	909-376-8154
Dave Ganci	—	CANYONC HOTMAIL.COM	—
J. Lyon	SDD C	JLLyon@Lyonpad.com	—
Lynda Parrish	SDDC	LRPHOLIDAY@aol.com	—
Mike Parrish	SDDC	mmparrish@aol.com	—
MARK Thompson		mobilemark@interconexsol.net	714-914-7150
James Howell		jimhowell2020@gmail.com	
Dottie Morris	GDPF	dottiemorris@gmail.com	928 777-0737
LyAnn Dunn			
ROD MOYER	SAVE THE DELLS	RODMOYER@YAHOO.COM	928-642-9101
Tom Rusing	Save the Dells	twrusing6@gmail.com	928-713 3736
Patricia Betzhold	SDDC	PBC151966@gmail.com	907 292 5079
J.D. GREENBERG	CYMPO-EMAC	ON FILE	ON FILE

CYMPO
Central Yavapai Metropolitan Planning Organization

Special Meeting of the
Ecosystem Connectivity Mitigation Advisory Committee

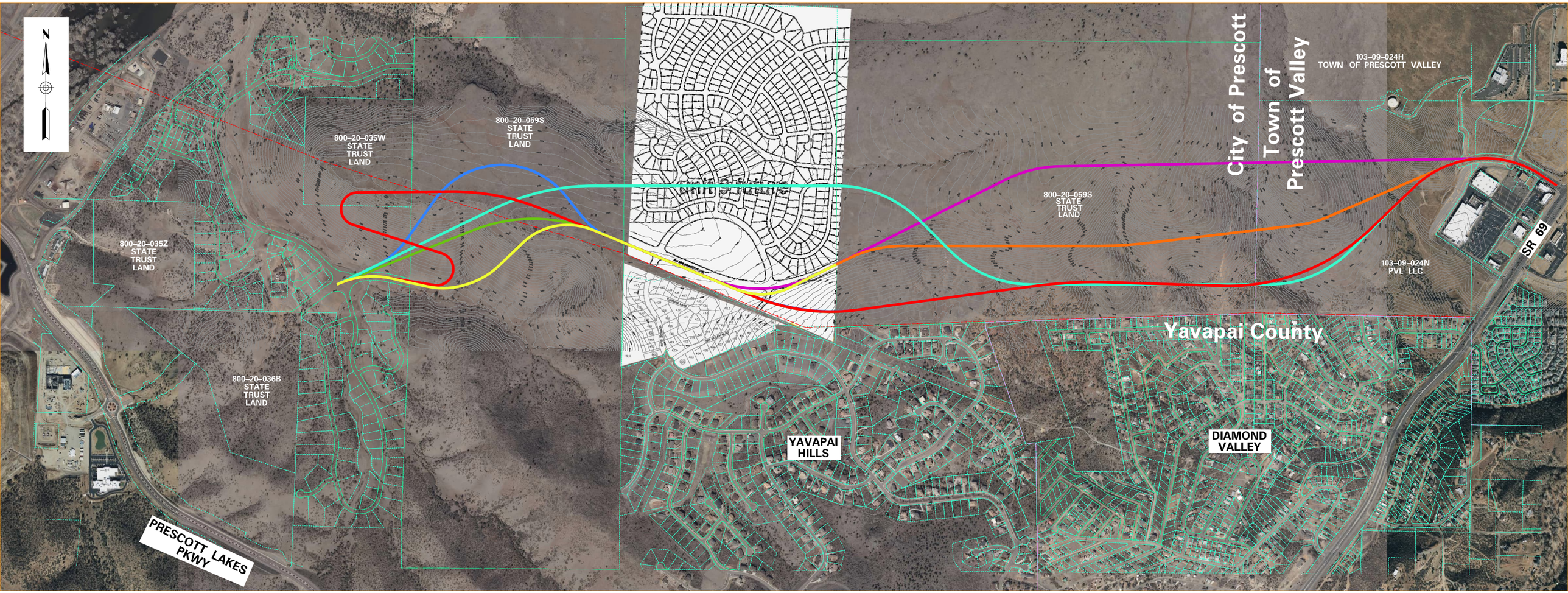
DATE: __AUGUST 8, 2023_____

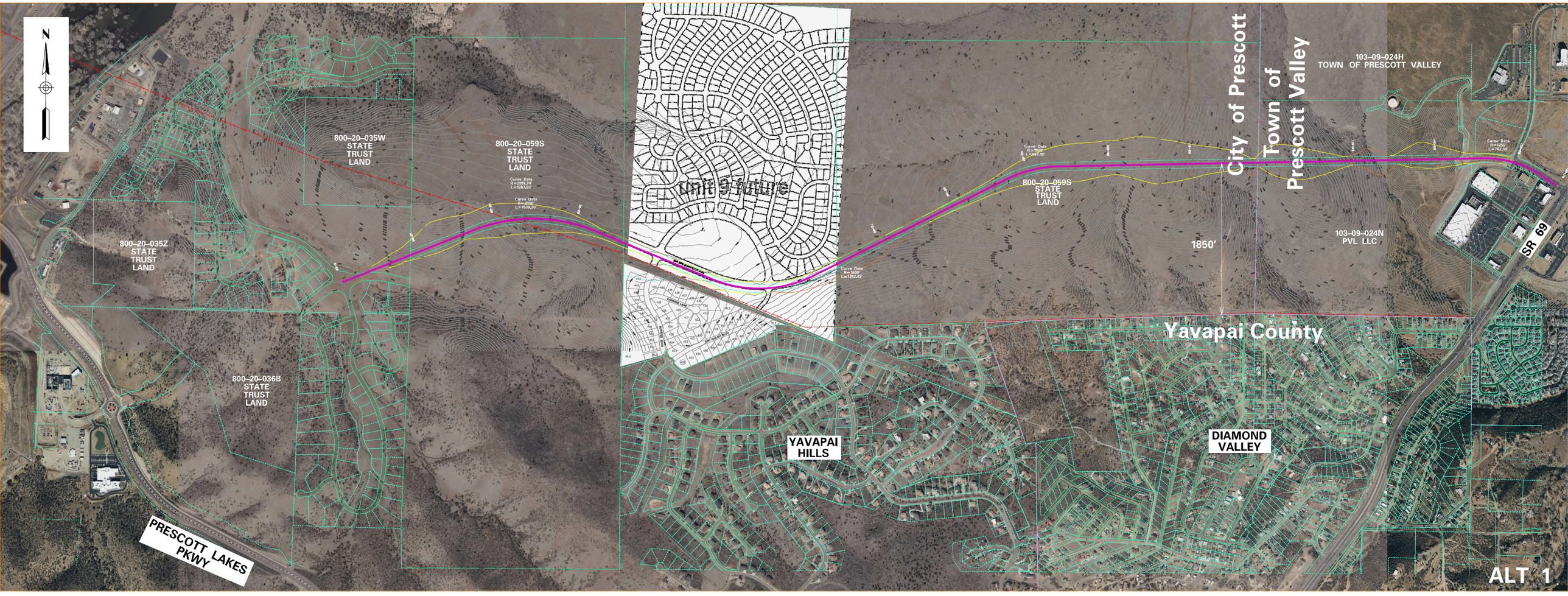
PLEASE PRINT

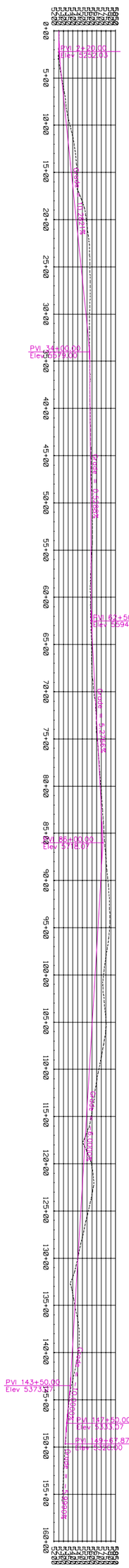
SIGN-IN SHEET

NAME	ORGANIZATION (If Applicable)	E-Mail Address	Phone
JEFF Gagnon	AZGFD	jgagnon@azgfd.gov	928-814-8925
Jenny O'Day		jennyodayfamily@gmail	
Valarie Isley	GDPF		
Marion Bushnell	citizen	mloken@msn.com	
Mike Loken	None	mlok@yahoo.com	—
Doug Foust	None	douglasfoust@gmail.com	—
Frank Mabery	Town Chino Valley	on File	on file

Appendix B—Preliminary Horizontal and Vertical Alternative Alignments


N
800–20–035W
STATE
TRUST
LAND
800–20–059S
STATE
TRUST
LAND
800–20–035Z
STATE
TRUST
LAND
800–20–036B
STATE
TRUST
LAND
PRESCOTT LAKES
PKWY
YAVAPAI
HILLS
800–20–059S
STATE
TRUST
LAND
City of Prescott
Town of
Prescott Valley
103–09–024H
TOWN OF PRESCOTT VALLEY
103–09–024N
PVL LLC
SR 69
Yavapai County
DIAMOND
VALLEY


N
800–20–035W
STATE
TRUST
LAND
800–20–059S
STATE
TRUST
LAND
Curve Data
R=2079.74'
L=1267.03'
Curve Data
R=2000'
L=1539.20'
800–20–035Z
STATE
TRUST
LAND
800–20–036B
STATE
TRUST
LAND
PRESCOTT LAKES
PKWY
Unit 9 Future
Curve Data
R=1000'
L=1282.43'
Curve Data
R=1500'
L=467.91'
800–20–059S
STATE
TRUST
LAND
1850'
City of Prescott
Town of
Prescott Valley
103–09–024H
TOWN OF PRESCOTT VALLEY
Curve Data
R=1250'
L=762.29'
103–09–024N
PVL LLC
SR 69
Yavapai County
YAVAPAI
HILLS
DIAMOND
VALLEY
ALT 1


Storm Ranch Parkway
Begin Yavapai Hills Unit 9
End Yavapai Hills Unit 9
Market Street

ALT 1

N

800–20–035W
STATE
TRUST
LAND

800–20–059S
STATE
TRUST
LAND

800–20–035Z
STATE
TRUST
LAND

800–20–036B
STATE
TRUST
LAND

800–20–059S
STATE
TRUST
LAND

103–09–024H
TOWN OF PRESCOTT VALLEY

103–09–024N
PVL LLC

City of Prescott

Town of
Prescott Valley

1000′

SR 69

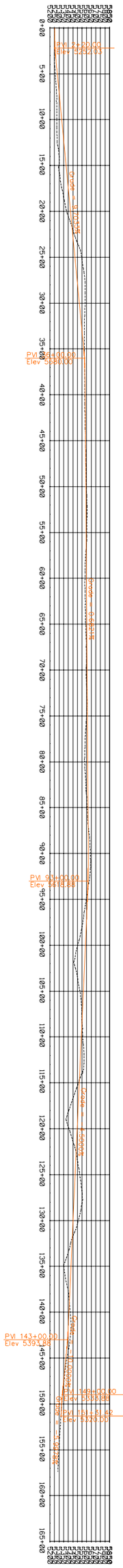
Yavapai County

PRESCOTT LAKES
PKWY

YAVAPAI
HILLS

DIAMOND
VALLEY

ALT 2



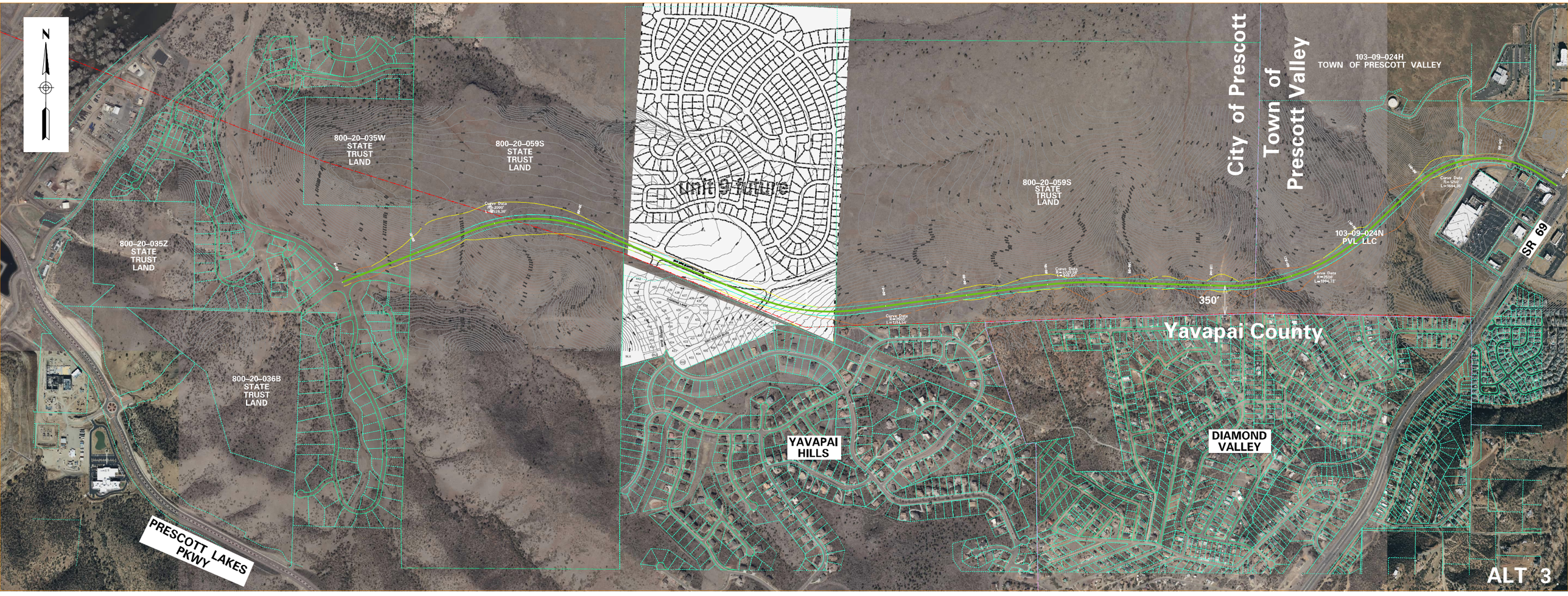
Storm Ranch Parkway

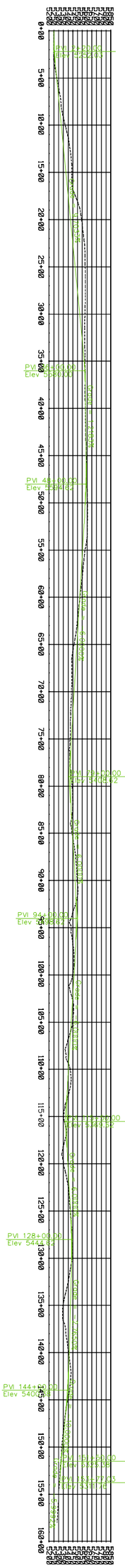
Begin Yavapai Hills Unit 9

End Yavapai Hills Unit 9

Market Street

ALT 2


N
800–20–035W
STATE
TRUST
LAND
800–20–059S
STATE
TRUST
LAND
800–20–035Z
STATE
TRUST
LAND
800–20–036B
STATE
TRUST
LAND
PRESCOTT LAKES
PKWY
Unit 9 Future
800–20–059S
STATE
TRUST
LAND
City of Prescott
Town of
Prescott Valley
103–09–024H
TOWN OF PRESCOTT VALLEY
103–09–024N
PVL LLC
SR 69
350'
Yavapai County
YAVAPAI
HILLS
DIAMOND
VALLEY
ALT 3



Storm Ranch Parkway

Begin Yavapai Hills Unit 9

End Yavapai Hills Unit 9

Market Street

ALT 3

N

800–20–035W
STATE
TRUST
LAND

800–20–059S
STATE
TRUST
LAND

800–20–035Z
STATE
TRUST
LAND

800–20–036B
STATE
TRUST
LAND

Unit 9 Future

800–20–059S
STATE
TRUST
LAND

City of Prescott

Town of
Prescott Valley

103–09–024H
TOWN OF PRESCOTT VALLEY

103–09–024N
PVL LLC

SR 69

350'

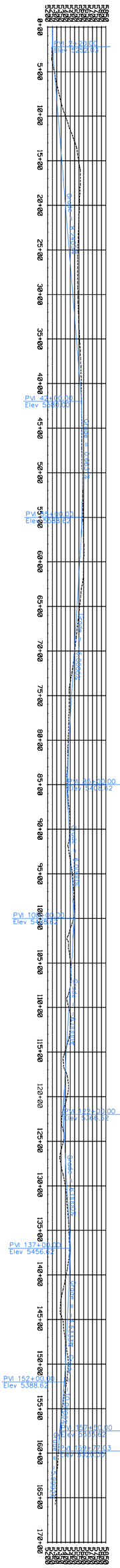
Yavapai County

YAVAPAI
HILLS

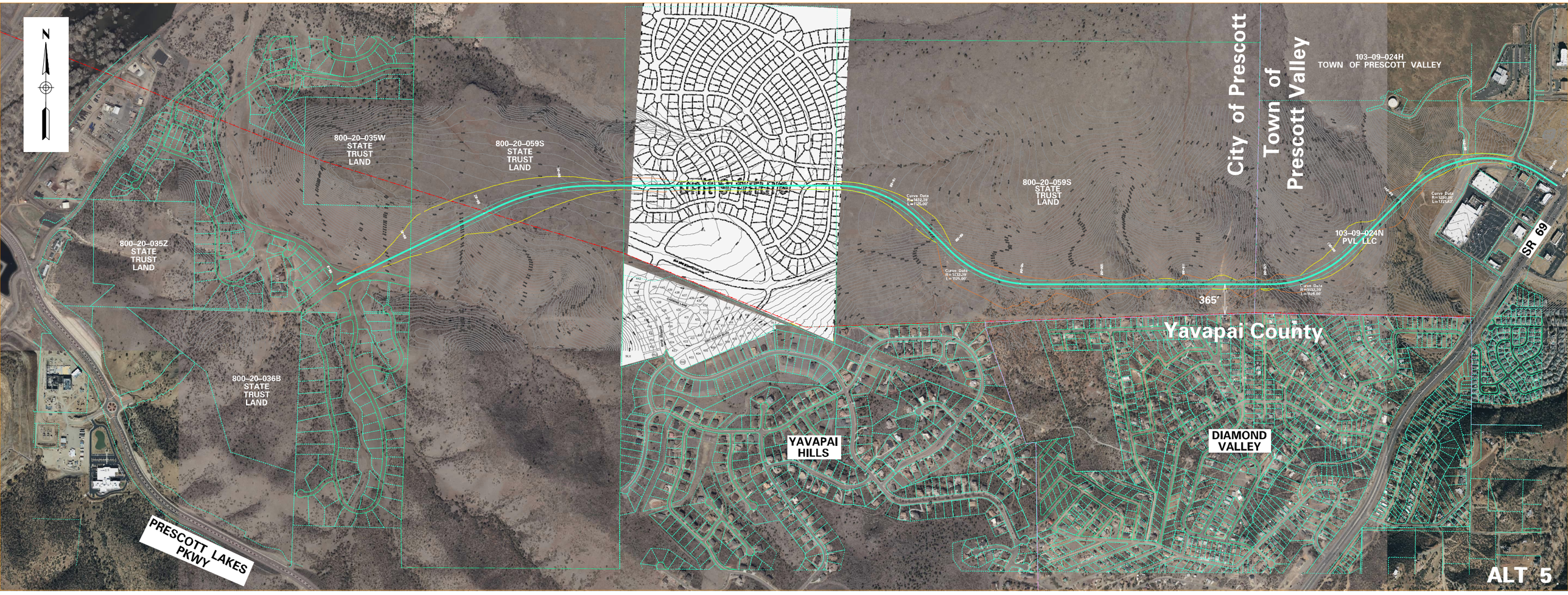
DIAMOND
VALLEY

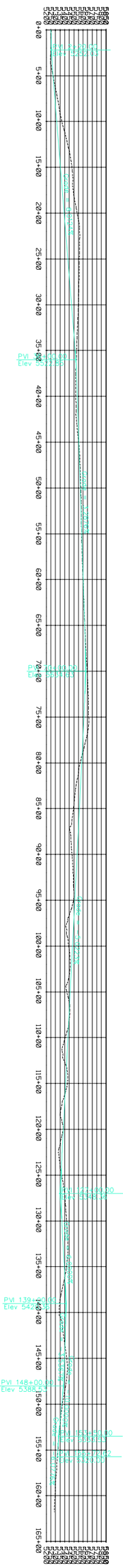
PRESCOTT LAKES
PKWY

ALT 4


Storm Ranch Parkway
Begin Yavapai Hills Unit 9
End Yavapai Hills Unit 9
Market Street

ALT 4


N
800–20–035W
STATE
TRUST
LAND
800–20–059S
STATE
TRUST
LAND
800–20–035Z
STATE
TRUST
LAND
800–20–036B
STATE
TRUST
LAND
PRESCOTT LAKES
PKWY
800–20–059S
STATE
TRUST
LAND
City of Prescott
Town of
Prescott Valley
103–09–024H
TOWN OF PRESCOTT VALLEY
103–09–024N
PVL LLC
SR 69
365'
Yavapai County
YAVAPAI
HILLS
DIAMOND
VALLEY
ALT 5



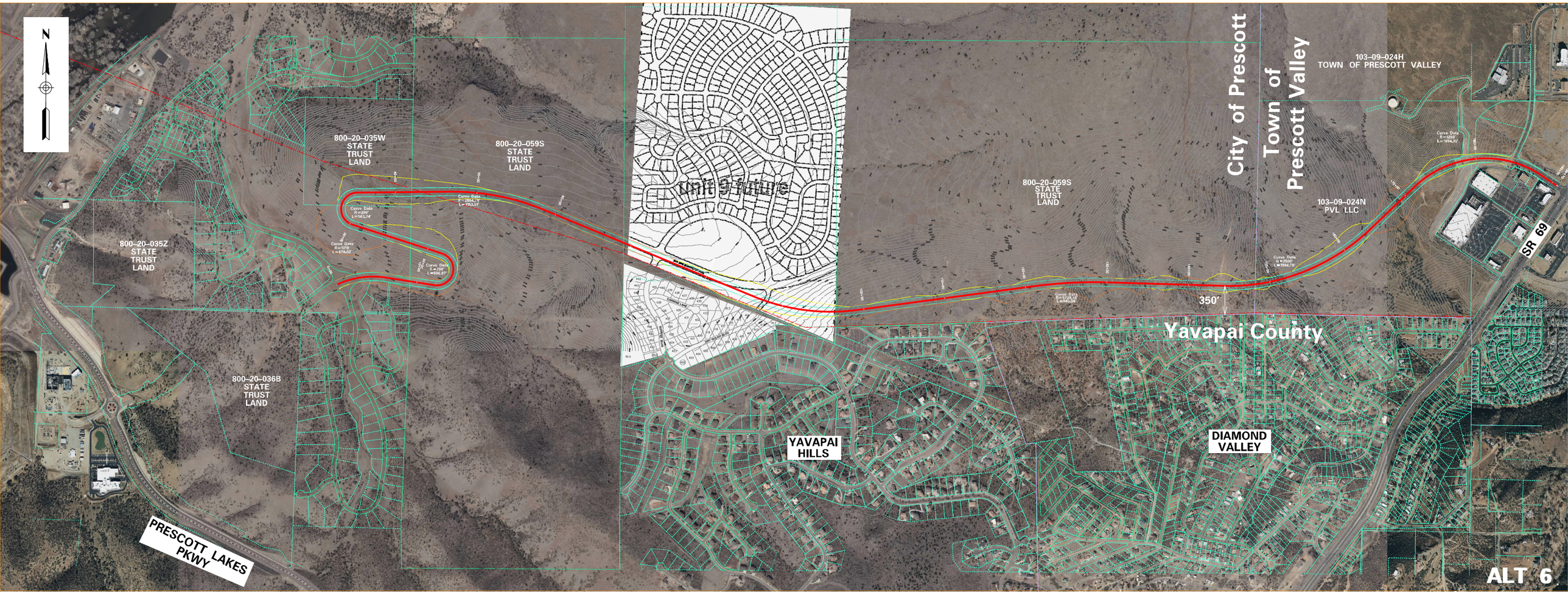
Storm Ranch Parkway

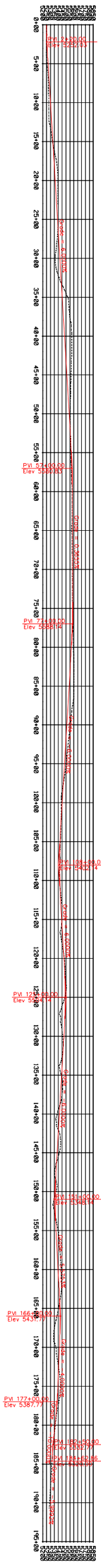
Begin Yavapai Hills Unit 9

End Yavapai Hills Unit 9

Market Street

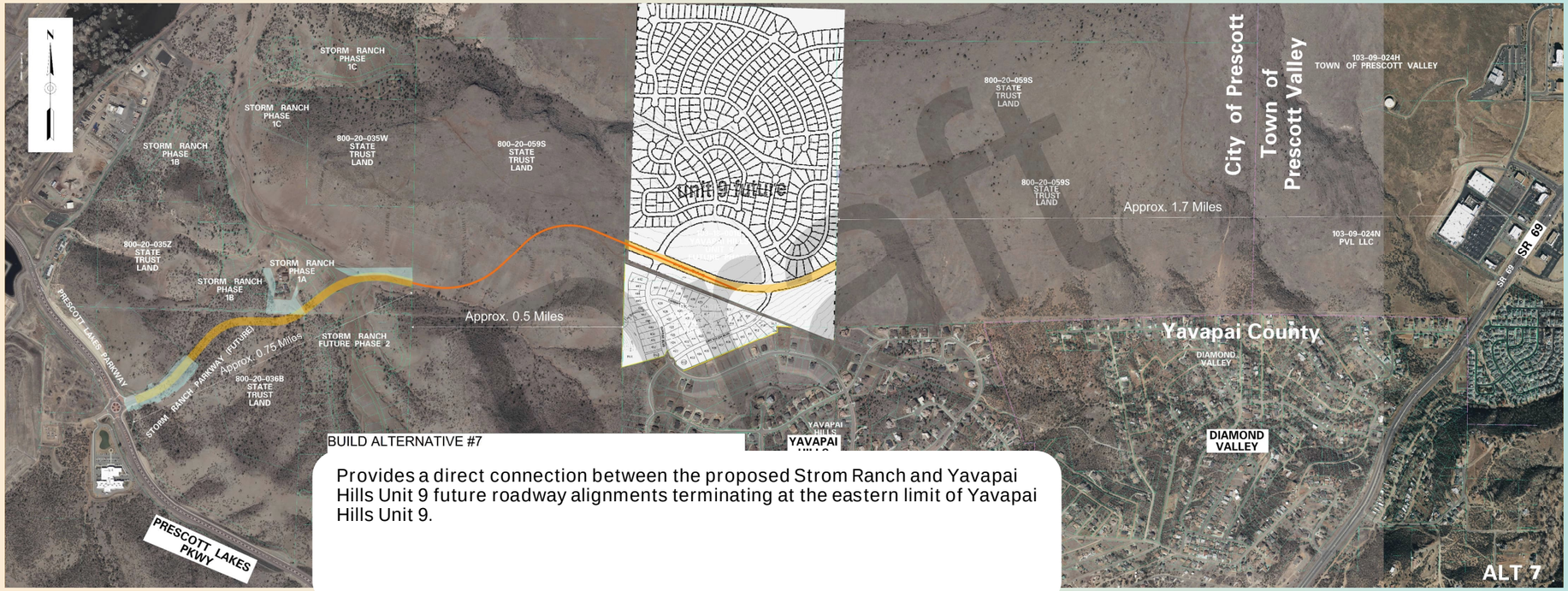
ALT 5


N
800–20–035W
STATE
TRUST
LAND
800–20–059S
STATE
TRUST
LAND
800–20–035Z
STATE
TRUST
LAND
800–20–036B
STATE
TRUST
LAND
PRESCOTT LAKES
PKWY
Unit 9 Future
800–20–059S
STATE
TRUST
LAND
City of Prescott
Town of
Prescott Valley
103–09–024H
TOWN OF PRESCOTT VALLEY
103–09–024N
PVL LLC
SR 69
350'
Yavapai County
YAVAPAI
HILLS
DIAMOND
VALLEY
ALT 6


Storm Ranch Parkway
Begin Yavapai Hills Unit 9
End Yavapai Hills Unit 9
Market Street

ALT 6

Build Alternative 7



BUILD ALTERNATIVE #7

Provides a direct connection between the proposed Strom Ranch and Yavapai Hills Unit 9 future roadway alignments terminating at the eastern limit of Yavapai Hills Unit 9.

Appendix C—Alternative Evaluation Scoring Matrices

CYMPO Sundog Alternative Evaluations - PHASE I

Factors	Sub Factors	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6	Alternative 7
Factors & Sub Factors only applicable to Phase I are included. *Each factor is assigned to :*		Direct connection b/w Storm Ranch Parkway and Yavapai Hills Unit 9 roadway + greatest distance b/w existing homes east of the Yavapai Hills Unit 9 plans	Direct connection b/w Storm Ranch Parkway and Yavapai Hills Unit 9 roadway + middle distance b/w existing homes east of the Yavapai Hills Unit 9 plans	Direct connection b/w Storm Ranch Parkway and Yavapai Hills Unit 9 roadway + least distance b/w existing homes east of the Yavapai Hills Unit 9 plans	In direct connection b/w Storm Ranch Parkway and Yavapai Hills Unit 9 roadway + longer looping horizontal alignment with lower grade	Direct connection b/w Storm Ranch Parkway and Yavapai Hills Unit 9 roadway(pushes the alignment further north into preliminary planned Yavapai Hills Unit 9)+ least distance	Indirect connection b/w Storm Ranch Parkway and Yavapai Hills Unit 9 roadway + a switchback horizontal alignment with lower grade	Indirect connection b/w Storm Ranch Parkway and Yavapai Hills Unit 9 roadway
Natural	Wildlife Corridor Impacts	Poor	Poor	Fair	Fair	Fair	Fair	Very Good
		Creates a barrier to wildlife movement on western and eastern segments.	Creates a barrier to wildlife movement on western and eastern segments.	Creates a barrier to wildlife movement on western segment. Eastern barrier to movement is reduced.	Creates a barrier to wildlife movement on western segment. Eastern barrier to movement is reduced.	Creates a barrier to wildlife movement on western segment. Eastern barrier to movement is reduced.	Switchback design allows for less cut and fill near future Yavapai Hills Unit 9 creating an opportunity for at-grade wildlife crossing. Eastern barrier to movement is reduced.	Does not extend to Glassford Hill native area.
	Natural Species Impact	Fair	Fair	Fair	Fair	Fair	Fair	Good
		The roadway would require a minor amount of vegetation removal. The project area has sparce native vegetation that provide limited habitat.	The roadway would require a minor amount of vegetation removal. The project area has sparce native vegetation that provide limited habitat.	The roadway would require minimal amounts of vegetation removal. Denser vegetation exists north of Diamond Valley on the eastern end of the alignment.	The roadway would require minimal amounts of vegetation removal. Denser vegetation exists north of Diamond Valley on the eastern end of the alignment.	The roadway would require minimal amounts of vegetation removal. Denser vegetation exists north of Diamond Valley on the eastern end of the alignment.	The roadway would require minimal amounts of vegetation removal. Denser vegetation exists north of Diamond Valley on the eastern end of the alignment.	Does not extend to Glassford Hill area where majority of vegetation is located.
Physical	Potential for Noise Impacts	Good	Good	Poor	Poor	Fair	Poor	Good
		No residential noise areas within 500 feet.	No residential noise areas within 500 feet.	Yavapai Hills and Diamond Valley homes within 500 feet	Yavapai Hills and Diamond Valley homes within 500 feet	Diamond Valley homes within 500 feet. Alignment diverges from Yavapai Hills.	Yavapai Hills and Diamond Valley homes within 500 feet	No residential noise areas within 500 feet.
	Compatibility with Park Plans	Fair	Fair	Good	Good	Good	Good	Poor
		Does not conflict with proposed Prescott and Prescott Valley trails. Eastern segment limits potential trailheads.	Does not conflict with proposed Prescott and Prescott Valley trails. Eastern segment limits potential trailheads.	Does not conflict with proposed Prescott and Prescott Valley trails. Eastern segment provides opportunity for future trailhead and facilities.	Does not conflict with proposed Prescott and Prescott Valley trails. Eastern segment provides opportunity for future trailhead and facilities.	Does not conflict with proposed Prescott and Prescott Valley trails. Eastern segment provides opportunity for future trailhead and facilities.	Does not conflict with proposed Prescott and Prescott Valley trails. Eastern segment provides opportunity for future trailhead and facilities.	Does not conflict with proposed Prescott and Prescott Valley trails. Without eastern segment there is no opportunity for expansion of trailheads in Glassford Hill area.
	Potential for Visual Impacts	Fair	Poor	Fair	Fair	Poor	Fair	Fair
		Alignment is visible to residential vantage points in Yavapai Hills. Cuts for roadway would not be visible from Diamond Valley.	Alignment is visible from residential vantage points in Diamond Valley and Yavapai Hills.	Alignment would be partially hidden from residential vantage points in Diamond Valley. Alignment is visible to residential vantage points in Yavapai Hills.	Alignment would be partially hidden from residential vantage points in Diamond Valley. Alignment is visible to residential vantage points in Yavapai Hills.	Alignment would be very visible from Yavapai Hills vantage points and would not be hidden by cuts from Diamond Valley vantage points.	Alignment would be partially hidden from residential vantage points in Diamond Valley. Switchbacks require large amounts of cut and fill that would be visible to residential vantage points in Yavapai Hills.	Without eastern section of alignment no visual impacts to Diamond Valley. Visible to residential vantage points in Yavapai Hills.
	Potential for Cultural Resources Impacts	Good	Good	Good	Good	Good	Poor	Good
		Low potential to impact existing sites.	Low potential to impact existing sites.	Low potential to impact existing sites.	Low potential to impact existing sites.	Low potential to impact existing sites.	May potentially impact 2 existing cultural sites with switchback on western end.	Low potential to impact existing sites.
Community Accessibility	Connection Distance Requirements	Poor	Fair	Very Good	Very Good	Fair	Very Good	Poor
		Eastern half is furthest away and would be difficult for future connection	Eastern half is midpoint away and would be difficult for future connection.	Eastern half is closest (350') to existing development and can provide future connection between Diamond Valley and Sundog Connector	Eastern half is closest (350') to existing development and can provide future connection between Diamond Valley and Sundog Connector	Eastern half is closer (365') to existing development and can provide future connection between Diamond Valley and Sundog Connector. Route located further north through Yavapai Hills Unit 9	Eastern half is closest (350') to existing development and can provide future connection between Diamond Valley and Sundog Connector	The road doesn't connect on the eastern half and provides no future connection between Diamond Valley and Sundog Connector.
Emergency Access / Evacuation	Emergency Services Access / Response Time	Good	Good	Very Good	Very Good	Good	Fair	Fair
		0-4 min response time for most of the surrounding community, response time decreases for Yavapai Hills by 2 mins.	0-4 min response time for most of the surrounding community, response time decreases for Yavapai Hills by 2 mins.	0-4 min response time for most of surrounding community, response time decreases for Yavapai Hills by 2 mins. Closest alignment to Diamond Valley would improve emergency connectivity.	0-4 min response time for most of surrounding community, response time decreases for Yavapai Hills by 2 mins. Closest alignment to Diamond Valley would improve emergency connectivity.	0-4 min response time for most of the surrounding community, response time decreases for Yavapai Hills by 2 mins.	0-4 min response time for most of surrounding community, response time decreases for Yavapai Hills by 2 mins. Takes extra time to travel on west half of route due to switchbacks.	0-4 min response time for eastern part, 4-6 min response time for western part, response time decreases for Yavapai Hills by 2 mins. Doesn't provide additional emergency access to Diamond Valley.
	Fire Evacuation Routes	Good	Good	Very Good	Very Good	Good	Good	Fair
		Provides route to Yavapai Hills Unit 9 future development. More routes to Yavapai Hills and Diamond Valley	Provides route to Yavapai Hills Unit 9 future development. More routes to Yavapai Hills and Diamond Valley	Provides evacuation route to Yavapai Hills Unit 9 future development. More routes to Yavapai Hills and Diamond Valley. Closest to Diamond Valley	Provides evacuation route to Yavapai Hills Unit 9 future development. More routes to Yavapai Hills and Diamond Valley. Closest to Diamond Valley	Provides route to Yavapai Hills Unit 9 future development. More routes to Yavapai Hills and Diamond Valley	Provides evacuation route to Yavapai Hills Unit 9 future development. More routes to Yavapai Hills and Diamond Valley	Alignment ends halfway therefore only one access point to Yavapai Hills and no additional access to Diamond Valley

CYMPO Sundog Alternative Evaluations - PHASE I

Factors	Sub Factors	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6	Alternative 7
Consistency with Completed Plans	Approved Developer Plans/Plats/ Agreements	Good	Very Good	Good	Good	Fair	Good	Poor
		Consistent with existing plans in Yavapai Hills Unit 9. Changes eastern end of Storm Ranch Parkway alignment.	Consistent with existing plans	Changes eastern end of Yavapai Hills Unit 9 existing alignment and changes eastern end of Storm Ranch Parkway alignment	Changes eastern end of Yavapai Hills Unit 9 existing alignment and changes eastern end of Storm Ranch Parkway alignment	Splits Yavapai Hills Unit 9 plans	Consistent with existing plans in Yavapai Hills Unit 9. Changes eastern end of Storm Ranch Parkway alignment	Inconsistent with existing plans. Doesn't provide full Sundog Connector route.
Multimodal Mobility	Grade	Poor	Poor	Fair	Fair	Fair	Good	Fair
		Western steep (+10%) & eastern extended	Western steep (+9%) & eastern extended	Western steep (+9%). Eastern grades with extended stretch of 6% (2,500 ft) and rolling terrain matching existing topography	Western grade less steep (+8%). Eastern grades with extended stretch of 6% (2,500 ft) and rolling terrain	Western grade less steep (+8%). Eastern grades with extended stretch of 5% (3,000 ft) and rolling terrain matching existing topography	Western grade is least steep (6%). Eastern grade with extended stretch of 6% (3,000 ft) and rolling terrain matching existing topography	Western steep (+9%)
Vehicular Safety	Horizontal/ Vertical Curves (Speed Influence)	Poor	Fair	Good	Good	Fair	Good	Good
		West = +10% vert (3,200') East = 10% vertical at matching exst water tower road location (400'); 6% constant = 5,800'	West = +9% vert (3,400') East = 10% vertical at matching exst water tower road location (600'); 4.5% constant = 5,000'	West = +9% vert (3,400') East = 10% vertical at matching exst water tower road location (750'); Rolling 6%	West = +8% vert (4,000') East = 10% vertical at matching exst water tower road location (550'); Rolling 6%	West = +8% vert (3,400') East = 10% vertical at matching exst water tower road location (550'); 5% constant = 5,700'	West = 6% constant = 5,500'; 200' Radius horizonal curves. East = 10% vertical at matching exst water tower road location (550'); Rolling 6%	West = +9% vert (3,400')
Engineering Design Constraints	Utility Impacts	Fair	Fair	Fair	Fair	Very Good	Very Good	Very Good
		Conflicts: Electric near STA 20+00 due to a cut of over 100ft. OHE near STA 115+00 due to a cut of about 50 ft. Telecom at STA: 150+00 due to tie in to existing road. Total OHE poles effected = 13 and 3754 LF of power line	Conflicts: Electric near STA 30+00 due to a cut of about 50ft. Electric near STA 115+00 due to a fill of about 20ft. Telecom at STA: 150+00 due to tie in to existing road. Total OHE poles effected = 11 and 3157 LF of power line	Conflicts: Electric near STA 20+00 due to a cut of about 40ft. Electric near STA 110+00 due to a cut of about 25ft. Telecom at STA: 150+00 due to tie in to existing road. Total OHE poles effected = 15 and 4644 LF of power line	Conflicts: Electric near STA 18+00 due to a cut of about 200ft. Electric near STA 118+00 due to a cut of about 50ft. Telecom at STA: 160+00 due to tie in to existing road. Total OHE poles effected = 14 and 5495 LF of power line	Conflicts: Electric near STA 20+00 due to a cut of about 120ft. Electric near STA 110+00 due to a cut of about 20ft. Telecom at STA: 148+00 due to tie in to existing road. Total OHE poles effected = 5 and 1753LF of power line	Conflicts: Electric near STA 20+00 due to a cut of about 100ft. Electric near STA 115+00 due to a cut of about 10ft. Telecom at STA: 155+00 due to tie in to existing road. Total OHE poles effected = 5 and 1753LF of power line	Conflicts: Electric near STA 140+00 due to a cut of about 50ft. Telecom at STA: 178+00 due to tie in to existing road. Total OHE poles effected = 5 and 1753LF of power line
	Drainage Structure Needs	Good	Fair	Poor	Poor	Fair	Poor	Very Good
		5 Proposed Cross-Culverts needed to convey flow under the road. Proposed roadside ditches will convey ancillary flow to culverts. Onsite roadway drainage to be conveyed to culverts	7 Proposed Cross-Culverts needed to convey flow under the road. Proposed roadside ditches will convey ancillary flow to culverts. Onsite roadway drainage to be conveyed to culverts	11 Proposed Cross-Culverts needed to convey flow under the road. Proposed roadside ditches will convey ancillary flow to culverts. Onsite roadway drainage to be conveyed to culverts	12 Proposed Cross-Culverts needed to convey flow under the road. Proposed roadside ditches will convey ancillary flow to culverts. Onsite roadway drainage to be conveyed to culverts	9 Proposed Cross-Culverts needed to convey flow under the road. Proposed roadside ditches will convey ancillary flow to culverts. Onsite roadway drainage to be conveyed to culverts	10 Proposed Cross-Culverts needed to convey flow under the road. Roadside channel will be required to redirect flows at switchbacks. Proposed roadside ditches will convey ancillary flow to culverts. Onsite roadway drainage to be conveyed to culverts	2 Proposed Cross-Culverts needed to convey flow under the road. Proposed roadside ditches will convey ancillary flow to culverts. Onsite roadway drainage to be conveyed to culverts
	Earthwork	Poor	Good	Good	Fair	Fair	Good	Very Good
		Cut = 5,390,000 CY Fill = 260,000 CY Waste = 5,130,000 CY Largest Ex/Waste/Worst Balanced/Cost	Cut = 1,280,000 CY Fill = 2,460,000 CY Borrow = 1,180,000 CY Good Ex/Waste-Borrow/Balance/Cost	Cut = 2,160,000 CY Fill = 1,010,000 CY Waste = 1,150,000 CY Good Ex/Waste-Borrow/Balance/Cost	Cut = 3,950,000 CY Fill = 920,000 CY Waste = 3,030,000 CY Fair Ex/Waste/Balance/Cost	Cut = 3,490,000 CY Fill = 1,470,000 CY Waste = 2,020,000 CY Fair Ex/Waste/Balance/Cost	Cut = 2,010,000 CY Fill = 1,020,000 CY Waste = 990,000 CY Good Ex/Waste-Borrow/Balance/Cost	Cut = 520,000 CY Fill = 820,000 CY Borrow = 300,000 CY Smallest Ex/Borrow/Most Balanced/Cost
	Roadway Design Standard Exceptions	Poor	Fair	Fair	Fair	Fair	Fair	Fair
		Design Criteria = 6% max vertical; 600' Radius max horizontal curves w/no super West = +10% vertical (3,200') East = 10% vertical match exst water tower road (400'); 6% constant = 5,800'	Design Criteria = 6% max vertical; 600' Radius max horizontal curves w/no super West = +9% vertical (3,400') East = 10% vertical match exst water tower road (600'); 4.5% constant = 5,000'	Design Criteria = 6% max vertical; 600' Radius max horizontal curves w/no super West = +9% vertical (3,400') East = 10% vertical match exst water tower road (750'); Rolling 6%	Design Criteria = 6% max vertical; 600' Radius max horizontal curves w/no super West = +8% vertical (4,000') East = 10% vertical match exst water tower road (550'); Rolling 6%	Design Criteria = 6% max vertical; 600' Radius max horizontal curves w/no super West = +8% vertical (3,400') East = 10% vertical match exst water tower road (550'); 5% constant = 5,700'	Design Criteria = 6% max vertical; 600' Radius max horizontal curves w/no super West = 6% vertical constant = 5,500'; 200' Radius horizontal curves. East = 10% vertical match exst water tower road (550'); Rolling 6%	Design Criteria = 6% max vertical; 600' Radius max horizontal curves w/no super West = +9% vertical (3,400')
Public, Stakeholder and Agency Acceptance	Stakeholder Group Feedback	Poor	Poor	Very Good	Fair	Fair	Good	Good
		7th as per stakeholder group activity #2	6th as per stakeholder group activity #2	1st as per stakeholder group activity #2	4th as per stakeholder group activity #2	5th as per stakeholder group activity #2	2nd as per stakeholder group activity #2	3rd as per stakeholder group activity #2
Scoring (Weighted [No Weight])		3.79 [33]	4.22 [37]	5.19 [45]	4.83 [42]	4.52 [39]	4.78 [42]	5.13 [44]

CYMPO Sundog Alternative Evaluations - PHASE II							
Factors	Sub Factors	Alternative 3		Alternative 7		No-Build	
Factors & Sub Factors only applicable to Phase II are included.		Direct connection b/w Storm Ranch Parkway and Yavapai Hills Unit 9 roadway + least distance b/w existing homes east of the Yavapai Hills Unit 9 plans		Indirect connection b/w Storm Ranch Parkway and Yavapai Hills Unit 9 roadway		No Sundog Connector, Includes Approved Storm Ranch and Unit 9 Development roadways	
Natural	Wildlife Corridor Impacts	Poor		Fair		Very Good	
		Creates a barrier to wildlife movement on western segment. Eastern barrier to movement is reduced. Reduction benefits on SR 69 for wildlife.		Does not extend to Glassford Hill native area.		No corridor	
	Natural Species Impact	Fair		Good		Very Good	
		The roadway would require a minor amount of vegetation removal. The project area has sparce native vegetation that provide limited habitat.		Does not extend to Glassford Hill area where majority of vegetation is located.		No corridor	
Physical	Potential for Noise Impacts	Poor		Good		Very Good	
		Yavapai Hills and Diamond Valley homes within 500 feet		No residential noise areas within 500 feet.		No corridor, No noise	
	Compatibility with Park Plans	Good		Poor		Fair	
		Does not conflict with proposed Prescott and Prescott Valley trails. Eastern segment provides opportunity for future trailhead and facilities.		Does not conflict with proposed Prescott and Prescott Valley trails. Without eastern segment there is no opportunity for expansion of trailheads in Glassford Hill area.		No conflict with the Proposed Park Plan in the area. Doesn't provide additional access to future park trails.	
	Potential for Visual Impacts	Poor		Fair		Very Good	
		Alignment would be partially hidden from residential vantage points in Diamond Valley. Alignment is visible to residential vantage points in Yavapai Hills.		Without eastern section of alignment no visual impacts to Diamond Valley. Visible to residential vantage points in Yavapai Hills.		No negative visual impacts	
	Potential for Cultural Resources Impacts	Good		Good		Very Good	
		Low potential to impact existing sites.		Low potential to impact existing sites.		No impacts.	
Traffic Impact	SR 69 Impact	Good		Poor		Poor	
		SR 69 Traffic Reduction		No SR 69 Traffic Reduction		No SR 69 Traffic Reduction	
	Neighborhood Cut Through Traffic	Fair		Poor		Very Good	
		Moderate potential for cut through.		No access to Prescott Valley and increased cut through.		No added cut through.	
Community Accessibility	Intersection Access to Neighborhoods	Very Good		Fair		Poor	
		Added access with intersections.		Some added access with Yavapai Hills 9.		No added intersections and access.	
	Connection Distance Requirements	Very Good		Fair		Poor	
		Eastern half is closest (350') to existing development and can provide future connection between Diamond Valley and Sundog Connector		The road doesn't connect on the eastern half and provides no future connection between Diamond Valley and Sundog Connector.		No added connections.	

CYMPO Sundog Alternative Evaluations - PHASE II

Factors	Sub Factors	Alternative 3	Alternative 7	No-Build
Emergency Access / Evacuation	Emergency Services Access / Response Time	Very Good	Fair	Poor
		0-4 min response time for most of surrounding community, response time decreases for Yavapai Hills by 2 mins. Closest alignment to Diamond Valley would improve emergency connectivity.	0-4 min response time for eastern part, 4-6 min response time for western part, response time decreases for Yavapai Hills by 2 mins. Doesn't provide additional emergency access to Diamond Valley.	No improvement to response times.
	Fire Evacuation Routes	Very Good	Fair	Poor
		Provides evacuation route to Yavapai Hills Unit 9 future development. More routes to Yavapai Hills and Diamond Valley. Closest to Diamond Valley	Alignment ends halfway therefore only one access point to Yavapai Hills and no additional access to Diamond Valley	No added evacuation routes.
Consistency with Completed Plans	Regional Transportation Plans	Very Good	Fair	Poor
		Changes eastern end of Yavapai Hills Unit 9 existing alignment and changes eastern end of Storm Ranch Parkway alignment	Inconsistent with existing plans. Doesn't provide full Sundog Connector route.	Does not follow approved plans.
	Approved Developer Plans/Plats/ Agreements	Good	Fair	Poor
		Changes eastern end of Yavapai Hills Unit 9 existing alignment and changes eastern end of Storm Ranch Parkway alignment	Inconsistent with existing plans. Doesn't provide full Sundog Connector route.	Does not follow approved plans.
Multimodal Mobility	Bicycle Lanes, Mixed Use Path, Sidewalks	Good	Fair	Poor
		Adds bike and ped access.	Adds some bike and ped access.	No added bike and ped access.
Vehicular Safety	Design Speed	Good	Good	Very Good
		Meets design speed requirements	Meets design speed requirements	No impact
Engineering Design Constraints	Utility Impacts	Fair	Very Good	Very Good
		Moderate OH utility impacts	Minimal OH utility impacts	No Impacts
	Drainage Structure Needs	Fair	Good	Very Good
		Most drainage structure needs.	Minimal drainage structure needs.	None
	Earthwork	Poor	Fair	Very Good
		Most required earthwork	Moderate required earthwork	None
	Roadway Design Standard Exceptions	Fair	Fair	Very Good
		Design Criteria = 6% max vertical; 600' Radius max horizontal curves w/no super West = +9% vertical (3,400') East = 10% vertical match exst water tower road (750'); Rolling 6%	Design Criteria = 6% max vertical; 600' Radius max horizontal curves w/no super West = +9% vertical (3,400')	None

CYMPO Sundog Alternative Evaluations - PHASE II				
Factors	Sub Factors	Alternative 3	Alternative 7	No-Build
Public, Stakeholder and Agency Acceptance	Public Feedback	Poor	Poor	Very Good
		Low received existing communities public support	Low received existing communities public support	Highest votes in Public Meeting#2 Public Engagement Activity and Comment Card
	TAC Agency Representation Feedback	Good	Fair	Good
		Positive Agency Acceptance	Moderate Agency Acceptance	Positive Agency Acceptance
Cost	Construction	Poor	Fair	Very Good
		Highest cost	Moderate cost	No cost
	Right-of-Way	Poor	Fair	Very Good
		Highest cost	Moderate cost	No cost
Scoring (Weighted [No Weight])		6.92 (58)	6.25 (51)	8.58 (69)

Appendix D—Phase II Cost Estimates

Sundog Connector Order of Magnitude Estimate
Stage I (15%)
Alternative 3 (Combined)

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
20300XX	ROADWAY EXCAVATION	CU.YD	3,567,497	12.00	42,809,964
20300XX	ROADWAY EMBANKMENT (BORROW)	CU.YD	7,822	15.00	117,330
40900XX	ASPHALTIC CONCRETE	SQ.YD.	83,077	65.00	5,400,005
50000XX	MAG STD DET 524, I-1 10' CURB INLETS	EACH	4	10,000.00	40,000
50000XX	MAG STD DET 524, I-1 17' CURB INLETS	EACH	28	10,000.00	280,000
50000XX	MAG STD DET 524, I-2 17' CURB INLETS	EACH	6	15,000.00	90,000
50000XX	MAG STD DET 206, 2-CELL SCUPPERS	EACH	32	9,000.00	288,000
50000XX	HEADWALLS	EACH	28	15,000.00	420,000
50000XX	24" STORM DRAIN PIPE	L.FT.	2,150	200.00	430,000
50000XX	18" RCP CULVERT	L.FT.	150	175.00	26,250
50000XX	24" RCP CULVERT	L.FT.	240	200.00	48,000
50000XX	30" RCP CULVERT	L.FT.	1,290	215.00	277,350
50000XX	36" RCP CULVERT	L.FT.	1,800	230.00	414,000
50000XX	42" RCP CULVERT	L.FT.	1,120	250.00	280,000
50000XX	RCBC 10' x 6' (1 BOX)	L.FT.	150	1,600.00	240,000
50000XX	RCBC 10' x 6' (2 BOXES)	L.FT.	350	2,850.00	997,500
50000XX	RCBC 10' x 6' (3 BOXES)	L.FT.	370	4,050.00	1,498,500
60600XX	SIGNING	L.SUM	1	205,000.00	205,000
73000XX	LIGHTING	L.SUM	1	580,000.00	580,000
70400XX	PAVEMENT MARKINGS (STRIPE)	L.FT.	30,399	0.35	10,640
70600XX	PAVEMENT MARKERS	EACH	760	5.00	3,800
90800XX	CONCRETE CURB AND GUTTER	L.FT.	61,068	25.00	1,526,700
90800XX	CONCRETE SIDEWALK	SQ.FT.	244,784	10.00	2,447,840
			ITEM TOTAL		**58,430,879**
PROJECT WIDE					
	Maintenance and Protection of Traffic (0.5%)	COST		293,000.00	293,000
	Dust and Water Palliative (1%)	COST		585,000.00	585,000
	Quality Control (1.5%)	COST		877,000.00	877,000
	Construction Surveying (1.5%)	COST		877,000.00	877,000
	Erosion Control (1%)	COST		585,000.00	585,000
	Mobilization (8% of all construction items)	COST		6,850,000.00	6,850,000
			PROJECT WIDE SUBTOTAL		**10,067,000**
	Unidentified Items (25% of Item Total and Project Wide Subtotal)	COST		17,125,000.00	17,125,000
			PROJECT WIDE TOTAL		**27,192,000**
OTHER COST					
	Construction Engineering (12%)	COST		10,275,000.00	10,275,000
	Construction Contingencies (5%)	COST		4,282,000.00	4,282,000
	Environmental Mitigation (Unknown at this time)	COST		-	-
	Engineering Design (Includes Surveying and Geotechnical) (3% of all items)	COST		2,569,000.00	2,569,000
	Right-of-Way (97.52 Acres New ROW)	COST		3,513,000.00	3,513,000
	Utilities (Miscellaneous Relocation) (2%)	COST		1,713,000.00	1,713,000
			OTHER COST TOTAL		**22,352,000**

SUMMARY	
ITEM TOTAL	**58,430,879**
PROJECT WIDE	**27,192,000**
OTHER COST TOTAL	**22,352,000**
SUBTOTAL PROJECT COST	**107,974,879**
INDIRECT COST ALLOCATION (10.70%)	**11,553,000**
TOTAL	**119,527,879**
TOTAL (ROUND $100K)	**119,500,000**
STORM RANCH SEGMENT ASSUMED COST	**32,000,000**
TOTAL PROJECT COST	**151,500,000**

Sundog Connector Order of Magnitude Estimate
Stage I (15%)
Alternative 3 (Segment 2 - Storm Ranch to Yavapai Hills Unit 9)

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
20300XX	ROADWAY EXCAVATION	CU.YD	2,607,143	12.00	31,285,716
40900XX	ASPHALTIC CONCRETE	SQ.YD.	20,426	65.00	1,327,690
50000XX	MAG STD DET 524, I-1 10' CURB INLETS	EACH	0	10,000.00	-
50000XX	MAG STD DET 524, I-1 17' CURB INLETS	EACH	2	10,000.00	20,000
50000XX	MAG STD DET 524, I-2 17' CURB INLETS	EACH	2	15,000.00	30,000
50000XX	MAG STD DET 206, 2-CELL SCUPPERS	EACH	14	9,000.00	126,000
50000XX	HEADWALLS	EACH	2	15,000.00	30,000
50000XX	24" STORM DRAIN PIPE	L.FT.	553	200.00	110,600
50000XX	18" RCP CULVERT	L.FT.		175.00	-
50000XX	24" RCP CULVERT	L.FT.		200.00	-
50000XX	30" RCP CULVERT	L.FT.		215.00	-
50000XX	36" RCP CULVERT	L.FT.		230.00	-
50000XX	42" RCP CULVERT	L.FT.		250.00	-
50000XX	RCBC 10' x 6' (1 BOX)	L.FT.		1,600.00	-
50000XX	RCBC 10' x 6' (2 BOXES)	L.FT.	170	2,850.00	484,500
50000XX	RCBC 10' x 6' (3 BOXES)	L.FT.		4,050.00	-
60600XX	SIGNING	L.SUM	1	50,000.00	50,000
73000XX	LIGHTING	L.SUM	1	140,000.00	140,000
70400XX	PAVEMENT MARKINGS (STRIPE)	L.FT.	7,660	0.35	2,681
70600XX	PAVEMENT MARKERS	EACH	192	5.00	960
90800XX	CONCRETE CURB AND GUTTER	L.FT.	15,319	25.00	382,975
90800XX	CONCRETE SIDEWALK	SQ.FT.	61,378	10.00	613,780
			ITEM TOTAL		**34,604,902**
PROJECT WIDE					
	Maintenance and Protection of Traffic (0.5%)	COST		174,000.00	174,000
	Dust and Water Palliative (1%)	COST		345,000.00	345,000
	Quality Control (1.5%)	COST		520,000.00	520,000
	Construction Surveying (1.5%)	COST		520,000.00	520,000
	Erosion Control (1%)	COST		345,000.00	345,000
	Mobilization (8% of all construction items)	COST		4,055,000.00	4,055,000
			PROJECT WIDE SUBTOTAL		**5,959,000**
	Unidentified Items (25% of Item Total and Project Wide Subtotal)	COST		10,140,000.00	10,140,000
			PROJECT WIDE TOTAL		**16,099,000**
OTHER COST					
	Construction Engineering (12%)	COST		6,083,000.00	6,083,000
	Construction Contingencies (5%)	COST		2,535,000.00	2,535,000
	Environmental Mitigation (Unknown at this time)	COST		-	-
	Engineering Design (Includes Surveying and Geotechnical)	COST		620,100.00	620,100
	Right-of-Way (31.69 Acres New ROW)	COST		317,000.00	317,000
	Utilities (Miscellaneous Relocation) (2%)	COST		1,014,000.00	1,014,000
			OTHER COST TOTAL		**10,569,100**

SUMMARY

ITEM TOTAL	**34,604,902**
PROJECT WIDE	**16,099,000**
OTHER COST TOTAL	**10,569,100**
SUBTOTAL PROJECT COST	**61,273,002**
INDIRECT COST ALLOCATION (10.70%)	**6,555,000**
TOTAL PROJECT COST	**67,828,002**
TOTAL PROJECT COST (ROUND $100K)	**67,800,000**

Sundog Connector Order of Magnitude Estimate
Stage I (15%)
Alternative 3 (Segment 3 - Yavapai Hills Unit 9)

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
20300XX	ROADWAY EXCAVATION	CU.YD	115,614	12.00	1,387,368
40900XX	ASPHALTIC CONCRETE	SQ.YD.	14,615	65.00	949,975
50000XX	MAG STD DET 524, I-1 10' CURB INLETS	EACH	2	10,000.00	20,000
50000XX	MAG STD DET 524, I-1 17' CURB INLETS	EACH	4	10,000.00	40,000
50000XX	MAG STD DET 524, I-2 17' CURB INLETS	EACH		15,000.00	-
50000XX	MAG STD DET 206, 2-CELL SCUPPERS	EACH	2	9,000.00	18,000
50000XX	HEADWALLS	EACH	2	15,000.00	30,000
50000XX	24" STORM DRAIN PIPE	L.FT.	246	200.00	49,200
50000XX	18" RCP CULVERT	L.FT.		175.00	-
50000XX	24" RCP CULVERT	L.FT.		200.00	-
50000XX	30" RCP CULVERT	L.FT.		215.00	-
50000XX	36" RCP CULVERT	L.FT.		230.00	-
50000XX	42" RCP CULVERT	L.FT.	120	250.00	30,000
50000XX	RCBC 10' x 6' (1 BOX)	L.FT.		1,600.00	-
50000XX	RCBC 10' x 6' (2 BOXES)	L.FT.		2,850.00	-
50000XX	RCBC 10' x 6' (3 BOXES)	L.FT.		4,050.00	-
60600XX	SIGNING	L.SUM	1	35,000.00	35,000
73000XX	LIGHTING	L.SUM	1	100,000.00	100,000
70400XX	PAVEMENT MARKINGS (STRIPE)	L.FT.	5,480	0.35	1,918
70600XX	PAVEMENT MARKERS	EACH	137	5.00	685
90800XX	CONCRETE CURB AND GUTTER	L.FT.	10,962	25.00	274,050
90800XX	CONCRETE SIDEWALK	SQ.FT.	43,849	10.00	438,490
			ITEM TOTAL		**3,374,686**
PROJECT WIDE					
	Maintenance and Protection of Traffic (0.5%)	COST		17,000.00	17,000
	Dust and Water Palliative (1%)	COST		34,000.00	34,000
	Quality Control (1.5%)	COST		51,000.00	51,000
	Construction Surveying (1.5%)	COST		51,000.00	51,000
	Erosion Control (1%)	COST		34,000.00	34,000
	Mobilization (8% of all construction items)	COST		395,000.00	395,000
			PROJECT WIDE SUBTOTAL		**582,000**
	Unidentified Items (25% of Item Total and Project Wide Subtotal)	COST		990,000.00	990,000
			PROJECT WIDE TOTAL		**1,572,000**
OTHER COST					
	Construction Engineering (12%)	COST		594,000.00	594,000
	Construction Contingencies (5%)	COST		248,000.00	248,000
	Environmental Mitigation (Unknown at this time)	COST		-	-
	Engineering Design (Includes Surveying and Geotechnical)	COST		442,930.00	442,930
	Right-of-Way (12.29 Acres New ROW)	COST		1,033,000.00	1,033,000
	Utilities (Miscellaneous Relocation) (5%)	COST		248,000.00	248,000
			OTHER COST TOTAL		**2,565,930**

SUMMARY

ITEM TOTAL	**3,374,686**
PROJECT WIDE	**1,572,000**
OTHER COST TOTAL	**2,565,930**
SUBTOTAL PROJECT COST	**7,512,616**
INDIRECT COST ALLOCATION (10.70%)	**804,000**
TOTAL PROJECT COST	**8,316,616**
TOTAL PROJECT COST (ROUND $100K)	**8,300,000**

Sundog Connector Order of Magnitude Estimate
Stage I (15%)
Alternative 3 (Segment 4 - Yavapai Hills Unit 9 to City of Prescott Boundary)

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
20300XX	ROADWAY EXCAVATION	CU.YD	387,300	12.00	4,647,600
20300XX	ROADWAY EMBANKMENT (BORROW)	CU.YD	7,822	15.00	117,330
40900XX	ASPHALTIC CONCRETE	SQ.YD.	28,891	65.00	1,877,915
50000XX	MAG STD DET 524, I-1 10' CURB INLETS	EACH	2	10,000.00	20,000
50000XX	MAG STD DET 524, I-1 17' CURB INLETS	EACH	12	10,000.00	120,000
50000XX	MAG STD DET 524, I-2 17' CURB INLETS	EACH	4	15,000.00	60,000
50000XX	MAG STD DET 206, 2-CELL SCUPPERS	EACH	6	9,000.00	54,000
50000XX	HEADWALLS	EACH	16	15,000.00	240,000
50000XX	24" STORM DRAIN PIPE	L.FT.	737	200.00	147,400
50000XX	18" RCP CULVERT	L.FT.		175.00	-
50000XX	24" RCP CULVERT	L.FT.	240	200.00	48,000
50000XX	30" RCP CULVERT	L.FT.	1,290	215.00	277,350
50000XX	36" RCP CULVERT	L.FT.	1,800	230.00	414,000
50000XX	42" RCP CULVERT	L.FT.	1,000	250.00	250,000
50000XX	RCBC 10' x 6' (1 BOX)	L.FT.	150	1,600.00	240,000
50000XX	RCBC 10' x 6' (2 BOXES)	L.FT.		2,850.00	-
50000XX	RCBC 10' x 6' (3 BOXES)	L.FT.		4,050.00	-
60600XX	SIGNING	L.SUM	1	70,000.00	70,000
73000XX	LIGHTING	L.SUM	1	200,000.00	200,000
70400XX	PAVEMENT MARKINGS (STRIPE)	L.FT.	10,080	0.35	3,528
70600XX	PAVEMENT MARKERS	EACH	252	5.00	1,260
90800XX	CONCRETE CURB AND GUTTER	L.FT.	20,436	25.00	510,900
90800XX	CONCRETE SIDEWALK	SQ.FT.	82,049	10.00	820,490
			ITEM TOTAL		**10,119,773**
PROJECT WIDE					
	Maintenance and Protection of Traffic (0.5%)	COST		51,000.00	51,000
	Dust and Water Palliative (1%)	COST		102,000.00	102,000
	Quality Control (1.5%)	COST		151,000.00	151,000
	Construction Surveying (1.5%)	COST		151,000.00	151,000
	Erosion Control (1%)	COST		102,000.00	102,000
	Mobilization (8% of all construction items)	COST		1,190,000.00	1,190,000
			PROJECT WIDE SUBTOTAL		**1,747,000**
	Unidentified Items (25% of Item Total and Project Wide Subtotal)	COST		2,967,000.00	2,967,000
			PROJECT WIDE TOTAL		**4,714,000**
OTHER COST					
	Construction Engineering (12%)	COST		1,781,000.00	1,781,000
	Construction Contingencies (5%)	COST		742,000.00	742,000
	Environmental Mitigation (Unknown at this time)	COST		-	-
	Engineering Design (Includes Surveying and Geotechnical)	COST		885,870.00	885,870
	Right-of-Way (31.57 Acres New ROW)	COST		316,000.00	316,000
	Utilities (Miscellaneous Relocation) (1.5%)	COST		223,000.00	223,000
			OTHER COST TOTAL		**3,947,870**

SUMMARY

ITEM TOTAL	**10,119,773**
PROJECT WIDE	**4,714,000**
OTHER COST TOTAL	**3,947,870**
SUBTOTAL PROJECT COST	**18,781,643**
INDIRECT COST ALLOCATION (10.70%)	**2,010,000**
TOTAL PROJECT COST	**20,791,643**
TOTAL PROJECT COST (ROUND $100K)	**20,800,000**

Sundog Connector Order of Magnitude Estimate
Stage I (15%)
Alternative 3 (Segment 5 - Town of Prescott Valley Boundary to SR69)

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
20300XX	ROADWAY EXCAVATION	CU.YD	457,440	12.00	5,489,280
40900XX	ASPHALTIC CONCRETE	SQ.YD.	19,145	65.00	1,244,425
50000XX	MAG STD DET 524, I-1 10' CURB INLETS	EACH	0	10,000.00	-
50000XX	MAG STD DET 524, I-1 17' CURB INLETS	EACH	10	10,000.00	100,000
50000XX	MAG STD DET 524, I-2 17' CURB INLETS	EACH		15,000.00	-
50000XX	MAG STD DET 206, 2-CELL SCUPPERS	EACH	10	9,000.00	90,000
50000XX	HEADWALLS	EACH	8	15,000.00	120,000
50000XX	24" STORM DRAIN PIPE	L.FT.	614	200.00	122,800
50000XX	18" RCP CULVERT	L.FT.	150	175.00	26,250
50000XX	24" RCP CULVERT	L.FT.		200.00	-
50000XX	30" RCP CULVERT	L.FT.		215.00	-
50000XX	36" RCP CULVERT	L.FT.		230.00	-
50000XX	42" RCP CULVERT	L.FT.		250.00	-
50000XX	RCBC 10' x 6' (1 BOX)	L.FT.		1,600.00	-
50000XX	RCBC 10' x 6' (2 BOXES)	L.FT.	180	2,850.00	513,000
50000XX	RCBC 10' x 6' (3 BOXES)	L.FT.	370	4,050.00	1,498,500
60600XX	SIGNING	L.SUM	1	50,000.00	50,000
73000XX	LIGHTING	L.SUM	1	140,000.00	140,000
70400XX	PAVEMENT MARKINGS (STRIPE)	L.FT.	7,179	0.35	2,513
70600XX	PAVEMENT MARKERS	EACH	179	5.00	895
90800XX	CONCRETE CURB AND GUTTER	L.FT.	14,351	25.00	358,775
90800XX	CONCRETE SIDEWALK	SQ.FT.	57,508	10.00	575,080
			ITEM TOTAL		**10,331,518**
PROJECT WIDE					
	Maintenance and Protection of Traffic (0.5%)	COST		51,000.00	51,000
	Dust and Water Palliative (1%)	COST		104,000.00	104,000
	Quality Control (1.5%)	COST		155,000.00	155,000
	Construction Surveying (1.5%)	COST		155,000.00	155,000
	Erosion Control (1%)	COST		104,000.00	104,000
	Mobilization (8% of all construction items)	COST		1,210,000.00	1,210,000
			PROJECT WIDE SUBTOTAL		**1,779,000**
	Unidentified Items (25% of Item Total and Project Wide Subtotal)	COST		3,028,000.00	3,028,000
			PROJECT WIDE TOTAL		**4,807,000**
OTHER COST					
	Construction Engineering (12%)	COST		1,817,000.00	1,817,000
	Construction Contingencies (5%)	COST		757,000.00	757,000
	Environmental Mitigation (Unknown at this time)	COST		-	-
	Engineering Design (Includes Surveying and Geotechnical)	COST		620,100.00	620,100
	Right-of-Way (21.96 Acres New ROW)	COST		1,847,000.00	1,847,000
	Utilities (Miscellaneous Relocation) (1.5%)	COST		228,000.00	228,000
			OTHER COST TOTAL		**5,269,100**

SUMMARY

ITEM TOTAL	**10,331,518**
PROJECT WIDE	**4,807,000**
OTHER COST TOTAL	**5,269,100**
SUBTOTAL PROJECT COST	**20,407,618**
INDIRECT COST ALLOCATION (10.70%)	**2,184,000**
TOTAL PROJECT COST	**22,591,618**
TOTAL PROJECT COST (ROUND $100K)	**22,600,000**

Sundog Connector Order of Magnitude Estimate
Stage I (15%)
Alternative 7 (Combined)

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
20300XX	ROADWAY EXCAVATION	CU.YD	459,361	12.00	5,512,332
20300XX	ROADWAY EMBANKMENT (BORROW)	CU.YD	456,385	15.00	6,845,775
40900XX	ASPHALTIC CONCRETE	SQ.YD.	35,200	65.00	2,288,000
50000XX	MAG STD DET 524, I-1 17' CURB INLETS	EACH	6	10,000.00	60,000
50000XX	MAG STD DET 524, I-2 17' CURB INLETS	EACH	2	15,000.00	30,000
50000XX	MAG STD DET 206, 2-CELL SCUPPERS	EACH	6	9,000.00	54,000
50000XX	MAG STD DET 206, 3-CELL SCUPPERS	EACH	2	12,000.00	24,000
50000XX	HEADWALLS	EACH	6	15,000.00	90,000
50000XX	24" STORM DRAIN PIPE	L.FT.	960	200.00	192,000
50000XX	36" RCP CULVERT	L.FT.	150	230.00	34,500
50000XX	42" RCP CULVERT	L.FT.	120	250.00	30,000
50000XX	RCBC 10' X 6' (2 BOXES)	L.FT.	200	2,850.00	570,000
60600XX	SIGNING	L.SUM	1	85,000.00	85,000
73000XX	LIGHTING	L.SUM	1	240,000.00	240,000
70400XX	PAVEMENT MARKINGS (STRIPE)	L.FT.	13,200	0.35	4,620
70600XX	PAVEMENT MARKERS	EACH	330	5.00	1,650
90800XX	CONCRETE CURB AND GUTTER	L.FT.	26,400	25.00	660,000
90800XX	CONCRETE SIDEWALK	SQ.FT.	105,596	10.00	1,055,960
			ITEM TOTAL		**17,777,837**
PROJECT WIDE					
	Maintenance and Protection of Traffic (0.5%)	COST		89,000.00	89,000
	Dust and Water Palliative (1%)	COST		178,000.00	178,000
	Quality Control (1.5%)	COST		267,000.00	267,000
	Construction Surveying (1.5%)	COST		267,000.00	267,000
	Erosion Control (1%)	COST		178,000.00	178,000
	Mobilization (8% of all construction items)	COST		2,075,000.00	2,075,000
			PROJECT WIDE SUBTOTAL		**3,054,000**
	Unidentified Items (25% of Item Total and Project Wide Subtotal)	COST		5,208,000.00	5,208,000
			PROJECT WIDE TOTAL		**8,262,000**
OTHER COST					
	Construction Engineering (12%)	COST		3,125,000.00	3,125,000
	Construction Contingencies (5%)	COST		1,302,000.00	1,302,000
	Environmental Mitigation (Unknown at this time)	COST		-	-
	Engineering Design (Includes Surveying and Geotechnical) (4% of all items)	COST		1,042,000.00	1,042,000
	Right-of-Way (36.42 Acres New ROW)	COST		1,234,000.00	1,234,000
	Utilities (Miscellaneous Relocation) (4%)	COST		1,042,000.00	1,042,000
			OTHER COST TOTAL		**7,745,000**

SUMMARY

ITEM TOTAL	**17,777,837**
PROJECT WIDE	**8,262,000**
OTHER COST TOTAL	**7,745,000**
SUBTOTAL PROJECT COST	**33,784,837**
INDIRECT COST ALLOCATION (10.70%)	**3,615,000**
TOTAL	**37,399,837**
TOTAL (ROUND $100K)	**37,400,000**
STORM RANCH SEGMENT ASSUMED COST	**32,000,000**
TOTAL PROJECT COST	**69,400,000**

Sundog Connector Order of Magnitude Estimate
Stage I (15%)
Alternative 7 (Segment 2 - Storm Ranch to Yavapai Hills Unit 9)

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
20300XX	ROADWAY EXCAVATION	CU.YD	424,186	12.00	5,090,232
20300XX	ROADWAY EMBANKMENT (BORROW)	CU.YD	425,343	15.00	6,380,145
40900XX	ASPHALTIC CONCRETE	SQ.YD.	20,100	65.00	1,306,500
50000XX	MAG STD DET 524, I-1 17' CURB INLETS	EACH	6	10,000.00	60,000
50000XX	MAG STD DET 524, I-2 17' CURB INLETS	EACH		15,000.00	-
50000XX	MAG STD DET 206, 2-CELL SCUPPERS	EACH	6	9,000.00	54,000
50000XX	MAG STD DET 206, 3-CELL SCUPPERS	EACH		12,000.00	-
50000XX	HEADWALLS	EACH	2	15,000.00	30,000
50000XX	24" STORM DRAIN PIPE	L.FT.	720	200.00	144,000
50000XX	36" RCP CULVERT	L.FT.		230.00	-
50000XX	42" RCP CULVERT	L.FT.		250.00	-
50000XX	RCBC 10' X 6' (2 BOXES)	L.FT.	200	2,850.00	570,000
60600XX	SIGNING	L.SUM	1	50,000.00	50,000
73000XX	LIGHTING	L.SUM	1	140,000.00	140,000
70400XX	PAVEMENT MARKINGS (STRIPE)	L.FT.	7,538	0.35	2,638
70600XX	PAVEMENT MARKERS	EACH	188	5.00	940
90800XX	CONCRETE CURB AND GUTTER	L.FT.	15,076	25.00	376,900
90800XX	CONCRETE SIDEWALK	SQ.FT.	60,380	10.00	603,800
			ITEM TOTAL		**14,809,155**
PROJECT WIDE					
	Maintenance and Protection of Traffic (0.5%)	COST		74,000.00	74,000
	Dust and Water Palliative (1%)	COST		148,000.00	148,000
	Quality Control (1.5%)	COST		222,000.00	222,000
	Construction Surveying (1.5%)	COST		222,000.00	222,000
	Erosion Control (1%)	COST		148,000.00	148,000
	Mobilization (8% of all construction items)	COST		1,725,000.00	1,725,000
			PROJECT WIDE SUBTOTAL		**2,539,000**
	Unidentified Items (25% of Item Total and Project Wide Subtotal)	COST		4,337,000.00	4,337,000
			PROJECT WIDE TOTAL		**6,876,000**
OTHER COST					
	Construction Engineering (12%)	COST		2,602,000.00	2,602,000
	Construction Contingencies (5%)	COST		1,084,000.00	1,084,000
	Environmental Mitigation (Unknown at this time)	COST		-	-
	Engineering Design (Includes Surveying and Geotechnical) (2% of all items)	COST		607,833.00	607,833
	Right-of-Way (24.68 Acres New ROW)	COST		247,000.00	247,000
	Utilities (Miscellaneous Relocation) (4%)	COST		867,000.00	867,000
			OTHER COST TOTAL		**5,407,833**

SUMMARY

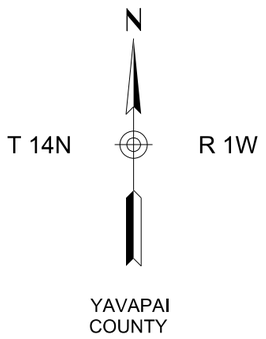
ITEM TOTAL	**14,809,155**
PROJECT WIDE	**6,876,000**
OTHER COST TOTAL	**5,407,833**
SUBTOTAL PROJECT COST	**27,092,988**
INDIRECT COST ALLOCATION (10.70%)	**2,899,000**
TOTAL PROJECT COST	**29,991,988**
TOTAL PROJECT COST (ROUND $100K)	**30,000,000**

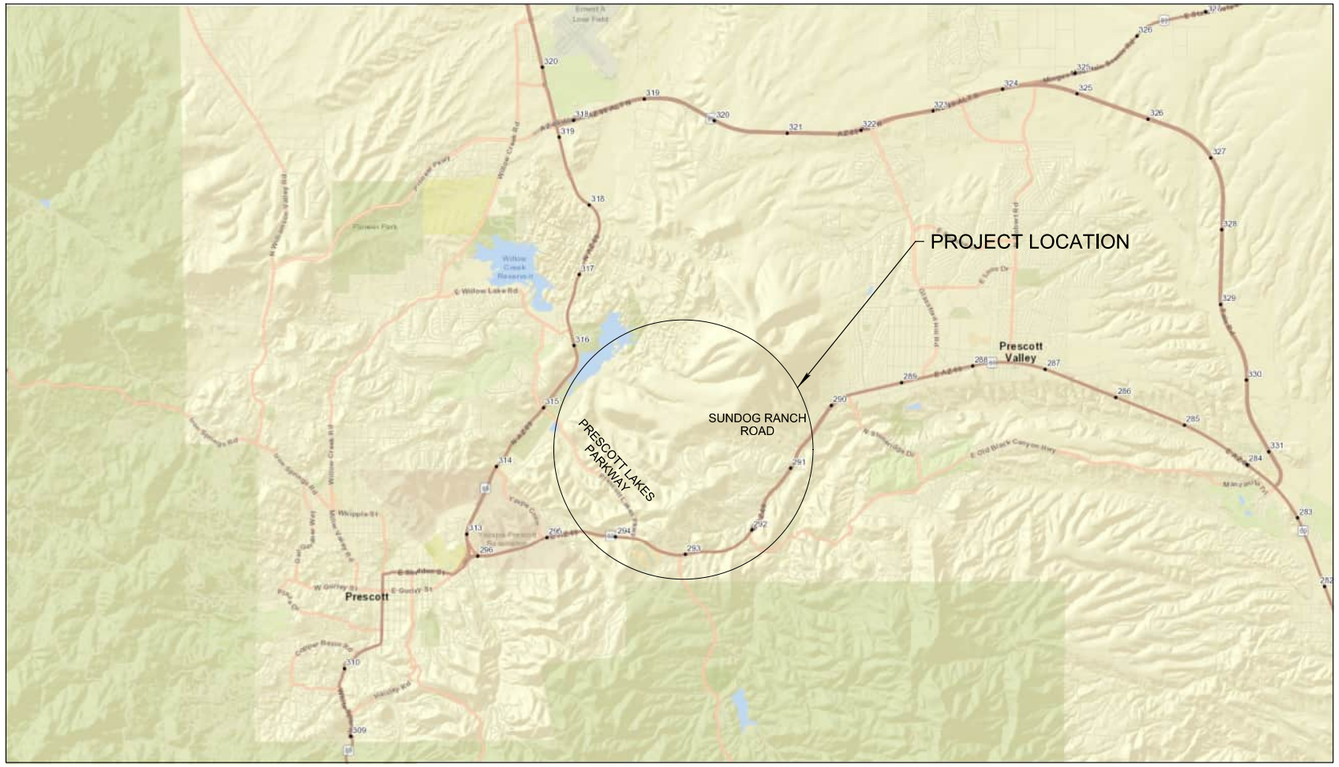
Sundog Connector Order of Magnitude Estimate
Stage I (15%)
Alternative 7 (Segment 3 - Yavapai Hills Unit 9)

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
20300XX	ROADWAY EXCAVATION	CU.YD	35,175	12.00	422,100
20300XX	ROADWAY EMBANKMENT (BORROW)	CU.YD	31,042	15.00	465,630
40900XX	ASPHALTIC CONCRETE	SQ.YD.	15,100	65.00	981,500
50000XX	MAG STD DET 524, I-1 17' CURB INLETS	EACH		10,000.00	-
50000XX	MAG STD DET 524, I-2 17' CURB INLETS	EACH	2	15,000.00	30,000
50000XX	MAG STD DET 206, 2-CELL SCUPPERS	EACH		9,000.00	-
50000XX	MAG STD DET 206, 3-CELL SCUPPERS	EACH	2	12,000.00	24,000
50000XX	HEADWALLS	EACH	4	15,000.00	60,000
50000XX	24" STORM DRAIN PIPE	L.FT.	240	200.00	48,000
50000XX	36" RCP CULVERT	L.FT.	150	230.00	34,500
50000XX	42" RCP CULVERT	L.FT.	120	250.00	30,000
50000XX	RCBC 10' X 6' (2 BOXES)	L.FT.		2,850.00	-
60600XX	SIGNING	L.SUM	1	35,000.00	35,000
73000XX	LIGHTING	L.SUM	1	100,000.00	100,000
70400XX	PAVEMENT MARKINGS (STRIPE)	L.FT.	5,662	0.35	1,982
70600XX	PAVEMENT MARKERS	EACH	142	5.00	710
90800XX	CONCRETE CURB AND GUTTER	L.FT.	11,324	25.00	283,100
90800XX	CONCRETE SIDEWALK	SQ.FT.	45,216	10.00	452,160
			ITEM TOTAL		**2,968,682**
PROJECT WIDE					
	Maintenance and Protection of Traffic (0.5%)	COST		15,000.00	15,000
	Dust and Water Palliative (1%)	COST		30,000.00	30,000
	Quality Control (1.5%)	COST		45,000.00	45,000
	Construction Surveying (1.5%)	COST		45,000.00	45,000
	Erosion Control (1%)	COST		30,000.00	30,000
	Mobilization (8% of all construction items)	COST		350,000.00	350,000
			PROJECT WIDE SUBTOTAL		**515,000**
	Unidentified Items (25% of Item Total and Project Wide Subtotal)	COST		871,000.00	871,000
			PROJECT WIDE TOTAL		**1,386,000**
OTHER COST					
	Construction Engineering (12%)	COST		523,000.00	523,000
	Construction Contingencies (5%)	COST		218,000.00	218,000
	Environmental Mitigation (Unknown at this time)	COST		-	-
	Engineering Design (Includes Surveying and Geotechnical) (2% of all items)	COST		434,167.00	434,167
	Right-of-Way (11.74 Acres New ROW)	COST		987,000.00	987,000
	Utilities (Miscellaneous Relocation) (4%)	COST		175,000.00	175,000
			OTHER COST TOTAL		**2,337,167**

SUMMARY	
ITEM TOTAL	**2,968,682**
PROJECT WIDE	**1,386,000**
OTHER COST TOTAL	**2,337,167**
SUBTOTAL PROJECT COST	**6,691,849**
INDIRECT COST ALLOCATION (10.70%)	**716,000**
TOTAL PROJECT COST	**7,407,849**
TOTAL PROJECT COST (ROUND $100K)	**7,400,000**

Appendix E—Final Recommended Build 15% Plans





STAGE I DESIGN SUBMITTAL
15% COMPLETE
FEBRUARY, 2024

SUNDOG CONNECTOR

DESIGN CONCEPT REPORT
AND ENVIRONMENTAL OVERVIEW

DESIGN DATA

Future Sundog Connector 2050 ADT = 17,000 vpd

Sundog Connector Road — Design Speed = 45 mph

INDEX OF SHEETS

LENGTH OF PROJECT

Sundog Connector Alternative 3
Sta 100+00.00 to Sta 253+67.06 = 15,367.06'
Net Length = 15,367.06'

Sundog Connector Alternative 7
Sta 100+00.00 to Sta 166+00.00 = 6,600.00'
Net Length = 6,600.00'

MIDPOINT OF PROJECT

Central Zone
State Plane Coordinates

X= 557,417
Y= 1,300,149

PRELIMINARY
15%
Review
NOT FOR CONSTRUCTION OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)

DESIGN SHEET

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			2	37	

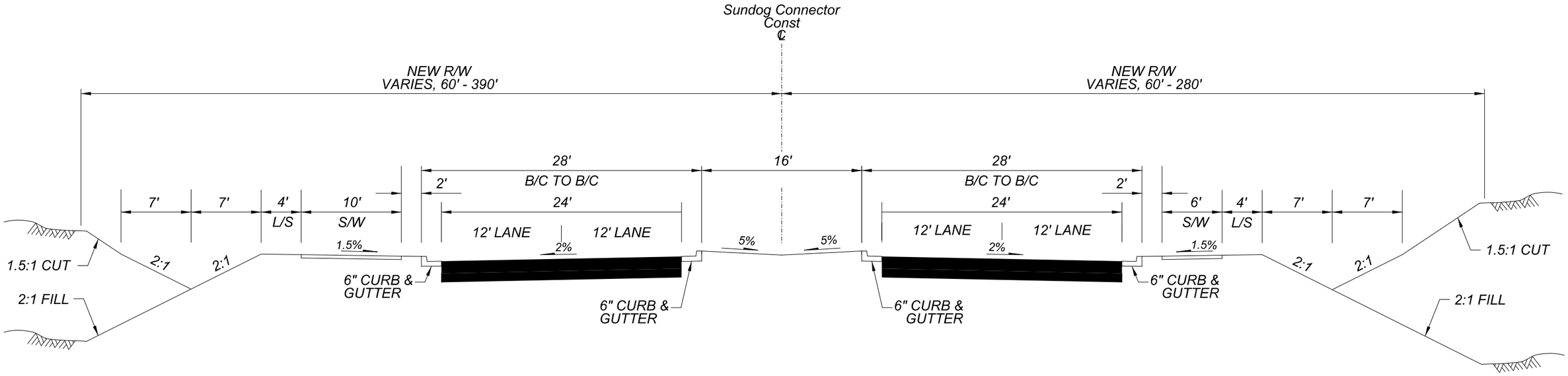
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-1.01

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

$FILE$
$DATE$ @$TIME$ $USER$



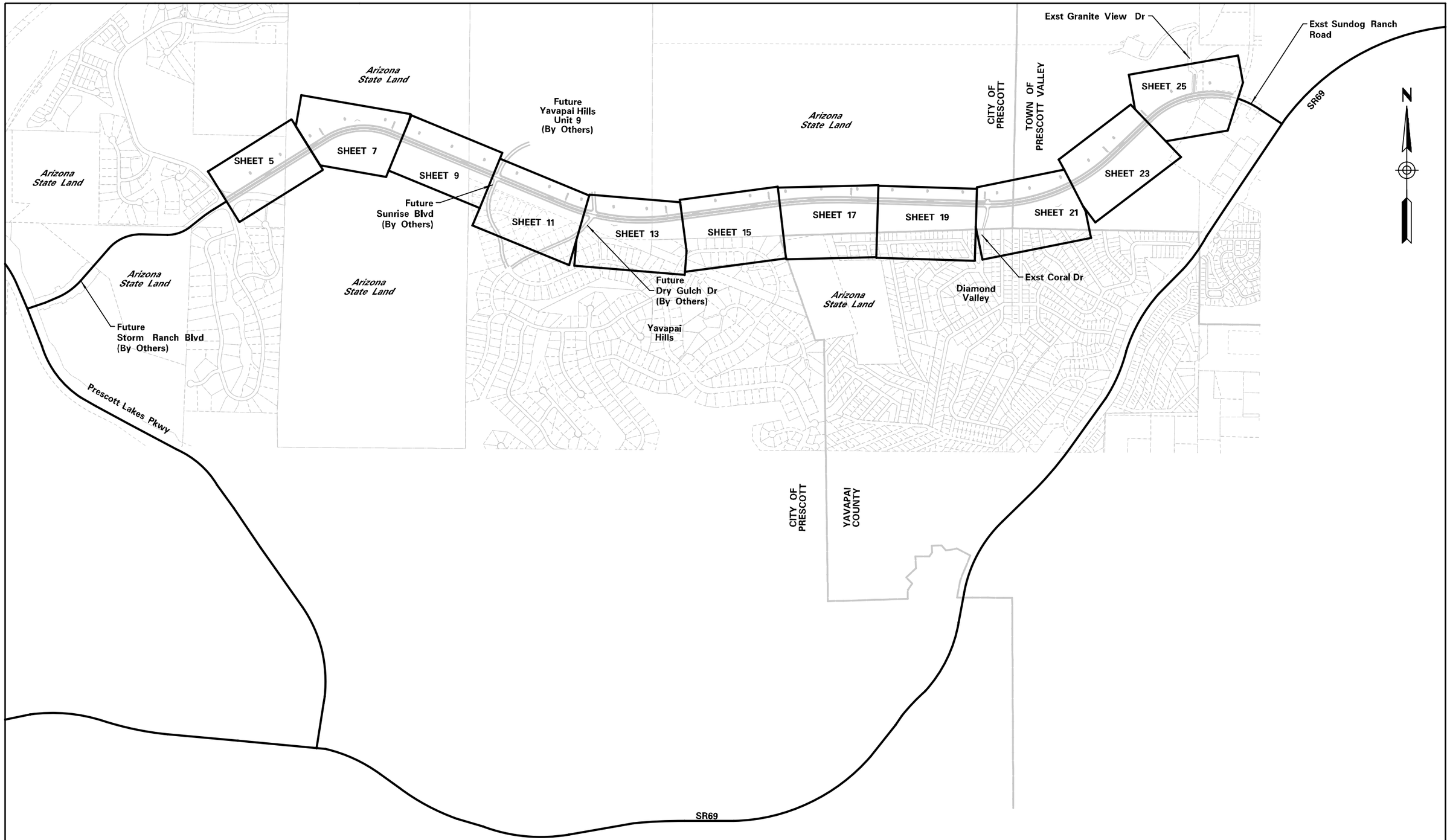
SUNDOG CONNECTOR

TYPICAL SECTION

Alternative 3 - Sta 100+00.00 to Sta 253+67.06
Alternative 7 - Sta 100+00.00 to Sta 166+00.00

PRELIMINARY 15% Review NOT FOR CONSTRUCTION OR RECORDING		NAME	DATE	CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)	ROUTE		STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
	DESIGN	G JACOBY	02/24				ARIZ.			3	37	
	DRAWN	G JACOBY	02/24		MILEPOST	LOCATION	SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW					DWG No. G-2.01
	CHECKED	M BONDY	02/24	TYPICAL SECTIONS	STRUCTURE NO.		TRANSPORTATION AECOM TECHNICAL SERVICES, Inc. 7720 N. 16th St., Suite 100 Phoenix, Arizona 85020 T 602.371.1100 AECOM www.aecom.com					____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\typical.dgn
2/21/2024 @11:00:27 AM JacobyG
TYPICAL SECTIONS



PRELIMINARY
15%
Review
NOT FOR CONSTRUCTION OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3 KEYMAP

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			4	37	

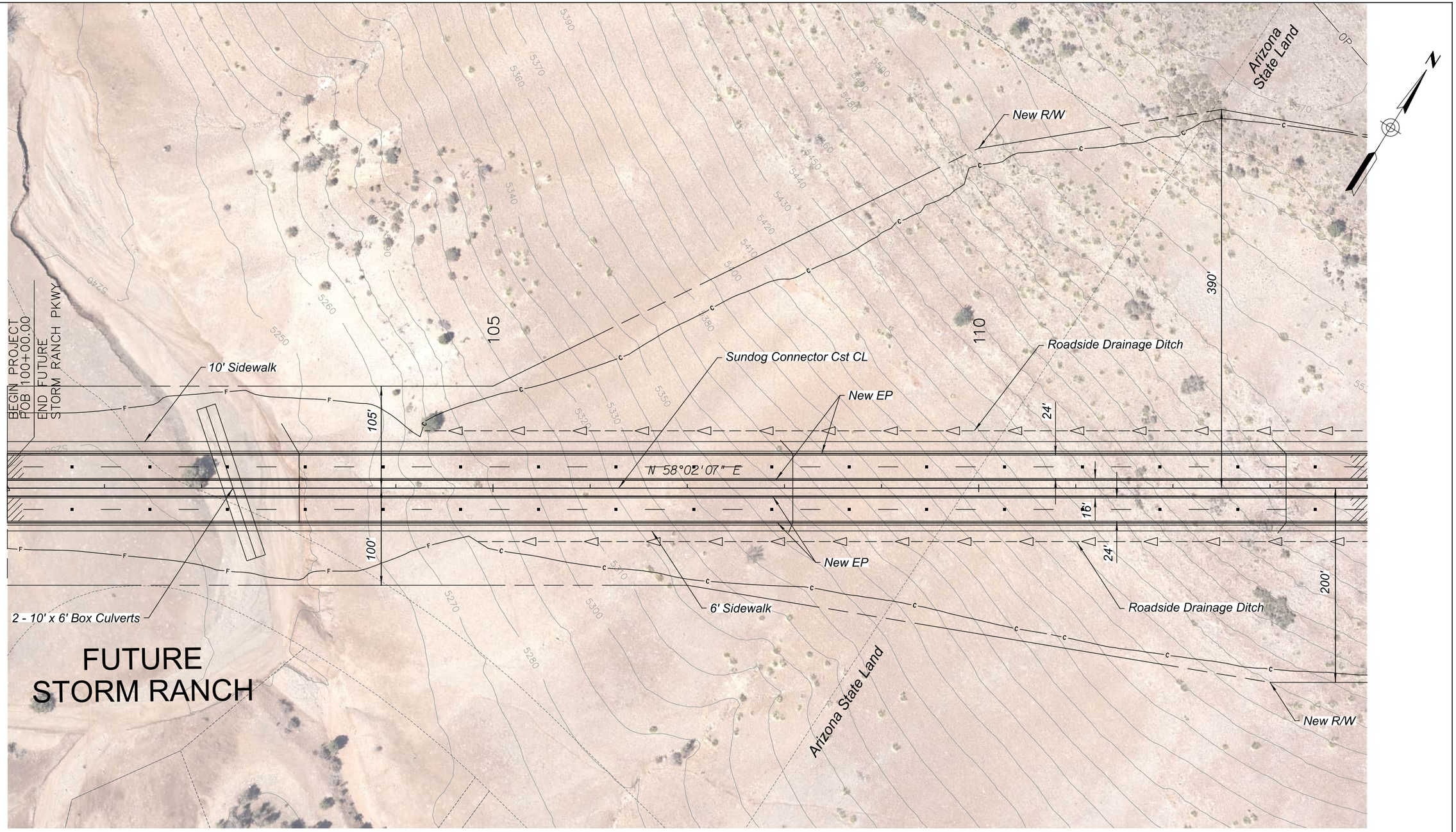
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-2.02

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\KeyMap.dgn
2/22/2024 @12:55:19 PM BondyM



LEGEND

New Pavement

Drainage Inlet Location

SCALE: 1"=100'
50 0 50 100

PRELIMINARY
15%
Review
NOT FOR
CONSTRUCTION
OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PLAN SHEET
STA 100+00 TO STA 114+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			5	37	

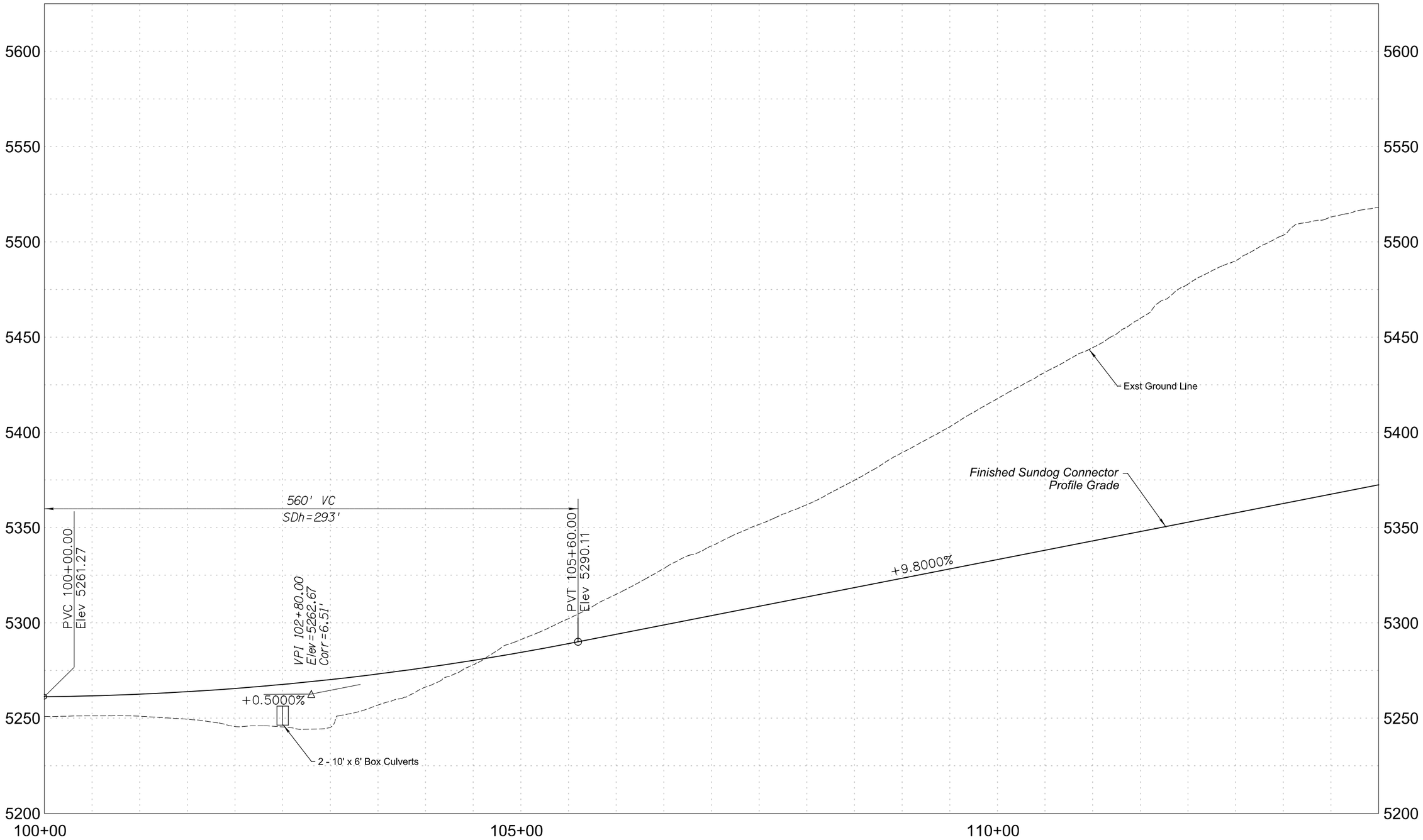
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.01

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Plan01.dgn
2/21/2024 @12:14:18 PM JacobyG



PRELIMINARY
15%
Review
NOT FOR
CONSTRUCTION
OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN
PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PROFILE SHEET
STA 100+00 TO STA 114+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			6	37	

LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.02

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Profile01.dgn
2/21/2024 @11:04:44 AM JacobyG

Arizona State Land

New R/W

Roadside Drainage Ditch

Sundog Connector Cst CL

Exst Utility Pole Relocate

10' Sidewalk

6' Sidewalk

New EP

C1

Exst Overhead Utilities

Exst Utility Pole Relocate

Exst Utility Pole Relocate

Exst Utility Pole Relocate

Roadside Drainage Ditch

New EP

New R/W

Overhead Power LIne

Arizona State Land

PT 126+25.85

165'

200'

315'

PC 116+76.72

115'

24'

16'

24'

200'

N 58°02'07" E

125

120

C1

PI Sta 121+90.32
Δ = 54°22'11" RT
D = 5°43'46"
R = 1000.00
L = 948.93'
T = 513.60'
E = 124.18'
Super = NC

LEGEND

- New Pavement
- Overhead Power Line Base Structure
- Utility Pole
- Drainage Inlet Location

SCALE: 1"=100'
50 0 50 100

PRELIMINARY
15%
Review
NOT FOR CONSTRUCTION OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PLAN SHEET
STA 114+00 TO STA 128+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			7	37	

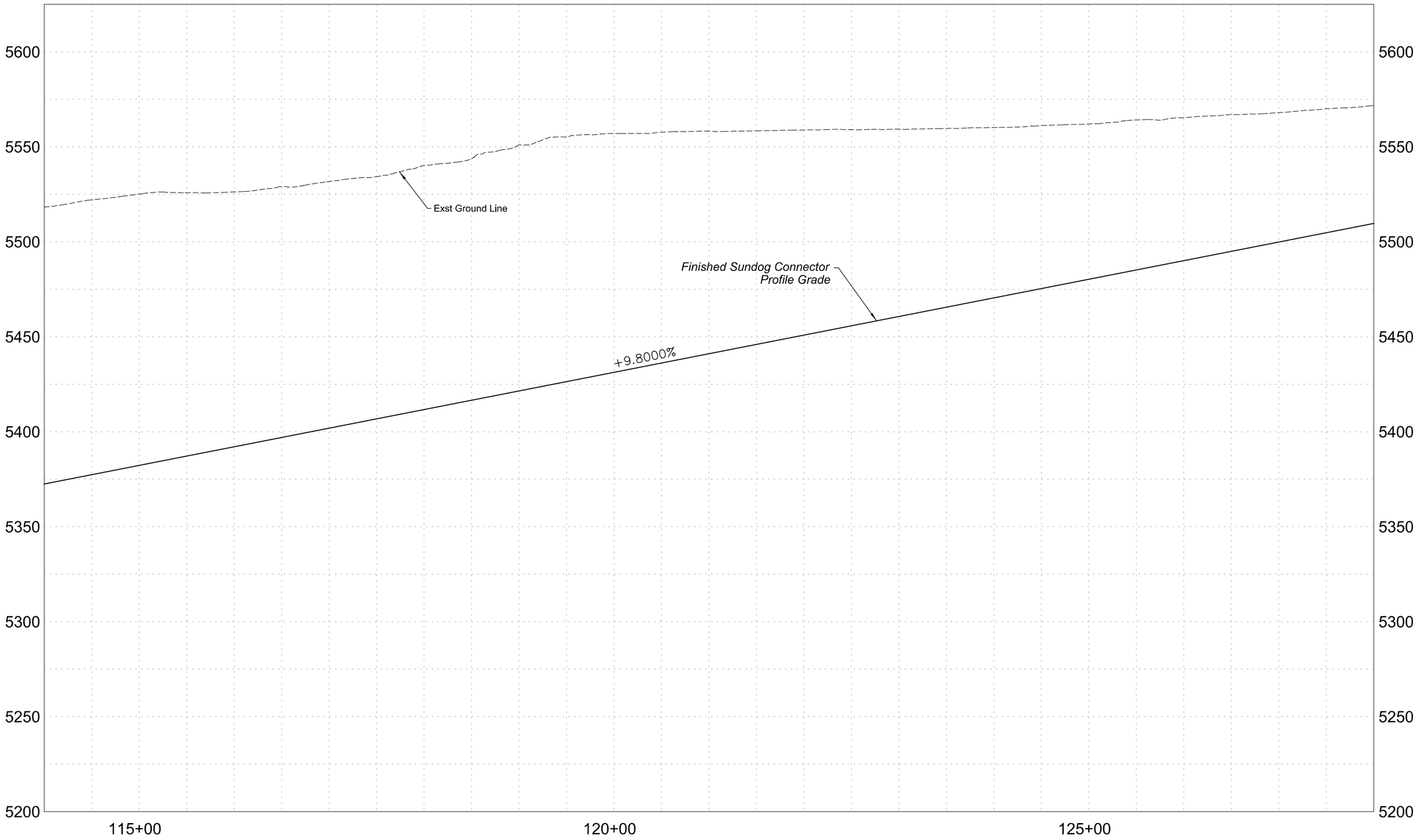
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.03

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Plan02.dgn
2/21/2024 @11:07:46 AM JacobyG



PRELIMINARY
15%
Review
NOT FOR
CONSTRUCTION
OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN
PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PROFILE SHEET
STA 114+00 TO STA 128+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			8	37	

LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.04

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 150
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Profile02.dgn
2/21/2024 @11:08:01 AM JacobyG

FUTURE YAVAPAI HILLS UNIT 9

130 135 140

Arizona State Land

10' Sidewalk

Sundog Connector Cst CL

New R/W

100' x 20' Spreader Ditch

Roadside Drainage Ditch

New EP

24'

105'

1 - 42" RCP

S 67°35'42" E

16'

6' Sidewalk

24'

75'

Roadside Drainage Ditch

New EP

New R/W

Exst Utility Pole

Exst Utility Pole

Exst Utility Pole

Exst Utility Pole

Exst Overhead Utilities

OP

Exst Overhead Power Line

5560 5570 5580 5590 5540 5530 5550

Arizona State Land

YAVAPAI HILLS UNIT 9 PHASE 5B

LEGEND

- New Pavement
- Overhead Power Line Base Structure
- Utility Pole
- Drainage Inlet Location

SCALE: 1"=100'

50 0 50 100

PRELIMINARY
15%
Review
NOT FOR CONSTRUCTION OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PLAN SHEET
STA 128+00 TO STA 142+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			9	37	

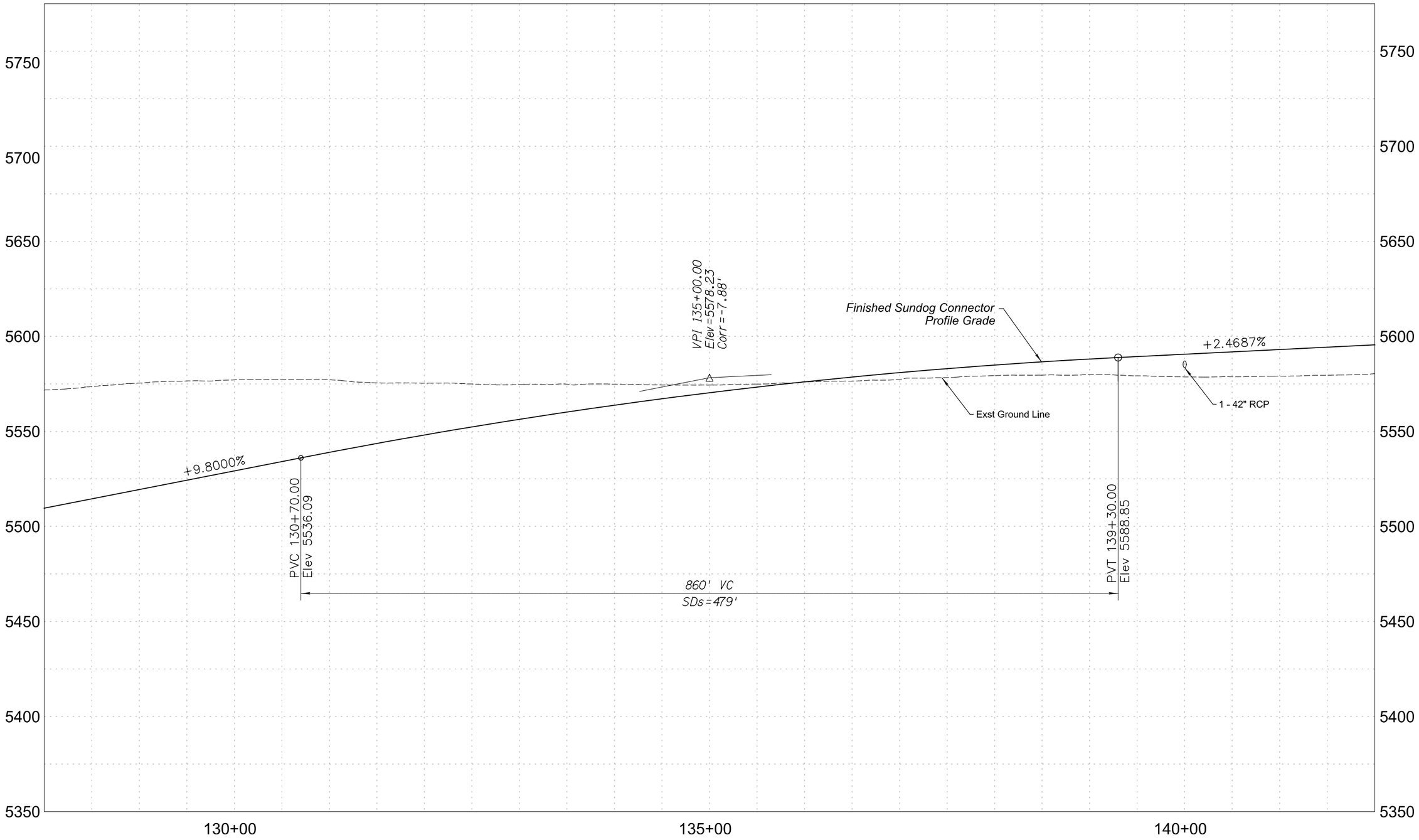
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.05

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Plan03.dgn
2/21/2024 @11:11:17 AM JacobyG



PRELIMINARY 15% Review NOT FOR CONSTRUCTION OR RECORDING		NAME	DATE	CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)	ROUTE		STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
	DESIGN	G JACOBY	02/24				ARIZ.			10	37	
	DRAWN	G JACOBY	02/24		MILEPOST		LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW					DWG No. G-3.06
	CHECKED	M BONDY	02/24	ALTERNATIVE 3 PROFILE SHEET STA 128+00 TO STA 142+00	STRUCTURE NO.		TRANSPORTATION AECOM TECHNICAL SERVICES, Inc. 7720 N. 16th St., Suite 100 Phoenix, Arizona 85020 T 602.371.1100 AECOM www.aecom.com					____ OF____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Profile03.dgn
2/21/2024 @11:11:28 AM JacobyG

FUTURE
YAVAPAI HILLS UNIT 9

Sundog Connector Cst CL

145

150

155

New R/W

PC 152+91.74

Roadside Drainage Ditch

C2

New EP

10' Sidewalk

105'

24'

S 67°35'42" E

16'

75'

6' Sidewalk

Exst Utility Pole

Exst Overhead Utilities

Exst Overhead Power Line

Exst Utility Pole

Exst Utility Pole
Relocate

24'

New R/W

Roadside Drainage Ditch

105'

Exst Utility Pole
Relocate

Exst Utility Pole
Relocate

OP

FUTURE
SUNRISE BLVD

FUTURE DRY GULCH DR

YAVAPAI HILLS UNIT 9
PHASE 5B

C2

PI Sta 160+62.76
Δ = 30°07'37" LT
D = 02°00'00"
R = 2864.79'
L = 1506.35'
T = 771.02'
E = 101.94'
Super = NC

LEGEND

- *New Pavement*
- *Overhead Power Line Base Structure*
- *Utility Pole*
- *Drainage Inlet Location*

SCALE: 1"=100'
50 0 50 100

PRELIMINARY
15%
Review
NOT FOR
CONSTRUCTION
OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN
PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PLAN SHEET
STA 142+00 TO STA 156+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			11	37	

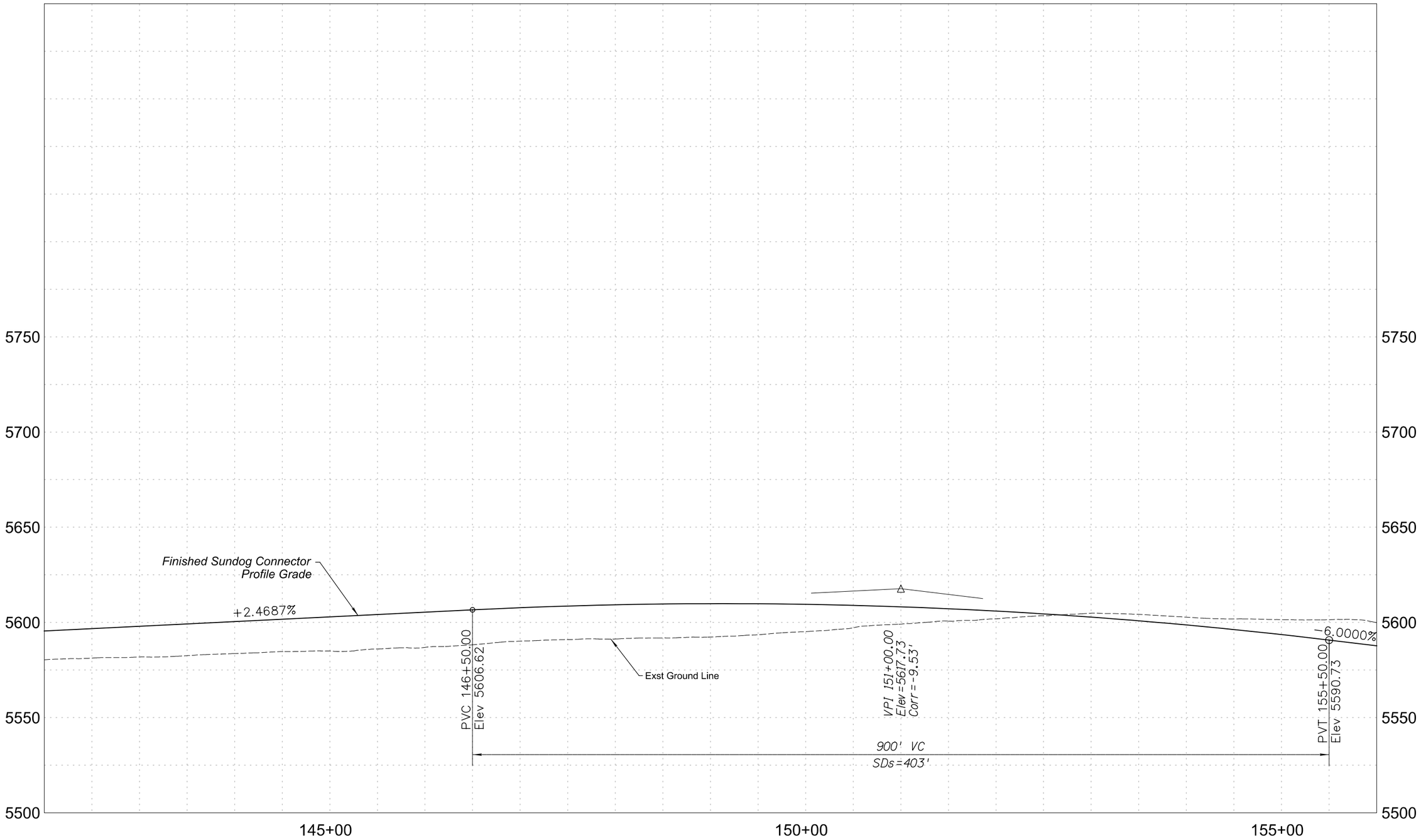
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.07

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Plan04.dgn
2/21/2024 @11:15:13 AM JacobyG



PRELIMINARY
15%
Review
NOT FOR
CONSTRUCTION
OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN
PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PROFILE SHEET
STA 142+00 TO STA 156+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			12	37	

LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.08

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. Fifth St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Profile04.dgn
2/21/2024 @11:15:27 AM JacobyG

C2

PI Sta 160+62.76
Δ = 30°07'37" LT
D = 02°00'00"
R = 2864.79'
L = 1506.35'
T = 771.02'
E = 101.94'
Super = NC

FUTURE YAVAPAI HILLS UNIT 9

YAVAPAI HILLS UNIT 9 PHASE 5B

160
165
170
Arizona State Land
PT 167+98.09
New R/W
New EP
Roadside Drainage Ditch
Sundog Connector Cst CL
10' Sidewalk
130'
105'
70'
24'
16'
4 - 36" RCPs
210'
6' Sidewalk
FUTURE DRY GULCH DR
Exst Utility Pole
Exst Overhead Utilities
Exst Overhead Power Line
Arizona State Land
OP
N

LEGEND
- New Pavement
- Overhead Power Line Base Structure
- Utility Pole
- Drainage Inlet Location

SCALE: 1"=100'
50 0 50 100

PRELIMINARY
15%
Review
NOT FOR CONSTRUCTION OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PLAN SHEET
STA 156+00 TO STA 170+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			13	37	

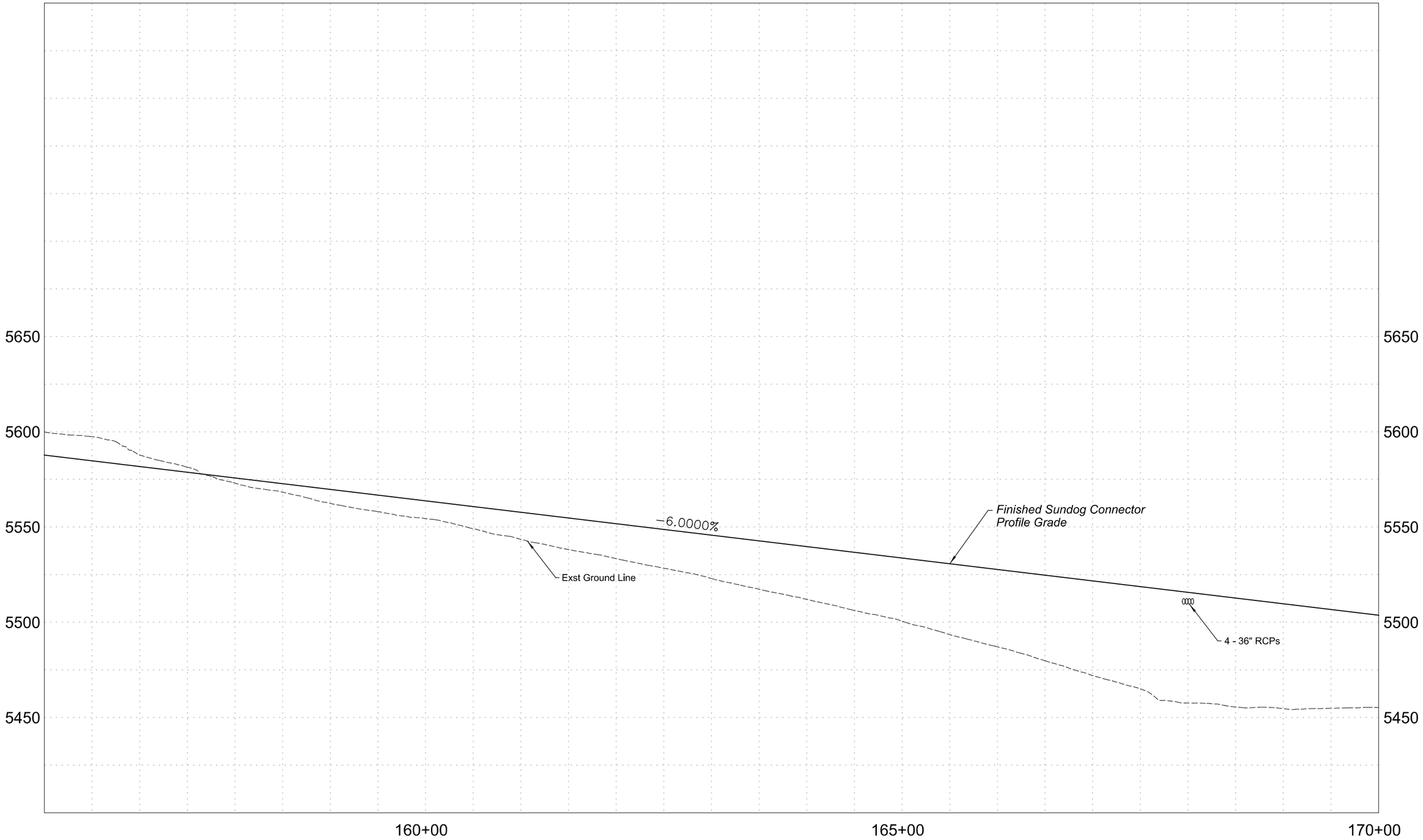
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.09

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Plan05.dgn
2/21/2024 @11:19:04 AM JacobyG



PRELIMINARY
15%
Review
NOT FOR
CONSTRUCTION
OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN
PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PROFILE SHEET
STA 156+00 TO STA 170+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			14	37	

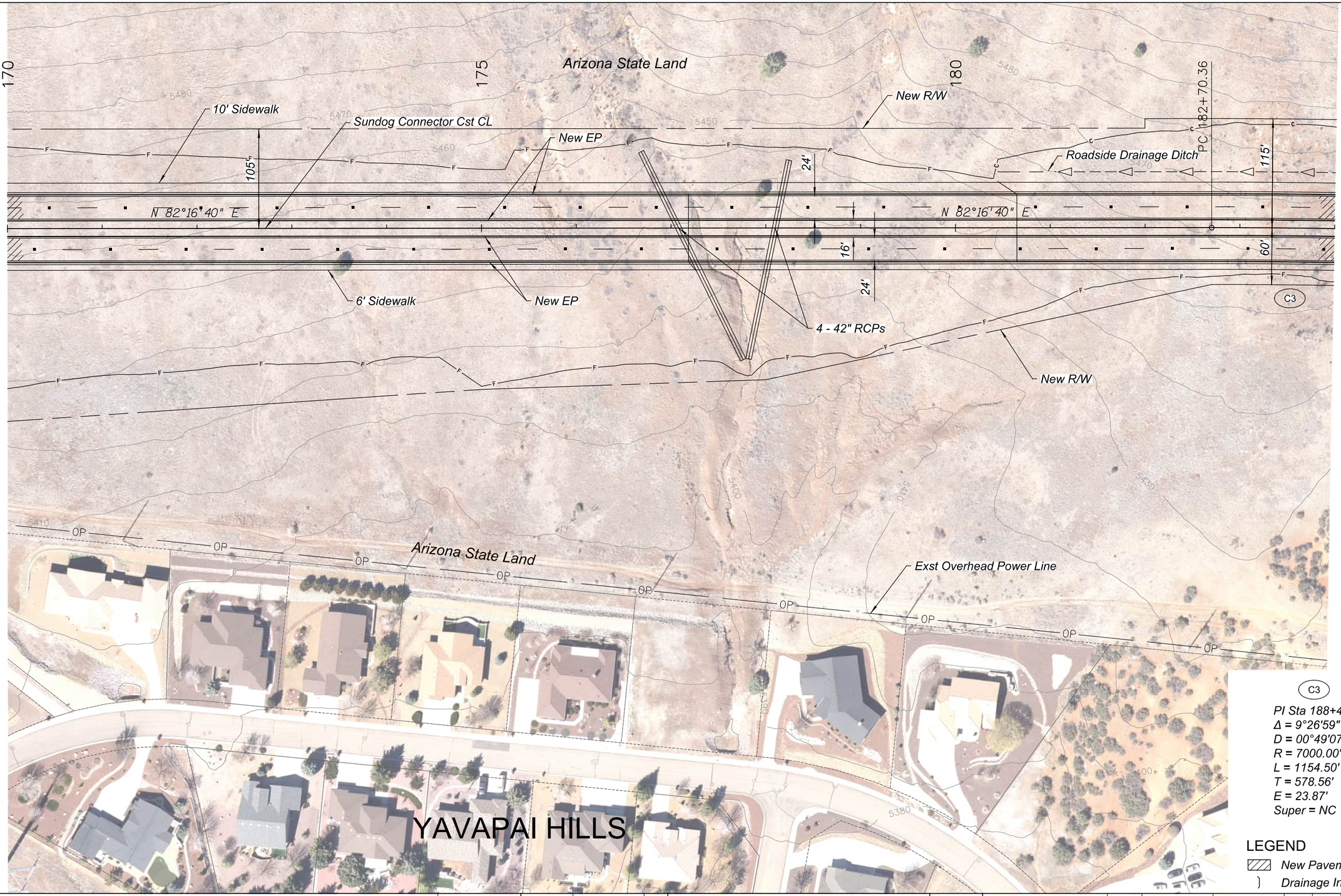
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.10

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Profile05.dgn
2/21/2024 @11:19:16 AM JacobyG



C3

PI Sta 188+48.92
Δ = 9°26'59" RT
D = 00°49'07"
R = 7000.00'
L = 1154.50'
T = 578.56'
E = 23.87'
Super = NC

LEGEND

New Pavement

Drainage Inlet Location

SCALE: 1"=100'
50 0 50 100

PRELIMINARY
15%
Review
NOT FOR
CONSTRUCTION
OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN
PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PLAN SHEET
STA 170+00 TO STA 184+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			15	37	

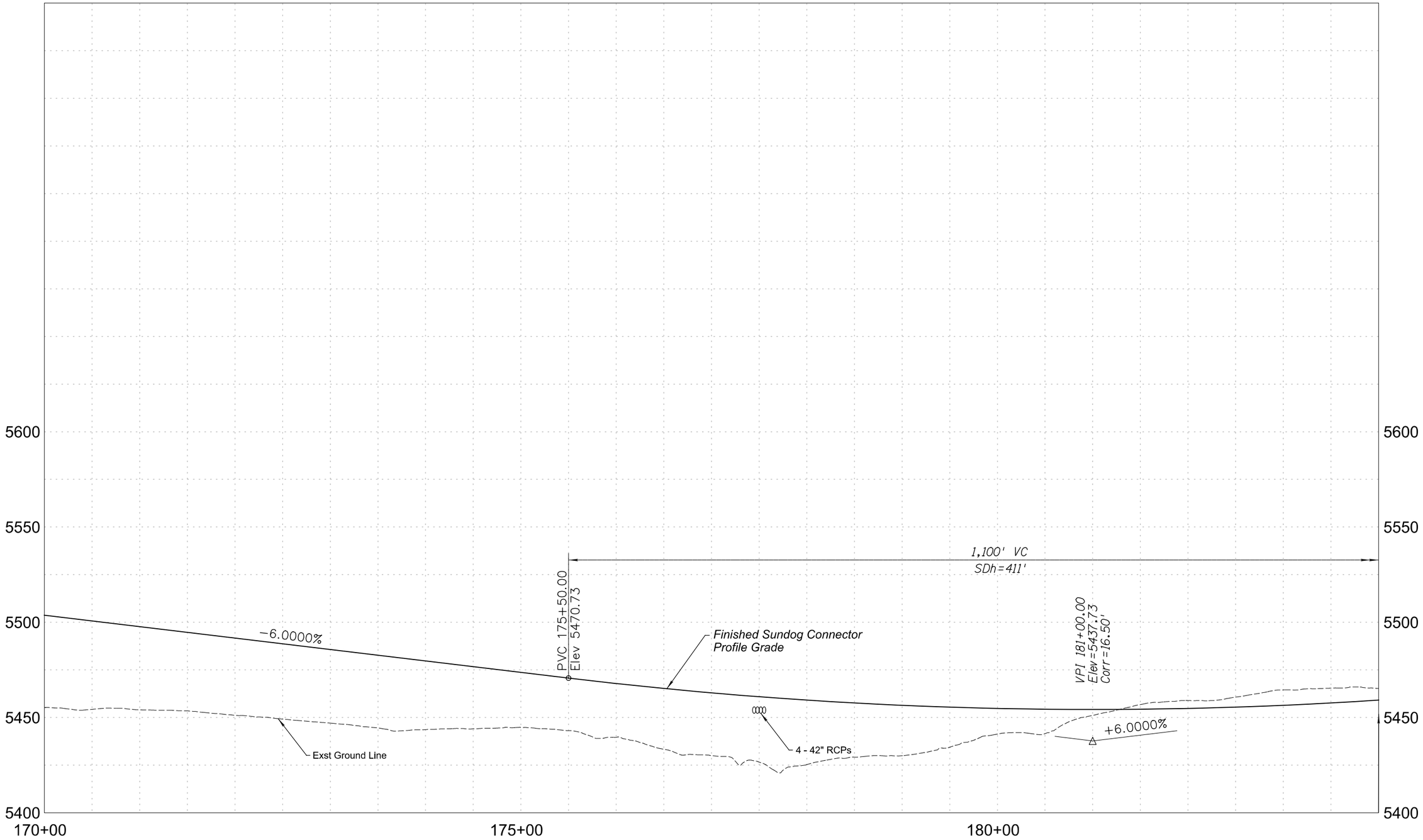
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.11

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Plan06.dgn
2/21/2024 @11:22:34 AM JacobyG



PRELIMINARY
15%
Review
NOT FOR
CONSTRUCTION
OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN
PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PROFILE SHEET
STA 170+00 TO STA 184+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			16	37	

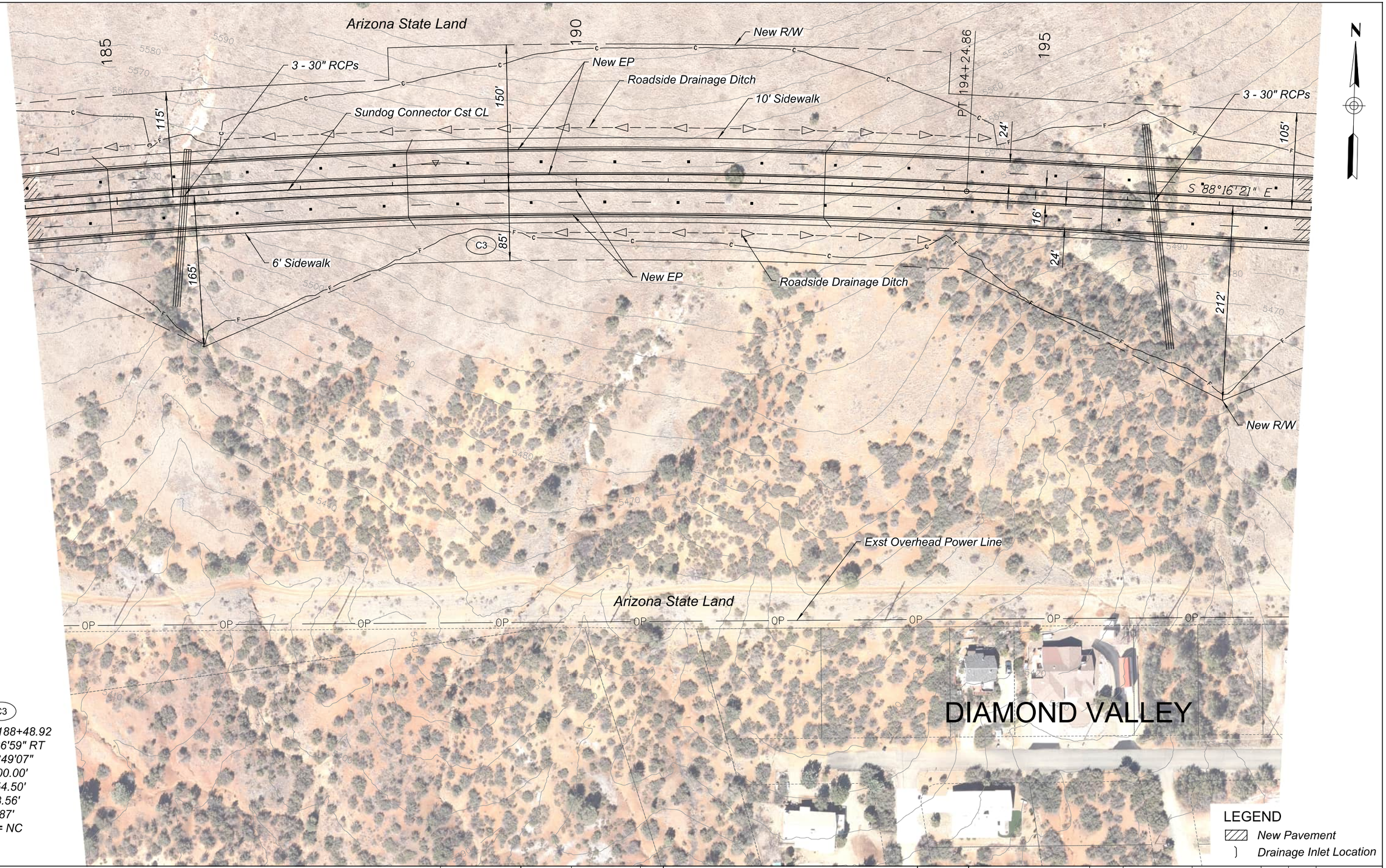
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.12

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Profile06.dgn
2/21/2024 @11:22:46 AM JacobyG



C3

PI Sta 188+48.92
Δ = 9°26'59" RT
D = 00°49'07"
R = 7000.00'
L = 1154.50'
T = 578.56'
E = 23.87'
Super = NC

LEGEND

New Pavement

Drainage Inlet Location

SCALE: 1"=100'
50 0 50 100

PRELIMINARY
15%
Review
NOT FOR CONSTRUCTION OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PLAN SHEET
STA 184+00 TO STA 198+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			17	37	

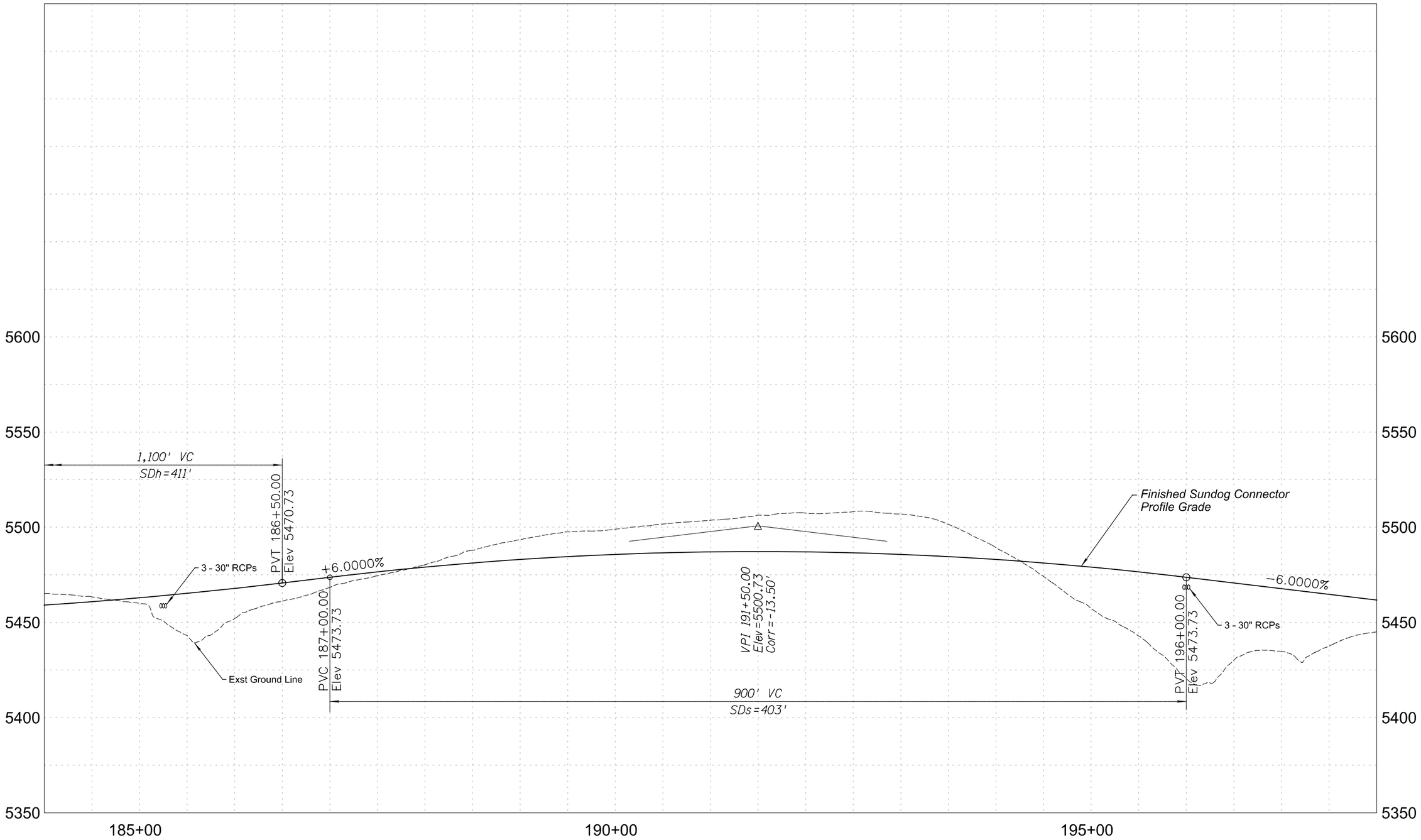
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.13

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Plan07.dgn
2/21/2024 @11:25:57 AM JacobyG



PRELIMINARY
15%
Review
NOT FOR
CONSTRUCTION
OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN
PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PROFILE SHEET
STA 184+00 TO STA 198+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			18	37	

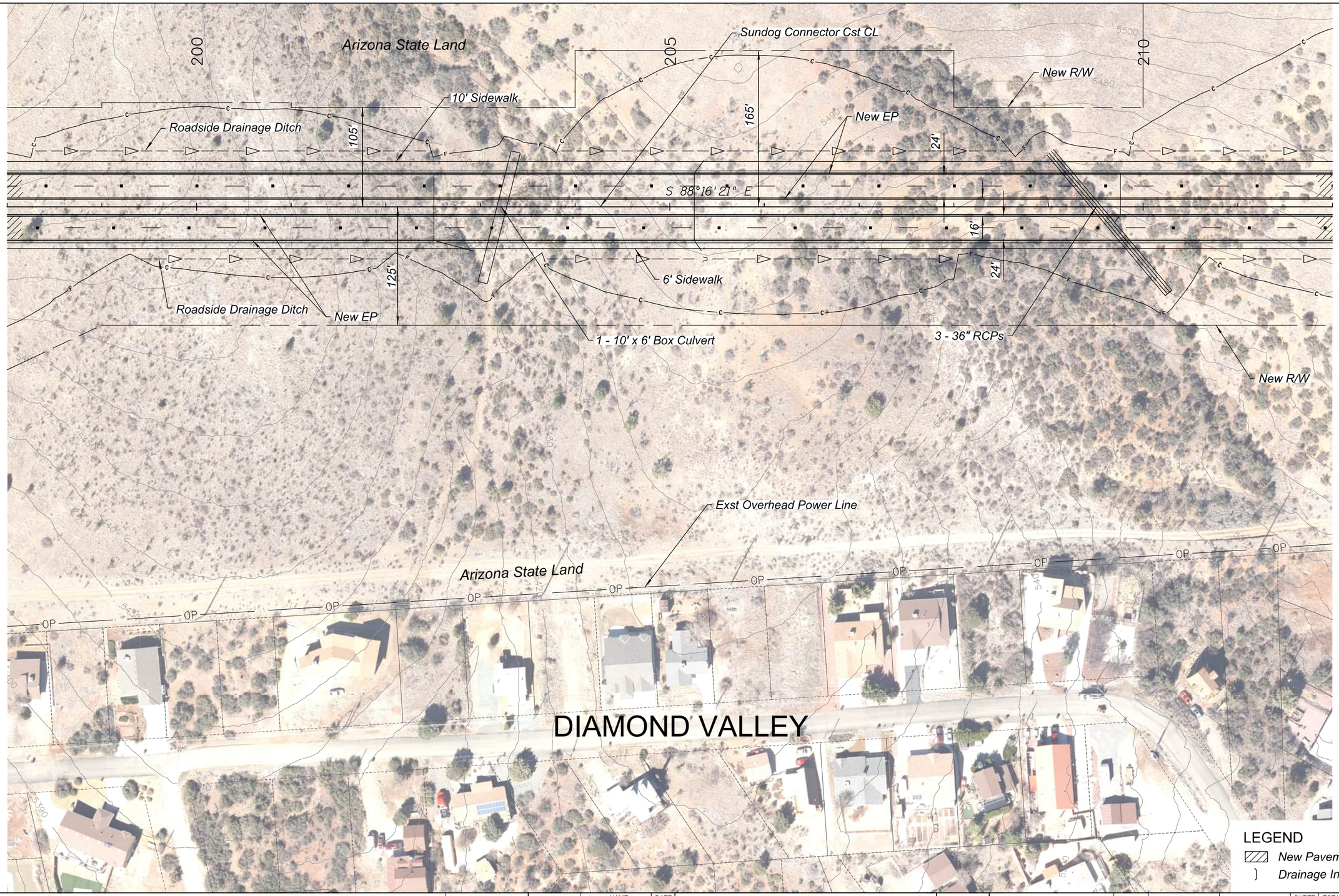
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.14

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Profile07.dgn
2/21/2024 @11:26:09 AM JacobyG



SCALE: 1"=100'
50 0 50 100

PRELIMINARY
15%
Review
NOT FOR CONSTRUCTION OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PLAN SHEET
STA 198+00 TO STA 212+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			19	37	

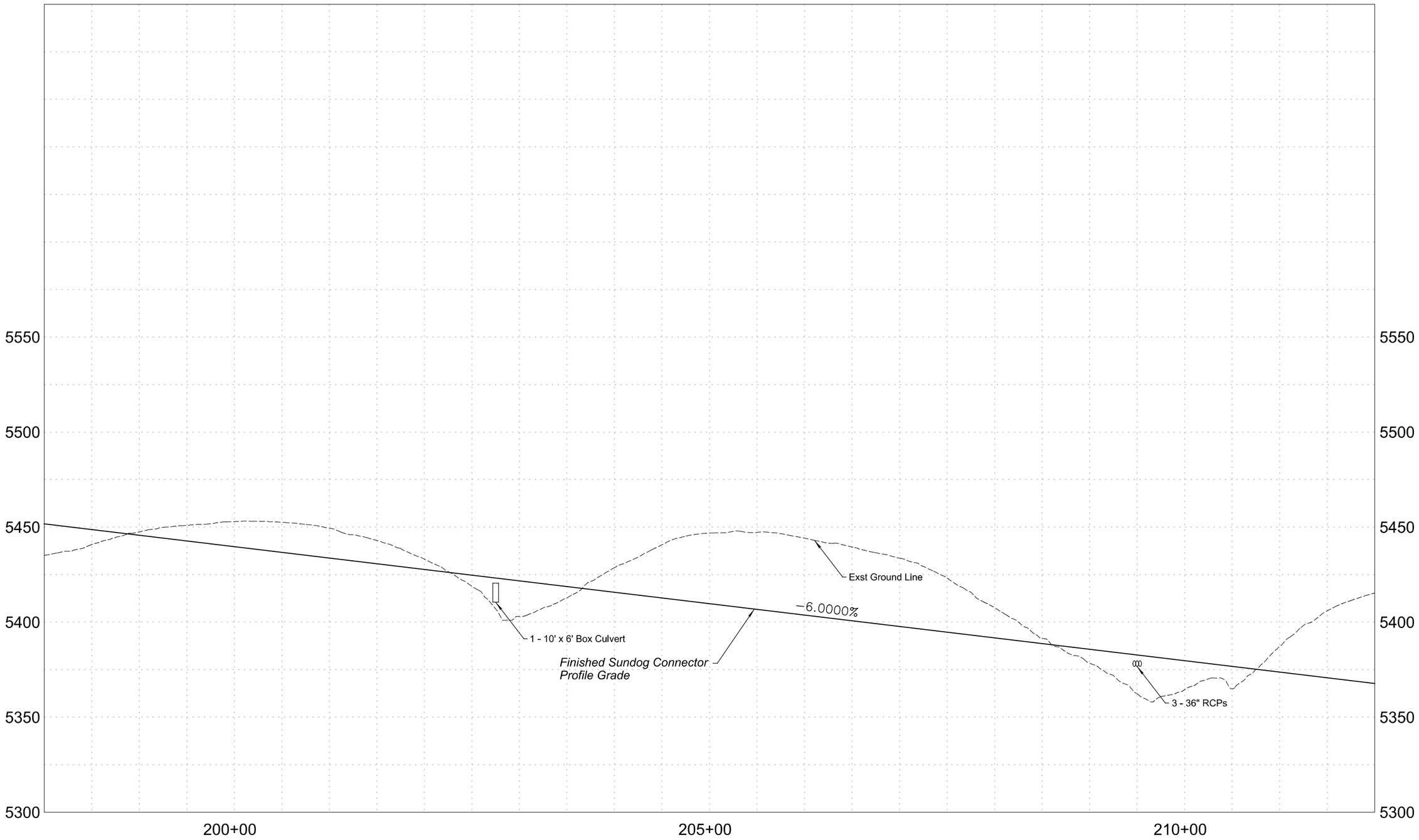
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.15

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Plan08.dgn
2/21/2024 @11:29:14 AM JacobyG



PRELIMINARY
15%
Review
NOT FOR
CONSTRUCTION
OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN
PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PROFILE SHEET
STA 198+00 TO STA 212+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			20	37	

LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.16

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Profile08.dgn
2/21/2024 @11:29:27 AM JacobyG

Arizona State Land

Sundog Connector Cst CL

City of Prescott

Town of Prescott Valley

215

220

225

PC 213+24.37

10' Sidewalk

S 88°16'21" E

220'

2 - 10' x 6' Box Culverts

Roadside Drainage Ditch

C4

New EP

New R/W

105'

160'

95'

120'

6' Sidewalk

Roadside Drainage Ditch

2 - 24" RCPs

New EP

New R/W

N

5500

Arizona State Land

OP

CORAL DRIVE

Exst Overhead Power Line

DIAMOND VALLEY

C4

PI Sta 223+72.39
Δ = 45°29'16" LT
D = 02°17'31"
R = 2500.00'
L = 1984.78'
T = 1048.02'
E = 210.78'
Super = NC

LEGEND

New Pavement

Drainage Inlet Location

SCALE: 1"=100'

50 0 50 100

PRELIMINARY
15%
Review
NOT FOR CONSTRUCTION OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PLAN SHEET
STA 212+00 TO STA 226+00

ROUTE

MILEPOST

STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			21	37	

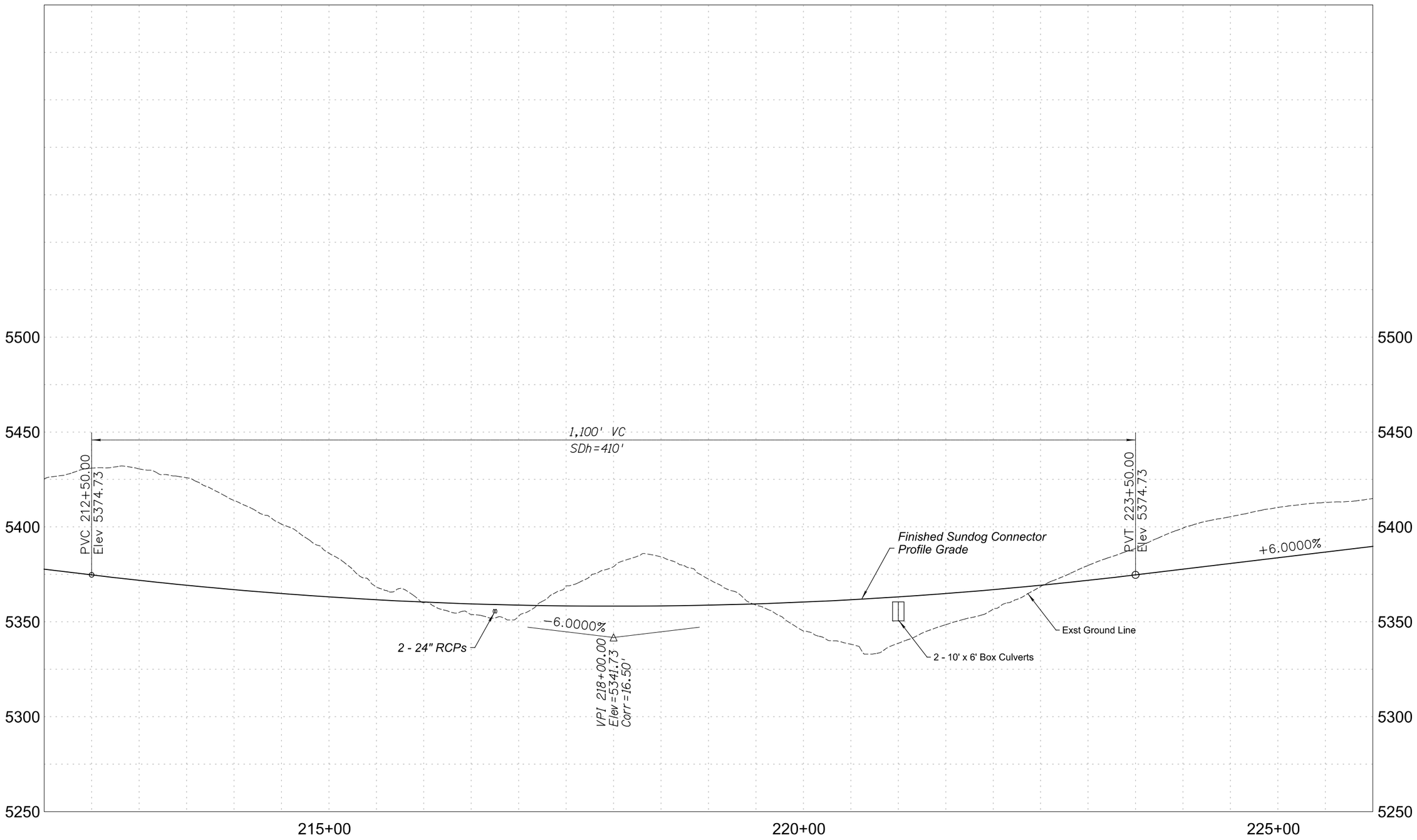
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.17

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Plan09.dgn
2/22/2024 @12:53:42 PM BondyM



PRELIMINARY
15%
Review
NOT FOR
CONSTRUCTION
OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN
PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PROFILE SHEET
STA 212+00 TO STA 226+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			22	37	

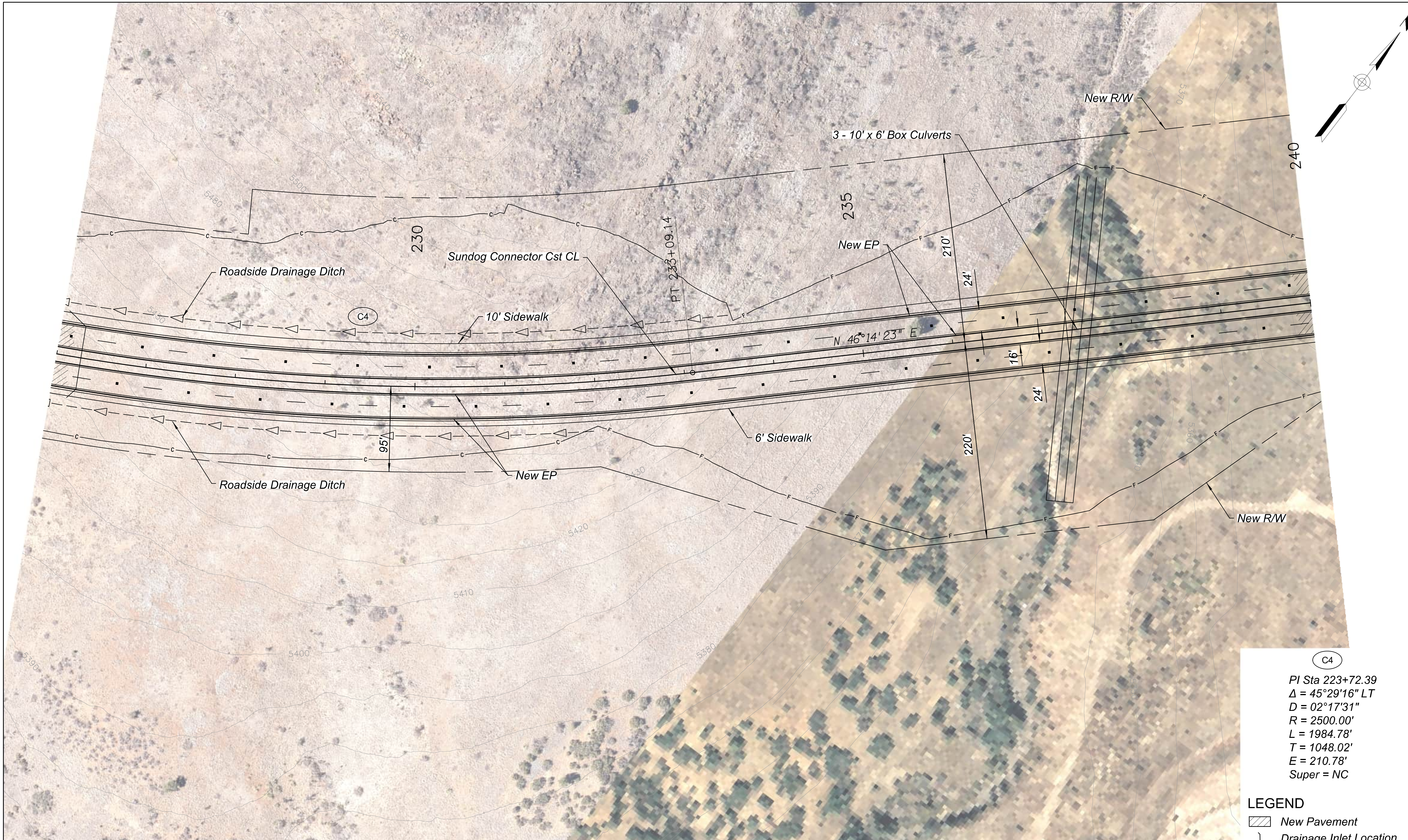
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.18

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Profile09.dgn
2/21/2024 @11:33:05 AM JacobyG



C4

PI Sta 223+72.39
Δ = 45°29'16" LT
D = 02°17'31"
R = 2500.00'
L = 1984.78'
T = 1048.02'
E = 210.78'
Super = NC

LEGEND

New Pavement
Drainage Inlet Location

SCALE: 1"=100'
50 0 50 100

PRELIMINARY
15%
Review
NOT FOR CONSTRUCTION OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PLAN SHEET
STA 226+00 TO STA 240+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			23	37	

LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

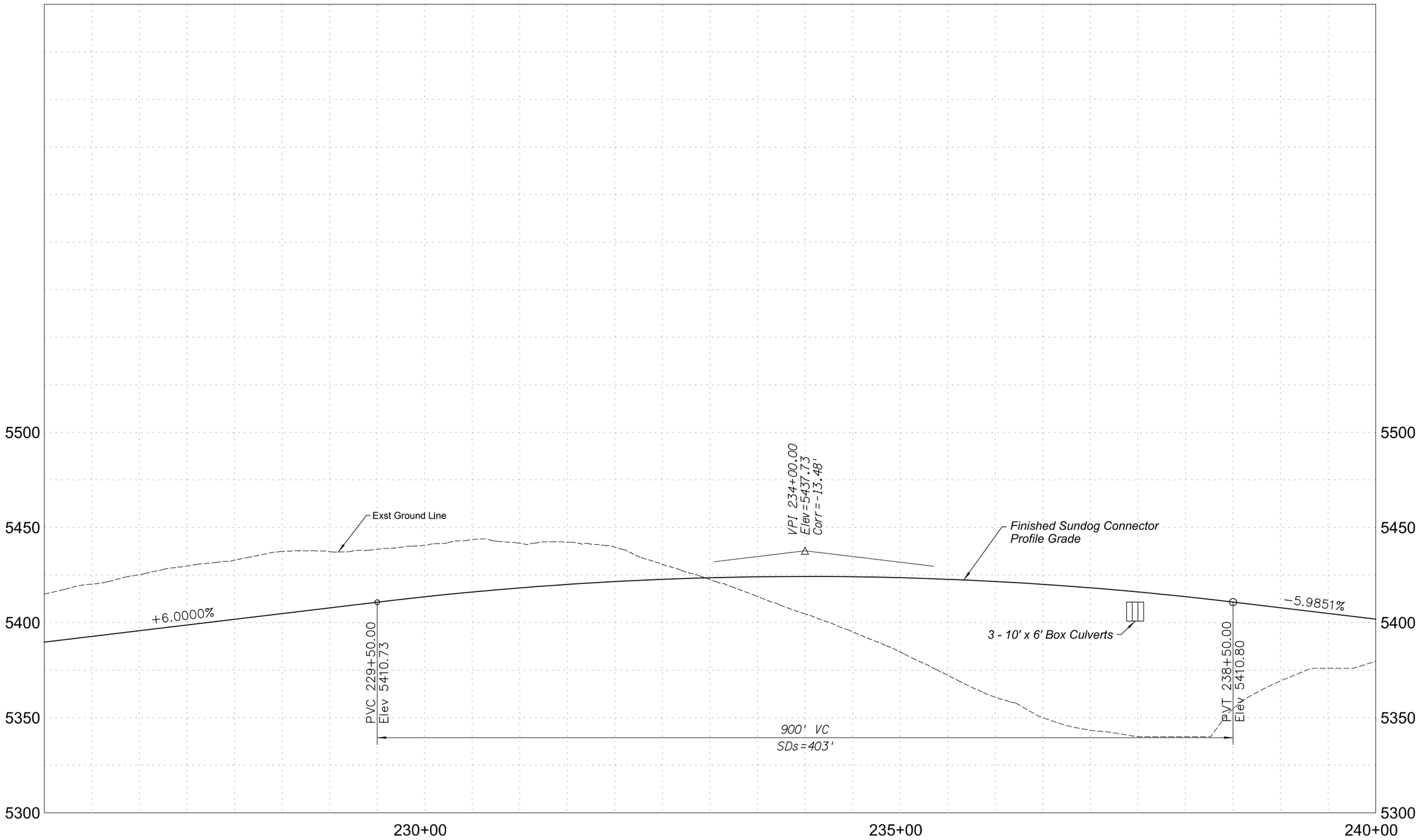
DWG No. G-3.19

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100

AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Plan10.dgn
2/21/2024 @11:36:17 AM JacobyG



PRELIMINARY
15%
Review
NOT FOR
CONSTRUCTION
OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN
PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PROFILE SHEET
STA 226+00 TO STA 240+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			24	37	

LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.20

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Profile10.dgn
2/21/2024 @11:36:28 AM JacobyG

N

GRANITE VIEW DRIVE

1 - 18" RCP

245

Sundog Connector Cst CL

Roadside Drainage Ditch

10' Sidewalk

New EP

210'

240

PC 240+59.02

C5

6' Sidewalk

Roadside Drainage Ditch

New EP

110'

New R/W

250

New R/W

24'

16'

24'

1 - 18" RCP

END PROJECT
POC 253+67.06
MATCH EXST
SUNDOG RANCH ROAD

MARKET STREET

5420 5430 5440 5450 5460 5470 5480 5490 5500 5510 5520 5530 5540 5350 5360 5370 5380 5330 5340 5320

C5

PI Sta 250+64.70
Δ = 77°34'01" RT
D = 04°34'41"
R = 1251.55'
L = 1694.35'
T = 1005.68'
E = 353.99'
Super = NC

LEGEND

New Pavement

Drainage Inlet Location

SCALE: 1"=100'
50 0 50 100

PRELIMINARY
15%
Review
NOT FOR CONSTRUCTION OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PLAN SHEET
STA 240+00 TO STA 253+67.06

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			25	37	

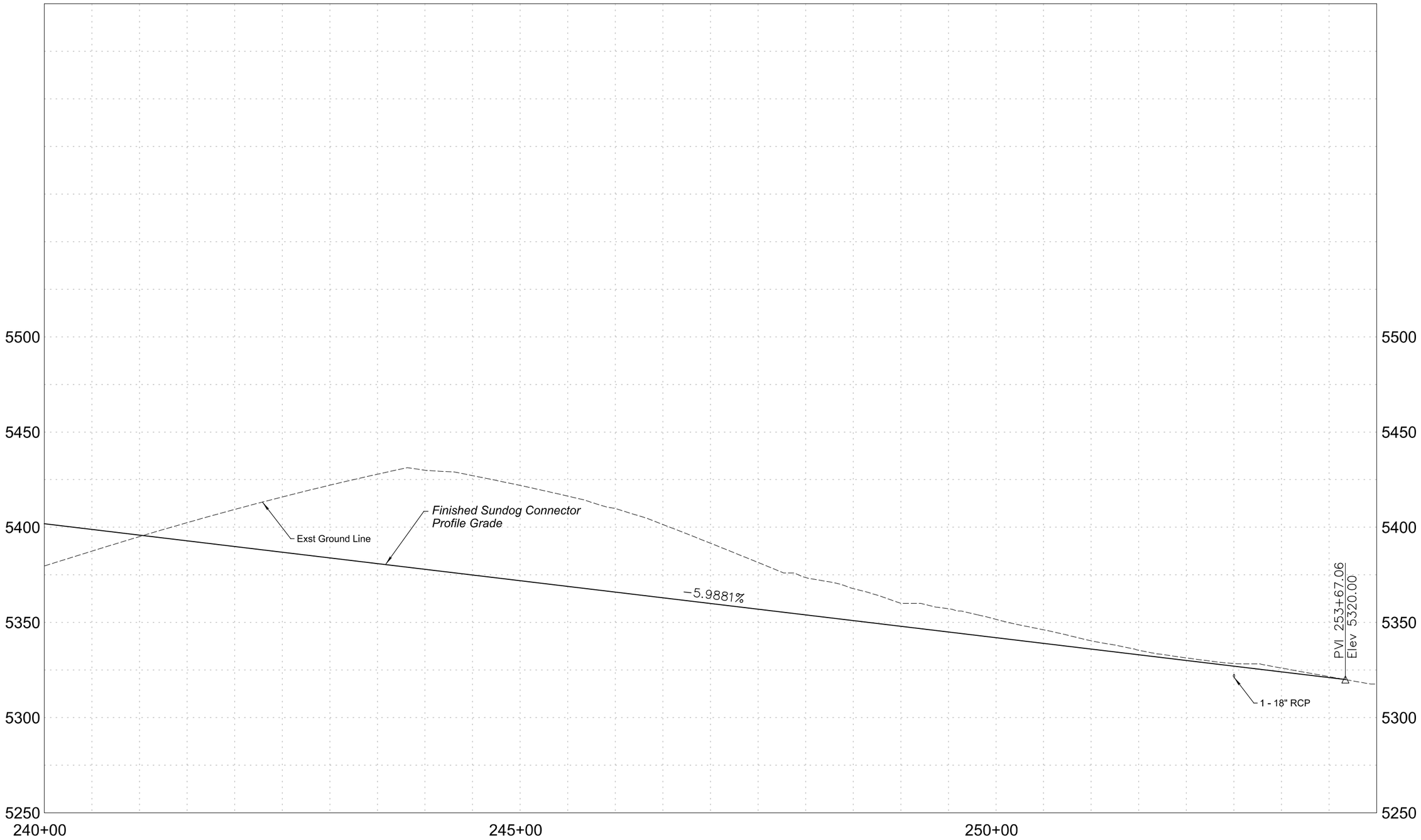
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.21

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Plan11.dgn
2/21/2024 @11:39:29 AM JacobyG



PRELIMINARY
15%
Review
NOT FOR
CONSTRUCTION
OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN
PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 3
PROFILE SHEET
STA 240+00 TO STA 253+67.06

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			26	37	

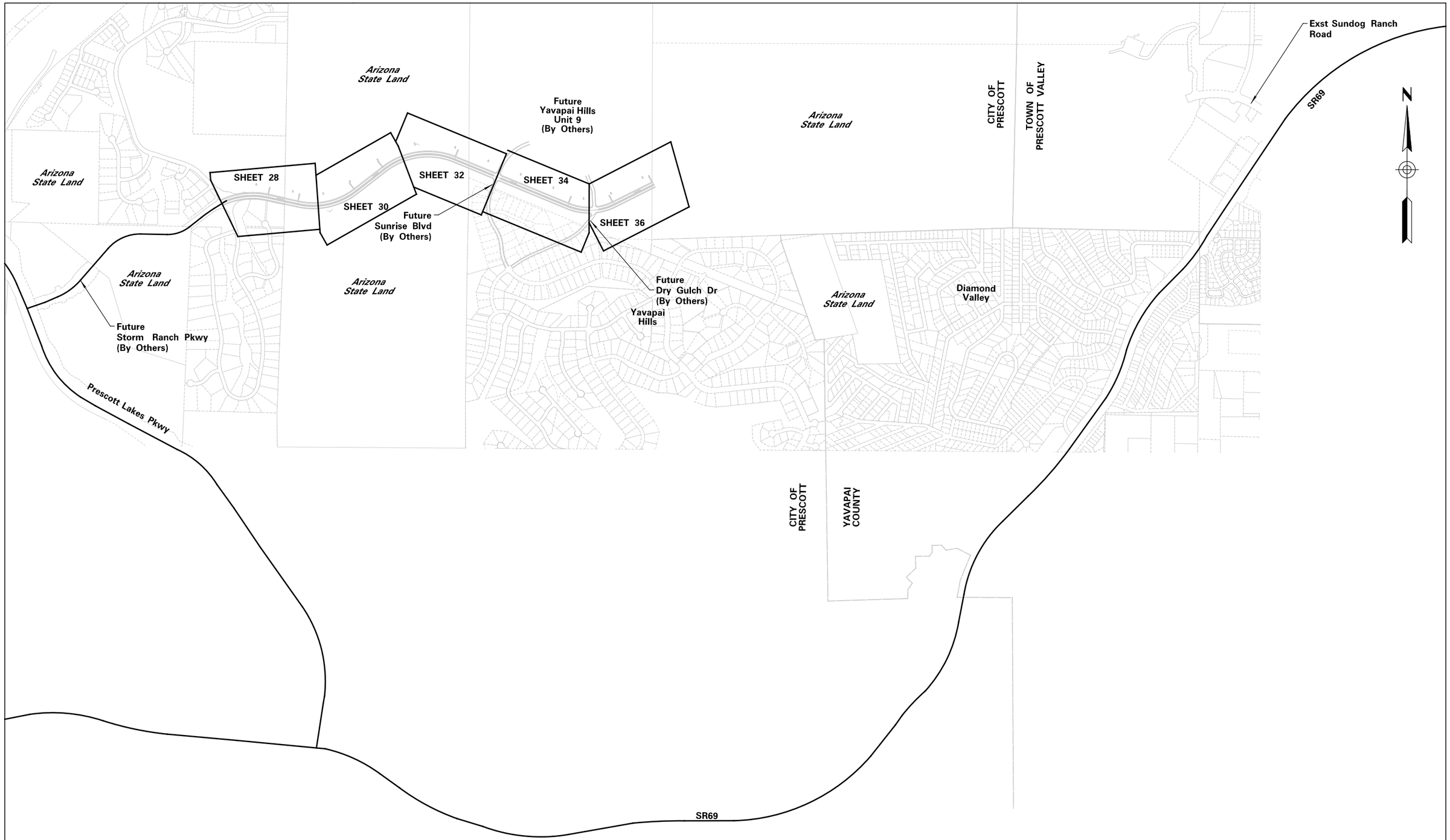
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-3.22

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt3\Profile11.dgn
2/21/2024 @11:39:38 AM JacobyG



PRELIMINARY
15%
Review
NOT FOR CONSTRUCTION OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 7 KEYMAP

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			27	37	

LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-4.01

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt7\KeyMap.dgn
2/21/2024 @11:43:27 AM JacobyG

BEGIN PROJECT
PC 100+00.00
END FUTURE
STORM RANCH PKWY

10' Sidewalk

Sundog Connector Cst CL

PT 106+76.02

24'

110'

75'

C6

6' Sidewalk

16'

S 77°26'25" E

24'

PC 111+08.92

New R/W

New EP

C7

New EP

170'

New R/W

2 - 10' x 6' Box Culverts

105

110

Arizona State Land

Arizona State Land

FUTURE
STORM RANCH

N

C6

PI Sta 103+51.20
Δ = 38°19'25" RT
D = 5°40'08"
R = 1016.68
L = 676.02'
T = 351.02'
E = 59.28'
Super = NC

C7

PI Sta 115+79.32
Δ = 50°23'04" LT
D = 05°43'46"
R = 1000.00'
L = 879.37'
T = 470.40'
E = 105.11'
Super = NC

LEGEND

New Pavement

Drainage Inlet Location

SCALE: 1"=100'
50 0 50 100

PRELIMINARY
15%
Review
NOT FOR
CONSTRUCTION
OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN
PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 7
PLAN SHEET
STA 100+00 TO STA 114+00

ROUTE

MILEPOST

STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			28	37	

LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

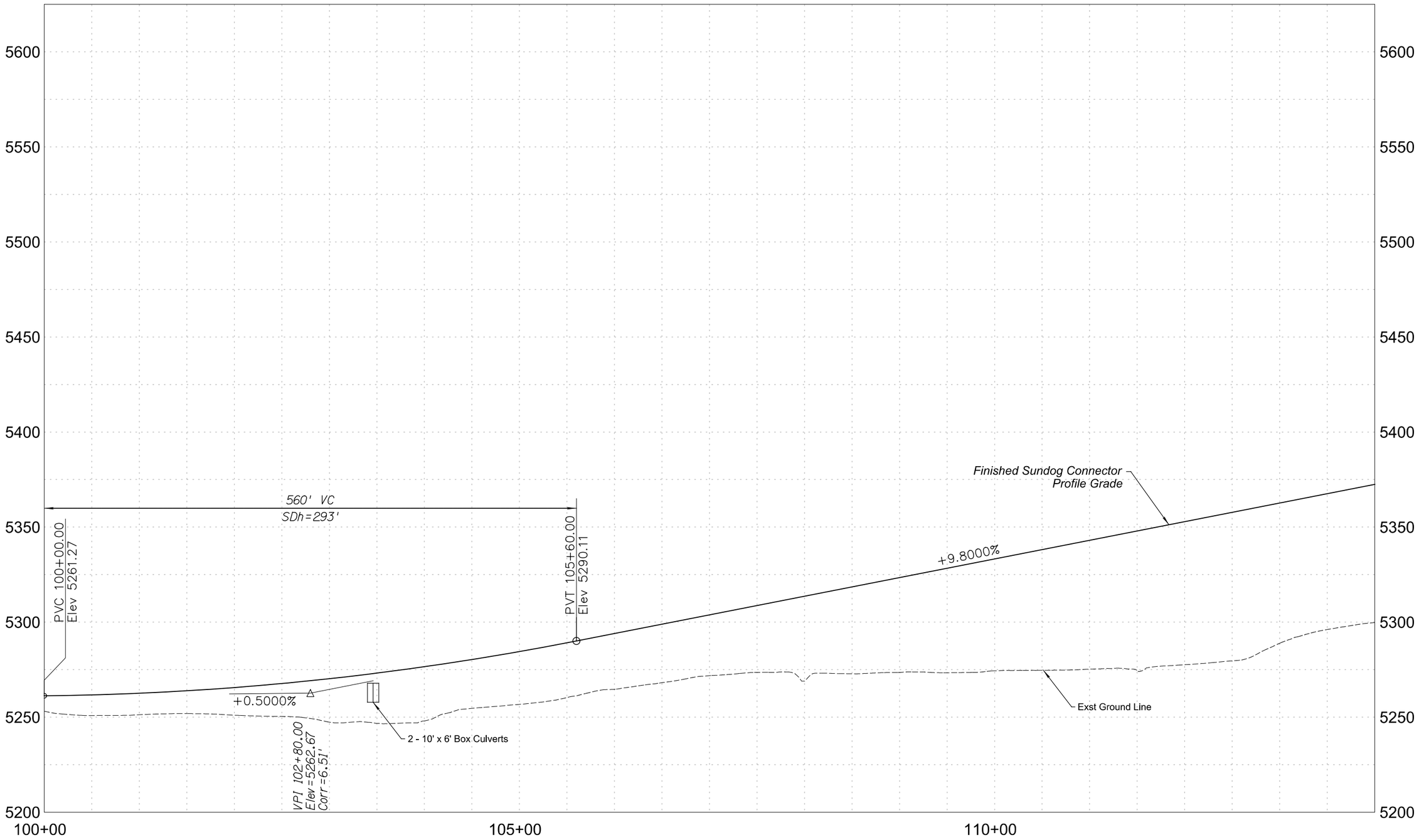
DWG No. G-5.01

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100

AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt7\Plan01.dgn
2/21/2024 @12:29:15 PM JacobyG



PRELIMINARY 15% Review NOT FOR CONSTRUCTION OR RECORDING		NAME	DATE	CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)	ROUTE		STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
	DESIGN	G JACOBY	02/24				ARIZ.			29	37	
	DRAWN	G JACOBY	02/24	ALTERNATIVE 7 PROFILE SHEET STA 100+00 TO STA 114+00	MILEPOST	LOCATION	SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW					DWG No. G-5.02
	CHECKED	M BONDY	02/24		STRUCTURE NO.	TRANSPORTATION AECOM TECHNICAL SERVICES, Inc. 7720 N. 16th St., Suite 100 Phoenix, Arizona 85020 T 602.371.1100	AECOM www.aecom.com					____ OF____

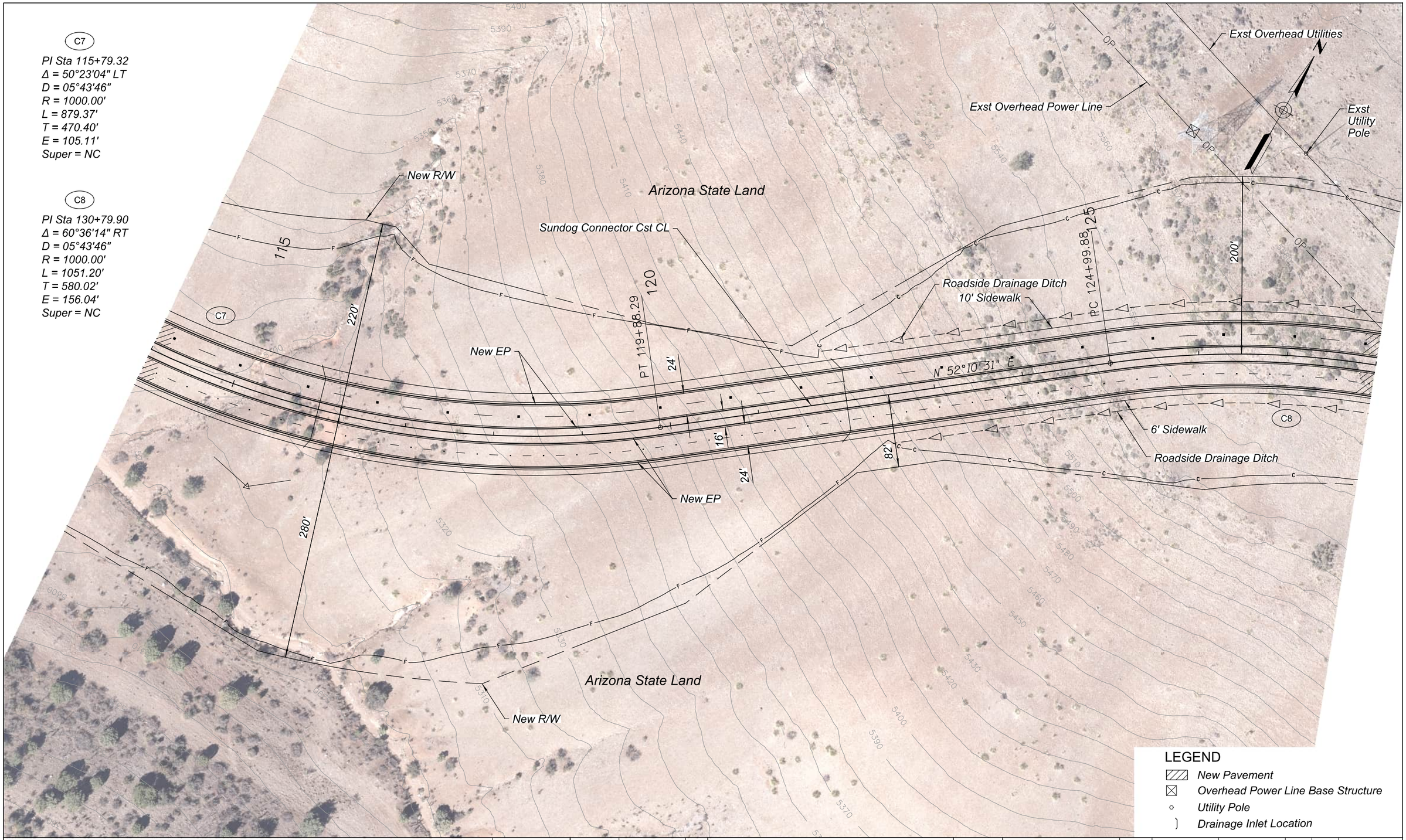
L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt7\Profile01.dgn
2/21/2024 @11:48:31 AM JacobyG

C7

PI Sta 115+79.32
Δ = 50°23'04" LT
D = 05°43'46"
R = 1000.00'
L = 879.37'
T = 470.40'
E = 105.11'
Super = NC

C8

PI Sta 130+79.90
Δ = 60°36'14" RT
D = 05°43'46"
R = 1000.00'
L = 1051.20'
T = 580.02'
E = 156.04'
Super = NC



LEGEND

- *New Pavement*
- *Overhead Power Line Base Structure*
- *Utility Pole*
- *Drainage Inlet Location*

SCALE: 1"=100'
50 0 50 100

PRELIMINARY
15%
Review
NOT FOR CONSTRUCTION OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 7
PLAN SHEET
STA 114+00 TO STA 128+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			30	37	

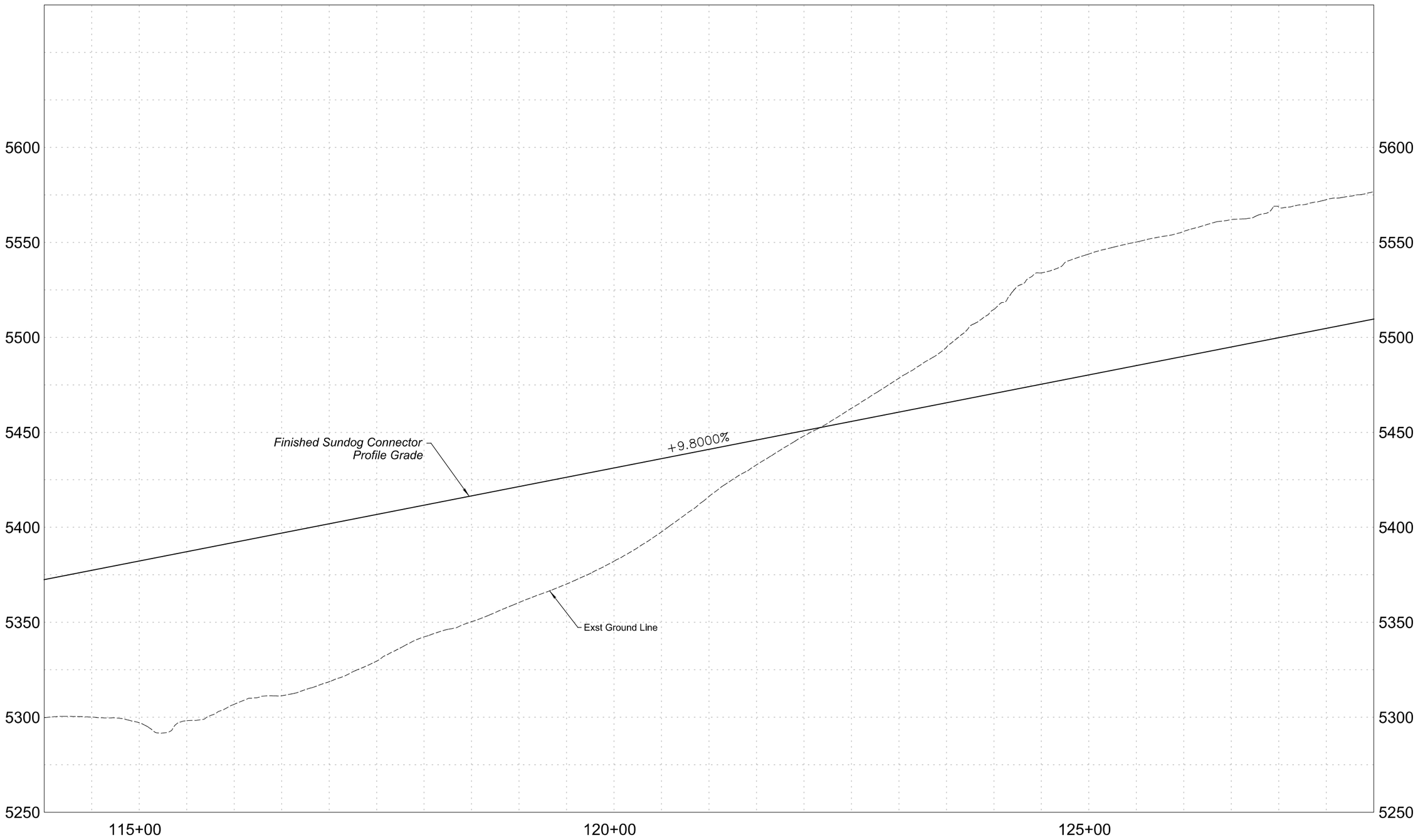
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-5.03

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

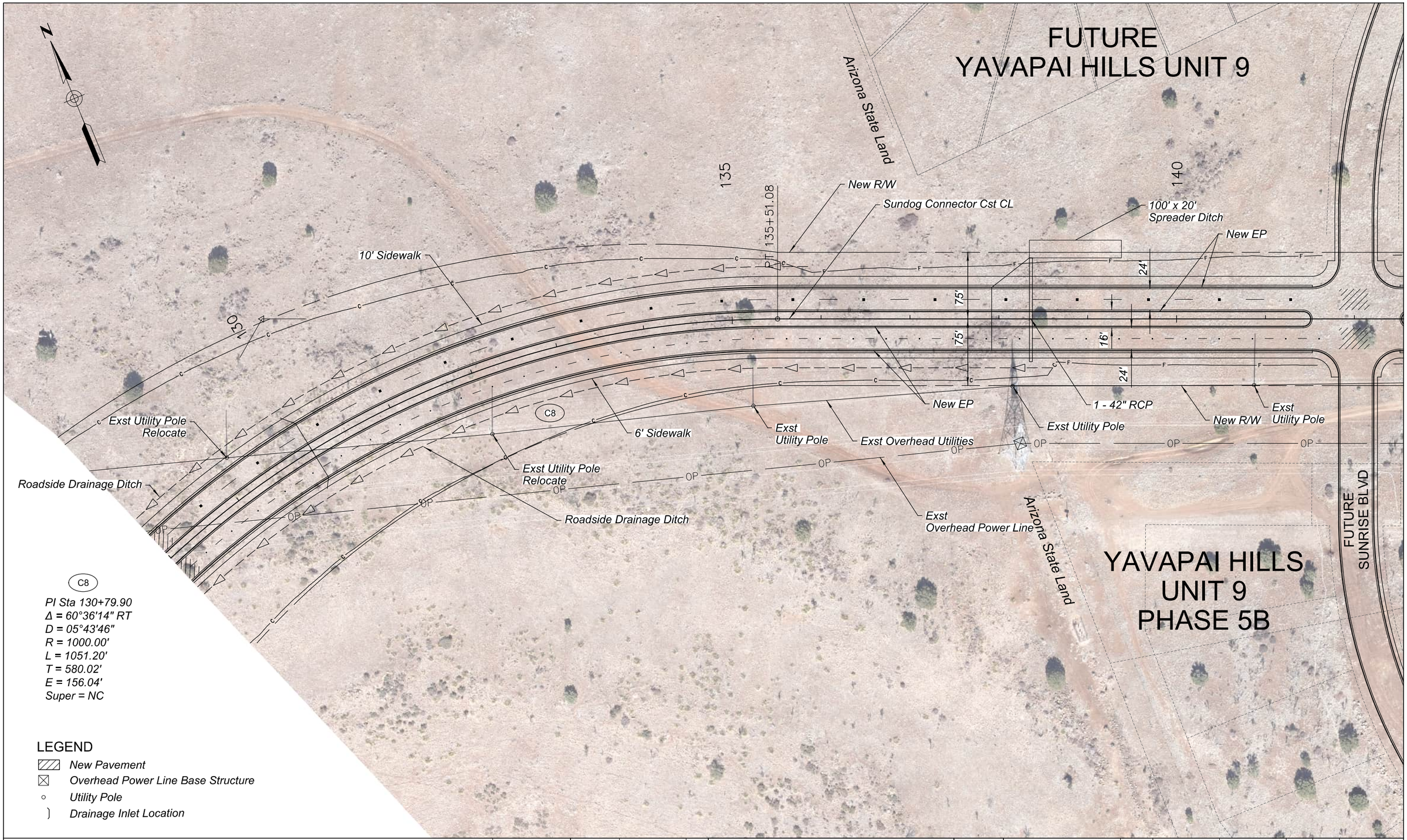
____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt7\Plan02.dgn
2/21/2024 @11:51:40 AM JacobyG



PRELIMINARY 15% Review NOT FOR CONSTRUCTION OR RECORDING		NAME	DATE	CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)	ROUTE		STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
	DESIGN	G JACOBY	02/24				ARIZ.			31	37	
	DRAWN	G JACOBY	02/24		MILEPOST	LOCATION	SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW					DWG No. G-5.04
	CHECKED	M BONDY	02/24	ALTERNATIVE 7 PROFILE SHEET STA 114+00 TO STA 128+00	STRUCTURE NO.		TRANSPORTATION AECOM TECHNICAL SERVICES, Inc. 7720 N. 16th St., Suite 100 Phoenix, Arizona 85020 T 602.371.1100 AECOM www.aecom.com					____ OF____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt7\Profile02.dgn
2/21/2024 @11:51:52 AM JacobyG



C8

PI Sta 130+79.90
Δ = 60°36'14" RT
D = 05°43'46"
R = 1000.00'
L = 1051.20'
T = 580.02'
E = 156.04'
Super = NC

LEGEND

- *New Pavement*
- *Overhead Power Line Base Structure*
- *Utility Pole*
- *Drainage Inlet Location*

SCALE: 1"=100'
50 0 50 100

PRELIMINARY
15%
Review
NOT FOR CONSTRUCTION OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 7
PLAN SHEET
STA 128+00 TO STA 142+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			32	37	

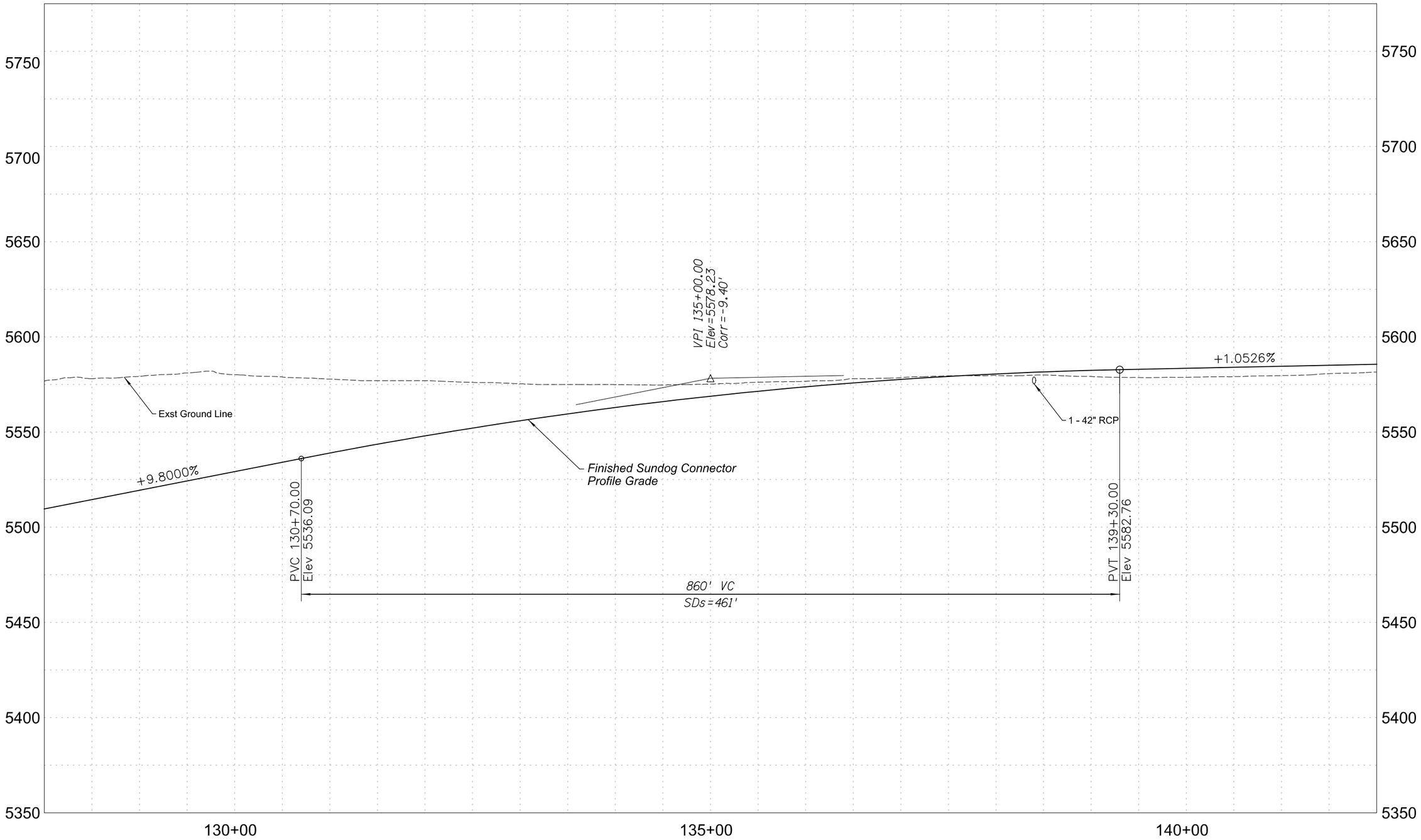
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-5.05

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt7\Plan03.dgn
2/21/2024 @11:52:28 AM JacobyG



PRELIMINARY
15%
Review
NOT FOR
CONSTRUCTION
OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN
PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 7
PROFILE SHEET
STA 128+00 TO STA 142+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			33	37	

LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-5.06

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt7\Profile03.dgn
2/21/2024 @11:52:49 AM JacobyG

FUTURE YAVAPAI HILLS UNIT 9

YAVAPAI HILLS UNIT 9 PHASE 5B

FUTURE SUNRISE BLVD

FUTURE DRY GULCH DR

145

150

155

C9

PI Sta 156+52.55
Δ = 48°59'06" LT
D = 07°09'43"
R = 800.00'
L = 683.96'
T = 364.46'
E = 79.11'
Super = NC

EC 152+88.10

Roadside Drainage Ditch

10' Sidewalk

New R/W

Sundog Connector Cst CL

New EP

24'

85'

75'

75'

16'

24'

S 67°35'42" E

New EP

6' Sidewalk

Exst Utility Pole

Exst Utility Pole Relocate

Exst Overhead Utilities

Exst Overhead Power Line

Exst Utility Pole Relocate

Exst Utility Pole Relocate

New R/W

Roadside Drainage Ditch

Exst Utility Pole

OP

5560

5590

5600

5610

LEGEND

- New Pavement
- Overhead Power Line Base Structure
- Utility Pole
- Drainage Inlet Location

SCALE: 1"=100'
50 0 50 100

PRELIMINARY
15%
Review
NOT FOR CONSTRUCTION OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 7
PLAN SHEET
STA 142+00 TO STA 156+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			34	37	

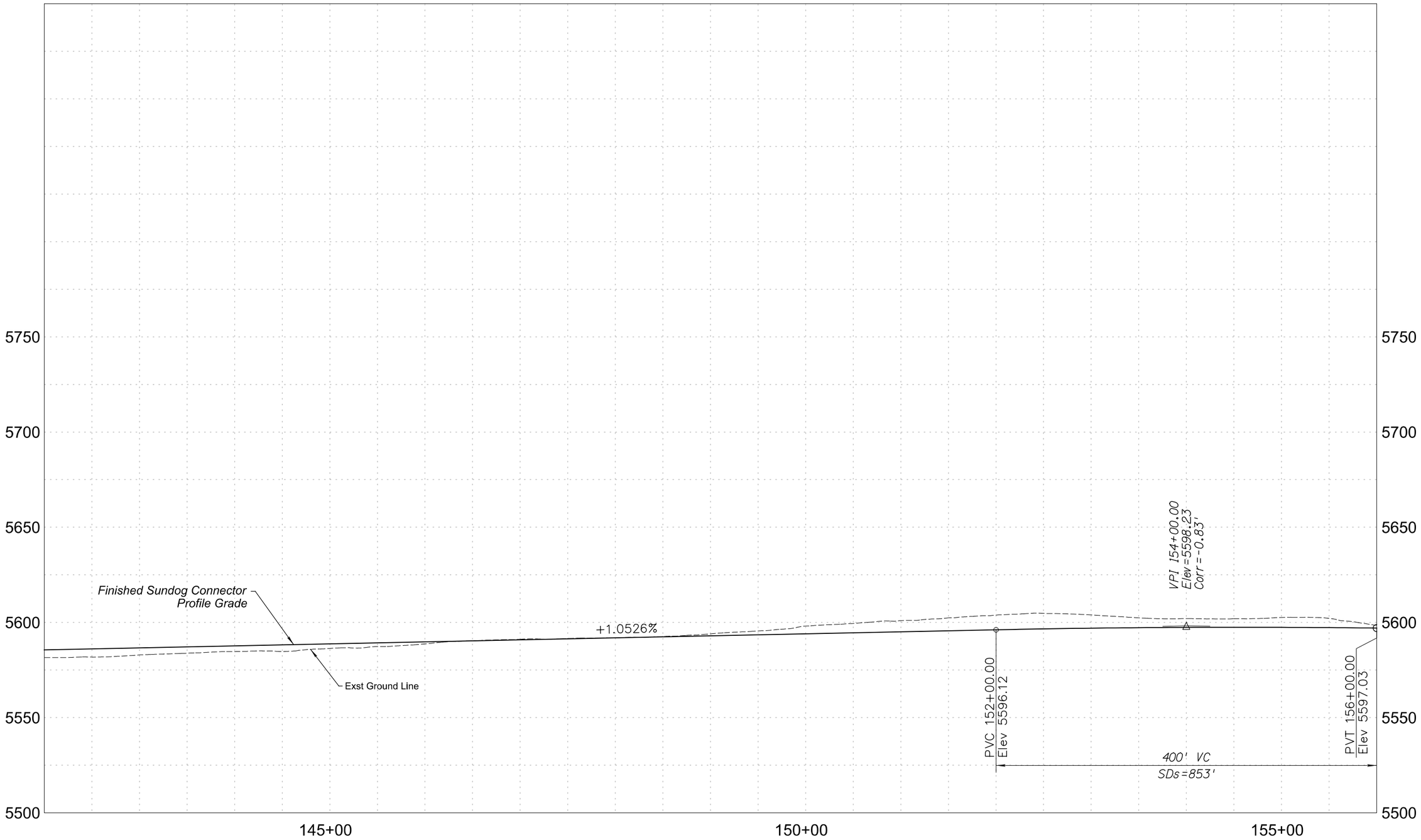
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-5.07

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt7\Plan04.dgn
2/21/2024 @11:55:49 AM JacobyG



PRELIMINARY
15%
Review
NOT FOR
CONSTRUCTION
OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN
PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 7
PROFILE SHEET
STA 142+00 TO STA 156+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			35	37	

LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-5.08

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt7\Profile04.dgn
2/21/2024 @11:55:59 AM JacobyG

C9

PI Sta 156+52.55
Δ = 48°59'06" LT
D = 07°09'43"
R = 800.00'
L = 683.96'
T = 364.46'
E = 79.11'
Super = NC

FUTURE YAVAPAI HILLS UNIT 9

160

165

PT 159+72.06

END PROJECT POT 166+00.00

Arizona State Land

Sundog Connector Cst CL

New R/W

New EP

Roadside Drainage Ditch

10' Sidewalk

60'

24'

16'

147'

N 63°25'11" E

FUTURE DRY GULCH DR

1 - 36" RCP

6' Sidewalk

Exst Utility Pole

Exst Overhead Power Line

Exst Overhead Utilities

Exst Utility Pole

OP

Arizona State Land

LEGEND

- *New Pavement*
- *Overhead Power Line Base Structure*
- *Utility Pole*
- *Drainage Inlet Location*

SCALE: 1"=100'
50 0 50 100

PRELIMINARY
15%
Review
NOT FOR CONSTRUCTION OR RECORDING

	NAME	DATE
DESIGN	G JACOBY	02/24
DRAWN	G JACOBY	02/24
CHECKED	M BONDY	02/24

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)

ALTERNATIVE 7
PLAN SHEET
STA 156+00 TO STA 166+00

ROUTE
MILEPOST
STRUCTURE NO.

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.			36	37	

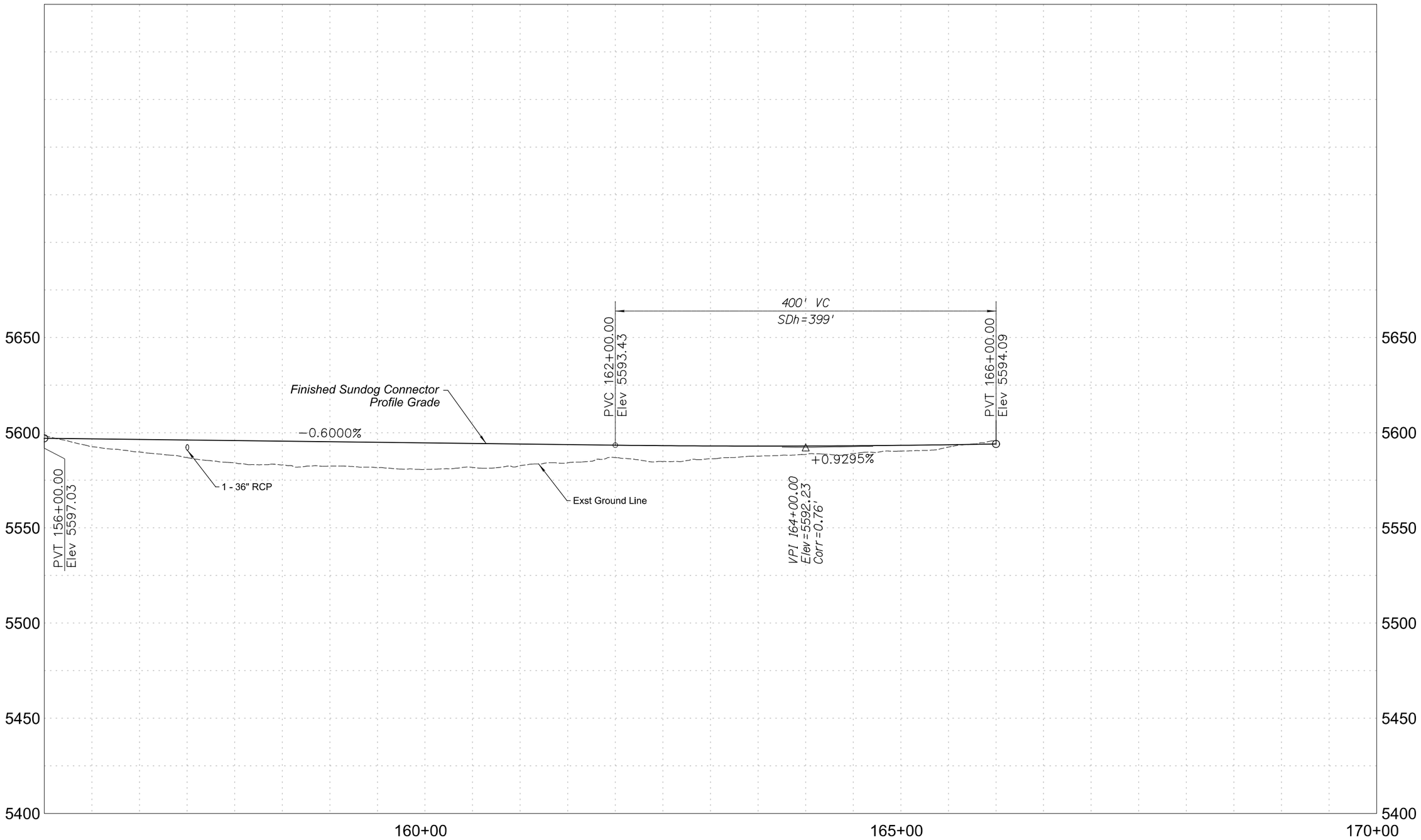
LOCATION SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW

DWG No. G-5.09

TRANSPORTATION
AECOM TECHNICAL SERVICES, Inc.
7720 N. 16th St., Suite 100
Phoenix, Arizona 85020
T 602.371.1100
AECOM
www.aecom.com

____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt7\Plan05.dgn
2/21/2024 @11:59:29 AM JacobyG



PRELIMINARY 15% Review NOT FOR CONSTRUCTION OR RECORDING		NAME	DATE	CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION (CYMPO)	ROUTE		STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
	DESIGN	G JACOBY	02/24				ARIZ.			37	37	
	DRAWN	G JACOBY	02/24		MILEPOST							
	CHECKED	M BONDY	02/24	ALTERNATIVE 7 PROFILE SHEET STA 156+00 TO STA 170+00			LOCATION	SUNDOG CONNECTOR DCR AND ENVIRONMENTAL OVERVIEW				DWG No. G-5.10
					STRUCTURE NO.							
							TRANSPORTATION AECOM TECHNICAL SERVICES, Inc. 7720 N. 16th St., Suite 100 Phoenix, Arizona 85020 T 602.371.1100					____ OF ____

L:\DCS\Projects_TRN\60678584_CYMPO-Sundog_Connector\900_CAD_GIS\910_CAD\20 SHEETS\DCR\Alt7\Profile05.dgn
2/21/2024 @11:59:40 AM JacobyG

Appendix F—Final Drainage Report

FINAL DRAINAGE REPORT

Sundog Connector
Prescott Lakes Parkway to State Route 69

Prepared for:

Central Yavapai Metropolitan Planning Organization (CYMPO)

CYMPO
Central Yavapai Metropolitan Planning Organization

Prepared by:

Kimley-Horn
101 West Goodwin Street
Suite 303
Prescott, Arizona 86301

In coordination with AECOM

Expires: 09/30/2026

291762000
February 2024

FINAL DRAINAGE REPORT

SUNDOG CONNECTOR:

PRESCOTT LAKES PARKWAY TO STATE ROUTE 69

Expires: 09/30/2026

FEBRUARY 2024

Prepared By:

Kimley»Horn

In coordination with AECOM

Contents

Figures

Appendices

1. INTRODUCTION

1.1. PROJECT LOCATION AND OVERVIEW

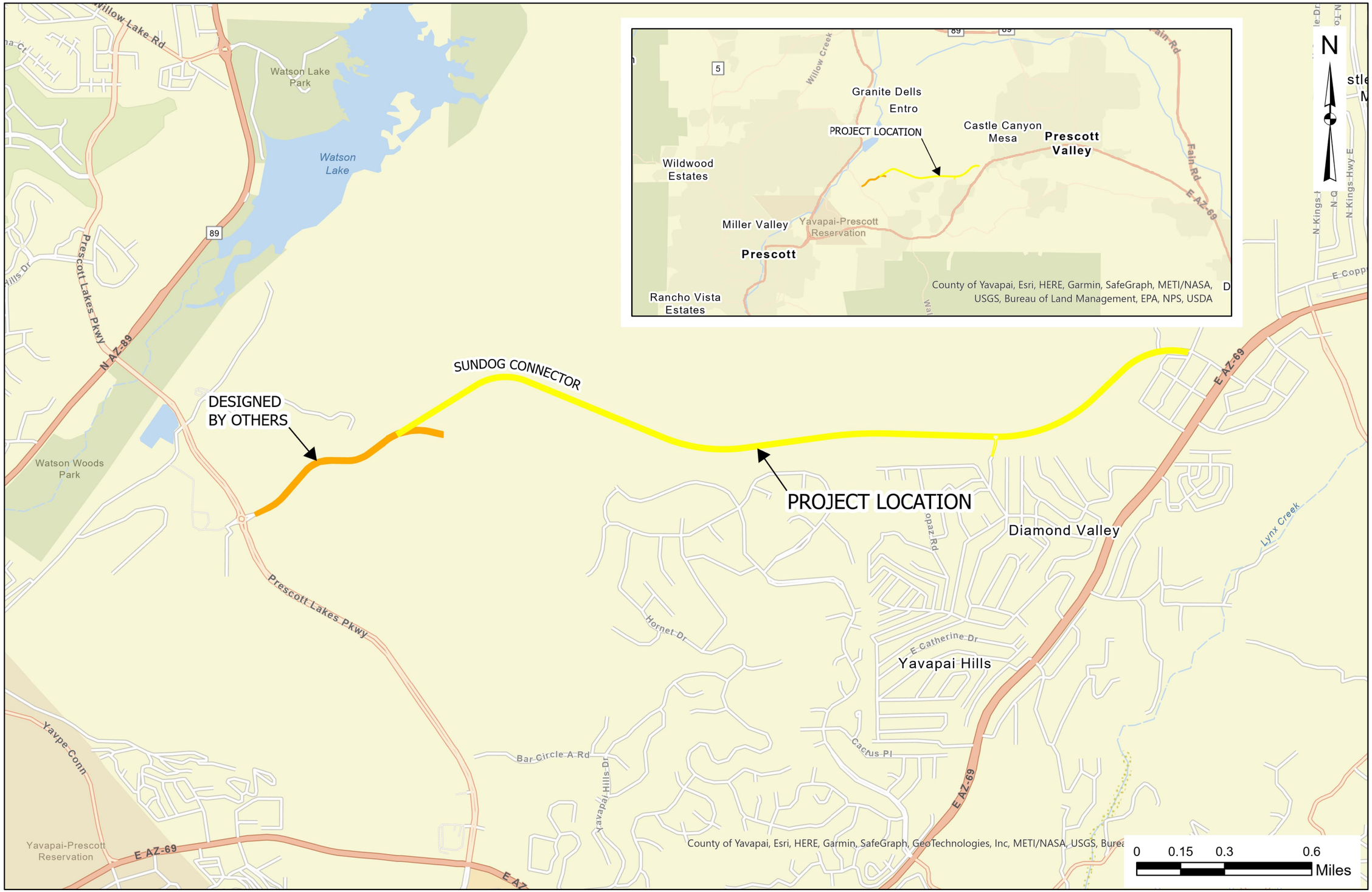
The Sundog Connector project consist of approximately 3-miles of roadway construction between Prescott Lakes Parkway to the west and State Route 69 (SR 69) to the east. The project center lies within Section 20, Township 14 North, Range 1 West of the Gila and Salt River Base and Meridian in Yavapai County, Arizona. Beginning in the west at the future Storm Ranch roundabout the project will wind east to the intersection of Sundog Ranch Road and Market Street at the eastern end near SR 69. Over the project's limits, it crosses City of Prescott, Town of Prescott Valley, and State Trust land. Along the eastern bound Sundog Connector intercepts Sundog Ranch Road and State Route 69. There are proposed residential planned area developments on the north and west of the roadway alignment. These developments are Yavapai Hills Future Unit 9 and Storm Ranch Phase 1A, 1B, and 1C1. Existing Diamond Valley and Yavapai Hills residential developments are south of the roadway with the roadway eastern limits adjacent to the existing commercial development. The existing zoning of the site is varied, including residential, public, commercial, and industrial zones. Sundog Connector is proposed to connect Prescott Lakes Parkway to SR 69 by a four-lane minor arterial roadway including a median and sidewalks. Drainage improvements include catch basins, storm drains, and culverts to accommodate the roadway. The Vicinity and Aerial Maps of the project location for Alternative 3 is shown in **Figure 1** and **Figure 2.**

1.2. PURPOSE

The purpose of this report is to document the existing drainage conditions, proposed drainage improvements, and major drainage design features associated with the Sundog Connector Selected Alternative. There were initially seven roadway alternatives. The two selected alternatives are Alternative 3 and Alternative 7. Alternative 3 connects Future Storm Ranch Parkway to Sundog Ranch Road and SR69. Alternative 7 is the shorter of the two roadways, only connecting Future Storm Ranch Parkway to the end of Yavapai Hills Future Unit 9. The majority of preliminary results in this report are based on the analysis of Alternative 3. A comparison between the two alternatives can be seen below in **Figure 3**. Further analysis and detailed calculations will be completed with as the project advances to final design.

2. FEMA

The project area is located entirely in FEMA Zone Unshaded X. Zone "X" (unshaded) is defined by FEMA as an "Area of minimal flood hazard". The project limits for Alternative 3 are shown on the FEMA FIRM Panels in **Figure 4**.



NO.	REVISION	BY	DATE	APPR.

Kimley»Horn

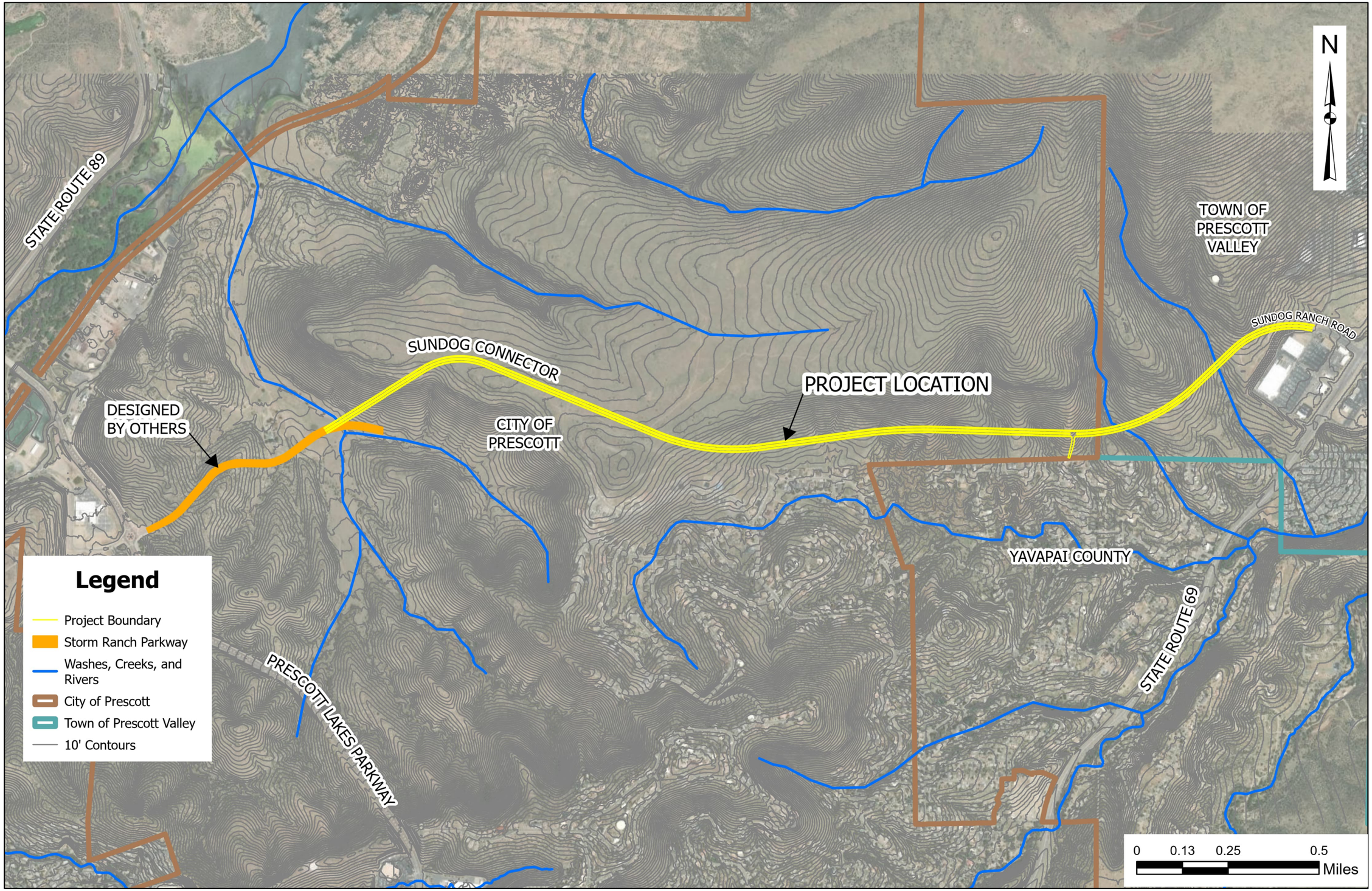
Engineering, Planning and Environmental Consultants
101 West Goodwin Street, Suite 303
Prescott, Arizona 86301 (928) 458-7120

SCALE(H) 1" = 0.25 MI
SCALE(V):
DESIGNED BY: EKH
DRAWN BY: EKH
CHECKED BY: ATC
DATE: 12/14/2023

SUNDOG CONNECTOR
FIGURE 1: VICINITY MAP

PROJECT NO.
291762000

DRAWING NAME
FIGURE 1



NO.	REVISION	BY	DATE	APPR.

Kimley»Horn

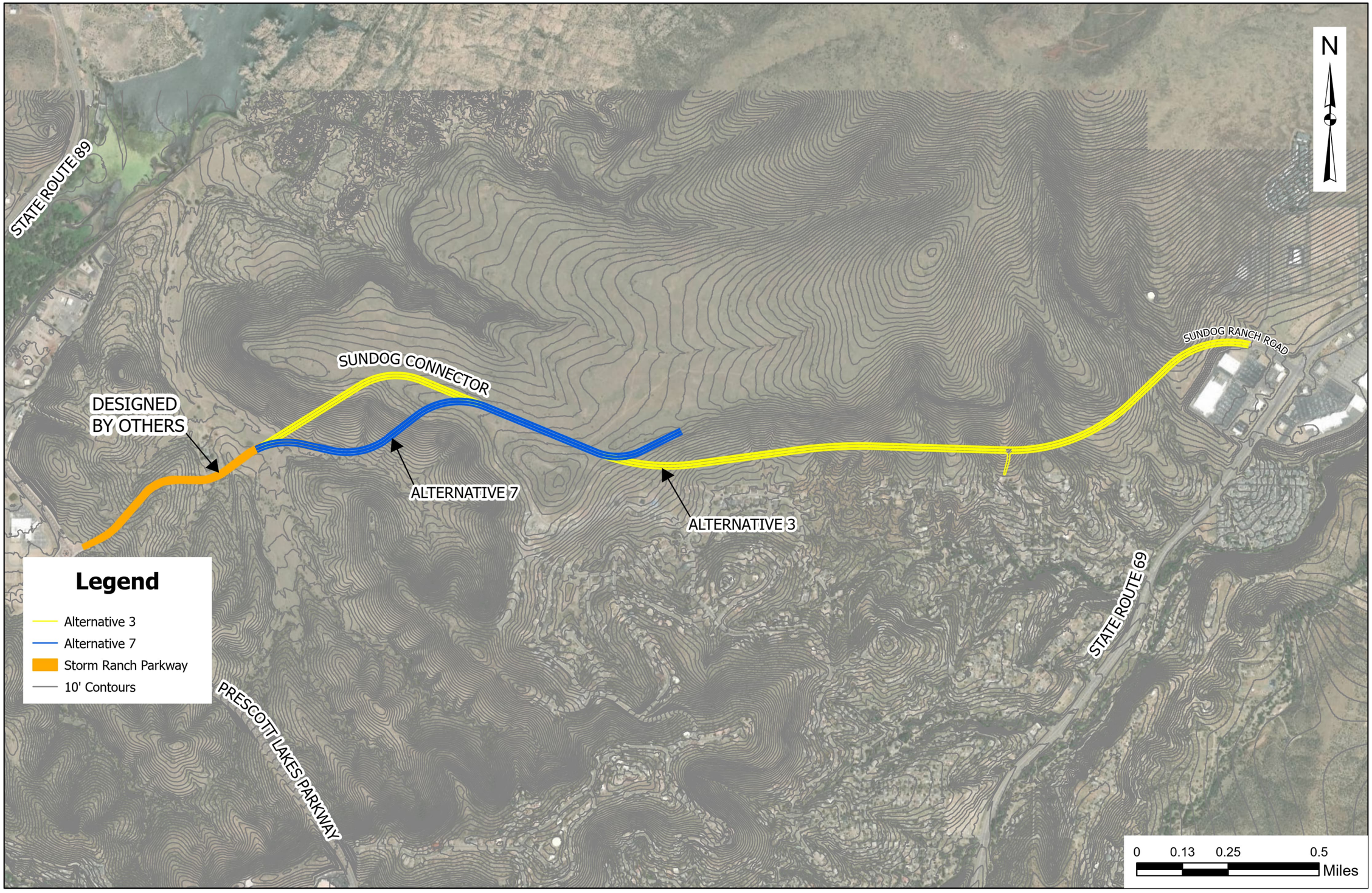
Engineering, Planning and Environmental Consultants
101 West Goodwin Street, Suite 303
Prescott, Arizona 86301 (928) 458-7120

SCALE(H):1"= 0.25 MI
SCALE(V):
DESIGNED BY: EKH
DRAWN BY: EKH
CHECKED BY: ATC
DATE: 12/14/2023

SUNDOG CONNECTOR
FIGURE 2: AERIAL MAP

PROJECT NO.
291762000

DRAWING NAME
FIGURE 2



NO.	REVISION	BY	DATE	APPR.

Kimley»Horn

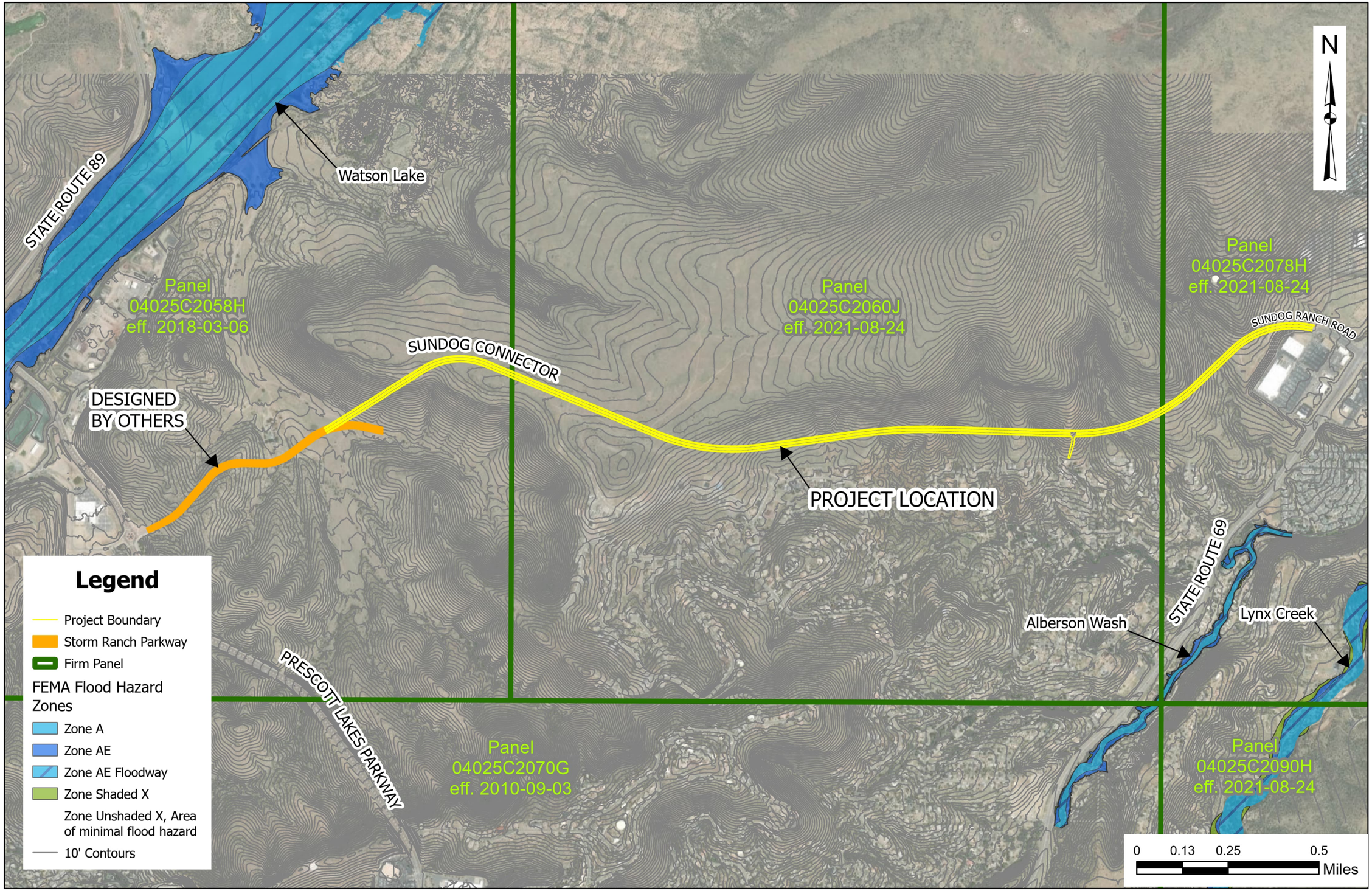
Engineering, Planning and Environmental Consultants
101 West Goodwin Street, Suite 303
Prescott, Arizona 86301 (928) 458-7120

SCALE(H):1"= 0.25 MI
SCALE(V):
DESIGNED BY: EKH
DRAWN BY: EKH
CHECKED BY: ATC
DATE: 12/14/2023

SUNDOG CONNECTOR
FIGURE 3: ALTERNATIVE 3 AND ALTERNATIVE 7 COMPARISON

PROJECT NO.
291762000

DRAWING NAME
FIGURE 3



NO.	REVISION	BY	DATE	APPR.

Kimley»Horn

Engineering, Planning and Environmental Consultants
101 West Goodwin Street, Suite 303
Prescott, Arizona 86301 (928) 458-7120

SCALE(H): 1" = 0.25 MI
SCALE(V):
DESIGNED BY: EKH
DRAWN BY: EKH
CHECKED BY: ATC
DATE: 12/14/2023

SUNDOG CONNECTOR: FIGURE 4: FEMA FLOODPLAIN MAP

PROJECT NO.
291762000

DRAWING NAME
FIGURE 4

3. PREVIOUS DRAINAGE STUDIES

Kimley-Horn conducted a study for Yavapai County for the Diamond Valley Area Drainage Master Plan (ADMP) to analyze the Diamond Valley watershed located to the south of the project. The study extents are shown below in **Figure 5**. The model results from the Diamond Valley ADMP were used to evaluate the offsite culverts for this project and are included in **Appendix A**. Also included in **Appendix A** are the Final Drainage Report for Storm Ranch – Phases 1A (HRC 1-16-056-03), Revised: March 4, 2020 and The Sundog Connector Corridor Study Final Report, Task Assignment TPD 27-11C, June 2013. These reports contain some preliminary results for drainage surrounding the project bounds.

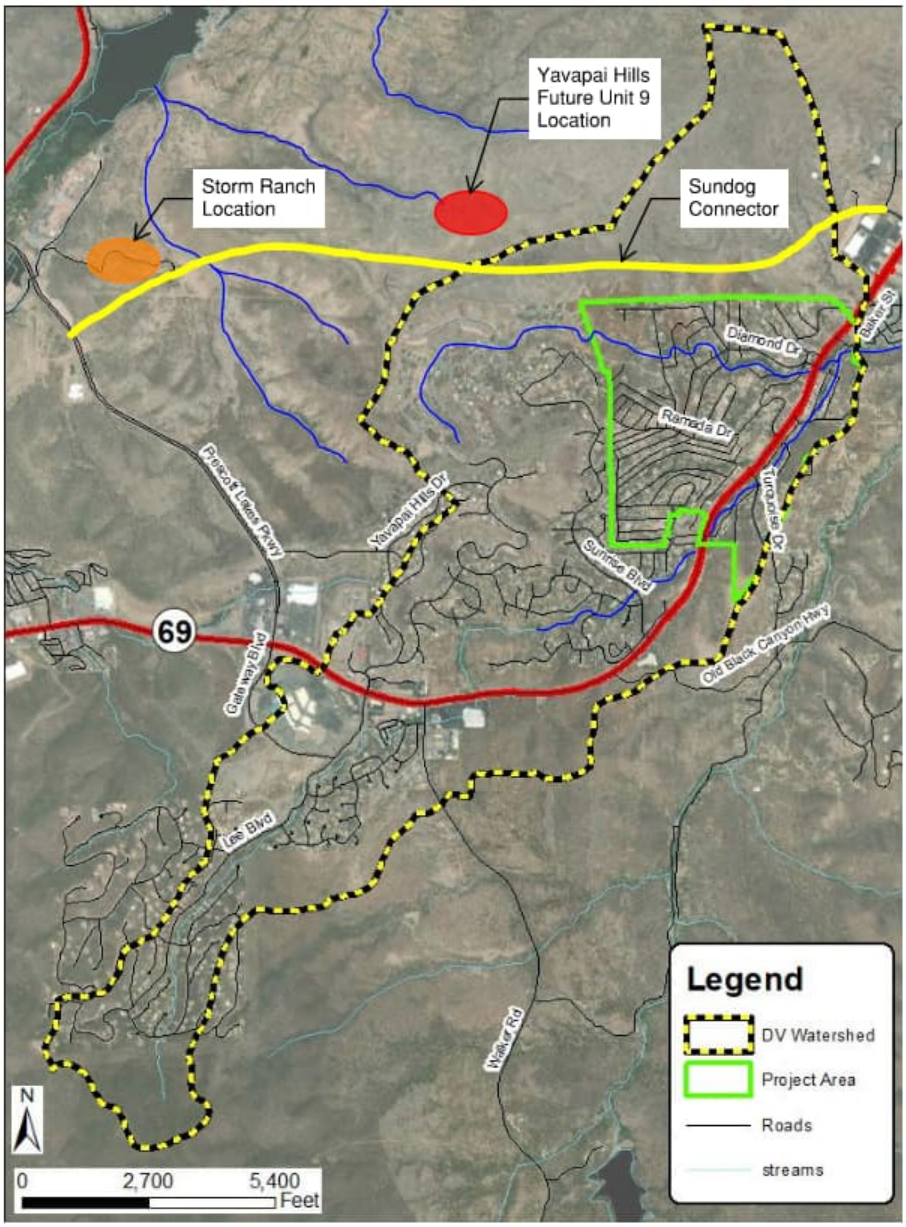


Figure 5: Diamond Valley ADMP Study Extents

4. EXISTING CONDITIONS

The offsite flows north to south down the slopes along the eastern portion of the project. Several of these flows follow washes through the hillside that join washes running through Diamond Valley. The western portion of the project, offsite flows travel south to north. At the western end of the project limits the runoff follows a wash that drains into Watson Lake located to the northwest of the project. The offsite topography is comprised of steep slopes and natural undeveloped land. Throughout the corridor there is substantial topographic relief, due to the hillslopes.

The existing onsite flows are similar to the offsite flows as there are few improvements currently onsite. At the eastern end of the corridor, a wash flows parallel to the north of an existing dirt road. This wash flows under Market Street through an existing headwall and culverts east out of the project limits. The eastern end of the project connects with Sundog Ranch Road and SR69 with a few curb inlets on the southern side of Sundog Ranch Road. The western end of the project will tie into the proposed roundabout and roadway for Storm Ranch Parkway. These improvements will be installed with the Storm Ranch residential development and are not a part of this project. The flows onsite cross the corridor and continue their path offsite traveling down the hillslopes. **Figure 6** shows the existing drainage features along the corridor with preliminary drainage sub-basins and culvert locations.

N

STATE ROUTE 89

SUNDOG CONNECTOR

DESIGNED BY OTHERS

WS11

WS10

WS9

WS8

WS7

WS6

WS5

WS4

WS3

WS2

WS1

Ex. Headwall and Culvert(s) under Market St

Sundog Ranch Road

Ex. Curb Inlets along Sundog Ranch Rd

PROJECT LOCATION

PRESCOTT LAKES PARKWAY

STATE ROUTE 69

Legend

- Project Boundary
- Storm Ranch Parkway
- Watersheds
- Culverts
- 10' Contours

0 0.13 0.25 0.5 Miles

NO.	REVISION	BY	DATE	APPR.

Kimley»Horn

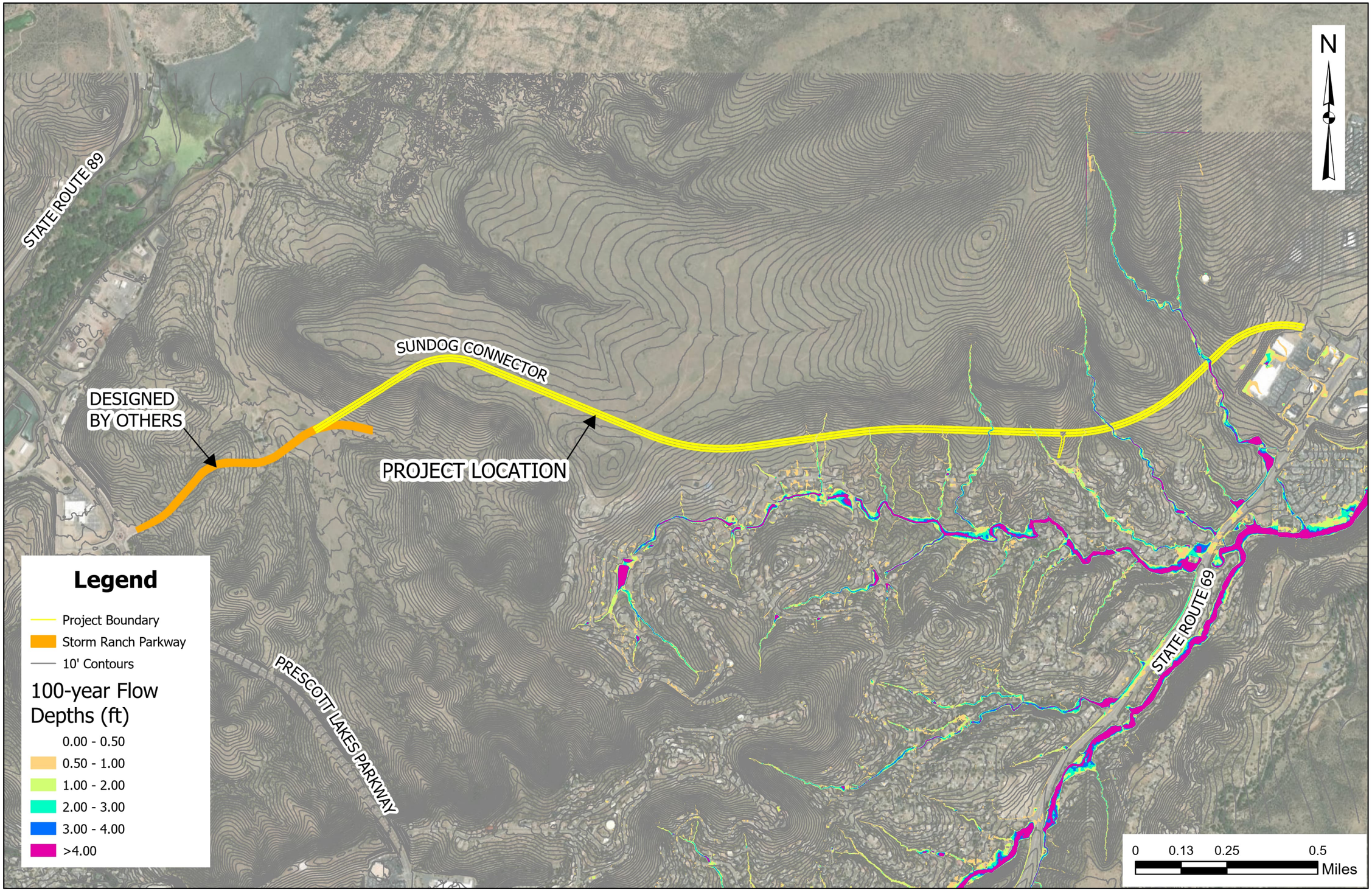
Engineering, Planning and Environmental Consultants
101 West Goodwin Street, Suite 303
Prescott, Arizona 86301 (928) 458-7120

SCALE(H):1"= 0.25 MI
SCALE(V):
DESIGNED BY: EKH
DRAWN BY: EKH
CHECKED BY: ATC
DATE: 12/14/2023

SUNDOG CONNECTOR
FIGURE 6: EXISTING DRAINAGE MAP

PROJECT NO.
291762000

DRAWING NAME
FIGURE 6



NO.	REVISION	BY	DATE	APPR.

Kimley»Horn

101 West Goodwin Street, Suite 303
Prescott, Arizona 86301 (928) 458-7120

Engineering, Planning and Environmental Consultants

SCALE(H):1"= 0.25 MI
SCALE(V):
DESIGNED BY: EKH
DRAWN BY: EKH
CHECKED BY: ATC
DATE: 12/15/2023

SUNDOG CONNECTOR
FIGURE 7: 100-YEAR FLOW DEPTH MAP

PROJECT NO.
291762000

DRAWING NAME
FIGURE 7

5. PROPOSED CONDITIONS

5.1. OVERVIEW

The proposed drainage improvements include adding culverts for offsite flows, proposed roadside drainage ditches, and installing drainage roadway inlets to meet the local roadway spread requirements. The proposed drainage features used the existing drainage pattern and local requirements to design the system.

5.2. DESIGN STANDARDS

The project is designed in accordance with the City of Prescott, Town of Prescott Valley, and Yavapai County standards. The City of Prescott's standards were chosen as they were the most stringent of the three agencies. Culvert sizing was done according to the City of Prescott with the 100-year design storm not overtopping the roadway and preventing the erosion of the subgrade in areas of cut or fill. Street capacity was completed using the rational method laid out in the City of Prescott standards. For the roadway spread requirements, the design storm is 25-year and maintaining a dry 12-ft lane in each direction. The 100-year storm will be contained in the ROW and will be less than 6" over the crown of the road per COP 3.6.3 A 2 arterial and collector curbed street sections design.

There are no impacts to FEMA regulated floodplains or floodways. Detailed hydraulic analysis will be completed as the design progresses and coordination with the adjacent proposed developments. A Storm Water Pollution Prevention Plan (SWPPP) will be prepared that will include sediment control measures during construction.

5.3. PROPOSED OFFSITE DRAINAGE FEATURES

The offsite drainage improvements are designed per the City of Prescott, Town of Prescott Valley, and Yavapai County requirements. The culverts were analyzed using data from the Diamond Valley Area Drainage Master Plan as shown in **Appendix B**. The goal of the culverts is to maintain as natural a flowpath as possible while preventing offsite flows from impacting the roadway and adjacent developments.

The proposed culvert sizes have an adequate capacity to convey the 100-year flows under the road without overtopping. The model results for Alternative 3 are provided in **Appendix B**. The culvert capacity assumed the headwater elevation of 1 foot below the subgrade elevation. The 100-year peak flows and culvert capacities are shown below in **Table 1**. The proposed channel improvements have a 100-year capacity with a minimum of one-foot of freeboard. The box culvert height of 6 feet is for maintenance, and the offsite culvert sizes will be refined during final design. Headwalls and erosion protection will be provided at the upstream and downstream ends of the culverts. The culverts will also accommodate onsite storm drains and roadside ditches tying into the culverts themselves or headwalls as necessary. There are eleven offsite culverts being proposed as part of the project. **Table** 1 below summarizes each of the culverts along the corridor for Alternative 3.

Table 1: Offsite Culvert Summary – Alternative 3

Watershed	Sundog Connector Station	Culvert Size	Culvert Length (ft)	100-year Flow (cfs)	Hydrology Source	Proposed Improvements
WS1	237+50	3 – 10' x 6' Box Culverts	370	1245	Diamond Valley ADMP	Onsite storm drain and roadside ditch.
WS2	221+00	2 – 10' x 6' Box Culverts	180	702	Diamond Valley ADMP	Onsite storm drain and roadside ditch.
WS3	216+75	2 – 24" RCPs	120	33	Diamond Valley ADMP	Onsite storm drain and roadside ditch.
WS4	209+50	3 – 36" RCPs	200	145	Diamond Valley ADMP	Onsite storm drain and roadside ditch.
WS5	202+75	1 – 10' x 6' Box Culvert	150	388	Diamond Valley ADMP	Onsite roadside ditch.
WS6	196+00	3 – 30" RCPs	250	84	Diamond Valley ADMP	
WS7	185+25	3 – 30" RCPs	180	92	Diamond Valley ADMP	Onsite roadside ditch.
WS8	177+50	4 – 42" RCPs	250	242	Diamond Valley ADMP	Onsite roadside ditch.
WS9	168+00	4 – 36" RCPs	300	184	Diamond Valley ADMP	Onsite storm drain and roadside ditch.
WS10	140+00	1 – 42" RCP	120	75	Diamond Valley ADMP	A spreader ditch, 100' long by 20' wide, will extend east of the culvert outfall. The ditch will help reduce the velocity of the outflow and spread the flow out to match existing conditions as it flows down the hillside to the northwest.
WS11	102+50	2 – 10' x 6' Box Culverts	170	918	USGS StreamStats	Onsite storm drain and roadside ditch.

5.4. PROPOSED ONSITE DRAINAGE FEATURES

The proposed onsite drainage features adhere to the City of Prescott's requirements. Sundog Connector is classified as an arterial roadway that will require the 25-year flow between the curbs and maintain a 12-foot dry lane in each direction per City of Prescott General Engineering Standards Article 3.6.3 A.2. The maximum spread based on the proposed roadway configuration is 15 feet to maintain a 12-foot dry lane. The 100-year flow must remain in the right-of-way with a maximum depth of 6-inches over the crown of the street. There will be a maximum stormwater conveyance of approximately 100 cfs in the roadway right-of-way. A minimum Time of Concentration (TC) of five (5) minutes was used. The proposed drainage system is designed to meet these required conditions. The proposed storm drain will be rubber gasket reinforced concrete pipe (RGRCP) with a minimum of Class IV and a minimum service life of fifty (50) years per City of Prescott General Engineering Standards Article 3.7.2 F.1. The bedding and backfill of trenches will follow the Quad City Standard Detail 200Q-1.

The proposed drainage inlets consist of a mix of curb opening catch basins with storm drain and scuppers that outfall into roadside ditches to reduce spread on the roadway. Several ditches are proposed along the corridor through areas of cut to capture the back of curb flows to prevent them inundating the roadway. The ditches will also contain the onsite runoff from the areas of cut and route it to proposed culverts. These ditches will also accept water from scuppers draining off the road to meet the spread requirements. Storm drain outfalls will either be tied into a downstream culvert's headwall or discharged into a ditch with riprap provided to dissipate the energy in the outfall area. For the scupper locations, a concrete spillway will discharge into the ditch and a riprap apron will be provided to dissipate the velocities. The ditches and typical roadway corridor can be seen in **Figure 8**.

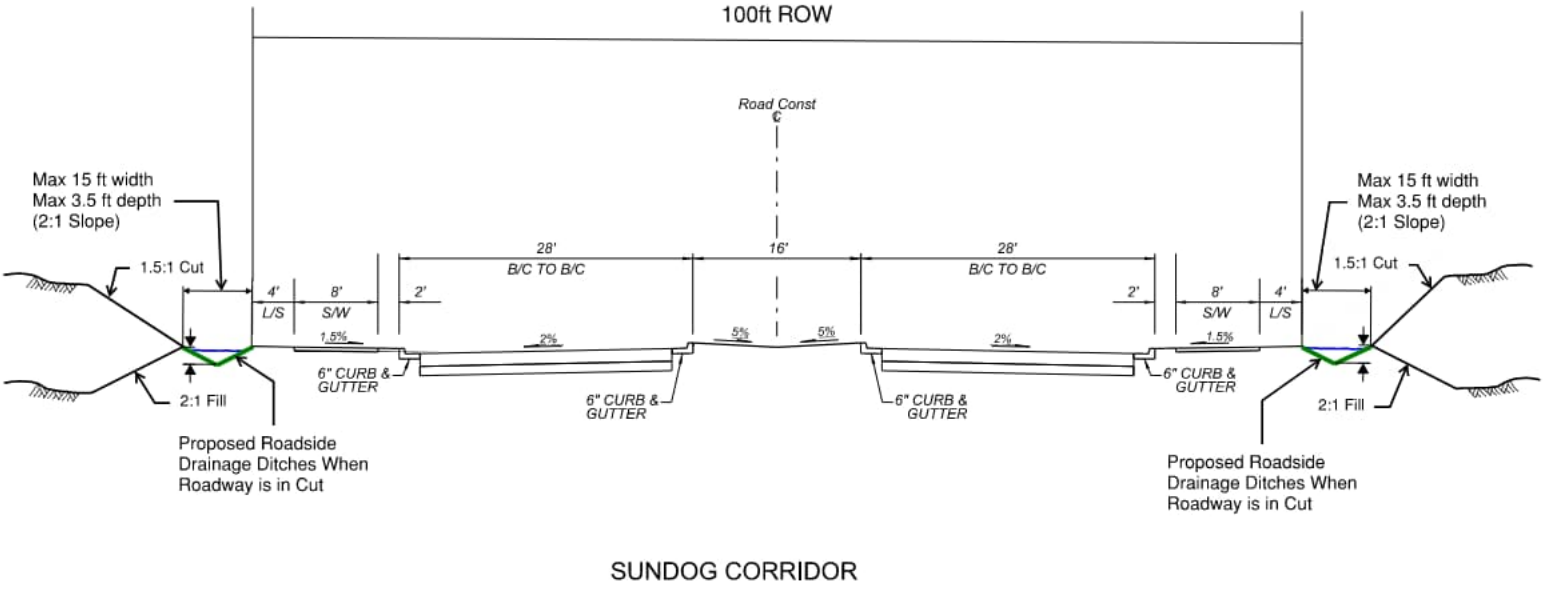


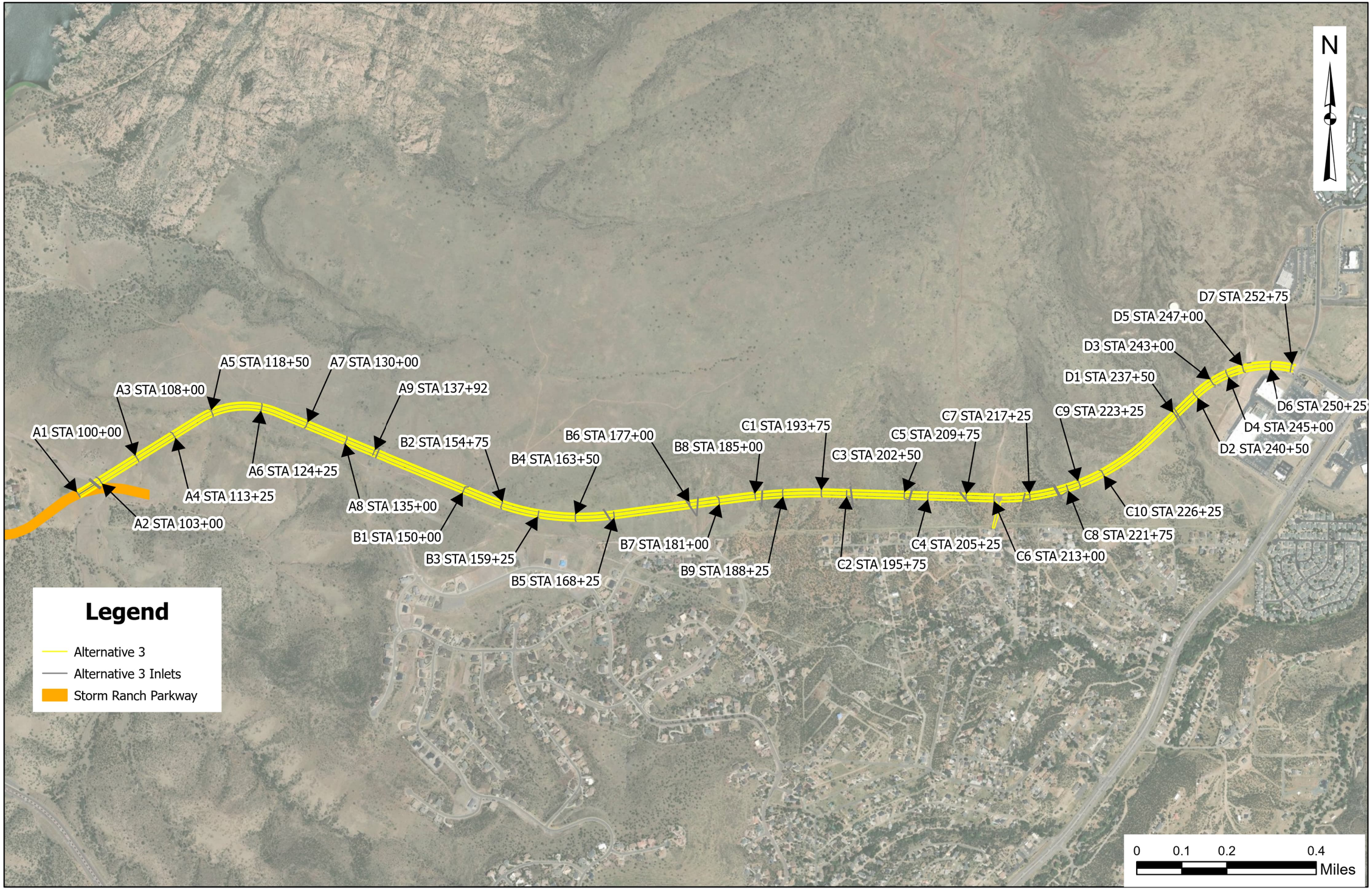
Figure 8: Proposed Typical Roadway Section with Roadside Ditches

Two onsite culverts will be required. One culvert is located at Sundog Connector 252+75 and will cross under Sundog Connector running south to north. The intent of this culvert is to allow flow from the southern roadside ditch to cross into the northern roadside ditch. The second culvert located at Sundog Connector 247+75 will cross under Granite View Road parallel to Sundog Connector. The intent of this culvert is to prevent overtopping and erosion of Granite View Road from flow in the northern roadside ditch. The size of these culverts will be determined in final design and sizes are estimates. Summaries of the onsite culverts for Alternative 3 can be seen in **Table 2**.

Table 2: Onsite Culvert Summary – Alternative 3

Sundog Connector Station	Culvert Size	Culvert Length (ft)	100-year Flow (cfs)	Proposed Improvements
247+75	1 – 18'' RCP	100	15	Place the culvert crossing and erosion protection under existing Granite View Drive parallel to the ditch.
252+75	1 – 18" RCP	44	6	Located under Sundog Connector. Onsite roadside ditch tying into the headwall.

The onsite roadway storm drain hydraulics will be prepared in final design. The proposed roadway spread computations for both alternatives are provided in **Appendix C**. **Table 3** in **Appendix C** summarizes the flows per inlet along the corridor for Alternative 3. Inlet locations are provided in **Figure 9**.



NO.	REVISION	BY	DATE	APPR.

Kimley»Horn

101 West Goodwin Street, Suite 303
Prescott, Arizona 86301 (928) 458-7120
Engineering, Planning and Environmental Consultants

SCALE(H):1" = 0.25 MI
SCALE(V):
DESIGNED BY: EKH
DRAWN BY: EKH
CHECKED BY: ATC
DATE: 12/15/2023

SUNDOG CONNECTOR
FIGURE 9: INLET LOCATIONS

PROJECT NO.
291762000

DRAWING NAME
FIGURE 9

6. CONCLUSION

- The proposed culverts are provided to route the offsite flow through the Sundog Connector right-of-way. These culverts will have 100-year capacity with one foot of freeboard and help maintain natural flowpaths.

- The project has no impacts on FEMA regulated floodplains or floodways. A hydraulic model will be created to reflect and evaluate the proposed conditions during final design.

- The proposed onsite roadway drainage features are designed in accordance with the City of Prescott's standards. The 25-year flow will be contained between the curbs and a 12-ft dry lane will be maintained in each direction. With the proposed roadway section, the maximum spread for the 25-year storm is 15 feet. The 100-year flow depths are less than 6'' over the roadway crown and the flows in the roadway right-of-way are less than 100 cfs.

- Drainage ditches are proposed along the corridor in areas of cuts to contain onsite runoff and route it to the proposed culverts. The ditches will also receive flow from proposed onsite drainage features to reduce spread in the roadway.

- The proposed drainage improvements shall be designed to match existing conditions and shall not adversely impact adjacent properties.

REFERENCES

City of Prescott, *City of Prescott General Engineering Standards,* June 2016.

Federal Highway Administration, *Hydraulic Engineering Circular No. 22, Urban Drainage Design Manual – Third Edition*, September 2009

National Oceanic and Atmospheric Administration, NOAA Atlas 14, Precipitation-Frequency Atlas of the United States, 2011

Town of Prescott Valley, *Uniform Drainage Policies and Standards*, February 2006.

Yavapai County Flood Control District, *Drainage Design Manual for Yavapai County,* July 2015.

APPENDIX

Appendix A – Offsite Hydrology

Appendix B – Offsite Hydraulics

Appendix C – Onsite Drainage Calculations

Appendix A – Offsite Hydrology

Previous Studies

Hydrology Maps

Hydrology Exhibits

Diamond Valley
Area Drainage Master Plan

Prepared By:

Kimley»Horn

June 2021

Registered Professional Engineer (Civil)
CERTIFICATE NO.
42317
GEOFFREY SCOTT BROWNELL
Date Signed....6/15/21
ARIZONA, U.S.A.

Expires 3/31/23

Prepared For:

YAVAPAI COUNTY FLOOD CONTROL DISTRICT

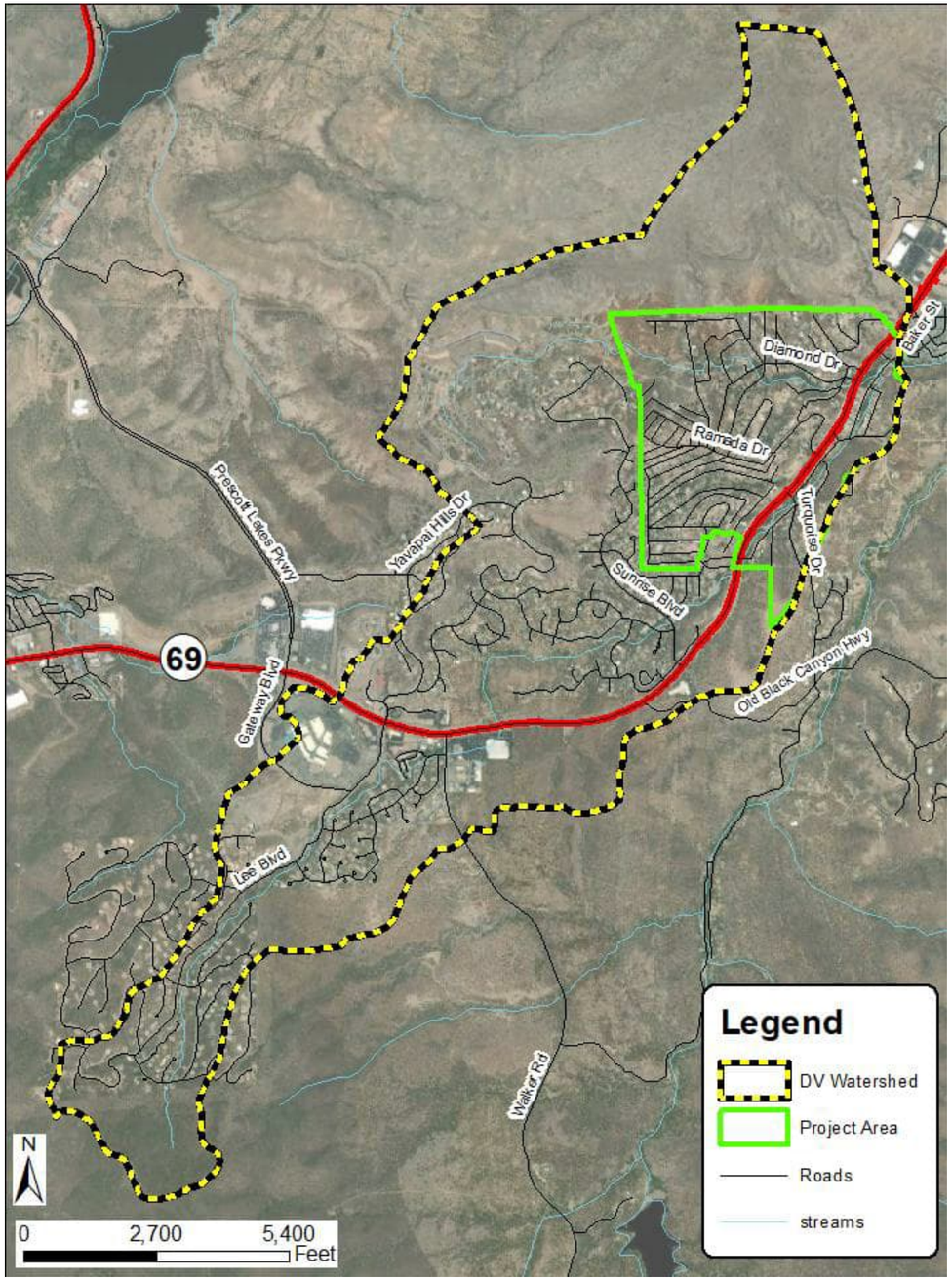


Figure 1.3: Aerial Map

2. Project History

2.1 Previous Master Plan

The Diamond Valley Stormwater Master Plan was previously completed in 1999 by ASL Consulting Engineers (ASL Consulting Engineers, 1999). The plan consisted of drainage improvements to Onyx Dr, Alberson Wash floodplain delineation, drainage alternatives for Alberson Wash along State Route 69, bank protection near Topaz Road and Jade Circle, and proposed culvert crossings for the Diamond Valley subdivision. This study was referenced during the project development.

2.2 FEMA and Floodplain Delineation for Alberson Wash

Alberson Wash is located within the watershed and is defined as Zone AE with floodway. The extents of the FEMA floodplain and floodway are roughly from Baker Street upstream to State Route 69. The floodplain delineation was performed by ASL Consulting Engineers (ASL Consulting Engineers, 1999) with the Diamond Valley Stormwater Master Plan. FEMA Flood Insurance Study Summary of Discharges shows Alberson Wash has discharge rate of 3,010 cfs for the 10-year storm (10% annual-chance) and 4,900 cfs for the 100-year storm (1% annual-chance) at the downstream end of the detailed study as shown in Table 2.1.

Table 2.1: FEMA FIS Summary of Discharge Table

Flooding Source	Location	Drainage Area (Square Miles)	Peak Discharge (cfs)				
			10% Annual Chance	4% Annual Chance	2% Annual Chance	1% Annual Chance	0.2% Annual Chance
Agua Fria River (At Black Canyon City)	At the downstream limit of detailed study	1,055	28,500	*	56,700	70,200	124,800
Agua Fria River (At Black Canyon City)	Upstream of confluence with Black Canyon Creek	808	19,300	*	38,900	48,600	86,400
Agua Fria River (At the Town of Dewey-Humboldt)	At downstream limit of detailed study	164	19,300	*	38,900	48,600	86,400
Agua Fria River (At the Town of Dewey-Humboldt)	Upstream of confluence with Clipper Wash	81.0	6,800	*	17,250	23,200	50,200
Agua Fria River (At Town of Prescott Valley)	At downstream limit of detailed study	19.0	2,440	*	6,490	8,250	14,200
Alberson Wash	At downstream limit of detailed study	4.43	3,010	*	4,330	4,900	6,220
Alberson Wash Tributary	At confluence with Alberson Wash	1.53	1,260	*	1,780	2,000	2,490
American Wash	At North American Ranch Road	3.16	1,122	1,660	2,101	2,589	3,920
American Wash	At North Scarlett Drive	2.72	964	1,422	1,800	2,212	3,326

Figure 2.1 shows the effective FEMA floodplain delineations for Alberson Wash and the surrounding area.

Figure 2.1: FEMA Floodplain in Project Vicinity

3. Diamond Valley Area Drainage Master Plan (ADMP)

3.1 Description

The study and plan defined flood hazards for the Diamond Valley Watershed by using detailed two-dimensional modeling, current hydrologic and hydraulic parameters, and methodologies per the Drainage Design Manual for Yavapai County (DDM) (Yavapai County, 2015). Once flood hazards were determined, mitigation projects were developed to reduce flooding impacts and continue to build resiliency within the watershed. A decision matrix was compiled to select preferred projects and prioritize efforts. Public input was included in the decision matrix as a major component. The preferred projects were developed into 15% plans with an engineer's estimate of probable cost.

3.2 Goals

The overarching goals for the Diamond Valley ADMP are as follows:

- Generate a detailed two-dimensional hydraulic model for the Diamond Valley Watershed.
- Determine flood hazard areas based on two-dimensional model results and public input.
- Based on the flood hazard analysis effort, identify Areas of Mitigation Interest (AOMI's). AOMI's are flood prone areas where a potential solution has been identified.
- Based on a collaborative decision matrix, prioritize the AOMI's.
- For the top 5 AOMI's after prioritization develop conceptual design and cost associated with construction.

4. Survey and Terrain Data

The terrain data were collected from Yavapai County and City of Prescott for the watershed. The data was provided in both CADD and GIS file formats. The terrain was compiled in GIS using contour data to generate a seamless raster surface for the entire watershed that was used for hydrologic and hydraulic analyses. The terrain data was projected using North American Datum of 1983 State Plane Arizona Central in feet for the horizontal coordinate system and North American Vertical Datum of 1988 for the vertical datum. The topographic map can be seen in Figure 4.1.

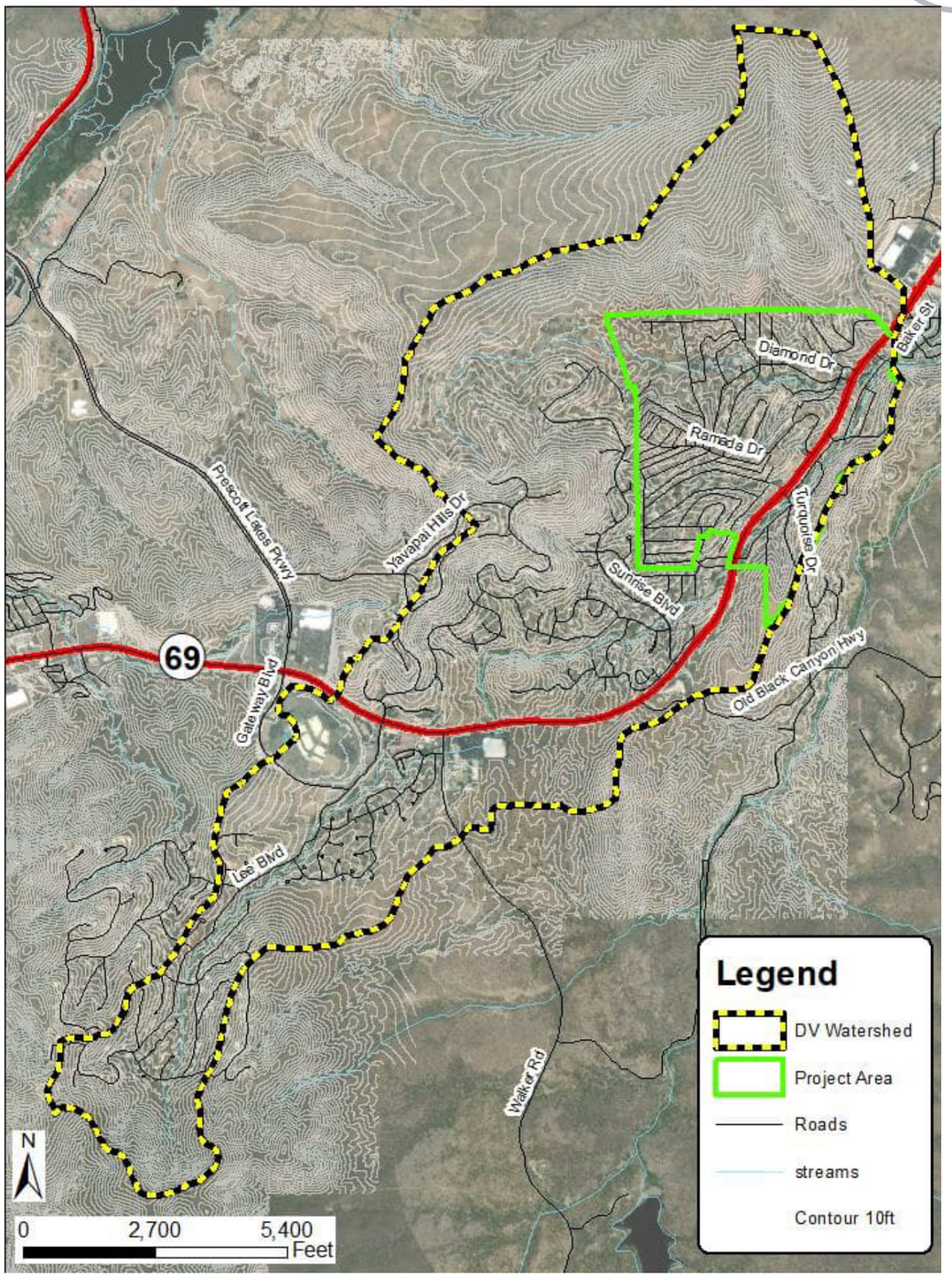


Figure 4.1: Topographic Map

Table 5.11: 100-year, 24-hour Peak Flow Comparisons

Sub-Basin	Drainage Area (sq. mi.)	HEC-HMS (cfs)	FLO-2D (cfs)	HEC-RAS (cfs)
DV-1	2.86	3,812	4,366	4,248
DV-2	1.93	3,551	-	-
Outfall	4.79	7,208	8,730	7,582

Table 5.12: 100-year, 24-hour Volume Comparisons

Sub-Basin	Drainage Area (sq. mi.)	HEC-HMS (AC-ft)	FLO-2D (AC-ft)	HEC-RAS (AC-ft)
DV-1	2.86	514.5	480.4	392.30
DV-2	1.93	324.9	-	-
Outfall	4.79	839.4	764.9	642.24

Table 5.13: 100-year, 24-hour Timing of the Peak Flow Comparison

Sub-Basin	Drainage Area (sq. mi.)	HEC-HMS (hh:mm)	FLO-2D (hh:mm)	HEC-RAS (hh:mm)
DV-1	2.86	12:45	12:23	12:30
DV-2	1.93	12:35	-	-
Outfall	4.79	12:40	12:23	12:27

The FLO-2D model compared well with the HEC-HMS model with no modifications to the hydrologic parameters. The HEC-RAS model was adjusted based on initial runs using the same Manning's n-values as FLO-2D. The HEC-RAS peak flow was reaching the downstream end of the model considerably faster than the FLO-2D and HEC-HMS models. The n-values in HEC-RAS were incrementally adjusted and increased from what was used in FLO-2D due to the shallow n-value routine and Manning's n-values adjustments that FLO-2D uses for shallow overland flow. These n-value adjustments in HEC-RAS were the only variables adjusted for model refinement. The n-values used for HEC-RAS are compared in Section 6.4.

5.10 Results

With the n-values adjustments, the HEC-RAS model produced comparable results with the HEC-HMS and FLO-2D models. The 2-, 10- and 100-year return periods with the 24-hour controlling duration were used for the remainder of the study. Table 5.14 is a summary of the discharges for the HEC-RAS model. The results can be seen spatially in Section 6.7.

Table 5.14: Summary of Discharge Results

Location	2-year, 24-hour Flow (cfs)	10-year, 24-hour Flow (cfs)	100-year, 24-hour Flow (cfs)
DV-1	835	2,028	4,248
Outfall	1,439	3,450	7,582

6. Hydraulics

6.1 Methodology

The HEC-RAS two-dimensional model was ultimately used for the hydraulic modeling and flood prone area determinations. The HEC-RAS model was composed of a two-dimensional mesh with rainfall excess applied directly to the mesh. The culverts were modeled within the mesh as connections. Culvert sizes and conditions were assessed in the field.

6.2 Model Controls

The model simulation time for the 24-hour storm duration was set to 30 hours. The HEC-RAS computation interval was set to 1 second, while the mapping, hydrograph and detailed output intervals are 3 minutes each.

6.3 Mesh Size and Breaklines

For the HEC-RAS model, an overall 20' x 20' mesh was generated for the model domain which was further refined with breaklines along the major wash conveyances to capture the wash bottoms. The mesh boundary was set to match the sub-basins delineated for the HEC-HMS model. The FLO-2D model also used a grid size of 20' x 20'. The following table shows the summary of the HEC-RAS mesh.

Table 6.1: HEC-RAS Mesh

Number of Cells	384,194
Grid Dimensions	20' x 20'
Max Cell Size	986 sq. ft.
Average Cell Size	396.sq. ft.
Minimum Cell Size	59. sq. ft.

Final Drainage Report
for
Storm Ranch – Phases 1A

A proposed community located in:
Prescott, Arizona

Prepared:
May 22, 2019

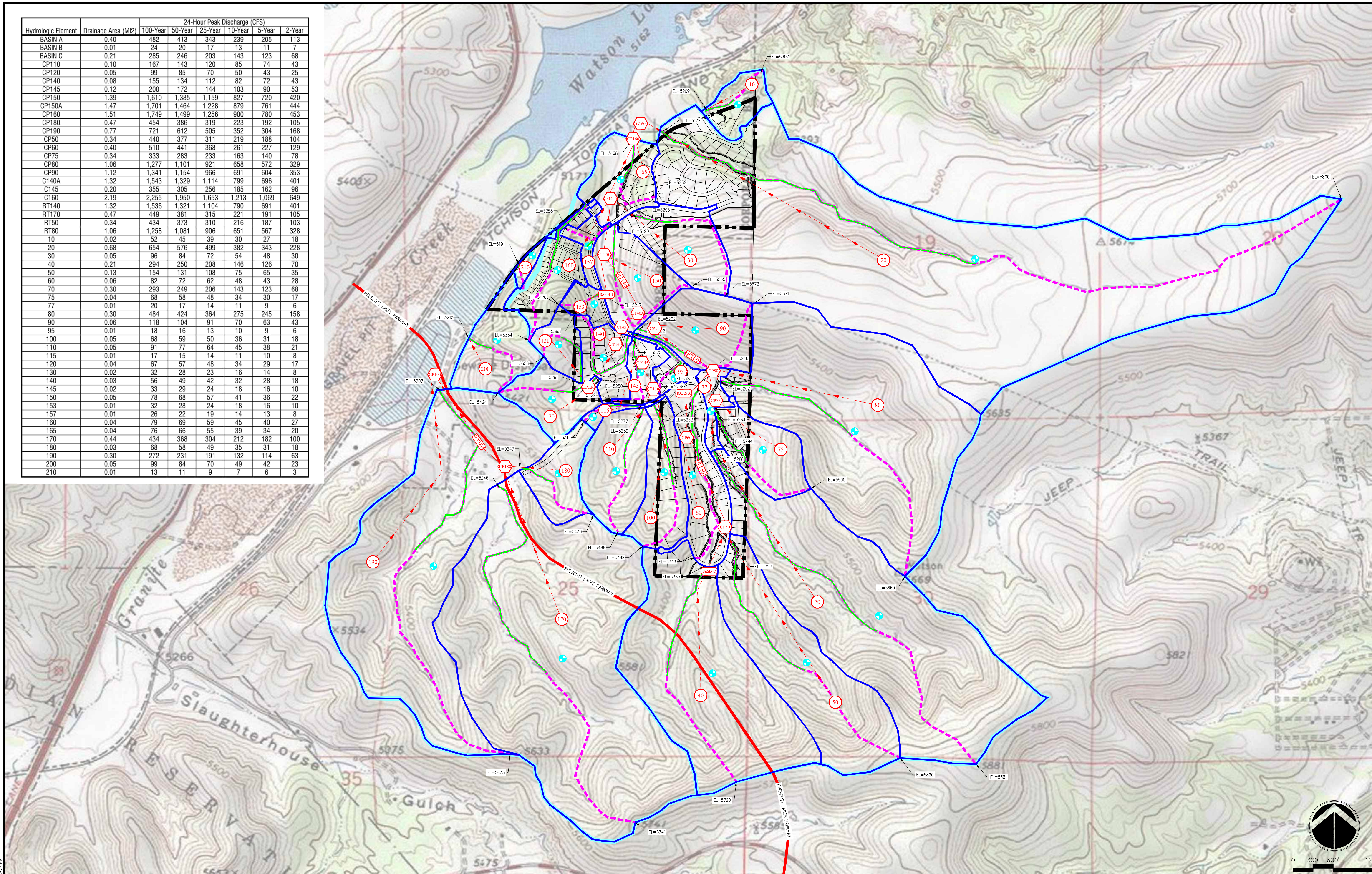
Revised:
March 4, 2020

Prepared for:
Storm Land Co., LLC
325 W Gurley Street, Suite 201
Prescott, Arizona 86301
928-778-1657

Prepared by:
Hoskin Ryan Consultants, Inc.
5050 North 40th Street
Phoenix, AZ 85018
602-252-8384

HRC 1-16-056-03

Hydrologic Element	Drainage Area (MI2)	24-Hour Peak Discharge (CFS)					
		100-Year	50-Year	25-Year	10-Year	5-Year	2-Year
BASIN A	0.40	482	413	343	239	205	113
BASIN B	0.01	24	20	17	13	11	7
BASIN C	0.21	285	246	203	143	123	68
CP110	0.10	167	143	120	85	74	43
CP120	0.05	99	85	70	50	43	25
CP140	0.08	155	134	112	82	72	43
CP145	0.12	200	172	144	103	90	53
CP150	1.39	1,610	1,385	1,159	827	720	420
CP150A	1.47	1,701	1,464	1,228	879	761	444
CP160	1.51	1,749	1,499	1,256	900	780	453
CP180	0.47	454	386	319	223	192	105
CP190	0.77	721	612	505	352	304	168
CP50	0.34	440	377	311	219	188	104
CP60	0.40	510	441	368	261	227	129
CP75	0.34	333	283	233	163	140	78
CP80	1.06	1,277	1,101	921	658	572	329
CP90	1.12	1,341	1,154	966	691	604	353
C140A	1.32	1,543	1,329	1,114	799	696	401
C145	0.20	355	305	256	185	162	96
C160	2.19	2,255	1,950	1,653	1,213	1,069	649
RT140	1.32	1,536	1,321	1,104	790	691	401
RT170	0.47	449	381	315	221	191	105
RT50	0.34	434	373	310	216	187	103
RT80	1.06	1,258	1,081	906	651	567	328
10	0.02	52	45	39	30	27	18
20	0.68	654	576	499	382	343	228
30	0.05	96	84	72	54	48	30
40	0.21	294	250	208	146	126	70
50	0.13	154	131	108	75	65	35
60	0.06	82	72	62	48	43	28
70	0.30	293	249	206	143	123	68
75	0.04	68	58	48	34	30	17
77	0.01	20	17	14	11	9	6
80	0.30	484	424	364	275	245	158
90	0.06	118	104	91	70	63	43
95	0.01	18	16	13	10	9	6
100	0.05	68	59	50	36	31	18
110	0.05	91	77	64	45	38	21
115	0.01	17	15	14	11	10	8
120	0.04	67	57	48	34	29	17
130	0.02	32	28	23	16	14	8
140	0.03	56	49	42	32	28	18
145	0.02	33	29	24	18	16	10
150	0.05	78	68	57	41	36	22
153	0.01	32	28	24	18	16	10
157	0.01	26	22	19	14	13	8
160	0.04	79	69	59	45	40	27
165	0.04	76	66	55	39	34	20
170	0.44	434	368	304	212	182	100
180	0.03	68	58	49	35	31	18
190	0.30	272	231	191	132	114	63
200	0.05	99	84	70	49	42	23
210	0.01	13	11	9	7	6	3



FILE: g:\projects\16\phoenix\1-16-056 storm ranch\03 - final design 2019\hydro\mass grading\1605603a-fig3.dwg
PLOT DATE: 2/3/2020 12:27 PM

Hoskin•Ryan Consultants
creative engineering solutions
5050 N. 40th Street Suite #100, Phoenix, AZ 85018
Office (602) 252-8384 | Fax (602) 252-8385 | www.hoskinryan.com

LEGEND

MAJOR BASIN BOUNDARY
SUB-BASIN BOUNDARY
PROPERTY BOUNDARY
DRAINAGE PATH
Lca LENGTH
HEC-HMS SCHEMATIC LINE
75 SUB-BASIN ID
RT80 ROUTING REACH ID
CP50 CONCENTRATION POINT
BASIN A DETENTION BASIN ID
HEC-HMS DIVERSION
SUB-BASIN CENTROID
EXISTING CONTOUR

STORM RANCH – PHASES 1A, 1B, & 1C
POST-DEVELOPMENT HYDROLOGY

FIGURE 3

Sundog Connector Corridor Study

FINAL REPORT

CITY OF PRESCOTT ARIZONA

TASK ASSIGNMENT TPD 27-11C

JUNE 2013

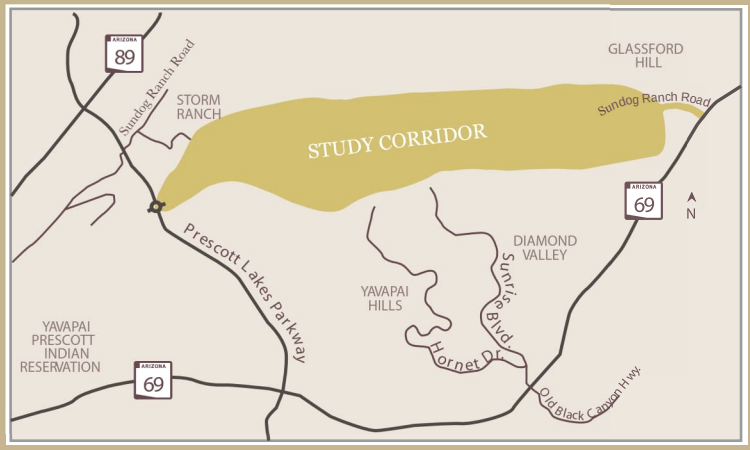
Prepared For

ADOT

CITY OF PRESCOTT ARIZONA

Prepared By

PARSONS BRINCKERHOFF



*Map not to scale.

Figure 4: Land Use

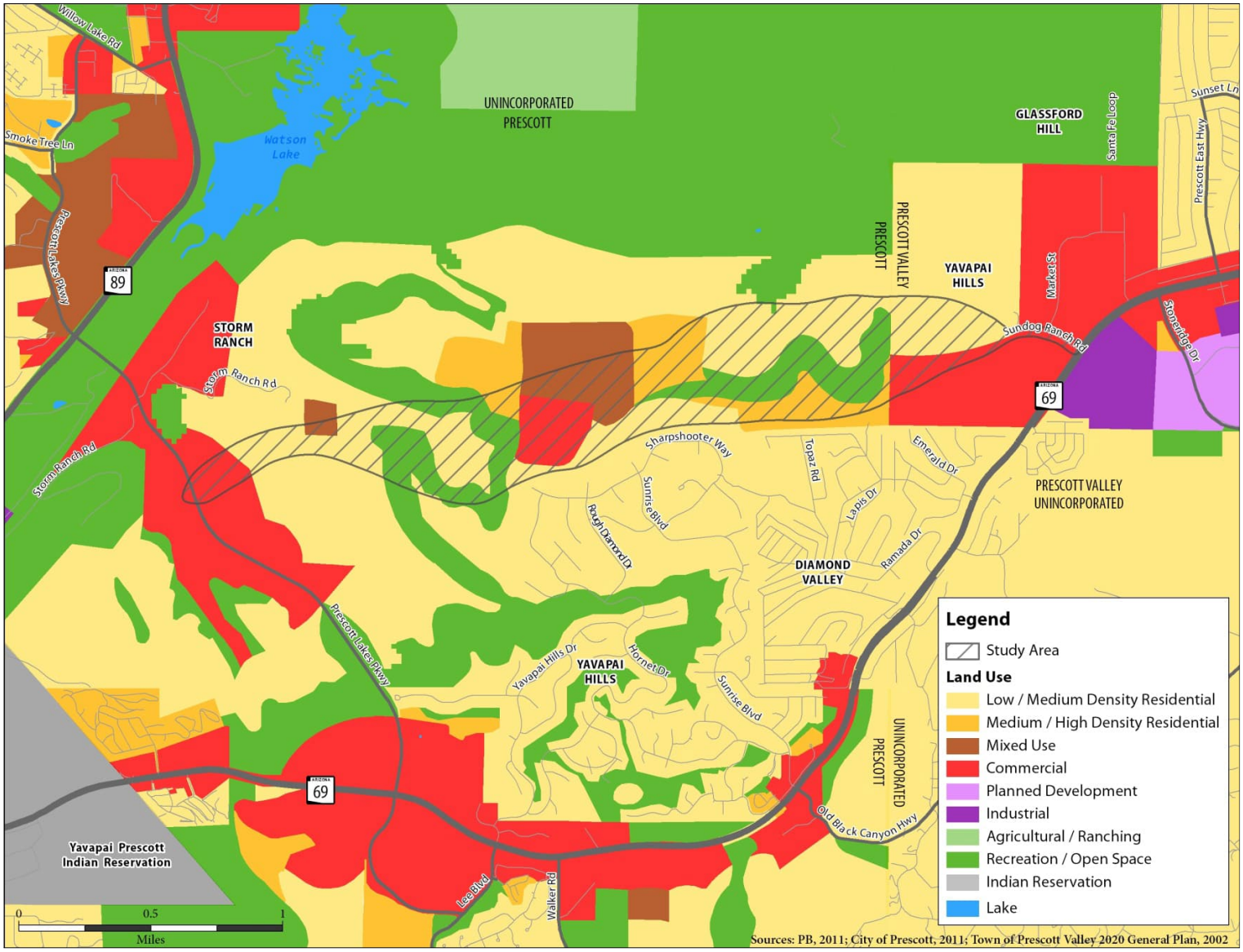
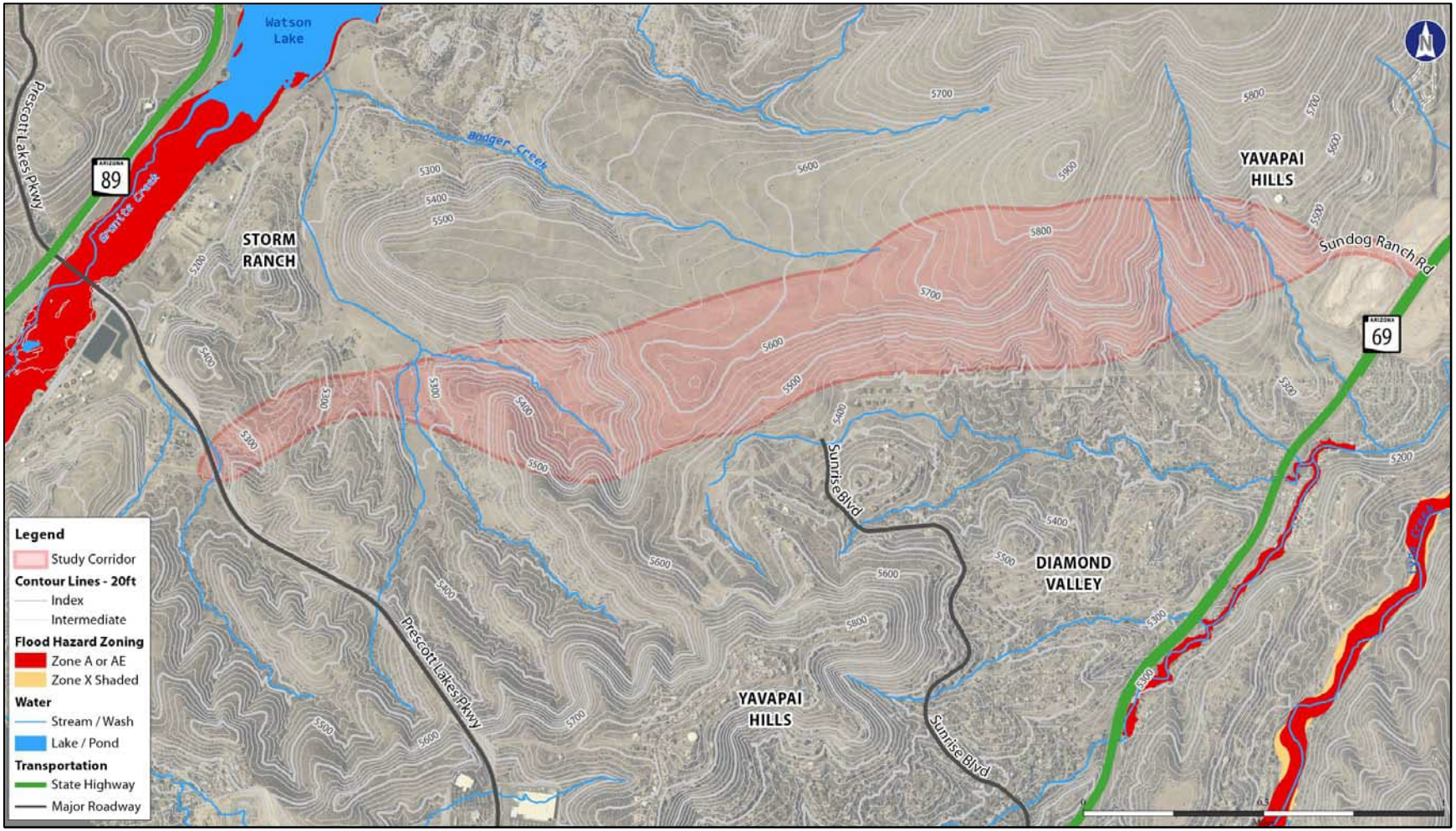


Figure 10: Topography, Hydrology, and Floodplains



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

Appendix B – Offsite Hydraulics

HY8 Output (Culverts) – Alternative 3

USGS StreamStats Report

Culvert Analysis Report
WS1

Analysis Component			
Storm Event	Design	Discharge	1,245.00 cfs

Peak Discharge Method: User-Specified			
Design Discharge	1,245.00 cfs	Check Discharge	1,245.00 cfs

Tailwater properties: Irregular Channel

Tailwater conditions for Design Storm.			
Discharge	1,245.00 cfs	Actual Depth	0.00 ft
Velocity	0.00 ft/s		

Name	Description	Discharge	HW Elev.	Velocity
Culvert-1	3-10 x 6 ft Box	1,245.00 cfs	106.03 ft	12.72 ft/s
Weir	Not Considered	N/A	N/A	N/A

Culvert Analysis Report
WS1

Component:Culvert-1

Culvert Summary			
Computed Headwater Elevation	106.03 ft	Discharge	1,245.00 cfs
Inlet Control HW Elev.	105.94 ft	Tailwater Elevation	0.00 ft
Outlet Control HW Elev.	106.03 ft	Control Type	Entrance Control
Headwater Depth/Height	1.00		

Grades			
Upstream Invert	100.00 ft	Downstream Invert	97.88 ft
Length	425.00 ft	Constructed Slope	0.005000 ft/ft

Hydraulic Profile			
Profile	S2	Depth, Downstream	3.26 ft
Slope Type	Steep	Normal Depth	3.26 ft
Flow Regime	Supercritical	Critical Depth	3.77 ft
Velocity Downstream	12.72 ft/s	Critical Slope	0.003347 ft/ft

Section			
Section Shape	Box	Mannings Coefficient	0.013
Section Material	Concrete	Span	10.00 ft
Section Size	10 x 6 ft	Rise	6.00 ft
Number Sections	3		

Outlet Control Properties			
Outlet Control HW Elev.	106.03 ft	Upstream Velocity Head	1.88 ft
Ke	0.20	Entrance Loss	0.38 ft

Inlet Control Properties			
Inlet Control HW Elev.	105.94 ft	Flow Control	N/A
Inlet Type	90° headwall w 45° bevels	Area Full	180.0 ft²
K	0.49500	HDS 5 Chart	10
M	0.66700	HDS 5 Scale	2
C	0.03140	Equation Form	2
Y	0.82000		

Culvert Analysis Report
WS2

Analysis Component			
Storm Event	Design	Discharge	702.00 cfs

Peak Discharge Method: User-Specified			
Design Discharge	702.00 cfs	Check Discharge	702.00 cfs

Tailwater properties: Irregular Channel

Tailwater conditions for Design Storm.			
Discharge	702.00 cfs	Actual Depth	0.00 ft
Velocity	0.00 ft/s		

Name	Description	Discharge	HW Elev.	Velocity
Culvert-1	2-10 x 6 ft Box	702.00 cfs	105.39 ft	12.11 ft/s
Weir	Not Considered	N/A	N/A	N/A

Culvert Analysis Report
WS2

Component:Culvert-1

Culvert Summary			
Computed Headwater Elevation	105.39 ft	Discharge	702.00 cfs
Inlet Control HW Elev.	105.31 ft	Tailwater Elevation	0.00 ft
Outlet Control HW Elev.	105.39 ft	Control Type	Entrance Control
Headwater Depth/Height	0.90		

Grades			
Upstream Invert	100.00 ft	Downstream Invert	98.00 ft
Length	400.00 ft	Constructed Slope	0.005000 ft/ft

Hydraulic Profile			
Profile	S2	Depth, Downstream	2.90 ft
Slope Type	Steep	Normal Depth	2.90 ft
Flow Regime	Supercritical	Critical Depth	3.37 ft
Velocity Downstream	12.11 ft/s	Critical Slope	0.003265 ft/ft

Section			
Section Shape	Box	Mannings Coefficient	0.013
Section Material	Concrete	Span	10.00 ft
Section Size	10 x 6 ft	Rise	6.00 ft
Number Sections	2		

Outlet Control Properties			
Outlet Control HW Elev.	105.39 ft	Upstream Velocity Head	1.69 ft
Ke	0.20	Entrance Loss	0.34 ft

Inlet Control Properties			
Inlet Control HW Elev.	105.31 ft	Flow Control	N/A
Inlet Type	90° headwall w 45° bevels	Area Full	120.0 ft²
K	0.49500	HDS 5 Chart	10
M	0.66700	HDS 5 Scale	2
C	0.03140	Equation Form	2
Y	0.82000		

Culvert Analysis Report
WS3

Analysis Component			
Storm Event	Design	Discharge	33.00 cfs

Peak Discharge Method: User-Specified			
Design Discharge	33.00 cfs	Check Discharge	33.00 cfs

Tailwater properties: Irregular Channel

Tailwater conditions for Design Storm.			
Discharge	33.00 cfs	Actual Depth	0.00 ft
Velocity	0.00 ft/s		

Name	Description	Discharge	HW Elev.	Velocity
Culvert-1	2-24 inch Circular	33.00 cfs	102.33 ft	6.69 ft/s
Weir	Not Considered	N/A	N/A	N/A

Culvert Analysis Report
WS3

Component:Culvert-1

Culvert Summary			
Computed Headwater Elevation	102.33 ft	Discharge	33.00 cfs
Inlet Control HW Elev.	102.28 ft	Tailwater Elevation	0.00 ft
Outlet Control HW Elev.	102.33 ft	Control Type	Outlet Control
Headwater Depth/Height	1.16		

Grades			
Upstream Invert	100.00 ft	Downstream Invert	98.75 ft
Length	250.00 ft	Constructed Slope	0.005000 ft/ft

Hydraulic Profile			
Profile	M2	Depth, Downstream	1.46 ft
Slope Type	Mild	Normal Depth	1.70 ft
Flow Regime	Subcritical	Critical Depth	1.46 ft
Velocity Downstream	6.69 ft/s	Critical Slope	0.006772 ft/ft

Section			
Section Shape	Circular	Mannings Coefficient	0.013
Section Material	Concrete	Span	2.00 ft
Section Size	24 inch	Rise	2.00 ft
Number Sections	2		

Outlet Control Properties			
Outlet Control HW Elev.	102.33 ft	Upstream Velocity Head	0.52 ft
Ke	0.20	Entrance Loss	0.10 ft

Inlet Control Properties			
Inlet Control HW Elev.	102.28 ft	Flow Control	N/A
Inlet Type	Beveled ring, 33.7° bevels	Area Full	6.3 ft²
K	0.00180	HDS 5 Chart	3
M	2.50000	HDS 5 Scale	B
C	0.02430	Equation Form	1
Y	0.83000		

Culvert Analysis Report
WS4

Analysis Component			
Storm Event	Design	Discharge	145.00 cfs

Peak Discharge Method: User-Specified			
Design Discharge	145.00 cfs	Check Discharge	145.00 cfs

Tailwater properties: Irregular Channel			

Tailwater conditions for Design Storm.			
Discharge	145.00 cfs	Actual Depth	0.00 ft
Velocity	0.00 ft/s		

Name	Description	Discharge	HW Elev.	Velocity
Culvert-1	3-36 inch Circular	145.00 cfs	103.61 ft	8.44 ft/s
Weir	Not Considered	N/A	N/A	N/A

Culvert Analysis Report
WS4

Component:Culvert-1

Culvert Summary			
Computed Headwater Elevation	103.61 ft	Discharge	145.00 cfs
Inlet Control HW Elev.	103.61 ft	Tailwater Elevation	0.00 ft
Outlet Control HW Elev.	103.61 ft	Control Type	Outlet Control
Headwater Depth/Height	1.20		

Grades			
Upstream Invert	100.00 ft	Downstream Invert	98.42 ft
Length	315.00 ft	Constructed Slope	0.005000 ft/ft

Hydraulic Profile			
Profile	M2	Depth, Downstream	2.26 ft
Slope Type	Mild	Normal Depth	2.53 ft
Flow Regime	Subcritical	Critical Depth	2.26 ft
Velocity Downstream	8.44 ft/s	Critical Slope	0.006225 ft/ft

Section			
Section Shape	Circular	Mannings Coefficient	0.013
Section Material	Concrete	Span	3.00 ft
Section Size	36 inch	Rise	3.00 ft
Number Sections	3		

Outlet Control Properties			
Outlet Control HW Elev.	103.61 ft	Upstream Velocity Head	0.90 ft
Ke	0.20	Entrance Loss	0.18 ft

Inlet Control Properties			
Inlet Control HW Elev.	103.61 ft	Flow Control	N/A
Inlet Type	Beveled ring, 33.7° bevels	Area Full	21.2 ft²
K	0.00180	HDS 5 Chart	3
M	2.50000	HDS 5 Scale	B
C	0.02430	Equation Form	1
Y	0.83000		

Culvert Analysis Report
WS5

Analysis Component			
Storm Event	Design	Discharge	388.00 cfs

Peak Discharge Method: User-Specified			
Design Discharge	388.00 cfs	Check Discharge	388.00 cfs

Tailwater properties: Irregular Channel

Tailwater conditions for Design Storm.			
Discharge	388.00 cfs	Actual Depth	0.00 ft
Velocity	0.00 ft/s		

Name	Description	Discharge	HW Elev.	Velocity
Culvert-1	1-10 x 6 ft Box	388.00 cfs	106.67 ft	12.39 ft/s
Weir	Not Considered	N/A	N/A	N/A

Culvert Analysis Report
WS5

Component:Culvert-1

Culvert Summary			
Computed Headwater Elevation	106.67 ft	Discharge	388.00 cfs
Inlet Control HW Elev.	106.15 ft	Tailwater Elevation	0.00 ft
Outlet Control HW Elev.	106.67 ft	Control Type	Entrance Control
Headwater Depth/Height	1.11		

Grades			
Upstream Invert	100.00 ft	Downstream Invert	98.80 ft
Length	240.00 ft	Constructed Slope	0.005000 ft/ft

Hydraulic Profile			
Profile	S2	Depth, Downstream	3.13 ft
Slope Type	Steep	Normal Depth	3.11 ft
Flow Regime	Supercritical	Critical Depth	3.60 ft
Velocity Downstream	12.39 ft/s	Critical Slope	0.003312 ft/ft

Section			
Section Shape	Box	Mannings Coefficient	0.013
Section Material	Concrete	Span	10.00 ft
Section Size	10 x 6 ft	Rise	6.00 ft
Number Sections	1		

Outlet Control Properties			
Outlet Control HW Elev.	106.67 ft	Upstream Velocity Head	1.80 ft
Ke	0.70	Entrance Loss	1.26 ft

Inlet Control Properties			
Inlet Control HW Elev.	106.15 ft	Flow Control	N/A
Inlet Type	0° wingwall flares	Area Full	60.0 ft²
K	0.06100	HDS 5 Chart	8
M	0.75000	HDS 5 Scale	3
C	0.04230	Equation Form	1
Y	0.82000		

Culvert Analysis Report
WS6

Analysis Component			
Storm Event	Design	Discharge	84.00 cfs

Peak Discharge Method: User-Specified			
Design Discharge	84.00 cfs	Check Discharge	84.00 cfs

Tailwater properties: Irregular Channel

Tailwater conditions for Design Storm.			
Discharge	84.00 cfs	Actual Depth	0.00 ft
Velocity	0.00 ft/s		

Name	Description	Discharge	HW Elev.	Velocity
Culvert-1	3-30 inch Circular	84.00 cfs	102.82 ft	7.38 ft/s
Weir	Not Considered	N/A	N/A	N/A

Culvert Analysis Report
WS6

Component:Culvert-1

Culvert Summary					
Computed Headwater Elevation	102.82	ft	Discharge	84.00	cfs
Inlet Control HW Elev.	102.77	ft	Tailwater Elevation	0.00	ft
Outlet Control HW Elev.	102.82	ft	Control Type	Outlet Control	
Headwater Depth/Height	1.13				

Grades					
Upstream Invert	100.00	ft	Downstream Invert	98.17	ft
Length	365.00	ft	Constructed Slope	0.005000	ft/ft

Hydraulic Profile					
Profile	M2		Depth, Downstream	1.80	ft
Slope Type	Mild		Normal Depth	1.98	ft
Flow Regime	Subcritical		Critical Depth	1.80	ft
Velocity Downstream	7.38	ft/s	Critical Slope	0.006148	ft/ft

Section					
Section Shape	Circular		Mannings Coefficient	0.013	
Section Material	Concrete		Span	2.50	ft
Section Size	30 inch		Rise	2.50	ft
Number Sections	3				

Outlet Control Properties					
Outlet Control HW Elev.	102.82	ft	Upstream Velocity Head	0.70	ft
Ke	0.20		Entrance Loss	0.14	ft

Inlet Control Properties					
Inlet Control HW Elev.	102.77	ft	Flow Control	N/A	
Inlet Type	Beveled ring, 33.7° bevels		Area Full	14.7	ft²
K	0.00180		HDS 5 Chart	3	
M	2.50000		HDS 5 Scale	B	
C	0.02430		Equation Form	1	
Y	0.83000				

Culvert Analysis Report
WS7

Analysis Component			
Storm Event	Design	Discharge	92.00 cfs

Peak Discharge Method: User-Specified			
Design Discharge	92.00 cfs	Check Discharge	92.00 cfs

Tailwater properties: Irregular Channel

Tailwater conditions for Design Storm.			
Discharge	92.00 cfs	Actual Depth	0.00 ft
Velocity	0.00 ft/s		

Name	Description	Discharge	HW Elev.	Velocity
Culvert-1	3-30 inch Circular	92.00 cfs	103.03 ft	7.71 ft/s
Weir	Not Considered	N/A	N/A	N/A

Culvert Analysis Report
WS7

Component:Culvert-1

Culvert Summary			
Computed Headwater Elevation	103.03 ft	Discharge	92.00 cfs
Inlet Control HW Elev.	103.01 ft	Tailwater Elevation	0.00 ft
Outlet Control HW Elev.	103.03 ft	Control Type	Outlet Control
Headwater Depth/Height	1.21		

Grades			
Upstream Invert	100.00 ft	Downstream Invert	99.05 ft
Length	190.00 ft	Constructed Slope	0.005000 ft/ft

Hydraulic Profile			
Profile	M2	Depth, Downstream	1.89 ft
Slope Type	Mild	Normal Depth	2.21 ft
Flow Regime	Subcritical	Critical Depth	1.89 ft
Velocity Downstream	7.71 ft/s	Critical Slope	0.006620 ft/ft

Section			
Section Shape	Circular	Mannings Coefficient	0.013
Section Material	Concrete	Span	2.50 ft
Section Size	30 inch	Rise	2.50 ft
Number Sections	3		

Outlet Control Properties			
Outlet Control HW Elev.	103.03 ft	Upstream Velocity Head	0.71 ft
Ke	0.20	Entrance Loss	0.14 ft

Inlet Control Properties			
Inlet Control HW Elev.	103.01 ft	Flow Control	N/A
Inlet Type	Beveled ring, 33.7° bevels	Area Full	14.7 ft²
K	0.00180	HDS 5 Chart	3
M	2.50000	HDS 5 Scale	B
C	0.02430	Equation Form	1
Y	0.83000		

Culvert Analysis Report
WS8

Analysis Component			
Storm Event	Design	Discharge	242.00 cfs

Peak Discharge Method: User-Specified			
Design Discharge	242.00 cfs	Check Discharge	242.00 cfs

Tailwater properties: Irregular Channel			

Tailwater conditions for Design Storm.			
Discharge	242.00 cfs	Actual Depth	0.00 ft
Velocity	0.00 ft/s		

Name	Description	Discharge	HW Elev.	Velocity
Culvert-1	4-42 inch Circular	242.00 cfs	103.76 ft	8.46 ft/s
Weir	Not Considered	N/A	N/A	N/A

Culvert Analysis Report
WS8

Component:Culvert-1

Culvert Summary			
Computed Headwater Elevation	103.76 ft	Discharge	242.00 cfs
Inlet Control HW Elev.	103.67 ft	Tailwater Elevation	0.00 ft
Outlet Control HW Elev.	103.76 ft	Control Type	Outlet Control
Headwater Depth/Height	1.08		

Grades			
Upstream Invert	100.00 ft	Downstream Invert	99.15 ft
Length	170.00 ft	Constructed Slope	0.005000 ft/ft

Hydraulic Profile			
Profile	M2	Depth, Downstream	2.44 ft
Slope Type	Mild	Normal Depth	2.48 ft
Flow Regime	Subcritical	Critical Depth	2.44 ft
Velocity Downstream	8.46 ft/s	Critical Slope	0.005229 ft/ft

Section			
Section Shape	Circular	Mannings Coefficient	0.013
Section Material	Concrete	Span	3.50 ft
Section Size	42 inch	Rise	3.50 ft
Number Sections	4		

Outlet Control Properties			
Outlet Control HW Elev.	103.76 ft	Upstream Velocity Head	1.07 ft
Ke	0.20	Entrance Loss	0.21 ft

Inlet Control Properties			
Inlet Control HW Elev.	103.67 ft	Flow Control	Unsubmerged
Inlet Type	Beveled ring, 33.7° bevels	Area Full	38.5 ft²
K	0.00180	HDS 5 Chart	3
M	2.50000	HDS 5 Scale	B
C	0.02430	Equation Form	1
Y	0.83000		

Culvert Analysis Report
WS9

Analysis Component			
Storm Event	Design	Discharge	184.00 cfs

Peak Discharge Method: User-Specified			
Design Discharge	184.00 cfs	Check Discharge	184.00 cfs

Tailwater properties: Irregular Channel			

Tailwater conditions for Design Storm.			
Discharge	184.00 cfs	Actual Depth	0.00 ft
Velocity	0.00 ft/s		

Name	Description	Discharge	HW Elev.	Velocity
Culvert-1	4-36 inch Circular	184.00 cfs	103.47 ft	8.24 ft/s
Weir	Not Considered	N/A	N/A	N/A

Culvert Analysis Report
WS9

Component:Culvert-1

Culvert Summary			
Computed Headwater Elevation	103.47 ft	Discharge	184.00 cfs
Inlet Control HW Elev.	103.45 ft	Tailwater Elevation	0.00 ft
Outlet Control HW Elev.	103.47 ft	Control Type	Outlet Control
Headwater Depth/Height	1.16		

Grades			
Upstream Invert	100.00 ft	Downstream Invert	98.45 ft
Length	310.00 ft	Constructed Slope	0.005000 ft/ft

Hydraulic Profile			
Profile	M2	Depth, Downstream	2.21 ft
Slope Type	Mild	Normal Depth	2.39 ft
Flow Regime	Subcritical	Critical Depth	2.21 ft
Velocity Downstream	8.24 ft/s	Critical Slope	0.005971 ft/ft

Section			
Section Shape	Circular	Mannings Coefficient	0.013
Section Material	Concrete	Span	3.00 ft
Section Size	36 inch	Rise	3.00 ft
Number Sections	4		

Outlet Control Properties			
Outlet Control HW Elev.	103.47 ft	Upstream Velocity Head	0.90 ft
Ke	0.20	Entrance Loss	0.18 ft

Inlet Control Properties			
Inlet Control HW Elev.	103.45 ft	Flow Control	N/A
Inlet Type	Beveled ring, 33.7° bevels	Area Full	28.3 ft²
K	0.00180	HDS 5 Chart	3
M	2.50000	HDS 5 Scale	B
C	0.02430	Equation Form	1
Y	0.83000		

Culvert Analysis Report
WS10

Analysis Component			
Storm Event	Design	Discharge	75.00 cfs

Peak Discharge Method: User-Specified			
Design Discharge	75.00 cfs	Check Discharge	75.00 cfs

Tailwater properties: Irregular Channel

Tailwater conditions for Design Storm.			
Discharge	75.00 cfs	Actual Depth	0.00 ft
Velocity	0.00 ft/s		

Name	Description	Discharge	HW Elev.	Velocity
Culvert-1	1-42 inch Circular	75.00 cfs	104.37 ft	9.38 ft/s
Weir	Not Considered	N/A	N/A	N/A

Culvert Analysis Report
WS10

Component:Culvert-1

Culvert Summary			
Computed Headwater Elevation	104.37 ft	Discharge	75.00 cfs
Inlet Control HW Elev.	104.37 ft	Tailwater Elevation	0.00 ft
Outlet Control HW Elev.	104.36 ft	Control Type	Inlet Control
Headwater Depth/Height	1.25		

Grades			
Upstream Invert	100.00 ft	Downstream Invert	100.00 ft
Length	120.00 ft	Constructed Slope	0.005000 ft/ft

Hydraulic Profile			
Profile	M2	Depth, Downstream	2.71 ft
Slope Type	Mild	Normal Depth	3.08 ft
Flow Regime	Subcritical	Critical Depth	2.71 ft
Velocity Downstream	9.38 ft/s	Critical Slope	0.006217 ft/ft

Section			
Section Shape	Circular	Mannings Coefficient	0.013
Section Material	Concrete	Span	3.50 ft
Section Size	42 inch	Rise	3.50 ft
Number Sections	1		

Outlet Control Properties			
Outlet Control HW Elev.	104.36 ft	Upstream Velocity Head	1.14 ft
Ke	0.20	Entrance Loss	0.23 ft

Inlet Control Properties			
Inlet Control HW Elev.	104.37 ft	Flow Control	N/A
Inlet Type	Beveled ring, 33.7° bevels	Area Full	9.6 ft²
K	0.00180	HDS 5 Chart	3
M	2.50000	HDS 5 Scale	B
C	0.02430	Equation Form	1
Y	0.83000		

Culvert Analysis Report
WS11

Analysis Component			
Storm Event	Design	Discharge	912.00 cfs

Peak Discharge Method: User-Specified			
Design Discharge	912.00 cfs	Check Discharge	912.00 cfs

Tailwater properties: Irregular Channel			

Tailwater conditions for Design Storm.			
Discharge	912.00 cfs	Actual Depth	0.00 ft
Velocity	0.00 ft/s		

Name	Description	Discharge	HW Elev.	Velocity
Culvert-1	2-10 x 6 ft Box	912.00 cfs	106.42 ft	12.85 ft/s
Weir	Not Considered	N/A	N/A	N/A

Culvert Analysis Report
WS11

Component:Culvert-1

Culvert Summary					
Computed Headwater Elevation	106.42	ft	Discharge	912.00	cfs
Inlet Control HW Elev.	106.32	ft	Tailwater Elevation	0.00	ft
Outlet Control HW Elev.	106.42	ft	Control Type	Entrance Control	
Headwater Depth/Height	1.07				

Grades					
Upstream Invert	100.00	ft	Downstream Invert	100.00	ft
Length	165.00	ft	Constructed Slope	0.005000	ft/ft

Hydraulic Profile					
Profile	S2		Depth, Downstream	3.55	ft
Slope Type	Steep		Normal Depth	3.49	ft
Flow Regime	Supercritical		Critical Depth	4.01	ft
Velocity Downstream	12.85	ft/s	Critical Slope	0.003400	ft/ft

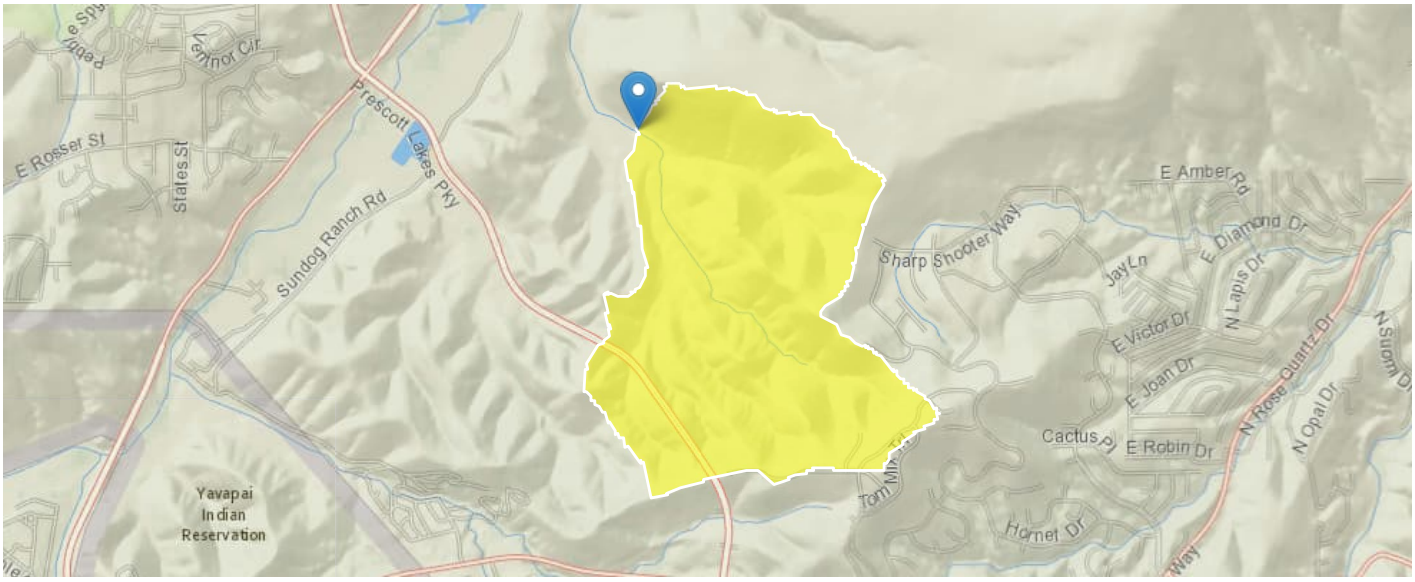
Section					
Section Shape	Box		Mannings Coefficient	0.013	
Section Material	Concrete		Span	10.00	ft
Section Size	10 x 6 ft		Rise	6.00	ft
Number Sections	2				

Outlet Control Properties					
Outlet Control HW Elev.	106.42	ft	Upstream Velocity Head	2.01	ft
Ke	0.20		Entrance Loss	0.40	ft

Inlet Control Properties					
Inlet Control HW Elev.	106.32	ft	Flow Control	N/A	
Inlet Type	90° headwall w 45° bevels		Area Full	120.0	ft²
K	0.49500		HDS 5 Chart	10	
M	0.66700		HDS 5 Scale	2	
C	0.03140		Equation Form	2	
Y	0.82000				

Sundog Connector WS11 StreamStats Report

Region ID: AZ
Workspace ID: AZ20231214172305898000
Clicked Point (Latitude, Longitude): 34.57422, -112.41592
Time: 2023-12-14 10:23:29 -0700



Collapse All

Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
CONTDA	Area that contributes flow to a point on a stream	1.08	square miles
DRNAREA	Area that drains to a point on a stream	1.08	square miles
ELEV	Mean Basin Elevation	5484.482	feet
PRECIP	Mean Annual Precipitation	20	inches

Peak-Flow Statistics

Peak-Flow Statistics Parameters [Peak Region 4 Central Highland 2014 5211]

Parameter Code	Parameter Name	Value	Units	Min Limit	Max Limit
CONTDA	Contributing Drainage Area	1.08	square miles	0.059	18044
ELEV	Mean Basin Elevation	5484.482	feet	3274	7451
PRECIP	Mean Annual Precipitation	20	inches	10.8	33.5

Peak-Flow Statistics Flow Report [Peak Region 4 Central Highland 2014 5211]

PIL: Lower 90% Prediction Interval, PIU: Upper 90% Prediction Interval, ASEp: Average Standard Error of Prediction, SE: Standard Error (other -- see report)

Statistic	Value	Unit	PIL	PIU	ASEp
50-percent AEP flood	57.6	ft^3/s	14	236	101
20-percent AEP flood	146	ft^3/s	59.6	358	57

Statistic	Value	Unit	PIL	PIU	ASEp
10-percent AEP flood	252	ft^3/s	132	481	40.3
4-percent AEP flood	455	ft^3/s	283	731	29
2-percent AEP flood	662	ft^3/s	424	1030	27.1
1-percent AEP flood	918	ft^3/s	587	1430	27.1
0.5-percent AEP flood	1220	ft^3/s	742	2010	28.9
0.2-percent AEP flood	1720	ft^3/s	975	3030	35

Peak-Flow Statistics Citations

Paretti, N.V., Kennedy, J.R., Turney, L.A., and Veilleux, A.G.,2014, Methods for estimating magnitude and frequency of floods in Arizona, developed with unregulated and rural peak-flow data through water year 2010: U.S. Geological Survey Scientific Investigations Report 2014-5211, 61 p., http://dx.doi.org/10.3133/sir20145211. (http://pubs.usgs.gov/sir/2014/5211/)

Application Version: 4.19.2
StreamStats Services Version: 1.2.22
NSS Services Version: 2.3.2

Appendix C – Onsite Drainage Calculations

NOAA14

25-year Spread Calculations

100-year Spread Calculations

Table 3 – Onsite Pavement Runoff Summary – Alternative 3

FlowMaster Output (Channel and Culverts) – Alternative 3

Drainage Area Maps

NOAA Atlas 14, Volume 1, Version 5
Location name: Prescott, Arizona, USA*
Latitude: 34.5715°, Longitude: -112.3984°
Elevation: m/ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.247 (0.210-0.292)	0.320 (0.271-0.378)	0.434 (0.366-0.511)	0.526 (0.441-0.617)	0.657 (0.546-0.768)	0.764 (0.628-0.892)	0.877 (0.713-1.03)	1.00 (0.803-1.17)	1.18 (0.926-1.39)	1.32 (1.02-1.57)
10-min	0.376 (0.319-0.445)	0.488 (0.413-0.575)	0.661 (0.557-0.778)	0.800 (0.672-0.939)	1.00 (0.830-1.17)	1.16 (0.956-1.36)	1.34 (1.09-1.56)	1.52 (1.22-1.78)	1.79 (1.41-2.11)	2.01 (1.56-2.38)
15-min	0.466 (0.396-0.552)	0.604 (0.512-0.713)	0.819 (0.691-0.964)	0.992 (0.833-1.16)	1.24 (1.03-1.45)	1.44 (1.18-1.68)	1.66 (1.35-1.94)	1.89 (1.52-2.21)	2.22 (1.75-2.62)	2.50 (1.93-2.96)
30-min	0.628 (0.533-0.743)	0.814 (0.689-0.960)	1.10 (0.930-1.30)	1.34 (1.12-1.57)	1.67 (1.39-1.95)	1.94 (1.60-2.26)	2.23 (1.81-2.61)	2.54 (2.04-2.98)	2.99 (2.35-3.52)	3.36 (2.60-3.98)
60-min	0.777 (0.660-0.919)	1.01 (0.853-1.19)	1.36 (1.15-1.61)	1.65 (1.39-1.94)	2.07 (1.72-2.41)	2.40 (1.98-2.80)	2.76 (2.24-3.22)	3.14 (2.53-3.68)	3.70 (2.91-4.36)	4.16 (3.22-4.92)
2-hr	0.910 (0.777-1.06)	1.16 (0.991-1.36)	1.53 (1.30-1.79)	1.84 (1.56-2.15)	2.29 (1.92-2.66)	2.65 (2.20-3.08)	3.05 (2.50-3.54)	3.48 (2.82-4.05)	4.10 (3.26-4.78)	4.62 (3.60-5.40)
3-hr	0.978 (0.851-1.14)	1.24 (1.08-1.45)	1.60 (1.39-1.87)	1.90 (1.64-2.21)	2.33 (1.99-2.71)	2.70 (2.28-3.13)	3.10 (2.59-3.60)	3.53 (2.91-4.11)	4.16 (3.36-4.85)	4.67 (3.70-5.48)
6-hr	1.16 (1.01-1.36)	1.45 (1.26-1.69)	1.81 (1.57-2.11)	2.12 (1.83-2.47)	2.57 (2.20-2.99)	2.93 (2.49-3.41)	3.32 (2.79-3.86)	3.73 (3.09-4.35)	4.32 (3.51-5.07)	4.82 (3.85-5.67)
12-hr	1.44 (1.25-1.70)	1.79 (1.55-2.12)	2.21 (1.91-2.60)	2.54 (2.19-2.99)	3.00 (2.57-3.52)	3.36 (2.86-3.95)	3.73 (3.15-4.39)	4.10 (3.43-4.84)	4.63 (3.82-5.50)	5.08 (4.14-6.05)
24-hr	1.77 (1.60-1.97)	2.23 (2.01-2.48)	2.80 (2.53-3.10)	3.25 (2.93-3.60)	3.87 (3.48-4.29)	4.36 (3.90-4.82)	4.86 (4.33-5.37)	5.36 (4.75-5.94)	6.05 (5.31-6.73)	6.59 (5.74-7.34)
2-day	2.04 (1.85-2.26)	2.56 (2.32-2.84)	3.23 (2.92-3.58)	3.77 (3.40-4.17)	4.51 (4.05-4.99)	5.10 (4.55-5.64)	5.71 (5.07-6.31)	6.33 (5.59-7.01)	7.20 (6.29-7.99)	7.87 (6.81-8.77)
3-day	2.19 (2.00-2.40)	2.75 (2.51-3.02)	3.48 (3.17-3.82)	4.05 (3.68-4.45)	4.85 (4.38-5.31)	5.46 (4.93-5.99)	6.10 (5.48-6.70)	6.76 (6.03-7.42)	7.66 (6.76-8.43)	8.36 (7.31-9.22)
4-day	2.34 (2.15-2.55)	2.94 (2.70-3.21)	3.72 (3.42-4.06)	4.34 (3.97-4.72)	5.18 (4.72-5.63)	5.83 (5.30-6.34)	6.50 (5.89-7.08)	7.19 (6.46-7.83)	8.13 (7.23-8.87)	8.85 (7.81-9.68)
7-day	2.82 (2.60-3.08)	3.55 (3.27-3.87)	4.47 (4.12-4.89)	5.20 (4.78-5.68)	6.19 (5.66-6.75)	6.95 (6.33-7.58)	7.73 (7.00-8.44)	8.52 (7.67-9.32)	9.58 (8.54-10.5)	10.4 (9.19-11.4)
10-day	3.14 (2.89-3.42)	3.95 (3.64-4.32)	4.98 (4.59-5.45)	5.78 (5.31-6.32)	6.84 (6.25-7.47)	7.65 (6.97-8.36)	8.47 (7.68-9.27)	9.30 (8.39-10.2)	10.4 (9.28-11.4)	11.2 (9.96-12.4)
20-day	4.20 (3.87-4.58)	5.30 (4.88-5.78)	6.59 (6.07-7.20)	7.54 (6.93-8.23)	8.72 (7.99-9.52)	9.57 (8.76-10.5)	10.4 (9.48-11.4)	11.2 (10.2-12.2)	12.2 (11.0-13.4)	12.9 (11.6-14.2)
30-day	5.01 (4.61-5.47)	6.33 (5.82-6.91)	7.94 (7.30-8.65)	9.12 (8.38-9.93)	10.6 (9.75-11.6)	11.7 (10.7-12.8)	12.8 (11.7-14.0)	13.9 (12.6-15.2)	15.2 (13.8-16.7)	16.2 (14.6-17.8)
45-day	6.04 (5.57-6.54)	7.63 (7.05-8.26)	9.63 (8.88-10.4)	11.1 (10.2-12.0)	13.0 (12.0-14.1)	14.5 (13.3-15.7)	15.9 (14.5-17.2)	17.3 (15.7-18.8)	19.1 (17.3-20.9)	20.5 (18.4-22.4)
60-day	6.86 (6.36-7.41)	8.70 (8.06-9.38)	11.0 (10.1-11.8)	12.6 (11.7-13.6)	14.7 (13.5-15.9)	16.3 (14.9-17.5)	17.8 (16.3-19.2)	19.3 (17.5-20.8)	21.1 (19.1-23.0)	22.5 (20.3-24.5)

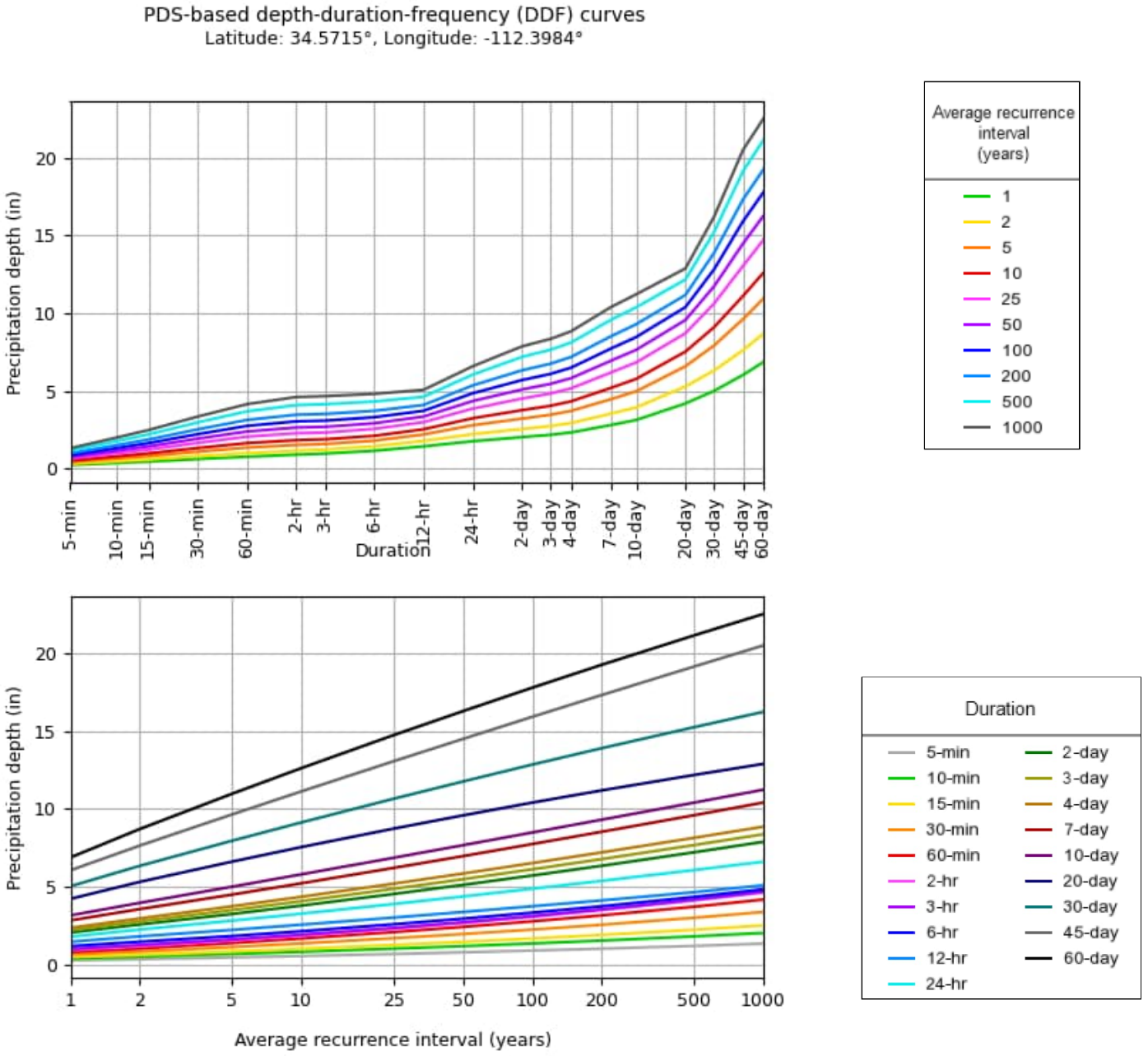
[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

Back to Top

PF graphical



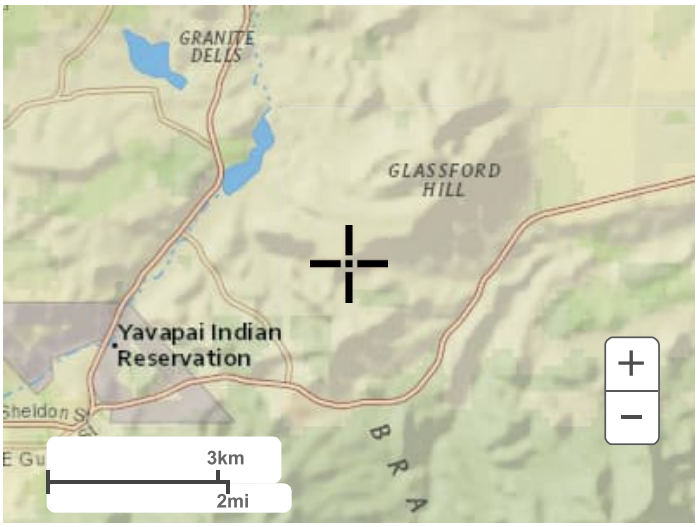
NOAA Atlas 14, Volume 1, Version 5

Created (GMT): Fri Oct 6 17:26:14 2023

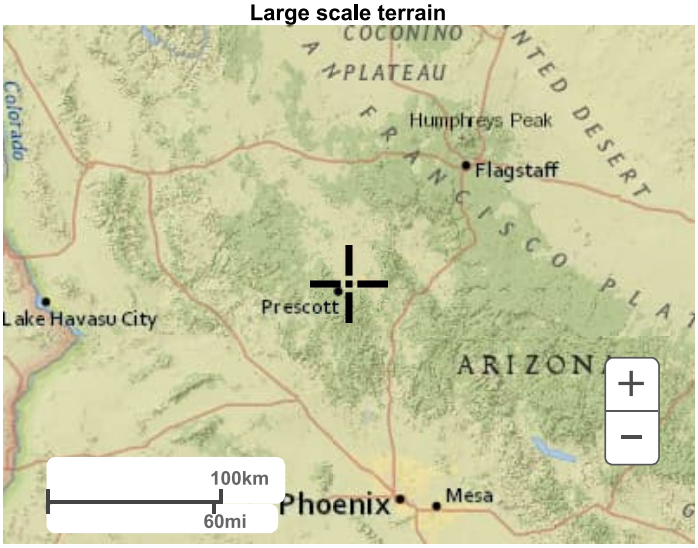
Back to Top

Maps & aerials

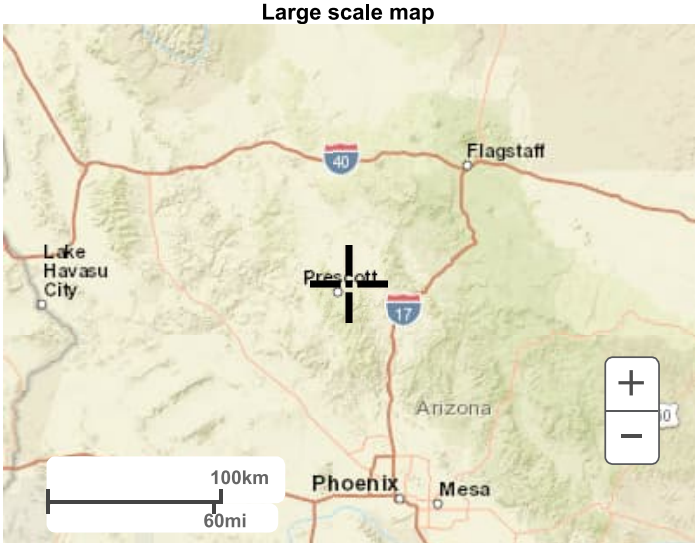
Small scale terrain



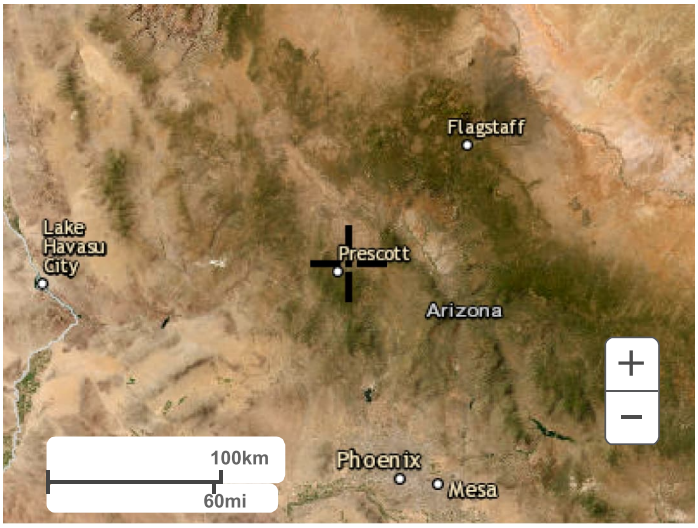
Large scale terrain



Large scale map



Large scale aerial



Back to Top

US Department of Commerce
National Oceanic and Atmospheric Administration
National Weather Service
National Water Center
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

Disclaimer

Kimley»Horn

Rainfall Information

General Project Information			
Project	Sundog Connector		
Project #	291762000		
Designed by	EKH	Date	10/06/23

NOAA 14 Rainfall Depth Data [in]										
	Storm Event [yr]									
Duration	1	2	5	10	25	50	100	200	500	1000
5-min:	0.247	0.32	0.434	0.526	0.657	0.764	0.877	1	1.18	1.32
10-min:	0.376	0.488	0.661	0.8	1	1.16	1.34	1.52	1.79	2.01
15-min:	0.466	0.604	0.819	0.992	1.24	1.44	1.66	1.89	2.22	2.5
30-min:	0.628	0.814	1.1	1.34	1.67	1.94	2.23	2.54	2.99	3.36
60-min:	0.777	1.01	1.36	1.65	2.07	2.4	2.76	3.14	3.7	4.16
2-hr:	0.91	1.16	1.53	1.84	2.29	2.65	3.05	3.48	4.1	4.62
3-hr:	0.978	1.24	1.6	1.9	2.33	2.7	3.1	3.53	4.16	4.67
6-hr:	1.16	1.45	1.81	2.12	2.57	2.93	3.32	3.73	4.32	4.82
12-hr:	1.44	1.79	2.21	2.54	3	3.36	3.73	4.1	4.63	5.08
24-hr:	1.77	2.23	2.8	3.25	3.87	4.36	4.86	5.36	6.05	6.59
2-day:	2.04	2.56	3.23	3.77	4.51	5.1	5.71	6.33	7.2	7.87
3-day:	2.19	2.75	3.48	4.05	4.85	5.46	6.1	6.76	7.66	8.36
4-day:	2.34	2.94	3.72	4.34	5.18	5.83	6.5	7.19	8.13	8.85
7-day:	2.82	3.55	4.47	5.2	6.19	6.95	7.73	8.52	9.58	10.4
10-day:	3.14	3.95	4.98	5.78	6.84	7.65	8.47	9.3	10.4	11.2
20-day:	4.2	5.3	6.59	7.54	8.72	9.57	10.4	11.2	12.2	12.9
30-day:	5.01	6.33	7.94	9.12	10.6	11.7	12.8	13.9	15.2	16.2
45-day:	6.04	7.63	9.63	11.1	13	14.5	15.9	17.3	19.1	20.5
60-day:	6.86	8.7	11	12.6	14.7	16.3	17.8	19.3	21.1	22.5

NOAA 14 Rainfall Intensity [in/hr]										
	Storm Event									
Duration	1	2	5	10	25	50	100	200	500	1000
5-min:	2.96	3.84	5.21	6.31	7.88	9.17	10.52	12.00	14.16	15.84
10-min:	2.26	2.93	3.97	4.80	6.00	6.96	8.04	9.12	10.74	12.06
15-min:	1.86	2.42	3.28	3.97	4.96	5.76	6.64	7.56	8.88	10.00
30-min:	1.26	1.63	2.20	2.68	3.34	3.88	4.46	5.08	5.98	6.72
60-min:	0.78	1.01	1.36	1.65	2.07	2.40	2.76	3.14	3.70	4.16
2-hr:	0.46	0.58	0.77	0.92	1.15	1.33	1.53	1.74	2.05	2.31
3-hr:	0.33	0.41	0.53	0.63	0.78	0.90	1.03	1.18	1.39	1.56
6-hr:	0.19	0.24	0.30	0.35	0.43	0.49	0.55	0.62	0.72	0.80
12-hr:	0.120	0.149	0.184	0.212	0.250	0.280	0.311	0.342	0.386	0.423
24-hr:	0.074	0.093	0.117	0.135	0.161	0.182	0.203	0.223	0.252	0.275
2-day:	0.043	0.053	0.067	0.079	0.094	0.106	0.119	0.132	0.150	0.164
3-day:	0.030	0.038	0.048	0.056	0.067	0.076	0.085	0.094	0.106	0.116
4-day:	0.025	0.031	0.039	0.046	0.055	0.061	0.068	0.076	0.086	0.093
7-day:	0.017	0.021	0.027	0.031	0.037	0.041	0.046	0.051	0.057	0.062
10-day:	0.013	0.016	0.021	0.024	0.029	0.032	0.035	0.039	0.043	0.047
20-day:	0.009	0.011	0.014	0.016	0.018	0.020	0.022	0.023	0.025	0.027
30-day:	0.007	0.009	0.011	0.013	0.015	0.016	0.018	0.019	0.021	0.023
45-day:	0.006	0.007	0.009	0.010	0.012	0.013	0.015	0.016	0.018	0.019
60-day:	0.005	0.006	0.008	0.009	0.010	0.011	0.012	0.013	0.015	0.016

Kimley»Horn

HEC-22 Inlet Calculations

General Project Information			
Project #	291762000 - Alternative 3		
Designed by	EKH	Date	11/3/2023
Design Storm Event		25	
Minimum T_c [min]		5	

Inlet Information				Hydrology							Inlet Calculations																									
Starting Station	Ending Station	Inlet Name	Roadway Longitudinal Slope, S_L [ft/ft]	Rational Coefficient	Flowpath Length [ft]	R/W Width [ft]	Area [ac]	I [in/hr]	T_c [min]	Bypass Runoff [cfs]	Q [cfs]	Max Spread Based on Dry Lane Requirements [ft]	Roadway Cross Slope, S_x [ft/ft]	Gutter Type	Mannings "n"	Governing Spread Condition	Governing Depth [ft]	Governing Spread [ft]	Gutter Pan Width, W [ft]	Gutter Depression, a [in]	Gutter Cross Slope, S_w [ft/ft]	Inlet Condition	Inlet Detail	Type	Clogging Factor	Curb Opening Length [ft]	Grate Length [ft]	Grate Width [ft]	Effective Curb Opening Length [ft]	Effective Grate Length	Number of Grates	Local Depression [in]	Local Depression Width [ft]	Q_i [cfs]	Downstream Inlet	Q_{bypass} [cfs]	Inlet Efficiency	d_{spare} [ft]	Spread at Inlet [ft]	Velocity [fps]
00+00	03+00	A1	0.048	0.80	300	50	0.3	7.9	5.0	10.0	12.14	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	Sump	COP-1569, M-2, L=17'	Curb Opening	80%	37	---	---	29.6	---	---	2.0	2.0	12.1		---	100%	0.32	14.58	---
03+00	08+00	A2	0.060	0.80	500	50	0.6	7.9	5.0	9.2	12.86	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	---	---	6.4	---	---	2.0	1.4	2.9	A1	10.0	23%	0.26	11.42	9.7
08+00	13+00	A3	0.097	0.80	500	50	0.6	7.9	5.0	8.1	11.76	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	---	---	6.4	---	---	2.0	1.4	2.5	A2	9.2	22%	0.23	9.89	11.8
13+00	18+00	A4	0.097	0.80	500	50	0.6	7.9	5.0	6.9	10.54	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	---	---	6.4	---	---	2.0	1.4	2.4	A3	8.1	23%	0.22	9.42	11.6
18+00	23+00	A5	0.097	0.80	500	50	0.6	7.9	5.0	5.6	9.18	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	---	---	6.4	---	---	2.0	1.4	2.3	A4	6.9	25%	0.21	8.85	11.4
23+00	28+00	A6	0.097	0.80	500	50	0.6	7.9	5.0	4.0	7.65	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	---	---	6.4	---	---	2.0	1.4	2.1	A5	5.6	27%	0.19	8.15	11.2
28+00	33+00	A7	0.097	0.80	500	50	0.6	7.9	5.0	2.3	5.89	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	---	---	6.4	---	---	2.0	1.4	1.9	A6	4.0	32%	0.17	7.21	10.9
33+00	36+50	A8	0.097	0.80	350	50	0.4	7.9	5.0	1.2	3.79	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	---	---	6.4	---	---	2.0	1.4	1.5	A7	2.3	40%	0.15	5.82	10.5
36+50	45+02	A9	0.020	0.80	852	50	1.0	7.5	5.7	0.0	5.89	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	---	---	16	---	---	2.0	2.0	4.6	A8	1.2	79%	0.24	10.32	5.4
45+02	48+00	B1	0.060	0.80	298	50	0.3	7.9	5.0	0.0	2.17	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	---	---	6.4	---	---	2.0	1.4	1.3	B2	0.9	59%	0.13	4.95	8.1
48+00	52+75	B2	0.060	0.80	475	50	0.5	7.9	5.0	0.9	4.35	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	---	---	16	---	---	2.0	2.0	3.3	B3	1.1	76%	0.17	7.00	8.5
52+75	57+25	B3	0.060	0.80	450	50	0.5	7.9	5.0	1.1	4.33	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	---	---	16	---	---	2.0	2.0	3.3	B4	1.0	76%	0.17	6.98	8.5
57+25	61+75	B4	0.060	0.80	450	50	0.5	7.9	5.0	1.0	4.31	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=10'	Curb Opening	80%	13	---	---	10.4	---	---	2.0	2.0	2.4	B5	2.0	55%	0.17	6.97	8.5
61+75	66+25	B5	0.060	0.80	450	50	0.5	7.9	5.0	2.0	5.23	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	---	---	16	---	---	2.0	2.0	3.7	B6	1.6	70%	0.18	7.63	8.6
66+25	75+50	B6	0.060	0.80	925	50	1.1	7.9	5.0	1.6	8.29	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	---	---	16	---	---	2.0	2.0	4.7	B7	3.6	57%	0.22	9.42	9.1
75+50	83+25	B7	0.060	0.80	775	50	0.9	7.9	5.0	5.9	11.51	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	Sump	COP-1569, M-2, L=17'	Curb Opening	80%	37	---	---	29.6	---	---	2.0	2.0	11.5		---	100%	0.31	14.08	---
83+25	86+50	B8	0.060	0.80	325	50	0.4	7.9	5.0	2.4	4.79	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=10'	Curb Opening	80%	13	---	---	10.4	---	---	2.0	2.0	2.5	B7	2.3	52%	0.18	7.32	8.6
86+50	91+00	B9	0.060	0.80	450	50	0.5	7.9	5.0	0.9	4.17	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	---	---	6.4	---	---	2.0	1.4	1.7	B8	2.4	42%	0.17	6.86	8.5
91+00	94+00	B10	0.060	0.80	300	50	0.3	7.9	5.0	0.0	2.18	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	---	---	6.4	---	---	2.0	1.4	1.3	B9	0.9	59%	0.13	4.96	8.1
94+00	100+75	C1	0.060	0.80	675	50	0.8	7.9	5.0	0.0	4.90	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	---	---	16	---	---	2.0	2.0	3.5	C2	1.4	72%	0.18	7.41	8.6
100+75	103+50	C2	0.060	0.80	275	50	0.3	7.9	5.0	1.4	3.37	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	---	---	6.4	---	---	2.0	1.4	1.6	C3	1.8	47%	0.15	6.19	8.3
103+50	108+00	C3	0.060	0.80	450	50	0.5	7.9	5.0	1.8	5.06	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	---	---	16	---	---	2.0	2.0	3.6	C4	1.5	71%	0.18	7.52	8.6
108+00	112+00	C4	0.060	0.80	400	50	0.5	7.9	5.0	1.5	4.37	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	---	---	6.4	---	---	2.0	1.4	1.8	C5	2.6	41%	0.17	7.02	8.5
112+00	120+00	C5	0.060	0.80	800	50	0.9	7.9	5.0	3.5	9.27	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	Sump	COP-1569, M-2, L=17'	Curb Opening	80%	37	---	---	29.6	---	---	2.0	2.0	9.3		---	100%	0.27	12.18	---
120+00	124+50	C6	0.060	0.80	450	50	0.5	7.9	5.0	0.7	4.01	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	---	---	16	---	---	2.0	2.0	3.1	C5	0.9	78%	0.17	6.73	8.4
124+50	129+66	C7	0.060	0.80	516	50	0.6	7.9	5.0	0.0	3.75	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	---	---	16	---	---	2.0	2.0	3.0	C6	0.7	80%	0.16	6.52	8.4
129+66	135+50	D1	0.030	0.80	584	50	0.7	7.9	5.0	0.0	4.24	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	---	---	16	---	---	2.0	2.0	3.6	D2	0.7	84%	0.19	8.14	6.2
135+50	138+75	D2	0.030	0.80	325	50	0.4	7.9	5.0	0.7	3.03	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	---	---	16	---	---	2.0	2.0	2.8	D3	0.2	94%	0.17	6.95	6.0
138+75	141+25	D3	0.060	0.80	250	50	0.3	7.9	5.0	0.2	2.01	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	---	---	6.4	---	---	2.0	1.4	1.2	D4	0.8	61%	0.13	4.76	8.1
141+25	143+25	D4	0.060	0.80	200	50	0.2	7.9	5.0	0.8	2.24	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	---	---	6.4	---	---	2.0	1.4	1.3	D5	0.9	58%	0.13	5.04	8.1
143+25	145+25	D5	0.100	0.80	200	50	0.2	7.9	5.0	0.9	2.40	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	---	---	6.4	---	---	2.0	1.4	1.2	D6	1.2	51%	0.12	4.56	10.5
145+25	148+50	D6	0.100	0.80	325	50	0.4	7.9	5.0	1.2	3.53	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	---	---	16	---	---	2.0	2.0	2.7	D7	0.8	76%	0.14	5.58	10.6
148+50	151+00	D7	0.100	0.80	250	50	0.3	7.9	5.0	0.8	2.65	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	---	---	16	---	---	2.0	2.0	2.3		0.4	85%	0.13	4.81	10.5

Kimley»Horn

HEC-22 Inlet Calculations

General Project Information			
Project #	291762000 - Alternative 7		
Designed by	EKH	Date	12/12/2023
Design Storm Event	25		
Minimum T_c [min]	5		

Inlet Information				Hydrology							Inlet Calculations																														
Starting Station	Ending Station	Inlet Name	Roadway Longitudinal Slope, S_L [ft/ft]	Rational Coefficient	Flowpath Length [ft]	R/W Width [ft]	Area [ac]	I [in/hr]	T_c [min]	Bypass Runoff [cfs]	Q [cfs]	Max Spread Based on Dry Lane Requirements [ft]	Roadway Cross Slope, S_x [ft/ft]	Gutter Type	Mannings "n"	Governing Spread Condition	Governing Depth [ft]	Governing Spread [ft]	Gutter Pan Width, W [ft]	Gutter Depression, a [in]	Gutter Cross Slope, S_w [ft/ft]	Inlet Condition	Inlet Detail	Type	Clogging Factor	Curb Opening Length [ft]	Grate Length [ft]	Grate Width [ft]	Effective Curb Opening Length [ft]	Effective Grate Length	Number of Grates	Local Depression [in]	Local Depression Width [ft]	Q_i [cfs]	Downstream Inlet	Q_{bypass} [cfs]	Inlet Efficiency	d_{inlet} [ft]	Spread at Inlet [ft]	Velocity [fps]
100+00	105+50	A1	0.098	0.80	550	50	0.6	7.9	5.0	8.6	12.63	15	0.02	MAG 220-E	0.015	*Pavement Spread*	0.33	15.0	1.42	0.37	0.0417	Sump	COP-1569, M-2, L=17'	*Curb Opening*	80%	37	---	---	29.6	---	---	2.0	2.0	12.6		---	100%	0.33	14.97	---
105+50	109+50	A2	0.098	0.80	400	50	0.5	7.9	5.0	11.4	14.29	15	0.02	MAG 220-E	0.015	*Pavement Spread*	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	*Curb Opening*	80%	20	---	---	16	---	---	2.0	2.0	5.7	A1	8.6	40%	0.25	10.74	12.1
109+50	116+00	A3	0.098	0.80	650	50	0.7	7.9	5.0	10.8	15.57	15	0.02	MAG 220-E	0.015	*Pavement Spread*	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=12'	*Curb Opening*	80%	12	---	---	9.6	---	---	2.0	1.4	4.2	A2	11.4	27%	0.25	11.15	12.3
116+00	122+00	A4	0.098	0.80	600	50	0.7	7.9	5.0	9.2	13.53	15	0.02	MAG 220-E	0.015	*Pavement Spread*	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	*Curb Opening*	80%	8	---	---	6.4	---	---	2.0	1.4	2.7	A3	10.8	20%	0.24	10.49	12.1
122+00	130+00	A5	0.098	0.80	800	50	0.9	7.9	5.0	5.9	11.70	15	0.02	MAG 220-E	0.015	*Pavement Spread*	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	*Curb Opening*	80%	8	---	---	6.4	---	---	2.0	1.4	2.5	A4	9.2	22%	0.23	9.84	11.8
130+00	137+92	A6	0.060	0.80	792	50	0.9	7.9	5.0	2.5	8.27	15	0.02	MAG 220-E	0.015	*Pavement Spread*	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	*Curb Opening*	80%	8	---	---	6.4	---	---	2.0	1.4	2.4	A5	5.9	29%	0.22	9.41	9.1
137+92	154+75	A7	0.011	0.80	1,683	50	1.9	6.0	10.3	0.0	9.31	15	0.02	MAG 220-E	0.015	*Pavement Spread*	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	*Curb Opening*	80%	20	---	---	16	---	---	2.0	2.0	6.8	A6	2.5	73%	0.32	14.40	4.4
154+75	164+50	B1	0.006	0.80	975	50	1.1	6.0	9.5	0.0	5.39	15	0.02	MAG 220-E	0.015	*Pavement Spread*	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	*Curb Opening*	80%	20	---	---	16	---	---	2.0	2.0	5.1	B2	0.3	94%	0.29	12.88	3.2

Kimley»Horn

HEC-22 Inlet Calculations

General Project Information			
Project #	291762000 - Alternative 3		
Designed by	EKH	Date	12/4/2023
Design Storm Event	100		
Minimum T_c [min]	5		

Inlet Information				Hydrology							Inlet Calculations																				
Starting Station	Ending Station	Inlet Name	Roadway Longitudinal Slope, S_l [ft/ft]	Rational Coefficient	Flowpath Length [ft]	R/W Width [ft]	Area [ac]	I [in/hr]	T_c [min]	Bypass Runoff [cfs]	Q [cfs]	Max Spread Based on Dry Lane Requirements [ft]	Roadway Cross Slope, S_x [ft/ft]	Gutter Type	Mannings "n"	Governing Spread Condition	Governing Depth [ft]	Governing Spread [ft]	Gutter Pan Width, W [ft]	Gutter Depression, a [in]	Gutter Cross Slope, S_w [ft/ft]	Inlet Condition	Inlet Detail	Type	Clogging Factor	Curb Opening Length [ft]	Q_i [cfs]	Downstream Inlet	Q_{bypass} [cfs]	Inlet Efficiency	d_{inlet} [ft]	Spread at Inlet [ft]	Velocity [fps]
00+00	03+00	A1	0.048	0.82	300	50	0.3	10.5	5.0	16.9	19.91	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	Sump	COP-1569, M-2, L=17'	Curb Opening	80%	37	19.9		---	100%	0.44	20.31	---
03+00	08+00	A2	0.060	0.82	500	50	0.6	10.5	5.0	15.5	20.50	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	3.6	A1	16.9	17%	0.31	13.90	10.4
08+00	13+00	A3	0.097	0.82	500	50	0.6	10.5	5.0	13.6	18.62	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	3.1	A2	15.5	17%	0.27	12.05	12.6
13+00	18+00	A4	0.097	0.82	500	50	0.6	10.5	5.0	11.6	16.59	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	2.9	A3	13.6	18%	0.26	11.47	12.4
18+00	23+00	A5	0.097	0.82	500	50	0.6	10.5	5.0	9.4	14.37	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	2.8	A4	11.6	19%	0.25	10.78	12.1
23+00	28+00	A6	0.097	0.82	500	50	0.6	10.5	5.0	7.0	11.95	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	2.6	A5	9.4	21%	0.23	9.95	11.8
28+00	33+00	A7	0.097	0.82	500	50	0.6	10.5	5.0	4.3	9.26	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	2.3	A6	7.0	25%	0.21	8.88	11.4
33+00	36+50	A8	0.097	0.82	350	50	0.4	10.5	5.0	2.7	6.19	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	1.9	A7	4.3	31%	0.18	7.38	10.9
36+50	45+02	A9	0.020	0.82	852	50	1.0	10.5	5.0	0.0	8.48	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	5.8	A8	2.7	68%	0.27	12.09	5.7
45+02	48+00	B1	0.060	0.82	298	50	0.3	10.5	5.0	0.0	2.97	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	1.5	B2	1.5	50%	0.15	5.81	8.3
48+00	52+75	B2	0.060	0.82	475	50	0.5	10.5	5.0	1.5	6.21	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	4.0	B3	2.2	65%	0.20	8.26	8.8
52+75	57+25	B3	0.060	0.82	450	50	0.5	10.5	5.0	2.2	6.66	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	4.2	B4	2.5	63%	0.20	8.53	8.9
57+25	61+75	B4	0.060	0.82	450	50	0.5	10.5	5.0	2.5	6.95	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=10'	Curb Opening	80%	13	3.0	B5	4.0	43%	0.20	8.70	8.9
61+75	66+25	B5	0.060	0.82	450	50	0.5	10.5	5.0	4.0	8.44	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	4.8	B6	3.7	56%	0.22	9.49	9.1
66+25	75+50	B6	0.060	0.82	925	50	1.1	10.5	5.0	3.7	12.90	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	5.9	B7	7.0	46%	0.26	11.43	9.7
75+50	83+25	B7	0.060	0.82	775	50	0.9	10.5	5.0	11.1	18.81	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	Sump	COP-1569, M-2, L=17'	Curb Opening	80%	37	18.8		---	100%	0.42	19.56	---
83+25	86+50	B8	0.060	0.82	325	50	0.4	10.5	5.0	3.9	7.15	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=10'	Curb Opening	80%	13	3.0	B7	4.1	42%	0.21	8.81	9.0
86+50	91+00	B9	0.060	0.82	450	50	0.5	10.5	5.0	1.5	5.97	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	2.1	B8	3.9	34%	0.19	8.12	8.8
91+00	94+00	B10	0.060	0.82	300	50	0.3	10.5	5.0	0.0	2.99	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	1.5	B9	1.5	50%	0.15	5.83	8.3
94+00	100+75	C1	0.060	0.82	675	50	0.8	10.5	5.0	0.0	6.72	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	4.2	C2	2.5	63%	0.20	8.57	8.9
100+75	103+50	C2	0.060	0.82	275	50	0.3	10.5	5.0	2.5	5.25	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	1.9	C3	3.3	37%	0.18	7.65	8.7
103+50	108+00	C3	0.060	0.82	450	50	0.5	10.5	5.0	3.3	7.79	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	4.6	C4	3.2	58%	0.21	9.16	9.1
108+00	112+00	C4	0.060	0.82	400	50	0.5	10.5	5.0	3.2	7.21	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	2.2	C5	5.0	31%	0.21	8.85	9.0
112+00	120+00	C5	0.060	0.82	800	50	0.9	10.5	5.0	7.0	14.98	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	Sump	COP-1569, M-2, L=17'	Curb Opening	80%	37	15.0		---	100%	0.37	16.79	---
120+00	124+50	C6	0.060	0.82	450	50	0.5	10.5	5.0	1.5	5.99	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	4.0	C5	2.0	66%	0.19	8.13	8.8
124+50	129+66	C7	0.060	0.82	516	50	0.6	10.5	5.0	0.0	5.14	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	3.6	C6	1.5	71%	0.18	7.57	8.6
129+66	135+50	D1	0.030	0.82	584	50	0.7	10.5	5.0	0.0	5.81	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	4.3	D2	1.5	75%	0.22	9.38	6.4
135+50	138+75	D2	0.030	0.82	325	50	0.4	10.5	5.0	1.5	4.71	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	3.8	D3	0.9	81%	0.20	8.53	6.3
138+75	141+25	D3	0.060	0.82	250	50	0.3	10.5	5.0	0.9	3.38	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	1.6	D4	1.8	47%	0.15	6.20	8.3
141+25	143+25	D4	0.060	0.82	200	50	0.2	10.5	5.0	1.8	3.79	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	1.7	D5	2.1	44%	0.16	6.55	8.4
143+25	145+25	D5	0.100	0.82	200	50	0.2	10.5	5.0	2.1	4.11	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	Curb Opening	80%	8	1.6	D6	2.5	38%	0.15	6.02	10.7
145+25	148+50	D6	0.100	0.82	325	50	0.4	10.5	5.0	2.5	5.76	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	3.6	D7	2.2	62%	0.17	7.09	11.0
148+50	151+00	D7	0.100	0.82	250	50	0.3	10.5	5.0	2.2	4.70	15	0.02	MAG 220-E	0.015	Pavement Spread	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	Curb Opening	80%	20	3.2		1.5	68%	0.16	6.43	10.8

Kimley»Horn

HEC-22 Inlet Calculations

General Project Information			
Project #	291762000 - Alternative 7		
Designed by	EKH	Date	12/12/2023
Design Storm Event	100		
Minimum T_c [min]	5		

Inlet Information				Hydrology							Inlet Calculations																															
Starting Station	Ending Station	Inlet Name	Roadway Longitudinal Slope, S_L [ft/ft]	Rational Coefficient	Flowpath Length [ft]	R/W Width [ft]	Area [ac]	I [in/hr]	T_c [min]	Bypass Runoff [cfs]	Q [cfs]	Max Spread Based on Dry Lane Requirements [ft]	Roadway Cross Slope, S_x [ft/ft]	Gutter Type	Mannings "n"	Governing Spread Condition	Governing Depth [ft]	Governing Spread [ft]	Gutter Pan Width, W [ft]	Gutter Depression, a [in]	Gutter Cross Slope, S_w [ft/ft]	Inlet Condition	Inlet Detail	Type	Clogging Factor	Curb Opening Length [ft]	Grate Length [ft]	Grate Width [ft]	Effective Curb Opening Length [ft]	Effective Grate Length	Number of Grates	Local Depression [in]	Local Depression Width [ft]	Q_i [cfs]	Downstream Inlet	Q_{bypass} [cfs]	Inlet Efficiency	d_{spread} [ft]	Spread at Inlet [ft]	Velocity [fps]
100+00	105+50	A1	0.098	0.80	550	50	0.6	7.9	5.0	8.6	12.63	15	0.02	MAG 220-E	0.015	*Pavement Spread*	0.33	15.0	1.42	0.37	0.0417	Sump	COP-1569, M-2, L=17'	*Curb Opening*	80%	37	---	---	29.6	---	---	2.0	2.0	12.6		---	100%	0.33	14.97	---
105+50	109+50	A2	0.098	0.80	400	50	0.5	7.9	5.0	11.4	14.29	15	0.02	MAG 220-E	0.015	*Pavement Spread*	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	*Curb Opening*	80%	20	---	---	16	---	---	2.0	2.0	5.7	A1	8.6	40%	0.25	10.74	12.1
109+50	116+00	A3	0.098	0.80	650	50	0.7	7.9	5.0	10.8	15.57	15	0.02	MAG 220-E	0.015	*Pavement Spread*	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=12'	*Curb Opening*	80%	12	---	---	9.6	---	---	2.0	1.4	4.2	A2	11.4	27%	0.25	11.15	12.3
116+00	122+00	A4	0.098	0.80	600	50	0.7	7.9	5.0	9.2	13.53	15	0.02	MAG 220-E	0.015	*Pavement Spread*	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	*Curb Opening*	80%	8	---	---	6.4	---	---	2.0	1.4	2.7	A3	10.8	20%	0.24	10.49	12.1
122+00	130+00	A5	0.098	0.80	800	50	0.9	7.9	5.0	5.9	11.70	15	0.02	MAG 220-E	0.015	*Pavement Spread*	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	*Curb Opening*	80%	8	---	---	6.4	---	---	2.0	1.4	2.5	A4	9.2	22%	0.23	9.84	11.8
130+00	137+92	A6	0.060	0.80	792	50	0.9	7.9	5.0	2.5	8.27	15	0.02	MAG 220-E	0.015	*Pavement Spread*	0.33	15.0	1.42	0.37	0.0417	At-Grade	MAG 206-1, L=8'	*Curb Opening*	80%	8	---	---	6.4	---	---	2.0	1.4	2.4	A5	5.9	29%	0.22	9.41	9.1
137+92	154+75	A7	0.011	0.80	1,683	50	1.9	6.0	10.3	0.0	9.31	15	0.02	MAG 220-E	0.015	*Pavement Spread*	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	*Curb Opening*	80%	20	---	---	16	---	---	2.0	2.0	6.8	A6	2.5	73%	0.32	14.40	4.4
154+75	164+50	B1	0.006	0.80	975	50	1.1	6.0	9.5	0.0	5.39	15	0.02	MAG 220-E	0.015	*Pavement Spread*	0.33	15.0	1.42	0.37	0.0417	At-Grade	COP-1569, M-1, L=17'	*Curb Opening*	80%	20	---	---	16	---	---	2.0	2.0	5.1	B2	0.3	94%	0.29	12.88	3.2

Table 3: Onsite Pavement Runoff Summary – Alternative 3

Inlet Name	Inlet Type	Station	Drainage Area [ac]	Runoff 25-Year [cfs]	Runoff 100-Year [cfs]
A1	MAG STD DTL 542, 17' I-2 Inlet	100+00 N	*0.3*	*12.14*	*19.81*
A1	MAG STD DTL 542, 17' I-2 Inlet	100+00 S	*0.3*	*12.14*	*19.81*
A2	MAG STD DTL 206, 2-Cell Scupper	103+00 N	*0.6*	*12.86*	*20.41*
A2	MAG STD DTL 206, 2-Cell Scupper	103+00 S	*0.6*	*12.86*	*20.41*
A3	MAG STD DTL 206, 2-Cell Scupper	108+00 N	*0.6*	*11.76*	*18.55*
A3	MAG STD DTL 206, 2-Cell Scupper	108+00 S	*0.6*	*11.76*	*18.55*
A4	MAG STD DTL 206, 2-Cell Scupper	113+25 N	*0.6*	*10.54*	*16.53*
A4	MAG STD DTL 206, 2-Cell Scupper	113+25S	*0.6*	*10.54*	*16.53*
A5	MAG STD DTL 206, 2-Cell Scupper	118+50 N	*0.6*	*9.18*	*14.34*
A5	MAG STD DTL 206, 2-Cell Scupper	118+50 S	*0.6*	*9.18*	*14.34*
A6	MAG STD DTL 206, 2-Cell Scupper	124+25 N	*0.6*	*7.65*	*11.92*
A6	MAG STD DTL 206, 2-Cell Scupper	124+25 S	*0.6*	*7.65*	*11.92*
A7	MAG STD DTL 206, 2-Cell Scupper	130+00 N	*0.6*	*5.89*	*9.24*
A7	MAG STD DTL 206, 2-Cell Scupper	130+00 S	*0.6*	*5.89*	*9.24*
A8	MAG STD DTL 206, 2-Cell Scupper	135+00 N	*0.4*	*3.79*	*6.19*
A8	MAG STD DTL 206, 2-Cell Scupper	135+00 S	*0.4*	*3.79*	*6.19*
A9	MAG STD DTL 542, 17' I-1 Inlet	137+92 N	*1.0*	*5.89*	*8.48*
A9	MAG STD DTL 542, 17' I-1 Inlet	137+92 S	*1.0*	*5.89*	*8.48*
B1	MAG STD DTL 206, 2-Cell Scupper	150+00 N	*0.3*	*2.17*	*2.97*
B1	MAG STD DTL 206, 2-Cell Scupper	150+00 S	*0.3*	*2.17*	*2.97*

Inlet Name	Inlet Type	Station	Drainage Area [ac]	Runoff 25-Year [cfs]	Runoff 100-Year [cfs]
B2	MAG STD DTL 542, 17' I-1 Inlet	154+75 N	*0.5*	*4.35*	*6.21*
B2	MAG STD DTL 542, 17' I-1 Inlet	154+75 S	*0.5*	*4.35*	*6.21*
B3	MAG STD DTL 542, 17' I-1 Inlet	159+25 N	*0.5*	*4.33*	*6.66*
B3	MAG STD DTL 542, 17' I-1 Inlet	159+25 S	*0.5*	*4.33*	*6.66*
B4	MAG STD DTL 542, 10' I-1 Inlet	163+50 N	*0.5*	*4.31*	*6.95*
B4	MAG STD DTL 542, 10' I-1 Inlet	163+50 S	*0.5*	*4.31*	*6.95*
B5	MAG STD DTL 542, 17' I-1 Inlet	168+25 N	*0.5*	*5.23*	*8.44*
B5	MAG STD DTL 542, 17' I-1 Inlet	168+25 S	*0.5*	*5.23*	*8.44*
B6	MAG STD DTL 542, 17' I-1 Inlet	177+00 N	*1.1*	*8.29*	*12.90*
B6	MAG STD DTL 542, 17' I-1 Inlet	177+00 S	*1.1*	*8.29*	*12.90*
B7	MAG STD DTL 542, 17' I-2 Inlet	181+00 N	*0.9*	*11.51*	*2.97*
B7	MAG STD DTL 542, 17' I-2 Inlet	181+00 S	*0.9*	*11.51*	*2.97*
B8	MAG STD DTL 542, 10' I-1 Inlet	185+00 N	*0.4*	*4.79*	*6.66*
B8	MAG STD DTL 542, 10' I-1 Inlet	185+00 S	*0.4*	*4.79*	*6.66*
B9	MAG STD DTL 206, 2-Cell Scupper	188+25 N	*0.5*	*4.17*	*6.95*
B9	MAG STD DTL 206, 2-Cell Scupper	188+25 S	*0.5*	*4.17*	*6.95*
B10	MAG STD DTL 206, 2-Cell Scupper	91+00 N	*0.3*	*2.18*	*8.44*
B10	MAG STD DTL 206, 2-Cell Scupper	91+00 S	*0.3*	*2.18*	*8.44*
C1	MAG STD DTL 542, 17' I-1 Inlet	193+75 N	*0.8*	*4.90*	*6.72*
C1	MAG STD DTL 542, 17' I-1 Inlet	193+75 S	*0.8*	*4.90*	*6.72*
C2	MAG STD DTL 206, 2-Cell Scupper	195+75 N	*0.3*	*3.37*	*5.25*

Inlet Name	Inlet Type	Station	Drainage Area [ac]	Runoff 25-Year [cfs]	Runoff 100-Year [cfs]
C2	MAG STD DTL 206, 2-Cell Scupper	195+75 S	*0.3*	*3.37*	*5.25*
C3	MAG STD DTL 542, 17' I-1 Inlet	202+50 N	*0.5*	*5.06*	*7.79*
C3	MAG STD DTL 542, 17' I-1 Inlet	202+50 S	*0.5*	*5.06*	*7.79*
C4	MAG STD DTL 206, 2-Cell Scupper	205+25 N	*0.5*	*4.37*	*7.21*
C4	MAG STD DTL 206, 2-Cell Scupper	205+25 S	*0.5*	*4.37*	*7.21*
C5	MAG STD DTL 542, 17' I-2 Inlet	209+75 N	*0.9*	*9.27*	*14.98*
C5	MAG STD DTL 542, 17' I-2 Inlet	209+75 S	*0.9*	*9.27*	*14.98*
C6	MAG STD DTL 542, 17' I-1 Inlet	213+00 N	*0.5*	*4.01*	*5.99*
C6	MAG STD DTL 542, 17' I-1 Inlet	213+00 S	*0.5*	*4.01*	*5.99*
C7	MAG STD DTL 542, 17' I-1 Inlet	217+25 N	*0.6*	*3.75*	*5.14*
C7	MAG STD DTL 542, 17' I-1 Inlet	217+25 S	*0.6*	*3.75*	*5.14*
D1	MAG STD DTL 542, 17' I-1 Inlet	237+50 N	*0.7*	*4.24*	*5.81*
D1	MAG STD DTL 542, 17' I-1 Inlet	237+50 S	*0.7*	*4.24*	*5.81*
D2	MAG STD DTL 542, 17' I-1 Inlet	240+50 N	*0.4*	*3.03*	*4.71*
D2	MAG STD DTL 542, 17' I-1 Inlet	240+50 S	*0.4*	*3.03*	*4.71*
D3	MAG STD DTL 206, 2-Cell Scupper	243+00 N	*0.3*	*2.01*	*3.38*
D3	MAG STD DTL 206, 2-Cell Scupper	243+00 S	*0.3*	*2.01*	*3.38*
D4	MAG STD DTL 206, 2-Cell Scupper	245+00 N	*0.2*	*2.24*	*3.79*
D4	MAG STD DTL 206, 2-Cell Scupper	245+00 S	*0.2*	*2.24*	*3.79*
D5	MAG STD DTL 206, 2-Cell Scupper	247+00 N	*0.2*	*2.40*	*4.11*
D5	MAG STD DTL 206, 2-Cell Scupper	247+00 S	*0.2*	*2.40*	*4.11*

Inlet Name	Inlet Type	Station	Drainage Area [ac]	Runoff 25-Year [cfs]	Runoff 100-Year [cfs]
D6	MAG STD DTL 542, 17' I-1 Inlet	250+25 N	*0.4*	*3.53*	*5.76*
D6	MAG STD DTL 542, 17' I-1 Inlet	250+25 S	*0.4*	*3.53*	*5.76*
D7	MAG STD DTL 542, 17' I-1 Inlet	252+75 N	*0.3*	*2.65*	*4.70*
D7	MAG STD DTL 542, 17' I-1 Inlet	252+75 S	*0.3*	*2.65*	*4.70*

Worksheet for Typical Back of Sidewalk Drainage Ditch

Project Description	
Friction Method	Manning Formula
Solve For	Discharge

Input Data		
Roughness Coefficient	0.080	
Channel Slope	0.097	ft/ft
Normal Depth	36.0	in
Left Side Slope	2.000	H:V
Right Side Slope	2.000	H:V

Results		
Discharge	126.66	cfs
Flow Area	18.0	ft^2
Wetted Perimeter	13.4	ft
Hydraulic Radius	16.1	in
Top Width	12.00	ft
Critical Depth	36.2	in
Critical Slope	0.094	ft/ft
Velocity	7.04	ft/s
Velocity Head	0.77	ft
Specific Energy	3.77	ft
Froude Number	1.013	
Flow Type	Supercritical	

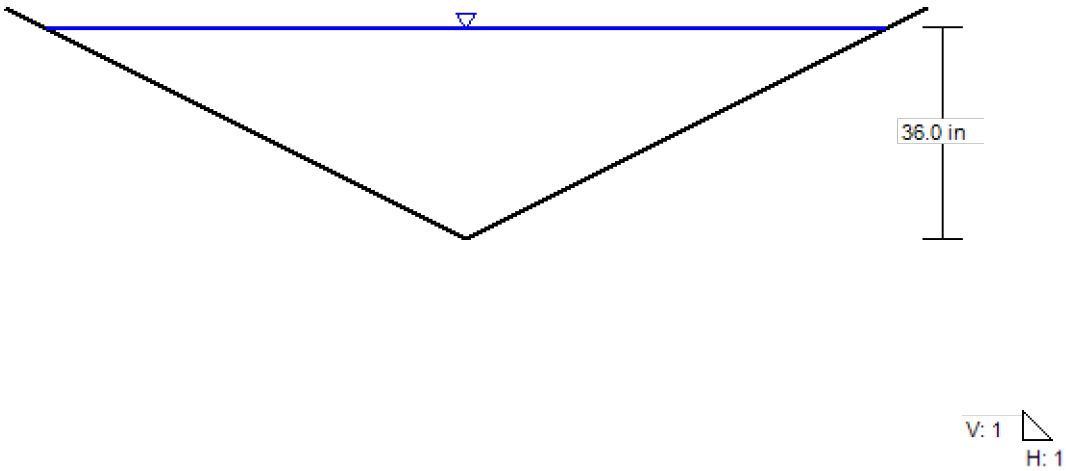
GVF Input Data		
Downstream Depth	0.0	in
Length	0.0	ft
Number Of Steps	0	

GVF Output Data		
Upstream Depth	0.0	in
Profile Description	N/A	
Profile Headloss	0.00	ft
Downstream Velocity	Infinity	ft/s
Upstream Velocity	Infinity	ft/s
Normal Depth	36.0	in
Critical Depth	36.2	in
Channel Slope	0.097	ft/ft
Critical Slope	0.094	ft/ft

Cross Section for Typical Back of Sidewalk Drainage Ditch

Project Description	
Friction Method	Manning Formula
Solve For	Discharge

Input Data	
Roughness Coefficient	0.080
Channel Slope	0.097 ft/ft
Normal Depth	36.0 in
Left Side Slope	2.000 H:V
Right Side Slope	2.000 H:V
Discharge	126.66 cfs



Worksheet for Sundog Connector Roadway Culvert Crossing

Project Description	
Friction Method	Manning Formula
Solve For	Normal Depth

Input Data		
Roughness Coefficient	0.013	
Channel Slope	0.010	ft/ft
Diameter	18.0	in
Discharge	4.33	cfs

Results		
Normal Depth	8.1	in
Flow Area	0.8	ft²
Wetted Perimeter	2.2	ft
Hydraulic Radius	4.2	in
Top Width	1.49	ft
Critical Depth	9.6	in
Percent Full	44.7	%
Critical Slope	0.006	ft/ft
Velocity	5.66	ft/s
Velocity Head	0.50	ft
Specific Energy	1.17	ft
Froude Number	1.392	
Maximum Discharge	11.30	cfs
Discharge Full	10.50	cfs
Slope Full	0.002	ft/ft
Flow Type	Supercritical	

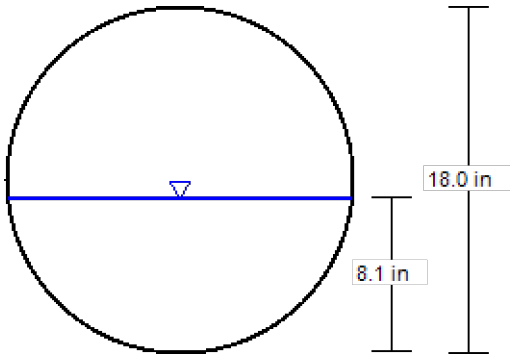
GVF Input Data		
Downstream Depth	0.0	in
Length	0.0	ft
Number Of Steps	0	

GVF Output Data		
Upstream Depth	0.0	in
Profile Description	N/A	
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.0	%
Normal Depth Over Rise	44.7	%
Downstream Velocity	Infinity	ft/s
Upstream Velocity	Infinity	ft/s
Normal Depth	8.1	in
Critical Depth	9.6	in
Channel Slope	0.010	ft/ft
Critical Slope	0.006	ft/ft

Cross Section for Sundog Connector Roadway Culvert Crossing

Project Description	
Friction Method	Manning Formula
Solve For	Normal Depth

Input Data		
Roughness Coefficient	0.013	
Channel Slope	0.010	ft/ft
Normal Depth	8.1	in
Diameter	18.0	in
Discharge	4.33	cfs



V: 1
H: 1

Worksheet for Granite View Dr Culvert Crossing

Project Description	
Friction Method	Manning Formula
Solve For	Normal Depth

Input Data		
Roughness Coefficient	0.013	
Channel Slope	0.010	ft/ft
Diameter	18.0	in
Discharge	6.85	cfs

Results		
Normal Depth	10.6	in
Flow Area	1.1	ft^2
Wetted Perimeter	2.6	ft
Hydraulic Radius	4.9	in
Top Width	1.48	ft
Critical Depth	12.2	in
Percent Full	58.9	%
Critical Slope	0.007	ft/ft
Velocity	6.33	ft/s
Velocity Head	0.62	ft
Specific Energy	1.51	ft
Froude Number	1.304	
Maximum Discharge	11.30	cfs
Discharge Full	10.50	cfs
Slope Full	0.004	ft/ft
Flow Type	Supercritical	

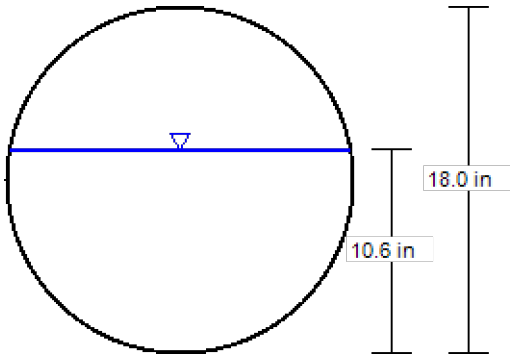
GVF Input Data		
Downstream Depth	0.0	in
Length	0.0	ft
Number Of Steps	0	

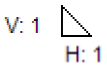
GVF Output Data		
Upstream Depth	0.0	in
Profile Description	N/A	
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.0	%
Normal Depth Over Rise	58.9	%
Downstream Velocity	Infinity	ft/s
Upstream Velocity	Infinity	ft/s
Normal Depth	10.6	in
Critical Depth	12.2	in
Channel Slope	0.010	ft/ft
Critical Slope	0.007	ft/ft

Cross Section for Granite View Dr Culvert Crossing

Project Description	
Friction Method	Manning Formula
Solve For	Normal Depth

Input Data		
Roughness Coefficient	0.013	
Channel Slope	0.010	ft/ft
Normal Depth	10.6	in
Diameter	18.0	in
Discharge	6.85	cfs





Appendix G—Stakeholder Committee Workshop Summaries

Sundog Connector – Design Concept Report and Environmental Review

Meeting name
Stakeholder Meeting #1

Meeting date
June 3, 2022

Location
Prescott Valley Police Department Training Room

In-Person Participants

1. Agency/Consultant Team
    a. CYMPO: Lindsay Post, Vinny Gallegos, and Allison McCarthy
    b. AECOM: Matt Bondy, Kate Bondy, Dillon Kennedy, and Jessica Rietz
2. Stakeholders
    a. Tammy DeWitt, City of Prescott Planning
    b. Mayor Phil Goode, City of Prescott
    c. Gary Anderson, Yavapai Hills HOA, Sundog Connector Subcommittee
    d. Dan Prijic, Yavapai Hills HOA
    e. Joanne Oellers, Save the Dells
    f. Andy Roth, ADOT Northwest District
    g. Ashley Couch, City of Prescott Public Works
    h. Roger McCormick, Yavapai County Public Works
    i. Richard and Sharon Kaplan, Yavapai Hills Residents
    j. Mike Corcoran, Prescott Valley Police Department
    k. Norm Davis, Town of Prescott Valley Public Works
    l. Pedro Rodriguez, Town of Prescott Valley Transit
    m. Mayor Kell Palguta, Town of Prescott Valley
    n. Gilbert Davidson, Town of Prescott Valley

Virtual Attendees

1. Stakeholders
    a. George Worley, Planning Manager, City of Prescott
    b. Bill Fanelli, City of Prescott Bike & Trails, Yavapai Trails Association
    c. Casey Van Haren, Library, Arts, Parks, and Recreation
    d. Ian Mattingly, City of Prescott Engineering
    e. Marnie Uhl, Pres of Prescott Valley Chamber of Commerce
    f. Gary Knight, State Transportation Board District 6
    g. Spike Hicks, Pres of Prescott Saddle Club, Emergency Readiness
    h. Ronda Immamine, Arizona State Land Department (ASLD)
    i. Tony Frazier, Central Arizona Environmental Authority – Glassford Hill
    j. Mike Naber, ASLD
    k. Councilmember Brandon Montoya, City of Prescott

Goals and Objectives

AECOM Project Manager Matt Bondy led the discussion about the Stakeholder Meeting #1 goals and objectives. The immediate goals of the study in the early phases are to gain an understanding of what the issues and opportunities are so we can consider them in the study moving forward. In addition to the project team and agency goals, one of the main objectives of this meeting is to gather questions, concerns, and input from stakeholders in attendance to further identify the critical needs that should be addressed during the planning process. Recommendations of additional stakeholder representation were also received by Central Yavapai Metropolitan Planning Organization (CYMPO) staff during Stakeholder Meeting #1.

Sundog Connector History

CYMPO Executive Director Vinny Gallegos led the discussion about the history of the Sundog Connector project concept. CYMPO is a regional transportation planning organization, and our focus is how the regional traffic is moving around. Prescott initiated the concept of this east-west transportation connection in east Prescott about 25 years ago. CYMPO's goal is to respect and honor all of the General Plans and incorporate them into CYMPO's transportation plans for the future.

The City of Prescott completed a Sundog Connector Corridor Study in 2013, and it included public meetings that were very well attended and provided a good overview of public concerns. There is currently no funding identified for the construction of this project. The planning process will consider a no-build option, to give an idea of what would happen if the Sundog Connector does not get built.

Project Overview

AECOM Project Manager Matt Bondy led the discussion about the Sundog Connector Design Concept Report (DCR) & Environmental Overview (EO) project overview. The eastern limits of the 3.5-mile Sundog Connector is along Prescott Lakes Parkway, at the existing roundabout intersection near the Yavapai County Juvenile Detention Center. The eastern terminus is along the established signalized intersection of Sundog Ranch Road with State Route 69 in the Town of Prescott Valley. The Yavapai Hills community within Prescott city limits and Diamond Valley unincorporated area border to the south of a potential corridor alignment. Jurisdiction in the corridor includes the City of Prescott, Town of Prescott Valley, and unincorporated Yavapai County; land ownership includes ASLD.

A primary concern from the 2013 corridor feasibility study conducted for this corridor included the potential for ASLD land turning over to private ownership for residential development. Currently there are approved development agreements in portions of the surrounding project areas, including Storm Ranch and later phases of Yavapai Hills within private landownership within City of Prescott. City of Prescott Mayor Phil Goode acknowledged the on-going effort to preserve ASLD land by acquiring the land to create a regional park are adjacent to the Sundog Connector as dedicated open space. It is important to understand the access needs and anticipated activity, uses, and limitations of this future regional park. Private development may proceed independent of this study's outcome with Storm Ranch in final phase of platting and Yavapai Hills entering the earlier planning stages of plat development for their later development phases.

This study will examine the corridor between the existing termini to determine corridor needs and identify the assets, features, and character of a potential Sundog Connector.

This project will be conducted over an 18-month process to develop the DCR and EO. The DCR and EO recommendations will be presented to and delivered to the CYMPO Executive Board to make the approval and next step determination. If there is a decision to move forward, final design would take at least 12 additional months, which has not been scheduled at this time. No construction activity would begin until after a future approval and final design is complete.

Engagement Activity

At the end of the presentation, each participant was given the opportunity to take index cards and answer a series of four questions:

1. What is your greatest concern about the potential Sundog Connector?
2. What is your greatest question about the potential Sundog Connector?
3. If the Sundog Connector was NEVER constructed, what would be the most impactful impact/concern on the regional public?
4. If the Sundog Connector was guaranteed to being built, what type of roadway and features would be most desirable?

The 4 questions were displayed along the walls of the meeting room along a temporary adhesive hung banner. Participants providing their written responses to the prompted questions then pressed their index card to the banner where their response was stuck. Following the response time period, the responses were removed from the banner by the project team and organized into categories and recorded. In addition to the in-person engagement activity, the same questions were presented in a virtual poster board as hosted from the virtual conference call platform.

Questions 1 and 2 were asked in conjunction with each other. Approximately 15 – 20 minutes were provided for all participants to answer these questions, followed by a short break. Responses were grouped by common concern and question categories, including but not limited to Roadway, Economic Development, Environmental & Wildlife, and Community Impact. Comments were able to be left in response to these questions and tabulated. The project team took time to respond to question and comment groupings and enable opportunity for discussion and clarification from the stakeholder group.

Question 3 was asked independently. Responses to this question were also grouped, responded to, and an opportunity for discussion and clarification from the stakeholder group for provided.

Question 4 was the final activity of Stakeholder Meeting #1 session, as participants were asked to provide their responses to these questions as the meeting formally concluded. Question 4 did not include the project team response and open discussion, but all comments were similarly grouped and tabulated. These responses will be valuable insights in the development of the project purpose and need and help the project team to continue to address these comments as the planning effort progresses.

A total of 76 index cards were collected, sorted as per the questions asked, transcribed, and coded into 11 themes. Environmental concerns were the most mentioned theme, with 20 total comments. Second most common comments were roadway-related concerns mentioned in 16. Other concerns were themed around community impact, congestion, economic impact, wildlife concerns, public transit, planning process, and general/miscellaneous comments.

Question 1

No	Comment	Themes
1.1	Congestion (traffic increase in Yavapai Hills)	Congestion
1.2	Commercial development	Economic Impact
1.3	Objection to mass-grading, damage to hill	Environmental
1.4	Another unsightly road scar	Environmental
1.5	Opening pristine land to development	Environmental
1.6	Resulting development depleting water	Environmental
1.7	Glassford Hill mostly intact is center of the Regional Park	Environmental
1.8	Noise	Environmental
1.9	Funding	Funding
1.10	Enough public outreach	Planning Process
1.11	Road would by-pass Prescott and Yavapai Tribe revenue	Roadway

Question 2

No	Comment	Themes
2.1	How important will pedestrian access be to this corridor? Or will this be considered @ a different phase?	Active Transportation
2.2	How could it support the Glassford Hill Park?	Community Impact
2.3	Adjacent neighborhood impacts/community benefits	Community Impact
2.4	Will traffic diverted from SR69 to the future connector be considered in regard to local jurisdiction *roads*?	Congestion
2.5	How much will project relieve congestion on SR69?	Congestion
2.6	How will a demand analysis be conducted?	Congestion
2.7	This would be a temporary solution, what about a growth corridor north of 89A?	Economic Impact
2.8	Will the Biden administration's decision to restore more stringent NEPA requirements slow down the survey?	Environmental
2.9	Topographical Survey: Will *substrate* conditions be evaluated?	Environmental
2.10	Road Scarring Noise- use traffic #s to predict noise levels at set distances. Then have a criterion on how many houses in x distance as a criteria? JR not public	Environmental
2.11	Safety, noise, lighting. Env impacts, drainage, utilities. Wildlife, transit, channels	Environmental, Wildlife
2.12	DA for storm south is ambiguous and unclear. Who pays for this part of "Connector"?	Funding
2.13	On June 2 *Cathey (Unclear)* said "The true purpose of the SD connector *(is)* to open up state lands for future residential development". Is she lying?	General
2.14	Who picked up the phone to restart this project now?	General
2.15	What is criteria being used to consider "Do not Build"	Planning Process
2.16	Will consensus be realized?	Planning Process
2.17	Will this decision to build be ultimately decide by vote?	Planning Process
2.18	What steps are being taken to ensure public opposition will be factored in? *(it is not window dressing)*	Planning Process
2.19	Who are the "Decision makers" for this?	Planning Process
2.20	Emphasis seem to be on positives. Will negative impacts be studied by AECOM and evaluated?	Planning Process
2.21	Will the study review/develop plans to integrate *w/ IGA/ Park*?	Planning Process
2.22	Is public transit being considered for this corridor? How is it being considered?	Public Transit
2.23	Do proposed route (S) optimize transit throughputs?	Public Transit
2.24	Roadway cross-section & design speed	Roadway
2.25	Why is widening HWY 69 from the 2013 study not being prioritized if traffic impact is a priority?	Roadway
2.26	Wildlife has been consistently ignored. What would be guarantee for attention?	Wildlife
2.27	Environmental Review: Will cultural/archeology impacts be include*(d)*? Will wildlife corridors impact be include*(d)*?	Wildlife, Environmental

Question 3

No	Comment	Themes
3.1	Major delays for traffic using the corridor for services and work.	Congestion
3.2	HWY 69 overload	Congestion
3.3	Increased congestion on SR69, which is already bad.	Congestion
3.4	Gridlock! What will be economic impact?	Economic Impact
3.5	More land left open & undeveloped	Environmental
3.6	Increase maintenance costs for up-keep of existing roadways.	Funding
3.7	That voters voices were ignored and General Plans mean nothing.	Planning Process
3.8	Other roads would be built unless there are more creative solutions (like spend our $ on mass transit solutions)	Roadway, Public transit, Funding
3.9	HWY 69 throughput/redesign for capacity. "Backside" access to Yavapai Hills.	Roadway
3.10	Less connectivity	Roadway
3.11	Very few viable alternative routes for local traffic. Should SR69 become shut-down for emergency situations. (crash, fire, etc.)	Roadway
3.12	Once 69 is finally widened, how much capacity would it have? What growth projections would lead to maximum capacity over what time frame?	Roadway
3.13	No alternate route around extended SR69. Closures between Prescott Lakes Parkway and Sundog Ranch Rd	Roadway
3.14	Increased accidents and potential closures of existing roadways	Roadway
3.15	Safety	Roadway
3.16	(Good thing!) Fewer animals would be killed on road. Glassford Hill is a wildlife haven	Wildlife

Question 4

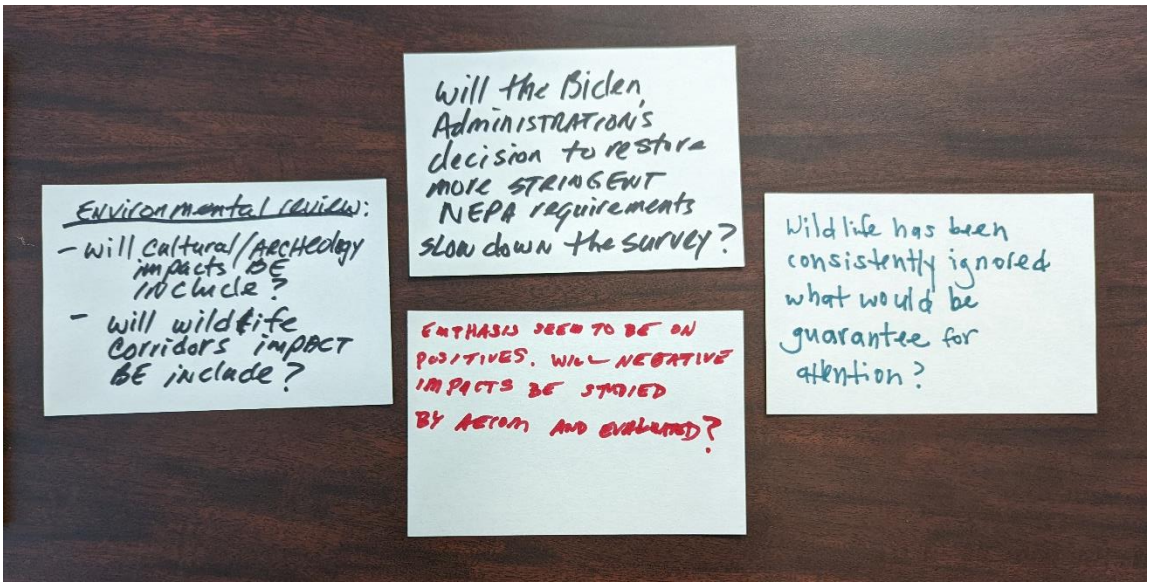
No	Comment	Themes
4.1	Safe trail head parking	Active transportation
4.2	No(emphasized) commercial business- pkwy only. Limits neighborhood access (minimize *neighborhood* access as thru ways) bike/hike ways; maximize trail access	Community Impact
4.3	Minimize traffic impact on Yavapai Hills	Congestion
4.4	Dark sky lighting	Environmental
4.5	Make it part of regional park to maximize open space + minimize development	Environmental
4.6	Only native plantings. Do not use Prescott's "low water" list necessarily (only natives)	Environmental
4.7	Fully restored road shoulder. "scar" to be invisible quickly.	Environmental
4.8	Parkway, 45 mph, bike lanes, multi-use path, beautification, xeriscaping, & if warranted, wildlife crossings.	Environmental
4.9	Make it as "invisible" as possible to shield it visually from Yavapai Hills & to minimize noise	Environmental
4.10	Reestablish native landscaping adjacent to roadway. Design to minimize noise w/o walls. Distance from existing homes. No trucks. Minimal grades (throttle control), low speeds.	Environmental, Roadway
4.11	Bus stop locations equally distanced apart (i.e ¼ mile) Bus pull outs	Public Transit

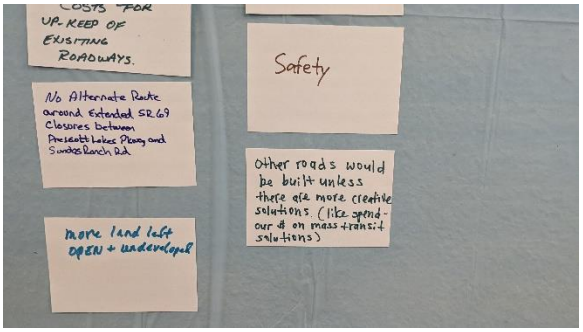
No	Comment	Themes
	ADA wheelchair concrete pads at bus stop locations Design a standard detail for bus stops & bus stop amenities	
4.12	Multimodal transportation corridors Transit accommodations Bike lanes Multi-use path separated from traffic lanes Open space access	Public Transit, Active Transportation, Environmental
4.13	AR-ACFC for noise	Roadway
4.14	Could Sundog connector tie or work in conjunction with Jasper subdivision (parkway) to be constructed south to SR69 at Stoneridge light.	Roadway
4.15	Limited access roadway	Roadway
4.16	Divided multilane roadway. 45 to 55 mph design speed. Separated multimodal accommodations.	Roadway
4.17	Bike lanes and pedestrian access. Crosswalks that are signalized CRAY Option: Gondola Transportation, See Bolivia's Gondola Transportation	Roadway, Active transportation
4.18	4 lane w/ center turn lanes. w/ multimodal additions. Bike/pedestrian use. Deceleration & acceleration lanes. Planned for future residential development.	Roadway, Active Transportation, Community Impact
4.19	Minimal lighting – "Dark sky" foster wildlife transits	Wildlife
4.20	Robust wildlife corridors/ safe passage for large and small.	Wildlife
4.21	Educational/interpretative signage (wildlife, geology, fragility of land, trail etiquette at trail heads)	Wildlife, Active Transportation
4.22	As far NORTH as possible. No night illumination. Copy pioneer parkway design. No commercial development. No cut through Yavapai Hills. Hiking/bike trails integrated.	Environmental, Active Transportation, Economic Impact

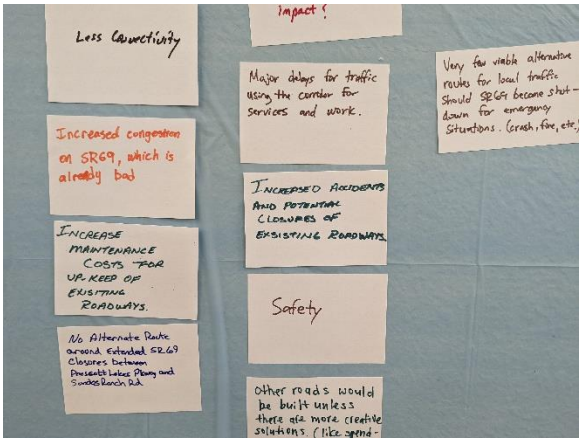
Appendix 1

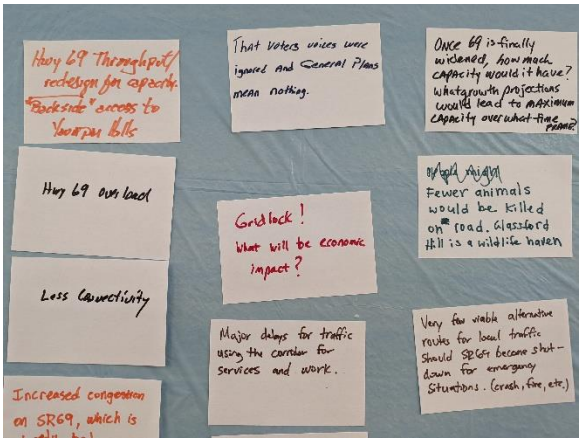
No	Theme	Definition	Example
1	Funding	Concerns related to funding of project	Increase maintenance costs for up-keep of existing roadways.
2	Economic Impact	Concerns related to economic impact of the project on the surrounding areas	This would be a temporary solution, what about a growth corridor north of 89A?
3	Roadway	Concerns related to road design and network.	Could Sundog connector tie or work in conjunction with Jasper subdivision (parkway) to be constructed south to SR69 at Stoneridge light.
4	Congestion	Concerns related to traffic congestion	Will traffic diverted from SR69 to the future connector be considered in regard to local jurisdiction *roads?*
5	Public Transit	Concerns related to the implementation of public transit	Bus stop locations equally distanced apart (i.e ¼ mile) Bus pull outs ADA wheelchair concrete pads at bus stop locations Design a standard detail for bus stops & bus stop amenities
6	Active transportation	Concerns related to the implementation of pedestrianization, biking and hiking trails	How important will pedestrian access be to this corridor? Or will this be considered @ a different phase?
7	Environmental	Concerns related to environmental impact due to project implementation	Only native plantings. Do not use Prescott's "low water" list necessarily(only natives)
8	Wildlife	Concerns related to disturbance of wildlife habitats, wildlife corridors, etc.	Robust wildlife corridors/ safe passage for large and small.
9	Community Impact	Concerns related to impacts on the surrounding neighborhoods due to the project	How it could support the Glassford Hill Park?
10	Planning Process	Concerns related to planning process during implementation of project	What steps are being taken to ensure public opposition will be factored in? *(it is not window dressing)*
11	General/Other	N/A	N/A

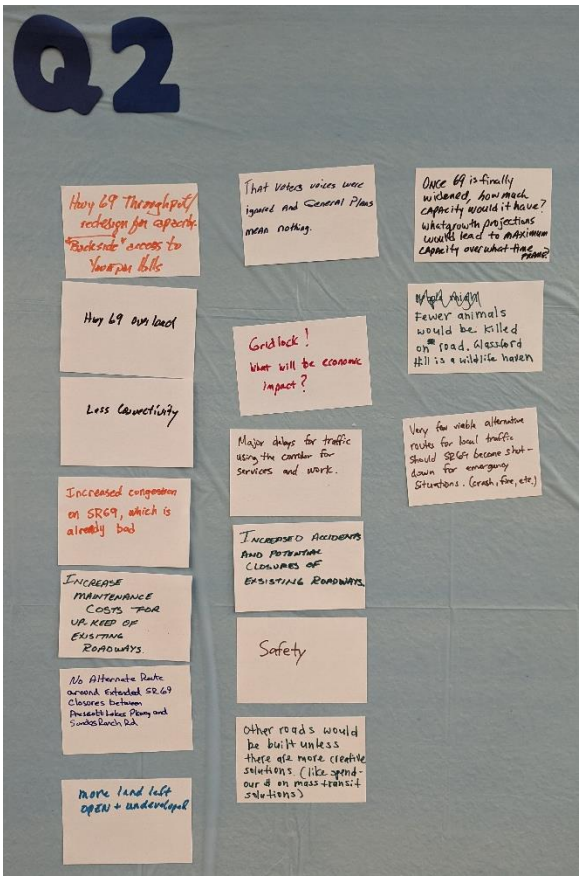
Appendix 2

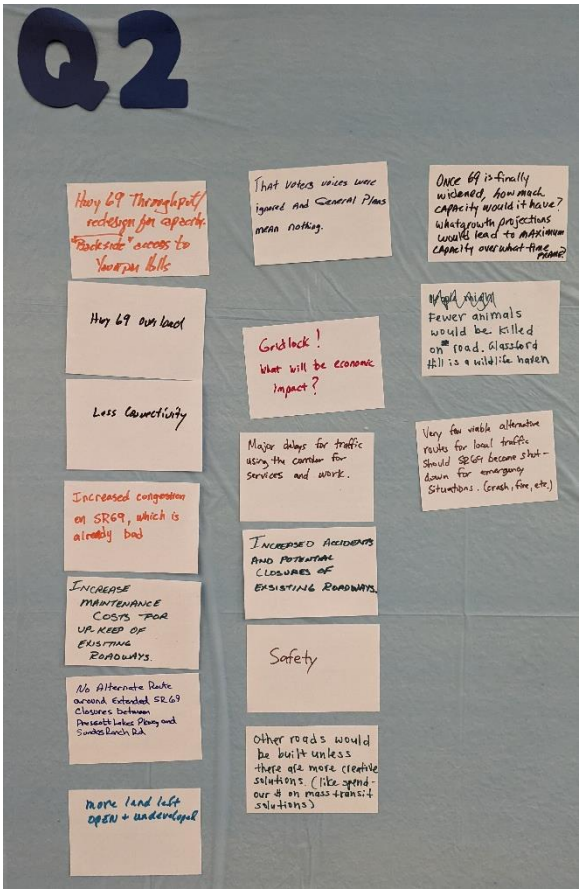

Environmental review:
- will cultural/Archeology impacts BE include?
- will wildlife corridors impact BE include?
Will the Biden Administration's decision to restore more STRINGENT NEPA requirements slow down the survey?
EMPHASIS SEEM TO BE ON POSITIVES. WILL NEGATIVE IMPACTS BE STUDIED BY AECOM AND EVALUATED?
Wildlife has been consistently ignored what would be guarantee for attention?

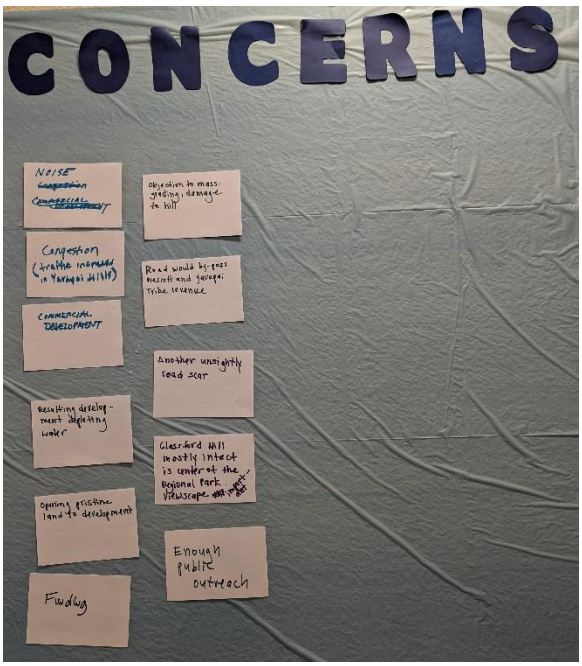

COSTS FOR UP-KEEP OF EXISTING ROADWAYS.
Safety
No Alternate Route around Extended SR69 Closures between Prescott Lakes Pkwy and Sundog Ranch Rd.
Other roads would be built unless there are more creative solutions. (like spending our $ on mass transit solutions)
more land left OPEN + undeveloped

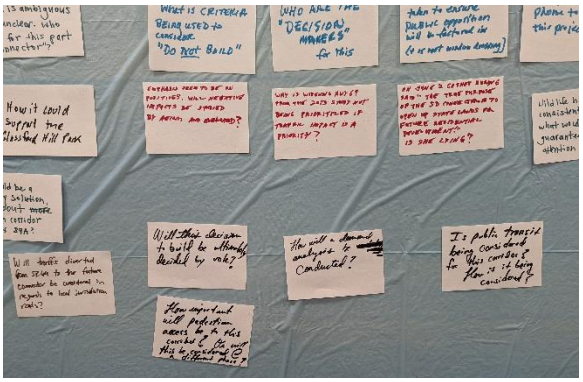

Less Connectivity
Impact?
Major delays for traffic using the corridor for services and work.
Very few viable alternative routes for local traffic should SR69 become shut-down for emergency situations. (crash, fire, etc.)
Increased congestion on SR69, which is already bad
INCREASED ACCIDENTS AND POTENTIAL CLOSURES OF EXISTING ROADWAYS
INCREASE MAINTENANCE COSTS FOR UP-KEEP OF EXISTING ROADWAYS.
Safety
No Alternate Route around Extended SR69 Closures between Prescott Lakes Pkwy and Sundog Ranch Rd.
Other roads would be built unless there are more creative solutions. (like spend-

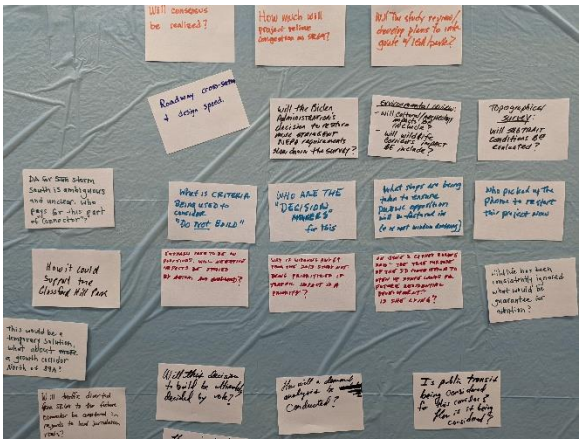

Hwy 69 Throughput/ redesign for capacity
"Backside" access to Yavapai Hills
That voters voices were ignored and General Plans mean nothing.
ONCE 69 is finally widened, how much capacity would it have? What growth projections would lead to MAXIMUM capacity over what time frame?
Hwy 69 overload
Gridlock! What will be economic impact?
Fewer animals would be killed on road. Glassford #11 is a wildlife haven
Less Connectivity
Major delays for traffic using the corridor for services and work.
Very few viable alternative routes for local traffic should SR69 become shut-down for emergency situations. (crash, fire, etc.)
Increased congestion on SR69, which is

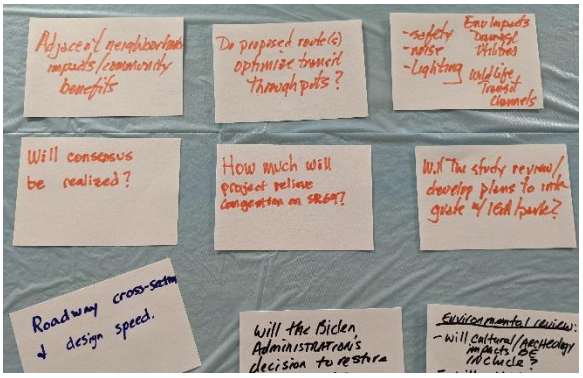

Q2
Hwy 69 Throughput/ redesign for capacity
"Backside" access to Yavapai Hills
That voters voices were ignored and General Plans mean nothing.
ONCE 69 is finally widened, how much capacity would it have? What growth projections would lead to MAXIMUM capacity over what time frame?
Hwy 69 overload
Gridlock! What will be economic impact?
Fewer animals would be killed on road. Glassford #11 is a wildlife haven
Less Connectivity
Major delays for traffic using the corridor for services and work.
Very few viable alternative routes for local traffic should SR69 become shut-down for emergency situations. (crash, fire, etc.)
Increased congestion on SR69, which is already bad
INCREASED ACCIDENTS AND POTENTIAL CLOSURES OF EXISTING ROADWAYS
INCREASE MAINTENANCE COSTS FOR UPKEEP OF EXISTING ROADWAYS
Safety
No Alternative Route around Extended SR69 Closures Between Prescott Lakes Pkwy and Sundog Ranch Rd.
Other roads would be built unless there are more creative solutions (like spending our $ on mass transit solutions)
more land left OPEN + undeveloped

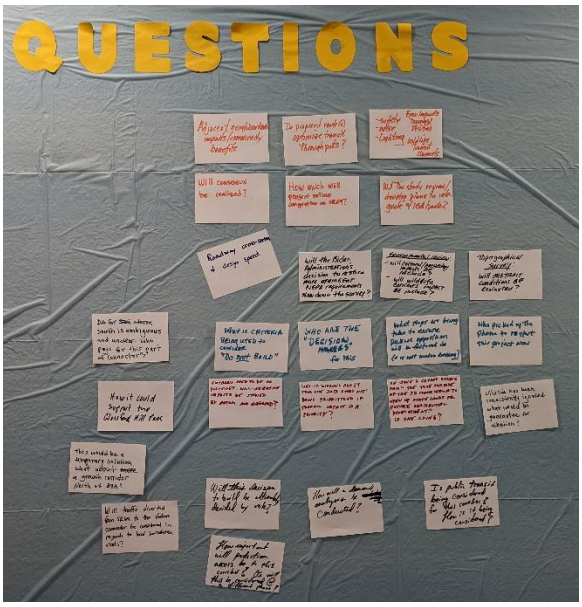

Q2
Hwy 69 Throughput/ redesign for capacity
"Backside" access to Yavapai Hills
That Voters voices were ignored and General Plans mean nothing.
ONCE 69 is finally widened, how much capacity would it have? what growth projections would lead to MAXimum capacity over what time frame?
Hwy 69 overload
Gridlock! What will be economic impact?
Fewer animals would be killed on road. Glassford Hill is a wildlife haven
Less Connectivity
Major delays for traffic using the corridor for services and work.
Very few viable alternative routes for local traffic. Should SR69 become shut-down for emergency situations. (Crash, fire, etc.)
Increased congestion on SR69, which is already bad
INCREASED ACCIDENTS AND POTENTIAL CLOSURES OF EXISTING ROADWAYS
INCREASE MAINTENANCE COSTS FOR UPKEEP OF EXISTING ROADWAYS.
Safety
No Alternate Route around Extended SR69 Closures between Prescott Lake Pkwy and Sundog Ranch Rd.
Other roads would be built unless there are more creative solutions. (like spending our $ on mass transit solutions)
more land left OPEN + undeveloped


CONCERNS
NOISE
objection to mass-grading; damage to hill
Congestion (traffic increase in Yarnell Hill)
Road would bisect Prescott and Yavapai Tribe reservation
COMMERCIAL DEVELOPMENT
Another unsightly road scar
existing development depleting water
Glassford Hill mostly intact is center of the Regional Park
opening pristine land to development
Enough public outreach
Funding


WHAT IS CRITERIA BEING USED to consider "DO Not BUILD"
WHO ARE THE "DECISION MAKERS" for this
How it could support the Glassford Hill Park
Will this decision to build be ultimately decided by vote?
How will a demand analysis be conducted?
Is path transit being considered for this corridor? If so, is it being considered?


Will consensus be realized?
How much will project relieve congestion on SR69?
Roadway cross-section & design speed
Will the Biden Administration's decision to restore more stringent NEPA requirements have an impact on the survey?
Topographical Survey
WHAT IS CRITERIA BEING USED to consider "DO Not BUILD"
WHO ARE THE "DECISION MAKERS" for this
How it could support the Glassford Hill Park
Will this decision to build be ultimately decided by vote?
How will a demand analysis be conducted?
Is path transit being considered for this corridor? If so, is it being considered?


Adjacent neighborhood impacts/community benefits
Do proposed route(s) optimize transit through pots?
-safety -noise -Lighting
Env impacts Drainage Utilities
Wildlife Transit Channels
Will consensus be realized?
How much will project relieve congestion on I25?
Will the study review/ develop plans to integrate w/ I64 funds?
Roadway cross-section ↓ design speed.
Will the Biden Administration's decision to restore
Environmental review: - will Cultural/Archeology impacts be included?


QUESTIONS

Sundog Connector – Design Concept Report and Environmental Overview

Meeting name
Stakeholder Meeting #2

Meeting date
May 24, 2023

Location
Yavapai County Public Works Ready Room & Emergency Operations Center, 1100 Commerce Drive, Prescott

In-Person Participants

1. Agency/Consultant Team
    a. CYMPO: Lindsay Post, Vinny Gallegos, Bryn Stotler, and Allison McCarthy
    b. AECOM: Matt Bondy, Kate Bondy, and Dillon Kennedy
2. Stakeholders
    a. Tammy DeWitt, City of Prescott
    b. James Edelstein, Prescott Valley Police Department
    c. Bill Fanelli, Prescott Bicycle Pedestrian Technical Advisory Committee (PBTAC) and Yavapai Trails
    d. Chris Hosking, City of Prescott
    e. Roger McCormick, Yavapai County
    f. Heather Ruder, Town of Prescott Valley
    g. Mike Parrish, Sundog DISConnect
    h. Mayor Phil Goode, City of Prescott
    i. Cody Rose, Central Arizona Fire and Medical Authority (CAFMA)
    j. Tom Knapp, City of Prescott Fire
    k. Mayor Kell Palguta, Town of Prescott Valley
    l. Joanne Oellers, Save the Dells
    m. Walt Anderson, Granite Dells Preservation Foundation
    n. Ian Mattingly, City of Prescott
    o. Dan Cherry, Yavapai County
    p. Dan Prijic, Yavapai Hills HOA
    q. Marlyn Van Keuren, Yavapai County
2. Public Attendees
    a. Mary Jacobsen
    b. Darko Rosic, Yavapai Hills HOA
    c. Gary Anderson, Yavapai Hills HOA
    d. Allan Carliner, Yavapai Hills HOA
    e. Rod Moyer, Save the Dells
    f. Terry Sapio, 35-year resident of Yavapai Hills

Virtual Attendees

3. Stakeholders
    a. Karen Dada, AZ State Land
    b. Brad Anderson, Kitchell

    c. Benny Wells, Arizona Eco Development
    d. Don Allison, Storm Ranch
    e. Chelsea Walton, City of Prescott
    f. Charles Budinger, ADOT, CYMPO EMAC
    g. Deb Pastor, CYMPO EMAC
4. Public Attendees
    a. Lynda Parrish, Sundog DISConnect
    b. Ann Friday
    c. Maryam Saedi
5. Agency/Consultant Team
    a. AECOM: Jessica Rietz

Goals and Objectives

The AECOM project team began the meeting with an overview of the Stakeholder Meeting #2 goals and objectives. The stakeholder committee member roles were overviewed and encouraged to use this meeting as an opportunity to ask questions, present concerns, and offer input and feedback in a more concentrated group setting. The Stakeholder Meeting #2 was identified as an Open Meeting, with members of the general public welcome to observe the meeting. The meeting however was structured to limit engagement and discussion from designated Stakeholder Committee members. Opportunities for comment from the general public attendees were offered through public comment cards made available throughout the meeting and immediately following.

The three primary objectives identified for Stakeholder Meeting #2 were to:

1. Refine & Weight Project Evaluation Criteria
2. Rate Preference on Phase I Build Alternatives
3. Identify Preference on Phase II Alternative Features

Project Overview

The AECOM project team led the discussion overviewing the Design Concept Report (DCR) process and an update to the Sundog Connector DCR & Environmental Overview (EO) project specifically. A DCR is described as an advanced planning process that incorporates the assessment of existing & future conditions, identifies a project purpose and need, develops and evaluates alternatives including both no-build and build analyses, identifying a recommended alternative, and developing a DCR report documenting the process, analysis, and results. An important emphasis to the DCR process is that the recommended alternative and resulting outcome of the DCR does not commit CYMPO or other involved agencies to further design or construction activities.

The AECOM project team further provided an update to the Sundog Connector DCR & Environmental Overview (EO) project progress. From approximately December 2022 to March 2023, the project team temporarily paused advancement of technical work to be able to more clearly understand the existing plans and agreements associated with community developments within the corridor study area that may impact alternative development decisions. Following the greater understanding of the development agreement details, the project team has continued in the creation of preliminary Phase I alternative alignments and will be conducting the Phase I alternatives evaluation process upon receiving additional feedback from the Stakeholder Committee. The alternatives development and analysis process are separated into two phases; Phase I alternative and evaluation begins with corridor alignments for proposed build alternatives to identify possible topographical opportunities and constraints. Phase I does not include specific cross-section or corridor amenities. The Phase I Alternatives Evaluation likewise will consider evaluations based on potential build alternative alignments. Phase II alternatives development will include a shortlist of Phase I Build Alternatives that received higher scoring Phase I Alternatives Evaluation scores. Phase II Alternatives Evaluation includes analysis of both build and no-build alternatives and considers both the corridor alignment as well as corridor cross-sections, amenities, and features.

Evaluation Criteria Overview

The AECOM project team introduced the 11 Evaluation Criteria Categories to be used across the Phase I and/or Phase II analyses. These categories were further described to include one or multiple individual evaluation criteria to be used in either the Phase I or Phase II analyses depending on the applicability to corridor alignments and corridor features. Each Evaluation Category and Criteria are summarized below.

Natural Environment Impact

The impacts to the natural environment will consider potential impacts based on both roadway alignment and potential mitigation techniques, such as wildlife crossing infrastructure. Additionally, potential impacts to natural species, flora and fauna, will be considered.

Built & Human Environment Impact

In addition to the natural environment the potential built and human environment impacts will assess factors related to potential benefits and impacts that may be experienced by the nearby or affected community or elements of historical cultural significance. The analysis of potential noise and visual impacts will be assessed as it relates to potential roadway impacts to nearby residential communities. The potential impacts and benefits to the proposed regional park plans will additionally be considered both from potentially enabling recreational access as well as potentially bisecting park plans. Additionally, the study area's cultural resources will be considered for potential impacts to cultural artifacts as well as land significance.

Traffic Impact

Traffic is an important consideration for potential impacts and benefits to nearby roadways. Consideration of changes to traffic will be assessed along State Route 69 to identify potentials for travel time savings or reductions in delay and improved corridor reliability. Furthermore, the potential concern of neighborhood cut through traffic was expressed through the public outreach efforts associated with this project. Consideration of potential traffic impacts to the existing portions of the Yavapai Hills and Diamond Valley communities will be considered as well.

Community Accessibility

Accessibility is a factor that could change between existing conditions with potential build scenarios. Evaluation of access will account for the quantity, location, and additional connecting route requirements to potential access intersections along the corridor to the Yavapai Hills and Diamond Valley communities.

Emergency Access/Evacuation

An important need identified in the project location is the difficulty for fire and emergency response to reach the northern-most locations in the nearby communities, as expressed by the City of Prescott Fire Department. Evaluation will access potential changes to emergency services access and response time with the introduction of a northern access to the Yavapai Hills community. Additionally, potential residential evacuation capabilities will be assessed with the introduction of additional access to the north of the community.

Consistency with Completed Plans

Assessment of the consistency with completed local and regional plans is a common evaluation criteria to include in an alternatives analysis process. The CYMPO Regional Transportation Plan (RTP) and additional regional and local plans will be referenced to identify plan consistency.

Multimodal Mobility

Potential build alternatives may accommodate active transportation modes, such as bicycling and walking. The physical topography of potential build alternatives varies in the gradients and slopes of the alignments which may present opportunities or barriers towards accommodation of these active modes. Furthermore, as part of the Phase II analysis considerations for dedicated active transportation features may be included, such as sidewalks, bicycle lanes, and/or multi-use paths.

Vehicular Safety
Safety is of critical importance to all transportation projects and will be considered in the alternatives evaluation process. Safety considerations to be included in the build alternatives include assessment of travel and design speeds of a potential corridor, the introduction of horizontal and vertical curves along the corridor, and the visibility and lighting features potentially included in build alternatives to offer a safe roadway.

Engineering Design Constraints
The analyzed potential corridor alternatives will incorporate detailed engineering considerations to provide potentially implementable alternatives. The engineering considerations included in the evaluation process include consideration of utility impacts, drainage considerations, quantity of earthwork requirements, and conformance towards existing roadway design standards from partner agencies.

Public, Stakeholder, and Agency Acceptance
Feedback response from the general public, the Stakeholder Committee members, and agency partners are important in identifying respective feedback to different alternatives. Public feedback has been collected through the planning process including open opportunities for comment on the project website, written comment cards available at public meetings and special events, as well as feedback received at the project's engagement events. Stakeholder committee feedback is collected through comments and engagement opportunities at this stakeholder committee meeting. Agency feedback from the project strategic technical advisory committee (STAC) are identified during formal STAC meetings and technical working sessions.

Cost
Both estimated construction and right-of-way (ROW) costs are included in the alternatives analysis process. Cost estimates will be assessed during the Phase II analysis once all build design considerations are identified.

Committee Discussion

A question was received asking through what means the project team has collected stakeholder and public feedback. The project team responded that the first Stakeholder Committee Meeting was held last year in which feedback and engagement was received specifically from Stakeholder Committee members. Additionally general public outreach opportunities have been made available through the Sundog Connector project website, project email, and the Public Open House. Furthermore, it was reiterated that the Stakeholder Committee was established at the beginning of the project and new members have been added to address specific interested parties of the project. For the purposes of this project stakeholders have been identified as members of the groups that have been identified and have representatives serving on the Stakeholder Committee. Lastly a request for more frequent engagement and information sharing was made as the project proceeds.

A request was made for the completion of an economic impact analysis to be conducted as part of this study process to analyze the potential economic impact of this project as it relates to State Route 69 and the Yavapai-Prescott Indian Tribe. The project team responded that the State Route 69 study will provide an analysis of the impacts associated with the Sundog Connector being built or not.

Representation from Arizona State Land Department emphasized the on-going application for open space preservation within the project study area. The project team confirmed knowledge of and understanding of the associated planning efforts for open space in the area and will continue to monitor the progression of the application and potential benefits and limitations associated with providing access or impacting these lands as the effort continues. Further clarification regarding the precise extents and progress in this Open Space intergovernmental purchase have continued since the Stakeholder Committee meeting.

Requests for clarification on criteria elements included confirmation of the inclusion of wildlife safety. The project team responded with confirmation that wildlife will be considered in both phases of the evaluation process as part of the Physical Environment evaluation category including accounting for impacts to wildlife corridors, native species, as well as potential mitigation or engineering solutions to include wildlife design

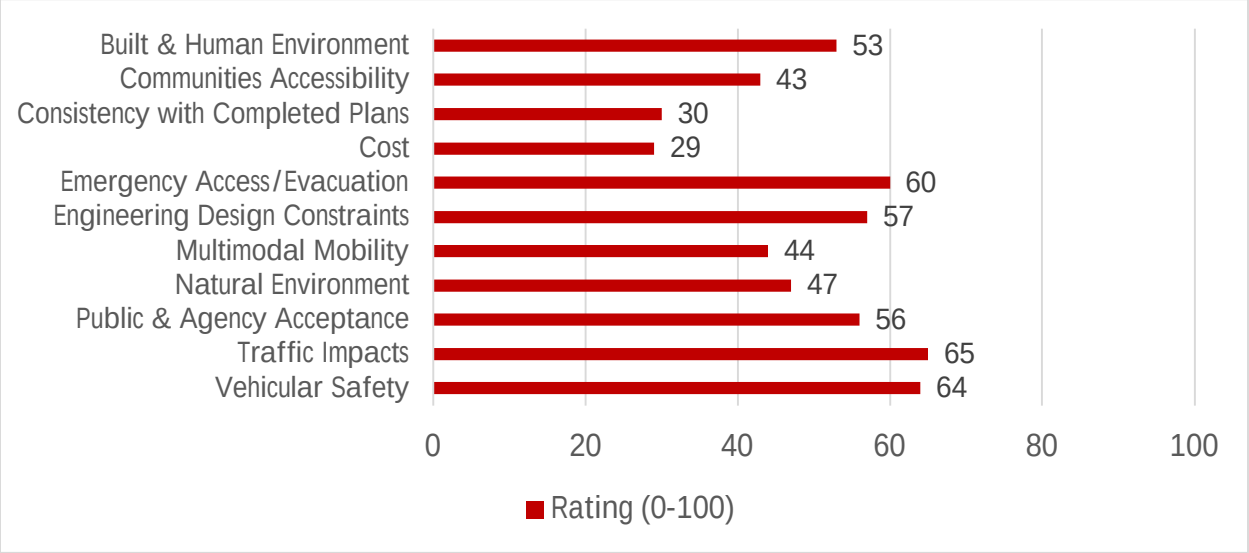
accommodations and considerations. Additionally, Prescott Valley Police Department representation requested the analysis to incorporate consideration of maintenance access to the radio towers atop Glassford Hill as appropriate.

Engagement Activity #1

At the end of the presentation, the first engagement activity was described. Engagement Activity #1 was conducted using a digital engagement tool to rank and prioritize the Evaluation Criteria Categories described above. Each Stakeholder Committee member was given a web link or QR code in which they were to scan or access using their mobile device. The activity included a series of head to head questions that asked the Stakeholder Committee member to choose between two randomly generated Evaluation Criteria Categories to select which was more important in the Sundog Connector Alternatives Evaluation Process. Each participant was asked 30 total head to head questions. The results of all participants were subsequently aggregated into a cumulative score out of 100, and subsequent relative ranking amongst the Evaluation Criteria Categories.

A total of 690 votes were cast across 23 participants during the engagement activity. The scoring and ranking are shown in Figure 1.

Figure 1 – Engagement Activity #1 Results



Traffic Impacts, Vehicular Safety, and Emergency Access & Evacuation we identified as the three most important Evaluation Criteria Categories respectively. Conversely Cost and Consistency with Completed Plans were distantly identified as the two least important Evaluation Criteria Categories. The remaining categories received scores between 43 and 57, representing less drastic scoring discrepancy.

The resulting information gathered from this engagement activity will be used by the technical project team to use a relative weighting scheme for the evaluation criteria. The weighting scheme will be presented for further consultation and finalization with the project STAC.

Preliminary Draft Alternatives Overview

The AECOM project team overviewed the preliminary set of Phase I alternatives, including 7 preliminary build alternative options for initial consideration. The Phase I alternatives were further described as being build alternatives to represent various potential alignments of a built corridor, to identify potential roadway configurations, locations, and engineering constraints considered in the horizontal and vertical alignment selection. The no-build alternative will furthermore be advanced into the Phase II evaluation as a potential alternative to represent the comparative evaluation results of the current conditions without a

roadway constructed. Each presented draft alternative is described below and visually shown in Appendix 1.

Alternative 1 was shown as a build alternative that uses a direct connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments and then uses an alignment with the greatest distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment has the steepest grades along the western portion of the alignment (greater than 10%) and requires larger amounts of earthwork cut and fill.

Alternative 2 was shown as a build alternative that uses an indirect connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments and then uses an alignment with a middle distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment would require steep grades along the western portion but reduces the needs for earthwork cut and fill on the eastern portion of the alignment, compared to Alternative 1.

Alternative 3 was shown as a build alternative that uses a direct connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments (same as Alternative 1) and then uses an alignment with the least distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment better matches existing topography to minimize earthwork cut and fill along the eastern portion of the alignment. This alignment would slightly modify the preliminary planned Yavapai Hills Unit 9 roadway alignment.

Alternative 4 was shown as a build alternative that uses an indirect connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments, using a longer looping horizontal alignment that provides lowers grades, and then uses an alignment with the least distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment better matches existing topography to minimize earthwork cut and fill along the eastern section. This alignment would slightly modify the preliminary planned Yavapai Hills Unit 9 roadway alignment.

Alternative 5 was shown as a build alternative that uses a direct connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 but creates a significant change to the preliminary planned Yavapai Hills Unit 9 roadway alignment, pushing the alignment further north into preliminary planned Yavapai Hills Unit 9. The eastern portion then uses an alignment with the least distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment better matches existing topography to minimize earthwork cut and fill along the eastern section.

Alternative 6 was shown as a build alternative that uses an indirect connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments, using a switchback horizontal alignment that lowers grades, and then uses an alignment with the least distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment better matches existing topography to minimize earthwork cut and fill. This alignment would additionally change the Yavapai Hills Unit 9 roadway alignment.

Alternative 7 was shown as a build alternative that uses an indirect connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments (same as Alternative 2) and terminates at Yavapai Hills Unit 9. This alignment would only provide access to the western portion of the overall study area.

Discussion on the alternatives included that development of the build alternatives for Phase I encompassed considerations for horizonal and vertical alignments only and in relation to existing topographic features, existing and planned developments, and preliminary roadway alignment design criteria. It was noted that existing topographic constraints along with locations of planned developments resulted in development of build alternatives with various horizontal and vertical alignment challenges including potential steep grades (exceeding 6% or segments with longer portions of constant 6% grades), large earthwork cut and fill areas, and horizonal curve locations requiring reduced speeds. Consideration for Phase II alternatives would include determination on allowable design criteria (including design speeds, vertical grades and horizontal curve requirements, along with consideration for design exceptions for areas exceeding

requirements) and alignment refinements to attempt to minimize earthwork and large cut and fill areas as much as possible.

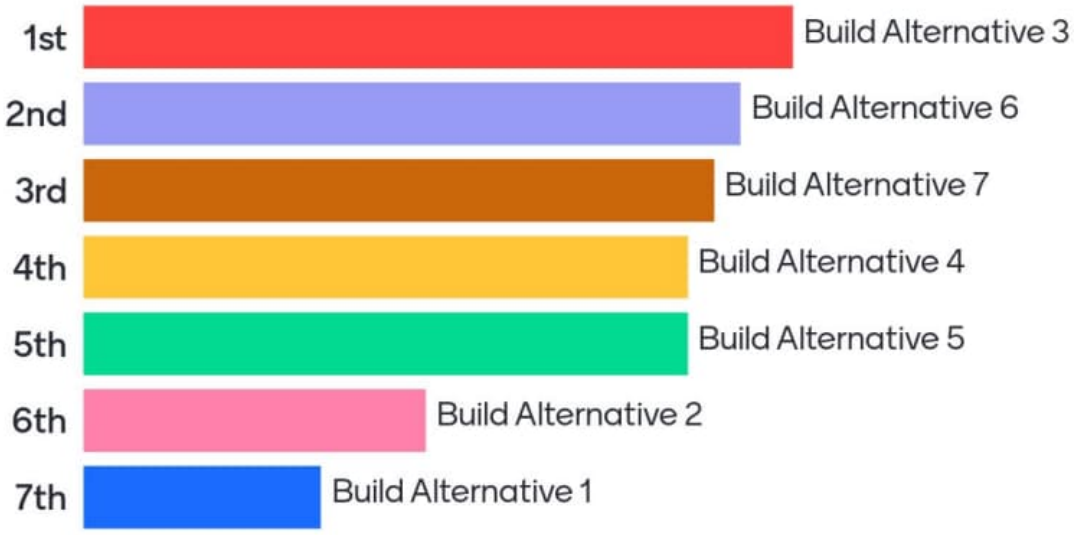
Engagement Activity #2

Note: Stakeholder rankings are not solely determinant of final alternatives selections.

The scoring rankings from Engagement Activity #2 will be used as part of the overall alternatives evaluation process. The stakeholder ranking results from this activity represents one of nineteen Phase 1 evaluation criteria. All nineteen evaluation criteria will be used to determine selected build alternatives to move forward to the Phase 2 alternative development stage.

Following the description and associated discussion of each of the build alternatives, Engagement Activity #2 was conducted using a digital engagement tool to rank each of the seven alternatives from most preferred to least preferred. A total of 10 Stakeholder Committee members participated in this engagement activity. The scoring and ranking are shown in Figure 2.

Figure 2 – Engagement Activity #2 Results



Conclusion & Next Steps

Following Engagement Activity #2 the meeting was adjourned. It was stated that by using the input received for this Stakeholder Meeting the project team would begin evaluation and scoring of the 7 build alternatives. It was also noted, that due to time constraints, an initially scheduled Engagement Activity #3 was not conducted during the Stakeholder Committee meeting. The project team will work to administer the remaining engagement activity from Stakeholder Committee members as part of an upcoming Sundog Newsletter distribution. Engagement Activity #3 includes a series of design consideration preferences. The

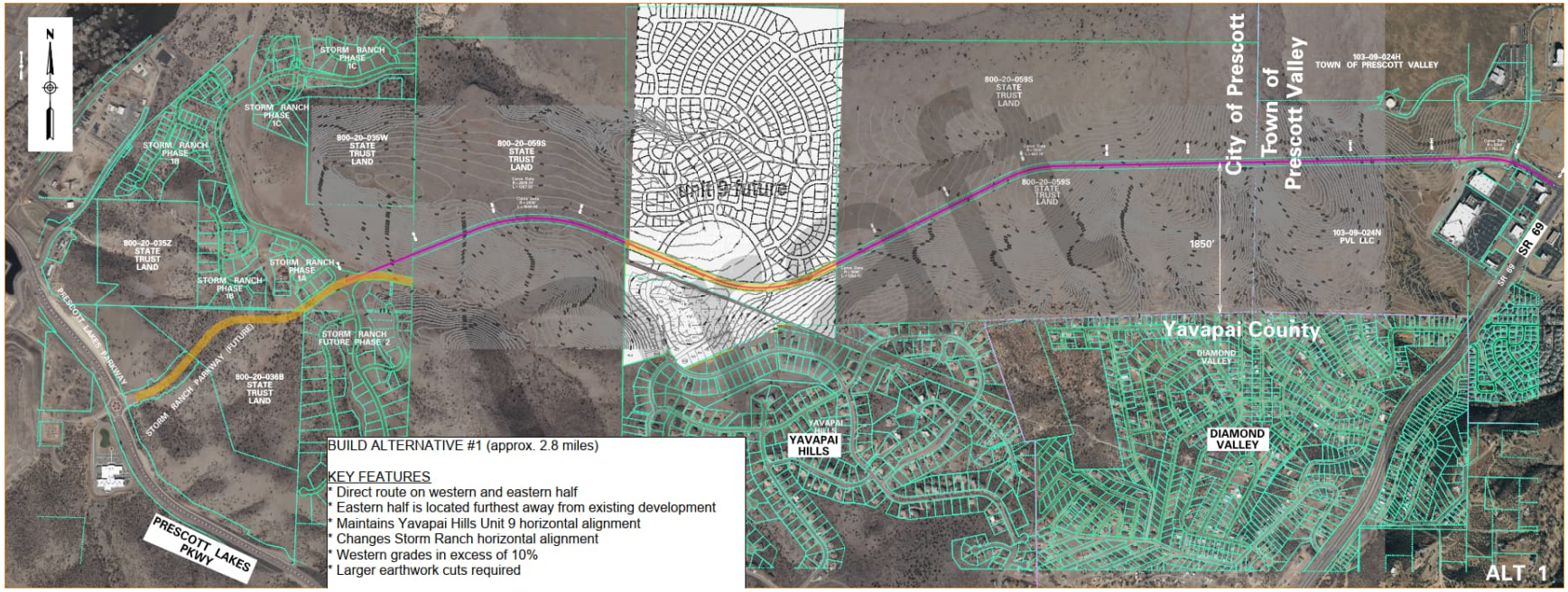
resulting response received from this information will assist the technical project team to develop corridor features, amenities, and considerations during the Phase II alternatives development.

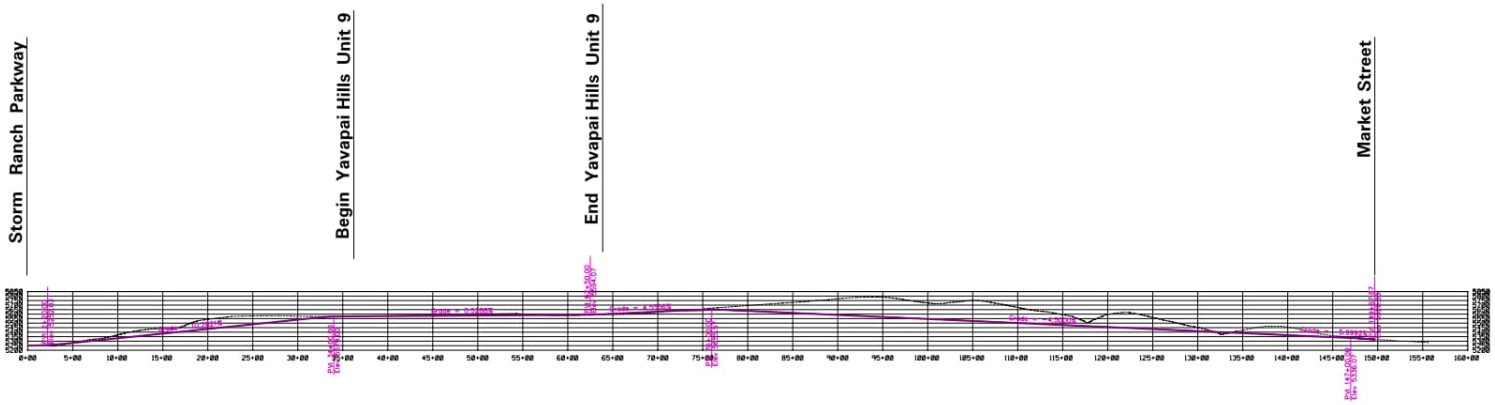
In project team discussions occurring after the Stakeholder Committee Meeting #2, the project team has clarified that the No-Build Alternative for this Sundog Connector DCR will consider the existing conditions of the study area. In doing so, the study process will best conform with federal guidelines, regulations, processes, and requirements for conducting Alternative Analyses provided that the Storm Ranch and Yavapai Hills Unit 9 developer activities have not fully broken ground nor are fully funded in an approved regional or local agency funding program.

Additionally, the project team has amended project delivery details to provide useful and actionable technical recommendations for decision-makers following the conclusion of this planning effort. The Sundog Connector DCR will continue through the two-phase evaluation process to produce a scored shortlist of Build Alternatives compared against a No-Build Alternative. The DCR will provide preliminary engineering plans for a proposed Build Alternative and will present the Preferred Build and No-Build Alternatives for consideration in determining next steps for the Sundog Connector.

DRAFT PHASE 1 ALTERNATIVES

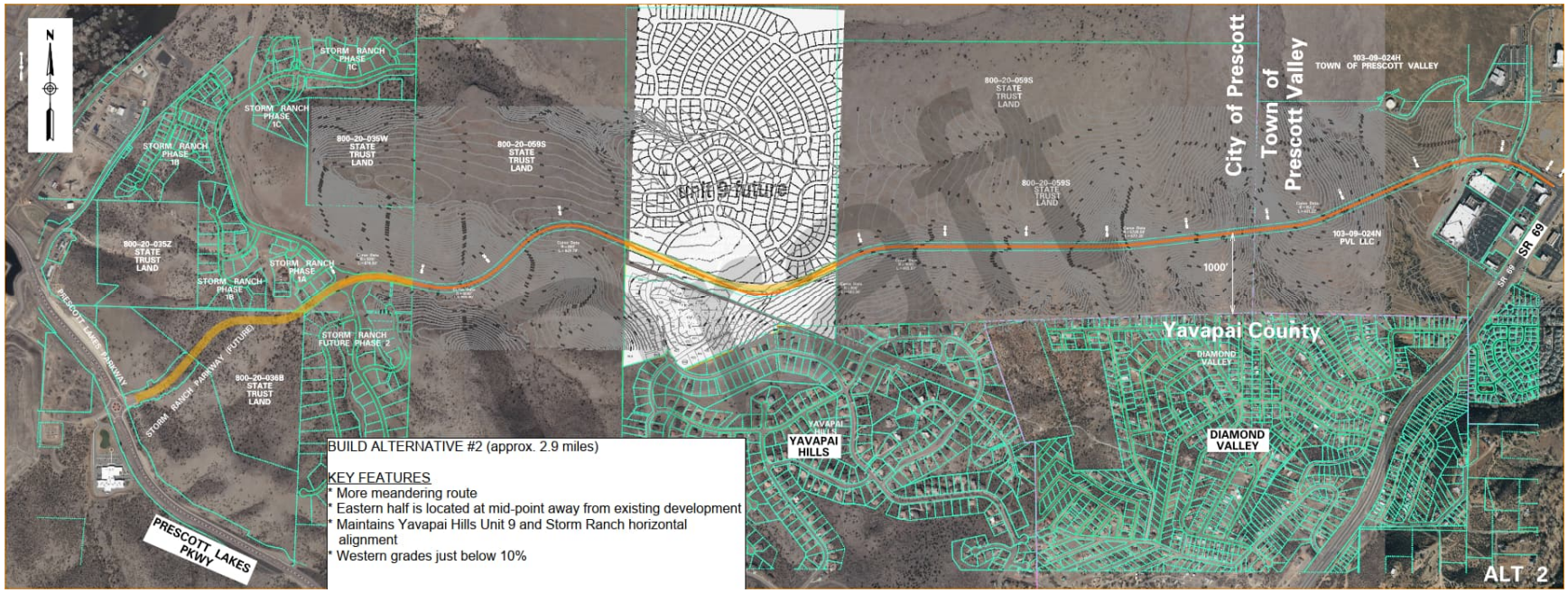
Alternative 1

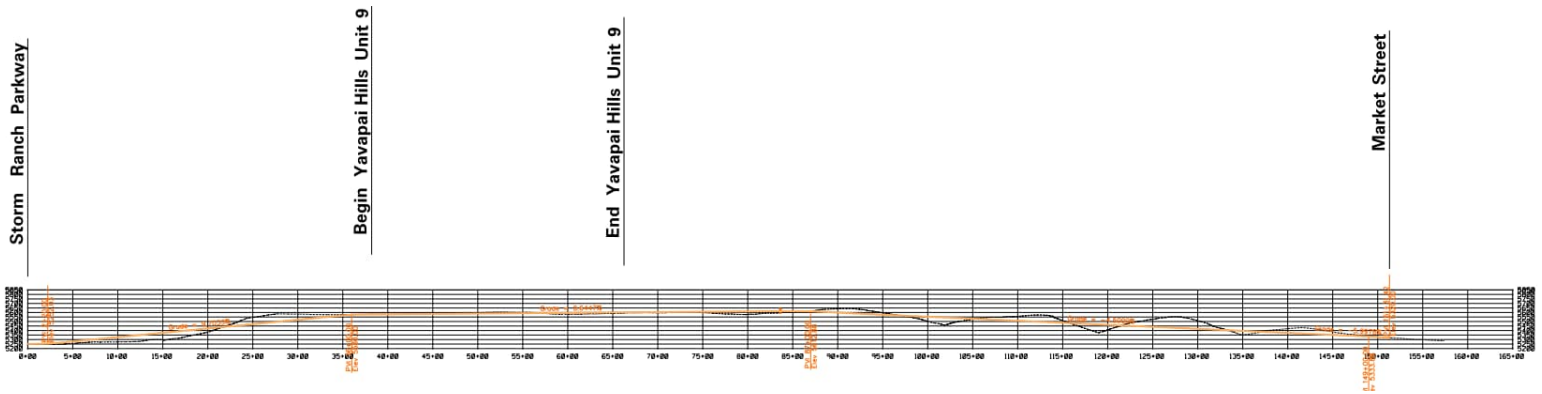




DRAFT PHASE 1 ALTERNATIVES

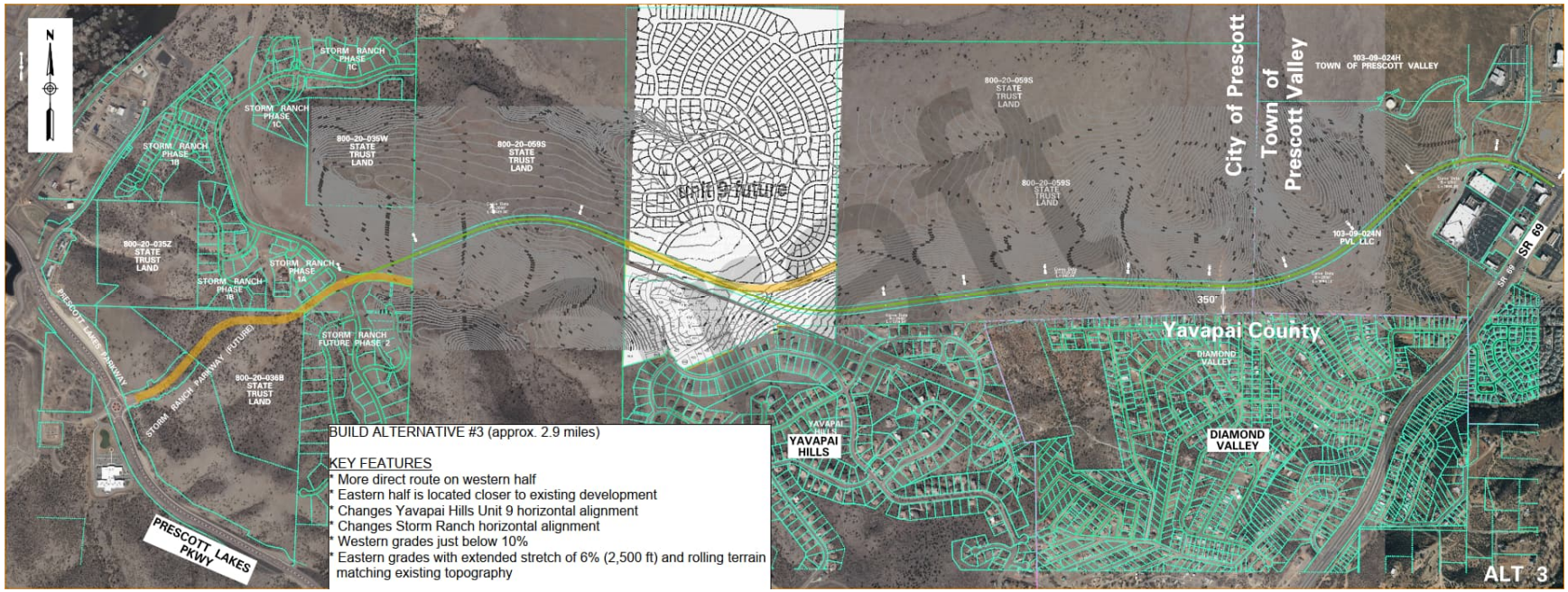
Alternative 2





Alternative 3

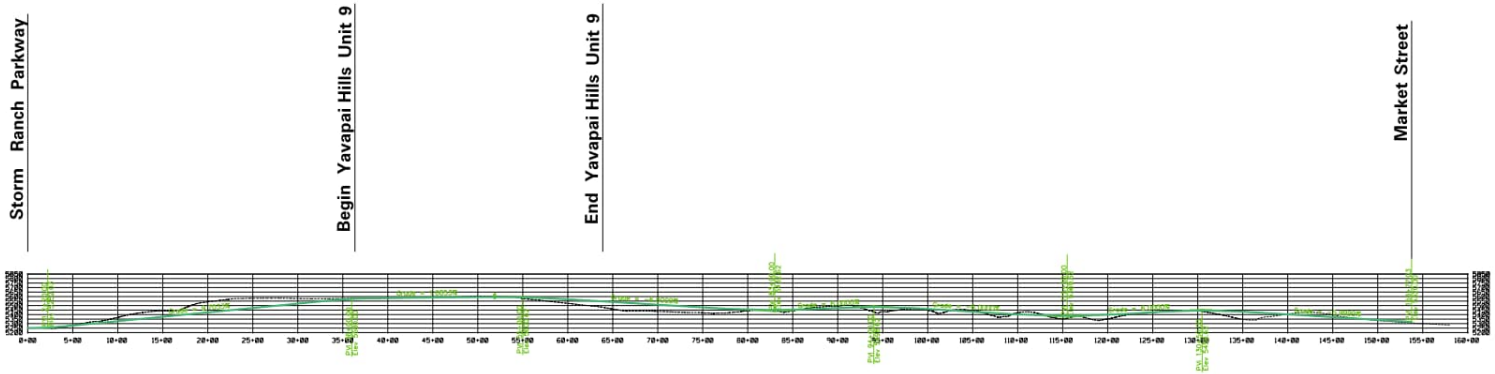
DRAFT PHASE 1 ALTERNATIVES



BUILD ALTERNATIVE #3 (approx. 2.9 miles)

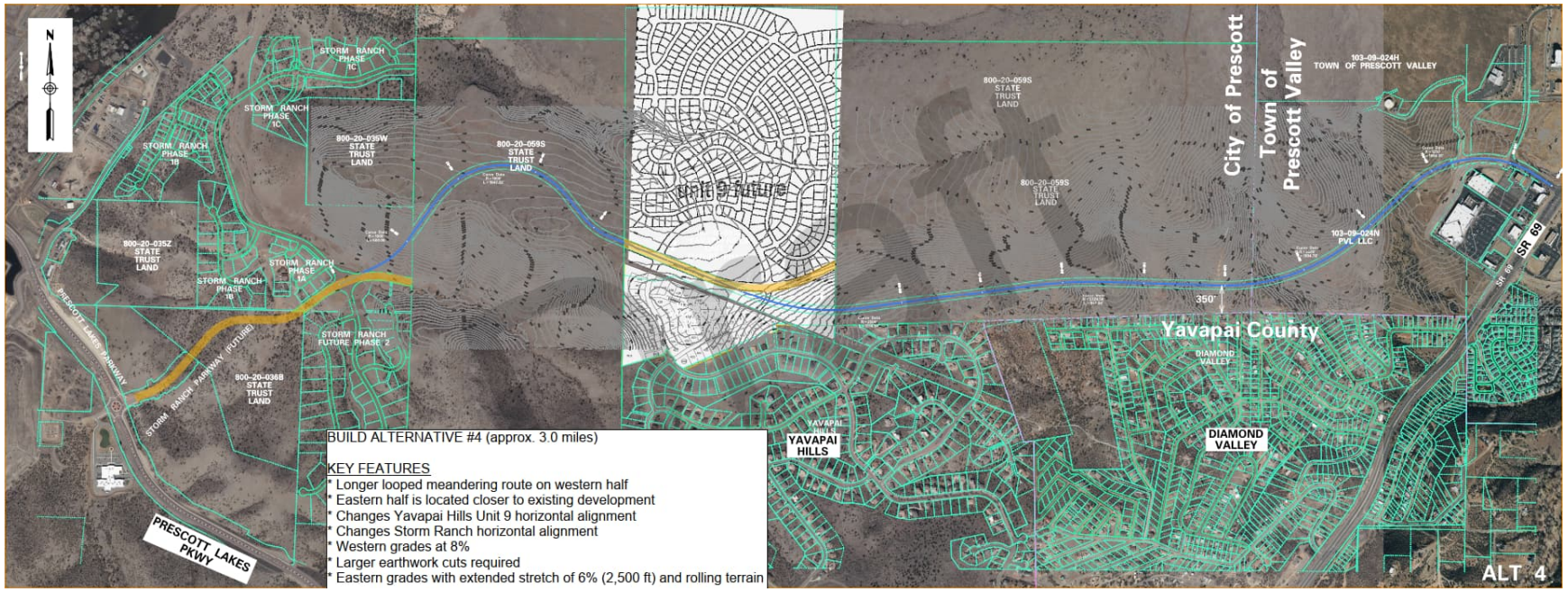
KEY FEATURES

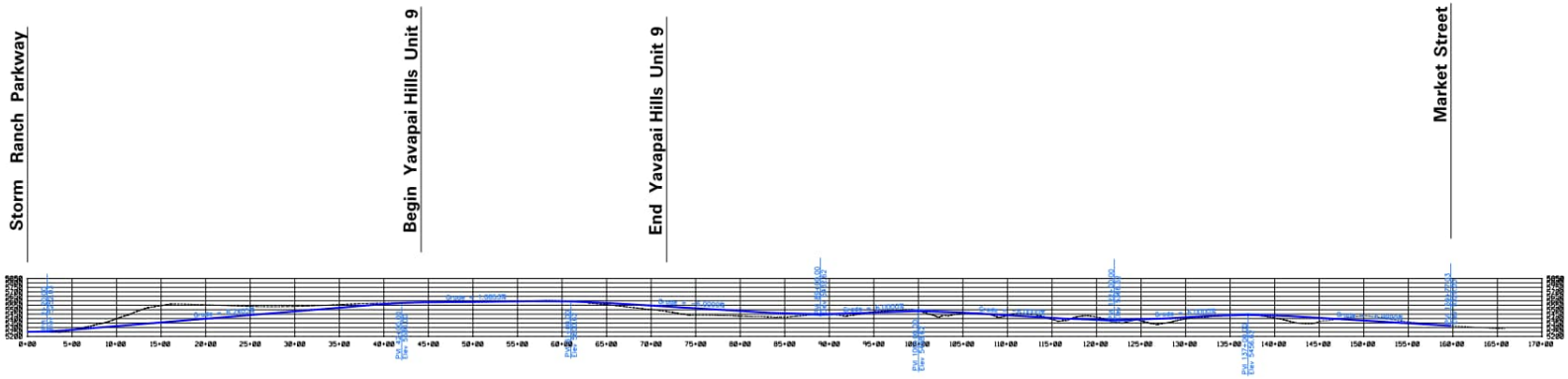
* More direct route on western half
* Eastern half is located closer to existing development
* Changes Yavapai Hills Unit 9 horizontal alignment
* Changes Storm Ranch horizontal alignment
* Western grades just below 10%
* Eastern grades with extended stretch of 6% (2,500 ft) and rolling terrain matching existing topography



Alternative 4

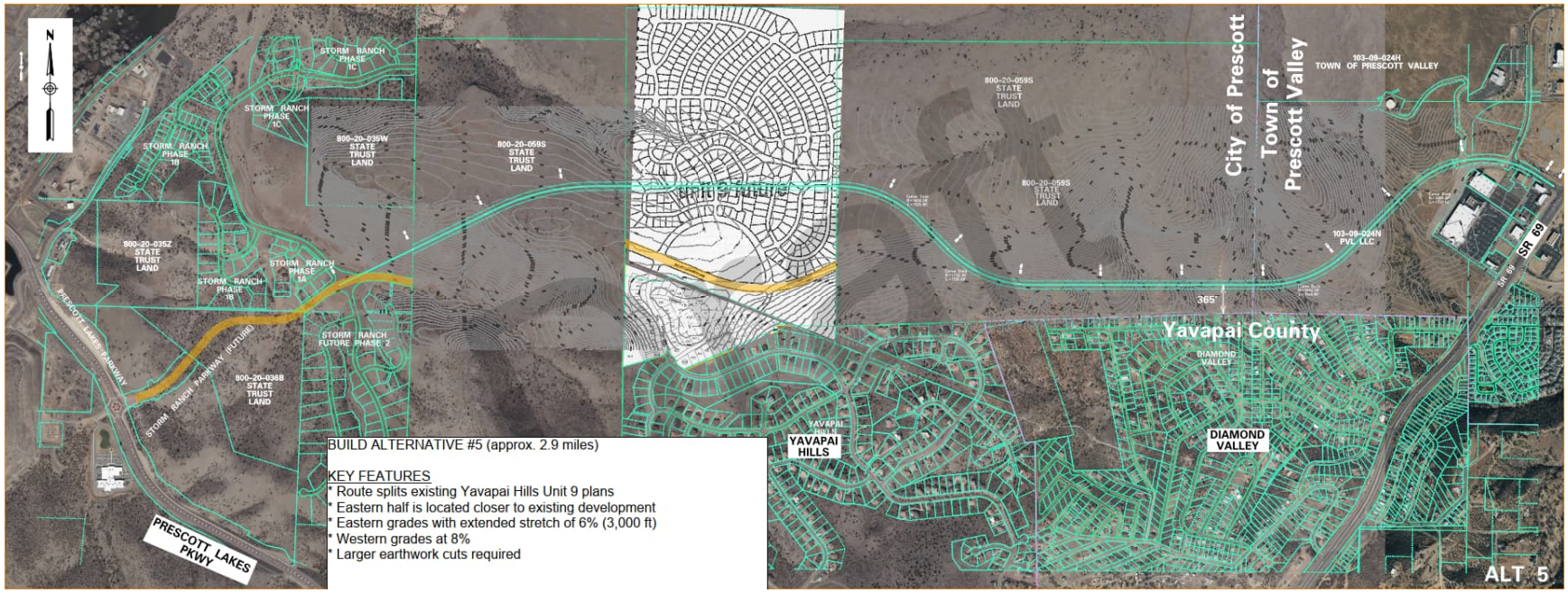
DRAFT PHASE 1 ALTERNATIVES





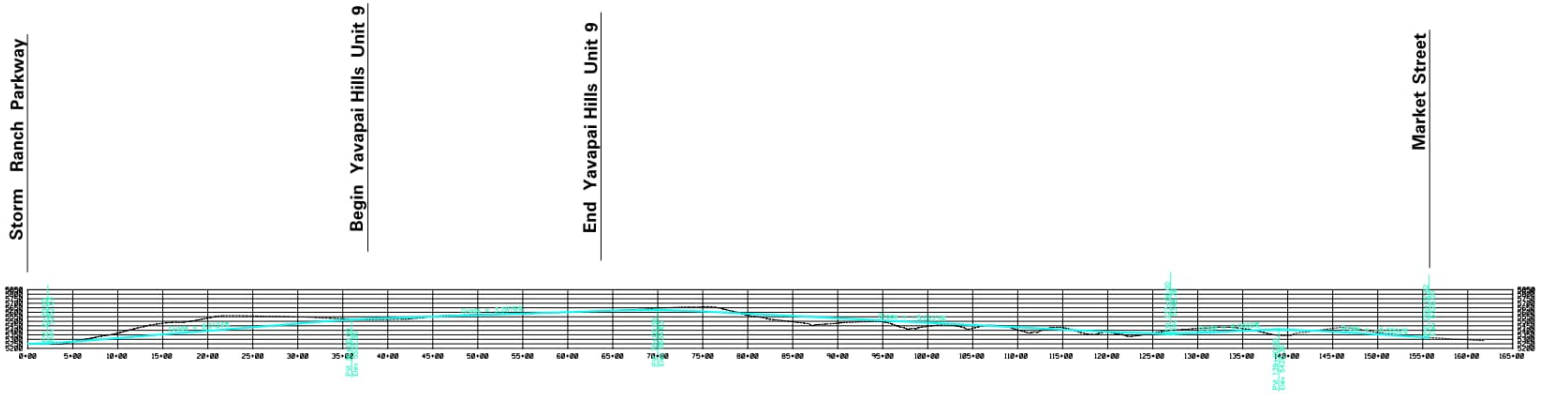
Alternative 5

DRAFT PHASE 1 ALTERNATIVES



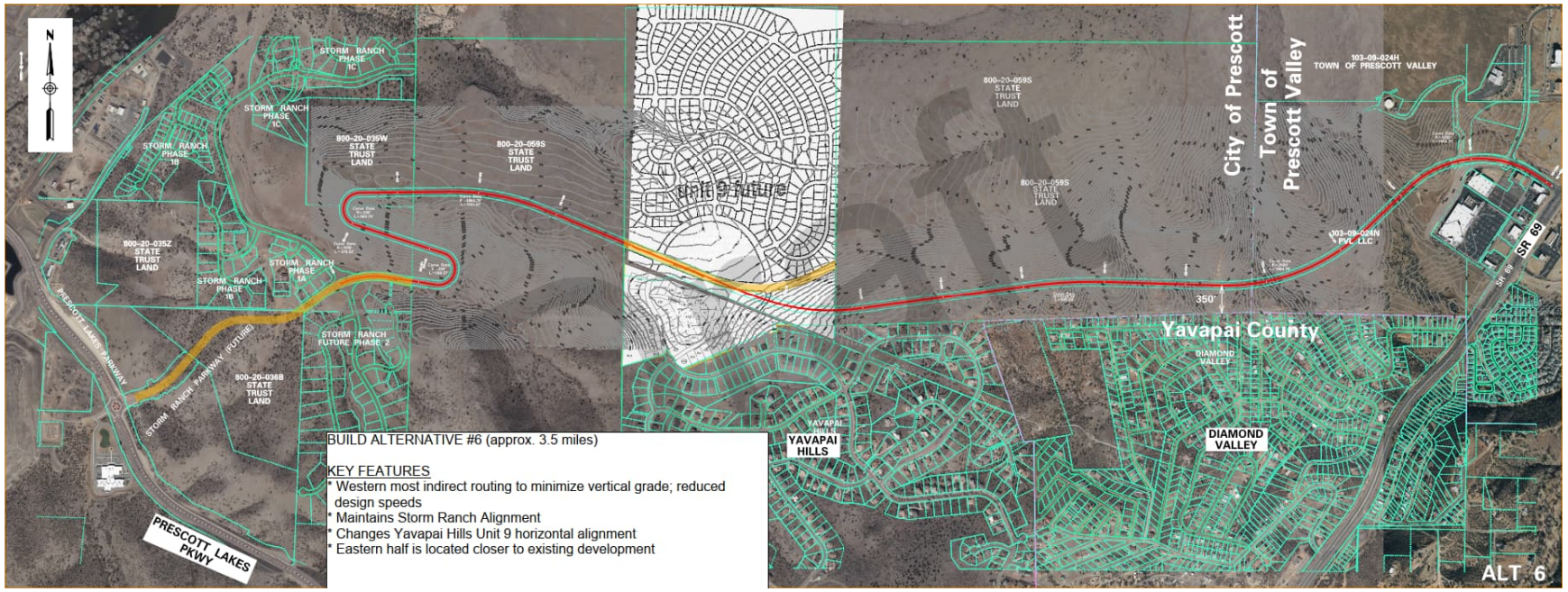
BUILD ALTERNATIVE #5 (approx. 2.9 miles)

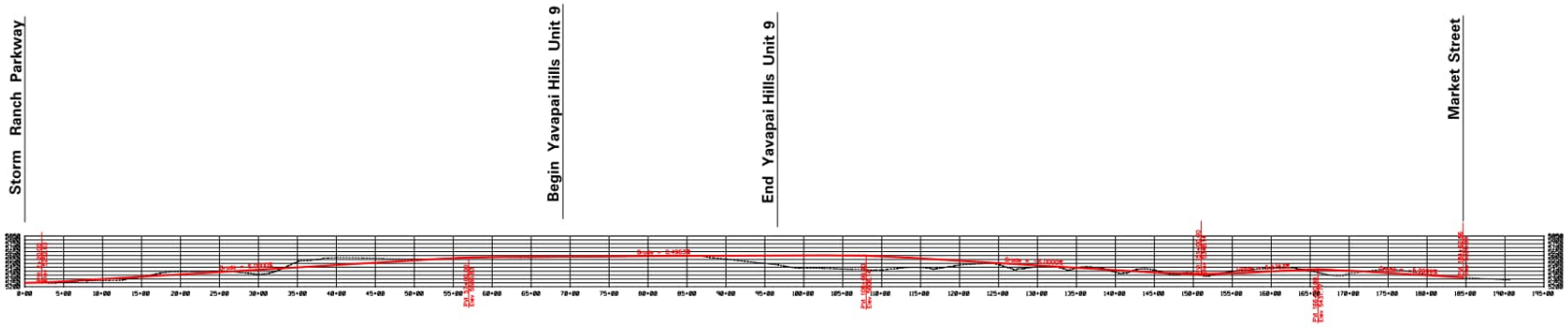
KEY FEATURES
* Route splits existing Yavapai Hills Unit 9 plans
* Eastern half is located closer to existing development
* Eastern grades with extended stretch of 6% (3,000 ft)
* Western grades at 8%
* Larger earthwork cuts required



Alternative 6

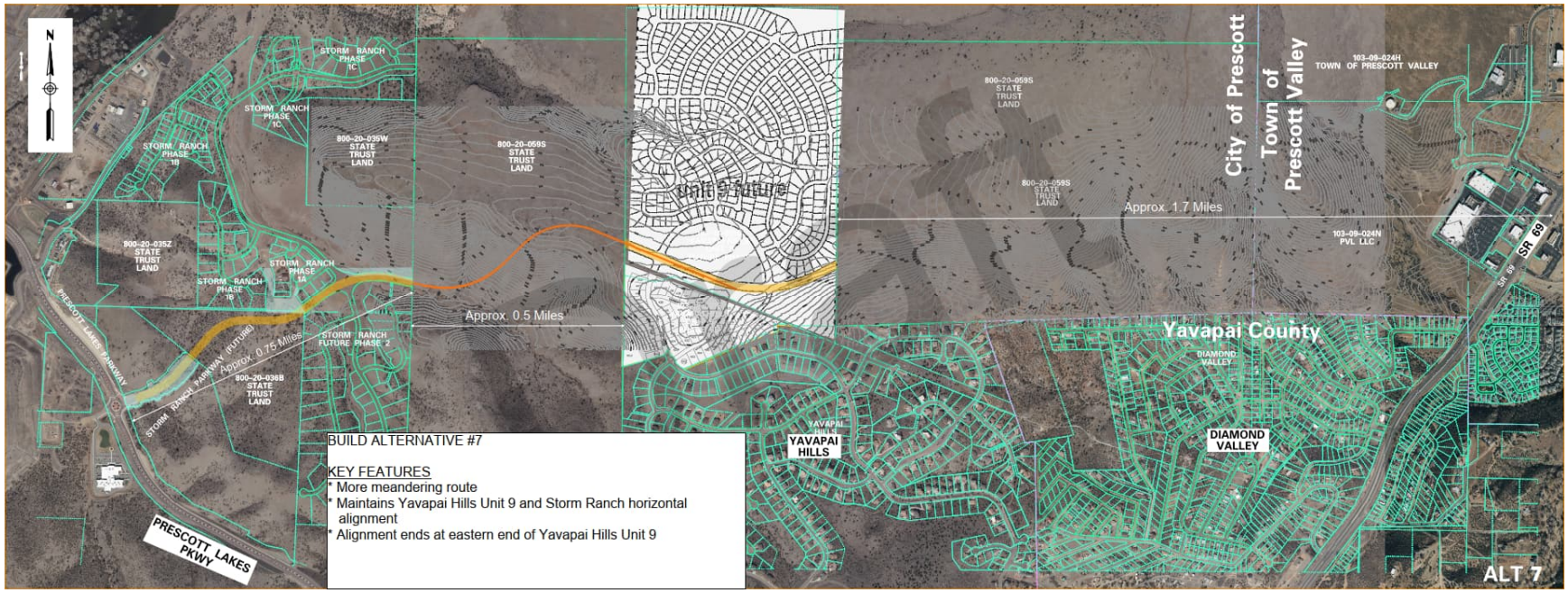
DRAFT PHASE 1 ALTERNATIVES





Alternative 7

DRAFT PHASE 1 ALTERNATIVES



Stakeholder Meeting Overview

The project stakeholder committee will be developed in coordination with CYMPO and its member agencies, including balanced agency, public, and community group representation to integrate parallel with the public engagement process.

- Member of the Public & Agencies that can represent their constituents
- Bring opportunities & questions to the project team
- Bring information learned in workshops back to constituents
- Smaller environment to facilitate open and transparent communication in a positive manner

Agenda

- Stakeholder Meeting Overview & Objectives
- DCR Process
- Project Status Update
- Evaluation Criteria
- Engagement Activity #1 – Evaluation Criteria
- Phase I Alternatives
- Engagement Activity #2 – Phase I Alternatives
- Engagement Activity #3 – Phase II Design Features
- Next Steps

Stakeholder Meeting Protocol

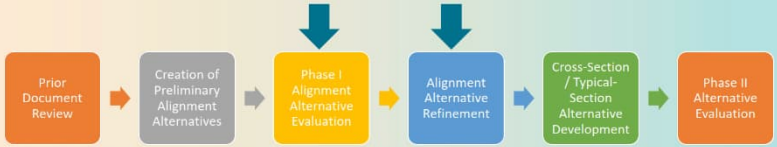
- Engagement and discussion is designated to identified project stakeholder group members
- This is identified as an Open Meeting – members of the public are welcome
  - Public comment cards have been made available and will be collected at the end of the meeting

Stakeholder Meeting Objectives

1. Refine & Weight Project Evaluation Criteria
2. Rate Preference on Phase I Build Alternatives
3. Identify Preference on Phase II Alternative Features

Project Status Update

- Refining Phase I Alternative Alignments
- Clarifying Existing Development Agreement Commitments
- Clarifying Definition of No-Build



Sundog Connector Design Concept Report Process

- Advanced Planning Process
- Key Steps
  - Assess Existing & Future Conditions
  - Identify Purpose & Need
  - Develop Alternatives (Phases I & II)
  - Evaluation Alternatives (Phases I & II)
  - Identify Recommended Alternative
  - Draft DCR document
  - Preferred Alternative identified by CYMPO Executive Board
- Does NOT commit any agency to further design or construction

Evaluation Definitions

1. Phase I Alternative
   - Include corridor alignment only
   - Only includes Build Alternatives
   - Does not include cross-section or corridor amenities
   - Value – identifies possible topographical opportunities and constraints
   - Shortlist of Phase I Alternatives advance to Phase II development
2. Phase II Alternative
   - Includes advanced Phase I Alternatives
   - Includes different cross-section or corridor amenities details
   - Includes Build and No-Build Alternatives

SUNDOG CONNECTOR

Evaluation Criteria Categories

Evaluation Criteria Breakdown

- **Engineering Design Constraints**
  - Utility Impacts
  - Drainage Structure Needs
  - Earthwork
  - Roadway Design Standard Exceptions
- **Public, Stakeholder, and Agency Acceptance**
  - Public Feedback
  - Stakeholder Group Feedback
  - TAC Agency Representation Feedback
- **Cost**
  - Construction
  - Right-of-Way

Evaluation Criteria Breakdown

- **Natural Environment Impact**
  - Wildlife Corridor Impacts
  - Natural Species Impact
- **Built & Human Environment Impact**
  - Potential for Noise Impacts
  - Compatibility with Park Plans
  - Potential for Visual Impacts
  - Potential for Cultural Resources Impacts
- **Traffic Impact**
  - State Route 69 Traffic
  - Neighborhood Cut-Through Traffic
- **Community Accessibility**
  - Intersection Access to Neighborhoods
  - Connection Distance Requirements
- **Emergency Access/Evacuation**
  - Emergency Services Access / Response Time
  - Fire Evacuation Routes
- **Consistency with Completed Plans**
  - Regional Transportation Plans
  - Approved Developer Plans/Plats/Agreements
- **Multimodal Mobility**
  - Bicycle Lanes, Mixed Use Path, Sidewalks
  - Grade
- **Vehicular Safety**
  - Design Speeds
  - Horizontal/Vertical Curves
  - Lighting & Visibility

Evaluation Criteria Feedback

- **Are there additional Evaluation Criteria that should be included?**

Engagement Activity #1 – Evaluation Criteria

Evaluation Criteria Activity Feedback

SUNDOG CONNECTOR
Design Concept Report and Environmental Overview
CYMPO

Break

5 minutes

SUNDOG CONNECTOR
Design Concept Report and Environmental Overview
CYMPO

Engagement Activity #2 – Phase I Build Alternatives

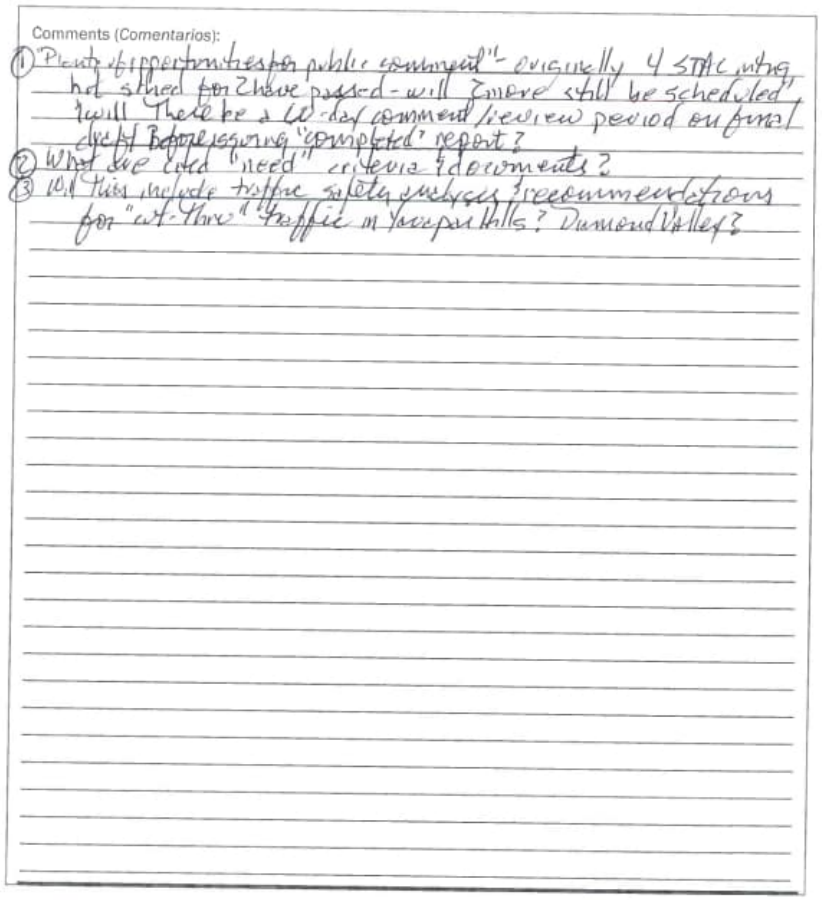
SUNDOG CONNECTOR
Design Concept Report and Environmental Overview
CYMPO

Engagement Activity #3 – Phase 2 Build Design Features

Next Steps

- Phase I Alternatives Evaluation
- Phase II Alternatives Development
- Phase II Alternative Evaluation
- Public Open House #2 – Late Summer 2023

SUNDOG CONNECTOR
Design Concept Report and Environmental Overview



Comments (Comentarios):

1. "Plenty of opportunities for public comment" - originally 4 STAC mtgs not sched for 2 have passed - will 3 more still be scheduled, will there be a 60-day comment/review period on final draft? Before issuing "completed" report?
2. What do we call "need" criteria & documents?
3. Will this include traffic safety analysis & recommendations for "at-risk" traffic in Jerome Hills? Diamond Valley?

Please attach additional sheets of paper for further comments
(Favor de añadir comentarios adicionales en hojas de papeles de ser necesario)

CYMPO

SUNDOG CONNECTOR

SUNDOG CONNECTOR

Appendix H—Public Open House Summaries

Sundog Connector Public Open House Summary

The Sundog Connector is an approximately 3.5-mile east-west corridor connecting the City of Prescott and Town of Prescott Valley. If constructed, the corridor would connect to Prescott Lakes Parkway near Storm Ranch in the west and Sundog Ranch Road at Highway 69 in the east.

Prescott, Arizona
September 7, 2022

Prepared by

AECOM

CYMPO
Central Yavapai Metropolitan Planning Organization

Contents

Appendices

1.0 Engagement Approach and Event Details

The Sundog Connector open house shared information on the Design Concept Report (DCR) and Environmental Overview (EO) currently underway for the proposed Sundog Connector corridor project. The open house was a public meeting organized by Central Yavapai Metropolitan Planning Organization (CYMPO) staff and project partners; the event was open to anyone interested in attending. Public feedback was collected at the event regarding the potential corridor, issues the project would address, and design considerations to be explored further in future steps of this assessment.

The purpose of the Sundog Connector open house was to address:

- The history of the proposed Sundog Connector corridor and explore the challenges arising in the Central Yavapai transportation network that the Sundog Connector design would address.
- Explain the role of the DCR and EO for the Sundog Connector, including how they can inform future discussion without commitment to construction and outline the timeline for this project, including further public involvement opportunities.
- Share preliminary findings of the DCR and EO to provide context for conversation and insight into the assessment process.
- Provide an opportunity for the public to discuss the Sundog Connector with project staff and provide feedback through comment forms and engagement activities addressing a variety of planning considerations to help guide DCR and EO development.

The first Sundog Corridor open house was held on Wednesday, September 7, 2022, from 4:00 – 6:00 pm, at Espire Sports in Prescott's Gateway Mall. On-site messaging and directions were posted at the north and south entrances to the Gateway Mall along Gateway Road and Gateway Boulevard preceding the start of the event. The event had 93 attendees who signed in and generated 336 responses and data points from comment cards, forms, activities, and comments sent by email messages. Additional attendees were acknowledged by CYMPO staff in attendance that chose not to sign-in.

The open house was an in-person, interactive event located near the Sundog Connector study area for the convenience of those most directly affected by the potential project corridor. A variety of informative exhibit boards with maps and infographics were displayed around the room. The exhibit boards guided participants through the various topics the open house was designed to address. Staff from CYMPO and project partners were available to answer questions and discuss topics in greater depth with attendees.

Also included in the open house were multiple opportunities for attendees to provide their input. In addition to traditional comment forms and cards, three activities were planned to encourage participants to consider the project in greater depth. Activity One had participants share what they felt were the benefits of the Sundog Connector and share their concerns about the corridor if it was to be built. Activity Two asked participants if they felt the Sundog Connector suitably addressed the issues it intends to help resolve. Activity Three walked participants through various design considerations for the Sundog Connector corridor and asked them to give their preference on the different potential design features.

Prior to the open house, two community groups expressed their opposition of the corridor to CMYPO staff and project partners. To support a diversity of perspectives at the open house, table space was provided for the representatives from the Yavapai Hills Homeowners Association (YHHOA) Sundog Connector Subcommittee and the Sundog DISConnect groups in the event space. Open house attendees were able to visit with both groups to discuss reasons for opposition to the Sundog corridor.

2.0 Event Notifications

Notification and promotion of the open house was led by CYMPO and included project website public notice postings, newspaper advertisements, social media advertisements, member agency and stakeholder newsletters, and Town of Prescott Valley utility bill flier distribution to nearby residents. CYMPO advertised this event through targeted Facebook posts which were shared and reposted by Prescott and Prescott Valley social media pages. The event was advertised on the KYCA local radio station as a public service announcement and was discussed separately on the station as a news item. The event was also advertised in the Daily Courier (digital version only). Event notifications and advertisements are included in the appendix.

3.0 Feedback Summary

As described in Section 1.0, feedback was primarily gathered through two methods: comment forms and comment cards for shorter responses, as well as the three interactive activities. Attendees were also able to share their thoughts for other attendees to view via a Post-It Note placed on a board at the open house.

Comments can be shared on an ongoing basis throughout the project by contacting CYMPO by email.

3.1 Comment Forms and Cards

A total of eighteen written comments were received at the open house event: nine via comment cards, eight through comment forms, and one written in the margins of an activity form. Two comment forms were submitted by attendees with only contact information listed and no written comments.

Of the eighteen comments collected, thirteen (72%) were generally opposed to the Sundog Connector, two (11%) were supportive, and three (17%) were neutral. The most common topics mentioned in the comments included:

- Impacts to wildlife and the environment (ten mentions)
- Traffic noise and visual impacts (eight mentions)
- Pedestrian and traffic safety (five mentions)
- Property value impacts (four mentions)
- Widening State Route 69 (SR 69) instead of construction the Sundog Connector (four mentions)
- Cut-through traffic in neighborhoods north of SR 69 (four mentions)
- Doubts about the need for the corridor and doubts about the validity of the planning process behind it (four mentions)

Complete text for all comments received are included in the appendix.

3.2 Engagement Activities

The open house featured three different engagement activities to give attendees the opportunity to participate and provide focused feedback on a range of topics related to the Sundog Connector.

3.2.1 Activity 1 – Concerns and Benefits

Participants were provided adhesive dots to place on an exhibit board which listed potential concerns and expected benefits of the Sundog Connector. They were asked to place their dots next to their two most important concerns and the two most important benefits. **Figure 1** summarizes the articulated concerns and **Figure 2** summarizes the articulated benefits from the participants. Additionally, participants were provided an opportunity to express concerns and benefits not included as a selection on the exhibit board or to further articulate concerns or benefits and post these explanations on an adjacent blank exhibit board, explained further in Section 3.3.

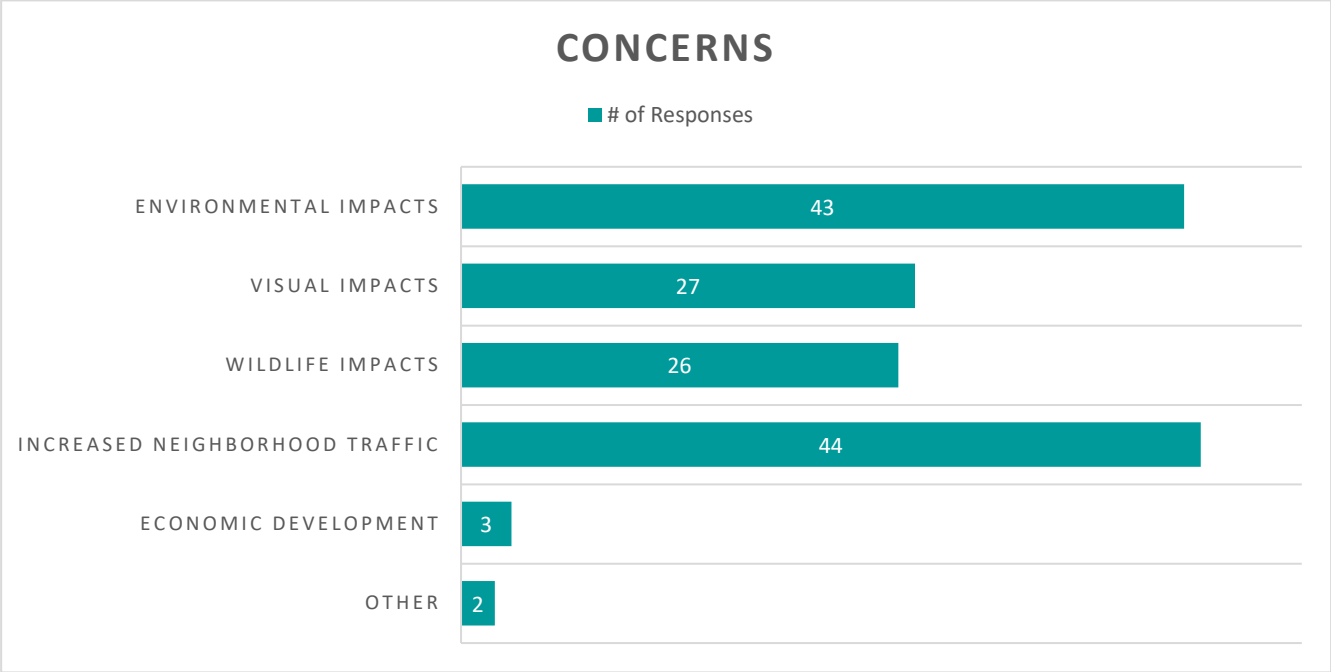


Figure 1 – Activity 1 Results – Sundog Connector Concerns

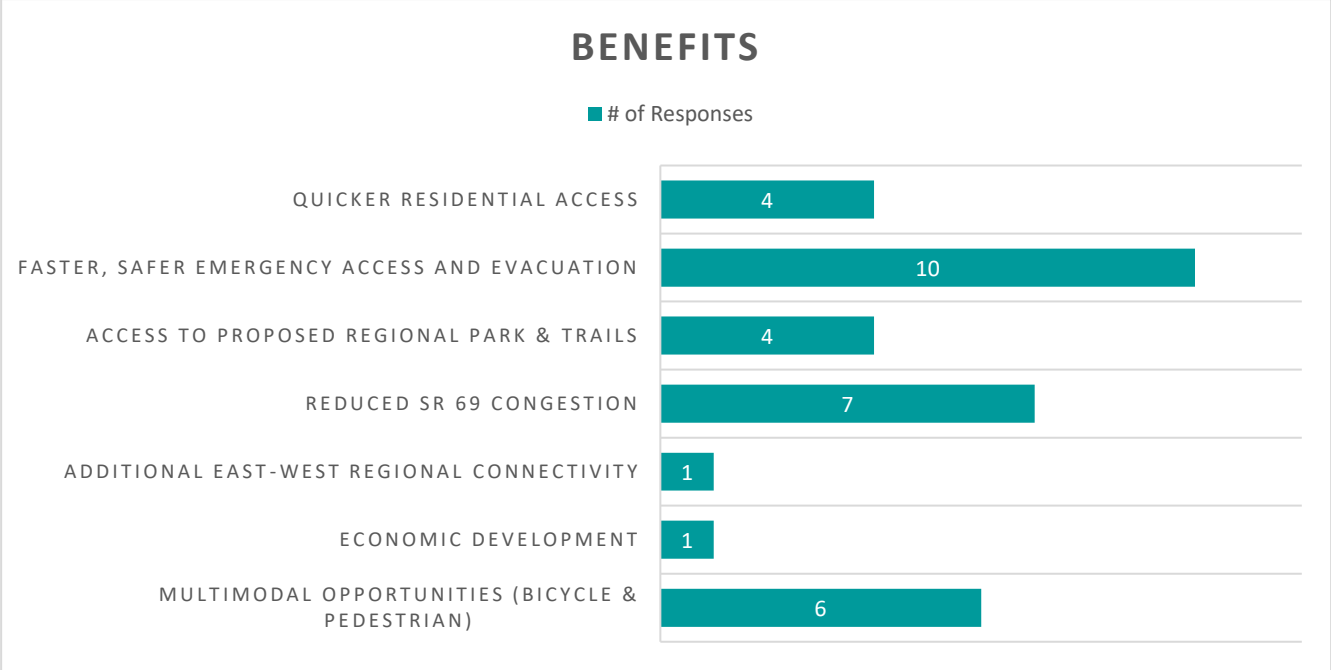


Figure 2 – Activity 1 Results – Sundog Connector Benefits

3.2.2 Activity 2 – Regional Needs

Participants were given a form listing four main regional transportation needs the Sundog Connector seeks to address, along with a brief summary of each need. These four needs were explained in greater detail among the information exhibit boards displayed throughout the event space. Project team members were stationed near the

activity area to answer participant's questions. For each of the regional transportation needs, participants were asked if they thought the Sundog Connector would address that need. For those that noted the need was not addressed, they were asked why they thought that and what they recommended doing instead. **Figure 3** summarizes the responses to the four needs questions.

Full comments from all 51 forms are included in the appendix.

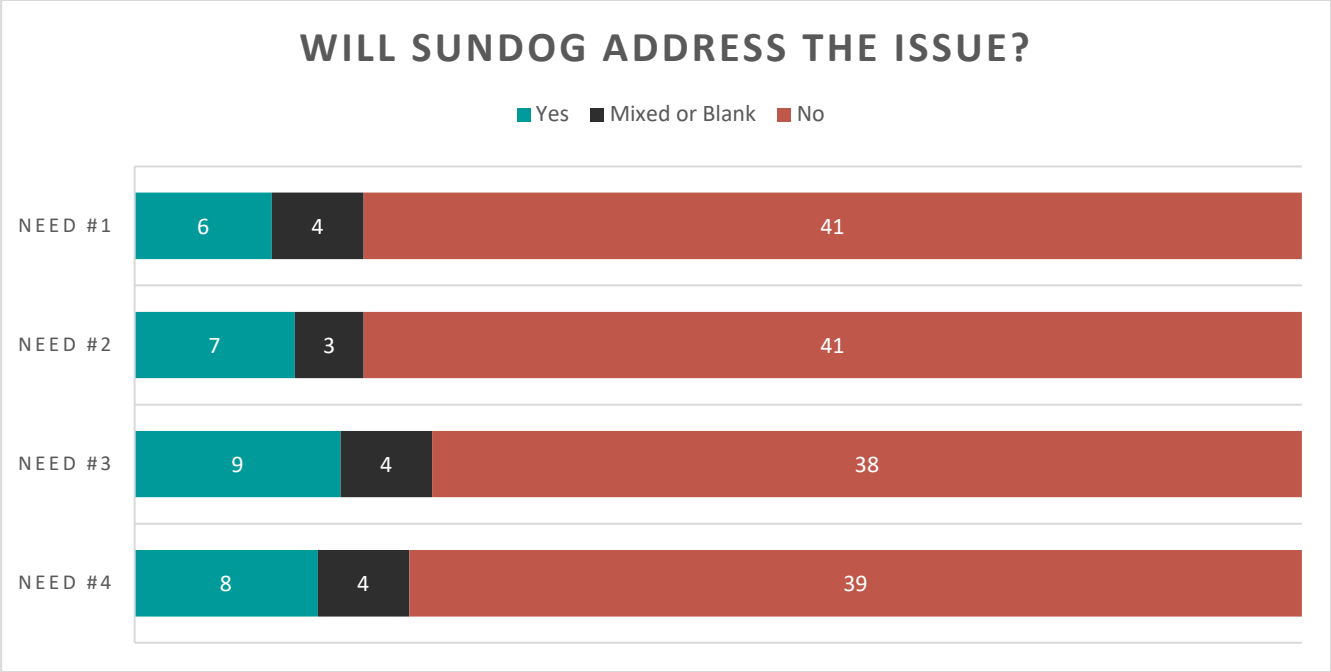


Figure 3 – Activity 2 – Regional Needs

Need #1 addressed congestion on SR 69. Forty-four respondents (86%) stated the need would not be addressed.

Common topics mentioned in the written responses were:

- Widening SR 69 instead of building the Sundog Connector (nineteen mentions)
- Cut-through traffic in the neighborhoods north of SR 69 (eight mentions)
- Impacts to wildlife and the environment (five mentions)
- Concerns the Sundog Connector would spur new development (four mentions)
- Noise and visual impacts to the area (four mentions).

Need #2 addressed providing access to homes north of SR 69. Forty-two respondents (82%) stated the need would not be addressed.

Common topics mentioned in the written response were:

- Pedestrian, bicycle, and other forms of non-vehicle travel would be unsafe or infeasible (fifteen mentions)
- Expressed concerns for cut-through traffic in neighborhoods north of SR 69 (seven mentions)
- Disagreed with the need as stated (five mentions)

Regarding suggestions for improvement recommendations, four participants noted creating new exits from the neighborhoods to access SR 69, or by linking Yavapai Hills and Diamond Valley (four mentions).

Need #3 addressed improving emergency response and evacuation access. Forty-three respondents (84%) stated the need would not be addressed.

Common topics mentioned in the written responses were:

- The Prescott Fire Department Station at Lee Boulevard is sufficient for the neighborhood (Fourteen mentions)
- The Sundog Connector would do nothing to improve response times, particularly without construction of new emergency service facilities (Nine mentions);
- Response times are fine as is (Seven mentions);

Regarding recommendations for addressing the need, three participants noted new neighborhood entry points for emergency responder use only could be created (including those from potential Sundog Connector designs) as a potential solution.

Need #4 addressed providing regional access for existing and approved future developments, particularly to recreational amenities. Forty respondents (78%) stated the need would not be addressed.

Common topics mentioned in the written responses were:

- Water scarcity and other environmental impacts (ten mentions)
- Limit or stop further development (eight mentions)
- Impacts and access to the planned regional park (six mentions)
- Widen SR 69 instead of building the Sundog Connector (five mentions)
- Cut-through traffic in neighborhoods north of SR 69 (four mentions).

Full comments from all 51 forms are included in the appendix.

3.2.3 Activity 3 – Design Features

Participants were provided adhesive dots and asked to note their preferred design features for the Sundog Corridor on four design categories for project. Options were shown as a streetscape illustration with descriptions for each potential design feature. Participants were asked to place their dot next to the design feature they preferred the most for each category. **Figure 4** through **Figure 7** summarize the responses to the four design features questions.

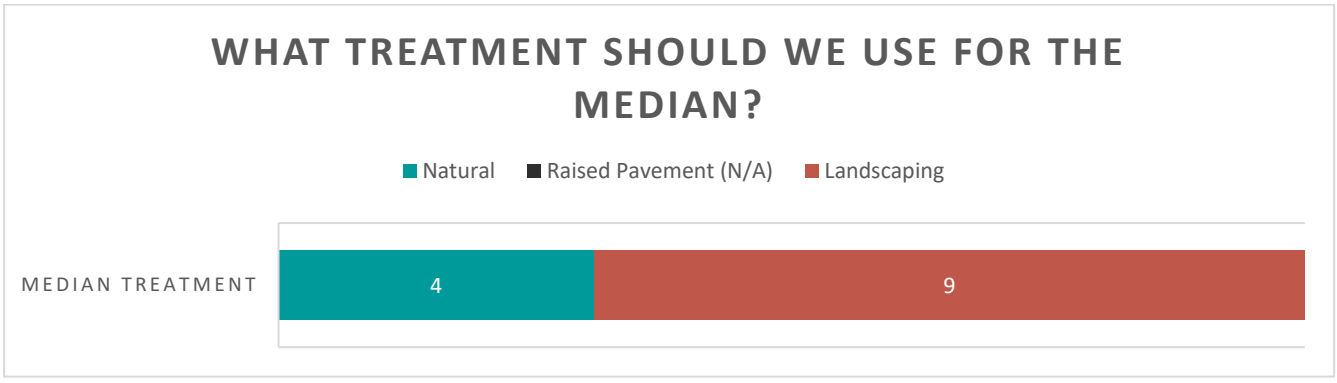


Figure 4 – Activity 3 – Median Treatment

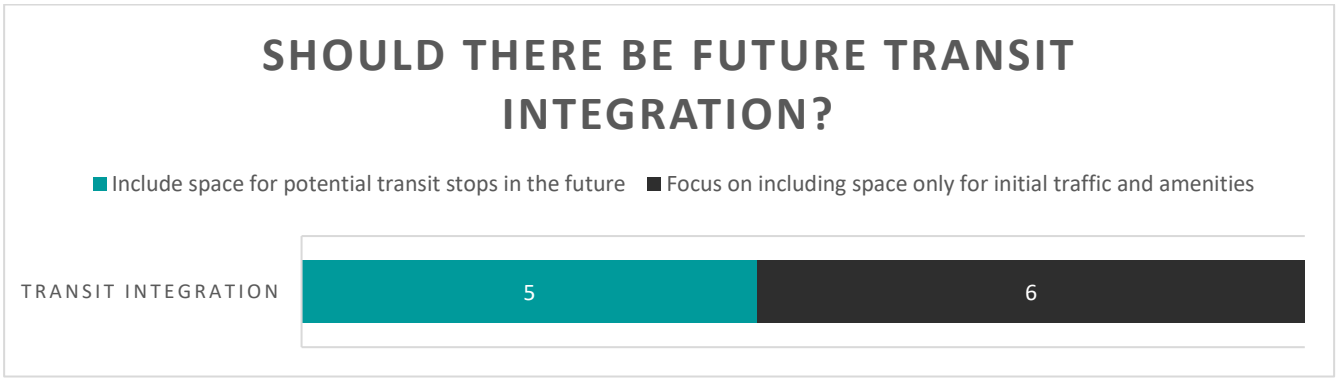


Figure 5 – Activity 3 – Transit Integration

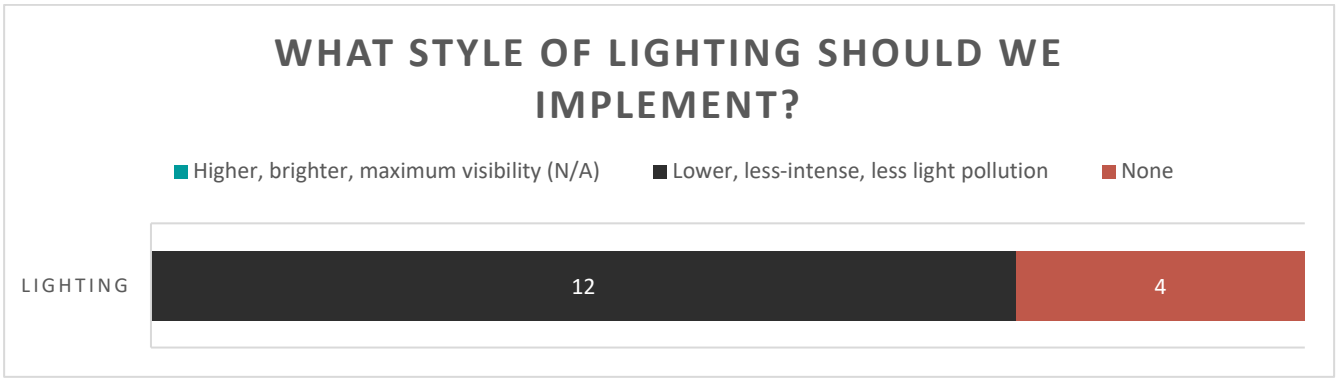


Figure 6 – Activity 3 – Lighting

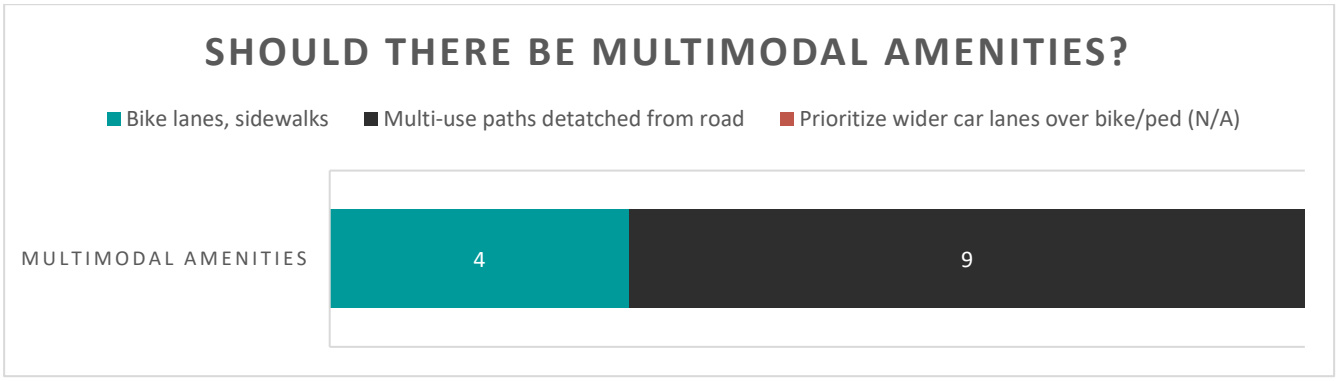


Figure 4 – Activity 3 – Multimodal Amenities

3.3 Post-It Note Board

Participants were able to write brief thoughts and ideas on a Post-It Note that they could place on a board for other participants to view. A total of thirty-four Post-It Notes were placed on the board during the open house. Of those, eighteen notes (53%) only read "No" and two (6%) only read "Yes". The other fourteen notes had written comments, twelve of which were negative sentiments.

Common topics mentioned on the notes included:

- Impacts to the planned regional park and the natural environment (five mentions)
- Noise and visual impacts (three mentions)
- Crime (two mentions).

The full text of these fourteen notes is included in the appendix.

3.4 Email and Other Means of Contact

The public can provide feedback on an ongoing basis to the Sundog Connector project team via the email addresses provided on the project website. CYMPO staff can also be contacted by phone or mail.

In the time since the open house and the publishing of this report, one email messages have been received including public comment. This email voiced support for the project on the basis that it would improve traffic conditions and make for less stressful travel around the Central Yavapai area for various needs. They also encouraged the inclusion of animal bridges to minimize disruption to wildlife and traffic collisions related to wildlife.

The full text of the email is provided in the appendix.

4.0 Photos

Project staff member describing the corridor study area to event attendees

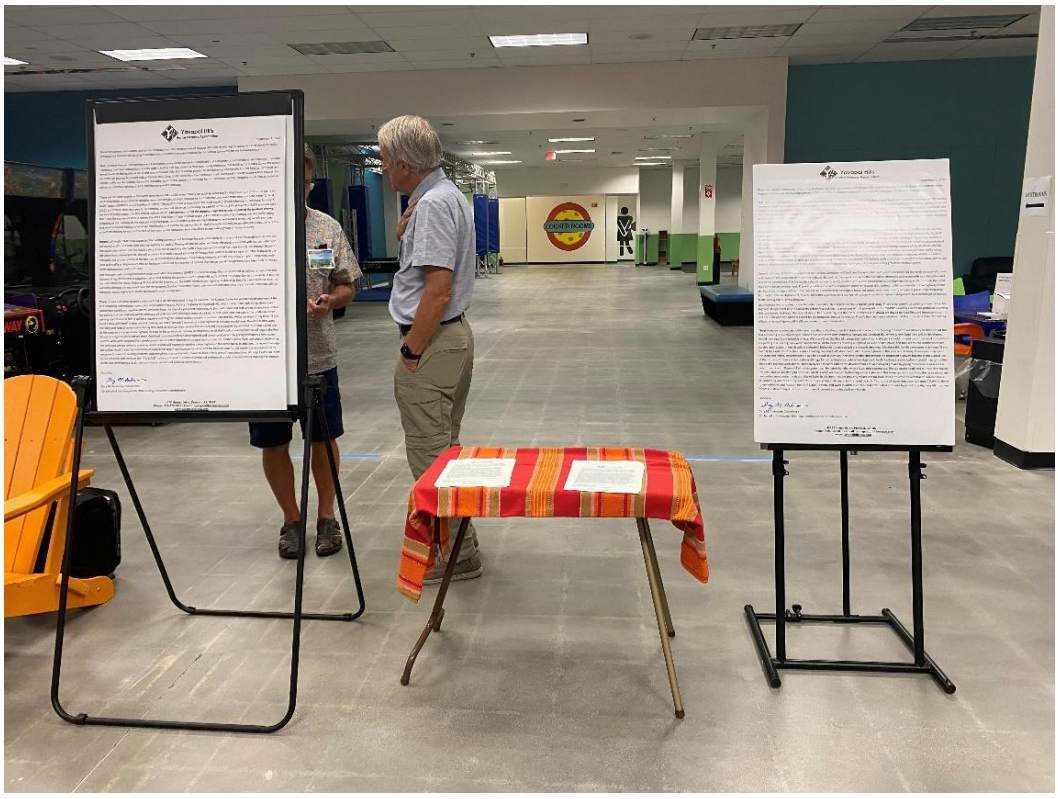
Project staff members engaging with event attendees at the event sign-in table

Project staff member engaging with event attendee

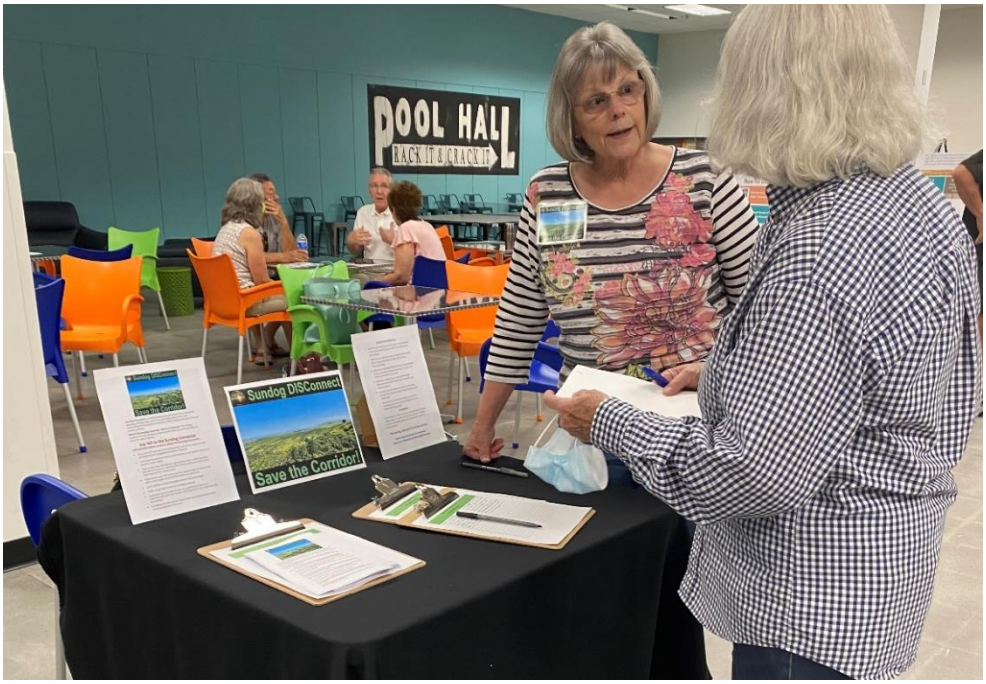
Project staff member engaging with event attendee

Project staff members engaging with event attendees at the event sign-in table

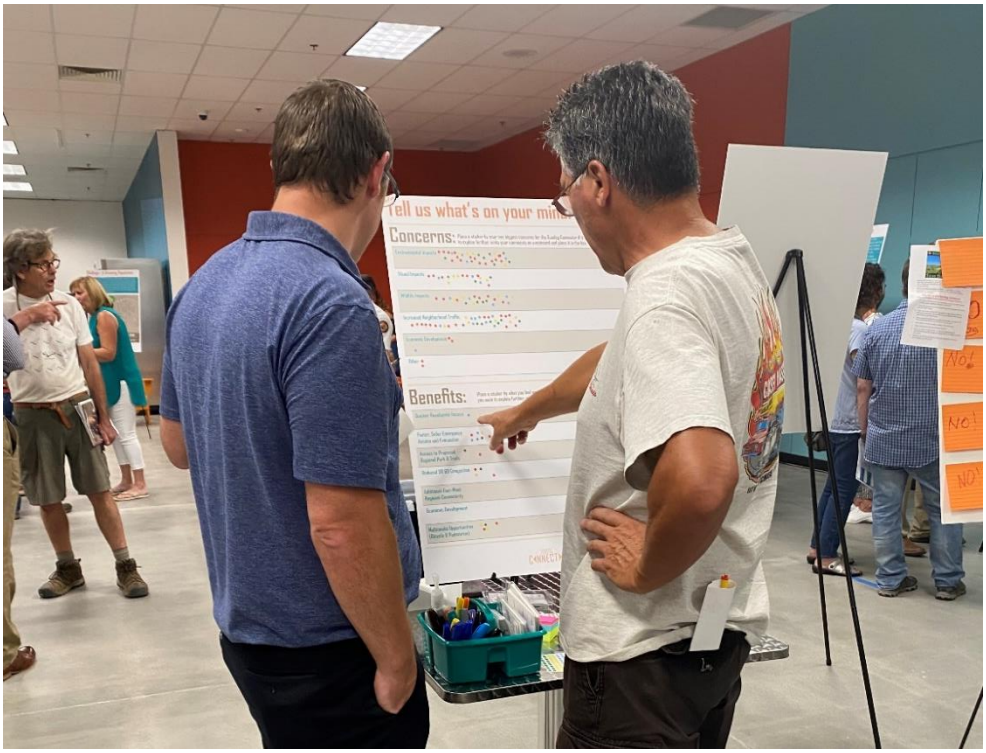
Project staff member engaging with event attendee



YHHOA Sundog Connector Subcommittee and the Sundog DISConnect display station



Sundog DISConnect display station



Event attendees discussing content and responses displayed during Engagement Activity 1

Project staff member and event attendees engaging

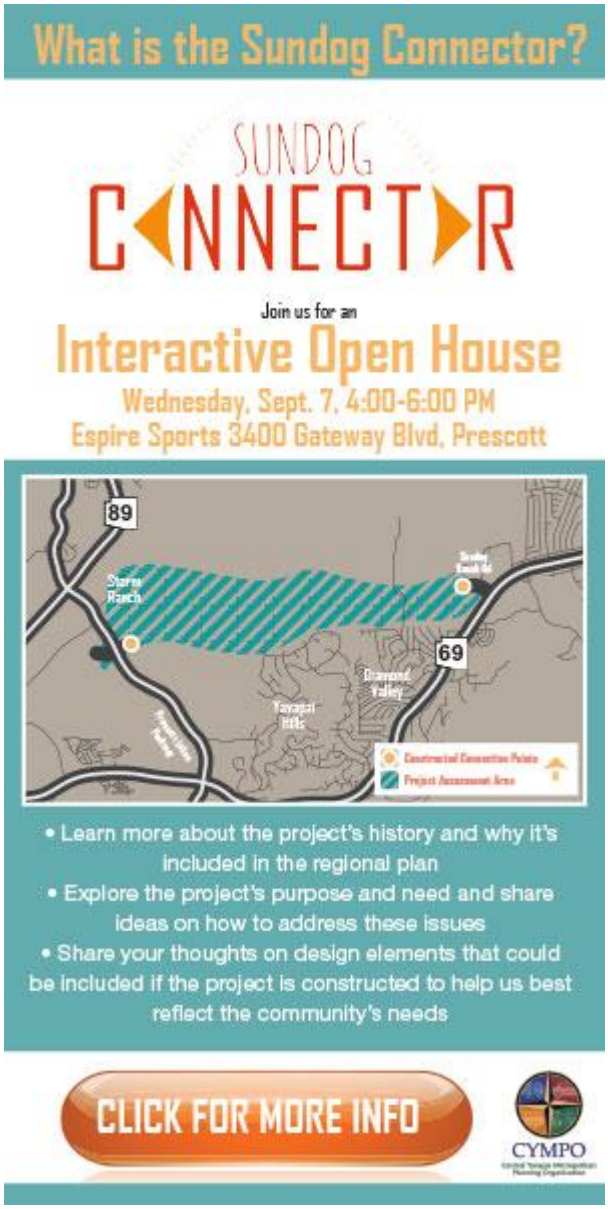
5.0 Next Steps

The project team will begin Phase Two of preparing the DCR and EO, developing and evaluating alternatives. Alternatives, in projects like this, refers to exploring the different planning and design options for the potential Sundog Connector that are then analyzed in comparison to a 'no-build' alternative where the Sundog Connector is not constructed. The input received during the open house event and from other stakeholders and community members will help the project team develop alternatives and provide a framework for evaluating them accounting for public concerns and opposition points expressed in this first round of engagement. Both 'no-build' and 'build' alternatives will be analyzed using the same evaluation criteria and results will be prepared for and presented the project strategic technical advisory group.

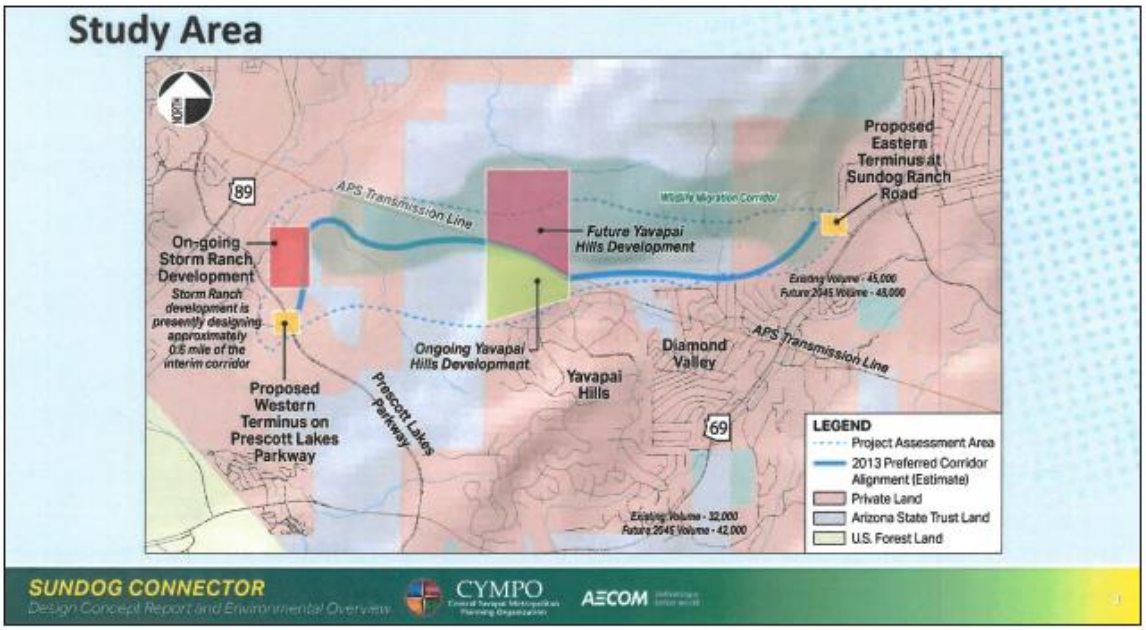
Once the alternatives are developed and evaluated, the project team will seek further public input and feedback from the public by holding a second open house event in Spring 2023. At that time, event participants will be presented with a more defined and detailed look at the potential Sundog Connector corridor design. The design option will include community feedback and findings from the planning and engineering analyses.

CYMPO staff, technical advisory committee, stakeholder, and public input on the no-build' and 'build' alternatives and the respective evaluation results will determine the identification of a Preferred Alternative. The Preferred Alternative recommendation will be presented to the CYMPO Executive Board for board approval.

Appendix 1 – Open House Notifications



Daily Courier Open House Advertisement (Digital-version only)



CYMPO to seek public input on proposed Sundog Connector

The Central Yavapai Metropolitan Planning Organization (CYMPO) will soon be seeking extensive public involvement for the Sundog Connector project.

The Sundog Connector is a proposed approximately three-mile arterial corridor through the foothills between Watson Peak and Glassford Hill Peak, intended to provide an additional east-west transportation corridor between the City of Prescott and Town of Prescott Valley.

The region's core population center is served by one major east-west travel corridor, State Route 69. Even with programmed and future roadway improvements and expansions of SR 69 to the ultimate six-lane divided highway, continued congestion is expected.

The Yavapai Hills residential community in the foothills on the north side of SR 69 has more than 1,100 homes and additional growth opportunity. As this development extends further north, access in and out of the neighborhood becomes increasingly difficult due to its terrain and singular community access point. There is a heightened concern about emergency access as well as possible evacuation needs for unforeseen natural disasters, such as wildfires.

The proposed corridor is north of the Yavapai Hills and Diamond Valley residential communities, ending on the west at the Sundog Connector roundabout on Prescott Lakes Parkway and on the east at Sundog Ranch Road.

This corridor has been a proposed long-term regional solution for more than 20 years. It would directly serve the central portion of the quad-city region by alleviating traffic congestion along SR 69, providing greater east-west access options for travel in the most congested portion of the region, and emergency access routes for the existing residential communities.

Advancing this corridor concept through a Design Concept Report (DCR) process will:

- Allow the CYMPO Technical Advisory Committee to fully understand the corridor's constraints.
- Identify local and regional concerns.
- Work to develop community and stakeholder consensus.
- Confirm the corridor's purpose and need.
- Develop viable alignment alternatives.
- Identify required right-of-way.
- Provide needed information for decision-makers in the CYMPO region.

Conducting a DCR is a planning and preliminary engineering process that will identify concerns and constraints to inform decision-makers when considering future transportation priorities and solutions.

Public involvement and stakeholder engagement on the project will be conducted in three phases.

Each of the first two phases will include a stakeholder workshop and a public outreach meeting. The project team will also conduct various community update presentations throughout the study.

The third phase will be a report-out phase where the results of the project are publicized and presented at a CYMPO Executive Board Meeting (open to the public).

Through all three phases, a project webpage will be maintained on the CYMPO website as a notification opportunity for public meetings and a repository for stakeholder and public meeting materials. Promotional emails and social media posts will also be distributed throughout all three phases.

The first public meeting on the proposed Sundog Connector will take place from 4-6 p.m. on Wednesday, September 7, location to be determined. Watch the website at www.cympo.org/sundog-connector/ for updates.

2

Prescott Valley Utility Bill Newsletter Open House Notification

Appendix 2 – Comment Forms and Cards

Comment Source	Comment
Comment card	Opposed to Sundog Connector Road. Noise, visual impact, pollution, scar on terrain, other reasons set forth in YHHOA letter.
Comment card	I/we want detailed information and commitments regarding the wildlife and open space corridors. We have heard empty promises before and been stonewalled by the engineers and government agencies.
Comment card	I am totally opposed to the Sundog Connector proposal. Reasons set forth in the Sundog Disconnect post card.
Comment card	Please minimize the noise impact to the neighborhood as much as possible; by using quiet pavement and sound barriers as much as possible.
Comment card	Not fair to wildlife. Not fair to people walking the neighborhood. Not fair to housing lots. Not fair to Yavapai Hills. We have to touch Marc' Apartment Bldg. We have already given to greedy builders.
Comment card	Opposed to Sundog Road.
Comment card	My family is against the Sundog Connector Rd. Main reasons: Environmental impact. Save the Dells Nature Park. Please widen highway 69 first. Add your cool off road nature bike, stroller, wheelchair path along side. Sincerely, a loving citizen and mommy of 4.
Comment card	We are totally opposed to the proposed Sundog Connector for the reasons set forth in the September 1 2022 letter from the Yavapai Hills Sundog Committee
Comment card	There are serious water issues, why build? Greed! Not convenience! The homeowners would be greatly impacted by noise, air pollution, safety. The roads through Yavapai cannot handle that type of traffic/cars/trucks. Devastating environmental impacts. Improve Hwy 69!
Comment form	Bought our home because of the great neighborhood. Building this roadway through our neighborhood would lower our home value! Noise, pollution, wildlife… etc. No Sundog.
Comment form	I don't see the need for this project. If there are truly traffic problems on SR 69, add some lanes.
Comment form	I have lived in Yavapai Hills for 17 years. There have been 5 vehicle accidents within 200 feet of my home, at least 5 deer killed and one EV vehicle death within this 17 years. Traffic comes down the hill in front of my home well over the speed limit already, 30 to 60 mph. And it will only get worse with increased traffic if the Sundog Connector road is developed. I will see, from my beautiful deck view, headlights and hear all the traffic noise, thereby destroying my reason for enjoying my home!!! A "BIG" no to the connector! [Signed and dated.]
Comment form	I live on Sunrise Blvd in Yavapai Hills. I believe the Sundog Connector would help alleviate traffic on Hwy 69. However, it appears the Connector would provide access to Sunrise Blvd. Other than the effects on aesthetics of my area including low traffic and noise, Sunrise Blvd and other roads through Yavapai Hills aren't designed to handle heavier traffic. Portions are very narrow and there are many curves and hills, limiting visibility.

	I would agree to designating an emergency access from Yavapai Hills to the new connector only.
Comment form	Many people oppose the new connector. It's not clear who the stakeholders are that will benefit from the project. Hwy 69 traffic will not be improved or volume diminished by the project. Traffic will increase as the connector terminates at the highway. It doesn't seem as though a less destructive alignment option exists. I think it would be best to leave the wildlife habitat intact. They don't have much left. Do you remember when the antelope herds were in the hundreds? It was a magnificent sight. I think efforts to rally the community around a regional park would be healthier for the public and local property values. A lot of properties will lose value if this road goes in. Thanks for your consideration.
Comment form	Unnecessary expenditure, easy access to YHHOA for illegal activity, impact on wildlife, visual impact (negative) on area! Much better use of money: i.e. fix Prescott roads, widen 69, improve schools, more police, fire, community services. No road!!
Comment form	Yavapai Hills is already increasing in size with Sunrise not able to handle it. Blinding curves, steep hills, water issues, and this would add pollution, water, noise, traffic on already dangerous roads with pedestrians and dog walkers walking with no sidewalks. All vehicles going to Costco or Trader Joes will be racing through our development. We would need a wall built for noise - block off Bear Way. Water drainage issue solved on lower Sharp Shooter Way Loop. Lights a problem. Speeding. Crime. 69 should be widened first and traffic lights timed better to keep traffic flowing. This would come out of a different pot of money. ADOT should never think Sunrise is a viable solution to traffic - besides decreasing the value of our homes.
Comment form	Yes, this is needed. I do not live in the immediately affected area, but I do live in Prescott. Design it in such a way that traffic can't move through fast, as it can on Prescott Lakes Pkwy. Give much consideration to safe, multimodal transport along the entire route for pedestrians and bicyclists.
Margins of Activity 2 worksheet	Consider aesthetics, wildlife, and noise. Mitigate.

Appendix 3 – Activity 2, Need 1 (Addressing Congestion) Responses

Y/N Response	Comment
N	69 should be widened first
Y/N	Don't know, need more info.
N	Finish Hwy 69
N	Fix 69. Problem is in Prescott Valley to which this won't address (eastbound).
N	Fix/widen 69
N	Focus on improvements to SR 69. This is putting the cart before the horse.
N	Ha! Get the foxes Kell and Craig out of the hen house! First the jail now this preposterous road scheme!
N	I believe it will create traffic problems in Yavapai Hills.
N	I haven't seen evidence of a traffic problem on SR 69. Please explain.
N	If 69 gets blocked, all that traffic will then go directly through a residential subdivision!
Y/N	It may help slightly. The cities are growing, we need this planning for future and current needs.
N	It will create much more congestion in Yavapai Hills
N	It will only cause traffic congestion from the Circle ending up at a traffic light across from Home Depot at SR 69
N	It will only destroy the Yavapai Hills community!!
N	It will only open up development along the new route.
N	It would cause more traffic in the Yavapai neighborhood, especially on Sunrise Blvd, do great harm to the environment. Where will the water come from?
N	It would load traffic onto streets that are not designed for it. It would increase noise, displace more wildlife, not improve emergency access, drop property value, and line the developers pocket all at the expense of the people that live here.
N	It's a road to nowhere.
Blank	Maybe.
N	Need to widen 69.
N	Needs to be much further north.
N	Negative impact to residents in Yavapai Hills; noise, traffic. Widen SR 69 first and determine if that works without disrupting Yavapai Hills.
N	No. First, widen 69. The Connector will stimulate more development and increase traffic.
Blank	Not sure.
N	Please widen Hwy 69 first. Then, years down the road, reevaluate.
N	Prescott and Prescott Valley NEED TO STOP BUILDING, especially multi-family dwellings. That will reduce traffic.
N	Qualified no. It will have some impact. But will the cost justify the possibly limited traffic?
N	Regulate traffic lights and add extra lanes to 69.
N	Room to widen 69 from Prescott to Prescott Valley. Only thing that will be accomplished is more traffic jams at Prescott Lakes Parkway to 89 and 89 to 69.
N	Statement is based on population numbers that are not real (2013) -
N	The construction of the Sundog will result in additional development which brings with it congestion and traffic. Improve Hwy 69 completely. Short term pain for long-term resolution.
N	The question starts with a premise that has yet to be proven. I don't see 69 traffic as a problem. Roundabouts, better light timing, will improve traffic flow.
N	This will negatively affect the wildlife (pronghorn, deer, coyote)
N	We need to address the problem of high construction density of 1/4 acre or less.

Y/N Response	Comment
N	Why put traffic in a residential neighborhood that cannot handle that amount of traffic. Pollution, noise to homeowners lowers value of our homes.
N	Why put traffic through residential HOA areas. We pay HOA fees.
N	Widen 69
N	Widen 69.
N	Widen 69. Change timing of lights in Prescott Valley.
N	Widen 69. Don't ruin the reason we paid a lot of money to move into Yavapai Hills. There will be noise, lower property value, wildlife at risk
N	Widen Hwy 69 first, then see if the connector is required.
N	Widen the 69 to accommodate the increase in traffic. Synchronized lights on 69.
N	Widening 69 per 2013 Sundog Study before Sundog is built.
N	You would just develop the land around the new road and have more traffic! Widen Hwy 69 to 3 lanes.

Appendix 4 – Activity 2, Need 2 (Access to Homes) Responses

Y/N Response	Comment
N	A third access point is not required.
N	Add an exit through Diamond Valley
N	Add more trails for biking and hiking, not roads!
N	All of those activities are a death-wish on our local streets, let alone a connector road!
N	Are you kidding me? This is not feasible.
N	Are you saying people will bike or walk or use a wheelchair on the Sundog? REALLY???
N	Don't see how this road would benefit walkers. More traffic in community would make it worse.
N	How about the man in the moon?
N	I live in Diamond Valley and know that both Prescott and Prescott Valley are not safe places to ride, stroll, or wheelchair. Too hilly, drivers don't look carefully for bikes on any of our roads. A new road will not fix that, a hilly new road at that.
N	It could be done in a different way. Make it open space. No road!
Y	It will help.
N	It will only make a cut-through.
N	It would also cause great harm to the people in the neighborhood walking their pets!
N	Makes no sense. What!!
Y/N	Need so much more info.
N	No one is going to walk, bike, or use a wheelchair on the Sundog Connector - Get real!
N	No, it will be used as a way to cut through for some drivers, increasing traffic
N	No, it will only make walking, etc., more hazardous. Wildlife already has a problem.
N	No. There are no sidewalks on Sunrise and people are walking with dogs. Dangerous hills, blind curves. Sunrise will exit to Sundog to Prescott Lakes.
N	Not really, there needs to be sidewalks built where there are none now.
Blank	Not sure.
N	Open up the end of Cactus Place to Rt. 69 and Diamond Valley. GiGi blocked.
N	Plenty of people walk the neighborhood all the time. Biking and wheelchairs are problematic because of the hills. Not 69. A road will not make biking or wheelchair accessibility.
N	Qualified no. If you want another exit for Yavapai Hills, extend Sunrise to the roundabout, save some bucks.
N	STOP BUILDING. Especially multi-family dwellings.
N	The connection will not be for bikers, walkers, or wheelchairs.
N	There are other alternatives that do not impact current homes.
N	There are plenty of places to walk in our community. Adding the roads won't make it better; more traffic/more accidents.
N	There is no destination walking, etc., would go to on the Connector. Hwy 69 has shopping, etc., but are not viable destinations.
N	This seems to be a ridiculous argument.
N	This will increase traffic in a quiet residential area, affect wildlife.
N	This will increase traffic in a quiet residential area.
N	Too many hills.
N	Totally different issue.
N	We already have plenty of trails to hike and bike in Prescott. Use them.
N	We have 3 points of entry now.

Y/N Response	Comment
N	We have enough traffic as it is.
N	We walk, bike, see wheelchairs and strollers now. No need for connector road!
Y	We, Yavapai Hills, NEED more access to this community for emergency response, etc.
N	Who in a wheelchair or stroller would use? BS reason.
N	Who the hell would use a wheelchair or stroller in Yavapai Hills!
N	Why endanger walkers and bikers - use the trails.

Appendix 5 – Activity 2, Need 3 (Emergency Response) Responses

Y/N Response	Comment
N	A fire station and two hospital services are very close and available.
N	A small emergency access road from Celia St. and Sharp Shooter Way would solve that problem.
N	Build a second firehouse at the north end of Yavapai Hills.
Blank	Could find another route.
N	Depends upon where and when new station or stations will be built.
N	Firehouse is on 69 and Lee with access.
N	Firehouse is on Lee at SR 69, a few minutes away.
Y	For emergency only. No public traffic.
N	Frequency of emergency access is outweighed by impact to Yavapai Hills HOA
N	How will this improve response when the fire station is at the entrance to Yavapai Hills? Build another station?
N	I don't think the response times are inadequate now.
N	I live 1 mile from above.
N	It is my understanding the time for emergency access is presently 10 minutes throughout the area. Sundog does a good job of NOTHING!
N	It would help only a few nearest the Connector.
N	It's only a few minutes to go through the development. No need.
N	Local road back of Yavapai Hills to Storm Ranch to Prescott Lakes Parkway.
N	Much less expensive ways to provide emergency access, quicker by years + a new hospital on 69.
N	No reassurance from a fire marshal.
N	Not required. There is a fire station on Lee Blvd.
Blank	Not sure.
N	Open up the end of Cactus Place for fire and police.
Y/N	Possibly. But widening Hwy 69 will also greatly help this issue.
N	Response times are fine in Yavapai Hills, new route from Watson Lake firehouse is much longer
Y	See above. ["We, Yavapai Hills, NEED more access to this community for emergency response, etc."]
N	Sunrise will exit to Sundog to Prescott Lakes. Our 3rd entrance/exit.
N	The Connector will have traffic and be just as dangerous to try to get through.
N	The fire department at Lee Blvd. is close enough!
N	The fire department on Lee is 1.75 miles from my home in the North Yavapai neighborhoods.
N	The only way to help this is to build a fire station at the north entrance.
N	There are no services (police, fire stations) north of the area that could use this proposed new road.
N	These issues can be better addressed with other less costly and less disruptive approaches.
N	Touchmark is the emergency bottleneck, you know it and we know it! You approved it.
N	Travel time from the fire station on Lee to the farthest corners of Yavapai is less than 10 minutes now.
Y	Very important
N	We already have a fire and emergency personnel station on Yavapai property on Lee Blvd.
N	We already have a fire department with ambulance on Lee Blvd.

Y/N Response	Comment
N	We already have a fire station AND ambulance on Lee Blvd.
N	We already have two entrances to Yavapai Hills and they are sufficient. (The fire station is at Yavapai Hills Dr.)
N	We don't have a problem with response times now!!
N	We have a fire station at the base of the hill at Yavapai Hills, 69. Creating the road creates access, but how much closer is a fire station in Prescott Valley with the road.
N	We have NO issue with fire and PPD response time.
N	We have the fire and emergency units already on Lee Blvd.
N	We have the fire department on Lee that is close.

Appendix 6 – Activity 2, Need 4 (Regional Connectivity) Responses

Y/N Response	Comment
N	Absolutely not. Planned development with wildlife and open space will address this issue.
Y	Access to trails, etc., is good.
N	Address Sundog way in the future.
Blank	Again, more info needed.
N	Again, this will disrupt quiet residential neighborhoods.
N	Building a road next to or through planned regional parks and trails ruins the reason for the parks and trails. No one wants to recreate beside a highway!
N	Improve 69, which is going to be done anyways.
N	Increase 69 and 89A
N	Increase lot size to 3/4 acre or larger. That will decrease some of the traffic problem.
N	It makes the issue bigger. And all these developments are a strain on our natural resources. Water! Please stop selling out to developers. Keep Prescott Beautiful. The issue gets bigger by adding more traffic to the area that wasn't there to begin with. How long before this proposed new road negates the whole purpose?
N	It will become a "short cut"
N	It will destroy a corridor that should be a regional park. Sell the developers other lands available with little damage to our communities.
N	It will incentivize developers to buy the State Trust land.
N	It would cause a great deal of traffic!! Also, harm to our neighborhood.
N	No, it will only become a cut-through.
N	None at this time.
Blank	Not sure.
N	Only when the homes are fully built out - Sundog now is years early.
Blank	Perhaps. We should focus on widening all of Hwy 69 to 3 lanes first.
N	Road to regional park. Don't need a highway there. Wildlife concerns, noise.
N	Stop building in Yavapai Hills.
N	Sunrise is not built to handle this traffic. Widen 69.
N	The city got the new land for a regional park so they could push for a new road! Follow the money!!!! Save water!!
N	The Storm Ranch will get the benefit and enjoyment of this nonsense.
N	These issues do not justify building Sundog; Sundog will not do a good job of addressing this issue.
N	They will increase traffic and offset the benefits of the Connector.
N	This connector will ruin Yavapai Hills. Access to park should be via Prescott Valley, Glassford Hills. This is developer greed!!
N	This road is not needed.
N	Too much traffic and noise.
N	Until Arizona solves the acute water crisis, no new development should be allowed. Let's be honest, this is all about future development.
N	Use 89 South.
N	Use the entrance from Prescott Valley for a regional park.
N	Waste of money. Plenty of parks.
N	We are good enough in Yavapai Hills without more!

Y/N Response	Comment
N	We don't have enough water to build anymore housing developments. Post offices and other emergency services can't keep up with the growth as it is!
N	We don't need to overdevelop. "Where is the water"
Y	We need the Connector.
N	Where are we getting all this WATER? Besides, poor planning on developing all these new amenities.
N	Where is the water coming from for all these developments and then the support services???
N	Widen 69, save the wildlife!

Appendix 7 – Post-It Notes

Comment
No - See YH HOA letter for all the reasons.
Negative impacts to the Dells; visually unpleasing; against idea of nature park; Save the Dells; widening on 69 prior to new roadway.
Crime.
Crime; wildlife.
Moved to Yavapai Hills to escape the zoo in California. Saw first hand the roadwork did to us in two different cities. No.
Noise; quiet pavement; sound walls.
If road built, reconstruction of regional defining landmark, Glassford Hill.
No! Noise is serious problem.
If road built: another hillside scar.
If road built: Diminishment of scope of Granite Dells Regional Park and Preserve.
Would want two lane - one lane each way to begin with; ability to expand if needed.
No! Noise; visual impact; pollution.
Alternative emergency access without Sundog.
Road to nowhere, do not build.

Appendix 8 – Emails Received

Text of Email
Thanks for getting back to me. Here are my thoughts. I am not an expert in this field or have any credentials to make me an authority. My thoughts are from the perspective as a user of the Sundog Extender. 1. My wife and I live in the Prescott Lakes area and travel to Prescott Valley to shop and for medical reasons. a. The Sundog Connector would allow me to bypass a very busy, congested, and somewhat dangerous area of 69, from just south of the Yavapai hills past Costco to Sundog Ranch Road north of Sports Farmers Market. 2. Will take local traffic out of morning and evening rush hour traffic. a. This area is hard to drive during rush hour as there is a mix of local traffic and rush hour traffic where the rush hour folks want to get through the area, and local folks going to places in the area. b. I think the rush hour folks would welcome the Sundog Connector as it would reduce their traffic. 3. If the Sundog Connector were built, I would shop more in the Prescott Valley area because it's easier to get there. 4. I would like to see an animal bridge put in maybe one or two places to give them a safe place to travel over the highway. I've embedded a few links. I'm sure you are familiar with the concept a. https://allthatsinteresting.com/animal-bridges-wildlife-crossings b. https://www.theguardian.com/environment/2021/jan/23/how-wildlife-crossings-are-helping-reindeer-bears-and-even-crabs-aoe c. https://www.vox.com/down-to-earth/2021/11/12/22774958/animals-wildlife-crossings-bridges-infrastructure d. https://www.nationalgeographic.com/animals/article/wildlife-overpasses-underpasses-make-animals-people-safer 5. Finally, well, traffic. a. We've grown very much in just the past few years my wife and I have moved to Prescott. As a result of our population increase traffic and its attendant stresses are generating out into all of our trips around town. Anything that can spread traffic out would be a good thing. Thanks again for taking my input.

Sundog Connector Public Open House Summary

The Sundog Connector is an approximately 3.5-mile east-west corridor connecting the City of Prescott and the Town of Prescott Valley. If constructed, the corridor would connect to Prescott Lakes Parkway near Storm Ranch in the west and Sundog Ranch Road at Highway 69 in the east.

Prescott Valley, Arizona
September 28, 2023

Prepared by

AECOM

CYMPO
Central Yavapai Metropolitan Planning Organization

Contents

Appendices

1.0 Engagement Approach and Event Details

The Sundog Connector Open House #2 was the second formal public outreach event organized by the Central Yavapai Metropolitan Planning Organization (CYMPO) and its project partners for the Sundog Connector Design Concept Report (DCR) and Environmental Overview (EO). The open house was a public meeting, open to all interested in attending. Public feedback was collected at the event relating to the project's potential corridor alternative preferences, corridor impacts and benefits, and cross-section design element for potential build alternatives to be explored further in future steps of this assessment.

Key objectives and topics covered during the open house:

1. **DCR and EO Process Overview:** The open house provided attendees with information to better understand the DCR and EO processes. The open house material described these reports as part of the overall project's initial assessment phase and does not commit CYMPO or any member agency to construction. The open house discussed the goals, purpose, and needs that the Sundog Connector project analysis aims to address.

2. **Project Progress and Timeline Overview:** Attendees were informed of the progress of the Sundog Connector DCR & EO project, including technical analysis and public, stakeholder, and agency coordination. The open house overviewed past and upcoming project milestones, including the targeted DCR & EO completion in Spring 2024.

3. **Alternatives Development & Screening Process Explanation:** The open house overviewed the eight initial corridor alternatives developed (seven build alternatives and one no-build alternative) and included in the initial Alternatives Screening Process the findings of each alternative. Each alternative included opportunities, constraints, and initial Alternatives Screening Process explanations.

4. **Environmental Considerations Overview:** The open house identified the specific environmental considerations included in the Alternatives Screening Process and the additional next steps to be included in the remainder of the Sundog Connector DCR & EO project.

5. **Continuing to Gather Public Feedback:** An important aspect of the open house was to continue collecting public feedback. Attendees had the opportunity to discuss the Sundog Connector alternatives with project staff and document their opinions, preferences, and comments. Comment forms and engagement activities were designed to collect input on a variety of planning considerations related to potential alternatives and design elements. This feedback will be included in the final Alternatives Screening Process and articulated in the final DCR & EO report.

The Sundog Connector Open House #2 was held on Thursday, September 28, 2023, from 4:00 – 6:00 pm, at *The Event Spot* along State Route 69 which is near the project study area location. Meeting details, directions, and parking instructions were included in the event notification flier (**Appendix 1**). The event had 199 attendees who signed in[1] and generated over 250 individual responses and data points from comment forms, activities, and follow-upemails received by CYMPO staff, the project website, and the project email. The open house comments and responses include all responses received directly at the in-person open house as well as all comments received through October 6, 2023, as identified on the general comment form available at the open house. All comments

[1] Note: Additional attendees were acknowledged by CYMPO staff in attendance that chose not to sign-in.

submitted after this date are continuing to be received and documented as part of the project process but are not included in the counts, summary, and analysis included in this document.

The open house was an in-person, interactive event located near the Sundog Connector study area for the convenience of those most directly affected by the potential project corridor. A variety of informational exhibit boards with maps and infographics were displayed around the room. Additionally, event attendees were presented a Frequently Asked Questions handout (**Appendix 4**) which included various details about the project and responses to previously posed questions from members of the public. The exhibit boards guided participants through the four major sections:

1. Project Overview
2. Project Alternatives Overview & Analysis
3. Additional Project Technical Analysis
4. Public Outreach

Staff from CYMPO and project partners were available to answer questions and discuss topics in detail with attendees.

Also included in the open house were multiple opportunities for attendees to provide their input. In addition to traditional comment forms, two activities were available to participants to consider the project in greater depth. Activity One had participants share their corridor alternative preference along with the benefit and constraints for that alternative. Activity Two asked participants to provide feedback for potential cross-sectional features and amenities for potential build alternatives.

Prior to the open house, two community groups expressed their opposition of the corridor to CYMPO staff and project partners and requested a location at the meeting venue for the groups' materials. To support a diversity of perspectives at the open house, table space was provided for the representatives from the Yavapai Hills Homeowners Association (YHHOA) Sundog Connector Subcommittee and the Sundog DISConnect groups at the event space. Open house attendees were able to visit with both groups to discuss reasons for opposition to the Sundog Connector.

2.0 Event Notifications

Notification and promotion of the open house was led by CYMPO and included project website public notice postings, and member agency and stakeholder newsletters. The event was advertised on the KYCA local radio station as a public service announcement and was discussed separately on the station as a news item, as well as information provided during by-invitation local radio appearances. The event was also advertised in the Daily Courier (digitally) and in an article written by the Daily Courier on September 18th. Event notifications and advertisements are included in the appendix.

3.0 Feedback Summary

As described in Section 1.0, feedback was primarily gathered through three methods: comment forms, feedback emails, and two interactive activities. The open house format of the event enabled meeting attendees to directly interact with CYMPO, member agencies, and project technical staff as well as with other attendees. In addition to individual discussions and questions posed verbally throughout the event, project staff encouraged all participants to document their questions and comments formally on the comment forms and engagement activities to capture public feedback most accurately. Comments can continue to be submitted on an ongoing basis throughout the project through the project website online comment form.

3.1 Comment Forms and Emails

A total of 252 written response activity responses were received from the open house, including five emailed responses submitted shortly following the public open house. Additionally, 104 total comment forms were received from the open house, including six emailed comment forms. Six additional emails were received regarding the feedback on Sundog Connector in days following the event.

Of the 104 comment forms collected, 74 forms included written comments about or related to the Sundog Connector, and the remaining 30 forms only included completed contact information. Sixty-three (63) comments (86% of written comments) were opposed to a Sundog Connector build alternative; 7 comments (10% of written comments) were supportive of a Sundog Connector build alternative. Recurring topics and suggestions in the comment forms included:

- Widening of SR 69 to three travel lanes in both directions instead of or before considering any build-alternative of the Sundog Connector (17 mentions)
- Negative impacts to wildlife connectivity and environment considerations (11 mentions)
- Interest in protecting/preserving the proposed future Glassford Dells Regional Park and the current Glassford Hills area (7 mentions)
- Property value impacts associated with the Sundog Connector build alternative (6 mentions)
- Waste of taxpayers' money (5 mentions)
- Traffic noise and visual impacts associated with the Sundog Connector build alternative (5 mentions)
- Proposed relocation suggestion of build alternative alignments north and further away from Yavapai Hills and Diamond Valley (3 mentions)
- Expressed desire to maintain existing local/regional character and natural landscapes.

3.2 Engagement Activities

The open house featured two different engagement activities to give attendees the opportunity to participate and provide focused feedback on a range of topics related to the Sundog Connector.

3.2.1 Activity 1 – Build Alternative Cross-Section Feedback

Participants were provided a preference form for Sundog Connector Build Alternative Cross-Section Feedback. The form contained questions focused on the five different cross-section elements along with the proposed section diagram for better visualization. Project team members were stationed near the activity area to answer participant's questions. **Figure 1** summarizes the responses to the five different cross-section features. One hundred nineteen (119) total submitted activity forms were received. Twenty-one (21) submitted activity forms did not contain direct responses to the posed questions but clearly articulated, "No-Build", "Do Not Build", or "No Road" across the document. These responses have been catalogued independently as well. Additionally, some activity forms included responses to only some of the posed questions.

The Activity #1 form is included in **Appendix 3**.

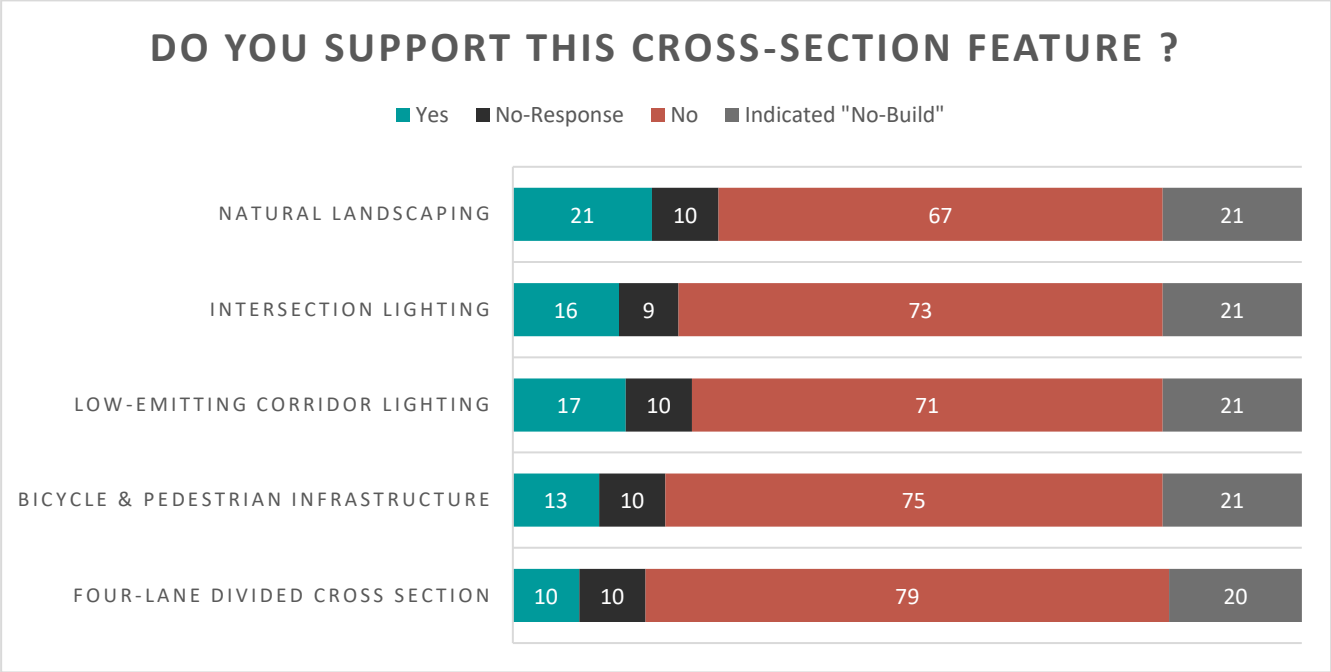


Figure 1 – Activity 1 – Cross-Section Preference

Recurring comments articulated concerns about specific cross-section features including:

- Preference for no-build alternative
- 4-lane cross-section and overall roadway cross-section is too wide
- Proposed mitigation strategies are not sufficient to offset impacts
- Reducing or eliminate lighting for wildlife consideration and maintaining dark skies
- Invest in improvements to State Route 69 instead

3.2.2 Activity 2 – Alternative Preference

Participants were provided with a second activity form that asked about their preference for each of the three remaining alternatives, Alternative 3, Alternative 7, and the No-Build Alternative. **Figure 2** summarizes the attendee's support for each alternative. One hundred thirty-nine (139) total responses were collected, including two emailed responses for Activity #2. Fifteen (15) responses indicated no support for any of the three alternatives. Twenty (20) responses did not directly respond to the articulated activity questions, but clearly indicated in written responses as preferring No-Build, No-Road, or No-Sundog; in each of these instances, response was cataloged as supporting No-Build and not supporting Alternative 3 nor Alternative 7. Overall, the No-Build Alternative received the greatest support of the three included alternatives, with 72% of all participants supporting and only 26% not supporting the No-Build Alternative. Approximately 12% of participants supported Alternative 3, whereas 82% of participants did not support Alternative 3. Lastly, only 5% of participants supported Alternative 7, whereas 90% of participants did not support Alternative 7.

The Activity #2 form is included in **Appendix 3**.

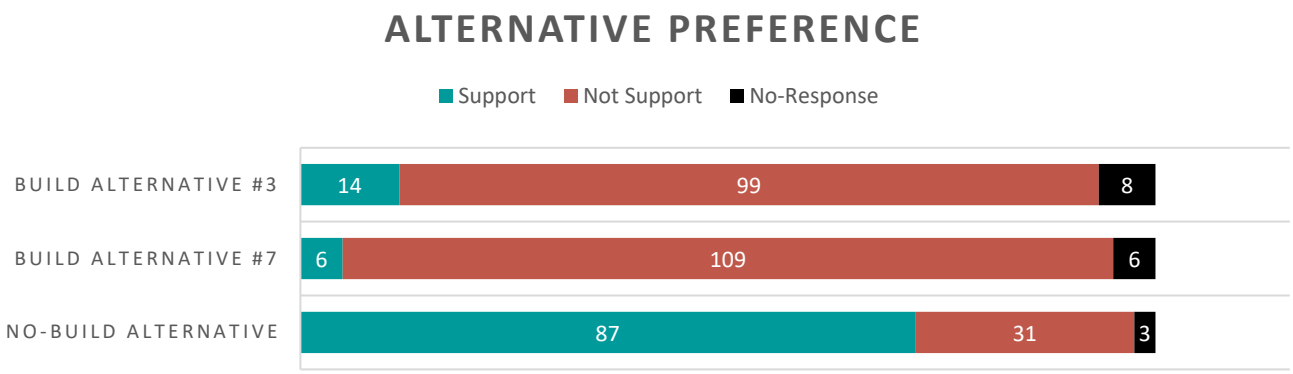


Figure 2 – Activity 2 Results – Sundog Connector Alternative Preference

Figure 3, Figure 4 & Figure 5 summarize top articulated benefits and constraints for each alternative from the participants. Participants were provided with the list of potential benefits and constraints to choose the most relevant one for each alternative based on their understanding of the alignment. The charts below display the top three benefits and top three constraints for alternative.

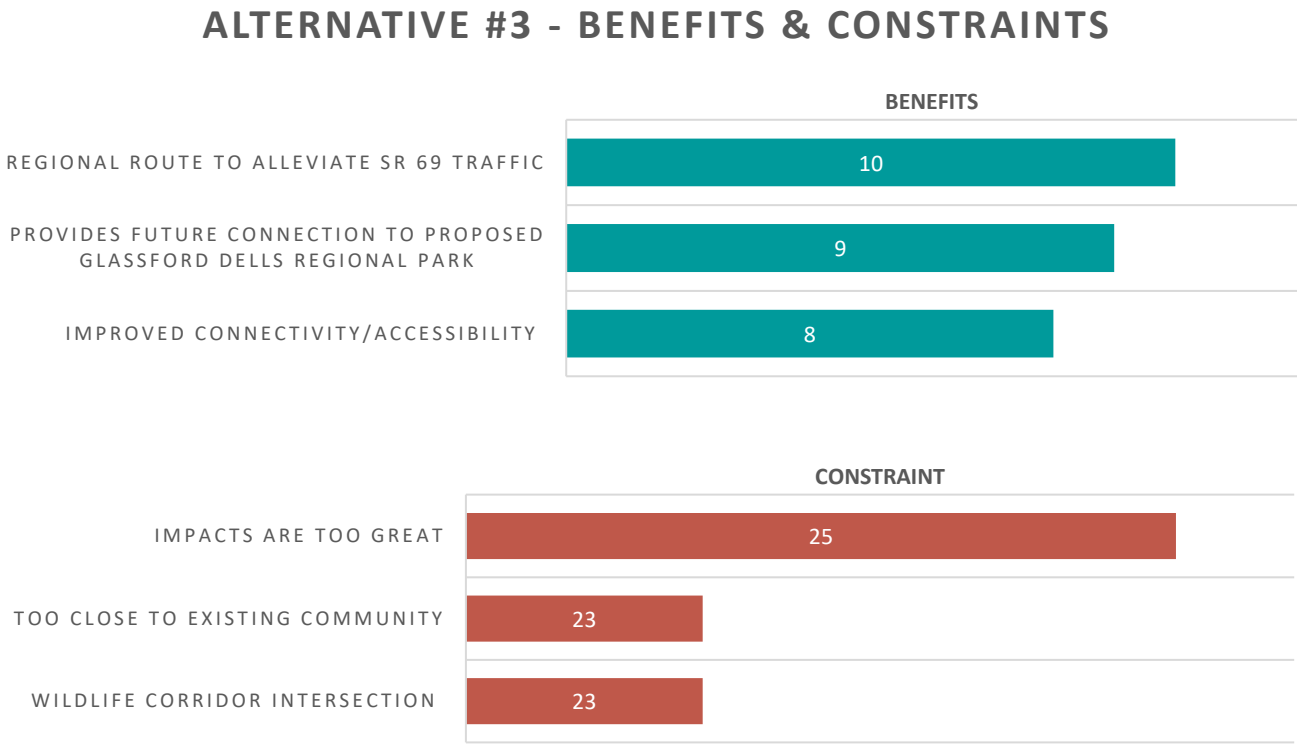


Figure 3 – Alternative #3 Benefits & Constraints

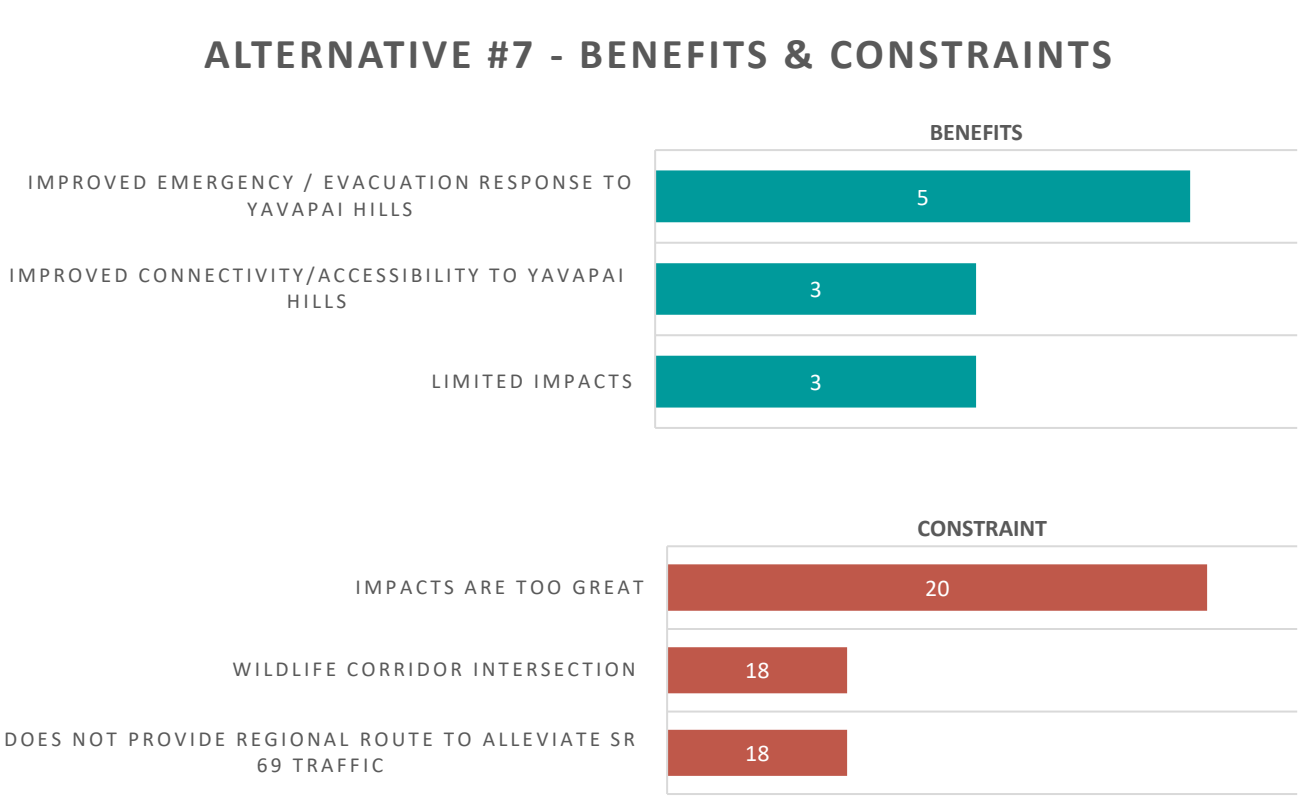


Figure 4 – Alternative #7 Benefits & Constraints

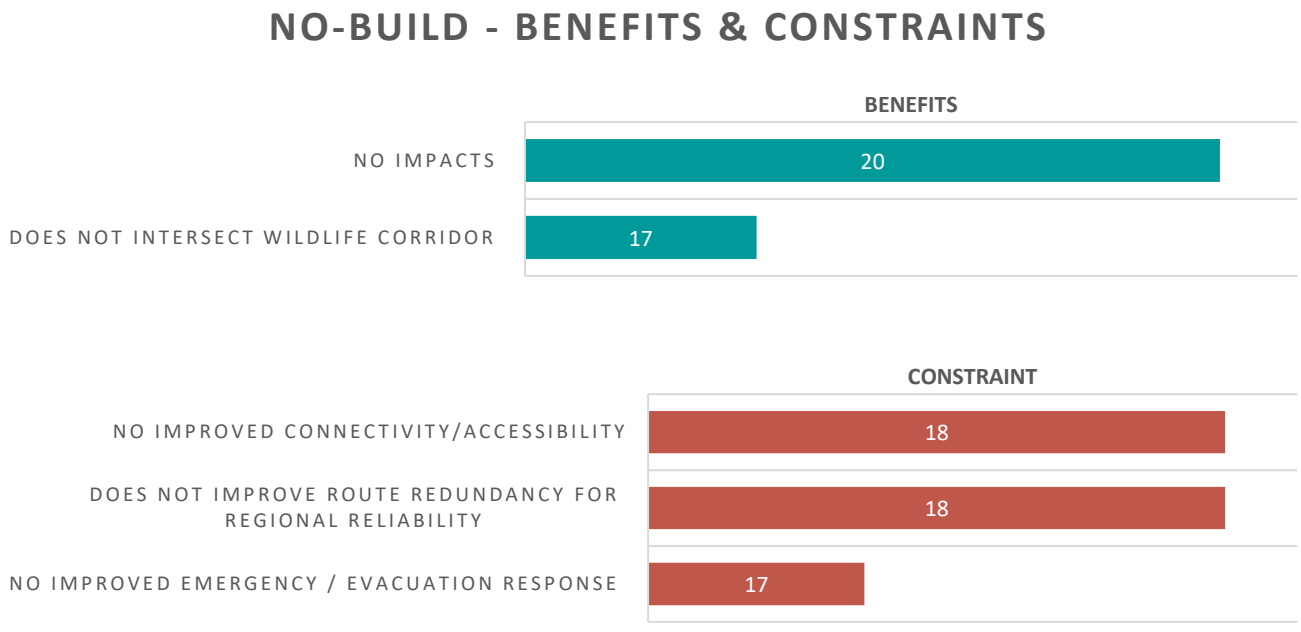


Figure 5 – No-Build Alternative Benefits & Constraints

Additional benefits of the Build Alternatives expressed from participant responses include:

- Additional access to Yavapai Hills
- Additional access to Glassford Dells Regional Park and trails

Additional concerns of the Build Alternatives expressed from participant responses include:

- New roadway construction is not necessary/warranted
- Impact to environment and wildlife connectivity
- Reduction in property value
- Increase in local taxes to fund construction of Sundog Connector

3.3 Additionally Received Comments

The public can provide feedback on an ongoing basis to the Sundog Connector project team via the email addresses provided on the project website. CYMPO staff can also be contacted by phone or mail.

Between the open house (September 28, 2023) and the end of the open house comment period (October 6, 2023), six email messages were received by CYMPO staff, the Sundog Connector Project Manager, and/or directly to the project email. Five of these emails expressed opposition to future construction of any Sundog Connector roadway. The primary concerns listed in the emails include:

- Potential increases to traffic
- Potential noise impacts
- Potential pollution
- Potential environmental disruption/damage
- Potential wildlife connectivity and preservation
- Potential impacts to property values
- Potential impacts to the proposed future Glassford Dells Regional Park.

4.0 Photographs from the Open House

Project staff member engaging with event attendees

Project staff member engaging with event attendees

Event attendees at the Open House

Event attendees completing engagement activities

5.0 Next Steps

The project team is completing the final phase of the Alternatives Screening Process. The final Alternatives Screening Process will technically analyze Alternative #3, Alternative #7, and the No-Build Alternative, evaluating the benefits and impacts for each criterion. The build alternative cross-section features and amenities will be developed based on the feedback received from Activity #1, STAC committee preference, online survey results, and direct feedback received from the open house engagement activities. Feedback received from this open house and previously received public feedback received throughout this project will be included in the Alternatives Screening Process as evaluation criteria. The Alternatives Screening Process results will determine the identification of a singular Preferred Build Alternative alongside the No-Build Alternative. Both alternatives will be presented along with in their respective Alternatives Screening results to the CYMPO Executive Board.

The project team will be developing the draft DCR & EO report in Fall/Winter 2023. The draft DCR & EO reports will be published on the project website for public feedback by January 2024. The final DCR & EO report will be presented to the CYMPO TAC and Executive Board in Winter/Spring 2024. The Preferred Alternative recommendation will be presented to the CYMPO Executive Board for board-acceptance.

Appendix 1 – Open House Notifications

Join us for an

Interactive Open House

Thursday, September 28, 4:00-6:00 PM

at The Event Spot

6520 E 1st St, Prescott Valley, AZ 86314

Drop in anytime and stay as long as you like to:

- Learn about the Sundog Connector project goals
- Explore the project's purpose and need
- Overview project's technical analysis process and findings
- Learn how public and stakeholder feedback is being used
- Share your feedback on different potential corridor alternatives

CYMPO Website Open House Advertisement (Digital version only)

Appendix 2 – Open House Exhibit Boards

Who is CYMPO?

The Central Yavapai Metropolitan Planning Organization (CYMPO) cooperatively plans the transportation future of central Yavapai to ensure the safe and efficient movement of people, goods, and services.

CYMPO provides a forum for local, county, and state officials and stakeholders to represent their interests and achieve common goals in transportation investment. CYMPO receives and administers federal funding for transportation planning, design, and construction activities.

CYMPO is the lead agency for this project.

CYMPO

CYMPO Members

- Town of Chino Valley
- Town of Dewey-Humboldt
- City of Prescott
- Yavapai County
- Arizona Dept of Transportation
- Town of Prescott Valley

What is the Sundog Connector?

Project Summary

- A new east/west corridor, approximately 3.5 miles long, connecting Prescott and Prescott Valley
- Would connect Prescott Lakes Pkwy. south of SR 89 to SR 69 at the Crossroads shopping center
- Linkage points already exist: Roundabout on Prescott Lakes south of Storm Ranch development and Sundog Ranch Rd. off SR 69
- Would provide a secondary travel option to SR 69 while enhancing connectivity for neighborhoods between Prescott and Prescott Valley

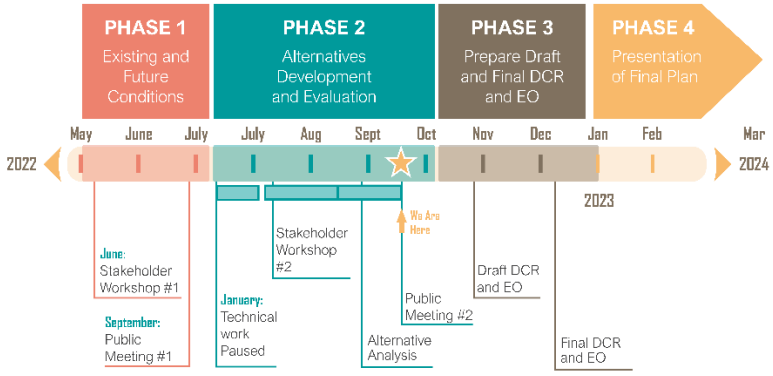
Although different options for the exact route of the Sundog Connector are still being explored, it would be contained within the Project Assessment Area, linking the two connection points shown.

Constructed Connection Points

Project Assessment Area

The DCR Timeline - May 2022 - Spring 2024

The Design Concept Report and Environmental Overview (EO) is organized into a four-phase process which began in May 2022 and will be completed in Spring 2024. The project team will consult with stakeholders and the public across study phases.



The Decision-Making Process

CYMPO's decision-making process for the Sundog Connector is designed to give everyone a role in shaping the analysis process. From technical experts and stakeholders across a range of industries and interests to the general public and their elected leaders, this project will share information and provide opportunities for feedback at every step leading up to publication.

Who is involved?

CYMPO Staff
Administers research and analysis for project

Stakeholder Advisory Committee
Represent key constituencies

Technical Advisory Committee
Experts from member agencies

Public Input
The opinions and ideas of Central Yavapai residents

Recommended Alternatives
Combination of planning, analysis, and input from all sources

Executive Board

- *Project team will present project recommendations*
- *Member agencies can make informed decisions in future*

Kell Palguta **Mayor of Prescott Valley**	Tom Armstrong **Chino Valley Town Council**
Craig L. Brown **Yavapai Cty. District 4 Supervisor**	John Hughes **Mayor of Dewey-Humboldt**
Phil Goode **Mayor of Prescott**	Gary Knight **ADOT District 6 Representative**

Goals of the Sundog Connector

Address Congestion on SR 69

Traffic congestion on SR 69 between Prescott and Prescott Valley is a problem and will only continue to worsen as the region continues to grow. The Sundog Connector would provide an additional east-west route to alleviate this strain.

Provide Additional Access to Homes North of SR 69

Neighborhoods like Yavapai Hills and Diamond Valley have few ways to enter and exit the neighborhood and are reliant on SR 69. This is especially limiting if someone wants to walk, bike, or needs to use a wheelchair or stroller. The Sundog Connector would provide a new alternative route to and from these homes.

Improve Emergency Response and Evacuation Access

The limited access to neighborhoods near SR 69 is also a hazard in emergency situations, lengthening police, fire, and ambulance response times and impeding potential evacuations. The Sundog Connector would help address these concerns as well.

Providing New Connectivity and Access to Approved Developments

Approved developments, including Storm Ranch and Yavapai Hills, will bring new traffic. As they will continue even if the Sundog Connector isn't built, leaving them to rely on existing roads will worsen the issues above. The Sundog Connector would provide needed connectivity to these areas, as well as to nearby parks and trails.

Public Engagement Summary

- Public Open Houses (2)
- Local Radio Programming
- Stakeholder Meetings (2)
- Ecosystem Connectivity and Mitigation Advisory Committee Engagement
- Civic Engagement Events
- Project Website - Open Comment

Stakeholder Meeting #1

- Feedback helped inform project goals
- Feedback helped inform cross-section amenities

Public Meeting #1

- Feedback helped further exploration of environmental considerations
- Feedback helped inform cross-section amenities

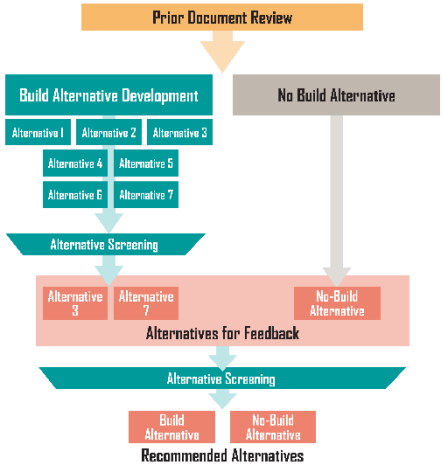
Stakeholder Meeting #2

- Feedback helped inform evaluation criteria weighting
- Feedback helped inform initial alternative alignment preferences

Public Meeting #2

- Feedback will help inform alternative alignment public preference
- Feedback will help inform cross-section amenities

Evaluation Process



Technical Alternatives Screening Step Description

- Include all corridor alignments
- Identifies project impacts and benefits
- Compares build and no-build alternatives in a multi-phase screening process
- Uses common evaluation criteria
- Informed using stakeholder feedback

No Build Alternative

Technical Recommendation - Alternative consideration is continued

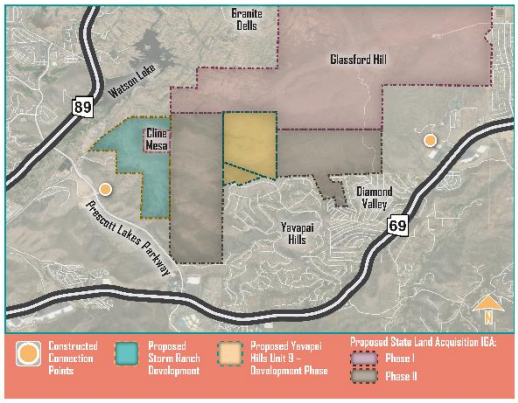
The No Build Alternative represents the scenario without a Sundog Connector alignment that keeps the existing surrounding roadway network unchanged.

Opportunities

- Leaves natural land undisturbed
- Maintains current noise and visual character
- Maintains current wildlife corridor connections

Constraints

- Emergency response times exceed recommended standards
- Does not improve evacuation access
- Does not address congestion on State Route 69
- Existing neighborhoods limited to southern access points
- Inconsistent with long-term community plans



Build Alternative 1

Technical Recommendation - Alternative eliminated from further consideration

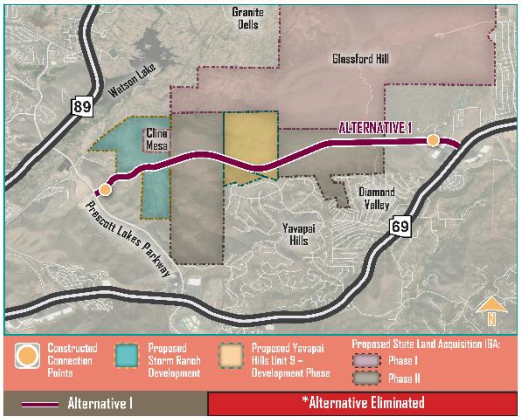
Build Alternative 1 represents the scenario with a Sundog Connector alignment that provides a direct connection between the proposed Storm Ranch and Yavapai Hills Unit 9 future roadway alignments (same as Alternatives 2 and 3) and features an alignment furthest north of existing community developments and homes along the eastern half.

Opportunities

- Provides the most direct connection along western side
- Potential noise impacts are limited
- Minimal drainage infrastructure needed
- Emergency Response and Evacuation routes are significantly improved

Constraints

- 3/4 mile length of tall hillside excavation - east side
- Requires tall hillside excavation - west side
- Steep roadway exceeds 10% grade at points
- Roadway design standard exceptions would be required
- Intersects wildlife corridors
- Low stakeholder group ranking
- Alignment is visible from multiple viewpoints within Yavapai Hills



Build Alternative 2

Technical Recommendation - Alternative eliminated from further consideration

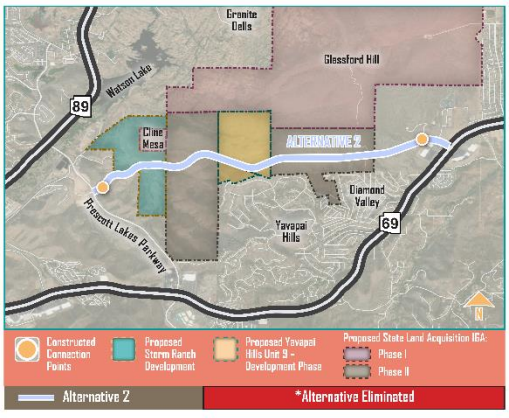
Build Alternative 2 represents the scenario with a Sundog Connector alignment that provides a direct connection between the proposed Storm Ranch and Yavapai Hills Unit 9 future roadway alignments (same as Alternatives 1 and 3) and features an alignment at a midway location north of existing community developments and homes along the eastern half.

Opportunities

- Provides the most direct connection along western side
- Potential noise impacts are limited
- Emergency response and evacuation routes are significantly improved

Constraints

- 1/2 mile length of tall hillside excavation - east side
- Requires tall hillside excavation - west side
- Steep roadway exceeds 10% grade at points
- Roadway design standard exceptions required
- Intersects wildlife corridors
- Alignment is visible from multiple viewpoints within Diamond Valley and Yavapai Hills
- Low stakeholder group ranking



Build Alternative 3

Technical Recommendation - Alternative consideration is continued

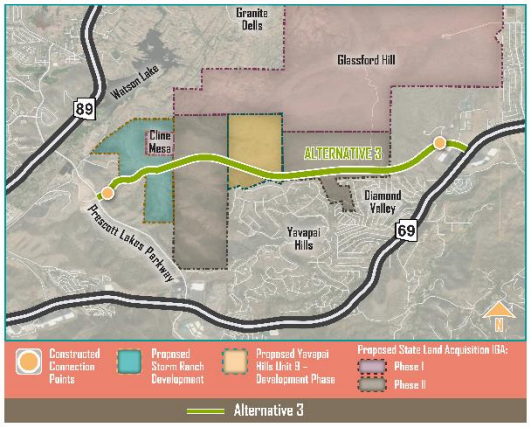
Build Alternative 3 represents the scenario with a Sundog Connector alignment that provides a direct connection between the proposed Storm Ranch and Yavapai Hills Unit 9 future roadway alignments (same as Alternatives 1 and 2) and features an alignment nearest to existing community developments and homes along the eastern half.

Opportunities

- Provides the most direct connection along western side
- Provides opportunity to limit impact and maximize connectivity to proposed Regional Park trailheads
- Provides best connectivity to existing development
- Emergency response and evacuation routes are significantly improved
- Minimizes horizontal and vertical curves for safety
- High stakeholder group ranking

Constraints

- Less than 500 foot length of tall hillside excavation - east side
- Requires tall hillside excavation - west side
- Steep roadway exceeds 9% grade at points
- Potential noise impacts due to proximity to existing properties
- Roadway design standard exceptions required
- Intersects wildlife corridor
- Alignment is visible from multiple viewpoints across Yavapai Hills



Build Alternative 4

Technical Recommendation - Alternative eliminated from further consideration

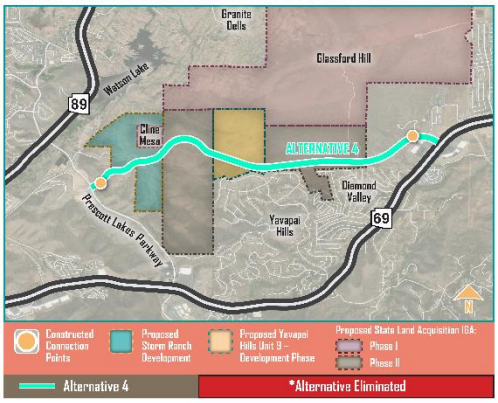
Build Alternative 4 represents the scenario with a Sundog Connector alignment that provides an indirect, looping, connection between the proposed Storm Ranch and Yavapai Hills Unit 9 future roadway alignments and features an alignment nearest to existing community developments and homes along the eastern half.

Opportunities

- Provides opportunity to limit impact and maximize connectivity to proposed Regional Park trailheads
- Provides best connectivity to existing development
- Emergency response and evacuation routes are significantly improved
- Minimizes horizontal and vertical curves for safety

Constraints

- Indirect corridor alignment
- Less than 500 foot length of tall hillside excavation - east side
- Requires tall hillside excavation - west side
- Steep roadway exceeds 8% grade at points
- Potential noise impacts due to proximity to existing properties
- Roadway design standard exceptions
- Intersects wildlife corridor
- Alignment is visible from multiple viewpoints within Yavapai Hills



Build Alternative 5

Technical Recommendation - Alternative eliminated from further consideration

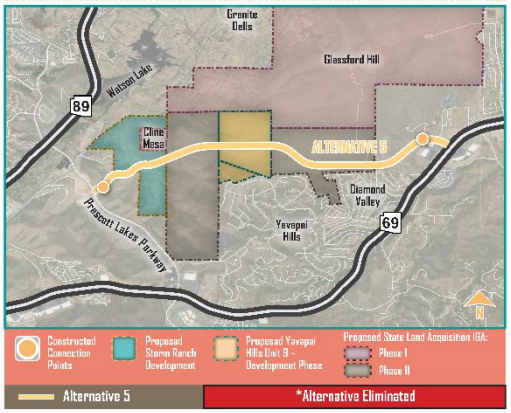
Build Alternative 5 represents the scenario with a Sundog Connector alignment that provides connection between the proposed Storm Ranch and Yavapai Hills Unit 9 future roadway alignments, connecting further south within Yavapai Hills Unit 9 and features an alignment nearest to existing community developments and homes along the eastern half.

Opportunities

- Provides the most direct connection along western side
- Potential noise impacts are limited for Yavapai Hills
- Emergency response and evacuation routes are significantly improved

Constraints

- 1/4 mile length of tall hillside excavation - east side
- Requires tall hillside excavation - west side
- Potential noise impacts due to proximity to Diamond Valley
- Steep roadway exceeds 8% grade at points
- Roadway design standard exceptions would be required
- Intersects wildlife corridor
- Alignment is visible from multiple viewpoints within Diamond Valley and Yavapai Hills



Build Alternative 6

Technical Recommendation - Alternative eliminated from further consideration

Build Alternative 6 represents the scenario with a Sundog Connector alignment that provides the most indirect, switchback, connection between proposed Storm Ranch and Yavapai Hills Unit 9 future roadway alignments and features an alignment nearest to existing community developments and homes along the eastern half.

Opportunities

- Provides opportunity to limit impact and maximize connectivity to proposed Regional Park trailheads
- Switchback design limits roadway steepness on west side
- Emergency response and evacuation routes are significantly improved
- High stakeholder group ranking

Constraints

- Indirect corridor alignment
- Less than 500 foot length of tall hillside excavation - east side
- Requires tall hillside excavation - west side
- Steep roadway exceeds 9% grade at points
- Potential noise impacts due to proximity to existing properties
- Roadway design standard exceptions required
- Intersects wildlife corridor
- Alignment is visible from multiple viewpoints within Yavapai Hills
- Intersects with Cline Mesa site

Build Alternative 7

Technical Recommendation - Alternative consideration is continued

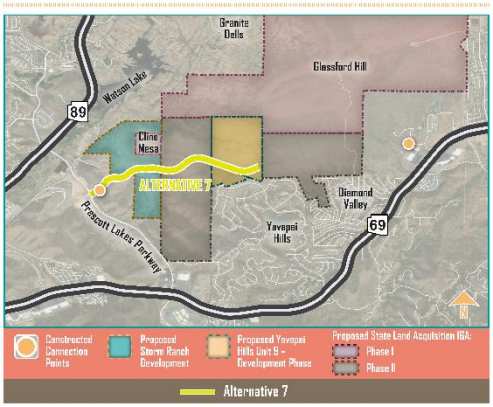
Build Alternative 7 represents the scenario with a partial Sundog Connector alignment that provides a direct connection between the proposed Storm Ranch and Yavapai Hills Unit 9 future roadway alignments terminating at the eastern limit of Yavapai Hills Unit 9.

Opportunities

- Does not impact natural resources along east side of study area
- Noise impacts are limited along east side of study area
- Visual impacts are limited along east side of study area
- High stakeholder group ranking

Constraints

- Steep roadway exceeds 9% grade at points
- Roadway design standard exceptions required
- Intersects wildlife corridor
- Full corridor connectivity is not provided
- Requires tall hillside excavation - west side
- Emergency response and evacuation routes do not improve to Diamond Valley



Alternatives Advancing

Alternative 3

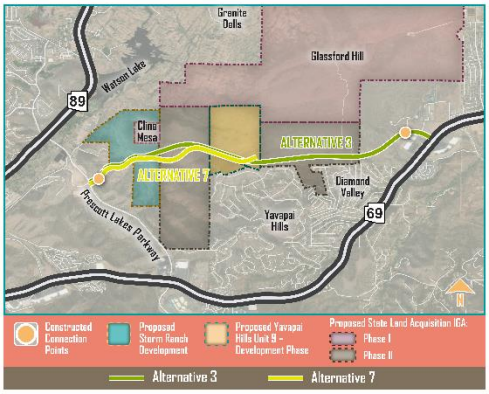
- Full Sundog Connector alignment
- Enhances neighborhood emergency response access, evacuation routes, and accessibility
- Provides a regional parallel route to State Route 69
- Presents possible noise and visual impacts to portions of the existing communities
- Impacts natural landscape

Alternative 7

- Partial Sundog Connector alignment
- Enhances neighborhood emergency response access, evacuation routes, and accessibility to Yavapai Hills
- Presents possible noise and visual impacts to portions of the existing communities
- Impacts some natural landscape

No Build Alternative

- No Sundog Connector alignment
- Maintains existing landscape
- Study area needs remain



Alternative 3 Rendering

Description

- Sharp Shooter Way
- Northern location within Yavapai Hills
- Looking Northeast

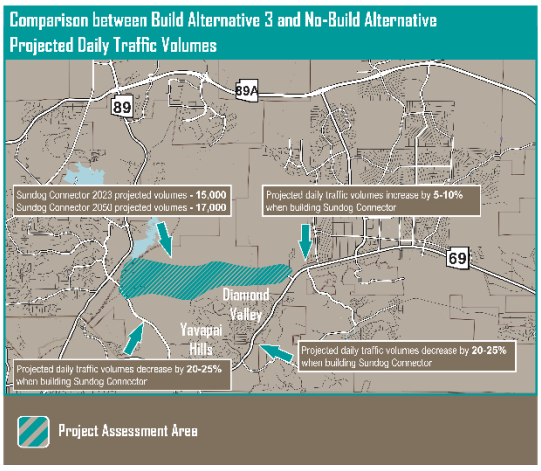
Existing View

Build Rendering

Traffic Analysis

Comparison between Build Alternative 3 and No-Build Alternative Projected Daily Traffic Volumes

	Projected Daily Volumes			
	Year - 2023		Year - 2050	
	No Build	Build	No build	Build
SR 69 - southwest of Sundog Ranch Rd	40,500	30,500	43,400	34,900
SR 69 - east of Sundog Ranch Rd	43,000	47,000	55,500	60,400
Prescott Lakes Pkwy	15,000	12,000	21,500	16,500
Sundog Connector	-	15,000	-	17,000



Environmental Overview

An Environmental Overview (EO) is being prepared to inform future environmental analysis requirements, which could include a National Environmental Policy Act (NEPA) study if the project was to receive federal funding. An EO consists of an inventory of existing environmental conditions and the identification of environmental constraints on the potential project. Continued environmental reviews will occur with potential future project development phases.

Environmental Alternatives Evaluation & Coordination Completed

- Viewshed Visual Analysis
- EMAC Coordination
- Sensitive Noise Receptor Screening
- Park Compatibility Review
- Potential Vegetation Disturbance Review
- Cultural Resource Review
- Wildlife Habitat & Connectivity

Environmental Considerations for Recommended Alternatives

Noise Mitigation

Noise mitigation approaches for a recommended build alternative will be considered to address potential noise impacts within the study area.

Mitigation strategies being considered include:

- Traffic Management
- Alteration of horizontal and vertical alignments
- Noise Barriers
- Acquisition of noise buffer zones surrounding the roadway
- Noise insulation, typically for public use or nonprofit institutional structures
- Vegetation screening

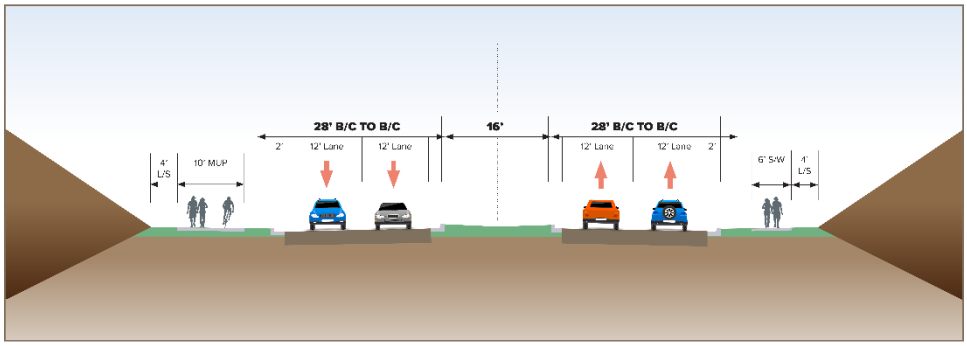
Wildlife Habitat & Connectivity Mitigation

Noise mitigation approaches for a recommended build alternative will be considered to address potential noise impacts within the study area.

Mitigation strategies being considered include:

- Wildlife Bridge Crossings
- Expanded Width/Height Culverts
- Corridor Fencing & Crossing Locations
- At-Grade Wildlife Crossing Signage Vegetation screening

Build Alternative Typical Sections



Typical Section Features

- 4-lane cross-section
- Curb and gutter
- 16-foot median
- 10-foot multi-use path (north side)
- 6-foot sidewalk (south-side)
- Natural landscaping

Common Typical Section Design Features

The Build Alternatives will incorporate the following common cross-section elements to incorporate additional accessibility, safety, drainage and aesthetic elements into the overall build alternative cross-sections:

- Sidewalk and multi-use path infrastructure throughout
- Low emitting intersection lighting
- Low emitting multi-use path lighting
- Low-maintenance / naturally landscaped
- Median drainage

What comes next in the process?

Project Development

Here's a look at what we plan to do in the remaining stages of the Sundog Connector DCR project:

- Incorporate public feedback to finalizing final alternative configurations
- Develop Draft Design Concept Report
- Open Public Comment Period for Draft Design Concept Report
- Incorporate public comment and publish Final Design Concept Report
- Present Final Design Concept Report to the CYMPO Executive Board

How To Stay Involved

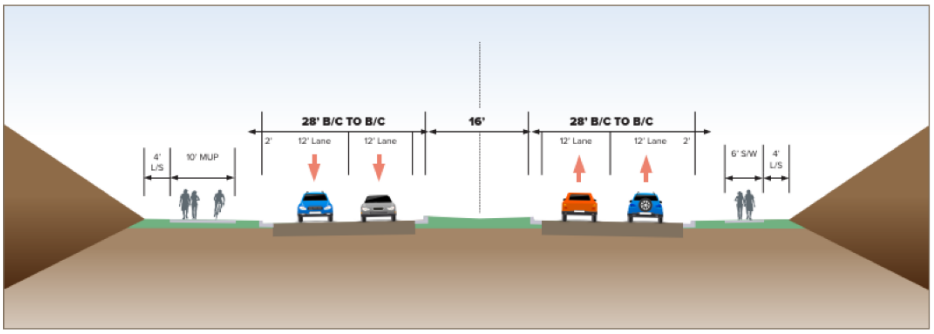
Scan here to learn more! Or visit our website at https://www.cympo.org/sundog-connector/

Questions? Contact Matt Bondy, Project Manager
Matt.Bondy@aecom.com or (928) 442-5732

Share your preferences with us!

Sundog Connector Build Alternative Cross-Section Feedback:

The proposed Sundog Connector build alternative cross-section and amenities were developed with feedback from Public Meeting #1 and the Stakeholder Committee. Which of the build alternative cross-section amenities/features do you support at this time?



Four-Lane Divided Cross-Section
Do you support this cross-section feature?
○ Yes ○ No
If no, why not? What would you recommend instead?

Bicycle & Pedestrian Infrastructure
Do you support this cross-section feature?
○ Yes ○ No
If no, why not? What would you recommend instead?

Low-Emitting Corridor Lighting
Do you support this cross-section feature?
○ Yes ○ No
If no, why not? What would you recommend instead?

Intersection Lighting
Do you support this cross-section feature?
○ Yes ○ No
If no, why not? What would you recommend instead?

Natural Landscaping
Do you support this cross-section feature?
○ Yes ○ No
If no, why not? What would you recommend instead?

Share your preferences with us!

Sundog Connector Alternatives Preference:

Build Alternative 3, Build Alternative 7, and the No-Build Alternative are the three remaining corridor alternatives. Which of the remaining Sundog Connector Alternatives do you support at this time?

Build Alternative #3

Do you support this corridor alternative? ○ Yes ○ No

Which features of Alternative do you consider a benefit (select all that apply)?

- *Limited impacts*
- *Improved connectivity/accessibility*
- *Improved emergency / evacuation response*
- *Regional route to alleviate SR 69 traffic*
- *Improved route redundancy for regional reliability*
- *Provides future connection to proposed Glassford Dells Regional Park*
- *Other* _____

Which features of Alternative do you consider a constraint (select all that apply)?

- *Too great of impacts*
- *Too close to existing community*
- *Wildlife corridor intersection*
- *Other* _____

Build Alternative #7

Do you support this corridor alternative? ○ Yes ○ No

Which features of Alternative do you consider a benefit (select all that apply)?

- *Limited impacts*
- *Improved connectivity/accessibility to Yavapai Hills*
- *Improved emergency / evacuation response to Yavapai Hills*
- *Other* _____

Which features of Alternative do you consider a constraint (select all that apply)?

- *Too great of impacts*
- *Limited improved connectivity/accessibility*
- *Limited improved emergency / evacuation response*
- *Does not provide regional route to alleviate SR 69 traffic*
- *Does not improve route redundancy for regional reliability*
- *Does not provide future connection to proposed Glassford Dells Regional Park*
- *Wildlife corridor intersection*
- *Other* _____

No-Build Alternative

Do you support this corridor alternative? ○ Yes ○ No

Which features of Alternative do you consider a benefit (select all that apply)?

- *No impacts*
- *Does not intersect wildlife corridor*
- *Other* _____

Which features of Alternative do you consider a constraint (select all that apply)?

- *No improved connectivity/accessibility*
- *No improved emergency / evacuation response*
- *Does not provide regional route to alleviate SR 69 traffic*
- *Does not improve route redundancy for regional reliability*
- *Does not provide future connection to proposed Glassford Dells Regional Park*
- *Other* _____

SUNDOG CONNECTOR

Appendix 4 – Frequently Asked Questions Handout

Sundog Connector – Frequently Asked Questions

What is a Design Concept Report?

A Design Concept Report (DCR) is a planning analysis that identifies potential design concepts an assesses project alternatives for further engineering consideration.

What is a Project Alternative?

An Alternative is a term used to refer to a potential build or no-build option that is analyzed during the alternatives analysis process.

What is an Alternatives Analysis?

An Alternatives Analysis assesses build and no-build alternatives using screening criteria developed by the project analysis team using public, stakeholder, and technical advisory feedback.

What is an Environmental Overview?

An Environmental Overview (EO) is a preliminary environmental planning document that establishes an inventory of environmental resources and identifies potential constraints and requirements for further corridor development across a project study area. As a planning document, an EO primarily conducts the analysis using historical and digitally available datasets from various public agencies. The Sundog Connector EO includes an overview of the following elements: Topography/Physiology, Geology & Hydrogeology, Vegetation, Biology, Wildlife Habitat and Connectivity Across Roads, Hydrology/Water Quality, Noise, Air Quality, Hazardous Materials, Utilities, Land Use, Ownership, and Jurisdiction, Socioeconomics, Title VI, Environmental Justice, Section 4(f) and Section 6(f), and Cultural Resources.

An EO is a preliminary environmental document. If additional phases of project analysis and/or development were to occur in the future, more in-depth environmental analyses would occur. Furthermore, If federal funding is identified for the project phases, additional environmental assessment, review, and reporting will be required.

So why is CYMPO conducting a DCR now?

This project is identified in the CYMPO Transportation Improvement Program (TIP) and expands upon the 2013 Sundog Connector Corridor Study conducted by the City of Prescott. During our 2021 strategic planning retreat with our Executive Board (made up of elected officials from the Quad-Cities and County) and Technical Advisory Committee, this project was chosen to study further. To help the decision makers evaluate next steps in our region, this DCR is running in tandem with the SR 69 Master Corridor Plan.

Is State Route 69 being studied?

CYMPO, local communities, Yavapai County, and the Arizona Department of Transportation (ADOT) are working together to develop a planning strategy to improve the mobility and safety along the State Route 69 from the Dewey-Humboldt town limits to SR 89 in Prescott. The SR 69 Corridor Master Plan will evaluate potential transportation improvements to address capacity needs as increased regional traffic puts more stress on the corridor. Ultimately, the plan will help guide public and private sector decisions in the development of the corridor by setting specific improvement approaches and themes.

How is my voice as a member of the public being collected and utilized?

The Sundog Connector DCR process has included multiple public engagement opportunities and accepted is accepting public feedback throughout the extents of the project duration. Public feedback gathered from Public Open House #1, public comments received from emails, website submittals, and phone messages, and results from Stakeholder Committee meeting activities have helped inform the direction and advancement of the Sundog Connector DCR. Your input is extremely valuable in helping us understand community need, concerns, questions, and ideas and in developing the concept of the design.

Is The Sundog Connector going to be built as soon as the DCR is complete?

No commitment to construct the Sundog Connector has been made beyond this DCR project. No funds have been identified for construction.

Do the Sundog Connector alternatives impact the proposed Glassford Dells Regional Park?

The project teams has coordinated with both City of Prescott and Town of Prescott Valley about the proposed Glassford Dells Regional Park. City of Prescott and Town of Prescott Valley staff indicate that the potential development of Sundog Connector could support the proposed park by providing access to future potential trailheads or park elements. The alternative alignments located furthest south were identified as having the greatest benefit to future park access and minimize impact to the proposed park land.

What is the proposed Sundog Connector construction cost?

An engineering cost estimate has not been finalized for a potential Sundog Connector roadway yet. A key objective of the Sundog Connector Design Concept Report is to produce and publish a preliminary engineering cost estimate for the remaining build alternative.

Appendix 5 – Comment Forms and Cards

Comment Source	Comment
Comment card	Please note these comments are my own, and do not reflect the position of any other councilmembers I support: Improvements to Hwy 69 to get rid of Bottlenecks + promote safety. It is our commercial corridor which generates 30% of our Sales Tax! (Downtown, in comparison only generates 10%). It would be detrimental Financially for the City to Bypass it. The Side of any extinct volcano is not a "growth corridor." We DO have a growth corridor N of Hwy 89A, between the Airport + PV - This area would benefit from a Regional Hwy connecting CV, VP + Prescott. It would promote services, commercial development to serve the Residential Growth - (It is ASLD, which is going to auction soon) A Legacy project of a Regional State Park, which would protect the natural Beaty of Glassford Hill is coming to fruition! It would have a bigger, long time economic impact to the regional, more than a road.
Comment card	I have lived in Yavapai Hills for 36 years, and I am in favor of the Sundog Connector build alternative #3. There are many other people in Yavapai Hills that are also in favor of building the Sundog Connector. Unfortunately, only the anti-Sundog Connector people are represented by the Yavapai Hills HOA.
Comment card	Suggest moving the portion of Alternative 3 to the north away from Diamond Valley (think more PV residents would be on board Provide access and fire hydrant to diamond valley north side Major caveat to whole development will be cost recent newspaper articles states as of 2013 cost 30-40 million rough calculation using 5% compound yearly for past 10 years calculated 2023 dollars to be 50-65 million
Comment card	Was hoping to see a drone image with the Connector route showing on it or perhaps a flat 3d layout with the hills etc. + the new road through them - would give us a little visual of it rather than a flat picture with a road drawn on - Otherwise - feel it's good with all the population growth etc. - Also - if you have any pull with town boards - limit growth + protect our water!!!
Comment card	Planned routing will impact Diamond Valley & Yavapai Hills severely - noise & pollution Wildlife impact Connector would adversely impact a Planned Regional Park Connector does not address the main cause of congestion which is the intense concentration of stop lights in Prescott Valley

Comment Source	Comment
	Ideally PV would be bypassed (not Diamond Valley) The number of stop lights should be reduced by using feeder roads Replace stop lights with roundabouts where possible (safe + less frustrating)!
Comment card	Please do not build: - Scars development of Glassford Dells Regional Park - SR 69 needs all our money + attention first - Too expensive for the little benefit received
Comment card	Your presenters (at least 1) had misinformation or was confused on the details of your boards. She was directly arguing about what a board clearly stated. She kept saying that traffic on SR 69 would not be reduced by 25% if the connector is built. There is a board that clearly states traffic could be reduced by 20%-25%
Comment card	I think the long term health of the community and wildlife depend on completion of the Regional Park under the IGA. That would be compromised by the inevitable construction along a Sundog Connector. Alternative 7 will end up creating pressure to complete something like Alternative 3 throughout the corridor. It's not a real alternative. In terms of emergency access, there must be lesser impactful ways to provide that - like smaller gated access roads to provide ingress and egress. I know the Maui fire has roused fears but even #3 just funnels people ultimately to Hwy 69, either directly or via 89A/89. The noise impacts to the upper portions of the existing neighborhoods are very much on my mind as a near neighbor of the rodeo. Great job getting the word out, presenting the plans, and providing open answers to questions!
Comment card	Wildlife NOT considered - this is essential Need for road is NOT established Expansion of 69 and five/every facility on 69 is what is needed Loss of business on 69 is a factor Increased traffic thru residential = unacceptable
Comment card	I am not too familiar with the project and would like to know if the possibility exist of widening Hwy 69 rather than doing Sundog Connector? Wildlife gets affected by this project, but is there any study done already or planned on doing during the design phase of the alternative proposals? Would there be a natural passage accounted for wildlife crossing the road? The more passages done would be

Comment Source	Comment
	preferred in order to be more animal/wildlife friendly and care on the environment. If the possibility exists of widening Hwy 69 to 3-4 lanes instead of Sundog Connector, I would support doing so. Otherwise, finding solutions for wildlife and the less disturbance of the environment would be necessary.
Comment card	IN FAVOR OF BUILD Alt #3 I am a Yavapai Hills resident in favor of Option #3 Please proceed w/ the Sundog Connector for the following reasons: 1) Additional route of YH neighborhood in case of wildfire 2) Reduce traffic on Hwy 69 3) Curtail speeding of residents from far side of YH thru neighborhood to access Hwy 69.
Comment card	How would you like an Interstate in your front yard? Probably not so much! Why do you need to waste money (possibly taxpayers) on a project that is not needed. You're providing a solution to a problem tat doesn't exist. Focus your efforts on providing better traffic flow on I69. The traffic lights are not in sync + it goes from 3 to 2 to back to 3 lanes. One more lane in each direction plus traffic light coordination would alleviate any bottlenecks. The road (Interstate) your proposing cuts right through one of the most beautiful ecological environments in the area. The net affect on wildlife in the area would be devastating. I know, I walk the area every morning. You have a built road now is I69. Why not look for ways to improve it rather than build a total eyesore. If you were proposing an alternative to I69 that would become a complete alternative not a 3.5 mile boondoggle, then maybe the community might get behind it. The better access to the community is laughable, our community, Yavapai Hills, has no problem with access. We have 2 entrances + exits + nothing more is needed. DO NOT BUILD THIS WASTE OF MONEY!!!
Comment card	DO NOT BUILD IT! STOP WASTING TAXPAYER FUNDS
Comment card	NO building, No more! Stop spending tax payer money Invest in our Education
Comment card	Living in Diamond Valley will greatly affect my house. Wildlife will be affected, noise, traffic increased. Not happy
Comment card	This will be a safety issue for the residents that live in Yavapai Hills and Diamond Valley!! What would happen to all the wildlife that live there right now? Traffic thru Yavapai Hills would be unsafe and the noise will be awful.

Comment Source	Comment
	Widening of Hwy. 69 is already funded. Do the widening on Hwy. 69.
Comment card	Alternative 7 offers no benefits and detrimental impacts to Yavapai Hills residents, wildlife, and natural surroundings.
Comment card	There will be no reduction on 69 if this is built. There is little to nothing on 69 through this parallel area. You will destroy wildlife. Widen 69 first. Adjust traffic signals NO ROAD!
Comment card	Need more emphasis on the fact that the IGA purchase is for the Regional Park. A 5 lane highway is not compatible w/park. Perhaps if park + wildlife crossings (bridges, culverts) were developed + shown earlier in the process, you might see more support for other alternatives.
Comment card	I prefer no-build or #7. Hwy 69 is a short commute, even on a busy day. I don't feel that the loss of open land & character are worth it. Most people will use their GPS, which will take them the faster way, which will almost always be 69 unless you live near and end of the connector (etc. - opportune). I really appreciate all of the efforts to make any building options environmentally considerate (as possible) and pedestrian, bike - friendly, natural landscape, etc.
Comment card	No Build!
Comment card	Glassford Hill is an historic landmark dating back 12 million years. There is a story connected to its name. How many towns can claim their own volcano? It is one of the places in Prescott Valley I show my visitors from other states. We marvel at the huge pieces of volcanic rock lying around. Why are we considering destroying this piece of history? I call upon people from Prescott Valley and Prescott and all of Yavapai County to sign petitions against the proposed SunDog Connector. If you belong to a group with chapters throughout Yavapai County please inform everyone to sign these petitions. Yavapai County is involved since they formed part of the intergovernmental agreement to purchase 3,000 some acres on Glassford Hill from the State Dept. of Land Management.
Comment card	Build Alternative 7 makes the least to me. Glassford Hill would be carved up for a road that goes nowhere. A lot of negatives for very little positive.
Comment card	I strongly prefer the no build option. I have participated in a regional planning process before, and learned again and again that development and construction follows infrastructure and road expansion. And in addition to hearings from the professional planning staff, I've seen it as a criteria myself. If any connector is made, the congestion on SR 69 will be back to current levels again in short order and we will have lost wildlife populations and water supply that we cannot get back - ever. People have moved here expressly for the natural amenities afforded by wildlife, hiking trails, and other outdoor recreational opportunities. ANY of the build options will degrade these natural amenities, and they will be lost forever. Why make this area into something so different and so inferior to what it once was? Planners have told me (see above) that congestion, is often best controlled over the long term by giving people the choice of how much delay they want to tolerate; those who

Comment Source	Comment
	want no delays and little traffic will settle somewhere with less. Congestion on SR 69 will be best alleviated by 1) widening the existing roadway, or better yet. 2) enforce the speed limits so that there are fewer accidents and so that traffic low is more predictable and smooth.
Comment card	I am not in favor of doing anything to Glassford Hill! Go past it - no a road at the base or over it!! Leave historical sites alone! The mayor + Council are endorsing run away building - Quit it. Park requirements: sneaky - dirt/motor bike trails allow them to utilize the P.V. Fairgrounds
Comment card	No - No Road
Comment card	No Connector
Comment card	Alternatives NOT shown to be considered: Make Hwy 69 3 lanes both directions Build it south of 69 access at Prescott County Club (old why) and runs from PCC to Black Canyon City + can be continued east. There are no established communities there. This would have a less detrimental effect on business already establish on 69. Or is that a reason to build behind est. communities so you can build new business to replace the businesses that will more than likely to be forced to close (New bs. would be N of proposed road, Have you even considered the property values in these 2 communities? The loss/depreciation of properties?
Comment card	No Build - who would pay for this? - don't want raised taxes - where does the water come from for new homes? We are already low on water! - Don't want this road in my backyard! - Wildlife - ruining nature by this road - income loss in Prescott - widen 69! - not informing residents of Prescott that they will be paying for this road in their taxes (increases) - CYMPO is one-sided on this road No Build!
Comment card	I support the concept of new "Connector" all the way through. Provide a P.V. solar charger carport at a trailhead, just to assuage the environmentalists, lol
Comment card	I don't believe @ this time it is needed. It would not change traffic congestion utilizing a 5 mile one way road!
Comment card	Please build it ASAP. It will bring greater safety to YH residents. It will allow residents in newer sections of YH alternatives to Sunrise + Yavapai Hills Dr.

Comment Source	Comment
Comment card	No to Sundog Connector No significant advantages. Too many disadvantages. Unwanted unnecessary development. Prohibitively expensive, no net benefit.
Comment card	This change will destroy the wildlife! Lower property values!
Comment card	NOT Needed, No Vote
Comment card	Alternative 7 offers no benefits and detrimental impacts to Yavapai Hills residents, wildlife, and natural surroundings. Increase traffic when it jumps out on Sunrise Blvd. Alternative 3 increased noise + traffic to Sunrise Blvd. that many residents walk on daily. Also disrupts wildlife + natural surroundings. Widening 69 at a cost to the state and not Sundog Connector at a cost to Prescott + Prescott Valley Residents! No Build
Comment card	No Road!
Comment card	I am not in favor of building the Sundog Connector because it will facilitate increased development. We need to conserve our resources such as water. I also want the wildlife corridors to remain undisturbed.
Comment card	A major road has no business going through an established neighborhood with roads not made for anything more than residential traffic. Highway 69 will not be relieved of enough traffic to make the Connector feasible Highway 69 needs to widened & have the lights sequenced for proper flow of traffic There are other highway options to get from Prescott Lakes to Prescott Valley without spending millions of dollars from overburdened taxpayers, crushing the wildlife and destroying what could be a great tourist option - the Glassford Hill State Park!
Comment card	My name is <name>. I am a licensed painting contractor in the Prescott/Prescott Valley area. We reside at <address> in Diamond Valley. We have lived in this gorgeous valley for almost 25 years since 1999. I raised my son, <name> here and he is now 28 years old. I am a father (single) to a 16 year old developmentally disabled daughter, <name> has a very rare syndrome a chromosomal abnormality called Pentasomy X Syndrome. She is hyper-sensitive to noise. This causes stress nervousness and tension. We strongly oppose the Sundog Connector highway. Sell the land for a natural park. It will continually echo into our peaceful valley. This road will vastly degrade our QOL. We will be forced to move out. We have a beautiful deck overlooking diamond valley with Glassford Hill in the background. The road will only benefit developers and PV commerce. We are <urge> this wasteful destructive highway not be built
Comment card	No Build!!! Fix Hwy 69 No new hwy needed!!

Comment Source	Comment
Comment card	The format of the survey was unacceptable the question are leading and push you to have to answer on options you do not support. I do not support ANY build option we do not need or want a road there for many reasons. I agree with Save the Dells and the SundogDISconnect groups positions. Your online survey is also unacceptable and the "no build" option was not included. That is no public engagement it is not listening to the public. Same on you.
Comment card	Please put copies of all the boards on the website of CYMPO Solid "Yes" for #3 alternative
Comment card	Some of the proposed routes benefit the 69 or 89 congestion. #3 only benefits developers of the proposed Storm Ranch Development - He can pay for it! YH proposed Extension can be handled by current YH Roads. Better to widen "69" to four lanes. Improve Glassford Hills Road for "X" traffic from 89 or pick another cross point from 89-69.
Comment card	Tell the truth 7% of traffic diverted off 69 Stop highlighting people for Hwy - most of our community does not want this highway. Give a no build Ever option! Cost? Be clear with taxpayers Water? Wells are dry in Diamond Valley
Comment card	Outdoor space is a community not to be taken for granted. We have a rare outdoor experience to offer our residents and tourists (60% of Prescott Revenue) and this will be eliminated by any build option. You will not only de-value every home that currently has a decent view of the proposed build, but will waste a valuable and irreplaceable community that is an enormous part of Prescott, it's culture and charm. Do not build anything. The "benefits" of this are far below the deficits, and no one wants this except the developers. I will use every resource available to fight this with not spend a penny to fund 1" of this proposed travesty.
Comment card	Our community is one that relies heavily on tourism. People visit because we have wide open spaces. They visit because its cooler, there is nature, and most importantly, we are not Phoenix. The more wide open spaces there are the better for tourism and hence our economy. Growth here is inevitable but it needs to be done with a well thought out plan; purpose. I know there is talk about making Glassford Hill a state park. Why aren't' we pursuing that direction? I think of what that could do for our community! If this road is built, Glassford Hill is gone, and our community as we know it is gone. It will be covered in homes and we will be just another Phoenix.
Comment card	There is no need for the Sundog until the 69 is three lanes! It's not feasible if only 7 of 1000 cars will use it. If the state and feds won't pay for it, who will!
Comment card	No need to spend more tax payer money on endless analysis, reports, studies for a Sundog highway. Rather focus on 69 improvements as prior planned and end this <> of

Comment Source	Comment
	scaring the landscape for the benefit of developers and the others in politics who are alleged with this project for their political gain. - Wildlife will be negatively affected - Funding will require higher taxes or sales tax revenues , bond issuance in Prescott will be negatively applied - Only CYMPO reps appear to be in favor - negative effects to St 69 and drop the Sundog highway for a newer <> future. - Wildlife through Diamond Circle + Granite dells will be affected negatively Quality of life in Prescott peaceful and traffic limited neighborhoods will increase negatively affecting safety. - You (CYMPO) need to be more transparent in your communications with <> stakeholders + you're "survey" on your website is grossly misleading and does not provide the opportunity to "vote" for a no build option. You cannot advance three. The <> without responding positively on your question. This is not a valid process. Shame on you.[2]
Comment card	Not a smart idea! Widen 69 1st - plenty of ways to get to Prescott East or West side of town from PV. All heavy commercial traffic will stay on 69 to "P" What landowner wants this hi priced disaster.
Comment card	All for elevating traffic on Hwy 69. Would also alleviate traffic on Glassford Hill Rd. Concerned about wildlife however.
Comment card	Consideration: Connect new connector in area of 89 + 89A intersection go straight east of Dells and Watson Lake and connect to Sundog Connector at HW 69 at Cross Roads
Comment card	The impacts of the Sundog Connector go beyond what has been presented for instance: - a new road will lead to new developments along it - the developments will have a negative impact on the granite dells area ie - wildlife, fauna, open spaces - developments will also impact regional congestion, pollution, noise - where will the water come from for the new developments that will follow the new road? - no road means no developments - no road means expansion of granite dells area + the proposed regional park + preserve - no road means more open space for citizens, wildlife + fauna
Comment card	The proposed Sundog Connector routes are unnecessary, creating a huge environmental impact on: - proposed park - wildlife impact - visual, aesthetic values destroyed - the proposed connector would have huge energy damage, contributing to global warming.

[2] *Portions of the written comment were not able to be deciphered, <> inserted in gaps in response.*

Comment Source	Comment
	considerable cost for an unnecessary connector The widening of existing HW would be the most cost effective solution to our growing traffic problem I support No Build Alternative Why? Who caused this study of the proposed Sundog Connector?
Comment card	1100 homesites 2 hotels senior living facility apartment complex 2 exits out of Yavapai Hills to SR 69 In the event of a fire evacuation additional exit routes from the neighborhood are needed For me, this is a matter of safety and peoples' lives.
Comment card	No Build
Comment card	No Build
Comment card	No Build Use the funding to taxpayer to 89 it's almost all built
Comment card	This appeases to me to be put together in such a manner on to force the will. Even the questions are planted and at times confusing. No route through the proposed area is a community improvement. Widen St Rt 69 to be equal width from Prescott through all the developed area.
Comment card	This is not an improvement to our area. We need to protect our natural environment and the wildlife that lives here.
Comment card	All development plans are impacted to residents negatively #3 is disruptive to resident and wildlife alike. It does not provide good access to connect 69 and 89 #7 is disruptive to Yavapai Hills. It will detour traffic onto Sunrise which is already very narrow, hilly. It will impact the security in the area and limit wildlife access.
Comment card	Totally against to Sundog Connector until Highway 69 is expanded to 3 or more lanes. Assuming it can be expanded to as many lanes as humanly possible 4 or 5 or 6!
Comment card	We didn't move to Yavapai Hills so we could experience traffic headlights and noise. Prescott was the gem of a retirement locale where we could enjoy peace, quiet, and tranquility while still benefiting from a brisk social environment. People here love God, family, and their neighbors. People here take care of each other. People who live here enjoy a slower pace of life and respect the unexcelled beauty of the land and wildlife we all enjoy.

Comment Source	Comment
	Anybody interested in turning Prescott into a thriving metropolis needs to move to Phoenix or Los Angeles. We like our friendly city just the way it is! Leave it (and us) alone to live a life of contentment and joy!
Comment card	I cannot support this project for the following reasons 1. It literally is in our backyard. WE WOULD SEE THE TRAFFIC and HEAR the traffic. We live in a little valley where the noise bounces off the hills. We can hear clear conversations from our neighbors 3 football fields away. Imagine truck engines coming up that road...we can hear traffic from the 69 during the mornings as it is 2. It would impact the wildlife. We have deer crossings that would cross that road. 3. It would GREATLY lower our property value. 4. Bigger chance of a fire being started 5. Road is not LONG enough to reduce traffic on 69 6. Who is gonna pay for this? Tax Implication NONE of the alternatives work for me nor my neighborhood. Even if you came up with another alternative that puts it on the other side of Glassford Mountain where we could not see or hear it----it would probably be a push however more desirable if we really need this short road intrusion. Widening the 69 would be a cheaper and more functional solution in my opinion. Please consider the impact and cost this would have on our Community.
Comment card	How did you hear about this event tonight? My neighbor came over and told me. This project affects us personally as my backyard is the BLM Land This proposed road would be my new view. We have received no mail or flyers regarding this project. There needs to be better communications. Relying on the radio doesn't cut it. Thank goodness our neighbor came over and informed us. Share your preferences with us! I vote No on Build Alternative #3 I vote No on Build Alternative #7 I vote Yes on No-Build Alternative Which features of Alternative #3 do you consider a constraint. All of the listed items; No improved connectivity / accessibility No improved emergency / evacuation response Does not provide regional Rout to alleviate SR 69 traffic Does not improve route redundancy for regional reliability Does not provide future connection to proposed Glassford Dells Regional Park Share your preferences with us! Four-Lane Divided Cross-Section No I do not support this cross-section feature Way to much traffic and noisy right in my backyard Bicycle & Pedestrian Infrastructure

Comment Source	Comment
	No I do not support this cross-section feature Will just put more traffic and noisy in my backyard Low-Emitting Corridor Lighting No I do not support this cross-section feature I moved here for the stars and wild life. Lighting would destroy this. Intersection Lighting No I do not support this cross-section feature See above. Would destroy the night star and wildlife. Natural Landscaping Yes I support this cross-section feature I would want the landscaping kept as natural as possible Comments If we had a vote on any of the proposed connections, it would have been Alternative #1. This would have kept the road out of our backyard and higher up the mountain. We still wouldn't have wanted the lighting on either route. We also wouldn't have had the traffic coming through our neighborhood with the exit routes proposed. This will depreciate the value of our home once put it. So, to reiterate we are a NO vote. We want NO-BUILD. Also, if you have another meeting, please don't confuse the issue, and show us posters of what you have already removed from the table. It's like you dangled a carrot of hope and then pulled it away. I wasn't the only one to feel this way. The majority of people at the meeting either thought that had a hope or just didn't understand we could only choose between #3, #7 or No-Build. You definitely muddied the water. This wasn't brought up at all, but with all the proposed new builds in the future where is the water coming from? This road does not eliminate the traffic on 69. Or the emergency access. Left this meeting with little to no hope. A sad day for sure…..
Comment card	This is no reason to be spending the money on this study when the recommendations of the 2013 study have not been done! Widen 69 & when volume exceeds the parameters in the 2013 Study, then consider build options - 10 years out! There is no money allocated or available to fund this road. This would increase taxes & open up the trust to residential & commercial development If increased emergency access in/out of Yavapai Hills is needed - Connect Diamond Valley to Sharpshooter below the power lines.
Comment card	Absolutely against - potential development, traffic, cost + environmental impact.
Comment card	We do not support this project for the following reasons: 1. Noise

Comment Source	Comment
	2. View intrusion 3. Wildlife 4. Lowering of property values Tax implications Forget this project.
Comment card	I oppose all alternatives to this project. The reasons against this project include erosion of property values, invasion of more traffic and development, the destruction of wildlife habitat, and impact to the limited water supply.
Comment card	1) Build Alternative 7 shows "High stakeholder group ranking" as an opportunity. Your stakeholder voting process results that I participated in cannot be taken seriously. You did not show all of the highway alternatives on one slide and a valid comparison was impossible. Is Aecon seriously offering a four lane highway from Yavapai Hills Sunrise summit to the jail? A simple gravel road with an emergency gate would be perfect during evacuation emergencies. 2) The presentation photos of Existing View and Build Rendering with Yavapai Hills Sharp Shooter Way would have been informative if diagrams of Alternatives 3 and 7 were drawn on the hillside photos The one dimensional lines are useless. 3) The Sundog Highway No Build forever option is the only one I favor.
Comment card	We feel compelled to write you to ensure our concerns regarding the Sundog Ranch Connector are considered and recorded. We attended the Open House on September 28 and were surprised with a couple of items. Namely, the traffic diversion number going from 7% to 20% or greater with no additional traffic studies as well as a new Alternative 7 that had not been previously presented or even discussed. We reside at 4699 Sharp Shooter Way in Yavapai Hills. If the road were to be developed, it would directly affect us as it will be less than 200 yards from our backyard. Some of the concerns we have are: * Potential damage to our foundation during construction. * Decrease of our home value due to proximity of the road, traffic and noise. * Drainage issues being created along our side yard. * Disruption of the wildlife currently grazing this area. * Increased noise disrupting our current peaceful neighborhood. * Increased crime to our neighborhood. * Increased traffic throughout our neighborhood. * Additional development will further strain our water and sewer resources and creates additional drainage issues not previously stated. * Additional development will negate any relief on 69 as more cars are now introduced in this area.

Comment Source	Comment
	* The connector just puts all the traffic back on 69 and/or 89 and does not truly relief congestion for either road. * Sunrise becomes more dangerous than it already is. Neighbors will not be able to safely walk or ride their bikes on this street. *. Home values will be negatively affected on Sunrise and throughout the neighborhood due to increased traffic. * Significant cuts to Glassford Hill will permanently scar the hill and impact the eco system. * New regional park will be compromised as roads in this area should be off limits. * Taxes will increase. The projected cost to construct has more than doubled in 10 years. The ongoing maintenance costs will go up significantly year over year ensuring increased taxes will be ongoing into the future. The Sundog Ranch Connector makes no sense and is not in the best interest of the citizens of Prescott who will bear the burden of this road to nowhere. Serious consideration and efforts should be placed in addressing the issues on State Route 69. Additional lanes, smart traffic signals, barriers and overpasses where needed should be vetted for better traffic flow and safety for what will remain the main entrance to our beautiful city.
Comment card	My name is <name>, we spoke briefly at the Interactive Open House last week in Prescott Valley. I presented to you an alternative to the connection from Prescott Lakes Parkway to the Sundog connection at Crossroads at Hwy 69. My suggestion for consideration was, construct a new roadway from the area of Hwy 89A, Pioneer Parkway and head south southeast of Phippen Museum and east of the Granite Dells and Watson lake and connect to the Sundog connector at Hwy 69. I believe this would one, eliminate any alterations to the Granite Dells and two, eliminate impact on residential developments, ie. Yavapai Hills etc., and provide a thoroughfare for traffic traveling south form the north side of Hwy 89A to Hwy 69. I hope I have been somewhat detailed in my suggestion. I know you must have a busy work day/ week, but I would really appreciate a response from you regarding the feasibility of my suggestion.
Comment card	I write this e-mail first to express appreciation for the individuals who have tried to protect this area's native flora and fauna, its air, water, open space, history, beauty--its health. I write this letter second to sincerely hope that you vote against the Sundog Connector and against widening SR 89. This fragile high desert suffers. Say no to the Sundog Connector that has been on hold for two decades for solid reasons, one of which is that the majority of citizens do not want the costly road, a point brought up in a spring Council meeting. Recommend a "no build" to the entire connector, not just the part that Prescott taxpayers would be paying. The same response should be given about the widening of SR 89 through the Dells Narrows because, as with the Sundog Connector, such a project would be another blow to the history and to the health of this fragile high desert. A five-lane highway there? Another racetrack? No. Slow down. Consider the long term before long term becomes an archaism.
Comment card	I do not support this. Let's not destroy this beautiful city. I support "No Road!"

Comment Source	Comment
	The Granite Dells Regional Park Preserve will enhance this city. People come here for the natural outdoors, the wildlife and the quietness. I would also like to point out that we do not want extra traffic coming through a quiet housing area. People here like to safety walk these quiet streets and enjoy neighborly conversations, and interactions. Please don't destroy it. "No Road"
Email	1. On survey the no-build alternative talks alternative 3. 2.The other alternatives will increase noise and traffic. 3.Will cut off wildlife access. 4.Why increase the road length by dropping the road down towards Yavapai Hills. The shortest between two points is a straight line. Or was it done to appease the developers of the vacant land. 5.If you talk about quicker response times for fire and police, that is a falsehood. When the wife had to call the fire dept. for me, they responded in about 3-4 min. 6 If you want to reduce the traffic on route 69 why not use a bus line that runs along 69 with smaller feeder buses that would go up main roads like Glassford.

Appendix 6 – Activity 1 Responses

#	Do you support Four-Lane Divided Cross-Section? (yes/no)	If no, why not? What would you recommend instead	Do you support bicycle & pedestrian infrastructure? (yes/no)	If no, why not? What would you recommend instead	Do you support low-emitting corridor lighting? (yes/no)	If no, why not? What would you recommend instead	Do you support intersection lighting? (yes/no)	If no, why not? What would you recommend instead	Do you support natural landscaping? (yes/no)	If no, why not? What would you recommend instead	General Comment
1	Y		Y		Y		Y		Y		
2	Y		Y		Y		Y		Y		
3	-		-		-		-		-		No BUILD EVER Leave it alone
4	Y		Y		Y		Y		Y		
5	N	No Build	N	No Build	N	No Build	N	No Build	N	No Build	
6	N		N		N	lots of reflectors	N	maybe low lighting on round-a-bouts	N	leave it alone	
7	N	Do Not build it	N	Do Not build it	N	Do Not build it	N	Do Not build it	N	Do Not build it	
8	-	NO	-	NO	-	NO	-	NO	-	NO	
9	-	No build	-	No build	-	No build	-	No build	-	No build	
10	-	No Road	-	No Road	-	No Road	-	No Road	-	No Road	
11	-	yes and No. Would like to see hwy69 widen and w/ no traffic lights	Y		Y		N		Y		
12	N	Nothing									
13	-		-		-		-		-		no build
14	N		N		N		N		N		
15	Y		N		Y		Y		Y		
16	-	No build	-	No build	-	No build	-	No build	-	No build	
17	N	No build - not a problem with cross-section itself	N	No build	N	No build	N	No build	N	No build	
18	N		N		N		N		N		
19	N	I support a NO BUILD	N	I support a NO BUILD	N	I support a NO BUILD	N	I support a NO BUILD	N	I support a NO BUILD	
20	N	STOP building	N		N		N		N		
21	N		N		N		N		N		
22	N	This means more development of houses which means more people No!	N		N		N		N	It is already natural, lets leave it that way.	
23	N	expand Hwy 69	N	walk/bike on the dirt like they're doing now	N	none needed	N	none needed	N	let nature decide	
24	N	NO ROAD	N	NO ROAD	N	NO ROAD	N	NO ROAD	N	NO, its already natural	
25	N	No Road	N	No Road	N	No Road	N	No Road	N	No Road	
26	N	Waste of money	N	Waste of money	N	Waste of money	N	Waste of money	N	Waste of money	
27	N	No Road	N	No Road	N	No Road	N	No Road	N	No Road	

#	Do you support Four-Lane Divided Cross-Section? (yes/no)	If no, why not? What would you recommend instead	Do you support bicycle & pedestrian infrastructure? (yes/no)	If no, why not? What would you recommend instead	Do you support low-emitting corridor lighting? (yes/no)	If no, why not? What would you recommend instead	Do you support intersection lighting? (yes/no)	If no, why not? What would you recommend instead	Do you support natural landscaping? (yes/no)	If no, why not? What would you recommend instead	General Comment
28	N	traffic	N	other areas	N	will cause stars to not be noticeable	N	too bright	N	has already	
29	N	No!!	N	No!!	N	No!!	N	No!!	N	No!!	
30	N		N		N		N		N		
31	Y	wont be used - not worth adddt'l cost	N		Y		Y		Y		
32	N		N		N		N		N		
33	N	Too wide	Y		Y		Y		Y	IF natural landscape is something other than colored rocks.	
34	N	Don't build road	N	Don't build road	N	Don't build road	N	Don't build road	N	Don't build road	Widen 69 first before any discussion of corridor!
35	N	center median too wide	N	do only one side	Y		Y		Y		
36	N	NO-BUILD	N	NO-BUILD	N	NO-BUILD	N	NO-BUILD	N	NO-BUILD	
37	N		N		N		N		N		This means no! Don't do it!
38	-		-		-		-		-		NO-Build
39	-		-		-		-		-		DO NOT Build
40	-		-		-		-		-		DO NOT Build
41	-		-		-		-		-		Do NOT Build!!! I will be VOTing!
42	N	No Built Alt! Noise, crime, traffic in Yavapai Hills	N	No Built Alt! Noise, crime, traffic in Yavapai Hills	N	No Built Alt! Noise, crime, traffic in Yavapai Hills	N	No Built Alt! Noise, crime, traffic in Yavapai Hills	N	No Built Alt! Noise, crime, traffic in Yavapai Hills	
43	-		-		-		-		-		No Roads
44	-		-		-		-		-		No BUILD
45	N	will not fix problem expand hwy 69	N	hiking natural area best, no connector rd.	N	to bright in Prescott already	N	no connector rd period	N	no hwy, leave area alone, to much costruction already	
46	N	I prefer the no build option - this will increase development and congestion	N	No build option is preferable	N	No build; no light pollution	N	No build; no light pollution	Y	leave the existing landscaping	
47	-	No ROAD	-	No ROAD	-	No ROAD	-	No ROAD	-	No ROAD	
48	N	Brown + Palguta Conspiracy!	N	Brown + Palguta Conspiracy!	N	Brown + Palguta Conspiracy!	N	Brown + Palguta Conspiracy!	N	Brown + Palguta Conspiracy!	
49	N		N		N		N		N		
50	N		N		N		N		N		

#	Do you support Four-Lane Divided Cross-Section? (yes/no)	If no, why not? What would you recommend instead	Do you support bicycle & pedestrian infrastructure? (yes/no)	If no, why not? What would you recommend instead	Do you support low-emitting corridor lighting? (yes/no)	If no, why not? What would you recommend instead	Do you support intersection lighting? (yes/no)	If no, why not? What would you recommend instead	Do you support natural landscaping? (yes/no)	If no, why not? What would you recommend instead	General Comment
51	N	It's too large	N	It's too large	N	Wildlife	Y		Y		
52	N	Trails only	Y		Y		Y		Y		
53	N	No Build	N	No Build	N	No Build	N	No Build	N	No Build	
54	-		-		-		-		-		No ROAD
55	N		N		N		N		N		
56	N	No Road!	N	No Road!	N	No Road!	N	No Road!	N	No Road!	NO!!
57	N	No build	N	No build	N	No build	N	No build	N	No build	
58	N	No $$	N	No $$	N	No $$	N	No $$	N	No $$	
59	N	No money	N	No money	N	No money	N	No money	N	No money	
60	-	NO ROAD		NO ROAD		NO ROAD		NO ROAD		NO ROAD	
61	N	No Build	-	No Build	-	No Build	-	No Build	-		
62	N	No Build	N	No Build	N	No Build	N	No Build	N	No Build	
63	N	No Build	N	No Build	N	No Build	N	No Build	N	No Build	
64	N	Expand 69	N	To Dangerous	N	Want Dark Space	N		N		
65	N		-		Y		Y		-		The mitigations are not adequate to address these issues
66	-	NO build	-	NO build	-	NO build	-	NO build	-	NO build	
67	N	Put expense of Sundog into 69 expansion	N		N	Low light area	N	no more traffic	N		
68	N	No Road	N	No Road	N	No Road	N	No Road	N	No Road	
69	N	wildlife being killed	N	other areas for their use	N	ruin ability to see stars	N	ruin ability to see stars	N	current is natural to area	
70	N	no Build	N	no Build	N	no Build	N	no Build	N	no Build	
71	N		N		N		N		N		
72	N		N		N		N		N		
73	N	no road - state park	N	no road - state park	N	no road - state park	N	no road - state park	N	no road - state park	
74	N		Y		Y		N		Y		
75	N	No Bild EVER	N	only trails ex. Save the dells corridor	N	for developers!	N	for developers $	N	Destroy wildlife+	
76	Y		Y		Y		Y		Y		
77	N	without change	N	without change	N	without change	N	without change	N	without change	
78	N		N		N		N		N		
79	N		N		N		N		N		
80	N		N		N		N		N		
81	N		N		N		N		N		
82	N		N		N		N		N		
83	N	No	N	No	N	No	N	No	N	No	

#	Do you support Four-Lane Divided Cross-Section? (yes/no)	If no, why not? What would you recommend instead	Do you support bicycle & pedestrian infrastructure? (yes/no)	If no, why not? What would you recommend instead	Do you support low-emitting corridor lighting? (yes/no)	If no, why not? What would you recommend instead	Do you support intersection lighting? (yes/no)	If no, why not? What would you recommend instead	Do you support natural landscaping? (yes/no)	If no, why not? What would you recommend instead	General Comment
84	N	Two lanes is enough	N	that's what parks are for	Y		N	No lights!	Y	But how are you going to cover up the scar?	
85	N	No	N	No	N	No	N	No	N	No	
86	-	No Road	-	No Road	-	No Road	-	No Road	-	No Road	
87	N	No Road!	N	Go to the park	N	no lights	N	no intersection!	N	leave it alone!	
88	N		N		N		N		N		
89	-		-		-		-		-		No
90	-	No Road	-	No Road	-	No Road	-	No Road	-	No Road	
91	-	No Build	-	No Build	-	No Build	-	No Build	-	No Build	
92	-	NO ROAD!	-	NO ROAD!	-	NO ROAD!	-	NO Highway!	-	No! No! No!	
93	-		-		-		-		-		don't build!!!
94	N	N/A No build - ever	N	N/A No build - ever	N	N/A No build - ever	N	N/A No build - ever	N	N/A No build - ever	
95	N	No Extension	N	No Extension	N	No Extension	N	No Extension	N	No Extension	
96	N	Sundog Connector is a bad idea	N	bicycle path and walking/hiking in area is a good idea	N		N		N	natural landscaping should be maintained	
97	N	NEVER	N	NEVER	N	NEVER	N	NEVER	N	NEVER	
98	N		-		-		-		-		Do not build!
99			Y				Y		Y		
100	N	No Road	N	No Road	N	No Road	N	No Road	N	No Road	
101	N		-		-		-		-		N/A I want the no build alternative.
102	N	No Road	N	No Road	N	No Road	N	No Road	N	No Road	
103	N	No Road	N	No Road	N	No Road	N	No Road	N	No Road	
104	Y	Fire Roads already here	N	Road is destructive to wildlife	N	Can you stop violation of light pollution?	N	No Road No need for lights	N	Have enough weedy medians now	
105	Y		Y		Y		Y		Y		
106	Y		Y		Y		Y		Y		
107	N	Noise	N	No Build	N	No Build	N	No Build	N	No Build	
108	N	open land	N	open land	N	open land	N	open land	N	natural open land	
109	-	5 lanes are not compatible with park + wildlife - 2 lands, with wildlife crossings such as bridges + culverts	Y		Y		Y		Y		
110	N	Leave it alone!	X	Leave it as is!	N	Let the stars be the lighting	N	No-Don't interfere	N	If you leave the natural landscaping already existing alone, there will be no need	

#	Do you support Four-Lane Divided Cross-Section? (yes/no)	If no, why not? What would you recommend instead	Do you support bicycle & pedestrian infrastructure? (yes/no)	If no, why not? What would you recommend instead	Do you support low-emitting corridor lighting? (yes/no)	If no, why not? What would you recommend instead	Do you support intersection lighting? (yes/no)	If no, why not? What would you recommend instead	Do you support natural landscaping? (yes/no)	If no, why not? What would you recommend instead	General Comment
										for man to change it. Suggest you take that up with GOD!	
111	N		N		N		N		N		No Roads
112	N	Forget this project	X	Forget this project	N	Forget this project	N	Forget this project	N	Forget this project	
113	N		N		N		N		N		
114	N		N		N		N		N		
115	N		N		N		N		N		
116	N	Impact on the Yavapai Hills residents	N	Bad idea	N	Bad Idea	N	Bad Idea	N	Bad Idea	
117	Y		Y		Y		Y		Y		
118	N	DON't BUILD	N	Expand Hwy 69 instead!!	N	Expand Hwy 69 instead!	N	Expand Hwy 69 instead!	Y	Leave it as it is!	
119	N	No Build	N	No Build	N	No Build	N	No Build	N	No Build	
120	N	No Build	N	No Build	N	No Build	N	No Build	N	No Build	
121	N	Nothing - No Build	N	Nothing - No Build	N	Nothing - No Build	N	Nothing - No Build	N	Nothing - No Build	
122	N	will disrupt natural slope of Glassford Hill	N	Hiking on undeveloped land is best	N	want NO more lighting	N	want to see stars + milky way again	Y	leave what is there! Only on non developed land	
123	N	Granite Dells Regional Park	N		N	Lets protect our dark skies	N	Regional Park + Preserve	N	Lets not build this natural area "No Road"	

Alternative #3

		Benefits							Constraints			
#	Do you support Alternative #3	Limited Impacts	Improved connectivity/accessibility	Improved emergency / evacuation response	Regional route to alleviate SR 69 traffic	Improved route redundancy for regional reliability	Provides future connection to proposed Glassford Dells Regional Park	Other	Too great of impacts	Too close to existing community	Wildlife corridor intersection	Other
1	Yes		Y	Y	Y	Y	Y					
2	Yes	Y	Y		Y		Y					Too Close to Diamond Valley
3	No								Y	Y	Y	Noise, Pollution
4	Yes	Y	Y	Y	Y		Y		Y		Y	
5	No								Y	Y	Y	Affect Glassford Hill Regional Park
6	No								Y	Y	Y	Noise, Emission, Lights, Animal
7	No								Y	Y	Y	
8	No											
9	No											
10	No											
11												
12	Yes	Y		Y	Y		Y				Y	
13	Yes		Y	Y	Y		Y				Y	
14	No											
15	No											
16	No											
17	No											
18	Yes											
19	Yes		Y	Y	Y	Y	Y					
20	Yes		Y		Y			Another route to Yavapai Hills				
21	No											
22	No								Y	Y	Y	Env. Impacts
23	No											
24	No											
25	No											
26	No								Y	Y	Y	
27	No											
28	No											
29	No											
30	No											
31	No								Y	Y		
32	No											
33	No	Y							Y			

#	Do you support Alternative #3	Benefits							Constraints			
		Limited Impacts	Improved connectivity/accessibility	Improved emergency / evacuation response	Regional route to alleviate SR 69 traffic	Improved route redundancy for regional reliability	Provides future connection to proposed Glassford Dells Regional Park	Other	Too great of impacts	Too close to existing community	Wildlife corridor intersection	Other
34	No											
35	No											
36	No								Y	Y	Y	
37	No											
38	No								Y	Y		
39	Yes		Y	Y	Y	Y	Y			Y		
40		Y							Y			
41	No								y	y	y	
42	No											
43	No											
44	No								Y	Y	Y	
45	No											
46	No											
47	No											
48	No											
49	No											
50	No											
51	No											
52	No											
53	No								Y	Y	Y	
54	No											
55	No								Y	Y	Y	
56	No											
57	No											
58	No											
59	No											
60	No											
61	No											
62	No								Y	Y	Y	
63	No											
64	No											
65	No											
66	No											
67	No											
68	No											
69	No											
70	No											
71	No											
72	No								Y	Y	Y	
73	No								Y	Y	Y	
74	No											

#	Do you support Alternative #3	Benefits							Constraints			
		Limited Impacts	Improved connectivity/accessibility	Improved emergency / evacuation response	Regional route to alleviate SR 69 traffic	Improved route redundancy for regional reliability	Provides future connection to proposed Glassford Dells Regional Park	Other	Too great of impacts	Too close to existing community	Wildlife corridor intersection	Other
75	No											
76	No								Y	Y	Y	
77	No											
78	No											
79	No											
80	No											
81												
82	Yes											
83	No											
84	No											
85	No											
86	No											
87	Yes											
88	No											
89	No											
90	No											
91	Yes	Y	Y	Y	Y	Y	Y					
92	No											
93	No											
94	No											
95	No								Y	Y	Y	
96	No								Y	Y	Y	
97	No											
98	No											
99	No											
100	No											
101	No											
102	No											
103	No											
104	No											
105	No											
106	No											
107	No											
108	No								Y	Y	Y	
109	No											
110	No											
111	No											
112	No								Y	Y	Y	
113	Yes				Y	Y	Y					
114	Yes											
115	No											

#	Do you support Alternative #3	Benefits							Constraints			
		Limited Impacts	Improved connectivity/accessibility	Improved emergency / evacuation response	Regional route to alleviate SR 69 traffic	Improved route redundancy for regional reliability	Provides future connection to proposed Glassford Dells Regional Park	Other	Too great of impacts	Too close to existing community	Wildlife corridor intersection	Other
116	No											
117	No											
118	No											
119	No											
120	No											
121	No											
122	No											
123	No											
124	No											
125	No											
126	No											
127												
128	No											
129	No								Y	Y	Y	Noise

Alternative #7

#	Do you support Alternative #7	Benefits				Constraints							
		Limited Impacts	Improved connectivity/accessibility to Yavapai Hills	Improved emergency / evacuation response to Yavapai Hills	Other	Too great of impacts	Limited improved connectivity/accessibility	Limited improved emergency / evacuation response	Does not provide regional route to alleviate SR 69 traffic	Does not improve route redundancy for regional reliability	"Does not provide future connection to proposed Glassford Dells Regional Park	Does not provide regional route to alleviate SR 69 traffic	Other
1	Yes		Y	Y									
2	No												
3	No					Y	Y					Y	
4	No												
5	No								Y	Y		Y	
6	No												
7	No					Y	Y	Y	Y	Y	Y	Y	
8	No												
9	No												
10	No												
11													
12	No		Y	Y			Y				Y		
13	Yes	Y		Y								Y	
14	No												
15	No												
16	No												
17	No												
18	No												
19	No												

#	Do you support Alternative #7	Benefits				Constraints							
		Limited Impacts	Improved connectivity/accessibility to Yavapai Hills	Improved emergency / evacuation response to Yavapai Hills	Other	Too great of impacts	Limited improved connectivity/accessibility	Limited improved emergency / evacuation response	Does not provide regional route to alleviate SR 69 traffic	Does not improve route redundancy for regional reliability	"Does not provide future connection to proposed Glassford Dells Regional Park	Does not provide regional route to alleviate SR 69 traffic	Other
20	No												
21	No												
22	No					y	y	y	y	y	y	y	Not needed at this time
23	No												
24	No												
25	No												
26	No					Y	Y	Y	Y	Y	Y	Y	increase the traffic on the Sunrise Blvd
27	No												
28	No												
29	No												
30	No												
31	No					Y			Y				
32	No												
33	No	Y				Y							
34	No												
35	No												
36	No			Y		Y	Y						
37	No												
38	No					Y						Y	Disturbing Housing community]
39	No												
40		Y											
41	No					y				y		y	
42	Yes												
43	No												
44	No					Y	Y	Y	Y	Y	Y	Y	
45	Yes		Y	Y									
46	No												
47	No												
48	No												
49	No												
50	No												
51	No												
52	No												
53	No					Y	Y	Y	Y	Y	Y	Y	
54	No												
55	No												Not Needed

#	Do you support Alternative #7	Benefits				Constraints							
		Limited Impacts	Improved connectivity/accessibility to Yavapai Hills	Improved emergency / evacuation response to Yavapai Hills	Other	Too great of impacts	Limited improved connectivity/accessibility	Limited improved emergency / evacuation response	Does not provide regional route to alleviate SR 69 traffic	Does not improve route redundancy for regional reliability	"Does not provide future connection to proposed Glassford Dells Regional Park	Does not provide regional route to alleviate SR 69 traffic	Other
56	No												
57	No				This is road to Nowhere								
58	No												
59	No												
60	No												
61	No												
62	No					Y	Y	Y	Y			Y	
63	No												
64	No												
65	No												
66	No												
67	No												
68	No												
69	No												
70	No												
71	No												
72	No					Y	Y	Y	Y	Y	Y	Y	
73	No					Y	Y	Y	Y	Y	Y	Y	
74	No												
75	No												
76	No					Y	Y	Y	Y	Y	Y	Y	
77	No												
78	No												
79	No												
80	No												
81													
82	No												
83	No												
84	No												
85	No												
86	No												
87	No												
88	No												
89	No												
90	No												
91	No						Y		Y	Y	Y		
92	Yes												
93	No												

#	Do you support Alternative #7	Benefits				Constraints							
		Limited Impacts	Improved connectivity/accessibility to Yavapai Hills	Improved emergency / evacuation response to Yavapai Hills	Other	Too great of impacts	Limited improved connectivity/accessibility	Limited improved emergency / evacuation response	Does not provide regional route to alleviate SR 69 traffic	Does not improve route redundancy for regional reliability	"Does not provide future connection to proposed Glassford Dells Regional Park	Does not provide regional route to alleviate SR 69 traffic	Other
94	No												
95	No					Y	Y	Y	Y	Y	Y	Y	
96	No					Y	Y	Y	Y	Y	Y	Y	
97	No												
98	No												
99	No												
100	No												
101	No												
102	No												
103	No												
104	No												
105	No												
106	Yes												
107	No												
108	No					Y	Y	Y	Y	Y	Y	Y	
109	No												
110	No												
111	No												
112	No					Y	Y	Y	Y	Y	Y	Y	
113	No								Y	Y	Y		
114	No												
115	No												
116	No												
117	No												
118	No												
119	No												
120	No												
121	No												
122	No												
123	No												
124	No												
125	No												
126	No												
127													
128	No												
129	No					Y			Y	Y			

No-Build Alternative

#	Do you support No-Built Alternative?	Benefits			Constraints					
		No impacts	Does not intersect wildlife corridor	Other	No improved connectivity/accessibility	No improved emergency / evacuation response	Does not provide regional route to alleviate SR 69 traffic	Does not improve route redundancy for regional reliability	Does not provide future connection to proposed Glassford Dells Regional Park	Other
1	No				Y	Y	Y	Y	Y	
2	No									
3	Yes	Y	Y							
4	No									
5	Yes	Y	Y							
6	Yes									
7	Yes	Y	Y							
8	Yes									
9	Yes									
10	Yes			Any road will destroy our Regional State Park						
11										
12	No		Y	Improve the local roads to have faster and easier connectivity with the community		Y				
13	Yes			It is need for P.V. Residents						
14	Yes			Traffic, Wildlife, Property value Depreciation						
15	Yes	Y	Y	Keep the peace for a long established community						
16	Yes	Y	Y	Doesn't shift developer's expenses to Tax Payer						
17	Yes									
18	No									
19	No									
20	No									
21	No									
22	Yes	Y	Y	Doesn’t impact the env						
23	No									
24	No									
25	Yes									
26	Yes	Y	Y							
27	No									
28	Yes									
29	No									
30	Yes									
31	No						Y			
32	No									
33	Yes	Y								
34	Yes									
35	Yes									

#	Do you support No-Built Alternative?	Benefits			Constraints					
		No impacts	Does not intersect wildlife corridor	Other	No improved connectivity/accessibility	No improved emergency / evacuation response	Does not provide regional route to alleviate SR 69 traffic	Does not improve route redundancy for regional reliability	Does not provide future connection to proposed Glassford Dells Regional Park	Other
36	Yes	Y	Y	Need to widen 69 before any discussion on SUNDOG						
37	Yes									
38	Yes									
39	No									
40		Y						Y		
41	Yes	y	y							
42	No									
43	Yes									
44	Yes	Y	Y	No more traffic, No noise						
45	No									
46	No									
47	Yes									
48	Yes									
49	Yes									
50	Yes									
51	Yes									
52	Yes									
53	Yes									
54	No									
55	Yes	y	y							
56	Yes	y	y							
57	Yes	Y	Y	No impact on Tax						
58	Yes									
59	Yes	Y	Y							
60	Yes									
61	Yes									
62	Yes			No loss in property value						
63	Yes	Y	Y							
64	Yes	Y	Y	Keep the value of home, wildlife preserve						
65	Yes									
66	Yes									
67	Yes									
68	No									
69	Yes									
70	Yes									
71	Yes	Y	Y							
72	Yes	Y	Y							
73	Yes	Y	Y							
74	Yes	Y	Y							
75	Yes									

#	Do you support No-Built Alternative?	Benefits			Constraints					
		No impacts	Does not intersect wildlife corridor	Other	No improved connectivity/accessibility	No improved emergency / evacuation response	Does not provide regional route to alleviate SR 69 traffic	Does not improve route redundancy for regional reliability	Does not provide future connection to proposed Glassford Dells Regional Park	Other
76	Yes									
77	Yes	Y	Y							
78	No									
79	Yes									
80	Yes									
81										
82	No									
83	Yes									
84	No									
85	Yes		Y							
86	Yes									
87	No									
88	No									
89	Yes									
90	No									
91	No									
92	No									
93	Yes									
94	No									
95	Yes				Y	Y	Y	Y	Y	
96	No				Y	Y	Y	Y	Y	
97	No									
98	Yes	Y	Y							
99	No									
100	No									
101	No									
102	Yes									
103	Yes									
104	Yes									
105	Yes									
106	No									
107	Yes									
108	Yes									
109	No									
110	No									
111	No									
112	Yes									
113	No						Y	Y		
114	No									
115	Yes	Y			Y					
116	Yes									
117	Yes									

#	Do you support No-Built Alternative?	Benefits			Constraints					
		No impacts	Does not intersect wildlife corridor	Other	No improved connectivity/accessibility	No improved emergency / evacuation response	Does not provide regional route to alleviate SR 69 traffic	Does not improve route redundancy for regional reliability	Does not provide future connection to proposed Glassford Dells Regional Park	Other
118	Yes									
119	Yes									
120	Yes									
121	No									
122	Yes									
123	Yes									
124	Yes									
125	Yes									
126	Yes									
127	Yes				Y	Y	Y	Y	Y	
128	Yes									
129	Yes	Y	Y				Y			

Appendix I—Public Comment Log

General Public Comments

Comments included in this appendix include all emails, digital submissions, and written comment cards received from CYMPO and project staff throughout the project lifespan. Comments received during Stakeholder Workshops and Public Open House Events are included in Appendix G and Appendix H respectively.

Comment #	Date	Type	Comment
1	11/3/2021	Digital	This is to inform you that STOP SUNDOG is organizing in Yavapai Hills, Diamond Valley and other residents and homeowners in Prescott and Prescott Valley. This proposed highway will destroy open space, our adjacent neighborhoods and quality of life with traffic, noise, pollution and visual blight. Stop paving over Prescott! It is not needed and is a total waste of taxpayer dollars. There are multiple routes within just a few miles of each other from Hwy 69 to Prescott and Prescott Valley. Traffic congests on Hwy. 69 due to the constant two lane to three lane merges from Prescott Valley to Prescott. Spend the money there. Be prepared for a very public fight from homeowners, citizens, community groups, attorneys and our elected leaders. Yavapai Hills STOP SUNDOG Organizer
2	12/10/2021	Digital	Member of Public Newsletter: At the recent Dec 2, 2021 CYMPO meeting, I learned of a third Sundog Connector Study and a Development Agreement (DA)(Attached) from 23 years ago. The DA is now under review to determine its cost sharing impact between the City of Prescott and Yavapai Hills Developers, LLC (<name>) for the proposed Sundog Corridor construction costs. The purpose of this 1998 DA is to provide a process to identify the "Property Owner's" financial contribution on the impact of his proposed Development of the Property (Unit 9 Yavapai Hills) as described in the DA Exhibit B upon the Sundog Connector costs and also any impact upon the assumptions already made in the JHK Study referenced in this 1998 DA. Some on City Council have stated recently that this DA legally binds the City to build this corridor, but such is not the case. The DA states that the parties have entered into this Development Agreement to provide for the development of certain property upon certain terms and conditions. While the DA states that time is of the essence, in 23 years those conditions have yet to be met. Nowhere do I read in the DA that the City of Prescott is legally obligated to build the connector for this developer. Also, this DA is required to be consistent with the City's General Plan adopted by the Council on August 26, 1997 (subject to amendments) and also with the Council adopted Prescott East Area Plan (PEAP). The PEAP plan projects the population of Prescott to reach 55,000 by the year 2020. This projection has not been reached. As of April 2020, the Census showed Prescott to have 45, 827. Similarly the 2013 Sundog Corridor Connector Study is based on CYMPO Region population growth of 232,700 in 2032 to trigger the start of Sundog construction. That population growth has not been reached. Now the City of Prescott in conjunction with the City of Prescott Valley and Yavapai County recently voted to commence a new Sundog Corridor Study, It has been my stated opinion that it is premature to push the Sundog Corridor construction without waiting to assess the impacts of the ongoing Hwy 69 Corridor Study widening project and the Hwy 69 Traffic Signal Study, in addition to reaching the population targets recommended to consider commencing the Sundog Corridor construction. To build a partial segment for the western end of the Sundog as also suggested will relieve little to no Hwy 69 traffic and will only be a taxpayer funded road for the developers. The 1997 City's General Plan and the 2013 Sundog Corridor study agree on waiting to assess these Hwy 69 project results and reaching population target projections before constructing the Sundog Corridor. The 2013 Study targets the year 2032. Excerpts from 1998 Prescott-East-Area-Plan.pdf https://www.prescott-az.gov/wp-content/uploads/2018/09/Prescott-East-Area-Plan.pdf THE SUNDOG CONNECTOR IN 1998 WAS NOT A FORMAL PLANNING PROJECT. BACK IN 1998 THE HWY 69 CORRIDOR PROJECT WAS A CONSIDERATION. THIS PROPOSES SENDING TRAFFIC THRU OUR NEIGHBORHOODS VIA COLLECTOR STREETS, I.E. SUNRISE BLVD AND YAV HILLS BLVD TO/FROM SUNDOG AND SUGGESTS TRAFFIC CALMING DEVICES BE PLANNED. ON THE MESA TOP THE PRONGHORN ARE ALREADY LONG GONE. THIS IS WHERE THEY PROPOSE THE VILLAGE CENTER CORE CONCEPT. THE PEAP PLAN PROPOSES THAT THE LANDFILL BE MADE A PASSIVE OPEN SPACE WITH A MAJOR TRAIL CONNECTION. IT IS NOW THE COUNTY JAIL DESPITE LOTS OF PUBLIC OPPOSITION TO BUILDING SUCH A FACILITY ON THE LANDFILL. THE SUNDOG CORRIDOR PROPOSED TO MOVE 20,000 VEHICLES PER DAY OVER IT WILL INTERSECT ALL OF THE NORTH/SOUTH WILDLIFE CORRIDORS . THE 1998 PEAP PLAN STATES THAT ALL DEVELOPMENT IN THE PRESCOTT EAST AREA WILL BE ON CENTRAL SEWER RESULTING IN VERY HIGH SEWER CONSTRUCTION COSTS, ESPECIALLY IN THE VOLCANIC ROCK WHICH REQUIRED BLASTING FOR THE CONSTRUCTION OF SHARPSHOOTER. Prescott AZ 2020 Population, Census, April 1, 2020 45,827 THE POPULATION IS NOT REACHING TARGETS PROJECTED IN EITHER THE 1998 STUDY OR THE 2013 STUDY. THIS VILLAGE CENTER IS PROPOSED FOR THE FLAT PORTION OF THE MESA ABOVE SUNRISE BLVD. If you want to read more, here is a link to the 2013 Sundog Connector Corridor Study: https://apps.azdot.gov/ADOTLibrary/Multimodal_Planning_Division/Planning_Assistance_for_Rural_Areas_Studies/PARA-Prescott-Sundog_Connector-1306.pdf

Comment #	Date	Type	Comment
3	12/21/2021	Digital	Congratulations Mayor and new Councilmembers. As new residents of Prescott (retiring in Yavapai Hills), my wife and I voted for you, Moore and Montoya as we believe you three have the correct vision for this city. We would like to invite you to our neighborhood so you can personally see how the senseless Sundog Connector highway will destroy the neighborhoods of Yavapai Hills and Diamond Valley. Residents of Yavapai Hills and Diamond Valley are organizing to Stop the Sundog Connector highway and to Save Glassford Hill from development. It is vital we keep this last open space as open space and stop paving over every inch of Prescott. The proposed Sundog Connector highway will destroy the neighborhoods of Yavapai Hills and Diamond Valley. We need your help and resources to protect our property values and way of life: 1. TRAFFIC, NOISE, POLLUTION, CRIME: The preferred route is directly adjacent to Yavapai Hills and Diamond Valley, bringing traffic, noise, pollution and crime to our quiet, beautiful neighborhoods. Noise echoes loudly in this canyon, so you can imagine what a highway will do! 2. FIRE ROUTE: The proposed road connection to Yavapai Hills is not needed for 'fire escape' as CYMPO states. We have Sunrise Blvd. and Yavapai Hills Blvd. as escape routes. We have a fire station at Lee and Hwy. 69, and air support a few miles away. Yavapai Hills is a Fire Wise Community. This is a CYMPO ruse to try and gain public support for the upcoming citizen battles and inevitable lawsuits. 3. ROAD CONNECTION TO YAVAPAI HILLS: We do not want traffic, noise, pollution and crime coming onto our narrow residential streets and neighborhood from the Sundog highway. 4. CONNECTOR WASTE OF TAXPAYER MONEY: There are multiple connector routes from Hwy. 69 to Hwy. 89 and Prescott Valley within a few miles of each other. None are very busy and vehicles move quickly, even Glassford Hill Road on the weekends. This is a CYMPO ruse, plain and simple. We all know the 2013 price tag will be way over $30 million, so they need to stop quoting that figure to try and gain support from the public, elected officials and government agencies. 5. CYMPO RUSE TO RELIEVE 'TRAFFIC' ON HWY 69: Seriously?? When Hwy 69 backs up, it is not for long and is caused by multiple two to three lane merges from Prescott to Prescott Valley. Spend Sundog money to widen Hwy 69 to three lanes!! 6. DESTRUCTION OF OPEN SPACE AND OUR NEIGHBORHOODS: Must we pave over and develop Glassford Hill, an icon of this area and the last major open space? We all moved to Prescott for the open space. Homeowners of Yavapai Hills and Diamond Valley want to keep Glassford Hill as open space and do not want the traffic, noise, pollution and crime to destroy our neighborhoods. 7. DEVELOPER WELFARE AT TAXPAYER EXPENSE: Build it, and they will come. A huge multi-million-dollar payday for builders, developers and contractors along the Sundog highway. 8. INCREASED WATER USAGE: Residential and business development along the Sundog highway will strain even further our limited water resources. 9. CONTINUOUS SLAUGHTER OF DEER, ANTELOPE AND OTHER WILDLIFE, CAUSING CONSTANT VEHICLE COLLISIONS: Last but not least, the Glassford Hill and Storm Ranch open spaces are sanctuaries for wildlife. The Sundog highway will kill scores of wildlife, cause vehicle collisions resulting in vehicle damage, possible injury or death to drivers and passengers, and place a strain on emergency services. 10. BOTTOM LINE: The Sundog Connector highway is a senseless waste of our taxpayer money resulting in destruction of many neighborhoods. Residents will begin attending public meetings and fight this silly and developer-driven highway. Please advise on your position and if the Save the Dells organization and other resources can help.
4	12/28/2021	Digital	Member of the Public Newsletter: Per my records request, the 2006 Traffic Impact Analysis of the Storm Ranch Development and the Sundog Connector Road by 2030. Storm Ranch was projected to be built out fully by 2010. At the time of this study, the county jail now expected to open in 2022 was only a "possibility" and those traffic volumes have not been considered in this 2006 Study: https://prescott.nextrequest.com/documents/9900932?token=7281f3afcd897eff8bbb169c8f4d5690 Page 31 of 46....The 2006 Storm Ranch Traffic Impact Analysis Study anticipates the Sundog Connector road to carry 42,600 per day by 2030, more than twice the 20,000 daily vehicles estimated in the 2013 Sundog Corridor Study: Page 30: Developer of Storm Ranch to bear 9.8 percent of the cost of traffic signalization based on 2318 Storm Ranch vehicles per day: From page 29: A Village Center on the flat mesa south of Glassford Hill consisting of high density high rise and commercial and industrial development is part of the deal of the 1998 Development Agreement with Yav Hills LLC <name> and the City of Prescott for the Sundog Connector: The Village Core Center is not mentioned in this 2006 Study:
5	12/30/2021	Digital	Please, please, please do not allow the sundog connector to be realized! Our home is on the corner of Sharp Shooter Way and Sharp Shooter cir. our backyard is a sanctuary, quiet, beautiful and filled with wildlife that uses the mountainside to get to water etc. We have virtually no noise issues back here and visually it's stunning. The planned connector will literally ruin our peace and views. We worked so hard to be able to buy our retirement home and would never have purchased if there was a thorough fare running along the hillside.
6	12/30/2021	Digital	I live in Yavapai Hills on Studebaker Way. I have a clear view of the hill where the Sundog road is proposed. I am opposed to this road if it is on the Yavapai Hills side. We purchased this home with the open land as we did live at another house with a road behind us. Will there be a wall or some type of barrier on the road? I am hoping this road will be built on the north side of the hill where it can't be seen from Yavapai Hills. Thank you for your consideration.
7	6/29/2022	Digital	There is no real reason for moving up this project let alone doing it in the first place! We should do everything possible to stop this project and preserve the land.
8	7/6/2022	Digital	Sundog connector road. I would strongly recommend that the green line option be removed from the table. The reason being it would affect many homes backyards. Easy access to many homes backyards and there is a herd of 12 deer that jump the fence and eat the grass out there. If the green line option was done there would be a lot of accidents involving the deer. The deer do not go to the top of the hill. That may be the best option for all impacted by this road. It might be cheaper to add another lane to 69 than to build this 3 mile expensive road.

Comment #	Date	Type	Comment
9	7/7/2022	Digital	This email is in regard to the proposed Sundog Connector in Yavapai County. Many residents have voiced their grave concerns regarding the Sundog Connector project. A decision to allow the Sundog Connector road is irresponsible because it does not take into account the safety of our community. One major concern is that diverting traffic to residential streets not designed to handle this kind of traffic will make our community unsafe. Speeding is now and has been a problem in Yavapai Hills for many years. The diverted traffic would make this extremely dangerous to the disabled, to the elderly, and to families and children who live in close proximity. The Sundog Connector will open the floodgates and enable mass development of homes. We need to wake up and prevent actions that ignore the extreme water shortage that Arizona faces now and will face in the future. Allowing the great density of homes in Prescott now and in the future is irresponsible. Some account for water reserves in terms of "paper water." However, you can't drink paper. We strongly oppose the proposed project and ask that you reject the Sundog Connector Project. Thank you for your consideration.
10	7/7/2022	Digital	This letter is in regard to the proposed Sundog Connector in Yavapai County. I am opposed to the Sundog Connector on the grounds that it will introduce increased traffic, noise and crime to the peaceful, 1300-home Yavapai Hills neighborhood. Drivers will see it as a shortcut between Highway 69 and the lakes region of Prescott. Sunrise Boulevard — a narrow, winding residential street wholly within Yavapai Hills — will become a thoroughfare for crosstown traffic. Will anyone observe the 25 mph speed limit? Will anyone racing across town watch for pedestrians, dog-walkers, or children at play? With increased access will come accidents, larceny and petty crime, which are nonexistent now. I see the Sundog Connector as a ploy to access pristine land by developers while draining more water from the limited and ever-deeper wells that sustain us. Please vote AGAINST the Sundog Connector
11	7/7/2022	Digital	Many residents have voiced their grave concerns regarding the Sundog Connector project. A decision to allow the Sundog Connector road is irresponsible because it does not take into account the safety of our community. One major concern is that diverting traffic to residential streets not designed to handle this kind of traffic will make our community unsafe. Speeding is now and has been a problem in Yavapai Hills for many years. The diverted traffic would make this extremely dangerous to the disabled, to the elderly, and to families and children who live in close proximity. The Sundog Connector will open the floodgates and enable mass development of homes. We need to wake up and prevent actions that ignore the extreme water shortage that Arizona faces now and will face in the future. Allowing the great density of homes in Prescott now and in the future is irresponsible. Some account for water reserves in terms of "paper water." However, you can't drink paper. We strongly oppose the proposed project and ask that you reject the Sundog Connector Project.
12	7/10/2022	Digital	1. What is your greatest concern or question about the potential Sundog Connector? My primary concern is the effect it will have on existing residents of Yavapai Hills and Diamond Valley in terms of noise pollution, light pollution and visual blight, as well as the very real probability of increased through-traffic on residential streets, speeding, safety for residents and animals, and increased opportunity for criminal activity. Secondarily I am concerned about the effect on wildlife considering it is proposed to be built within an established wildlife corridor and land designated for a future regional open-space park. I'm also concerned that it may impact natural stormwater drainage pathways and may route drainage into existing residential neighborhoods which are already struggling with draining and erosion issues which require remediation at great expense to the city, the residents and HOA. 2. If the Sundog Connector is never constructed, what would be the most impactful concern/impact on the regional public? If the Connector is never built, then I suppose there will be increased congestion on AZ69 if it's not widened or improved, additionally there may be additional traffic on AZ89A. All in all, people may have a few extra minutes added to their commute. Offsetting this, additional traffic on AZ69 will benefit the businesses on that route, particularly the struggling Gateway Mall, without adversely impacting established residential neighborhoods. 3. If the Sundog Connector is guaranteed to be built, what type of roadway and features would be most desirable? If the connector road must be built, I would hope it could be routed and built in a way that shields the existing neighborhoods from the noise and visual blight, perhaps through the use of grading, berms and landscaping. The street should be designed so as to discourage speeding. Nighttime lighting should not interfere with the dark sky designations of the adjacent neighborhoods. Any connections to residential streets in the adjacent neighborhoods (Yavapai Hills, Diamond Valley) should be access controlled, preferably through the installation of a coded-entry automatic gate, so as to prevent the use of residential streets as short-cut arterials to the businesses on AZ69 (Costco, Trader Joe's, malls, etc.) as well as to deter access to criminal elements.
13	7/10/2022	Digital	What is your greatest concern or question about the potential Sundog Connector? Why build the road through Yavapai Hills community degrading property values when you could simply move it to the other side of the hill. If the Sundog Connector is never constructed, what would be the most impactful concern/impact on the regional public? Probably none whatsoever including traffic on Rt 69 If the Sundog Connector is guaranteed to be built, what type of roadway and features would be most desirable? If the city goes ahead with this plan alienating what could amount to almost 4000 voters in Yavapia Hills you best think about a nice tall sound barrier.
14	7/12/2022	Digital	I am contacting you to let you know as a resident of Yavapai Hills, I am strongly opposed to the Sundog Connector that is being proposed. I do not think we need an additional road, and am extremely concerned about the impact to our wildlife, our home values, additional safety concerns, traffic, noise and light in our currently dark sky compliant subdivision! Please listen to the residents in Yavapai Hills who overwhelmingly DO NOT WANT this roadway!

Comment #	Date	Type	Comment
15	7/15/2022	Digital	I am opposed to the Sundog Connector because it will introduce increased traffic, noise and crime to the peaceful 1,300-home Yavapai Hills neighborhood, in existence since the 1980s. Drivers will see the connector as a shortcut between Highway 69 and the Lakes region of Prescott. Sunrise Boulevard, a narrow, winding residential street wholly within Yavapai Hills, will become a thoroughfare for crosstown traffic. Will anyone observe the 25 mph speed limit? Will anyone — racing across town — watch for pedestrians, dog walkers, or children at play? With increased traffic will come accidents and petty crime, which are nonexistent now? I see the Sundog Connector as a ploy by developers to access pristine lands at taxpayers' expense so that they can then put up several thousand new homes, further draining water from the limited and ever-deeper wells that sustain us. Short of that, the preliminary work to modify 69, 189 , syncronize lights etc. has not been completed. Consider doing the right thing, follow your own plans and listen to the community, the people who are paying this bill.
16	7/17/2022	Digital	1. Main concern is proximity to Sunrise Blvd. 4 lane Road needs to as far north as possible to protect existing and future homes from noise pollution. 2. I don't think is an option, but if so, 69 needs to have another lane added. 3. A wall like the 101 has in places could be a noise break?
17	7/17/2022	Digital	Greatest concern: that the decision to construct the road is a fait accompli, that any concerns of those most directly impacted will be at best a speed bump, annoying but not a barrier to "progress." Otherwise, for the directly impacted in YH and DV: noise and visual blight, increased traffic of non-residents cutting through on neighborhoods streets that are not designed for such traffic, diminished housing values, loss of peace and quiet, increased fire danger of open grasslands exposed to increased transient human activity (accumulation of litter, discarded cigarette butts, car crashes). 2. If the Sundog Connector is never constructed, what would be the most impactful concern/impact on the regional public? Highlighting the need to widen/improve flow on the 69. Expediting the sad-but-inevitable widening of the 89 through the Dells. Maybe even slowing the rush to cover every square foot of open space with houses. 3. If the Sundog Connector is guaranteed to be built, what type of roadway and features would be most desirable? Dark sky lighting. Roadside walls to reduce visual and noise blight, lessen risk of car/wildlife impacts. Design features (sufficient underpass wildlife throughways) allowing for wildlife migration and pedestrian traffic to the proposed Glassford Hill open preserve space. NO ADJACENT COMMERCIAL DEVELOPMENT.
18	7/17/2022	Digital	1. What is your greatest concern or question about the potential Sundog Connector? Safety for humans and wildlife 2. If the Sundog Connector is never constructed, what would be the most impactful concern/impact on the regional public? never constructed? I suppose the congestion on 69 3. If the Sundog Connector is guaranteed to be built, what type of roadway and features would be most desirable? A road with sidewalks, bike lanes, and trees but ALSO with a corridor UNDER the roadway for wildlife
19	7/18/2022	Digital	Here are my responses to the questions we are being asked. What is your greatest concern or question about the potential Sundog Connector? It coming through Yavapai Hills via Sunrise and disrupting our quiet HOA community. That Sunrise becoming a Rosser-type thoroughfare road with speeders creating a hazard for dog walkers, as well as walkers/ joggers. The sound, and displacement of our wildlife community. If the Sundog Connector is never constructed, what would be the most impactful concern/impact on the regional public? Exit due to fire in Yavapai Hills (see the response in the next question). If the Sundog Connector is guaranteed to be built, what type of roadway and features would be most desirable? If the Sundog Connector does happen, and I believe it will, I believe an egress from Sunrise onto the connector to access Prescott Valley in case of fire danger to the Yavapai Hills community. Not the ability to get ON TO Sunrise for a shortcut to 69 through our neighborhood. Two lanes of the connector, not four. And the installation of a sound wall for Yavapai Hills and Diamond Valley. Thank you.
20	7/18/2022	Digital	I am a resident of Yavapai Hills for 6 years and hope to remain for many years to come. 1. What is your greatest concern or question about the potential Sundog Connector? Greatly increased traffic to our neighborhood by non-residents on hilly, curving streets that were designed only for residential traffic, with accompanying noise and loss of housing value. Disturbance to wildlife on the main corridor. 2. If the Sundog Connector is never constructed, what would be the most impactful concern/impact on the regional public? Need to widen and improve the flow on 69. 3. If the Sundog Connector is guaranteed to be built, what type of roadway and features would be most desirable? Dark sky lighting, minimal impact to wildlife, no commercial development.

Comment #	Date	Type	Comment
21	7/18/2022	Digital	1. What is your greatest concern or question about the potential Sundog Connector? I realize that this road will be critical to the area as we grow. My concern is that it not be too large and too close the existing developments of Diamond Valley and Yavapai Hills. It should be as far north as possible. 2. If the Sundog Connector is never constructed, what would be the most impactful concern/impact on the regional public? Large amounts of noise in the existing neighborhoods and impact to wildlife corridors. 3. If the Sundog Connector is guaranteed to be built, what type of roadway and features would be most desirable? I would like to see a 2 lane (total) road with a speed limit of no more than 45. I would also like to see wildlife access, and potentially hiking access, above or below the road.
22	7/19/2022	Digital	My concerns - One is the noise from the traffic into my neighborhood in Diamond Valley. Two would be the effect on the wildlife. 2- If this is not constructed traffic backup will be worse than it is now which is bad for the environment as local governments do not seem interested in limiting growth. 3- I am not an engineer but it would seem that walls high enough to curb the noise and an access tunnel or bridge for the wildlife should be mandatory. And a discussion about alternatives.
23	7/19/2022	Digital	I'm e-mailing you today to voice my strong opposition to the proposed Sundog Connector. Building this new road will not help alleviate the existing traffic problems on Highway 69 and 89. Widening these two traffic clogged roads, Highway 69 and 89 would be a far better solution. By creating a new highway through the existing state trust land would be a mistake. Developers would outbid the IGA snapping up the adjacent trust land to build on. This uncontrolled growth will cause further congestion in our area, not alleviate it.
24	7/21/2022	Digital	What is your greatest concern or question about the potential Sundog Connector? Noise, light and gaseous/particulate emissions pollution in Diamond Valley and Yavapai Hills – all detrimental to the health of the local residents Disruption of the Wildlife Migration Corridor Negative impact on the proposed Glassford Hill Recreation Area 2. If the Sundog Connector is never constructed, what would be the most impactful concern/impact on the regional public? Minimal impact. A stated aim of the project is to improve East-West transit times along highway 69 on the East side of Prescott. Currently by far the biggest delays are caused by the intense concentration of traffic signals through Prescott Valley. The money would be far better spent eliminating some of these, replacing them by roundabouts or, even better, building a bypass around Prescott Valley. CYMPO should consider funding these options before proceeding with the Sundog Connector 3. If the Sundog Connector is guaranteed to be built, what type of roadway and features would be most desirable? The road should be sunk below ground level to minimize noise and light pollution. Sound barriers would be essential

Comment #	Date	Type	Comment
25	8/8/2022	Digital	I hope your neighborhoods have cooled down a bit. The rain sure has been patchy out here in the Dells where I live. I understand that CYMPO is reaching out to the stakeholders shown in the kickoff presentation. I am wondering about a couple of things in that regard. The "Concerned Citizen Group" category includes only AARP and Youth Advisory Group (YAG). AARP's mission is to "empower people to choose how they live as they age." I am not familiar with the Youth Advisory Groups, but I found the examples of YAG on Climate Change and "an 18-month professional development and leadership opportunity for young changemakers...." (https://www.youthlead.org/youth-advisory-group). I don't see any chapters in Prescott. Is CYMPO engaged with AARP and YAG? The project needs stakeholders who represent the community and the conservation and environmental community, those who would be more directly affected by the project, and groups whose missions are impacted by the project. This kind of stakeholder, if they wish to be involved, could provide additional perspectives at this early study stage. Thanks. 1. Prescott Audubon Society (grassland bird habitat is shrinking fast due to human impacts) – Nancy Hinson, President, contact@prescottaudubon.org 2. Granite Dells Preservation Foundation (GDPF mission includes protecting ecological and scenic integrity, partnering to enhance land management, educating on historical, cultural, and ecological values, advising and enhancing recreation and tourism, and fundraising for all of these) - <name, contact information>. I think <name>is listed somewhere but not GDPF. 3. Prescott Alternative Transportation (They "offer alternatives to massive, high-speed roads, presenting inviting bicycle and pedestrian accommodations instead.") - http://www.prescottbikeped.com/ 4. Prescott Mountain Biking Alliance - https://prescottmtb.com/about/ 5. Arizona Native Plant Society (mission is to promote knowledge, appreciation, conservation, and restoration of Arizona native plants and their habitats. https://aznps.com/about/) - <name>, President 6. Growth Mitigation/Smart Growth. I'm suggesting Smart Growth America here since you created this category. Thank you for including Save the Dells! (They "provide a variety of transportation choices.") - https://smartgrowthamerica.org/what-is-smart-growth/ I've looked back through the kick-off presentation and the first stakeholder meeting presentation. It's very useful to have those available to review because it helped me understand the scope of work and the order in which the work is planned. I see that the wildlife and ecological assessments are left until after the 15% point and after the TAC has reviewed all the other data. It is important to note that any wildlife studies will take some time and certainly need to be updated from the 1999 map in the 2013 Study. We hope that those studies are in place and operating parallel to the others concerning traffic counts, geospatial, wireless, geological, etc. If, indeed, the wildlife studies, survey, and movement analysis are left until near the end of the study, would you please share the rationale for that? Thank you. And my final question for now--Is EMAC still looking for applicants? I saw the opportunity in one of your Facebook posts.
26	8/9/2022	Digital	I think it is a great idea, I live in PV and this is route that should be made.
27	8/19/2022	Digital	I was talking to one of our neighbors, Ken (unfortunately I do not know his last name), who is the President of the RV club in our neighborhood, he informed us that his insurance company for his house and car has been canceled. He said that the Insurance company, One Way Insurance, cancelled his and 125 others in Yavapai Hills neighborhood due to a high fire risk that the insurance company can not afford to take that risk any more. This is something that people should know that is happening if we don't get that 3rd exit out of our neighborhood through the back of the neighborhood more home insurance companies may follow suit. I just thought you all would like to know this!

Comment #	Date	Type	Comment
28	8/24/2022	Digital	In addition to the questions I asked previously, could you please clarify another aspect of the Connector project to me? I understand that the no-build option would be a review of data showing impacts on the region if the Connector is not built. What is the next step if this option is decided on? For instance, would the road remain on the list of priority projects for another cycle or be dismissed as a no-go? Thank you for your assistance with this! CYMPO Response: This is a great question and the answer is important to relay to folks about this project—so thank you for asking. Since the 3.5 mi corridor is made up of segments separated by land ownership, the 1.5 miles of corridor identified in the development agreement with the City of Prescott, from the constructed terminus at Prescott Lakes Parkway, will stay on track for build outside of the scope of CYMPO's work. A no-build decision for the entire corridor would not impact this agreement between the developer(s) and the City. Further, a no-build option will influence the SR69 Urbanized Master Corridor Plan scheduled to begin on October 5th and will greatly impact the alternatives provided from that plan. A regional solution would need to be sought if the Sundog Connector does not move forward. CYMPO prioritizes its work through a few avenues but greatly relies on the Regional Transportation Plan which is updated every 5 years according to federal regulation. The next RTP will start again in 2024 and could certainly identify the Sundog Connector corridor as a regional priority. So it could continue to be part of the regional conversation due to its status as a high priority solution to capacity in the region. Please let me know how else I can help. I've corrected <name's> email address above for your records. Additional Comment: Thank you for the clarification! We do plan to stay engaged in the discussion. Now, of course, I have more questions. Could you please provide some more details about the format of the September 7 public meeting? Is it better for attendees to arrive at 4? I am not sure how to interpret "drop in at any time." Would it be appropriate for me to ask my questions about the stakeholders and wildlife studies (above) again at this meeting? Thank you for your assistance,
29	9/1/2022	Letter	Yavapai Homeowners Association Letter (attached below)
30	9/6/2022	Digital	As you likely know, I have been working on the proposed Sundog Connector road project as a concerned citizen for some years now and most recently this year, since the Design Concept Review (DCR) has been undertaken by CYMPO for which you are Executive Director. Lately I have been hearing both in the media and from people "in the know" that the western portion of the Sundog Connector "is a done deal" due to a Development Agreement(s) which "binds" the City of Prescott to building it. I am being told that there is nothing to do to stop the western portion from Sunrise Exit at Yavapai HIlls and westward to the Prescott Lakes Parkway Sundog roundabout. In the interest of clarifying the factual basis of what I am being told, and prior to my attending your CYMPO Open House tomorrow, please answer a few of the following questions for me. If the western portion of the Sundog Connector is truly a "done deal" I can save my time by not attending your Open House. Please enlighten me to the facts. (You may respond below each question): 1. Is it true the western portion of the Sundog Connector from Sunrise exit west to the Prescott Lakes Parkway is a "done deal"? A simple yes or no will suffice. 2. Is this attached 1998 Development Agreement the same Agreement that I am being told is "binding on the city of Prescott to build it", and at this point "it can't be stopped"? 3. In the attached 1998 DA, how many of the conditions have already been met by each party to the Agreement? 5. The attached 1998 DA states that a Village Core Town Center complex SHALL be constructed? Is this condition going to be met? 6. If not, how can the Village Core condition be written out of the Agreement while the entire Agreement cannot be invalidated by four Prescott City Council Votes? 7. How many Development Agreements total, in addition to the attached DA, exist that control the proposed Sundog Connector from the Sundog Roundabout to the Prescott Valley /Sundog exit? EMAIL FROM MARCH 19, 2022: This is the 1998 Development Agreement (attached) with Gisi referred to in the news article dated March 19, 2022. It does have conditions attached to it, one of them being the Village Core Town Center complex to be constructed on the south slope of Glassford Hill. That might be the same location the city is trying to buy up Open Space? Not sure on that, since it all seems to be done in Executive, but this 1998 Development Agreement also conditions that south slope for the Village Core Concept. Seems to me that if the Village Core can be written out of this 1998 Development Agreement, so can the rest of the agreement and start with a new one more favorable to today's Prescott situation. Thanks, Ann Sent to Prescott City Council Members last year: Here is a copy of the 1998 Development Agreement (DA) the then City council made with the property owner of Unit 9 Yavapai Hills, at that time Michael Klein, but in 2011 assigned by sale to Jason Gisi.This DA is based on the 1998 Prescott East Area Plan https://www.prescott-az.gov/wp-content/uploads/2018/09/Prescott-East-Area-Plan.pdf which does call for the Village Center to be constructed on the high mesa just south of Glassford Hill and will be situated above the existing North Bowl residents creating possible drainage issues. The city attorney should be able to decide if this Development Agreement SHALL be based on the Village Core Concept included in the DA language as it states on page 3 of 12. The purpose of this 1998 DA is to provide a process to identify the "Property Owner's" (Gisi) financial contribution on the impact of his proposed Development of the Property (Unit 9 Yavapai Hills) as described in the DA Exhibit B on page 11 upon the Sundog Connector costs and also any impact upon the assumptions already made in the "JHK Study" referenced in this 1998 DA. Some on City Council have stated recently that this DA legally binds the City to build this corridor, but such is not the case. The DA states that the parties have entered into this Development Agreement to provide for the development of certain property upon certain terms and conditions. While the DA states that time is of the essence, in 23 years those conditions have yet to be met. I am waiting on the "JHK Study" which was done at the time and which proportions the construction and signalization costs to be borne by the property owner (Gisi). In the DA, pages 3 and 4 at C, D, E describe the financial contributions of the property owner (Gisi) to be determined for the costs of constructing the Sundog Corridor. One trigger is "submission of a final plat representing a cumulative amount of 50% or more of the number of plats approved in the preliminary plat"... Pages 10 & 11. On page 11, Exhibit B shows 822 total lots on the preliminary plat, 50% equaling 411 lots. My hand count of lots in final plats recorded at the county in Yavapai Hills Unit 9 Phases 1,2,3,4,5a are 311 lots, allowing for 100 more lots to be finalled to reach the 50% trigger OR the city makes a financial request for the financial contribution whichever occurs first. Page 3 at D, which is the trigger to perform a traffic impact study acceptable to the city's public works director may no longer be an option since it looks to me as a layperson that was to have occurred PRIOR TO the filing of the FIRST final plat which has already happened on 07/25/2002 when Unit 9 Phases 1 and 2 of 52 lots were recorded. Page 2 at 3. The "development of the property SHALL be consistent with the City's General Plan....as amended from time to time". So, after 23 years have passed and several amendments have occurred to the General Plan, how will this be consistent with the current General Plan of 2022?

Comment #	Date	Type	Comment
31	9/7/2022	Digital	As a resident of Yavapai Hills, I feel the neighborhood "committee" letter to CYMPO does not accurately reflect Yavapai Hills survey results. As I am unable to attach the survey PDF the committee sent to residents I am copying the text and including here for your information and interpretation. I can provide the complete PDF on request. Sundog Connector Survey Overview Summary/Results July 20, 2022 ● 1196 Surveys were mailed on June 3 with a June 30 return/cutoff date ● 482 completed surveys = 40.3% return ● 78% length of ownership in Yavapai Hills = 1 to 20 years ● 88% full-time resident/owners The information below is the survey summary based on the highest number of responses for each question. Not all questions were answered by all responding property owners. Most Impact Mid Impact Least Impact Connector traffic noise 49% 14% 19% Visual impact 40% 15% 21% Lighting at dark 35% 18% 18% Vehicle traffic on Sundog Connector 47% 16% 14% Vehicle traffic on Sunrise Blvd & Yavapai Hills Dr 63% 11% 9% Decreasing property values 48% 16% 19% Animal crossings for wildlife 43% 20% 12% Water drainage 29% 24% 19% Air pollution 35% 20% 16% Increased crime 39% 21% 14% Yes No Undecided Are you in favor (Yes) or opposed (No) to commercial development near Yavapai Hills north border? 12% 83% 6% Would you support a Yavapai Hills north entrance/exit for emergency services access? 73% 23% 4% Would you like the Yavapai Hills Board of Directors to take a position on the Sundog Connector based on community input? 84% 12% 4% Considering the information available, are you in favor of the Sundog Connector being built? 39% 55% 6% Do you have any other comments or questions you'd like to share with the Sundog Subcommittee? Respondents' additional comments and questions ● Don't think it's needed - unnecessary ● Is the road being constructed to benefit developers? ● Third Yavapai Hills exit is important ● North entrance needed for emergencies and first responders ● ADOT widening Highway 69 could eliminate the need for an additional roadway ● Opposed to any commercial development ● Visually, will ruin the view from our property ● Sundog benefits seem minimal ● Traffic noise level will increase ● If Sundog alleviates Prescott's overcrowded infrastructure (Hwy 69) it would be positive ● Prefer the Yavapai Hills neighborhood to be "out of the way" ● A sound wall and gated entrance preferred ● Would like to have our property remain quiet ● Stop the growth and overbuilding ● Save the water supply ● I oppose anything that will cause more traffic ● What, if any cost will there be to Yavapai Hills homeowners and the YHHOA? ● This connector will encourage additional development ● We would not have purchased our home if a road was on the hills

Comment #	Date	Type	Comment
32	9/9/2022	Digital	I strongly am against the sundog connector. It's absolutely unnecessary, wasteful absolutely will destroy our property values in Diamond Valley. The worst part of it is traffic noise as well as the eyesore of seeing cars drive into "our" once quiet "RESIDENTIAL" neighborhood. Secondly, why wasn't this public meeting made more aware to us? There were no signs posted anywhere. I don't read newspapers (no subscriptions) or spend time online to dig these things up. You guys snuck this meeting so that there wouldn't be a higher turnout. Let this be clear. We haven't found a single person in Diamond Valley who welcomes the destruction of our neighborhood with a stupid, useless waste of time, foolish expenditure project as this one. You want to ruin a neighborhood? Stick it into Granville instead. The Californians don't mind traffic
33	9/13/2022	Digital	Here are my thoughts. I am not an expert in this field or have any credentials to make me an authority. My thoughts are from the perspective as a user of the Sundog Extender. 1. My wife and I live in the Prescott Lakes area and travel to Prescott Valley to shop and for medical reasons. a. The Sundog Connector would allow me to bypass a very busy, congested, and somewhat dangerous area of 69, from just south of the Yavapai hills past Costco to Sundog Ranch Road north of Sports Farmers Market. 2. Will take local traffic out of morning and evening rush hour traffic. a. This area is hard to drive during rush hour as there is a mix of local traffic and rush hour traffic where the rush hour folks want to get through the area, and local folks going to places in the area. b. I think the rush hour folks would welcome the Sundog Connector as it would reduce their traffic. 3. If the Sundog Connector were built, I would shop more in the Prescott Valley area because it's easier to get there. 4. I would like to see an animal bridge put in maybe one or two places to give them a safe place to travel over the highway. I've embedded a few links. I'm sure you are familiar with the concept a. https://allthatsinteresting.com/animal-bridges-wildlife-crossings b. https://www.theguardian.com/environment/2021/jan/23/how-wildlife-crossings-are-helping-reindeer-bears-and-even-crabs-aoe c. https://www.vox.com/down-to-earth/2021/11/12/22774958/animals-wildlife-crossings-bridges-infrastructure d. https://www.nationalgeographic.com/animals/article/wildlife-overpasses-underpasses-make-animals-people-safer 5. Finally, well, traffic. a. We've grown very much in just the past few years my wife and I have moved to Prescott. As a result of our population increase traffic and its attendant stresses are generating out into all of our trips around town. Anything that can spread traffic out would be a good thing.
34	9/20/2022	Digital	Two folks by the name of <names> stopped by the office today to provide a few comments regarding Sundog Connector. They have recently moved to older section of Yavapai Hills, and are generally supportive of the idea of Sundog Connector. They would like to see traffic relieved on SR69 as well as have another way to access Yavapai Hills. They expressed their desire to see trails that access the parks in the area, and that they accommodate ADA regulations to allow use by wheelchairs, strollers, scooters, etc.. They would also like to see a bike lane from the Prescott Valley end of the Connector all the way through to the Prescott side as a way for bikers to avoid unsafe travel on SR69. They would like to be added to the Sundog Connector distribution list:
35	10/21/2022	Digital	The connector is needed to take some stress off Route 69. And after 20 years, it is time.
36	10/21/2022	Digital	This connector is a vital asset to both communities for public safety.
37	10/21/2022	Digital	I'm all for this connector. It creates a better safety component to have alternative routes available.
38	10/21/2022	Digital	Has Cympo or Adot looked into a bypass highway to channel traffic off highway 69 and on toward Prescott, possibly through forest land?
39	11/2/2022	Letter	Save the Dells Letter (attached below)

Comment #	Date	Type	Comment
			Some questions came to mind while reading the Stakeholder Meeting #1 Summary. Would you mind helping me with these? Assuming the six-member CYMPO Executive Committee makes the decisions regarding policies, commitments to spend money, and decisions about the progress or not of the Sundog Connector, would you please explain the decision process? It is consensus or majority rule, for example, or another process? Can the CYMPO Executive Committee outvote Prescott if Prescott is opposed to a decision? For example, if Prescott Council votes to oppose proceeding with the Sundog Connector, can the other five members of the Executive Committee override Prescott's negative vote and impose the Connector? At the first stakeholder meeting, the responses to questions were tabulated. Will the concerns that were expressed there and at the September open house be incorporated formally into the consultant's work? If so, how? What weight will the comments be given by the consultants? How will environmental concerns from any source be incorporated into the Environmental Review? In what form is the outreach being conducted by <name>? How is he reaching out to stakeholders? Which members of the consulting team, STAC, or others involved in the discussion have walked the proposed routes? Thank you as always for your help in addressing various questions and concerns. CYMPO Response: Great questions. First, decisions made by Executive Board are made by majority rule. Our bylaws do not require a consensus vote. The CYMPO Executive Board will be tasked with accepting any final project plans. To that end, a plan may be accepted by the Executive Board, but Prescott or Prescott Valley City/Town Councils may vote not to proceed with the project. A CYMPO Executive Board vote to accept the Sundog Connector DCR, for example, doesn't commit any individual municipality to move forward with the project. Prescott or Prescott Valley City/Town Councils would also have to agree to the funding and construction, and place the project, if not already identified, into their respective Capital Improvement Programs. Those programs have several existing years of each municipality's capital projects lined out, typically with preliminary funding sources identified. Obviously, Sundog Connector, if approved to be built, would require the same type of major improvement programming and identification of funding sources by both Prescott and Prescott Valley. Their timing of such actions may not directly or immediately align. As for the stakeholder meeting comments and responses, yes those are officially incorporated into AECOM's public participation work. All comments we receive in the workshops, through comment cards on our website, on social media and beyond are collected and published in summary reports that will go out by various means. The STAC just received a summary of the first stakeholder meeting, and AECOM will review those on December 1st at the next stakeholder meeting. All comments will be published in final reports produced by AECOM. The comments helped shape the need and purpose during the first half of the project. Further, comments also help them shape the two build alternative conceptual designs. And for the environmental concerns, input from groups like yours, Game and Fish, ADOT Northwest District, State Land also were gathered and applied to establish critical design criteria in order to protect and limit impacts on the environment.
40	11/14/2022	Digital	Please let me know if you have further questions.

41	11/15/2022	Digital	Member of Public Newsletter: The first Sundog DISConnect Community Meeting on November 1, 2022 was a huge success. Eighty people attended, dozens of attendees signed up for updates or to volunteer, and almost $200 was donated to help Sundog DISConnect stop this unnecessary Road to Nowhere. Compare that to the widely publicized and taxpayer funded Central Yavapai Metropolitan Planning Organization (CYMPO) Open House in September 2022 attracting only 13 more people than we did at our first Sundog DISConnect Community Meeting. CYMPO called their Open House a "very successful event." By comparison with our event, you can see that the public opposition to this expensive and unnecessary Sundog Connector Road is great. Only one of all of the elected local officials that we invited, Prescott City Councilman Eric Moore, chose to attend our first Sundog DISConnect community meeting. Some arrogant elected city and county officials are now making fun of our legitimate concerns about the negative impacts this unnecessary road construction will bring. Why do they think it is OK to demean us in an attempt to force us into compliance with what they want? Don't they work for us? Prescott Valley Mayor Kell Palguta doesn't miss a chance to call us angry old complaining people resistant to change, or recent newcomers to the area, or indifferent to the community voices if we disagree with what he wants to do while we pay for it. He also accuses any elected officials who oppose the Sundog Connector as being compromised by their campaign donations. Mayor Palguta posted on his Facebook page that the newcomers to Prescott are primarily the ones opposing the Sundog Connector and targets Diamond Valley and Yavapai Hills as follows: “There has been some resistance from those who have recently moved to Yavapai Hills and Diamond Valley in the past few years as well as others who do not believe in listening to the community as a whole.” (https://www.facebook.com/MayorKellPalguta/posts/pfbid0JopGy3vuz912wBfUHnsXmB1PX78C4tBhKD5ctUqRK8hu1B2B9JTK5D75PRhz74Apl He has no supporting evidence to validate his silly and unfounded claim. None of our elected officials have publicly come to our defense to condemn his false statements. At the September CYMPO Open House, 88% of CYMPO attendees responded that they do not support and are opposed to the Sundog Connector project. That doesn't sound like it is composed only of newcomers and indifferent angry old people. Another CYMPO Open House exercise resulted in 81% of attendees stating they had Concerns about the Sundog Connector project with only 19% seeing a benefit to it. One of the CYMPO questions asked, "Does the Sundog Connector address the issues?" i.e. Hwy 69 traffic congestion, emergency access, etc. Responses were 82% NO and only 18% YES. So why proceed spending tens of thousands of taxpayer dollars to continue studying it, much less tens of millions to construct it? Mayor Palguta also claims repeatedly and falsely that the Sundog Connector road construction has been approved by voters several times, when in fact only the local General Plans have been voted on, not the specific projects contained within some of them, such as the Sundog Connector. Again, from his Facebook page: “The Sundog Connector has been voted on by both Prescott and Prescott Valley's General Plan for over 20 years…” Currently General Plans are only a guide for the future, a vision and not a mandate, but Prescott Valley leadership might want to change this. A recent Daily Courier column by Prescott Mayor Phil Goode suggested that regional officials may be invited to provide input into our Prescott City 2025 General Plan. This is a bad idea to allow other agencies to insert their pet projects into our City’s General Plan vision. Mayor Palguta even states on his Facebook page that any elected official opposed to the Sundog Connector is being influenced by their campaign donors and is not being objective: “I'm also sorry to let other elected officials know who may have already made up their mind before the meetings and corridor studies are completed that just because their campaign donors may have donated to their election campaign their opinion does not outweigh others in our community.” This logic can just as easily be applied to Mayor Palguta to suggest that he is pushing for the Sundog Connector to be built because his election campaign donors who do want it built are local Big Money Development interests and their supporters. He continues: “Open House meetings are continuing to occur to discuss the proposed Sun Dog Connector that will be the first and only East/West connector road between Prescott and Prescott Valley that is not a state highway.” (This means that Prescott taxpayers will pay for the majority of the road construction, not Prescott Valley nor the county, nor the State who recently rejected any funding for it.) More recently, Mayor Palguta has said on Nov 1, 2022 on the KYCA radio program, KYCA Talks, (co-hosted by former Prescott City Councilman Steve Blair) that anyone opposed to the Sundog Connector or any project that Palguta favors, that it is “those people, they’re everywhere,..and those are the people that will be mad, if I was to give them a million dollars, they’d be mad they had to pay taxes on it ”…. And "I hate to say it too Steve but there is a certain demographic that doesn't want change. You know that’s just the way it is and a lot of times the people that are complaining, they… I mean, they’re you know, people older than my parents, usually they end up dying before the change even occurs, but eventually it does occur, so”…. Blair laughing. Palguta, “I mean it happens…You don’t see people in their twenties or their thirties saying Hey, we don’t need that road or a building or need shops. They’re happy to be livin’ life” You can listen to the program here: https://www.kyca.info/archive. Look for KYCA Talks Blair/Palguta Tuesday, Nov 1st During this same November 1, 2022 radio program, PV Mayor Palguta stated that he “was at an event last week with Supervisor Mary Mallory” (Yavapai County Board Chair & District 5 Supervisor) “and she had a statement which I am going to repeat and it was a good one. She said ever since she was on Council for Prescott Valley, people would comment about roads to nowhere. Just dead end roads. And one of the roads to nowhere was the Sundog Connector up there by Hobby Lobby. And she said she’s in support of the Sundog Connector because the Road to Nowhere needs to go somewhere." Blair, “I love that…laughing.” Palguta, “So I just thought that is such an intriguing way to explain it. You are absolutely right Mary, the Road to Nowhere needs to go Somewhere.” If this quote by PV Mayor Palguta is true, and if Supervisor Mallory actually said this, the Road to Nowhere does go somewhere, two places in fact. One, it will create a Sundog Connector traffic exit thru the Diamond Valley neighborhood in her district which those residents don’t want. Two, the other “somewhere” it will go is right to the front door of the new county jail in Prescott which is the most costly project the county has ever undertaken, which she supported and continues to support. No matter that the Prescott voters overwhelmingly rejected it and it faced considerable community opposition. The county defends locating their new jail inside of our six residential neighborhoods because as they told us, the criminals are too dangerous to release downtown. What better example to demonstrate their utter contempt for us? Now they are needing more tax money to run it and will be looking to Prescott taxpayers for additional funding for this jail that we didn't want in this location.

Comment #	Date	Type	Comment
			And why is PV Mayor Palguta pushing the Sundog Connector so hard and what does he want? He wants the Prescott taxpayers to pay for most of the expensive highway construction costs and right-of-way acquisition for the Sundog Connector so that he can send his poorly planned and massive traffic congestion problems over here to Prescott. We will bear the burden of most of the Sundog Connector costs because the majority of the Connector route is within the city limits of Prescott, not the County nor the town of Prescott Valley. We will get a bigger tax burden and more traffic congestion in Prescott. And because an economically important stretch of Highway 69 would be bypassed, Prescott will lose a significant percentage of tax revenue. This is only a good deal for Prescott Valley, not Prescott. Did you know that by CYMPO's own traffic analysis statistics, there will only be a 7% reduction in vehicles on Hwy 69? That is only 7 vehicles out of 100. This will no doubt be a 2023 Prescott election issue for the candidates running to fill the Prescott Mayor and four City Council positions. Do they only say they support limited and controlled growth and then after being elected vote for major transportation projects to accelerate growth? OR do they really mean they support controlled responsible growth? We will be expecting answers from them on this during campaign season. We hope that you will visit and like us on our Facebook page at Sundog DISConnect. If you haven't already signed up for our email updates or to volunteer, you can do so at sundogdisconnect@gmail.com . We hope that you will get behind and support the proposed Granite Dells Regional Park and Preserve and Trail System to enhance the quality of life in the Prescott area and to protect this unspoiled Open Space for future generations. Below are some photos from our Sundog DISConnect Community Meeting and a link to the slides we presented to support our argument that this divided highway is both unnecessary and destructive. We hope that you will share this information with your friends and neighbors. <name> / Sundog DISConnect Group Do you know a group who would like for Sundog DISConnect to give our presentation to them? Here is a presentation link created by <name> of Save the Dells to view the Community Meeting slides 1- 52 with dialogue : https://drive.google.com/file/d/1E2TD9lxx6EUBtBVySSAF1vmPZKHpXESj/view?usp=sharing Photos below by <name> from the first Sundog DISConnect Community Meeting well attended by all except local elected officials. <name> describes likely Recommended 3.5 mile Sundog Connector Route proposed as a 4-6 lane divided highway thru the heart of the Sundog Corridor: <name> explains the Mission of Save the Dells and the current Save the Dells position on constructing the Sundog Connector which is NO PLACE FOR A ROAD:
42	11/16/2022	Digital	This road is needed in order to alíviate traffic on the Highway 89
43	11/16/2022	Digital	I am opposed to the Sundog Connector because it will introduce increased traffic, noise and crime to the peaceful 1,300-home Yavapai Hills neighborhood, in existence since the 1980s. Drivers will see the connector as a shortcut between Highway 69 and the Lakes region of Prescott. Sunrise Boulevard, a narrow, winding residential street wholly within Yavapai Hills, will become a thoroughfare for crosstown traffic. Will anyone observe the 25 mph speed limit? Will anyone — racing across town — watch for pedestrians, dog walkers, or children at play? With increased traffic will come accidents and petty crime, which are nonexistent now? I see the Sundog Connector as a ploy by developers to access pristine lands at taxpayers' expense so that they can then put up several thousand new homes, further draining water from the limited and ever-deeper wells that sustain us. Short of that, the preliminary work to modify 69, 189 , syncronize lights etc. has not been completed. Consider doing the right thing, follow your own plans and listen to the community, the people who are paying this bill.
44	11/16/2022	Digital	I would love to see a new connector from PV to Prescott to bypass all of the new traffic that exists due to so many people making their daily trips to Costco, Dillard's, Frontier Village, etc. Any new routes will help alleviate the extra traffic that now exists here and provide a much-needed bypass to allow for redirected traffic, especially in the event of accidents that can really jam up this section of Highway 69. These new proposed routes are excellent planning by the county, town of Prescott Valley and city of Prescott to help account for the massive growth that this area is experiencing and projected to experience in the next several decades. It is sorely needed and I fully support it.
45	11/16/2022	Digital	I am writing in strong opposition to the sundog connector road. An extensive study of such a road was done in 2013. In this study three targets were identified, to be completed before considering such a construction project Firstly, improve and synchronise the traffic system on Hwy 69 corridor…..yet to be done. Secondly, complete widening of Hwy 69 to three lanes from Hwy 89 to Hwy 169….yet to be done. Thirdly, a regional population growth of 232,700. The 2013 study stated, only then , once all three targets have been achieved, would one reassess the feasibility of a Sundog Connector road. It was estimated that these three targets would be achieved in 2032. Yavapai Hills is a quiet neighbourly community where folks enjoy the wildlife, walk the streets, exercise their dogs. It was established in 1980 and remains a popular place to live. The Connector road would change all that, bringing traffic, noise, pollution , devaluing house prices. And who will benefit from this road? The DEVELOPERS. And who will pay for this road? We, the TAXPAYERS. This is purely a road for developers paid for by us the taxpayer.. This is a firm 'NO' to the Sundog Connector.
46	11/16/2022	Digital	For those of us living in Yavapai Hills, the Sundog Connector would be the beginning of the end of our safe, quiet and peaceful community. The connector will bring greatly increased traffic, air pollution, noise and crime to our 1300-home neighborhood. Drivers will use it as a shortcut between Highway 69 and the lakes region of Prescott. Sunrise Blvd. and Lee Blvd. are both narrow, winding residential streets within our community and will become crowded thoroughfares for crosstown traffic. Will these drivers trying to save time actually observe our 25 mph speed limit? Will anyone racing through our little neighborhood watch for pedestrians, dog-walkers, or children at play? Even our somewhat tame deer and javalina will be endangered by reckless drivers. With increased access will come accidents and petty crime, which are nonexistent now. The Sundog Connector is just a means to access pristine land by home developers, who will want not only the land, but more water from the limited and ever-deeper wells that sustain us. Please vote AGAINST the Sundog Connector.
47	11/17/2022	Digital	This is a fabulous idea! We need it desperately! It would really ease traffic.

Comment #	Date	Type	Comment
48	11/17/2022	Digital	This road will be so helpful on commuting from Prescott to PV or Phx. I do feel that for safety needs a median, possibly a multi-use paths for bikers. I believet his would help alleviate traffic from 69 and provide an alternate route in case of accidents. It would also increase fire safety in Yavapai Hills by having another evacuation route.
49	11/17/2022	Digital	This proposal looks like a good start to help ease up the growing congestion on Highway 69 between Prescott and Prescott Valley. It looks like it would also benefit residents on the north side of Diamond Valley and Yavapai Hills subdivisions - especially if it gives them a north exit from their subdivisions. Thank you.
50	11/17/2022	Digital	The Sun Dog Connector has been planned for decades and the location has been determined. Both termini have been constructed. When complete it will shorten travel between SR89 and SR69 and eliminate the growing congestion at the intersection of Prescott Lakes Parkway and SR69. This needs to be constructed without delay. I understand that some property owners oppose this because of perceived impacts on their quality of life, local traffic impacts and possible affects on property values. These are understood but this corridor has been planned and outlined and public knowledge for years before some of these homeowners purchased their property, this should have been disclosed and the current owners should have entered into agreements with full knowledge of the corridor. The greater good of the community outweighs these local objections.
51	11/18/2022	Digital	Will the connector be north or south of Glassford Hill .
52	12/7/2022	Digital	I moved here from Phoenix 1986 and have lived in Diamond Valley all of those years. I have seen Highway 69 grow from a 2-lane road with no stop lights between Prescott and Prescott valley. We need the sundog connector road for traffic relief on highway 69. The quad city area is not going to stop growing because of our weather and quality of life. We need smart growth, and the Sundog Connector Road is smart growth.
53	12/21/2022	Digital	This project has been under consideration for many years. Any new project will cause some disruption and changes in peoples habits, but this project is needed. Pluses include both ends of the project are already completed and it will relieve some traffic on hwy 69. I think careful planning will mitigate noise concerns. I do not believe it will create more traffic on Sunrise thru Yavapai Hills. Thank you
54	1/23/2023	Digital	Widening hwy 69 between 89 and 169 was a higher priority (#3) than building Sundog (#4) on CYMPO's project priorities. Has this changed considering the recent aggressive stance on building Sundog? The public deserves to know.
55	1/31/2023	Digital	The January 20, 2023 edition of the Prescott Daily Courier reported that CYMPO, in conjunction with the City of Prescott, has earmarked over $1,000,000 of Highway Safety Improvement Program (HSIP) funds for a traffic signal at the intersection of Gail Gardner Way and Fair Street. For the past 24 years I have owned and occupied the small office building at 724 Gail Gardner Way, just over 100 feet from this intersection. During that time I have driven through this 4-way stop thousands of times. I have also walked across Gail Gardner at this intersection hundreds of times. At no time during this 24 years have I ever observed that there was congestion or any type of traffic problem which would be improved with the addition of a traffic signal. This morning I made a note to observe the traffic at the intersection between 7:30 and 8:00, the morning commute. At no time was there more than 3 cars waiting to proceed through the intersection and many times there were zero to two cars at the intersection. I cannot conceive of any reason to add a traffic signal at this relatively lightly trafficked and smoothly flowing intersection. I hope you will reconsider this unnecessary, time-wasting plan. Please, feel free to contact me if you would like to discuss this matter further.
56	2/6/2023	Digital	Please see the email I have submitted today to <CYMPO Staff>, with attachments. An important part of the pending Sundog DCR/EO is public comment. On behalf of the Yavapai Hills Sundog Connector Committee, we want to make sure that a full and complete record is being maintained and developed by CYMPO for the Sundog Connector study, and that the record is one that fairly reflects the extent of the opposition to the project. Since we don't know to what extent CYMPO is tracking or monitoring all of the opposition speaking out against Sundog at various public events (some of which are not CYMPO events), in an effort to be helpful, we are attaching a number of items that report on or reflect this opposition. As you know, Yavapai Hills, Save the Dells, and Sundog DISConnect are all opposed. At CYMPO's first open house on September 7, 2022 at the old Sears, virtually all of the attendees showed up to voice opposition. On November 1, 2022, Sundog DISConnect held a community information event at the Prescott Public Library, and most of the attendees were there to voice opposition. At both of the CYMPO presentations to the Prescott City Council and the Prescott 2025 General Plan Committee on January 24 and 25, 2023, the city council chamber was filled and virtually all of the attendees were there to show strong opposition to Sundog, and a number of people spoke in opposition. For the sake of completeness, I am attaching a collection of articles, letters, emails and other materials that are representative of, and report on, the opposition to Sundog. I respectfully request that this email, and the attached materials, be made a part of and included in the record for the Sundog DCR/EO study, and be included with all other public comments you receive. Finally, I also request that all of the public comments in opposition that were received as part of the prior 2012-2013 Sundog Connector Corridor study, be included, since those comments are as relevant today as they were back then. Thank you very much for your cooperation. Respectfully submitted
57	2/8/2023	Digital	Having visited the area many times over the past several years, we love the serenity of open spaces, wildlife, views yet with city utilities and conveniences offered in Yavapai Hills. This has prompted us to pursue the sale of our home in Southern Arizona to relocate to Prescott, We were not aware of this project which will back up to the nearly $750k property we have placed an offer on located on Sharp Shooter Way. We are fearful that we may have made a mistake and the value of the property will significantly decline due to the removal of the privacy and the noise this will create much less the issues with drainage into Yavapai Hills. Have we been mislead to believe that the city and county leaders truly listen and care for the community in which they serve? It would seem that working towards a better solution on 69 would make more sense as well as be more cost effective. While it would be a minor and temporary inconvenience, the outcome would provide huge benefits to those that are directly effected regarding property and to those that would use the route.
58	2/16/2023	Digital	Love the Sun Dog Connector! Can't wait until it's done!

Comment #	Date	Type	Comment
59	3/4/2023	Digital	I am a strong supporter of the proposed Granite Dells/Glassford Hills Regional Park. I am concerned that the Sundog Connector under study is in direct opposition to this important regional action to save our open space. We must be very careful and forward looking when considering where and when and how roads are constructed. From all that I have learned about the Sundog Connector I believe that it is not only unnecessary but destructive to the land, wildlife movement and the wishes of the majority of the people of our area. I am registering my opposition to the building of the Sundog Connector and my full approval of the Granite Dells Regional Park.
60	3/8/2023	Digital	As a resident of Yavapai Hills, I would like to express my support for the Sundog Connector. It is my understanding that Central Yavapai Metropolitan Planning Organization (CYMPO) is responsible for the proposed construction from Prescott Lakes Parkway to the eastern boundary of Yavapai Hills. The City of Prescott is responsible for the proposed connection from the eastern boundary of Yavapai Hills to Prescott Valley's city limits, where the road has already been completed. <Name>, representing the Yavapai Hills Board of Directors, is against the Sundog Connector. But he does not speak for all of us. Currently, there are two access points into Yavapai Hills. One is at Lee Boulevard, and the other at Sunrise Boulevard. For those of us who live deep inside the interior of Yavapai Hills, a completed Sundog Connects allows for a third ingress and egress. This is an important consideration because if there were an emergency event, such as a wildfire, having another evacuation route is vital. Regarding the widening of SR69, it took CYMP and ADOT ten years and $13 Million dollars to complete one mile from Mile Post 293.8 to 294.8. <name [Yavapai Hills Board of Directors]> suggested that widening the remaining 1.6 miles of SR69 is the preferred option, but at what expense? How much would it cost in today's dollars? And think of the inconvenience the widening project would impose! To reiterate, I am in favor of the Sundog Connector. Thank you.
61	3/14/2023	Phone	Resident of Prescott Valley expressed support of the project. Individual was interested in being added to the project distribution list for future meeting notices and newsletters.
62	3/15/2023	Digital	Why is Diamond Valley not on the stake holders list? Diamond Valley was subdivided in 1965, Yavapai Hills 1974 nine years later! All of these I just moved here not in my back yard people our part of the high volume of traffic on Hiway 69. I have lived in Diamond valley scents 1986 and seen how 69 has grown from two lanes with no stop lights and no pull outs if you broke down. All of These new people who are saying just add two more lanes to 69 do not know what they're talking about. The lots in Diamond Valley are small enough the way they our and we are on septic systems. We cannot give up any more of our lot size for easements for two more lanes on 69. The sundog connector road is the only answer to relive the volume of traffic on 69.
63	3/20/2023	Digital	Several weeks ago there was a fatal accident at Lowes and Hwy 69. We live in Yavapai Hills and was shopping at At Home. It took us almost an hour to get home since Hwy 69 was closed. We really need the Sundog Connector, that would have eased the traffic jam from this considerablely.

64	3/22/2023	Digital	Greetings <names> who hope they upset me: https://www.kyca.info/archive March 21, 2023 Steve Sischka and Kell Palguta show I just listened to the March 21 Tale of Two Cities with Prescott Councilman Steve Sischka and Mayor Kell Palguta. Mayor Palguta referenced a terrible collision "last Friday" (March 17) on Hwy 69 at Costco and Trader Joes. That never happened. It was Friday March 10 at Holiday Drive near Lowe's, (see Courier article below) and the Sundog Connector which is over 2 miles to the northeast of the traffic collision site would not have helped prevent the accident in any way nor have allowed any of the alleged backup traffic into downtown Prescott to even reach the Sundog Connector, since the route between the western terminus of the proposed Connector and Hwy 69 at the accident site was totally blocked. Somehow, according to Mayor Palguta if the Sundog Connector was operational, this terrible accident would never have happened and if it did, at least the traffic could detour around to the Sundog Connector to continue on their way. So hard to listen to these city officials putting out such wrong information. Then a caller named <name> called in and laughingly complained that he was blocked on the Sundog DISC Facebook page. Since he was posting lies on DISC FB page and also ignored the admonishment to stop posting falsehoods, he got blocked. He posted that Cathey Rusing was born in Winslow which is false. He also posted that Yav Hills residents don't want to live near Native Americans, another false and defamatory statement. KYCA allows their hosts and callers to make false and demeaning non factual statements repeatedly, but the Sundog DISConnect group does not. Another caller <name>, called in about half way thru the recording. Palguta brings up the collison AGAIN and AGAIN gives the wrong date and wrong location . He uses it to justify the Sundog Connector construction since he is so concerned about public safety. He describes himself as a cheerleader of public safety which is why he wants the Connector built, as though no accidents will happen on the Sundog Connector. For such a public safety guardian, you would think he could at least get the correct date and location for his recommendations to build the Sundog Connector, but credibility is not needed by Palguta to make his unsubstantiated claims of preventing vehicular deaths by building a $100 to 300 million dollar road. He asks <name> what value would he place on a life? Cheap false choice. Then Palguta denies that the Sundog Connector will channel the traffic into the PValley business district at its eastern termination point which is one of the benefits that CYMPO transportation planners described in their recent Prescott Valley presentation. No wonder he has such high praise for CYMPO Executive Director Vincent Gallefos who is supposed to take a neutral position on transportation projects, not promote them to keep city officials happy. Mayor Palguta ends the radio session by calling for Reparations. They close the show by laughing about hoping their listeners got upset. Reasonable people do get upset by radio programs allowing their hosts to speak irresponsibly. I think if Mayor Palguta would read the Daily Courier he could get more of his confused thinking straightened out. At least he would know the correct date and location of the evidence he presents. Collision on Highway 69 in Prescott Friday leaves 3 seriously injured At approximately 10:09 a.m. Friday, March 10, 2023, Prescott Police Department officers responded to a vehicle collision near the intersection of Highway 69 and Holiday drive, which left three occupants seriously injured. (Prescott Police/Courtesy) At approximately 10:09 a.m. Friday, March 10, 2023, Prescott Police Department officers responded to a vehicle collision near the intersection of Highway 69 and Holiday drive, which left three occupants seriously injured. (Prescott Police/Courtesy) Originally Published: March 13, 2023 10:33 p.m. At approximately 10:09 a.m. Friday, March 10, Prescott Police Department officers responded to a vehicle collision near the intersection of Highway 69 and Holiday drive. Through the course of the investigation, it was determined that an 81-year-old Prescott resident driving a 2014 Honda CRV drove left of center while traveling westbound on Highway 69. At one point the vehicle struck the south guardrail. The vehicle continued westbound in the eastbound lanes and then struck a 2020 Ford Edge head-on. The driver of the Edge, an 80-year-old Prescott resident and her passenger, also an 80-year-old Prescott resident were seriously injured. The Prescott Fire Department and EMS personnel provided medical aid to all three patients. The driver of the Honda CRV was transported by ground to the YRMC West Campus, where she was flown by helicopter to a Phoenix-area hospital. The passenger of the Ford Edge was flown from the scene by helicopter to a Phoenix-area hospital. The driver of the Ford Edge was taken to YRMC West Campus for her injuries.

Comment #	Date	Type	Comment
			The traffic on Highway 69 was shut down in both directions for approximately five hours while the scene was investigated. At this time the cause of the collision is still under investigation. Information provided by Prescott Police Department.
65	4/28/2023	Digital	Do you have a clearer copy of this recently proposed Sundog Connector highway map (below)? It is rather difficult to read. It would be helpful to the public if you provided us with a clear map that also contains street names such as Sunrise Blvd, Sharpshooter Way, Yavapai Hills Drive, etc. I hope that CYMPO will do a better job of informing the public of this proposed highway interchange at the north end of Sunrise Blvd/Sharpshooter Way designated by the blue green circle on the map below, which is obviously designed to channel hundreds if not thousands of vehicles per day thru the Yavapai Hills residential neighborhood. How many thousands of motor vehicles, to include tractor trailer rigs, does CYMPO estimate will be using the Connector daily? I have read in Connector reports the number is about 20,000 vehicles per day. Do you agree with this estimate, or is it currently higher or lower in the most recent CYMPO projections? Vinny, you have appeared on many talk shows, made numerous public and private presentations, given published interviews, and often I hear or read that "a few" "newcomers" and "Yavapai Hills residents" or "Nimbys" are opposed to the Sundog Connector highway. I believe that you need to provide a more balanced perspective in your presentations and include the valid objections that the many opponents and opposing groups of the Sundog Connector have, and not just sit silently while your audience or interviewers disparage them. CYMPO makes a big deal out of soliciting public input and that needs to be shared with the public at large as well. I have not heard CYMPO reference this proposed highway interchange in the middle of the Yavapai Hills residential neighborhood a single time. I believe the residents would be shocked to learn that CYMPO plans to have hundreds of vehicles zipping around this exit/entrance highway traffic interchange circle all day and night, spewing pollution, dust, toxic exhaust, and noise onto them. Remaining silent about this proposed traffic circle is unfair to the residents of Yavapai HIlls. Who knows? Maybe I am wrong and they will love the highway interchange. But they should be informed of it, sooner rather than later. Also please indicate on the new map you provide the location of the future school which is required in the Yavapai Hills Development Agreement for Unit 9. That will add dozens of additional vehicles, and perhaps school buses, to travel there twice a day for most of the year. Part of this proposed route is already zoned for Commercial retail construction. Please indicate those zoning areas on the new map. I also understand that an exit thru Diamond Valley is planned at some future date, but that is not identified on the map below. Please indicate on the new map an approximate location of the Diamond Valley exit thru to Hwy 69. Thanks for the additional information and hopefully for a better marked copy of the map as soon as possible. Have a great day.

66	4/30/2023	Digital	CYMPO has reportedly stated that no blasting will be done to construct the Sundog Connector highway. Please explain why not, since blasting was necessary to construct the new road extensions of Sharpshooter Way and Sunrise Blvd. Since the Sundog Connector highway route goes thru similar substrate and is very close to Diamond Valley homes as well as North Yavapai HIlls homes, it is not uncommon for structure foundations to crack from the blasting concussion. Todays Courier article quotes Deputy Fire Chief <name>, "...blasting is one of multiple similar operations that occur around the community each year to make way for development.“That’s where we live,” <Prescott Deputy Fire Chief >said, noting that Prescott is known for the granite rock that makes up much of the terrain. “In order to build the houses that we have, this is one of the necessities we have to do.” So how can CYMPO certify that no blasting is needed to construct the Sundog Connector Highway? And I am certain blasting will be needed to widen Hwy 89 thru the Dells which I understand is the City's next priority. Here is a photo I took of an abandoned blasting cap left on the ground after Sharpshooter Way was completed. Ann Blasting at Hwy. 69 and Robin Drive takes Diamond Valley residents by surprise City Fire Marshal says required notification process not followed for April 25 blast Crews and heavy equipment were at work on an 8.65-acre parcel near the corner of East Robin Drive and Highway 69 between Prescott and Prescott Valley on Friday afternoon, April 28, 2023. As a part of the earthwork in preparation for a planned Exceptional Healthcare Specialty Hospital, blasting is being done to excavate rock and dirt on the site. The blasting, which started on Tuesday, April 25, is expected to continue for two more weeks on Tuesdays and Thursdays. (Courier) Crews and heavy equipment were at work on an 8.65-acre parcel near the corner of East Robin Drive and Highway 69 between Prescott and Prescott Valley on Friday afternoon, April 28, 2023. As a part of the earthwork in preparation for a planned Exceptional Healthcare Specialty Hospital, blasting is being done to excavate rock and dirt on the site. The blasting, which started on Tuesday, April 25, is expected to continue for two more weeks on Tuesdays and Thursdays. (Courier) When Diamond Valley resident <name> was startled awake by a loud explosion at 6 a.m. Tuesday, she feared that a gas line had burst in her home. “It felt like the explosion was under my house,” Weiss said Wednesday, April 26. “My house shook.” But she soon learned that the explosion had been a part of a scheduled blasting operation at the nearby construction site for the planned Exceptional Healthcare Specialty Hospital at the corner of Robin Drive and Highway 69. But, even though the blasting event was scheduled, <name> and many of her neighbors did not know the blast was coming, and were surprised by Tuesday’s loud explosion. “I was not notified,” <name>said. “They only notified people up to 500 feet away. My neighbor two doors down was notified, but I wasn’t.” The Prescott Fire Department, which handles blasting permits in the city, reports that although the blasting at 4822 E. Highway 69 was indeed permitted and scheduled, not all of the notification requirements were followed correctly in Tuesday’s operation.

CITY GUIDELINES FOR BLASTING

Prescott Deputy Fire Chief <name>, who serves as the Fire Marshal for the department, explained on Friday, April 28, that the ongoing Highway 69/Robin Drive blasting is one of multiple similar operations that occur around the community each year to make way for development.

“That’s where we live,” <Prescott Deputy Fire Chief > said, noting that Prescott is known for the granite rock that makes up much of the terrain. “In order to build the houses that we have, this is one of the necessities we have to do.”

In both 2020 and 2021, the city issued 10 blasting permits per year, while there were four approved in 2022. So far in 2023, the city has approved one blasting permit. The permits tend to include multiple days and several blasts, <Prescott Deputy Fire Chief >said.

The Prescott Fire Department uses the 2018 Fire Code as baseline information for blasting contractors, <Prescott Deputy Fire Chief >said, adding, “However, as each site is different, they may have specific requirements that are addressed during the plan review process by the Fire Department.”

The code includes a set of requirements for notification of the public, which depends on the work to be performed, as well as the location and distance to the nearest buildings.

“If buildings are identified in the potential hazard area of the blasting, then an initial pre-blast survey at 500-foot radii is required,” <Prescott Deputy Fire Chief >said in a written response. “This notification radii can get larger depending on the blast designs.”

Under the city’s requirements, nearby buildings should receive a mailed letter and email notification/phone call informing them about the coming blasting event within seven to 21 days prior to the blasting date.

After that, a letter is delivered person-to-person or left on the door of the identified homes no later than 12 hours from the blasting time, <Prescott Deputy Fire Chief >said. In addition, signs are required to be posted to notify people in the area.

In the case of the Robin Drive blasting, <Prescott Deputy Fire Chief >said the person-to-person instructions were not followed properly. “Unfortunately, on the 4822 E. State Route 69 site, Prescott Fire found out on the morning of the blast during the pre-blast meeting on Tuesday, April 25, that the person-to-person contact had not been made 12 hours prior,” he said.

At that point, <Prescott Deputy Fire Chief >said, several hundred holes had already been loaded with explosives, creating an urgency for finding a safe solution. In addition, the Arizona Department of Transportation (ADOT) had already approved a one-hour window from 6 to 7 a.m. for shutting down Highway 69. (<Prescott Deputy Fire Chief >said the permit allows for an hour, but the blasting is usually done in about 10 minutes.)

BLAST ALLOWED TO GO ON

After evaluation of the situation, which included consultation with him, <Prescott Deputy Fire Chief >said the city’s fire inspector allowed the blast to take place “after the buildings that were bordering the blast area were notified in person and the 500-foot blast survey area was driven to confirm no obvious hazards were noted.”

Halting the blast at that point would have meant that the explosives would have remained in the ground overnight, <Prescott Deputy Fire Chief >said, which was deemed unsafe.

During a post-blast meeting later Tuesday, he said, the notification requirements “were verbally outlined to the general contractor representatives for BMH As-Built USA and Precision Blasting, with requirements that notification was to follow code requirements prior to any more blasting taking place.”

			Further complicating Tuesday's blast was a vehicle that drove through the signed stopping point on Robin Drive, requiring a restart of the blasting safety countdown, <Prescott Deputy Fire Chief >said. That doubled the highway closure time from the usual 10 minutes to 20 minutes. In the wake of Tuesday's situation, <Prescott Deputy Fire Chief >said the Prescott Fire Department has changed its procedure to require a checklist meeting on the day before the blast to ensure that all of the requirements have been followed. NEIGHBORHOOD CONCERNS Residents in the Diamond Valley neighborhood near the blasting site note that their homes are not within Prescott City limits, although the site for the community hospital is in the city and was approved by the Prescott City Council. Because of that, the residents worry that their concerns are not being taken into consideration by the city. Prescott Planning Manager <name> noted, however, that the city code requirements for blasting apply equally to residents outside city limits as they do for those within city boundaries. Among the changes <name> would like see is an increase in the 500-foot radius notification requirement. Because she is just outside of the 500-foot area, she likely would not have been notified, even if the proper procedure had been followed. "Five hundred feet is not enough, clearly," <name> said. She worries that the intense blasting will cause damage to things like her waterlines, gas lines and septic system. <Prescott Deputy Fire Chief >pointed out that blasting companies must have insurance coverage, and "Each licensed blasting company must have a means to resolve complaints and assess for damages. It is also a requirement from the city on the explosives application/permit." BLASTING TO CONTINUE After the Tuesday blasting event, another blast occurred at 6 a.m. Thursday, April 27, which residents say also rattled the neighborhood. And the blasting is expected to continue on Tuesdays and Thursdays for the next two weeks. <Name>, vice president for development at Exceptional Healthcare, said Friday afternoon that the company takes the blasting requirements seriously, and had worked extensively with the city, ADOT and the contractor beforehand. Although he said he was not aware of the issue with notification on Friday afternoon, <name> said he planned to check into the situation. The Exceptional Healthcare project got Prescott City Council approval on Aug. 23, 2022, and at that time, the company proposed a specialty hospital with a nine-bed emergency room and a nine-bed in-patient hospital to provide specialty care and be open 24 hours a day, 365 days a year.

Comment #	Date	Type	Comment
			On Friday, <name> said Exceptional Healthcare continues to move forward with its plans, and hopes to have the specialty hospital open by the fourth quarter of 2023, possibly by Dec. 15.
67	5/17/2023	Digital	I am just letting you know that I would like to be one of the participatory invited Zoom participants who may have a question to ask at the upcoming May 24 Stakeholder meeting. I would also like the non participant Zoom instructions to invite members of my sizable UN-affiliated group to zoom in to learn about the latest current Sundog Connector Highway info. If approved, please send me Zoom instructions for both types of participation.
68	5/22/2023	Digital	This route will essentially stop the Antelope migratory efforts from north to southwest. I am against this highway corridor.
69	5/22/2023	Digital	I'm a "Disconnect" supporter and I'd like to participate in the zoom meeting. Would you pls advise me how to participate.
70	5/22/2023	Digital	This route will essentially stop the Antelope migratory efforts from north to southwest. I am against this highway corridor.
71	5/25/2023	Digital	Member of the Public Newsletter: Thanks to all of you for the informative stakeholder meeting yesterday. I am writing up a summation for those who couldn't attend for one reason or another. To avoid mis-stating something, please clarify the No Build option for me. 1. Was Alternative 7 the No Build Option? (Map that showed road from Parkway roundabout to Sunrise Blvd) 2. If yes, why is a road being built on the No Build option? (For lack of a better term I will call it the Sunrise Connector as opposed to the Sundog Connector from the Parkway roundabout to Prescott Valley) 3. Or, was the No Build option not specifically discussed yesterday? From the transcript I have, it appears others got the impression that a road is recommended on the No Build option. Also, please send me a copy of the slides used in yesterday's presentation to include the road Alternatives we voted on. Thanks a bunch. <name> CYMPO] 15:01:39 So I guess, INTERRUPTION. You said you're at the end of this or you're gonna have Recommend a road for recommending no build. [CYMPO] 15:01:43 Are you gonna come out with the cost of the build of the road and that. For consideration for the stakeholders to say that's a hell of a lot of money. [CYMPO] 15:01:52 Maybe we shouldn't build it. It was there, right? So the cost criteria is going to come in at the in case too. [CYMPO] 15:02:04 So the build alternatives we do, we'll have input at that point. So then we'll have input at that, in case too. [CYMPO] 15:02:13 So then we'll have input at that point. So then we'll have input at that point to say that's too much money. [CYMPO] 15:02:19 So then we'll have input at that point to say that's too much money. So then we'll have input at that point to say, that's too much money. [CYMPO] 15:02:21 You know, the agencies of whether anything was, but they'll know that information and that's why to look at it. [CYMPO] 15:02:24 How much does it cost? What would it really take for a road to get here? And are there any safety issues on it? [CYMPO] 15:02:28 What would it look like? Okay, thank you. So again, all we're doing in this phase one is comparing, build build.
72	5/29/2023	Digital	I do not support any of the options proposed for the Sundog Connector, except the no-build option. It seems ridiculous to me that at least one of the options would cut through the proposed park that the state just helped with funding. This effort is a continual waste of our tax dollars. CYMPO should be focused on widening Hwy 69.

Comment #	Date	Type	Comment
73	5/29/2023	Digital	I am writing to express support for the "no-build" alternative for the Sundog Connector. The right answer to this question was determined in 2013: wait until Hwy 69 is widened and then determine if the connector is needed. Since 69 is slated to be widened in exactly the same area as the Connector this makes complete sense. Please stop wasting our tax dollars on more and more studies and focus your efforts instead on gaining funding for the widening of Hwy 69.
74	5/31/2023	Digital	I oppose options 1-8 and support widening SR 69 to six lanes and upgrades to traffic lights. I would like to preserve our open spaces and wildlife. Please stop the destruction!
75	5/31/2023	Digital	Take this back to the drawing board! We Oppose options 1-8.Instead improve HWY 69 to six lanes and improve & appropriately time. traffic signals
76	6/2/2023	Digital	I'm totally against the connector. It will interfere with the Granite Dells Regional park and Preserve, cause more housing development requiring more demand for water, block wildlife corridors to the Granite Dells, destroy the beauty of the area and cost taxpayers greatly for a road benefiting developers financially. It's an environmental disaster.
77	6/2/2023	Digital	Please widen 69 before doing the Sun Dog Corridor!
78	6/4/2023	Digital	The taxpayer money to study alternative routes via a Sundog connector, should have instead been used to widen Hwy 69 to six lanes. The 2013 study of this proposal, recommended that this be done first and the efficacy of this improvement evaluated, prior to any further connector studies.
79	6/4/2023	Digital	I am concerned that the 2013 study of Hwy 69's traffic issues between Prescott Valley and Prescott Lakes Parkway, seems to have been ignored or at least put aside? As you are well aware, the study recommended that Hwy 69 be widened to six lanes between the aforementioned locations. An assessment of this improvement would then be possible, prior to considering and paying taxpayer money to study alternative routes. The taxpayer monies utilized to fund all these Sundog connector studies would have been better spent on getting the widening of Hwy 69 underway.
80	6/5/2023	Digital	Build the road we need it. I moved to Arizona in 1977 and we need the sundog connector road
81	6/6/2023	Digital	Will this sutdy include traffic safety reviews on expected impacts on the neighboring communities of Yavapai Hills and Diamond Valley to insure improvements to their infrastructure are included in build cost estimates?

Comment #	Date	Type	Comment
82	6/7/2023	Digital	Member of Public Newsletter: I have gotten a lot of questions asking why the CYMPO No Build Option contains the same new road sections of the Sundog Connector Highway that are shown on the CYMPO "Build the Road" Options. Doesn't seem to make sense for such a professional, highly paid transportation group to do this. So, I sent an email to CYMPO on May 25, 2023 asking them to clarify why the No Build option contains the same two new road sections of the Sundog Connector Highway (below - in yellow thru Storm Ranch and in yellow orange thru Unit 9 Yavapai HIlls). Here is my response from CYMPO: "Good Morning, <name>. Thank you for allowing us to provide clarification and information before you complete your summary of the meeting for your group. I have copied the AECOM team here who will help provide the information you're requesting." It is 9 days later and I have gotten no clarification or response. So this week, I made a public records request of Prescott for the final plat of Yavapai HIlls Unit 9 shown on the CYMPO No Build map below. The city responded that there is no final plat filed for Yavapai Hills Unit 9, but they did find a preliminary plat. I ordered and paid for copies of it. As you can see on the CYMPO map, there is little detail on their maps to identify any streets or landmarks. But there is a lot of detail on the official preliminary plat that I picked up today. CYMPO went to lot of time and trouble to remove all of the identifiers for their No Build map. If you look at the preliminary plat (below the CYMPO map) you will see that the yellow orange new road drawn on the CYMPO map IS the 100 foot wide Sundog Connector highway which intersects with the 80 ft wide Sunrise Blvd at "Tract Q", and which according to the 2013 ADOT Sundog Connector Map is zoned commercial. It is described as "School/Park/Civic Tract". Question 1 - Why does CYMPO describe the Unit 9 Development roadways as "Approved" when the final plat has not yet been approved? Question 2 - Why are these new road sections included on the CYMPO No Build map if the Sundog Connector Highway is not to be built should we the public choose their No Build option? In my view, CYMPO has been studying this since early 2022, and is purposefully providing vague and conflicting information to entice the public under misleading circumstances to select their No Build Option which contains new road sections that can be connected and extended in the future. Clearly, No Build does not mean No Build. This No build option provides a precursor set of roadway sections that can be connected in the future and extended all the way into Prescott Valley. This will open the land up to development, create up to 200 ft road cuts and scars across the stately Klein Mesa, provide a traffic shortcut for impatient motorists to tear thru our neighborhood streets, bypass the Hwy 69 commercial corridor generating about 30% of Prescott tax revenues, and cost a huge amount of money that Prescott doesn't have. Mayor Goode is proposing a property tax increase because we don't have enough tax revenue to support the essential Prescott fire and police services needed. Let CYMPO know that you don't appreciate their deception. If you already selected the No Build option, tell CYMPO to offer a NO Build option that doesn't provide for building two new road sections of the Sundog Connector Highway on it. Make it a true NO Road option. It's all here in black and white on official city documents which CYMPO is very familiar with. CYMPO needs to give us the public a fair and clear No Build option. Following is the official city preliminary plat of Yav HIlls Unit 9 recording the 100 ft wide Sundog Connector on it: Below this closeup, is the overall plat detail: TO PUT THE ABOVE INTO CONTEXT, HERE IS THE PLAT WITH THE DETAIL THAT CYMPO DOES NOT WANT YOU TO SEE: Now take a look at the Storm Ranch Sundog Connector highway's new road section in gold/yellow on the NO Build map at the top. According to the most recent 2019 Storm Ranch Development Agreement, its language allows for the Parkway to be widened, lengthened, or reconfigured along with a name change in the future to the Sundog Connector. Here is the link to the latest DA. Starts on page 224 http://prescottaz.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=1638&Inline=True<https://linkprotect.cudasvc.com/url?a=http%3a%2f%2fprescottaz.iqm2.com%2fCitizens%2fFileOpen.aspx%3fType%3d1%26ID%3d1638%26Inline%3dTrue&c=E,1,g1uBQS6K6-UyVQvy_ANUEcQgbOd5wINvRzhFmBJLK89pNtRxlWo9f9x6gMJ_bJUX5ARhVra5cL30hO354sQU3SWYmyRb0Q-EtMKbyKdKeOxK&typo=1> FROM PAGE 228: "That the future expansion of Storm Ranch Parkway, as shown on Exhibit B and D, in either width, length or re-configured as to the inclusion of a round-about, shall be at the sole expense of the City and, or any future development contemplated beyond the boundaries of the property. Right of way for said expansion of Storm Ranch Parkway shall be deeded to the City by means of a final plat. That the naming of Storm Ranch Parkway, as shown on Exhibits B and C, is considered to be interim and that the City has the right to re-name Storm Ranch Parkway once and if said roadway is constructed as a connector road. c. The City authorizes the installation of marketing and directional signage located at Prescott Lakes Parkway and Storm Ranch Parkway, as shown on Exhibit B..... There shall be no addresses on Sundog Connector/Storm Ranch Parkway to facilitate a possible street name change in the future." Some of our Council candidates are selecting the No Build option. One of them has said the road is going to be there regardless. This No Build option gives them all cover to get past the election. Will any of them stand up for us and tell CYMPO to give us a clean No Build option to rank, or will they let CYMPO get away with their dirty trick?
83	6/13/2023	Comment Card	We need this! It's been in the works/plans for years!
84	6/13/2023	Comment Card	Hurry Up and Build IT! This is truly needed and will be very beneficial to the total Quad Cities area. I live in Yavapai Hills and do not agree at all with the HOA anti-Sundog Committee
85	6/13/2023	Comment Card	I believe a bypass connecting 69 and 89 would be beneficial for daily travel and especially in an evacuation situation
86	6/13/2023	Comment Card	69 too crowded. Emergency options. Good alternate road
87	6/13/2023	Comment Card	I am all in favor of the Connector. It will ease traffic pattern congestion!
88	6/13/2023	Comment Card	Do it. We need it

Comment #	Date	Type	Comment
89	6/13/2023	Comment Card	Please do add connector. We need more "escape routes" in case of fire. We need to avoid traffic gridlock. People will move here either way and we will need it more.
90	6/13/2023	Comment Card	Just connect the "Damn Thing"
91	6/13/2023	Comment Card	Should issue Eminent Domain. This project is extremely important to our community! Consider all the obstacles but the bottom line is public safety.
92	6/13/2023	Comment Card	It is very important to build the sundog road - especially to ease traffic on 69 - The best place is NOT thru Yavapai Hills but higher up before any homes are built.
93	6/13/2023	Comment Card	I'm for it. Progress/Development will happen and the connector will help be prepared for it.
94	7/11/2023	Digital	The yavapai hills are telling people that Sundog is dead. Is that true
95	7/13/2023	Digital	Very supported of Sundog Connectors

96	7/14/2023		Member of Public Newsletter: Greetings: I have been waiting until this Chamber candidate forum was completed to decide whom to vote for in our Prescott election. The forum was well conducted, but for some reason the Chamber decided to make the Sundog Connector and the proposed Regional Park/Open Space their top priority questions, rather than our more critical issues such as the Prescott water situation, the lack of adequate medical services in Prescott, and the completion of the widening of Hwy 69 which has been planned for decades. None of these were addressed. It was very disappointing to hear that only three of the candidates took a clear position against the Sundog Connector i.e. Goode, Rusing, and Cantelme. (Read Daily Courier article below) The rest of the candidates want to do more expensive studies on the already studied Connector dating back to the completed 2013 study. The current CYMPO $400,000 study underway will not be concluded until after the election and that gives them an easy out by taking a wait and see position on the Sundog Connector study results. CYMPO then plans another $3 million Engineering study to follow on the Connector, for which CYMPO is short by $1.5 million and Prescott taxpayers will have to pay for most of that shortfall to continue "studying" the Sundog Connector. Here's a simple fact that is in my mind sufficient for any objective person to decide that the Sundog Connector is a bad idea for Prescott taxpayers. Approximately 80% of the Connector highway will be inside the City of Prescott requiring Prescott taxpayers to pay for most of the $100 million construction costs while bypassing our Hwy 69 commercial corridor generating 30% of our Prescott retail taxes. All of the candidates should be supporting the 2013 Study recommendation to first complete the widening of Hwy 69 and then assess the effects of the Hwy 69 improvements, rather than wasting more of our money on more studies. Didn't they read the recommendations of the professional 2013 study to first complete the Hwy 69 widening and then reassess in 2032? Since I don't want to bear the majority costs of constructing the Sundog Connector to funnel its traffic into the Prescott Valley business district instead of along our commercial corridor, I will only be marking my ballot for Goode, Rusing, and Cantelme. You will, of course make your own decision. <name> Prescott taxpayer Sundog Connector, open space among top issues in Prescott council candidate forum Crowd of around 300 fills Rowle P. Simmons Adult Center for event Wednesday The seven candidates running for five seats on the Prescott City Council met for a forum at the Rowle P. Simmons Adult Center on Wednesday, July 12, 2023. Those running for five seats (mayor, a two-year term, and three four-year terms) are, from left, incumbent Mayor Phil Goode, incumbent Councilwoman Connie Cantelme, candidate Chad DeVries, candidate Lois Fruhwirth, candidate Ted Gambogi, candidate Tony Hamer, and incumbent Councilwoman Cathey Rusing. (Courier) With less than three weeks remaining until primary day, the seven candidates seeking five seats on the Prescott City Council met up this week for a forum that touched on hot-button issues such as the Sundog Connector and the use of taxpayer money for open space. About 300 people packed the Rowle P. Simmons Adult Center on Wednesday, July 12 for a forum sponsored by the Yavapai County Contractors Association, the Prescott Chamber of Commerce, and Talking Glass Media. Leading off the forum's topics was the Sundog Connector, a long-discussed new road that has been proposed to run for about 3.5 miles between Prescott Lakes Parkway near the Yavapai County Juvenile Detention Facility in Prescott and Highway 69 near the Hobby Lobby store in Prescott Valley's Crossroads shopping center. Moderator <name> posed different questions about the connector to each of the candidates, asking incumbent Councilwoman Cathey Rusing, who is running for a second four-year term, whether she supports "the vision and leadership of the past 25 years" in planning for the connector. Rusing responded, "First of all, I'd like to say that a lot of things have changed in the last 25 years." For instance, she pointed to the preservation efforts on Glassford Hill. "It's a very unique geological feature," Rusing said of the Glassford Hill area. "It's an extinct volcano, and it became part of Save the Dells and our regional park that we're trying to develop right now. You can't have a regional park with a four-lane highway going through it." Rusing added, "I prefer we focus more on our growth corridor in the northern part of town, between the airport and Prescott Valley. That's where all of the economic activity is going to be happening." Incumbent Councilwoman Connie Cantelme, who is running for the remaining two years of an unexpired term on the council, also expressed opposition to the connector plan. "No, I don't think so right now," she said in response to a question on whether she supports the connector. "I think we have a more immediate need. The growth is going north. That should be our most important concern at this moment." Cantelme added, "The argument that's been made to me about the Sundog is that it will alleviate traffic on (Highway) 69. What is the point of alleviating traffic on 69 when you put a road through an area that could potentially hold 20,000 more homes?" Incumbent Mayor Phil Goode, who is running unopposed for a second two-year term, said he has focused on the question of "who benefits?" while reviewing the connector. "This connector would primarily benefit two major developers, both in the Storm Ranch and the Yavapai Hills Unit 9," Goode said, adding that the Sundog link would also benefit Prescott Valley, "because if the connector went through, we would be funneling large amounts of traffic into Prescott Valley's commercial core and bypassing a very primary tax-generating area on Highway 69, which is Frontier Village, our resurrected mall, and also Costco and Trader Joe's." Goode added, "So I think right now, my primary concern is making sure 69 is safe for additional traffic."

Comment #	Date	Type	Comment
			Several other candidates said they would like to see the results of the ongoing design concept report that is being done by a consultant through the Central Yavapai Metropolitan Planning Organization (CYMPO) before making up their minds about the connector. Candidate <name>, who is running for one of three four-year terms on the council, identified three main issues that need to be explored regarding the connector – safety, economics and quality of life. “It’s hard-pressed to be able to give a concrete answer in two minutes of whether we support or don’t support the Sundog Connector,” <name> said. “I think those three issues of safety, economics and quality of life need to be addressed in a more robust form among a bigger group.” Candidate <name>, who is running for one of three four-year terms, said, “Again, I think it’s a very difficult ‘yes’ or ‘no’ answer. I want to do more research on it. I think there’s other alternatives that they’re looking at.” He added, “We need to really come together and get everybody’s input on it to make sure it’s the right thing to do. I think there’s a lot more studies, I think there’s a lot more input from the community.” Candidate <name>, who is running for the two-year term on the council, noted that the Sundog Connector has been around for 25 years, and “we do have a major safety problem with SR 69.” He also brought up other issues, such as the quality of life for residents of the nearby Yavapai Hills, and the bypassing of Prescott’s Highway 69 business area. <name>added, “I would recommend getting the CYMPO study, having the discussion of council, and then waiting to see where we go from there.” Candidate <name>, who is running for a four-year term on the council said, “Being a businesswoman, I absolutely would never make decisions without having the latest updated data. And so, not having CYMPO’s data; I’m looking forward to seeing that.” <name>added, “We need some alternatives. The other (issue) for me is there’s a lot of excitement right now for this regional park. I also hear from the Yavapai Hills folks. But I also have respect for the builders who have these development agreements.” The candidates also responded to a question on whether the city should be using taxpayer money for the acquisition of open space, with several candidates maintaining that catching up with Prescott’s public safety needs was a higher priority than the acquisition of open space. <name>said, “If it (open space) has something to do with health, safety, and welfare, then yes. Just to purchase open space for the sake of purchasing open space, no. For me, it’s a question of priority.” <name>said, “First and foremost, we are woefully behind in public safety. That’s what the voters have told me.” <name>, in response to a question about whether open space acquisition is intended to prevent development, said, “No one is preventing development. We’re trying to manage growth. We are asking for meaningful open space. That’s what happened in the Granite Dells.” The state of Prescott’s economy and the candidates’ qualifications for overseeing a $250 million budget were other questions that came up at the forum. This week’s forum was the latest in a series of question-and-answer formats, including by the Citizens Water Advocacy Group (https://www.cwagaz.org/index.php?option=com_content&view=category&id=42&Itemid=66), the League of Women Voters (https://youtu.be/VG6whILd6lY), and the Daily Courier profiles and questions (https://www.dcourier.com/news/elections/.) Ballots for the City of Prescott primary went out in the mail to registered voters on July 5, and they are due by 7 p.m. on primary day, Tuesday, Aug. 1.
97	8/8/2023	Comment Card	I want to see the focus on Highway 69 and a no-build for the connector. A wildlife bridge over 69 would be a first in AZ and an economic boon for construction industry. It would gain statewide attention.
98	8/8/2023	Comment Card	I am firmly against any build. Opening up this area to a corridor gives development cart blanche. State land slated for a regional park can change when money is involved. Leave this whole area open for posterity. Have 69 modified to handle traffic. This committee needs to prove significant needs for this corridor.
99	8/8/2023	Comment Card	Ad the Granite Dells to the map that is published on your newsletter. After emailing CYMPO and talking with the CYMPO board since last Spring 2023, the proposed Granite Dells Regional Parkland Preserve is still left off the maps by CYMPO. Why? Phase I - Alternative alignments, Phase I should be yes or no to the entire project. How much money has CYMPO spend on this study? Why wasn't this plan first be presented to the public before expending funds on a study?
100	8/8/2023	Comment Card	Very concerned about ecosystem connectivity and especially wildlife movement. Some of the identified route alternatives, which need cuts up to 200 ft deep in Glassford Hill. Impossible to build wildlife crossings, or tens of millons $ just for those.
101	8/8/2023	Comment Card	Every person in attendance, all 19 members of the public, have indicated their opposition to the Sundog Highway. <individual 1> - against. <individual 2> - against. <individual 3> - against. <individual 4>- against. <individual 5> - against. <individual 6> - against. <individual 6> - against. <individual 7> - against. <individual 8> - against. <individual 9> - against. <individual 10> - against. <individual 11> - against. <individual 12> - against. <individual 13> - against. <individual 14> - against. <individual 15> - against. <individual 16> - against.
102	8/8/2023	Comment Card	Concerned about noise, pollution, pedestrians and dog walkers on Sunrise in Yavapai Hills. Requesting construction on the little old Sunrise - blind hills, no shoulder.
103	8/8/2023	Comment Card	AECOM is a multinational consuting firm in over 50 countries - how long have they been working on this project and why do they have zero data and no plans yet to perform data collection? These are delay tactics! I have worked with AECOM and know they are sandbagging this project - they should be embarrassed and CYMPO must be responsible! AECOM sent a team that knows nothing! I don't believe that CYMPO has been working on this for over 20 years - today's meeting had less information than you can find on the internet. AECOM doesn't even know what is in their contract, i.e. the No Build Option. AECOM how about some cross sections of the proposed routes - what work have you done? Really have you done any work at all! After 25 years AECOM and CYMPO don't have traffic volumes. Go to AZDOT.gov. What did you base your designes on - the information is not sufficient to decide anything. When is the study of the impact on aquafir, Watson Lake, Boulder Cree, natural springs. Study footprint is too small. Wildfire range is from 30-125 miles and 350-450 acres. These animials aren't in a zoo - they more to eat & drink.
104	8/8/2023	Comment Card	8/8/2023 - SD Highway Design Concept Report & Environmental overview meeting. [Altered "Sundog Connector" to "Sundog Highway"]. Need to consider wildlife habitat disruption of the 6 lane SD Highway in concert with Rt. 69 in a coordinated way - not as separate reports. The consideration has to be include a wider area than shown on maps during Aug. 8th meeting. Further consideration of the No-Build option, given the overhwelming public opposition is needed. Looking forward to seeing this in your Phase II. As a note: 18 citizens are opposed to the building of this highway now or in the future. A separate card has been submitted today proving this opposition which continues to grow.

Comment #	Date	Type	Comment
105	8/8/2023	Comment Card	On your maps please include outline of Klein Mesa (for reference) as well as Granite Dells and City of Prescott open space and outline of proposed Granite Dells Regional Park and Preserve. This is important for public to understand the situation. (Your study area map did outline Klein Mesa.) AZ Game & Fish & NAU did seminar on wildlife crossings - what works what doesn't that needs to be carefully considered as crossings cost money and if it isn't effective we should look at alternatives. Need maps with topography, drainage and floodplains, the outline of the regional park (complete not just the state trust lands. Different species will use different types of crossings rather than just "culverts" & as said deer won't use those. Your comments on regional park, use are not accurate. Unit 9 is not a done deal.
106	8/15/2023	Digital	Some aspects of yesterday's EMAC meeting were rather confusing to me as the various maps did not give me a clear lay of the land. It would be extremely helpful if the EMAC Committee members and the consultants could make a field visit to view the actual areas being considered for the Sundog Corridor with input from Jeff Gagnon regarding the current existing wildlife corridors. I am not physically able to hike the areas under consideration, nor would a horseback ride be feasible such as Supervisor Michaels is able to do in her district. However, an opportunity to view the location options accessible by car, SUV, van or truck would be enlightening. I especially am interested in knowing if there is another possible point of origin for the Sundog Corridor in Prescott Valley that would spare Glassford Hill. I realize the mayor of Prescott Valley has plans for their portion of Glassford Hill that I find untenable, but preserving as much of the Hill for the Regional Park is a worthy goal. While this request is a bit unusual, I think it would help give all members of the EMAC Committee and the consultants the concrete perspective needed to make the necessary recommendations.
107	8/16/2023	Digital	Only if there was an alternate road for traffic.....that has already had extensive studies done and cut into a roundabout before any of you held office. Good thing there wasn't a fire like Lahaina. Time to wake up and build Sundog.
108	8/19/2023	Digital	My family moved to Prescott in1961. I served the community as a General Surgeon for 33 years. I have studied this issue carefully and attended the first public open house. I strongly oppose the building of the Sundog Connector for many reasons including those detailed in the Save the Dells Position Paper on the Sundog and those of the SundogDISConnect group. I have also discussed the situation with multiple elected officials, citizens and leaders off the region. These discussions have reinforced my opposition to this "highway". I have been on the site and walked the proposed routes and can clearly see the major negative impacts this 4 lane plus highway will have on the regional park and our community. I agree with the Mayor of Prescott who stated that he didn't see any benefit to Prescott. In addition, the public engagement and information process has not been handled well. The presentations to community groups have been biased and failed to recognize the "no build" option and the amount of public concern regarding the proposed highway. Concerns by citizens regarding the process have not been addressed, promises have not been kept. The design of the surveys is biased, with leading questions and "forced options". These results will mislead our elected officials and citizens. Environmental impact studies that should have been initiated very early in the process are only now being considered. Good studies on some issues, such as wildlife crossings, can take up to 2 years. In conclusion, CYMPO needs to improve the process by which it is gathering information from the public, local experts and its own consultants and how it is engaging the public. It needs to hold AZCOM to a higher standard. I would be glad to discuss my concerns with CYMPO. Thank you
109	8/21/2023	Digital	Prescott Audubon Society Is listed as a stakeholder, however, no one on the board is aware of who is reviewing Sundog Connector communications. Please add me to the distribution list. I am the Conservation Chair for Prescott Audubon Society.
110	8/22/2023	Digital	I believe that the construction of the Sundog Connector between Prescott and Prescott Valley would be a valuable addition to our community. This road has the potential to significantly reduce traffic congestion on SR69, offering a faster and more efficient route between the two towns. While there may be concerns about the impact on local businesses and the environment, I believe that the benefits of improved transportation options and increased development opportunities outweigh these potential drawbacks. Overall, I am in favor of the Sundog Connector project and its potential positive impact on our community.
111	8/22/2023	Digital	The Sundog Connector is greatly needed for a variety of reasons (All identified by CYMPO). As our communities grow, we need alternative routes for increased traffic & safety for all using the roads (including pedestrian, bikes & drivers).
112	8/22/2023	Digital	The connector will increase safety by dispersing traffic. Additionally it will broaden the employee pool by minimizing commute times.
113	8/22/2023	Digital	I believe that this project is needed to plan for growth in Prescott Valley.
114	8/22/2023	Digital	The Sundog Connector is a good idea with potential for destruction. Developers of the road need to consider the land the road will go through the parks/dells etc? How will the county prevent businesses & homes from being expanded into these natural areas?
115	8/22/2023	Digital	I want relief and safety for SR69. I think Sundog Connector is a very good idea. A midway parkway, such as this, is imperitive for safety but environmental not only to avoid the stopping, congestion impacting air quality.
116	8/22/2023	Digital	Yes, this is needed as an alternative route for Hwy 69. Needs to be an expressway style road not a residential style road with slow speed limits, stop signs & stop lights.
117	8/22/2023	Digital	I hope to see the Sundog Connector happen! I've been here just over 2 years and am eager to see this new route to help get around more easily.
118	8/22/2023	Digital	Get info. Build road through Sundog! It would help greatly. No more roundabouts!
119	8/22/2023	Digital	Totally agree w/ Sundog Connector. Complete multi-modal (it's logical) do more than you think you need because at the rate of pop. Growth in our quad city area; you will get the use. It will also act as an alt. route when there are accidents. Will ADOT partner with you? Reach out! (On 69 & 89A)
120	8/22/2023	Digital	Expand Yav Trans to cover quad cities area. Create Sundog Connector. 4 lanes w/ sidewalks - 45 mph+
121	8/22/2023	Digital	Public transportation is great. Widening existing roads, good. New roadways is not good.
122	8/22/2023	Digital	We drive to the Prescott Lakes area 5 days a week. It is a 25 min. drive each way. We go through 89a-89 to avoid Hwy 69 even though Hwy 69 is shorter. The connector would save us distance & time. I would love an expressway for efficiency. Multi lane, minimal lights & stops. W/ safe bicycle lanes.
123	8/22/2023	Digital	No Build

Comment #	Date	Type	Comment
124	8/23/2023	Digital	Scanned your bar code and took me to your site. Site was full of useless information about the committe and study while not stating the most important point; what the benefit of the connector is for the residents of Prescott and PV. From an outside perspective, there is nothing on the west end of the connector but Prescott Lakes. There is no commercial or retail back there so I am struggling to see a benefit to spending the tax dollars solely for convenience for the residents of Prescott Lakes to get into their community from 69 or to exit Prescott through PV. I don't see a benefit for the residents and taxpayers of PV, only a bypass for the taxpayers of Prescott and visitors to Prescott downtown. Couldn't access any meeting files from my phone to research benefits because they are apparently not in pdf format so it sent me to a download app that requires a subscription$. Looks like the presentation is PowerPoint and could be why I can't access from my iPhone. You should fix that too. Poor planning and execution so far.
125	8/23/2023	Digital	I wanted to voice my support for the sundog connector! My partner works in Prescott valley, and we live in Prescott. Currently I take Prescott lakes parkway to hwy 69 to drop her off every morning, and the reverse at night. It would cut extensive time off this commute, along with stress. We also regularly visit shops in the vicinity of the sundog connector in Prescott valley and we'd love an easier drive to them.
126	8/23/2023	Digital	I think a good compromise would be to build the Sundog Connector, but dont build it near the Yavapai Hills and Diamond Valley communities and dont connect road through those communities either.
127	8/23/2023	Digital	I'm not a fan of the Sundog Connector if it's going to increase traffic on Sunrise Blvd. I live in Living Rock Ct and it's already scary taking a left hand turn onto my street or exiting my street on to Sunrise because of the limited view of traffic. It's especially concerning if the traffic on Sunrise is going in excess of 25 miles an hour. That said, my issue could be mitigated by an all-way stop and I think most of the traffic issues could be addressed the same way. As for the rest of my neighbors in Yavapai Hills, I know a survey was done to see who would support or be against the connector and only a minority of people filled the survey out. That said, the HOA board hopefully has not stated that the majority of owners are against the connector. That would be misleading. It is actually the majority of those who filled out the survey. That's a big difference in numbers.
128	8/23/2023	Digital	I am an Arizona native. I have been coming to Prescott since the early 70's when my parents moved here and have been a permanent resident now for 12 years. Please do not build the Sundog connector. It will not only create serious damage to our already disappearing wildlife but also destroy more of our beautiful open space. In my opinion this project is about money and not about improving the lives of people who live here.
129	8/23/2023	Digital	I support the construction of the SunDog Connector road. We need the additional infrastructure for safe transportation. The project was approved in many years ago and is a traffic safety issue.
130	8/25/2023	Digital	Thank you for directing me to the recording of the June 22, 2023, CYMPO Executive Board Meeting. This explained quite a lot about the prioritization process and the thoughts of the Board and <Yavapai County staff>, as a representative of the TAC, on SR 89 widening. The conversations at this meeting (especially the second half) will inform the community at large as they make comments about this project. Now a question, please. According to the CYMPO/Sundog web page, the draft DCR will be ready this fall. Can you please describe the steps in the process after that is produced including • The review process for the draft DCR • How comments on the draft are incorporated into the next version • The deadline for public comment that would be included in the draft DCR • If any public comment is appropriate after the final DCR is released • The number of votes needed to accept the final DCR • If the final draft is accepted or not accepted, the next steps that would occur I appreciate you taking the time to clarify this and your meeting with me over the past months. CYMPO Response: My apologies for the delayed response. I am mostly out of town last week, this week, and next week with work related conferences and meetings. I will work with the AECOM team to answer your list of questions. Just wanted to offer a few quick point for the moment, then circle back on your other points. Thanks for noting the website and initial targeted the fall season to wrap up the planning report. We will modify that to say this winter rather than fall. I would expect some time around January to issue the final draft DCR if the process continues as we moving today. Happy to address the other points with the consultation of the AECOM and CYMPO teams. Additional Comment: Thank you for taking the time to respond to my email during this busy time. I appreciate the update on the timing of the draft DCR and look forward to more information from AECOM.
131	9/21/2023	Digital	To whom it my concern My name is <name>, I live in Diamond Valley at 4660 E Amber Rd. I would like to be on the record OPPOSSED to the Sundog connector. I see no need for this highway. It will disrupt the wildlife in the area and bring noise to our quiet area. Street planning should have been though out long before the county and cities allowed all these new subdivisions to be built which brought all the traffic with it. I cannot attend the meeting on the 28th so I would like to go on record as strongly opposed to this construction. It reminds me of when bullwacker hill was taken down to accommodate a useless mall. You are going to destroy our mountain for the same reason. If you must put it in the northern side of the mountain by Jasper and grandville where all the traffic is coming from. You will displace the deer, javalina, bobcats and mountain lions. All in the name of progress. I think we've had enough progress in this town and the surrounding area and are slowly distroying our lovely town. No to the connector, put it somewhere else, in someone else back yard, not mine. Regards
132	9/23/2023	Digital	Sundog Connector Corridor MUST BE A mixed GREENWAY. OTHERWISE YOU FAILED! IT MUST CONNECT Prescott Valley Pedestrian and bicycle Ways at crossroads So 1 Can Bicycle to The Lakes! OTHERWISE YOU KNOW.. Failll. Why pathway.. It connects a ring around the Hill to start The large shared interconnected intergovernmental preserve and park we so desperately need! Its hot And we Dont Suck so PLEASEEEEEE GREENWAY.

Comment #	Date	Type	Comment
133	9/25/2023	Digital	My neighbors in Yavapai Hills that are running this negative campaign against building the Sundog Connector are well meaning, but super shortsighted in being against building the Sundog 3.5 mile connector. This roadway infrastructure has been on the books from my understanding for thirty years and has finally gotten some movement with the RFP, studies and public comment. Unfortunately the Yavapai Hills committee against building the Sundog Connector have taken on a "not in my neighborhood approach" while completely ignoring the issues of congestion on the 69 with their very myoptic and narrow view of a flawed survey they sent to all our residents in Yavapai Hills. As you know surveys and how they are crafted may illicit the outcome you are striving to attain. I shared this view when completing our survey response as well with this entity. The committee got the responses they were looking for with how the survey was crafted in my humble opinion. The survey was only filled out by a small number of residents since most homeowners just want to live their retirement years in peace or are too busy with raising their young families and making a living to complete a survey response. As a thirty year and happily retired police executive, I have served on many planning committees for the city I worked for in CA. I was the executive director for a five city public safety radio group with elected officials and a TAC board. I'm very familiar with open meeting laws, RFPs, the appointed elected members representing their respective governments bodies and the TAC entity. The very shortsighted view this committee in Yavapai Hills has taken, isn't thinking to the future or our infrastructure needs of our city or community. These 60-70 year old neighbors, although well meaning aren't thinking about another egress and exit point for our Yavapai Hills residents in need of a third point to exit the community in the event of an emergency. Let alone the sheer convenience of exiting the community on the Sundog Connector in two or three minutes instead of seven to nine minute on Sunrise or Yavapai Hills Drive. I want to be respectful, as well as, being honest, in ten to twenty years or longer these people that are against the Sundog Connector that aren't allowing any foresight to plan for the needs of their kids or grandkids that may inherit their properties let alone for the young working families that live in our development currently that will be negatively impacted by their shortsightedness of "not in my neighborhood" thought process is a travesty in the making. I have spoken to many of my neighbors and residents that don't want to be involved, but very much support the Sundog Connector project coming to fruition and being built for all the benefits it will allow for now and the future of our residents and community as a whole. Lastly as a retired police officer, I fully understand that seconds and minutes actually save life's in the event of domestic violence issues, break ins and medical emergencies. Because of the topography in Yavapai Hills and the heavy fire engines traversing our streets to get to people in need, our public safety response times are severely hampered when time is of essences and really counts with a victim in full cardiac arrest or fighting off an intruder in their home. The building of the Sundog Connector in very simple terms "will save life's" when built. It will relieve traffic congestion on 69, give residents and visitors especially on the lower half of the Yavapai Hills community on Sharp Shooter Way another exit in the event of our communities nearly 1100 homeowners need to exit in the event of a wildfire or other emergency when evacuations are necessary and time matters to preserve life and property. I look forward to your response and meeting you in the future.
134	9/25/2023	Digital	My neighbors in Yavapai Hills that are running this negative campaign against building the Sundog Connector are well meaning, but super shortsighted in being against building the Sundog 3.5 mile connector. This roadway infrastructure has been on the books from my understanding for thirty years and has finally gotten some movement with the RFP, studies and public comment. Unfortunately the Yavapai Hills committee against building the Sundog Connector have taken on a "not in my neighborhood approach" while completely ignoring the issues of congestion on the 69 with their very myoptic and narrow view of a flawed survey they sent to all our residents in Yavapai Hills. As you know surveys and how they are crafted may illicit the outcome you are striving to attain. I shared this view when completing our survey response as well with this entity. The committee got the responses they were looking for with how the survey was crafted in my humble opinion. The survey was only filled out by a small number of residents since most homeowners just want to live their retirement years in peace or are too busy with raising their young families and making a living to complete a survey response. As a thirty year and happily retired police executive, I have served on many planning committees for the city I worked for in CA. I was the executive director for a five city public safety radio group with elected officials and a TAC board. I'm very familiar with open meeting laws, RFPs, the appointed elected members representing their respective governments bodies and the TAC entity. The very shortsighted view this committee in Yavapai Hills has taken, isn't thinking to the future or our infrastructure needs of our city or community. These 60-70 year old neighbors, although well meaning aren't thinking about another egress and exit point for our Yavapai Hills residents in need of a third point to exit the community in the event of an emergency. Let alone the sheer convenience of exiting the community on the Sundog Connector in two or three minutes instead of seven to nine minute on Sunrise or Yavapai Hills Drive. I want to be respectful, as well as, being honest, in ten to twenty years or longer these people that are against the Sundog Connector that aren't allowing any foresight to plan for the needs of their kids or grandkids that may inherit their properties let alone for the young working families that live in our development currently that will be negatively impacted by their shortsightedness of "not in my neighborhood" thought process is a travesty in the making. I have spoken to many of my neighbors and residents that don't want to be involved, but very much support the Sundog Connector project coming to fruition and being built for all the benefits it will allow for now and the future of our residents and community as a whole. Lastly as a retired police officer, I fully understand that seconds and minutes actually save life's in the event of domestic violence issues, break ins and medical emergencies. Because of the topography in Yavapai Hills and the heavy fire engines traversing our streets to get to people in need, our public safety response times are severely hampered when time is of essences and really counts with a victim in full cardiac arrest or fighting off an intruder in their home. The building of the Sundog Connector in very simple terms "will save life's" when built. It will relieve traffic congestion on 69, give residents and visitors especially on the lower half of the Yavapai Hills community on Sharp Shooter Way another exit in the event of our communities nearly 1100 homeowners need to exit in the event of a wildfire or other emergency when evacuations are necessary and time matters to preserve life and property. I look forward to your response and meeting you in the future.

135	9/26/2023	Digital	Member of Public Newsletter: Sundog Connector project up for review at interactive open house on Sept. 28 Article excerpts below. CYMPO SUNDOG CONNECTOR HIGHWAY CARTOON MAPS A design concept report has been underway since May 2022 on the Sundog Connector, a proposed new route between Prescott and Prescott Valley. The corridor for the possible connector route is shown here in a Central Yavapai Metropolitan Planning Organization map. Sundog Alternative Routes CYMPO gave us these cartoonish Sundog Connector Highway maps, so I am sending this 90 second Cartoon video message to CYMPO: THIS CARTOON VIDEO LINK ILLUSTRATES HOW CYMPO (THE VILLIAN) CAJOLES THE TAXPAYERS (BETTY BOOP) WITH "GIFTS" AND BENEFITS OF THE SUNDOG CONNECTOR HIGHWAY - DIAMONDS (ALTERNATE #1), PEARLS (ALTERNATE #2) AND FUR (NO BUILD OPTION WITH SECTIONS OF THE CONNECTOR HIDDEN IN IT)....BUT WON'T TAKE NO FOR AN ANSWER. PLEASE WATCH: CYMPO SAYS THEY WANT MORE PUBLIC INPUT: WHY? THE VILLIAN (CYMPO, AECOM, DEVELOPERS, REALTORS, SOME ELECTED OFFICIALS) IS FORCING THIS ON BETTY BOOP (TAXPAYERS) WHO HAVE SAID NO!!! FOR OVER 20 YEARS, BUT CYMPO DOESN'T LISTEN: I hope that you will attend the September 28 Open House from 4 to 6 pm and comment on the project: TELL CYMPO NO ROAD! Also, please tell CYMPO to FIRST finish widening Hwy 69 and correct the multiple SR69 bottlenecks that they helped to create over the past 20 years since they want to build the hugely expensive Sundog Connector Highway to allegedly relieve traffic congestion on SR69 that they have helped to create: MAP LEGEND: RED = 4 LANES GREEN = SIX LANES BLUE = FIVE LANES BLACK = 2 LANES How is the stakeholder feedback being used? HOW MANY SURVEYS HAVE YOU ALREADY TAKEN? FOLLOWING IS THE HISTORY GOING BACK OVER TWENTY YEARS OF THE PUBLIC TELLING CYMPO NO! TO THE SUNDOG CONNECTOR HIGHWAY: Prescott residents (now called Stakeholders) have told CYMPO clearly and loudly NO! to the Sundog Connector Highway: The most recent CYMPO Open House #1 held on September 7, 2022 was overwhelmingly NO!: FROM DAILY COURIER ARTICLE ON SUNDOG CONNECTOR AUGUST 12, 2021: "Yavapai County Supervisor Craig Brown, the county's representative on the CYMPO Executive Board, pointed out that there has been opposition to the connector in the past, and he asked what the benefits of the major project would be to the larger CYMPO area. "I was around in 2013 when we took this over to Yavapai Hills and showed it to them, and we almost got run out on a rail," Brown said of the initial plan for the Sundog Connector." EXCERPTS FROM THE 2013 SUNDOG CONNECTOR HIGHWAY STUDY WHEN THEY WERE TOLD NO! OVER A DECADE AGO: https://www.cympo.org/docs/sundog-connector-study-2013-compressed.pdf "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. AND THEY RAN OUT OF COMMENT CARDS AT THE MEETING: Arizona Department of Transportation and the City of Prescott Sundog Connector Corridor Study Public Meeting 1 - Summary January 7, 2012 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.

			"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." City of Prescott and the Arizona Department of Transportation Sundog Connector Corridor Study Public Meeting 2 - Summary May 25, 2013 During a raise of hands in opposition of the project, the majority of the participants were not supportive." "EXCERPTS" FROM THE SEPTEMBER 18, 2023 DAILY COURIER ARTICLE: (Full article follows at end) Courier: "The Sept. 28 open house is being hosted by AECOM, the consultant that the Central Yavapai Metropolitan Planning Organization (CYMPO) contracted with to conduct a design concept report on the connector. The connector route is being contemplated as a way to alleviate traffic congestion on Highway 69." HOW ABOUT COMPLETING THE WIDENING OF HWY 69 BETWEEN SUNDOG RANCH ROAD IN PRESCOTT VALLEY TO THE PRESCOTT LAKES PARKWAY TO 6 LANES FIRST AS RECOMMENDED IN THE 2013 SUNDOG CONNECTOR STUDY? IT IS APPROXIMATELY 2.5 MILES IN LENGTH AND IS CURRENTLY 4 LANES WITH BOTTLENECKS AT EACH END. FROM 2013 STUDY: 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." THEY WERE TOLD "NO!" IN EVERY COMMUNITY MEETING IN 2012/2013: Courier: "In addition, officials say it would enhance connectivity for neighborhoods between Prescott and Prescott Valley." DUMPING CUT THRU TRAFFIC INTO OUR NEIGHBORHOODS IS NOT AN ENHANCEMENT and WHY IS DIAMOND VALLEY NOT LISTED AS A STAKEHOLDER? QUESTIONS FROM 2023 CURRENT CYMPO SURVEY: https://forms.office.com/r/TAhuf65u2U 6. What is the preferred quantity of neighborhood access points to Yavapai Hills and/or Diamond Valley neighborhoods for a potential build alternative route for the Sundog Connector? 7. What is the preferred type of intersection control for potential neighborhood access points for a potential build alternative route for the Sundog Connector? 9. What is the preferred corridor lighting for a potential build alternative route for the Sundog Connector? THERE IS NO OPPORTUNITY IN THIS SURVEY TO OBJECT OR SAY NO - NO COMMENTS ALLOWED. Courier: "Work on the design concept report got underway in May 2022, and is projected to be complete by January 2024. Over the past year and a half or so, the project has generated considerable opposition from residents in the nearby Yavapai Hills, as well as from Granite Dells advocacy organizations such as Save the Dells." NO, NO, NO, A THOUSAND TIMES NO. AND WHEN WE SAY NO, THE NIMBYCOMPOOPS (def - those who have no better argument than name calling) CALL US NIMBYS FOR WANTING TO PROTECT OUR NEIGHBORHOODS, OUR QUALITY OF LIFE, AND OUR MAJOR PERSONAL INVESTMENTS IN THEM. Courier: "Vincent Gallegos, executive director of CYMPO, said next week's open house will include information about two routes that have been identified as possibilities for the Sundog Connector. The details of the two routes will be on display at the open house, Gallegos said, along with the initial illustrations of what the road would look like. Basically, he said one of the identified routes is farther up the terrain while the other is slightly closer to existing neighborhoods. He stressed that technical experts evaluated the terrain in coming up with the two route possibilities. Wonder who the lucky residents are who are "slightly closer" to the lighted four lane divided highway in their backyard? NO COST PROVIDED Courier: "The cost estimates for the connector are still to come. "That will be a part of the final report," Gallegos said, adding that the final design concept report would also include a recommendation for one of the two identified routes." How does someone pick an alternate route if no cost comparisons are available for each route? FROM THE 2013 STUDY: "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." "Officials have pointed out that a no-build option is also a possibility." BEWARE - TELL CYMPO NO ROAD! LIKE BETTY BOOP'S MOTH EATEN FUR COAT, THE CYMPO NO BUILD OPTION STRATEGY CONTAINS TWO SECTIONS OF THE SUNDOG CONNECTOR FOR FUTURE CONNECTIVITY, ONE FROM THE PARKWAY INTO STORM RANCH AND ANOTHER ONE IN YAVAPAI HILLS AT SUNRISE BLVD. FROM THE 2013 STUDY: " in this era of limited project funding budgets, agencies often plan and design projects with the ability to be constructed in phases. 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. 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 (DEVELOPMENTS) are made along the corridor." THE 2013 SUNDOG CONNECTOR STUDY IDENTIFIED PRESCOTT DRINKING WATER SOURCES LOCATED WITHIN THE STUDY AREA. HOWEVER CYMPO HAS NOT MENTIONED OUR LOCAL DRINKING WATER AT ALL AND THE POTENTIAL IMPACTS OF CONSTRUCTING THIS HIGHWAY ON OUR CRITICAL WATER RESOURCES: 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. IF THE SUNDOG CONNECTOR IS INCLUDED IN THE NEW 2025 PRESCOTT GENERAL PLAN CURRENTLY UNDERGOING UPDATES, PLEASE VOTE AGAINST APPROVING IT WHEN IT COMES UP FOR VOTER APPROVAL. YOUR VOTE FOR OR AGAINST THE 2025 GENERAL PLAN WILL BE YOUR STRONGEST VOICE. TELL THE GENERAL PLAN COMMITTEE TO TAKE THE SUNDOG CONNECTOR HIGHWAY OUT OF THE 2025 GENERAL PLAN Here: Public Participation – Plan Prescott Arizona https://planprescott.com/public-participation/ CYMPO USES THE GENERAL PLAN TO JUSTIFY BUILDING THE SUNDOG HIGHWAY - 1998 & 2015 Please share this email with your friends and neighbors and encourage them to attend the September 28 CYMPO Open House from 4 to 6 pm to provide comments. If you would like to be removed from this email list, please reply with remove. Full article follows: Sundog Connector project up for review at interactive open house on Sept. 28 A design concept report has been underway since May 2022 on the Sundog Connector, a proposed new route between Prescott and Prescott Valley. The corridor for the possible connector route is shown here in a Central Yavapai Metropolitan Planning Organization map. (CYMPO/Courtesy image) A design concept report has been underway since May 2022 on the Sundog Connector, a proposed new route between Prescott and Prescott Valley. The corridor for the possible connector route is shown here in a Central Yavapai Metropolitan Planning Organization map. (CYMPO/Courtesy image) Nearly a year and a half into the design concept report for the long-discussed Sundog Connector project, the process reportedly has now narrowed the possibilities down to two routes. Those two routes will be among the points on display during an interactive public open-house meeting set for 4 to 6 p.m., Thursday, Sept. 28, at The Event Spot, 6520 E. First St., Prescott Valley. The Sundog Connector has been discussed for more than 20 years as a possible new link between Prescott and Prescott Valley. As currently proposed, the route would run for about 3.5 miles between the Prescott Lakes Parkway near the Yavapai County Juvenile Detention Facility to Highway 69 near the Hobby Lobby store in Prescott Valley's Crossroads shopping center. The Sept. 28 open house is being hosted by AECOM, the consultant that the Central Yavapai Metropolitan Planning Organization (CYMPO) contracted with to conduct a design concept report on the connector. The connector route is being contemplated as a way to alleviate traffic congestion on Highway 69. In addition, officials say it would enhance connectivity for neighborhoods between Prescott and Prescott Valley. Work on the design concept report got underway in May 2022, and is projected to be complete by January 2024. Over the past year and a half or so, the project has generated considerable opposition from residents in the nearby Yavapai Hills, as well as from Granite Dells advocacy organizations such as Save the Dells. Vincent Gallegos, executive director of CYMPO, said next week's open house will include information about two routes that have been identified as possibilities for the Sundog Connector. Previously, he said the consultant was looking at seven or eight different routes within a corridor, and the process has now narrowed the possibilities down. Gallegos said AECOM has taken many factors into consideration in coming up with the two routes, including steepness of the terrain and proximity to existing neighborhoods. "One of the main factors was the terrain itself," Gallegos said. "When you look at the corridor, it covers a decent elevation range." The details of the two routes will be on display at the open house, Gallegos said, along with the initial illustrations of what the road would look like. Basically, he said one of the identified routes is farther up the terrain while the other is slightly closer to existing neighborhoods. He stressed that technical experts evaluated the terrain in coming up with the two route possibilities. The cost estimates for the connector are still to come.

Comment #	Date	Type	Comment
			“That will be a part of the final report,” Gallegos said, adding that the final design concept report would also include a recommendation for one of the two identified routes. Officials have pointed out that a no-build option is also a possibility. The design concept report was initially expected to be complete by late 2023, but Gallegos said the final report is now scheduled for about January 2024. The connector has been mentioned in regional plans for more than 20 years, but planning for the route has been largely on hold since an initial study in 2013. The project re-emerged this past year, and CYMPO contracted with AECOM in March 2022 to conduct the design concept report at a cost of about $400,000. CYMPO, a regional transportation-planning group that is made up of representatives from area governments, has been overseeing the design concept report. An earlier open-house meeting occurred in Prescott in September 2022, and a stakeholders meeting took place in May 2023. According to information on CYMPO’s website (https://www.cympo.org/sundog-connector/), next week’s open house will include information about the project goals; the project purpose and need; the technical analysis process findings; and how the stakeholder feedback is being used. Residents can drop by the open house anytime between 4 and 6 p.m. Sept. 28 to learn about and comment on the project. Throughout the process, officials have emphasized that a funding source for the connector has yet to be identified. Back in 2013, when the earlier study was done, the connector cost was estimated in the $30 million to $40 million range.
136	9/27/2023	Digital	There should be no commercial development along the Sundog Connector. The amount of commercial property along SR69 between Prescott Valley and SR89 is already excessive. Similar to the existing Dove Valley Road/Sonoran Desert Drive in North Phoenix, one lane in each direction is sufficient. Based on the steep grades at either end, a 35mph speed limit is justified. Similarly, parallel bicycle and pedestrian paths would add to a parkway feel. I strongly suggest a field trip to Phoenix's Sonoran Desert Preserve along Sonoran Desert Drive, only an hour from Central Yavapai County, to observe how Phoenix created access to the Preserve. All current state trust land on and near Glasford hill and the Sundog connector should become open space. There is clearly a need for a Sundog Connector, especially after the devastating wildfires near Boulder and Maui. A limited bypass from Prescott Valley to Prescott Lakes would also be useful, but with a weight limit to keep noisy trucks from Yavapai Hills
137	9/30/2023	Digital	Virtual PRT as describe in about 1995! Maybe any whoo Create a zoned out Autonomous Vehicle Lane Problem solved Every Vehicle type can run those lanes! We Need rail but it's Stupid expensive! 1Asphalt lane GD stupid expensive. In traffic Bus/trolleybus with Hard stations at All the commercial plazas. Pedestrian over passes for the crosswalks! By pass center with Sundog ranch connector back down to 69. Boom
138	10/1/2023	Digital	I oppose all alternatives to this project. The reasons against this project include erosion of property values, invasion of more traffic and development, the destruction of wildlife habitat, and impact to the limited water supply.

139	10/1/2023		Member of Public Newsletter: DAILY COURIER REPORT OF CYMPO SUNDOG CONNECTOR OPEN HOUSE: 'No road!' is prevailing message at CYMPO Sundog Connector meeting Yavapai Hills homeowner <name>, right, talks with CYMPO Project Manager <name> as he shares his concerns related to public safety priorities. <name> was one of the few who viewed a connector road as a necessity given the need for a second entrance and exist for the Yavapai Hills subdivision. (Courier) The crowd was, for the most part, courteous, but adamant: any proposal for a four-lane, east-west Sundog Connector as an alternative route off Highway 69 near Diamond Valley needs to be scratched. No road! The majority of at least 150 or more people, including several city and county leaders, who attended the Central Yavapai Metropolitan Planning Organization (CYMPO) open house at The Event Spot in Prescott Valley on Thursday, Sept. 29, are opposed to construction of a 3.5-mile "connector" stretching from Prescott Lakes Parkway near the Yavapai County Jail to Prescott Valley behind the Prescott Valley Crossroads shopping plaza. To date, of the six possible routes, two are favored and cross through or near both the Yavapai Hills and Diamond Valley residential areas. The reasons against range from erosion of property values, invasion of more traffic and more development, the destruction of cherished wildlife habitat, jeopardizing plans for a regional park, and general fear the connector will impede the peace and tranquility of existing Prescott and Prescott Valley homeowners. A few were open to some type of alternative connector for the safety of Yavapai Hills residents who, in the event of a wildfire, could become trapped in the neighborhood because Highway 69 is now its sole evacuation route. A couple others said the onslaught of development in Prescott and Prescott Valley is stressing the ability of Highway 69 and Highway 89 to be the main routes in and out of town. They acknowledge that a new road may not be wanted, but they are firm a connector is needed to manage already burdensome traffic that is going to get only worse as times goes on. EVACUATION - (MY NOTE - YAVAPAI HILLS HAS TWO MAJOR ROADWAYS - SUNRISE BLVD PLUS YAVAPAI HILLS DRIVE WITH A FIRE STATION AT THE BASE OF IT) Yavapai Hills homeowner <name> said his biggest concern has to do with a potential fire emergency that could trap people because the subdivision with about 1,100 homes, two hotels and a senior living facility in the area has only one way in and out. Against a mass evacuation for a major fire emergency, <name> said the lack of a secondary evacuation route will lead to fatalities. Though he shares some of his neighbors' concerns – about a reduction in home values, additional traffic and noise – public safety is his top priority. "I don't care where they put it as long as another entrance/exit exists," <name> said of selecting a one of the six alternative route designs. For others, the Sundog Connector's re-emergence as a traffic management tool over the past 18 months stems from poor growth planning in the past, and concerns that this will simply be the demise of the area's scenic beauty that has been the draw for so many who have invested in this community. For others, the Sundog Connector conversation at this time seems preposterous because beyond the approvals required of the region's elected officials there needs to be a source of funding for what is predicted to cost between $85 million and $90 million. No such funding source has yet been identified. (MY NOTE - DOES THIS FIGURE INCLUDE RIGHT OF WAY ACQUISITION) A decade ago, a similar proposal for a Sundog Connector was expected to cost between $30 million and $40 million. NO BUILD At the open house, CYMPO officials posted stations where attendees could query their experts and review alternative routes. They were then asked to fill out a survey identifying their choice, including one that was a "no build." A number of people wanted the "no build" to be "no road" as the other could be construed to the current time frame rather than a zero road option in perpetuity. The resident naysayers, including members of such grassroots coalitions as the SunDogDISConnect and Save the Dells, though, want a firm "No road" vote from their town, city and county leaders because even if there is no money now they fear a nod to any of the proposed routes – six alternate routes were floated at the open house with a seventh a "no build" option – could prompt dollars funneled to construct it at a future time. CYMPO has narrowed its choices to two particular routes, but was seeking comments on all of the alternatives prior to making a formal recommendation by sometime in early 2024. SundogDISConnect Chairman <name> said his coalition of Yavapai Hills residents are urging a "no build" option because not only will the connector not resolve traffic ailments on Highway 69 but it will spur additional development that will adversely impact the area's already limited water supply. "Sundog is a threat to our community!" declares the coalition's flier that highlights tax increases to cover the costs because there is no other financing now available and forever scarring the southern slopes of Glassford Hill and Klein Mesa that will inhibit the ability to host a regional park and enhance local wildlife corridors. One of the coalition's suggested traffic alternatives is to complete widening Highway 69 to six lanes with additional traffic design with proper safety barriers to both relieve congestion and reduce traffic collisions. A retired California space scientist, Patricia Sheaffer, said she fears that this is a stop-gap measure that will do far more harm than good at an expense that could be used to promote mass transit, safe bike travel and even internal connections between neighborhoods so as to reduce through traffic for more cars in the area. Like others, Sheaffer doesn't see this as alleviating a problem but creating new development and traffic woes. "I think it's a waste of money," she said.

			<Names> object to CYMPO's decision to fast track this particular project when other traffic mitigations have yet to occur, including proposed widening of Highway 69 near where this is proposed to be built. A former Prescott City Council member, Carlow echoed others who don't want to lose the preservation of thousands of acres for a regional park to a highway that will add rather than alleviate traffic through these neighborhoods. As for those who cite safety issues, the Carlows said they believe there are other ways to ensure residents can safely evacuate in an emergency without a new highway. <Name> said she finds it frustrating that most of the public opinion is against this project yet there still seems to be a concerted effort by CYMPO "to go through with it." NOT A FAN Yavapai County Board of Supervisors Craig Brown said he appreciates CYMPO's efforts to collect information that will then be shared by the elected officials assigned to vote on whether or not to approve whatever it is they recommend. But he's clearly not a fan. From a practical standpoint, Brown said even if CYMPO's recommendations gain traction with all the elected officials required to weigh in on the project, there is no money that he knows of anywhere – local, state or federal – to pay for it. Brown said he sees other ways to manage traffic – finish widening Highway 69 and consider installation of two-lane bike paths – in the area that seems to make more sense and generate less opposition. PROCESS CYMPO Executive Director Vincent Gallego said the open house is another part of his organization's information collection process required so it can package a recommendation for its stakeholders. Gallego said this was part of what has been an 18-month planning process on a project that has been talked about for two decades, and actively contemplated as a potential traffic alleviation option since 2013. CYMPO's role is to consider how to respond effectively to transportation-related issues that exist today and consider the impacts of what is expected to happen in the foreseeable future, Gallego said. To do that, he said, requires analysis of current population versus projected growth and development over various spans of time as it pertains to how people get around given their daily routines and obligations, be it work, school, or the local gym or doctor's office. "At CYMPO, we look at it all," Gallego said of their team of experts that include traffic engineers and development analysts who then help the organization prepare studies to be used by their participating members: Chino Valley, Dewey-Humboldt, Prescott, Prescott Valley, Yavapai County, the Yavapai-Prescott Indian Tribe, the Prescott National Forest and the Arizona Department of Transportation. Once they prepare a recommendation, whatever that might be, Gallego said they will forward it to their stakeholders. Whether or not it goes forward is then a political decision, he said. Prescott resident and Save the Dells member <name>, whose wife, <name>, is a member of the Prescott City Council, was clear that the Sundog Connector correlates to the adage a "dog that won't hunt." Declaring the overriding sentiment of the open house audience, <name> declared, "We don't want it any time." FOR THOSE INTERESTED HERE IS A LINK TO VINNY GALLEGOS RADIO INTERVIEW ON KYCA THE DAY BEFORE THIS OPEN HOUSE. MY NOTES ON IT ARE BELOW (Select Sept 27 Show): Notes from the September 27, 2023 KYCA PM recording hosted by <Host name>: Vinny Gallegos of CYMPO on KYCA Wednesday in his own words as to what CYMPO is and does, which is serving the greater good. He says he is incredibly biased. How do we get this done? Says CYMPO is a bureaucracy. Vinny says the CYMPO region has 145,000 pop. Vinny wants the public to fill out a form with their ideas. (<name> Note - I did that a year ago and have yet to hear from CYMPO on it and I suggested two alternate emergency evacuation routes for Yav Hills) Vinny is happy to come talk to any group. <Host> - Sundog big controversy. Got to figure out what to do with traffic between PValley and Prescott. Vinny - 25 yr plan allows the local government to become part of the conversation. Always with the input of the local government ie General Plan. (<name> Note -Makes it important to remove the Sundog Connector from the Prescott 2025 General Plan) <Name> caller - A lot of Californians always compare Prescott to California. Leave early. Where's all of this traffic coming from? Be patient. Vinny - Appreciate <name> shoutout. Regional work is not easy. I just had my annual review. This isn't easy work. Vinny - Open house PValley at the Event spot. All are welcome to Open House on the Sundog Connector. Is there a way to connect the two ends? What is the feasibility? We want to bring the public in and we want the public to give as many details as they can. <Host> - Vinnie what are we going to do about those Hwy 69 traffic lights? Vinny- Cympo has done this. The city of Prescott has upgraded their Willow Creek signals, PValley has on Glassford Hill. CYMPO - can we move more traffic withuot adding more lanes since those are expensive. <Host> - Public came out and said we don't want a super highway thru there. Vinny - Lots of comments don't want Sundog, but want 69 to be a priority instead. But how do we pay for 69, how do we make it happen? 47K cars per day in PValley. 45K in Prescott. What it takes on 69? Adding a lane between PLakes Parkway and Yavpe Connector. 11- 12 yrs to get that one lane mile and $13 million. I'm with the greater public to make that happen. 25 yr Plan said three lanes all the way thru. CYMPO focuses on what might bring relief to 69. <Name> caller - We decided that it was a necessity for the community. We have to look at what is right for today and what is right for the future. At what point in time do you stop listening to people who don't want the road when they say the Mall will be bypassed. We need to look more ahead and do what is right for the future of Prescott. (<name> Note -<name> apparently hasn't figured out yet that his not listening to the people got him the lowest number of votes in his failed re-election bid)

Comment #	Date	Type	Comment
			Vinny - How do we look at 145K in the region and looking at what is for the greater good. (<Name> Note - The 2013 Sundog Connector Study recommended that the region population reach 236K before reassessing even the need for the Sundog Connector to be built. Current population of 145K is very short of that figure) <Host> - People want to control growth but traffic has to move somewhere. We have taken in a lot of people. Vinny - CYMPO is in no way trying to challenge local leadership, but to work with leadership.
140	10/2/2023	Phone	Voicemail: I thought I was contacting the mayors office, but I'm not sure. So I'm trying to find the best way to contact the mayor and express a concern about the Sundog Ranch program that's being discussed. Follow Up Conversation with City of Prescott City Manager's Office: Concerns were expressed regarding how the survey regarding the Sundog Connector is written. He also mentioned that there were a lot of people and the presentation just starting to put down no. He felt there should be more assistance in providing correct information.
141	10/3/2023	Digital	My name is <name>, we spoke briefly at the Interactive Open House last week in Prescott Valley. I presented to you an alternative to the connection from Prescott Lakes Parkway to the Sundog connection at Crossroads at Hwy 69. My suggestion for consideration was, construct a new roadway from the area of Hwy 89A, Pioneer Parkway and head south southeast of Phippen Museum and east of the Granite Dells and Watson lake and connect to the Sundog connector at Hwy 69. I believe this would one, eliminate any alterations to the Granite Dells and two, eliminate impact on residential developments, ie. Yavapai Hills etc, and provide a thoroughfare for traffic traveling south form the north side of Hwy 89A to Hwy 69. I hope I have been somewhat detailed in my suggestion. I know you must have a busy work day/ week, but I would really appreciate a response from you regarding the feasibility of my suggestion.
142	10/3/2023	Digital	We feel compelled to write you to ensure our concerns regarding the Sundog Ranch Connector are considered and recorded. We attended the Open House on September 28 and were surprised with a couple of items. Namely, the traffic diversion number going from 7% to 20% or greater with no additional traffic studies as well as a new Alternative 7 that had not been previously presented or even discussed. We reside at 4699 Sharp Shooter Way in Yavapai Hills. If the road were to be developed, it would directly affect us as it will be less than 200 yards from our backyard. Some of the concerns we have are: * Potential damage to our foundation during construction. * Decrease of our home value due to proximity of the road, traffic and noise. * Drainage issues being created along our side yard. * Disruption of the wildlife currently grazing this area. * Increased noise disrupting our current peaceful neighborhood. * Increased crime to our neighborhood. * Increased traffic throughout our neighborhood. * Additional development will further strain our water and sewer resources and creates additional drainage issues not previously stated. * Additional development will negate any relief on 69 as more cars are now introduced in this area. * The connector just puts all the traffic back on 69 and/or 89 and does not truly relief congestion for either road. * Sunrise becomes more dangerous than it already is. Neighbors will not be able to safely walk or ride their bikes on this street. *. Home values will be negatively affected on Sunrise and throughout the neighborhood due to increased traffic. * Significant cuts to Glassford Hill will permanently scar the hill and impact the eco system. * New regional park will be compromised as roads in this area should be off limits. * Taxes will increase. The projected cost to construct has more than doubled in 10 years. The ongoing maintenance costs will go up significantly year over year ensuring increased taxes will be ongoing into the future. The Sundog Ranch Connector makes no sense and is not in the best interest of the citizens of Prescott who will bear the burden of this road to nowhere. Serious consideration and efforts should be placed in addressing the issues on State Route 69. Additional lanes, smart traffic signals, barriers and overpasses where needed should be vetted for better traffic flow and safety for what will remain the main entrance to our beautiful city.
143	10/3/2023	Digital	1) Build Alternative 7 shows "High stakeholder group ranking" as an opportunity. Your stakeholder voting process results that I participated in cannot be taken seriously. You did not show all of the highway alternatives on one slide and a valid comparison was impossible. Is Aecon seriously offering a four lane highway from Yavapai Hills Sunrise summit to the jail? A simple gravel road with an emergency gate would be perfect during evacuation emergencies. 2) The presentation photos of Existing View and Build Rendering with Yavapai Hills Sharp Shooter Way would have been informative if diagrams of Alternatives 3 and 7 were drawn on the hillside photos The one dimensional lines are useless. 3) The Sundog Highway No Build forever option is the only one I favor.
144	10/3/2023	Digital	I support No Road in the Sundog area - keep our beautiful city safe from excessive development!

Comment #	Date	Type	Comment
145	10/4/2023	Digital	I write this e-mail first to express appreciation for the individuals who have tried to protect this area's native flora and fauna, its air, water, open space, history, beauty--its health. I write this letter second to sincerely hope that you vote against the Sundog Connector and against widening SR 89. This fragile high desert suffers. Say no to the Sundog Connector that has been on hold for two decades for solid reasons, one of which is that the majority of citizens do not want the costly road, a point brought up in a spring Council meeting. Recommend a "no build" to the entire connector, not just the part that Prescott taxpayers would be paying. The same response should be given about the widening of SR 89 through the Dells Narrows because, as with the Sundog Connector, such a project would be another blow to the history and to the health of this fragile high desert. A five-lane highway there? Another racetrack? No. Slow down. Consider the long term before long term becomes an archaism.
146	10/4/2023	Digital	Good morning, I hope you are doing well. I ask that you please give this some thought when you make your decision on the connector. The people who live on Sharp Shooter Way which is the street that this road would back up to bought their home as their forever home. Imagine a four lane highway 160 feet from your backyard, please think about that. Gone is the peace and quiet, the wild life and the neighborhood they once had. All for a road that is not necessary. Widen the 69 first, then revisit this if needed.
147	10/5/2023	Digital	We have lived at 993 Sunrise Boulevard for 18+ years, during that period there have been three car accidents, four deer killed, and one death, all within 300 feet of our home! People come down the road/hill in front of our home at 40 and sometimes 60+ miles per hour. The speed limit is 25! One neighbor said that he almost wiped out our mailbox coming down the hill to fast during the snow. Something needs to be done….I'm in favor of putting a policeman out front, ticket the speeders, fines collected would possibly offset the City of Prescott's budget short fall! Enough said. In reference to the purposed Sundog Connector Road, if completed, the above situation would only escalate! Our current wonderful view would be a seriously scarred Glassford Hill, continuous road noise, night time head lights, making our wonderful subdivision look like LA traffic!!! Not to mention the loss of more of our cherished wildlife! A GREAT BIG "NO ROAD" TO THE SUNDOG CONNECTOR!!!
148	10/5/2023	Phone	Resident of Diamond Valley pointed out a notation error in the stakeholder engagement activity in Public Meeting #2. *Response: Comments/responses received from the engagement activity have clearly noted participants position and were tabulated accordingly in public response recordkeeping*
149	10/6/2023	Digital	Neither my husband or I want the connector for many reasons. Loss of more wildlife, will create a lot of traffic through our quiet neighborhood, not only will we get a highway but then more homes and commercial businesses to ruin the mountain entirely. Many more reasons too numerous to list.
150	10/8/2023	Digital	The citizens of this area are fed up with the focus on development. We/I don't want another development, nor another road. I am voting for NO ROAD.
151	10/8/2023	Digital	I live in Yavapai Hills, and I'm OPPOSED to the Sundog Connector. It'll cause too much unwanted traffic.
152	10/8/2023	Digital	Stop it. We do not want the Sundog Connector to be built. Absolutely not. You need to listen to the citizens and taxpayers of Prescott. We do not want this project to move forward.

153	10/8/2023		Member of Public Newsletter: Greetings: (Analyses 1 -3 Follow below) After two years of studying the Sundog Connector Corridor to determine the "best routes" for this lighted 100 foot wide divided four lane highway thru the Sundog Corridor, AECOM/CYMPO has given the public only 8 days to respond. Although we have done an excellent job of telling CYMPO/AECOM we want NO ROAD, they aren't listening. So after you read this, please email them ASAP to provide your "valuable input" that they keep requesting: Vincent Gallegos <Vincent.Gallegos@yavapaiaz.gov> and <name> As you can see on the CYMPO Traffic Analysis below, AECOM is projecting an immediate (2023) 15,000 vehicles DAILY to use the Sundog Connector. By 2050 they project 17,000 daily vehicles which over the next 26 years is only 77 additional vehicle trips per day per year in growth. This Analysis tells us that the 2023 immediate traffic impact created by the Sundog Connector is the greatest upon our neighborhood streets. BTW, our neighborhood impacts are barely referenced in these study recommendations. For some reason, the total 2023 No Build traffic volume is 98,500 daily trips while the Build traffic volume is 104,500 daily trips. Unexplained by AECOM are the 6000 additional daily trips that do not exist in the NO Build Analysis. Is this a consequence of Induced Demand which has been shown to result in more traffic congestion and not less when a new road is constructed? And why in 2050 does it result in 8400 additional daily trips if the Connector is built? It is likely Induced Demand again increasing congestion. CYMPO/AECOM STATE THAT ALTERNATIVES 3 & 7 BOTH HAVE "HIGH STAKEHOLDER GROUP RANKING" BUT NOT SO ON THEIR NO BUILD OPTION (now revised see below). WHO ARE THE STAKEHOLDERS THEY ARE TALKING TO? THE DEVELOPERS, ROAD CONSTRUCTION COMPANIES, COMMERCIAL INTERESTS, AND THE ELECTED OFFICIALS WHO SUPPORT THEM AT OUR EXPENSE? THEY CERTAINLY AREN'T LISTENING TO US THE GENERAL PUBLIC AND TAXPAYERS FOR THIS EXPENSIVE PROJECT: FOLLOWING THEIR OPEN HOUSE LAST WEEK WHERE THEY INVITED THE PUBLIC TO PROVIDE INPUT, THIS WAS THE DAILY COURIER HEADLINE FOLLOWUP ARTICLE TO THE CYMPO SEPT 2023 OPEN HOUSE WHERE THE PUBLIC MADE IT VERY CLEAR THAT WE DON'T WANT IT: 'No road!' is prevailing message at CYMPO Sundog Connector meeting However, none of the Recommended Alternatives mention the decade of public opposition to it. Analysis 1. ALTERNATIVE 3 - TECHNICAL RECOMMENDATION - ALTERNATIVE CONSIDERATION IS CONTINUED PRESCOTT LAKES PARKWAY TO PRESCOTT VALLEY SUNDOG RANCH ROAD AGAIN ONLY SQUIGGLY CARTOON LINES ARE APPROXIMATED, MAP DETAIL IS OMITTED Alternative 3 (map below) connects the entire length of the corridor, from the Prescott Lakes Parkway at the Jail roundabout thru the entire Corridor and terminating on Sundog Ranch Road in Prescott Valley (behind the Home Depot/Hobby Lobby stores). For residents on Sunrise Blvd and Sharp Shooter in Yavapai Hills and for some in Diamond Valley, you can see on the map below that this lighted four lane divided highway carrying 15,000 vehicles per DAY is proposed to be built less than 200 feet from the Yavapai Hills/Diamond Valley subdivision boundary line. Yet the CONSTRAINTS listed on Alternative 3 do not tell us the closest distance, nor do the CONSTRAINTS indicate the extremely short distance away from the neighborhood boundary line. In addition to this omitted important fact of unacceptable close proximity to existing homes, I have also penciled in with red ink additional important information that AECOM has left out. OPTION FOR EMERGENCY ER & EVACUATION ROUTE: POINTS 1-5 In Opportunities listed by AECOM, great emphasis is placed on "Emergency response and evacuation routes are significantly improved". This has also been rated quite high in importance by the Yavapai Hills residents. There already exists a planned north ER/Evacuation route which I have drawn in red from Points 1 thru 5, beginning at the already existing Sundog Ranch Road, continuing on the final platted Mystic Ridge Parkway in Storm Ranch, and preliminarily platted on Sunrise Blvd in Yav Hills Unit 9. This is a shorter route to Yavapai Hills Unit 9 from the newly proposed Watson Lake Fire Station than the Alternative 3 Sundog Connector route requires. CREATES NEIGHBORHOOD HIGHWAY EXITS: 5 & 6 Also omitted from constraints on Alternative 3 are the planned Sundog highway EXITS, Points 5 and 6 on the map below. How many of the 15,000 daily vehicles will be exiting and using our neighborhood streets to access various shopping points along Hwy 69 per day? Residents living on Sunrise Blvd and on Yavapai Hills Drive are already experiencing difficulty backing out of their driveways and speed studies have been conducted for years on both streets. The additional cut thru traffic will only exacerbate this danger, yet no mention of it by AECOM in CONSTRAINTS. WORSENS TRAFFIC BOTTLENECKS: 7 & 8 And with this additional traffic using our neighborhood streets, also not mentioned by AECOM in CONSTRAINTS, are the new intersection BOTTLENECKS it will create at Point 7, already congested Lee Blvd/Hwy 69 and at Point 8, difficult to navigate intersection at Sunrise Blvd/Hwy 69. Senator Mark Kelly's Northern AZ outreach person in Prescott, <name> suggested traffic studies from CYMPO need to be conducted, detailing traffic flow estimates and the impacts the

			Sundog highway traffic will have on our neighborhood streets. Yet CYMPO/AECOM make no mention of the negative impacts of this additional traffic on our neighborhoods or the new bottlenecks it will create. Point 9 is Costco, a very popular shopping destination. TECHNICAL RECOMMENDATION ALTERNATIVE 3 OPTION FOR EMERGENCY RESPONSE & EVACUATION ROUTE: 1 - 5 This red lined route will provide a north evacuation route without also providing a cut thru shortcut for impatient motorists. Points 1 -2 are the existing Sundog Ranch Road which intersects with the Prescott Lakes Parkway at the Humane Society (within the last year had a fire and the emergency response was rated as excellent), Points 2 - 3 are the final platted Mystic Ridge Parkway to be constructed and paid for by the Storm Ranch developer and terminates into the State Land Trust (brown rectangle), and Points 4-5 are the preliminary platted extension of Unit 9 Sunrise Blvd to be constructed and paid for by the Yav Hills Unit 9 developer. All but 2500 feet of Points 1 thru 5 are already existing, final platted, or preliminary platted and to be paid for by the developers, not us the taxpayers. I sent this suggestion months ago to CYMPO, the Fire Chief, Mayor and City Council with no responses on it except "Received". I also brought it up in the May 2023 Stakeholder meeting only to be told by Vinny that we aren't going to discuss that. In addition, Fire Station 75 at the entrance to Yavapai HIlls development is only 1.5 miles from the north existing Yavapai Hills residences which I can drive at legal speeds in five minutes. The preliminary platted future north point of Yavapai Hills Unit 9 is only another .5 mile from the Fire Station. Homeowner fire risk insurance rates are less expensive for properties within 5 miles of a fire station. TECHNICAL RECOMMENDATION ALTERNATIVE 3 (above) HOW CLOSE DOES IT GO TO THE EXISTING YAVAPAI HILLS AND DIAMOND VALLEY HOMES? AECOM DOES NOT TELL US, BUT MY MAP INDICATES 167 FEET FROM THE SUBDIVISION BOUNDARY LINES BEHIND THE EXISTING RESIDENCES ON SHARPSHOOTER WAY, SUNRISE BLVD, AND E AMBER ROAD IN DIAMOND VALLEY AMONG OTHERS: Analysis 2. ALTERNATIVE 7-TECHNICAL RECOMMENDATION - ALTERNATIVE CONSIDERATION IS CONTINUED PRESCOTT LAKES PARKWAY TO SUNRISE BLVD THIS IS A CONNECTOR? IT ONLY CONNECTS THOUSANDS OF VEHICLES DAILY TO OUR NEIGHBORHOOD STREETS AND CREATES TRAFFIC BOTTLENECKS AT POINT 7 LEE BLVD/HWY 69/TOUCHMARK BLVD/LEE CIRCLE/YAVAPAI HILLS DRIVE AND ALSO AT POINT 8 SUNRISE BLVD/HWY 69/ BEAR WAY. In the January 25, 2023 General Plan Committee meeting, Vice Chair <name> made the comment that the intersection at Prescott Lakes Parkway and Hwy 69/Gateway Blvd is so congested that many drivers would prefer to use this shortcut route to Hwy 69 (ALTERNATIVE 7) rather than sit thru multiple light changes at the big intersection to turn left onto Hwy 69. IT ALSO CREATES THE OPPORTUNITY TO EXTEND THE SUNDOG CONNECTOR IN THE FUTURE WHICH IS NOT LISTED IN OPPORTUNITIES. Which raises two questions: If this Alternative 7 is built does it fall onto the taxpayers to fully pay for the two sections of roadway that the Storm Ranch and the Yavapai Hills Unit 9 developers are now required by contract to contribute to their construction costs? And by dividing it into two sections, does it allow Proposition 401 to be circumvented by cutting the estimated total cost of $85 to 90 million into half or just below $40 million? Daily Courier November 4, 2009 "Overwhelmingly, voters approved the Taxpayer Protection Initiative (Proposition 401) Tuesday, making it law that the city must take projects with a value of $40 million or more to a vote of the public." In addition to creating the same Alternative 3 traffic bottlenecks at Points 7 & 8, it also provides a shortcut for thousands of Prescott Lakes Parkway vehicles to access Hwy 69 daily via Yavapai Hills Drive to exit near Point 9 Costco or to shortcut via Sunrise Blvd to exit Hwy 69 Point 8 to head to Prescott Valley, bypassing the left turn signal at Hwy 69/Gateway Blvd as acknowledged by Mr. Sapio in January 2023. Analysis 3. NO BUILD ALTERNATIVE - TECHNICAL RECOMMENDATION ALTERNATIVE CONSIDERATION IS CONTINUED: THIS REVISED VERSION OF THE NO BUILD ALTERNATIVE HAS REMOVED THE TWO PORTIONS OF THE SUNDOG CONNECTOR ROAD IN THE PREVIOUS NO BUILD VERSION (See below) This revised version does not acknowledge as an OPPORTUNITY the past decade of strong Stakeholder Support for not building it. It does not consider the alternative red lined emergency/evacuation route Points 1- 5 in above maps, it says emergency response times are excessive with no referenced data for that, and says it does not address Hwy 69 congestion. It omits in No Build Opportunities the protection of our neighborhood streets and intersections from the same Hwy 69 traffic congestion that Alternatives 3 & 7 will redirect onto our streets. We should not have to sacrifice the quality of life and safety in our neighborhoods for a newly built highway system through them that exacerbates current traffic conditions, creates new bottlenecks, and threatens pedestrian and bicycle safety by redirecting highway traffic thru them. PREVIOUS NO BUILD ALTERNATIVE (below) CONTAINING TWO SECTIONS OF THE SUNDOG CONNECTOR (YELLOW PORTIONS)

Comment #	Date	Type	Comment
			THIS NO BUILD ALTERNATIVE HAS NOW BEEN REPLACED BY THE ABOVE NO BUILD ALTERNATIVE. NOTE THE BLURRED BUT STILL PLANNED PRELIMINARY PLATTED TRAFFIC INTERCHANGE EXIT CIRCLE FOR THE SUNRISE BLVD /SUNDOG CONNECTOR EXIT TO FUNNEL THOUSANDS OF VEHICLES PER DAY THRU OUR NEIGHBORHOOD STREETS TO POINT 7 VIA YAVAPAI HILLS DRIVE TO HWY 69 NEAR COSTCO & TO POINT 8 VIA SUNRISE BLVD TO HWY 69 TO PRESCOTT VALLEY. ACTION STEP: Let CYMPO /AECOM know that they should focus on completing the widening of Hwy 69 and removing the existing bottlenecks along the 15 mile highway to address congestion as has been planned for decades . Call CYMPO/AECOM out for emphasizing a solution that spreads the highway traffic congestion throughout our neighborhood streets and for creating new traffic bottlenecks at our neighborhood intersections. Call them out the negative impacts of it in this study upon our existing residential developments and failing to mention the sustained and overwhelming public opposition to building either Alternative 3 or Alternative 7. Please share this email with your friends and neighbors, especially those living on Sharpshooter Way, Sunrise Blvd, and E Amber Road among others.

154	10/9/2023	Digital	Member of Public Newsletter: After two years of studying the Sundog Connector Corridor to determine the "best routes" for this lighted 100 foot wide divided four lane highway thru the Sundog Corridor, AECOM/CYMPO has given the public only 8 days to respond. Although we have done an excellent job of telling CYMPO/AECOM we want NO ROAD, they aren't listening. So after you read this, please email them ASAP to provide your "valuable input" that they keep requesting: As you can see on the CYMPO Traffic Analysis below, AECOM is projecting an immediate (2023) 15,000 vehicles DAILY to use the Sundog Connector. By 2050 they project 17,000 daily vehicles which over the next 26 years is only 77 additional vehicle trips per day per year in growth. This Analysis tells us that the 2023 immediate traffic impact created by the Sundog Connector is the greatest upon our neighborhood streets. BTW, our neighborhood impacts are barely referenced in these study recommendations. For some reason, the total 2023 No Build traffic volume is 98,500 daily trips while the Build traffic volume is 104,500 daily trips. Unexplained by AECOM are the 6000 additional daily trips that do not exist in the NO Build Analysis. Is this a consequence of Induced Demand which has been shown to result in more traffic congestion and not less when a new road is constructed? And why in 2050 does it result in 8400 additional daily trips if the Connector is built? It is likely Induced Demand again increasing congestion. CYMPO/AECOM STATE THAT ALTERNATIVES 3 & 7 BOTH HAVE "HIGH STAKEHOLDER GROUP RANKING" BUT NOT SO ON THEIR NO BUILD OPTION (now revised see below). WHO ARE THE STAKEHOLDERS THEY ARE TALKING TO? THE DEVELOPERS, ROAD CONSTRUCTION COMPANIES, COMMERCIAL INTERESTS, AND THE ELECTED OFFICIALS WHO SUPPORT THEM AT OUR EXPENSE? THEY CERTAINLY AREN'T LISTENING TO US THE GENERAL PUBLIC AND TAXPAYERS FOR THIS EXPENSIVE PROJECT: FOLLOWING THEIR OPEN HOUSE LAST WEEK WHERE THEY INVITED THE PUBLIC TO PROVIDE INPUT, THIS WAS THE DAILY COURIER HEADLINE FOLLOWUP ARTICLE TO THE CYMPO SEPT 2023 OPEN HOUSE WHERE THE PUBLIC MADE IT VERY CLEAR THAT WE DON'T WANT IT: 'No road!' is prevailing message at CYMPO Sundog Connector meeting However, none of the Recommended Alternatives mention the decade of public opposition to it. Analysis 1. ALTERNATIVE 3 - TECHNICAL RECOMMENDATION - ALTERNATIVE CONSIDERATION IS CONTINUED PRESCOTT LAKES PARKWAY TO PRESCOTT VALLEY SUNDOG RANCH ROAD AGAIN ONLY SQUIGGLY CARTOON LINES ARE APPROXIMATED, MAP DETAIL IS OMITTED Alternative 3 (map below) connects the entire length of the corridor, from the Prescott Lakes Parkway at the Jail roundabout thru the entire Corridor and terminating on Sundog Ranch Road in Prescott Valley (behind the Home Depot/Hobby Lobby stores). For residents on Sunrise Blvd and Sharp Shooter in Yavapai Hills and for some in Diamond Valley, you can see on the map below that this lighted four lane divided highway carrying 15,000 vehicles per DAY is proposed to be built less than 200 feet from the Yavapai Hills/Diamond Valley subdivision boundary line. Yet the CONSTRAINTS listed on Alternative 3 do not tell us the closest distance, nor do the CONSTRAINTS indicate the extremely short distance away from the neighborhood boundary line. In addition to this omitted important fact of unacceptable close proximity to existing homes, I have also penciled in with red ink additional important information that AECOM has left out. OPTION FOR EMERGENCY ER & EVACUATION ROUTE: POINTS 1-5 In Opportunities listed by AECOM, great emphasis is placed on "Emergency response and evacuation routes are significantly improved". This has also been rated quite high in importance by the Yavapai Hills residents. There already exists a planned north ER/Evacuation route which I have drawn in red from Points 1 thru 5, beginning at the already existing Sundog Ranch Road, continuing on the final platted Mystic Ridge Parkway in Storm Ranch, and preliminarily platted on Sunrise Blvd in Yav Hills Unit 9. This is a shorter route to Yavapai Hills Unit 9 from the newly proposed Watson Lake Fire Station than the Alternative 3 Sundog Connector route requires. CREATES NEIGHBORHOOD HIGHWAY EXITS: 5 & 6 Also omitted from constraints on Alternative 3 are the planned Sundog highway EXITS, Points 5 and 6 on the map below. How many of the 15,000 daily vehicles will be exiting and using our neighborhood streets to access

various shopping points along Hwy 69 per day? Residents living on Sunrise Blvd and on Yavapai Hills Drive are already experiencing difficulty backing out of their driveways and speed studies have been conducted for years on both streets. The additional cut thru traffic will only exacerbate this danger, yet no mention of it by AECOM in CONSTRAINTS.

WORSENS TRAFFIC BOTTLENECKS: 7 & 8

And with this additional traffic using our neighborhood streets, also not mentioned by AECOM in CONSTRAINTS, are the new intersection BOTTLENECKS it will create at Point 7, already congested Lee Blvd/Hwy 69 and at Point 8, difficult to navigate intersection at Sunrise Blvd/Hwy 69. Senator Mark Kelly's Northern AZ outreach person in Prescott, <name> suggested traffic studies from CYMPO need to be conducted, detailing traffic flow estimates and the impacts the Sundog highway traffic will have on our neighborhood streets. Yet CYMPO/AECOM make no mention of the negative impacts of this additional traffic on our neighborhoods or the new bottlenecks it will create. Point 9 is Costco, a very popular shopping destination.

OPTION FOR EMERGENCY RESPONSE & EVACUATION ROUTE: 1 - 5 This red lined route will provide a north evacuation route without also providing a cut thru shortcut for impatient motorists.

Points 1 -2 are the existing Sundog Ranch Road which intersects with the Prescott Lakes Parkway at the Humane Society (within the last year had a fire and the emergency response was rated as excellent), Points 2 - 3 are the final platted Mystic Ridge Parkway to be constructed and paid for by the Storm Ranch developer and terminates into the State Land Trust (brown rectangle), and Points 4-5 are the preliminary platted extension of Unit 9 Sunrise Blvd to be constructed and paid for by the Yav Hills Unit 9 developer. All but 2500 feet of Points 1 thru 5 are already existing, final platted, or preliminary platted and to be paid for by the developers, not us the taxpayers. I sent this suggestion months ago to CYMPO, the Fire Chief, Mayor and City Council with no responses on it except "Received". I also brought it up in the May 2023 Stakeholder meeting only to be told by Vinny that we aren't going to discuss that.

In addition, Fire Station 75 at the entrance to Yavapai HIlls development is only 1.5 miles from the north existing Yavapai Hills residences which I can drive at legal speeds in five minutes. The preliminary platted future north point of Yavapai Hills Unit 9 is only another .5 mile from the Fire Station. Homeowner fire risk insurance rates are less expensive for properties within 5 miles of a fire station.

TECHNICAL RECOMMENDATION ALTERNATIVE 3 (above)

HOW CLOSE DOES IT GO TO THE EXISTING YAVAPAI HILLS AND DIAMOND VALLEY HOMES?

AECOM DOES NOT TELL US, BUT MY MAP INDICATES 167 FEET FROM THE SUBDIVISION BOUNDARY LINES BEHIND THE EXISTING RESIDENCES ON SHARPSHOOTER WAY, SUNRISE BLVD, AND E AMBER ROAD IN DIAMOND VALLEY AMONG OTHERS:

Analysis 2.

ALTERNATIVE 7-TECHNICAL RECOMMENDATION - ALTERNATIVE CONSIDERATION IS CONTINUED

PRESCOTT LAKES PARKWAY TO SUNRISE BLVD

THIS IS A CONNECTOR?

IT ONLY CONNECTS THOUSANDS OF VEHICLES DAILY TO OUR NEIGHBORHOOD STREETS AND CREATES TRAFFIC BOTTLENECKS AT POINT 7 LEE BLVD/HWY 69/TOUCHMARK BLVD/LEE CIRCLE/YAVAPAI HILLS DRIVE AND ALSO AT POINT 8 SUNRISE BLVD/HWY 69/ BEAR WAY.

In the January 25, 2023 General Plan Committee meeting, Vice Chair <name> made the comment that the intersection at Prescott Lakes Parkway and Hwy 69/Gateway Blvd is so congested that many drivers would prefer to use this shortcut route to Hwy 69 (ALTERNATIVE 7) rather than sit thru multiple light changes at the big intersection to turn left onto Hwy 69.

IT ALSO CREATES THE OPPORTUNITY TO EXTEND THE SUNDOG CONNECTOR IN THE FUTURE WHICH IS NOT LISTED IN OPPORTUNITIES.

Which raises two questions:

If this Alternative 7 is built does it fall onto the taxpayers to fully pay for the two sections of roadway that the Storm Ranch and the Yavapai Hills Unit 9 developers are now required by contract to contribute to their construction costs?

And by dividing it into two sections, does it allow Proposition 401 to be circumvented by cutting the estimated total cost of $85 to 90 million into half or just below $40 million?

Daily Courier November 4, 2009

"Overwhelmingly, voters approved the Taxpayer Protection Initiative (Proposition 401) Tuesday, making it law that the city must take projects with a value of $40 million or more to a vote of the public."

In addition to creating the same Alternative 3 traffic bottlenecks at Points 7 & 8, it also provides a shortcut for thousands of Prescott Lakes Parkway vehicles to access Hwy 69 daily via Yavapai Hills Drive

Comment #	Date	Type	Comment
			to exit near Point 9 Costco or to shortcut via Sunrise Blvd to exit Hwy 69 Point 8 to head to Prescott Valley, bypassing the left turn signal at Hwy 69/Gateway Blvd as acknowledged by Mr. Sapio in January 2023. Analysis 3. NO BUILD ALTERNATIVE - TECHNICAL RECOMMENDATION ALTERNATIVE CONSIDERATION IS CONTINUED: THIS REVISED VERSION OF THE NO BUILD ALTERNATIVE HAS REMOVED THE TWO PORTIONS OF THE SUNDOG CONNECTOR ROAD IN THE PREVIOUS NO BUILD VERSION (See below) This revised version does not acknowledge as an OPPORTUNITY the past decade of strong Stakeholder Support for not building it. It does not consider the alternative red lined emergency/evacuation route Points 1- 5 in above maps, it says emergency response times are excessive with no referenced data for that, and says it does not address Hwy 69 congestion. It omits in No Build Opportunities the protection of our neighborhood streets and intersections from the same Hwy 69 traffic congestion that Alternatives 3 & 7 will redirect onto our streets. We should not have to sacrifice the quality of life and safety in our neighborhoods for a newly built highway system through them that exacerbates current traffic conditions, creates new bottlenecks, and threatens pedestrian and bicycle safety by redirecting highway traffic thru them. PREVIOUS NO BUILD ALTERNATIVE (below) CONTAINING TWO SECTIONS OF THE SUNDOG CONNECTOR (YELLOW PORTIONS) THIS NO BUILD ALTERNATIVE HAS NOW BEEN REPLACED BY THE ABOVE NO BUILD ALTERNATIVE. NOTE THE BLURRED BUT STILL PLANNED PRELIMINARY PLATTED TRAFFIC INTERCHANGE EXIT CIRCLE FOR THE SUNRISE BLVD /SUNDOG CONNECTOR EXIT TO FUNNEL THOUSANDS OF VEHICLES PER DAY THRU OUR NEIGHBORHOOD STREETS TO POINT 7 VIA YAVAPAI HILLS DRIVE TO HWY 69 NEAR COSTCO & TO POINT 8 VIA SUNRISE BLVD TO HWY 69 TO PRESCOTT VALLEY. ACTION STEP: Let CYMPO /AECOM know that they should focus on completing the widening of Hwy 69 and removing the existing bottlenecks along the 15 mile highway to address congestion as has been planned for decades . Call CYMPO/AECOM out for emphasizing a solution that spreads the highway traffic congestion throughout our neighborhood streets and for creating new traffic bottlenecks at our neighborhood intersections. Call them out the negative impacts of it in this study upon our existing residential developments and failing to mention the sustained and overwhelming public opposition to building either Alternative 3 or Alternative 7. Please share this email with your friends and neighbors, especially those living on Sharpshooter Way, Sunrise Blvd, and E Amber Road among others.
155	10/11/2023	Digital	In the summer of 2022, Yavapai Hills surveyed property owners (~40% responded). 55% of the respondents SUPPORTED the Sundog Connector build. (see survey results attached) There has NOT been a follow-up survey that I know of. Yet, I consistently read of the SUPPORT of Yavapai Hills for the NO BUILD option from the "squeaky wheels" of our community. I am sharing this with you as a supporter of a BUILD option as I believe safety and emergency management warrant the expense and resulting encroachment into currently undeveloped land. I would also hope that parking for trailhead access into Glassford Hill and surrounding areas are considered over further residential/commercial development to the north of the Sundog Connector.
156	10/12/2023	Digital	I am writing to express my opposition to the proposed Sundog Connector. The proposed routes will create noise and pollution in the Diamond Valley & Yavapai Hills areas and in the proposed Regional Park. They will also adversely affect wildlife in these areas and on Glassford Hill. The stated purpose of the connector is to improve East-West traffic flow but the proposal does not address the main hindrance which is concentration of stop lights through Prescott Valley. CYMPO would do better to consider methods to reduce or eliminate these. To me the only acceptable alternative is the "No Build" option
157	10/24/2023	Digital	Good day: I am against the “Sundog Highway”. This road would be an erosion of property values, invasion of more traffic and more development, the destruction of cherished wildlife habitat, jeopardizing plans for a regional park, and general fear the connector will impede the peace and tranquility of existing Prescott and Prescott Valley homeowners. NO ROAD
158	10/26/2023	Digital	I noticed the summary from the 2022 Open House #1 was no longer on CYMPO's web site. Our group often refers people to it who are opposed to the connector. Is there a reason it's missing, or was it inadvertently deleted? Also, I was curious if a summary for the Open House #2 would be published prior to the draft DCR and EO overview?

Comment #	Date	Type	Comment
159	12/15/2023	Digital	Thank you for the open house summary. It clarifies a lot about the process. • Is public comment now closed relating to feedback that will be included in the Alternatives Screening Process? • If so, may the public still comment through the provided links understanding that this feedback might not be included in the screening process? From the report: "Feedback received from this open house and previously received public feedback received throughout this project will be included in the Alternatives Screening Process as evaluation criteria." CYMPO Response: Yes, the Alternatives Screening Process (and comments related to it) is technically closed so we can submit a Draft Design Concept Report for review. But yes, as always, public comment is still open through the life of the study. All received comments until we submit the Final DCR and it is determined that the study is concluded will continue to be documented and considered through the normal public comment submittal links (comments on any element of the study will be collected/documented/considered). Additional Comment: Were you planning to update the Sundog Connector page? The public is wondering why they still see so many alternatives on the map when you've landed on two plus no build. Response: Our webmaster is in the process of re-ordering the page to highlight the new Public Meeting report and to remove stale information. You happened to visit while that request is pending, not yet complete. I'm happy to alert you when the reorganized page goes live.
160	12/16/2023	Digital	I urge NO ROAD on the Sundog Connector.
161	12/17/2023	Digital	I do not want a road at all. Widen Hwy 69 FIRST. I'm not sure why this is being dragged out for so long. These studies are keeping your organization employed and I'm not sure why anyone should trust that you're making decisions based on reports or feedback.
162	12/25/2023	Digital	I'm a Prescott resident 12 years almost. This would be a road that goes from nowhere to nowhere. There is no use for it. It will not relieve any traffic problems. Someone is just trying to make money or develop. We don't need that either. Stop this useless idea.
163	12/26/2023	Digital	Both proposed highways will exit at the Sunrise Boulevard summit. If Unit 9 above Yavapai Hills with up to 1,500 additional dwellings is developed, the YH cut-through traffic to access SR 69 will increase greatly. Which specific safety improvements will be made to residential Sunrise Boulevard to safely handle the additional traffic? Traffic control curbs, eliminating the center barrier on narrow lower Sunrise and widening Sunrise into owners' yards? What is the estimated cost for these traffic flow improvements? Aecom/CYMPO has not provided accurate traffic flow and improvement cost estimates and our community members are concerned. Has Aecom provided information about similar impacts from an exit into the Diamond Valley county area? CYMPO is soliciting support for their upcoming 2050 regional transportation needs study but CYMPO cannot be trusted based on ignoring the results of their 2013 Sundog study. Public response to Sundog then was overwhelmingly negative, but CYMPO chose to waste $400,000 plus and has received greater negative responses by public and stakeholders in 2022 and 2023. This is proven from their September, 2022 and recent November, 2023 public open house summaries. Widening SR69 and adding safety barriers in segments from Prescott Lakes Parkway to SR169 should be CYMPO'S primary highway improvement mission. Building a four lane highway that will exit into an already congested Prescott Valley commercial zone is senseless unless you are a developer. Hopefully during Q1 2024 the CYMPO Board of Directors will approve payment of Aecom's contract balance, then kill the Sundog Highway forever. A 4,800 acres Glassford Dells Regional Park without a highway through it will exist for generations long after we have gone.

Comment #	Date	Type	Comment
164	12/26/2023	Digital	Proposed Sundog Highway #3 and Highway #7 solutions are unacceptable to the Prescott community, and instead benefit developers. Both proposed highways will exit at the Sunrise Boulevard summit. If Unit 9 above Yavapai Hills with up to 1,500 additional dwellings is developed, the YH cut-through traffic to access SR 69 will increase greatly. Which specific safety improvements will be made to residential Sunrise Boulevard to safely handle the additional traffic? Traffic control curbs, eliminating the center barrier on narrow lower Sunrise and widening Sunrise into owners' yards? What is the estimated cost for these traffic flow improvements? Aecom/CYMPO has not provided accurate traffic flow and improvement cost estimates and our community members are concerned. Has Aecom provided information about similar impacts from an exit into the Diamond Valley county area? CYMPO is soliciting support for their upcoming 2050 regional transportation needs study but CYMPO cannot be trusted based on ignoring the results of their 2013 Sundog study. Public response to Sundog then was overwhelmingly negative, but CYMPO chose to waste $400,000 plus and has received greater negative responses by public and stakeholders in 2022 and 2023. This is proven from their September, 2022 and recent November, 2023 public open house summaries. Widening SR69 and adding safety barriers in segments from Prescott Lakes Parkway to SR169 should be CYMPO'S primary highway improvement mission. Building a four lane highway that will exit into an already congested Prescott Valley commercial zone is senseless unless you are a developer. Hopefully during Q1 2024 the CYMPO Board of Directors will approve payment of Aecom's contract balance, then kill the Sundog Highway forever. A 4,800 acres Glassford Dells Regional Park without a highway through it will exist for generations long after we have gone.
165	1/1/2024	Digital	I live in Diamond Valley, with 2 lots sharing a lot line with the State Trust Land. This area being considered is critical to the animal species in the area. Living and seeing this area daily shows the amount of deer, javalina, quail, raptors, constantly moving through this area. This quiet retirement area will be subject to daily noise, with associated 'bounce back' from the hills, and the constant stirring of dirt cannot be healthy for people or animals. I have traveled on Hiway 69 during the bad parts of the day. The total of a few extra minutes a day is nothing like the destruction of an entire habitat and complete ruination of numerous neighborhoods. What are you people thinking?

Notes: Comment cards and digital comments have been included written as is. Individual names and contact information included in comments have been redacted for personal privacy.

Other CYMPO Meeting Comments

Comments include record of verbal or written comment summarizations related to the Sundog Connector at regularly occurring CYMPO meetings, such as the CYMPO Technical Advisory Committee (TAC) Meetings, CYMPO Executive Board Meetings, and CYMPO Ecosystem Connectivity and Mitigation Advisory Committee (EMAC) Meetings.

Comment #	Date	Meeting	Comment
1	4/25/2022	CYMPO EMAC Meeting	Brandon Montoya, City of Prescott Councilmember, inquired about future public meetings to collect public input Save the Dells representation, explained that Save the Dells will support CYMPO and the EMAC in providing information to the public
2	6/27/2022	CYMPO EMAC Meeting	Save the Dells representation – "I suggest expanding the Facebook page instead of engaging in Nextdoor. Isn't AECOM doing outreach?".
3	9/1/2022	CYMPO TAC Meeting	Member of the public, • Requested to verify that CYMPO received a letter from <name> noting opposition to the project, and support for the No-Build option • Inquired about the relation between the SR69 Urbanized Corridor Master Plan and the Sundog Connector DCR & EO • Inquired why AECOM was not also chosen to be the design consultant for the SR69 Urbanized Corridor Master Plan • Inquired why the Sundog Connector was prioritized over State Route 69
4	10/19/2022	CYMPO Executive Board Meeting	Member of the public inquired about what the objective criteria are for No-Build option for the Sundog Connector Corridor
5	10/24/2022	CYMPO EMAC Meeting	Zoom Webinar public attendee – "Was there any wildlife concerns to be addressed by EMAC approaches yet?". Save the Dells representation – requested more information on the "No Build" option, and what it means and how it is evaluated
6	1/23/2023	CYMPO EMAC Meeting	Member of the public, • Inquired about what EMAC is doing to fulfill its mission in regards to the Sundog Connector • Inquired about what factors and considerations would go into the evaluation of a No Build option • Suggested that objective criteria be identified for the determination of a No Build option, and urged the EMAC to fulfill its responsibility in the evaluation of the Sundog Connector • Suggested that it should be studied to what extend prioritizing SR69 would outweigh the needs for Sundog Connector • Suggested that the environmental impacts of Sundog connector be evaluated in comparison to environmental impacts of the SR69 corridor • Commented regarding health impacts of transportation in relation to a community's resiliency. • Inquired if those considerations are included in the Sundog Connector DCR & EO project
7	2/2/2023	CYMPO TAC Meeting	Member of the public, provided comment in favor of the Sundog Connector project. Member of the public, • Provided comment in opposition of the Sundog Connector project • Requested clarification regarding land development for the Storm Ranch development and Yavapai Hills • Requested criteria for the no build option • Provided comment regarding concern of health impacts in the communities surrounding the potential Sundog Connector Member of the public, noted importance for CYMPO to provide a neutral perspective of the Sundog Connector project
8	4/17/2023	CYMPO EMAC Meeting	Member of the public, commented that a public records request was submitted to CYMPO. Also commented that a meeting took place between CYMPO staff, City of Prescott staff, perhaps Prescott Valley staff, and AECOM, and noted opinion that the meeting should be held in public. Also commented on issues regarding the development agreement that addresses the area of state land that exists between Storm Ranch and the Yavapai Hills development. Also commented that the EMAC should exercise duties and responsibilities regarding environmental considerations for Sundog project. Also noted speculation that the Storm Ranch development and Gisi properties are being contemplated for sale.
9	5/10/2023	CYMPO TAC Meeting	Member of the public, provided comment regarding the necessity of the Sundog Connector corridor due to anticipated future housing developments in the surrounding area Member of the public, provided comment regarding the long-term planning of the Sundog Connector corridor. Also noted the unlikelihood that SR69 will receive improvements in the near future due to lack of funding
10	6/6/2023	CYMPO TAC Meeting	Member of the public, written comment - inquired about the Sundog Connector Design Concept Report and whether it will include traffic safety review and impacts on the neighboring communities in Yavapai Hills and Diamond Valley to ensure improvements to infrastructure are included in cost estimates.

Comment #	Date	Meeting	Comment
11	8/8/2023	CYMPO EMAC Meeting	Member of the public inquired if there is an existing open space IGA. Inquired if developer's land is up for sale.
12	9/12/2023	CYMPO TAC Meeting	Member of the public, offered comments and concerns regarding the performance of the consultant for the Sundog Connector project. Member of the public, offered comments in opposition to the Sundog Connector project and support for enhancing the State Route 69 corridor.
13	11/15/2023	CYMPO Executive Board Meeting	Member of the public, discussed the priorities that had been brought up during the 2013 review of the Sundog Connector, expressed concerns about discrepancies in how much traffic is expected to be alleviated from SR69, and stated that the Yavapai Hills community does not need emergency exit access from the Glassford Hill side of the community. Member of the public, expressed concerns about traffic flowing through the Yavapai Hills subdivision, rather than around it, and also cited concerns about discrepancies in how much traffic is expected to be alleviated from SR69 Member of the public, expressed concerns about discrepancies in how much traffic is expected to be alleviated from SR69 and commented that the public needs to be able to review the DCR/EO prior to the Executive Board vote on the report Member of the public, stated that she is upset that her view and quiet will be disrupted and stated that she chose a house adjacent to State Trust Land because it was open space.

Appendix J– Fire & Emergency Response Letters

CENTRAL ARIZONA FIRE

Central Arizona Fire and Medical Authority
8603 E. Eastridge Drive
Prescott Valley, Arizona 86314
Phone: (928) 772-7711
Fax: (928) 772-8800
www.cazfire.gov

May 17, 2023

Vinny Gallegos
Central Yavapai Metropolitan Planning Organization
1971 Commerce Center Cir suite E
Prescott, AZ 86301

Mr. Gallegos,

I am writing regarding the Sundog Connector Road that has been part of the area's master road plan for over 20 years.

The congestion is the result of both development in our communities, and ever-increasing tourism. It seems that the originators of the Sundog Connector Road recognized the potential for these increases and planned for future roadways to reduce traffic congestion.

While fire and police agencies are investing in traffic preemption devices to improve safety for responders as well as the public, this investment alone is not enough. Additional corridors are needed to reduce traffic on our roadways and allow for a better flow of commuters between our communities.

Development is not going to stop, so having a sound plan for future roadways and infrastructure is key to smart growth. The Sundog Connector is part of a long-term plan and is a good start to better controlling traffic flow and improving the overall safety of our commuting public.

The increased traffic creates a greater risk of traffic collisions and impacts emergency response, causing delays. As the Fire Chief for the Central Arizona Fire and Medical Authority, I am concerned with the significant increase in congestion plaguing our current road network. I stand in support of this project and thank you for your continued consideration and diligence as this project moves forward.

Should you need anything additional information from me, please contact me via email at sfreitag@cazfire.gov or by phone at 928-772-7711.

Sincerely,

Scott A. Freitag
Fire Chief

PRESCOTT FIRE DEPARTMENT
1700 Iron Springs Road
Prescott, AZ 86305

Holger Durre, Fire Chief

(928) 777-1700
FAX (928) 776-1890

July 11, 2023

Vincent Gallegos
Executive Director
Central Yavapai Metropolitan Planning Organization
1971 Commerce Center Circle, Suite E
Prescott, AZ 86301

Dear Mr. Gallegos,

Thank you for reaching out regarding the Sundog Connector Road and its potential impact on public safety in the region. As a department, we are committed to aligning ourselves with other strategic planning initiatives that promote comprehensive public safety outcomes. There are two primary opportunities that I would like to address in this regard.

Investing in the transportation network can help reduce the community's exposure to wildfires by creating effective and diverse evacuation routes. The Connector Road provides additional options that can quickly help residents in case of large-scale emergency evacuations. Because these situations are dynamic in nature, the connector can enhance these efforts while also providing additional routes for emergency response apparatus to travel throughout the community simultaneously.

Another crucial aspect is to make use of complementary projects, like enhancing road networks, to maximize the efficiency of investments in public safety infrastructure. With central Yavapai County's rapid expansion, investing in additional fire stations is a top priority. The Connector Road has the potential to enhance the road network regionally which can maximize the effectiveness of new fire stations and other response solutions.

While the current dialogue related to the project is understandably focused on the areas immediately adjacent to the proposed road, the two issues I have offered here suggest that the regional impact on public safety is an important consideration as well. We recognize that public safety is not the only consideration in this discussion, but I hope that this perspective illustrates the regional opportunity to positively impact public safety while maximizing the investment of public funds.

Sincerely,

Holger Durre
Fire Chief

CENTRAL ARIZONA FIRE

Central Arizona Fire and Medical Authority
8603 E. Eastridge Drive
Prescott Valley, Arizona 86314
Phone: (928) 772-7711
Fax: (928) 772-8800
www.cazfire.gov

October 23, 2023

Vinny Gallegos
Central Yavapai Metropolitan Planning Organization
1971 Commerce Center Circle, Suite E
Prescott, AZ 86301

Mr. Gallegos,

We, the members of the Central Arizona Fire and Medical Authority Board, are writing to express our support for the Sundog Connector Road, which has been part of the area's master road plan for over 20 years, and additional roadways in our region.

Our area has seen a notable increase in development and residencies, as well as ever-increasing tourism. The increased traffic creates a greater risk of traffic collisions and impacts emergency response, causing delays. While fire and police agencies are investing in traffic preemption devices to improve safety for responders as well as the public, this investment alone is not enough. Additional corridors are needed to reduce traffic on our roadways and allow for a better flow of commuters between our communities.

It seems that the originators of the Sundog Connector Road recognized the potential for these increases and planned for future roadways to reduce traffic congestion. We recognize that further widening of State Route 69, while necessary, cannot be the only answer to the traffic impacts on that highway as it can only be widened so far. The Sundog Connector is one of many key components of a long-term plan and is a good start to better controlling traffic flow and improving the overall safety of our commuting public.

Development is not going to stop and having a sound plan for future roadways and infrastructure is key to smart growth. We would be foolish to think that an emergency on the scale of Paradise, CA or Lahaina, HI cannot happen here. It can, and the likelihood of it happening is higher than most wish to admit. Additional roads connecting neighborhoods and the various communities in our region are essential for public safety.

As the Board of the Central Arizona Fire and Medical Authority, we are concerned with the significant increase in congestion plaguing our current road network. We stand in support of the Sundog Connector project and others that will help ease congestion on

our roadways and provide better ingress-egress for emergencies. We thank you for your continued consideration and diligence as this and other projects move forward.

Should you need anything additional information, please contact the Central Arizona Fire and Medical Authority office at 928-772-7711.

Sincerely,

Matt Zurcher
Board Chair

Appendix K– Draft DCR and EO Public Review Period Comment Log

Draft Final DCR and EO Public Comment Period Comments

The Sundog Connector DCR & EO Draft Final Report public comment period was open between January 31, 2024 and February 13, 2024. All comments received during this period are shown below.

Comment #	Date	Comment Type	Comment
1	02/01/2024	Digital	Thanks for the link to the draft DCR. We are already reviewing and sharing it. Please check for the correct spelling of "Cline Mesa" and change it if your references agree with ours that it is spelled "Klein Mesa" for a person associated with Yavapai Hills. We pointed this out to a member of your team at the September open house. We think the Klein family and members of the public would appreciate a correction.
2	02/01/2024	Digital	What will be the mechanism for the public to comment on the AECOM final DCR & EO at the TAC meeting on the 14th and the EB meeting on the 28th? Also, will the EB be voting on the report and future of the Sundog Connector at their meeting on the 28th?
3	02/04/2024	Digital	HERE IS YOUR 765 PAGE FINAL DRAFT OF THE 2 1/2 YEAR $400,000 SUNDOG CONNECTOR HIGHWAY STUDY: (Click Here to Download the Draft DCR & EO as Posted on the CYMPO.org Website) FINAL COMMENT PERIOD ENDS FEB 13, 2024: HIGHLIGHTS FROM THE STUDY: Pg 55: The order of magnitude estimate of project cost for the Full Build Sundog Connector Highway Alternative 3 is $150.5 million PLUS $37.3 million for unidentified costs totaling $ 188.13 Million. This will allow 15,000 high speed vehicles per day to travel within 167 feet of our Yavapai Hills existing residences and within 200 ft of the existing Diamond Valley residences, lowering our property values thru External Obsolescence (meaning there is nothing the property owner can do to mitigate or repair the loss of property value as identified by the Yavapai County Assessor). It will also divide our neighborhood by constructing this highway thru its center on 2013 ADOT Study Fatally Flawed Routes at that, sending the message that our community doesn't matter, that this is the place to put a highway so we can cross over this place and go from one city to another city 30 seconds faster. This is deemed necessary by some impatient Hwy 69 motorists who value an approximate 30 second travel reduction for themselves as a higher priority than the quality of life in both our Yavapai HIlls and Diamond Valley developments. (Pg 58 - Provide "approximately 4% average reduction in travel time" on SR 69 for 3.6 miles (approx 30 seconds): Pg 55 < report excerpt image > Pg 56 < report excerpt image > ALTERNATIVE 3 FULL BUILD $150.5 MILLION, WITHOUT 25% UNIDENTIFIED ADDITIONAL COSTS OR: ANOTHER $37.3 MILLION UNIDENTIFIED COSTS FOR A TRUE TOTAL PROJECT COST OF $188.13 MILLION OR $60.69 MILLION PER MILE FOR ALTERNATIVE 3 FULL BUILD. Pg 56: Sundog Connector Highway Alternative 7 Segmentation Costs to build in Segments: <report excerpt image> ANOTHER MIS-LEADING MAP PG 57 While the AECOM map shows us the Full Build Alternative 3 in the heavy red line map below, they fail to show the high volume of traffic in Alternative 7 of Segment 3 cutting thru our Yavapai Hills neighborhood streets via Sunrise Blvd and/or Yavapai Hills Drive to be used as a short cut to Hwy 69, Costco, and Prescott Valley. The Diamond Valley Exit is shown on this map in Segment 4 at N Coral Drive as a traffic cut thru to SR 69. The reduction in traffic volume on Hwy 69 touted by the AECOM results Pg 58 below is achieved in part by adding it to our neighborhood streets. No! No! A thousand times NO! < report excerpt image> Pg 58: Key Build Alternative 3 provides for a 4% reduction in SR 69 travel time, approximately 30 seconds from Prescott Valley to Prescott Lakes Parkway: < report excerpt image> The above mentioned Yavapai Hills Unit 9 and Storm Ranch Approved Development Agreements contain no requirement for the City of Prescott to construct any part of this highway per the Prescott City Attorney. PAGE 58: <image> Contrary to the Study statement above that "further discussion is warranted", the Sundog Connector Highway project should be removed from the 2025 Prescott General Plan. CONCLUSION: The proposed Sundog Connector makes no economic sense in reducing SR 69 travel time by 4% or approximately 30 seconds at a cost of $188.13 Million. IF YOU LIVE IN DIAMOND VALLEY, THE TRAFFIC WILL BE CUTTING THRU YOUR NEIGHBORHOOD TO AND FROM SR 69: <image>

Comment #	Date	Comment Type	Comment
4	02/06/2024	Digital	Please reconsider your stance on completing the Sundog Connecter. ... Since 2001 when we purchased a home in the Prescot area the population has grown by over 45%. At this time, having the Sundog Connector completed would help considerably with the long lines of traffic at the the Walmart/Gateway Mall intersection. And if the Connector completion is not a priority to you at this time, PLEASE just plan to "shelve the Report" for later - DO NOT vote to approve the "No-Build-Option." I grew up in a small town that became very popular and many people re-located to the area. Then those same people opposed any increase to road size, etc., because they didn't want to "encourage" others to move to the area. Of course, others came anyway. Eventually there was no choice about adding roads, etc. By then the construction cost and time had increased ten-fold. What a costly mess!! ... If the CYMPO is not visionary, the same thing will happen to Prescott/Yavapai County area. Thank you for your additional consideration.
5	02/07/2024	Digital	WE have studied the 75 page proposal for the above project. As a resident of Yavapai Hills, we are diabolically opposed to the project and feel strongly that the future funds earmarked for this can be use much better in other areas of transportation. Improving SR 69 is one. More roundabouts, We do not need another stop light with heavy traffic entering 69. I know there is a stoplight there now, but much more lightly used than it would be once the connector is done. Cutting into Glassford hill and impacting the abundance of wildlife ruining the view and killing more animals is sure to happen. So many more options for the dollars abound. As a Prescott and Yavapai county residents we vote NO!
6	02/09/2024	Letter	Letter from Granite Dells Preservation Foundation You and AECOM have done a thorough job in evaluating the many challenges that would face the construction of the proposed Sundog Connector Road. The Draft Design Concept Report and Environmental Overview on this roadway recommends Alternative 3 as the preferred alternative although the No Build Option is also mentioned. The Granite Dells Preservation Foundation is strongly in favor of the No Build option for a several reasons. The negative impacts to the environment and wildlife of the area in general, and to the proposed Glassford/Granite Dells Park and Preserve in particular, are severe. As your own review states, those impacts would need to be addressed and mitigated. The very difficult terrain does not lend itself well to this highway, and indeed, is a major factor in the high-cost estimate. It is clear from the views expressed by the public at several meetings that No Build is actually the preferred option. Thank you for the opportunity to comment on this important project. Sincerely, <name>, President Board of Directors Granite Dells Preservation Foundation
7	02/12/2024	Digital	Hello, thank you for helping me with this question. The portion of the passage below from page 11 is unclear to me. Isn't the Glassford Dells Regional Park already designated as a park? If so, was joint development pursued before that designation? If so, could you please tell me where we would find the documented evidence? "Because both the Sundog Connector transportation facility and the regional park are in the early planning stages, the surrounding agencies have the opportunity to enter into joint development planning with the local jurisdictions. Under joint development, the recreational resource maintains the use of the facility for recreation purposes, reserving a portion for transportation use. Coordination with the local jurisdictions is recommended to determine if joint development aligns with their plans for the regional park. If joint development is pursued, documented evidence demonstrating the area in question was reserved for transportation purposes before or at the same time that the adjacent portions were designated as a park would be needed."