

City of Prescott

City Council - Study Session



August 26, 2025 | 1:00 PM
201 N Montezuma Street
City Council Chambers
Prescott, AZ 86301

AGENDA

The following Agenda will be considered by the **Prescott City Council** at its **Study Session** pursuant to the Prescott City Charter, Article II, Section 13. Notice of the meeting is given pursuant to Arizona Revised Statutes, Section 38-431.02. One or more members of the Council may be attending the meeting through the use of a technological device.

Viewing & Participation

This meeting may be viewed on Channel 64, Facebook Live or on the City's website: [City of Prescott Live Meeting Feed](#)

Public comments for Council may be submitted through the City website: [Public Comment Form](#)

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **DISCUSSION**
 - A. Presentation & Discussion Regarding 15% Alternative Design Concept Plans for Effluent & Wastewater Pipeline & SR89 Improvements. Study Session 2 of 2 in Accordance with Resolution No. 2024-1876.
4. **ADJOURNMENT**

Upon a public majority vote of a quorum of the City Council, the Council may hold an executive session, which will not be open to the public, regarding any item listed on the agenda but only for the following purposes:

- (1) Discussion or consideration of personnel matters (A.R.S. §38-431.03(A)(1));
- (2) Discussion or consideration of records exempt by law (A.R.S. §38-431.03(A)(2));
- (3) Discussion or consultation for legal advice with the city's attorneys (A.R.S. §38-431.03(A)(3));
- (4) Discussion or consultation with the city's attorneys regarding the city's position regarding contracts that are the subject of negotiations, in pending or contemplated litigation, or in settlement discussions conducted in order to avoid litigation (A.R.S. § 38-431.03(A)(4));
- (5) Discussion or consultation with designated representatives of the city to consider its position and instruct its representatives regarding negotiations with employee organizations

(A.R.S. §38-431.03(A)(5));

(6) Discussion, consultation or consideration for negotiations by the city or its designated representatives with members of a tribal council, or its designated representatives, of an Indian reservation located within or adjacent to the city (A.R.S. §38-431.03(A)(6));

(7) Discussion or consultation with designated representatives of the city to consider its position and instruct its representatives regarding negotiations for the purchase, sale or lease of real property (A.R.S. §38-431.03(A)(7)).

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Prescott City Hall on 8/21/25 at 11:30 a.m. in accordance with the statement filed by the Prescott City Council with the City Clerk.

Sarah M. Thornhill

Sarah M. Thornhill, City Clerk



TO: MAYOR AND CITY COUNCIL
AGENDA: August 26 Study Session
DATE: August 26, 2025
DEPT: Public Works
ITEM #: 3.A
SUBJECT: Presentation & Discussion Regarding 15% Alternative Design Concept Plans for Effluent & Wastewater Pipeline & SR89 Improvements. Study Session 2 of 2 in Accordance with Resolution No. 2024-1876.

ITEM SUMMARY

This item is to conduct the required second Study Session discussion regarding the completion of the 15% design concept plans for the Effluent & Wastewater Pipeline & SR89 Improvements project, per Resolution 2024-1876, of three (3) roadway designs, including an alternative to a five-lane road, and a traffic report.

BACKGROUND

This project is an important part of the City's centralization effort by replacing undersized and failing effluent and wastewater pipelines in the corridor. Once complete, the project will increase pipeline capacity and centralize wastewater treatment and effluent distribution from the Airport Water Reclamation Facility. The project will also make roadway improvements to help improve safety, including cross-traffic roadway access and visibility along, and at intersections, to improve and maintain efficient traffic flow.

The City conducted public outreach from June to November 2023, which included a survey to collect public comments and two (2) open houses. The project was presented at two (2) Council Study Sessions in June and December 2023. A Request for Statement of Qualifications (RSOQ) process, from March through July 2024, was used to review, evaluate, rank, and select an engineering design team. The RSOQ committee recommended that staff negotiate an engineering design contract with Kimley-Horn and Associates, LLC (Kimley-Horn).

Kimley-Horn and their sub-consultants have collected traffic data along SR89 and surrounding roadways since December 2024, including the week before Christmas 2024, when SR89 was temporarily closed to perform repairs to a significant failure of the effluent line. From November 2024 to January 2025, Kimley-Horn and their engineering team have performed topographic and right-of-way surveys with ground GPS, aerial drones, surface and subsurface geotechnical imaging, seismic and boring surveys, and collected traffic data.

During February and March, Kimley-Horn held three (3) meetings with the citizens' Design Ranking Advisory Group to review and weigh the design evaluation criteria. They also held two (2) meetings with the Technical Advisory Group to evaluate and rank the roadway alignment alternatives. The City Council was given a project update at the April 8th Study Session, including information about surface and subsurface surveying, traffic data and analysis, the outcome of the ranking evaluation criteria by the Design Ranking Advisory Group, and the ranking of the roadway alignment alternatives by the Technical Advisory Group. Kimley-Horn then proceeded with the 15% design for the two (2) highest-ranked roadway alignment alternatives and one (1) highest-ranked non-widening alternative.

Per Resolution No. 2024-1876, the Prescott City Council shall hold a public comment period of no

less than sixty (60) days upon completion of 15% alternative design concept plans and, during such comment period, the City shall conduct at least two (2) duly noticed public hearings and at least two (2) study sessions on said plans. Kimley-Horn and the City have presented the preliminary design conceptual plans for the two (2) highest-ranked roadway alignment alternatives and one (1) highest-ranked non-widening alternative to the City Council at a Study Session on July 8, 2025. Kimley-Horn's presentation included a 15% Design Concept Report which includes utility alignment analysis, roadway alignment analysis, constructability analysis with cost estimates, full topographic survey, geotechnical investigation and report, corridor traffic analysis, corridor visualization, and weighted evaluation matrix of up to 15 utility and roadway alignment alternatives. This presentation will further discuss the three (3) 15% design roadway alignment alternatives developed and future planning.

FINANCIAL IMPACT

There is no fiscal impact associated with this item.

RECOMMENDED ACTION

This item is for discussion only. No formal action will be taken.

ATTACHMENTS

1. Eff WW Pipeline SR89 Improvements

EFFLUENT & WASTEWATER PIPELINES & SR89 IMPROVEMENTS PROJECT

COUNCIL STUDY SESSION - AUGUST 26, 2025

Presented by:
Gwen Rowitsch
Public Works Director



EFFLUENT & WASTEWATER PIPELINES & SR89 IMPROVEMENTS PROJECT

WHY ARE WE HERE?

**HOW DO WE PLAN
PROJECTS?**

**WHERE ARE WE IN THE
PROCESS?**

**PUBLIC COMMENT
THEMES**

WHY ARE WE HERE?

- Effluent infrastructure failing
- What do we do with the roadway?
 - Expected lifespan of pavement, 20-30 years
 - Fiscal Responsibility
 - Coordinating projects to reduce costs and community impacts
 - Level of Service (LOS) F projected by 2034

HOW DO WE PLAN PROJECTS?

01

- Wastewater Modeling and Forecasts
- Traffic Studies
- Consultants and Staff

02

- Data/Timing Analyses

03

- Fiscal Efficiency

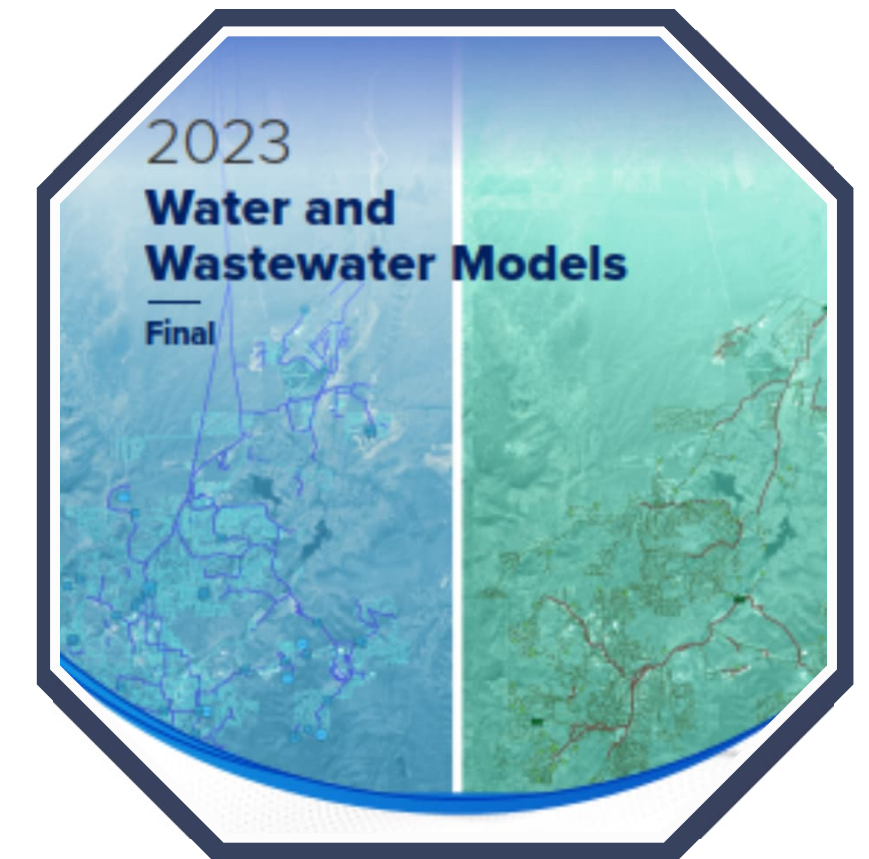
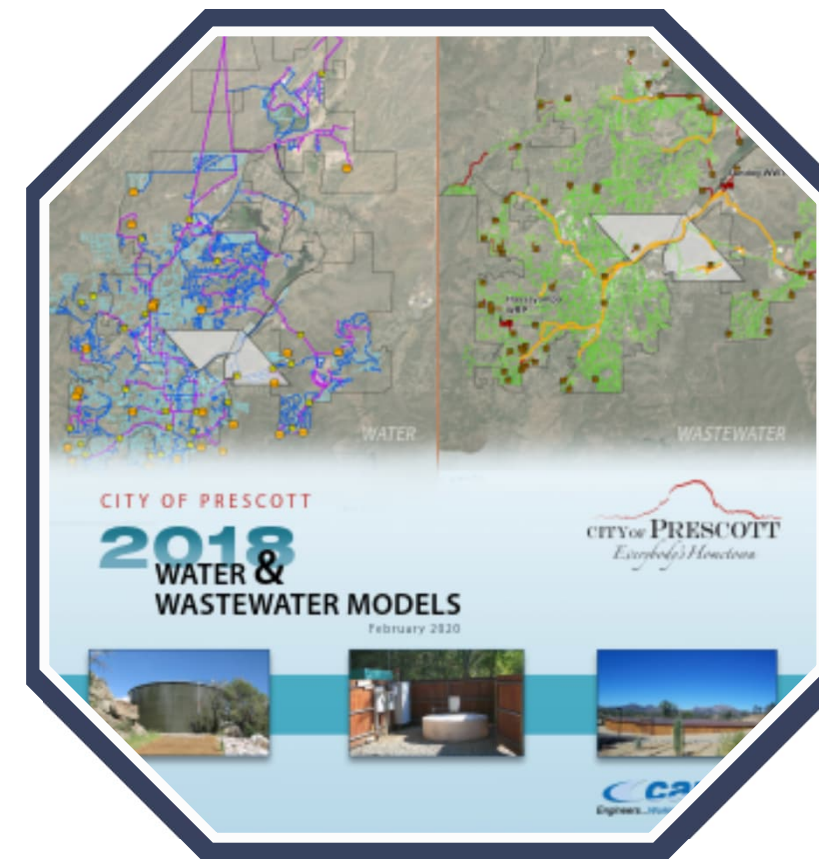
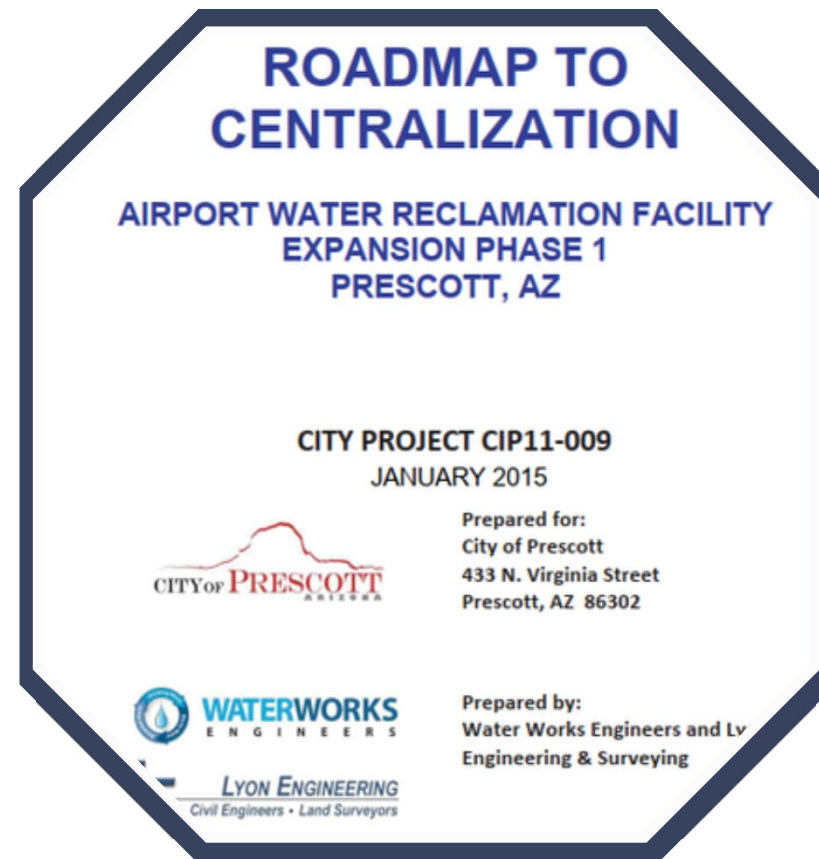
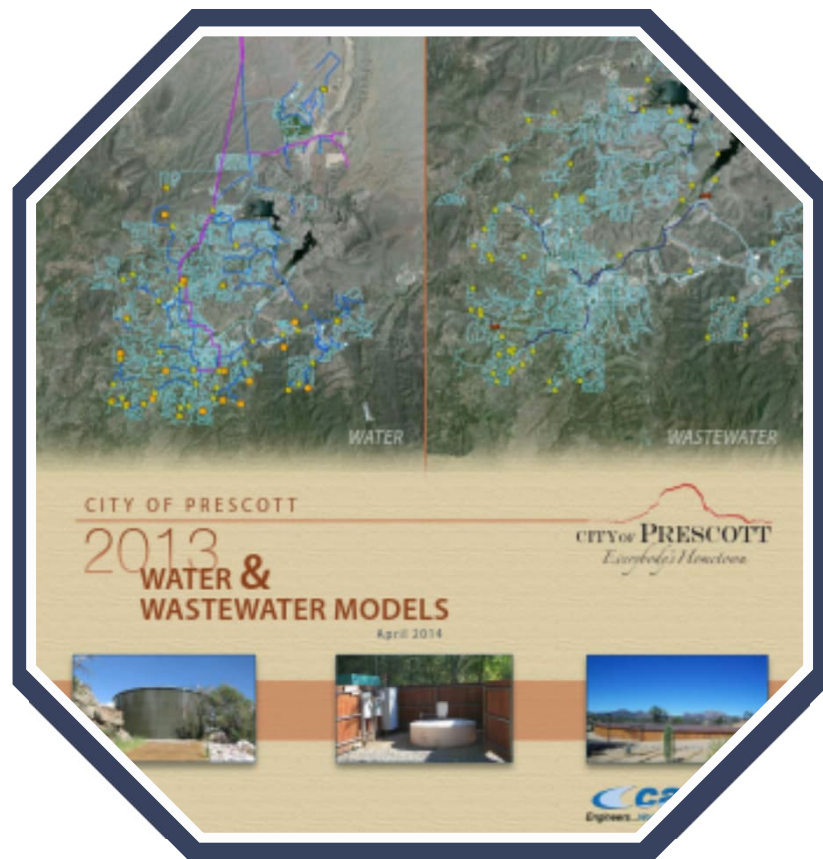
INFRASTRUCTURE PLANNING

**WASTEWATER
INFRASTRUCTURE**

**ROADWAY
INFRASTRUCTURE**

WASTEWATER INFRASTRUCTURE

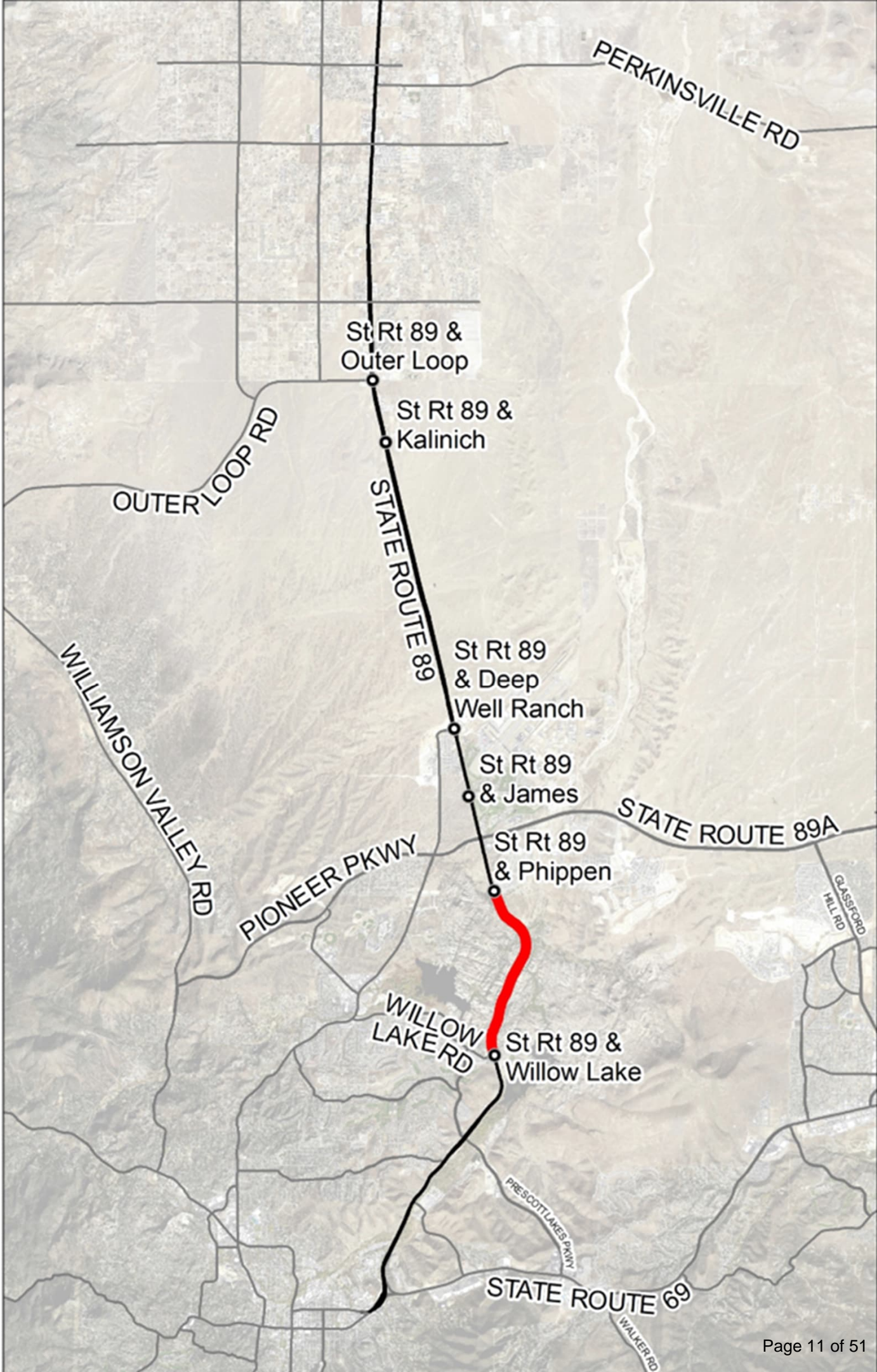
- 2013 Wastewater Model identified need for centralization
- 2015 Roadmap to Centralization (Combining Sundog and Airport Treatment Plants)
- 2016 Included in Capital Improvement Plan (CIP)
- 2018 Wastewater Model identified need for additional sewer capacity along SR89
- 2019 Wastewater Infrastructure Improvement Plan (IIP)/Development Impact Fees



SR89 PREVIOUS WIDENING

The 17-Mile stretch of SR89 between SR69 interchange to Road 3 North, Chino Valley

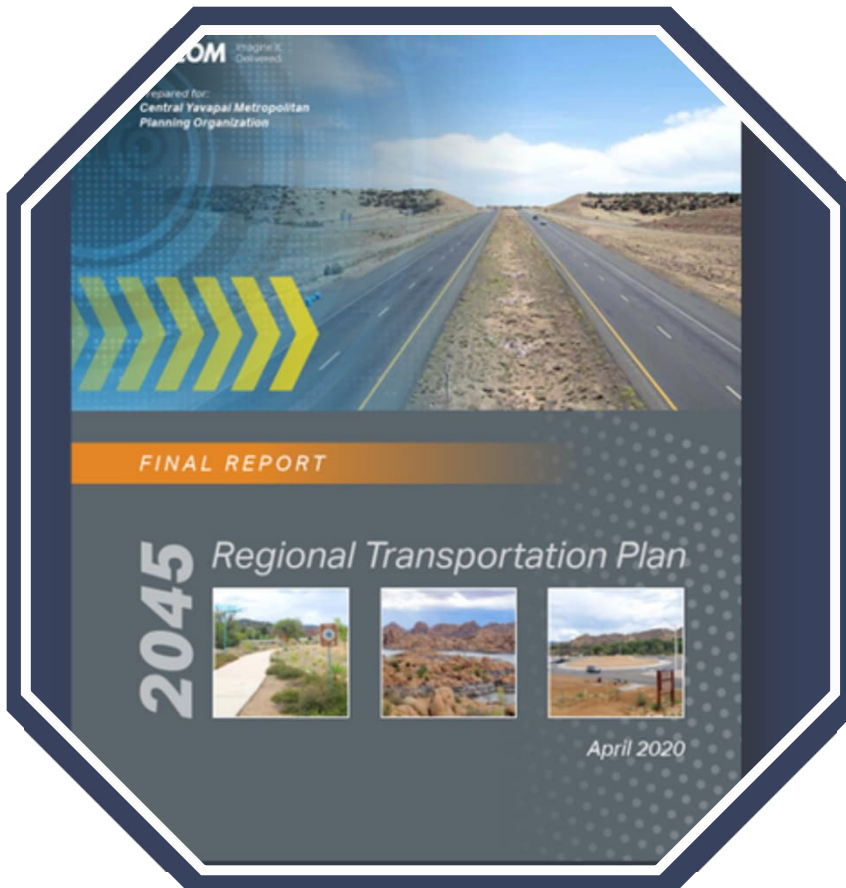
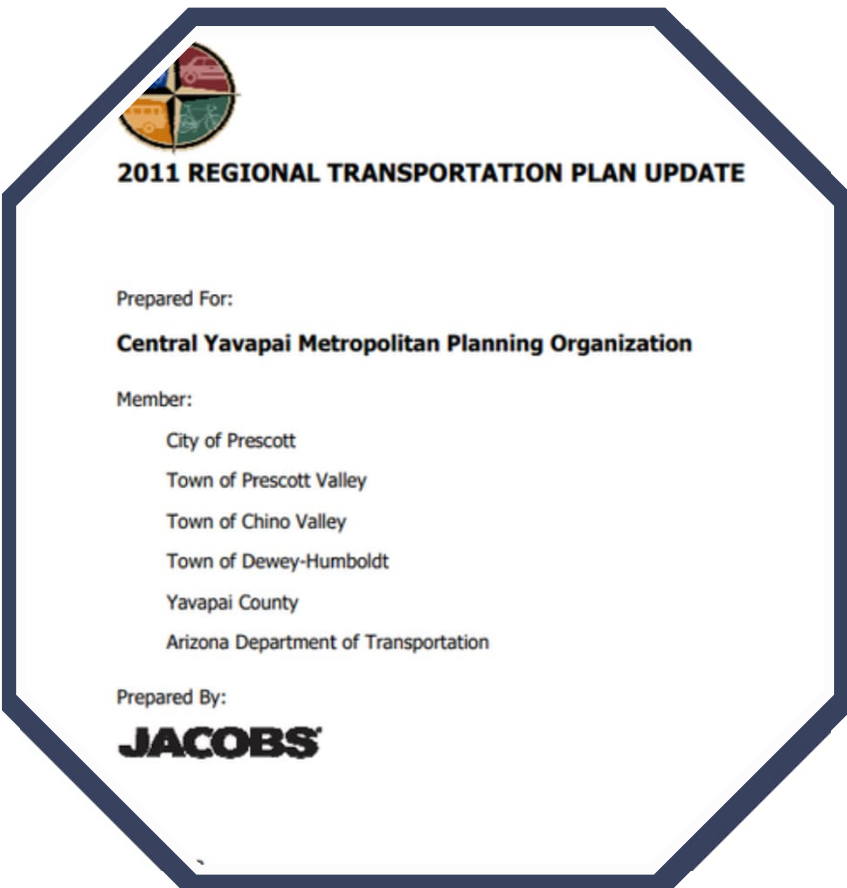
- 2005 – 2007: widening from Yavpe Connector to Willow Lake Road
- 2015: ADOT widened SR89 from Deep Well Ranch Rd to Road 4 South in Chino Valley
- 2017-2019: The City and ADOT widened SR89 from Deep Well to Phippen Trail
- Only remaining two lane section is 2.5 miles from Willow Lake Road to Phippen Trail



ROADWAY INFRASTRUCTURE



- 2011 Identified need for widening in CYMPO's Regional Transportation Plan (RTP)
- 2019 Included in Street Infrastructure Improvement Plan/Development Impact Fees
- FY22 Added Street funds to project already included in 5yr-CIP (\$26.5M)
- FY26 Design Concept Report Cost Estimate increased budget to \$38M



WHERE ARE WE IN THE PROCESS?



PUBLIC SURVEY


**RESOLUTION NO.
2024 - 1876**

**DESIGN CONCEPT
REPORT**

PUBLIC SURVEY

- June 2023 - November 2023
- 15 Questions
- 1,251 Responses



 **SR89 Roadway & Infrastructure Improvements Project**
Pre-Design Survey

Please take a moment to complete the survey below and return it by mail in the included envelope.
If you would like to receive project updates, please leave an email address.

Name: _____ Email: _____

Street Address: _____ Zip code: _____

Name and address must be provided for data to be counted. Your information will only be used for project communication.

TRAFFIC AND INTERSECTION QUESTIONS

This project includes upsizing existing sewer infrastructure, widening the existing two-lane roadway and performing intersection improvements, as needed, to improve traffic flow and safety enhancements for traffic entering SR89.
Please answer the Traffic and Intersection Questions below to the best of your ability. There is also a space for additional comments.

1. How many times per week do you travel along the SR89 corridor between the Phippen Roundabout and Willow Lake Road Roundabout?
 1-5 5-10 10-15 15-20 20+

2. I experience delays when traveling along the SR89 corridor between the Phippen Roundabout and Willow Lake Road Roundabout.
 Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

3. I would like to see traffic flow improved along the SR89 corridor between the Phippen Roundabout and Willow Lake Road Roundabout.
 Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

4. I would like to see reduced speeds along the SR89 corridor between the Phippen Roundabout and Willow Lake Road Roundabout.
 Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

5. I would like to see bike lanes along the SR89 corridor between the Phippen Roundabout and Willow Lake Road Roundabout.
 Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

6. I would like to see improved and safer turning movements onto SR89 between the Phippen Roundabout and Willow Lake Road Roundabout.
 Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

7. I would like to see controlled intersections installed at these locations along SR89 between the Phippen Roundabout and Willow Lake Road Roundabout (select all that apply).
 Old Highway 89 at Rustic Ridge
 Granite Gardens Drive (Granite Gate Senior Living)
 Granite Dells Road (residential area)

RESOLUTION NO. 2024-1876

- February 13, 2024
- Public Comment Period
 - 2 Study Sessions
 - 2 Public hearings
- Alternative to a Five-Lane Road
- Traffic Report
- Detailed Financial Analysis
- Exhibit 1 - Capital Improvement Program Process

PROJECT TEAM



REQUEST FOR STATEMENT OF QUALIFICATIONS - KIMLEY HORN

Design Concept Report Contract - \$997,000 (November 2024)

- KIMLEY-HORN
- LYON ENGINEERING
- WATER WORKS ENGINEERS
- CALL & NICHOLAS
- T2 UTILITY ENGINEERS
- BETA PR
- ETC
- WILLMENG

Kimley»»Horn

Expect More. Experience Better.



Ranking #1: \$36.7M

Alternative 3B - 5 Lane Widening Entire Corridor

Required Safety Improvements:

- Taper extension at Phippen roundabout
- Frontage road with acceleration lane and left-in/left-out
- Willow Lake roundabout southbound approach realignment
- Consolidate access points
- Improved sight lines
- Right-in/right-out only conditions through the corridor

Unique Features:

- 5 lanes through the corridor
- 2-lane roundabout near Old SR89A Loop Road
- 2-lane roundabout north of Twisted Trail
- Right-outs within 1500' of roundabouts

Ranking #2: \$35.5M

Alternative 5B - 5 Lane Widening with 4 Lanes plus Barrier Through Narrow Section

Required Safety Improvements:

- Taper extension at Phippen roundabout
- Frontage road with acceleration lane and left-in/left-out
- Willow Lake roundabout southbound approach realignment
- Consolidate access points
- Improved sight lines
- Right-in/right-out only conditions through the corridor

Unique Features:

- 5-Lane widening between Phippen Trail roundabout and Boulder Creek Lane
- 4-Lane widening between Boulder Creek Lane and Twisted Trail with barrier (narrows)
- 5 Lane widening between Twisted Trail and Willow Lake Road roundabout
- 2-lane roundabout near Old SR89A Loop Road
- 2-lane roundabout north of Twisted Trail
- Right-outs within 1500' of roundabouts

Ranked #10: \$25.2M

Alternative 2B - Current Roadway

(Non-widening Alternative)

Required Safety Improvements:

- Taper Extension at Phippen roundabout
- Frontage road with acceleration lane and left-in/left-out
- Willow Lake roundabout southbound approach realignment
- Consolidate access points
- Improved sight lines
- Right-in/right-out only conditions through the corridor

Unique Features:

- Two lanes through the corridor
- Single lane roundabout near Old SR89A Loop Road
- Single lane roundabout north of Twisted Trail

**Resolution No.
2024-1876**

Exhibit 1

Steps	Actions and Approvals
5-year Capital Improvement Program	Identification of Project Needs
Program Development	Funding, Phasing, In-House or Consultant
Scope of Work	Review Age of Infrastructure, Condition, Maintenance, Other Issues
Public Outreach	Survey and Project Website
Consultant Selection	Request for Proposal-Ranking and Selection
Per Resolution No. 2024-1876	Design Concept Report Contract, 15% Design Plans, Traffic Report
Per Resolution No. 2024-1876	Public Comment Period
Design Contract	Scope, Fee, Schedule, Council Award
Design Development	Easements & Acquisitions, Public Meetings, Const. Documents
Construction Contract	Advertisement, Bidding, Evaluation, Council Award

Engineer's Estimate

Detail Cost Developed

Detail Cost Confirmed

PUBLIC COMMENT THEMES

**Public Involvement and
Transparency**

Environmental and Utilities

Property Impacts

Alternative Solutions

Growth and Urbanization

**Traffic Study and
Engineering Standards**

Traffic Flow and Safety

**Roundabout and Signalized
Intersections**

Cost and Funding Sources

Widen Now or Widen Later

PUBLIC COMMENT - PUBLIC INVOLVEMENT AND TRANSPARENCY

- Public opposition to widening is not reflected in the plans
- The Design Ranking Advisory Group - Pairwise Method used was unclear
- Questions about the process
 - Transparency
 - Predetermined outcome



PUBLIC INVOLVEMENT AND TRANSPARENCY

Resolution No. 2024-1876

Alternative 2B – Ranking #10 out of 20 (Non-widening Alternative)

- Two lanes through the corridor
- Single lane roundabout Old SR89A Loop Road
- Single lane roundabout north of Twisted Trail
- Taper extension at Phippen roundabout
- Frontage road with acceleration lane and left-in/left-out
- Willow Lake roundabout southbound approach realignment
- Consolidate access points
- Improved sight lines
- Right-in/right-out only conditions through the corridor



PUBLIC INVOLVEMENT AND TRANSPARENCY

School - PUSD	College - YC	Public Safety
Recreation Services	Environmental Staff	County Resident - Lives within the corridor
Public Transportation - CYMPO	Economic Development	Private Citizen
Local Organization - Save the Dells	Local Business outside the corridor	Board and Commission Member - Planning and Zoning
Local Business - within the corridor	Hospital	ADOT

PUBLIC INVOLVEMENT AND TRANSPARENCY

14.2 %	Vehicular Safety
12.8%	Environmental Quality of Life
12.8%	Effluent/Wastewater Constructability/Maintenance
12.2%	Traffic Flow and Safety
10.2%	Regional Impacts to Roadway
9.4%	Environmental Viewshed
8.8%	Trail/Bike/Park Accessibility
8.2%	Roadway Construction and Maintenance Impacts
7.2%	Roadway Constructability
4.2%	Cost

- Two-phase process
 - Design Ranking Advisory Group
 - Weighted Ranking
 - Technical Advisory Committee

Project Website – June 2023



Effluent & Wastewater Pipelines
& SR89 Improvements Project

[Home](#)

[Project Timeline](#)

[Virtual Meeting Room](#)

[Stay Informed](#)

The Effluent & Wastewater Pipelines & SR89 Improvements Project is located between the Phippen Roundabout and the Willow Lake Road Roundabout. The project will increase pipeline capacity and centralize wastewater treatment to the Airport Water Reclamation Facility (AWRF) while simultaneously distributing effluent from the AWRF. The project will also include roadway and intersection safety improvements throughout the corridor.

Public Comment Period

[Public Comment Form](#)

[Public Comment Summary - 7/18/25](#)

Project Resources

[Project Timeline](#)

[Virtual Meeting Room](#)

[Stay Informed](#)

PUBLIC COMMENT - ENVIRONMENTAL AND UTILITIES

- Repeated breaks in effluent lines under SR89 raise questions about water contamination
- Many support utility upgrades

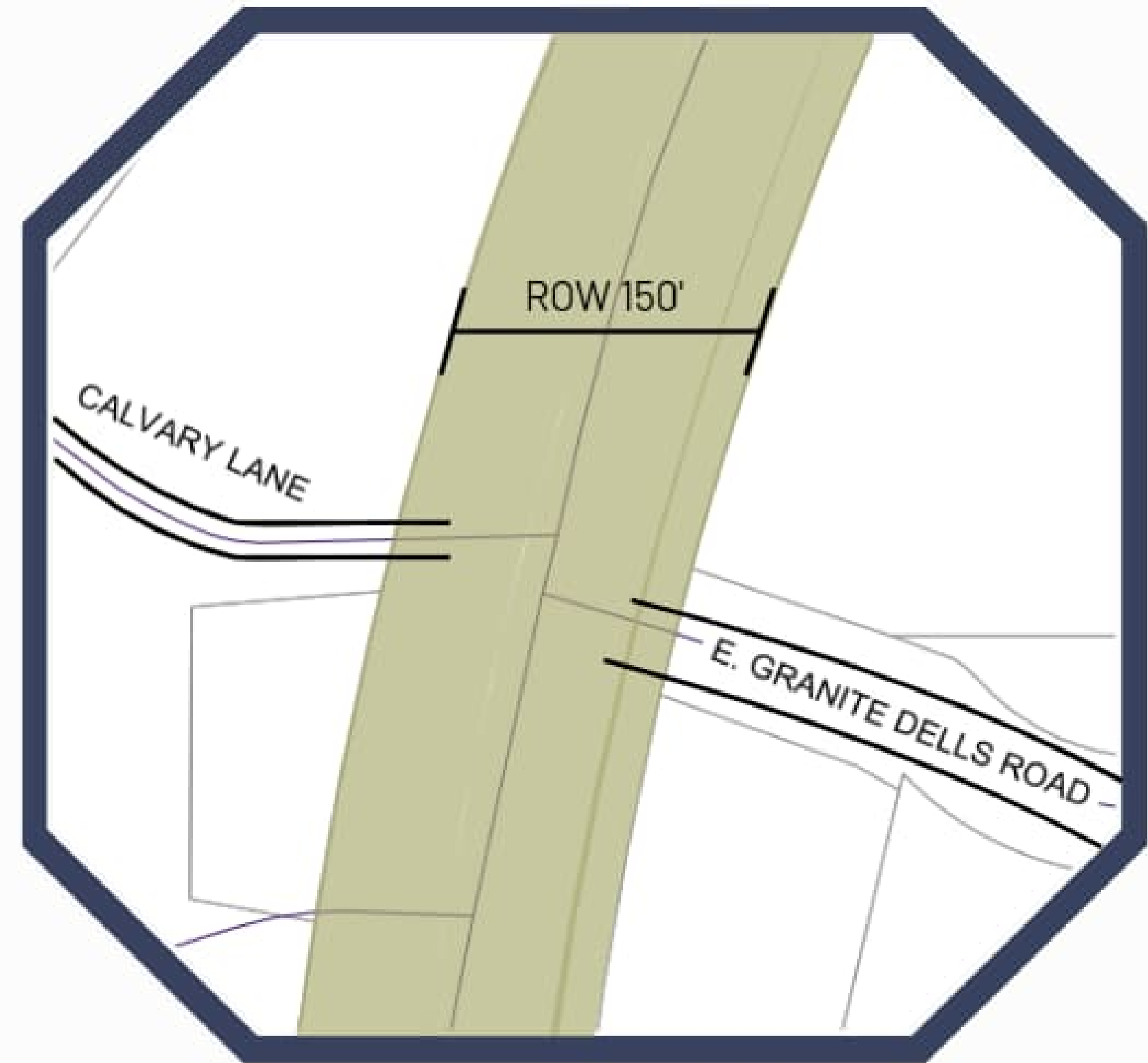
ENVIRONMENTAL AND UTILITIES

- Existing Effluent pipe has broken 10 times in 5-years; 8 breaks in the last two years
 - Effluent released is treated wastewater, it is not raw sewerage
- Effluent is used on golf courses and sent to recharge ponds to recharge the aquifer
- All effluent main breaks are reported to ADEQ
- The City does not regulate private wells, all well owners are encouraged to test their well regularly

PUBLIC COMMENT - PROPERTY IMPACTS

- Calvary Lane is a private road
- Property owners concern of losing land or privacy buffers due to expansion
- Questions of who could be affected by land acquisition

- Calvary Lane is private road
- 150' of right-of-way through corridor
- Travel lanes and existing roundabouts are in existing right-of-way
- Any rocks removed will be in existing right-of-way
- City identifying undeveloped properties where additional land may be required for roundabouts, if needed

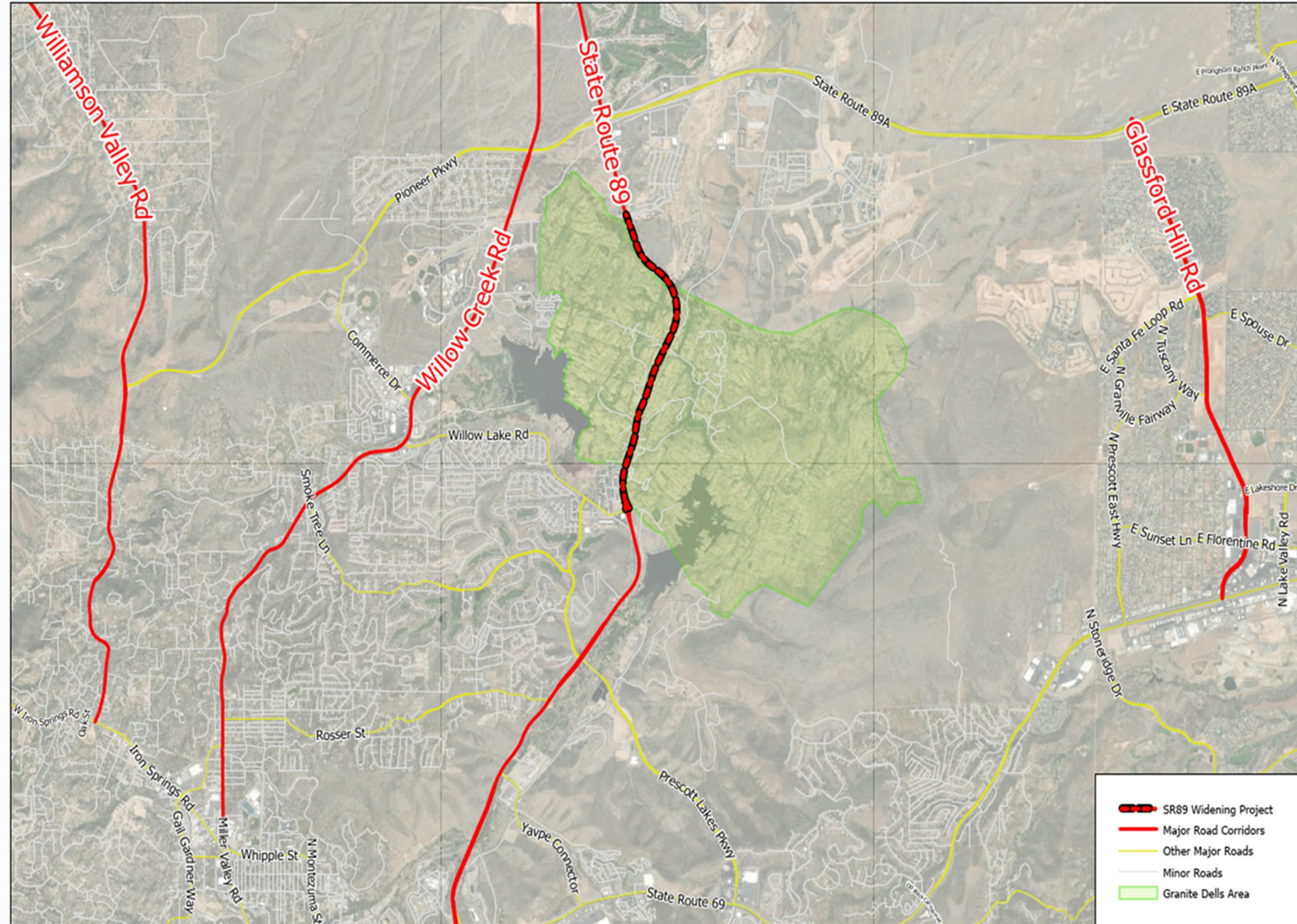


PUBLIC COMMENT - ALTERNATIVE SOLUTIONS

- Widen Willow Creek Road
- Sundog Connector & widening of SR69 are seen as better alternatives
- Suggested improvements—right-ins/right-outs, turn lanes

ALTERNATIVE SOLUTIONS

- Willow Creek Road cannot be widened without disturbing (displacing) many homes and businesses (two lanes each direction)
- SR69 is being widened to 6 lanes to accommodate the larger traffic volumes - this roadway is East/West Roadway and will not affect the SR89 traffic conditions
- Roundabouts will control access
 - Right-outs, then turn around at closest roundabout



PUBLIC COMMENT - GROWTH AND URBANIZATION

- Limited groundwater makes further expansion unsustainable
- As Prescott develops north of the Dells, traffic may shift away from SR89, reducing future demand
- Doubt the projected 2.75% growth rate

GROWTH AND URBANIZATION

Projected Water

All approved future homes have been accounted for in the City's Water Portfolio

Growth Rates

Project not a part of any Development Agreement

GROWTH AND URBANIZATION

Today

Who uses SR89

- 22,000 vehicles per day
 - 46% of working travelers
 - 54% of non-working travelers

Why they use SR89

- 76% non-commuter trips such as: shopping, medical, business, dining and entertainment, etc.

Future

- New development will contribute to traffic volumes - 15,585 homes committed (10% of homes built, 90% to build)
- Downtown Prescott will attract travelers for shopping, medical, business, dining and entertainment, etc.
- Regional growth in Yavapai County, Chino Valley, Prescott Valley - will continue

1% population growth and 2.75% regional traffic growth

- Data reviewed between 2011 and 2022 experienced regional traffic growth rates from 1.32% to 4.57% annually
- 2.75% Traffic Growth - includes Yavapai County, Prescott Valley, Chino Valley and new Prescott developments
- The 2.75% growth rate calculated by historical traffic growth on SR89 reported by ADOT
- 2.75% average of the two ADOT count stations most recent 5-year traffic growth on SR89
 - Lowest of the three periods evaluated
 - Most recent 10-year growth rate 3.6% annually
 - Historical 5-year growth rate (only data collected prior to 2020) was 3.62%

PUBLIC COMMENT - TRAFFIC STUDY & ENGINEERING STANDARDS

- Number of days traffic data was collected
- Amount of traffic simulations used for modeling
- Forecasting traffic 25 years ahead is seen as unrealistic

- Counts were completed in January 2025 and May 2023
 - Annual Average Daily Traffic Volumes established by ADOT - data was extremely similar
 - Compared volumes of Origin/Destination model - counts almost identical
 - Annual City traffic counts - data was extremely similar
- VISSIM Modeling – 1 Calibrated Model performs 10 simulations runs
 - The results of the 10 simulations are aggregated to determine average performance for the models in an AM and PM peak, which is reported in the Traffic Impact Analysis
 - Existing 2025 (AM/PM), No-Build 2050 (AM/PM), Alt 2B 2050 (AM/PM), Alt 3B 2050 (AM/PM) and Alt 5B 2050 (AM/PM)
 - 20 simulation runs for each AM/PM model x 5 models = 100 simulation runs
 - Model Calibration meets Federal Highway Administration requirements
- Industry Standard is to plan 25 years in advance - example CYMPO, 2035, 2040, 2045, 2050
 - Multiple Engineers (Jacobs, AECOM, Kimley Horn)

PUBLIC COMMENT - TRAFFIC FLOW AND SAFETY

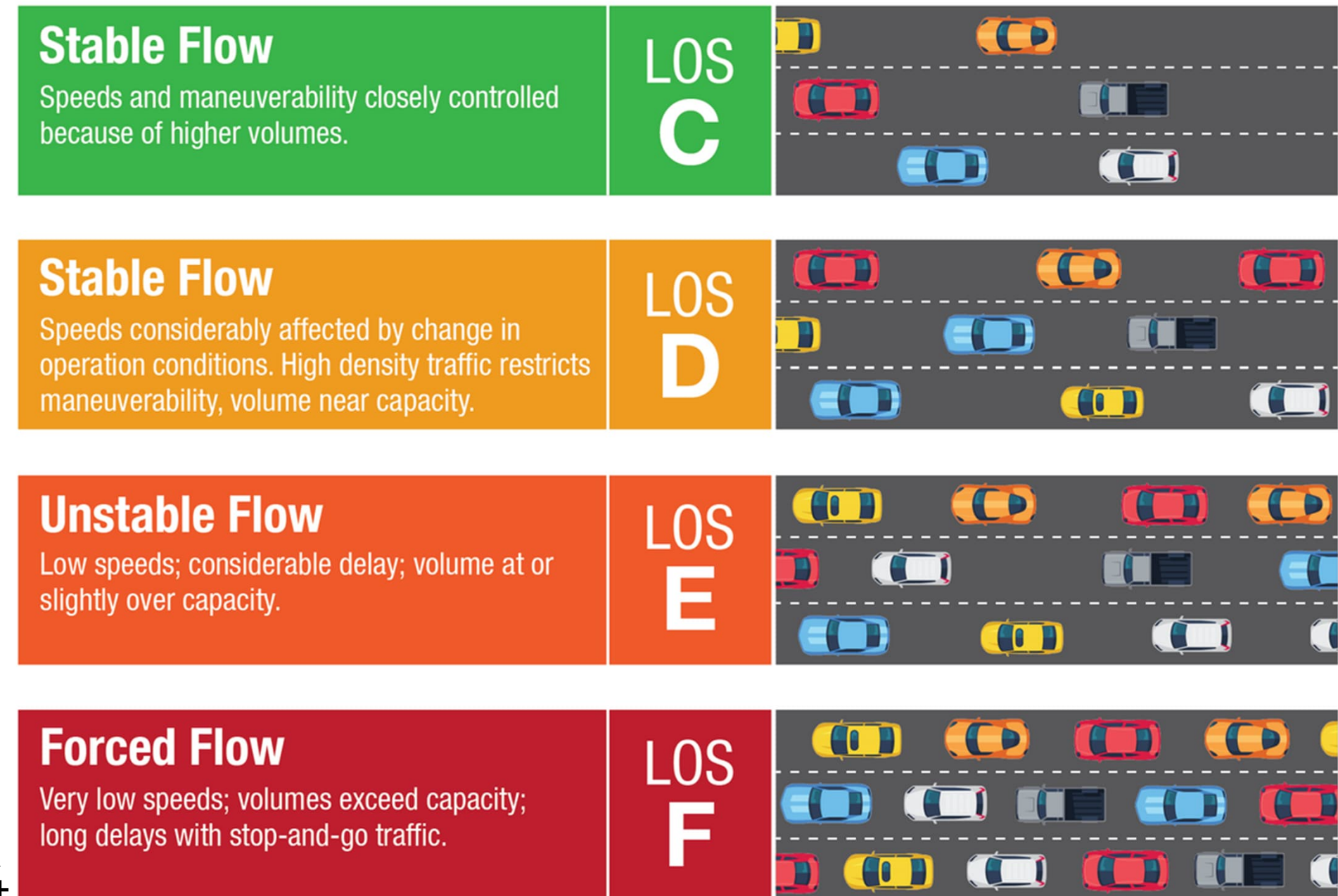
- Many users of SR89 report experiencing congestion, many users of SR89 report not experiencing congestion
- Suggestions were made for addition of merge lanes and turn lanes
- Adding lanes may encourage speeding and reduce safety, not improve it

TRAFFIC FLOW AND SAFETY

LEVEL OF SERVICE (LOS)

LOS describes operating conditions of roadways based on speed, travel time, maneuverability, delay and safety

- Council Strategic Plan Implementation identifies reduction in traffic injuries/fatalities
 - Historically the City has had a goal of maintaining a LOS C or above
- Current LOS:
 - LOS C from 6 p.m. - 6 a.m.
 - LOS D/E from 6 a.m. - 6 p.m.
- Future LOS:
 - LOS F
 - Roadway failure projected by 2034
 - Willow Lake roundabout failure projected 2034
 - Phippen roundabout failure projected 2038



Changes and speeds through the corridor:

- As lanes are added, cars are able to drive the posted speed limit
- Roundabouts encourage slower speeds in the corridor
- Additional lanes reduce aggressive driving behaviors
- Reduced friction at merge points (racing for position)
- Speeding is a behavioral choice
- Roadway speeds can be re-evaluated

PUBLIC COMMENT – ROUNDAABOUTS AND SIGNALIZED INTERSECTIONS

- Why roundabouts and not signalized intersections
- Data does not show a high number of accidents; the data does not indicate significant safety concerns
- People in Prescott don't know how to drive in roundabouts

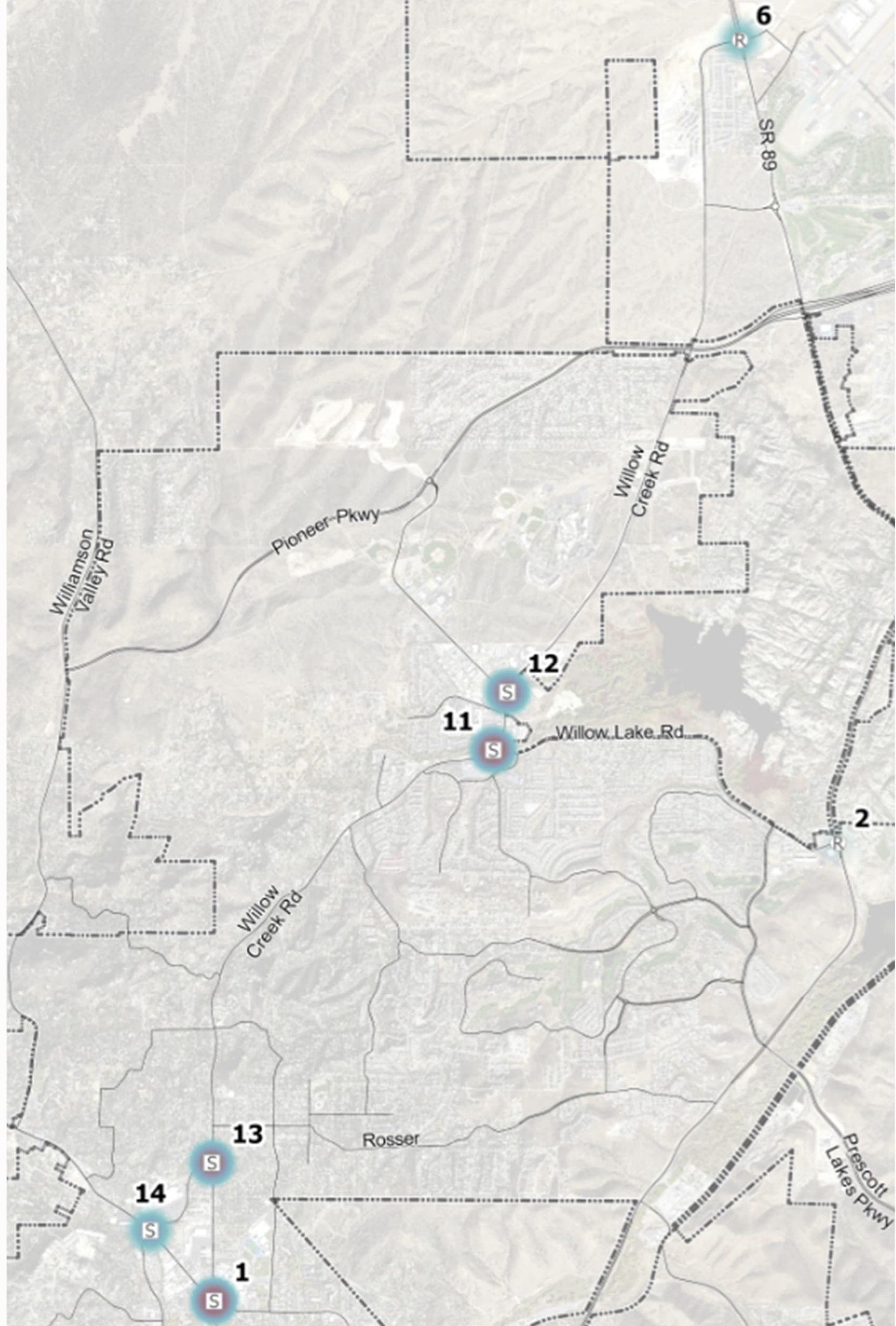
ROUNDABOUTS AND SIGNALIZED INTERSECTIONS

- Roundabouts - Per US DOT Federal Highway Administration
 - Proven Safety Countermeasure - substantially reduce crashes that result in serious injury/death
 - Improve safety
 - Promote lower speeds and traffic calming
 - Improve operational performance
- In Prescott, injury crashes at the comparison signalized intersections was on average 424% greater than the roundabouts
- 8 million vehicles per year currently use each roundabout on SR89
 - Average of 10 accidents annually

ROUNDAABOUTS AND SIGNALIZED INTERSECTIONS

High Volume Intersections

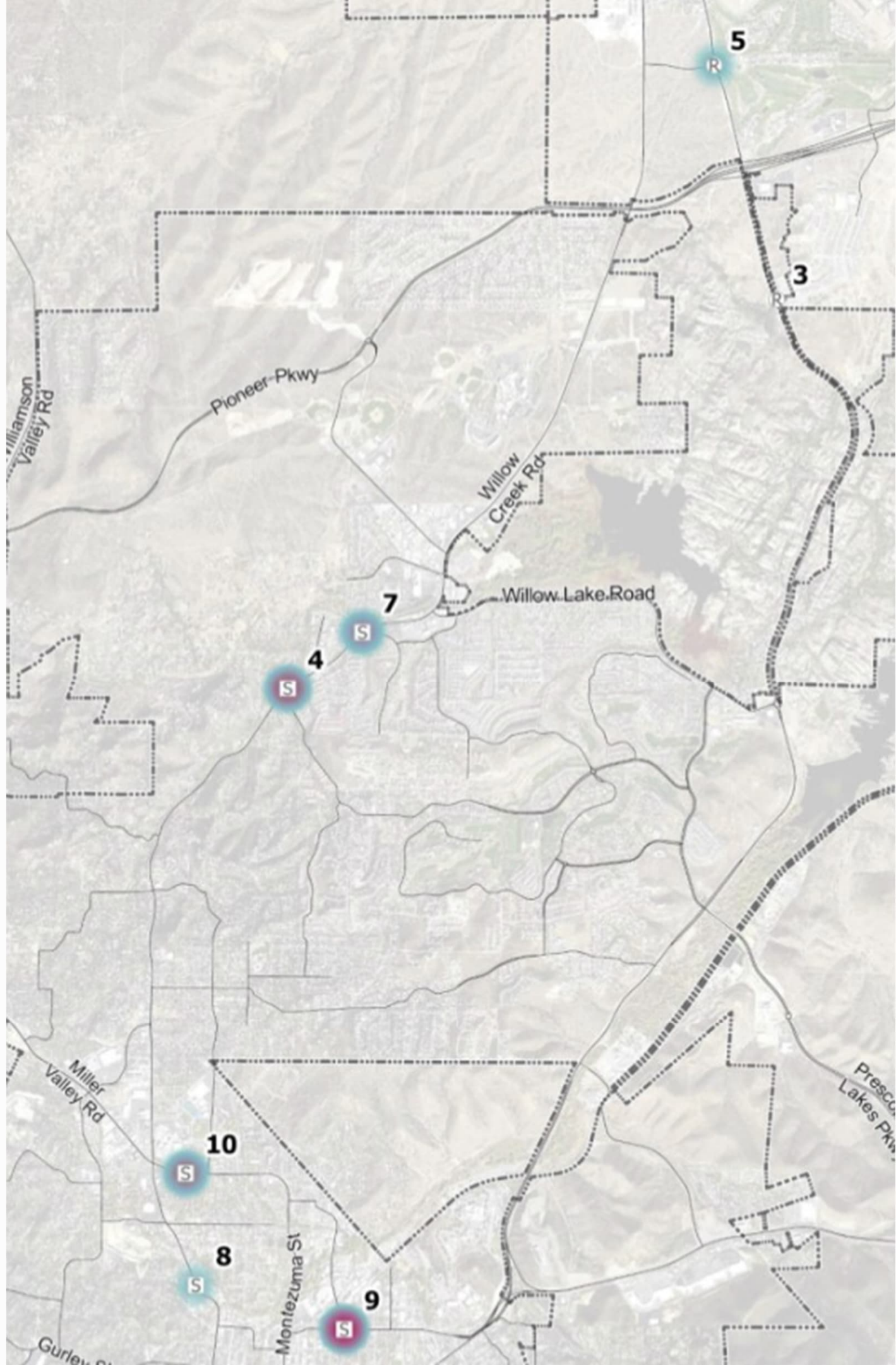
Map Key	Type	Name	Percent Injury	5-Year Crash Total
2	Roundabout	SR89 and Willow Lake Road	2%	52
6	Roundabout	SR89 and Willow Creek Road/Deep Well Ranch Road	9%	98
1	Signalized Intersection	Willow Creek and Iron Springs Road	34%	70
11	Signalized Intersection	Willow Creek Road and Willow Lake Road	32%	78
12	Signalized Intersection	Willow Creek Road and Commerce Drive	26%	23
13	Signalized Intersection	Willow Creek Road and Gail Gardner Way	27%	22
14	Signalized Intersection	Iron Springs Road and Gail Gardner Way	16%	51



ROUNDABOUTS AND SIGNALIZED INTERSECTIONS

Low Volume Intersections

Map Key	Type	Name	Percent Injury	5-Year Crash Total
3	Roundabout	SR89 and Phippen Trail	0%	11
5	Roundabout	SR89 and James Lane/Perkins Drive	10%	31
4	Signalized Intersection	Willow Creek Road and Smoke Tree Lane	37%	19
7	Signalized Intersection	Willow Creek Road and Montana Drive	23%	26
8	Signalized Intersection	Miller Valley Road and Schemmer Drive	8%	12
9	Signalized Intersection	Sheldon Street and Pleasant Street	55%	11
10	Signalized Intersection	Whipple Street and Division Street	28%	18



PUBLIC COMMENT - COST AND FISCAL RESPONSIBILITY

- Residents question the \$37–\$40 million cost for the project
- Some suggest cost-sharing with neighboring communities due to regional impact
- Why isn't there a detailed cost estimate?

COST AND FISCAL RESPONSIBILITY

#01

Alternative 3B
\$36.7M*

#02

Alternative 5B
\$35.5M*

#10

Alternative 2B
\$25.2M*

**Budgetary Estimate*

COST AND FISCAL RESPONSIBILITY

Funding Source	3B \$36.7M*	5B \$35.5M*	2B \$25.2M*
Wastewater	80%	80%	80%
Wastewater Impact	20%	20%	20%
1% Street Sales Tax	70%	70%	100%
Street Impact	30%	30%	0%

*Budgetary estimate

- Yavapai County funding (Unknown)
- Request from State (FY26 \$7M)
- Request from State/CYMPO (FY26 \$4.9M)

COST AND FISCAL RESPONSIBILITY

Phase of Design	Design Process	Detailed Cost Analysis
15% Design	High level concept	Initial cost estimating for budgetary purposes
30% Design	Alignment is determined and land acquisition is identified	No additional cost information expected
60% Design	Identify utility conflicts, complete land acquisition, address permitting, establish slopes and grades	Preliminary Engineer's Estimate
90% Design	Final review	Detailed Engineer's Estimate
100% Design	Completed biddable plans	Final Engineer's Estimate

Widen Now - 3B/5B	No Widen Now - 2B	Widen Later (2034 - 2038)
Costs \$10M +/- to widen in 2025 \$\$	\$10M +/- less in 2025 \$\$	\$12.5M - \$13.5M + inflation in 2034 - 2038 \$\$
Requested \$15M from State, County and CYMPO funding	Reduced or no State, County, or CYMPO funding	May receive State, County, or CYMPO funding
Street Impact Fees will be used to pay for 30% of the widening	Street Impact Fees cannot be used for non-widening option	Street Impact Fees may be used to pay for widening related to growth (Impact Fees regulated by ARS)
Construction Constraints - limited due to additional lanes allowing roadway to be usable during most of effluent/roadway construction	Construction Constraints - will experience full closures and possible nightwork during effluent/roadway construction	Construction Constraints - will experience full closures and possible nightwork during roadway construction
Roadway projected lifespan 20-30 years	Roadway projected to need widening in 8-12 years	Capital Improvement Program FY32 Design/FY34 Construction
Willow Creek Road delayed reduction of LOS	Willow Creek Road projected LOS F by 2045	Willow Creek Road delayed reduction of LOS once widening is complete or failure is projected by 2045
SR89 projected LOS A-C until 2050	SR89 projected LOS F by 2034 -2038	SR89 projected LOS F by 2034 - 2038

Questions?

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