

# AGENDA



# 3:00 P.M.

## CITY COUNCIL SPECIAL MEETING

## WEDNESDAY, MAY 29, 2019

### NOTES:

- Meeting room is wheelchair accessible. American Disabilities Act (ADA) accommodations are available upon request. Please phone 928-282-3113 at least two (2) business days in advance.
- City Council Meeting Agenda Packets are available on the City's website at:

[www.SedonaAZ.gov](http://www.SedonaAZ.gov)

### GUIDELINES FOR PUBLIC COMMENT

#### PURPOSE:

- To allow the public to provide input to the City Council on a particular subject scheduled on the agenda.
- This is not a question/answer session.

#### PROCEDURES:

- Fill out a "Comment Card" and deliver it to the City Clerk.
- When recognized, use the podium/microphone.
- State your:
  1. Name and
  2. City of Residence
- Limit comments to **3 MINUTES**.
- Submit written comments to the City Clerk.

### 1. CALL TO ORDER/PLEDGE OF ALLEGIANCE/MOMENT OF SILENCE

### 2. ROLL CALL

### 3. SPECIAL BUSINESS

LINK TO DOCUMENT =

- a. AB 2378 **Discussion/possible action** related to the Sedona In Motion transportation program including a focus on the final feasibility report of the Forest Road Connection project and approval of the Construction Manager at Risk (CMAR) contract for the Uptown Roadway Improvements project.
- b. **Discussion/possible action** regarding future meetings/agenda items.

### 4. EXECUTIVE SESSION

If an Executive Session is necessary, it will be held in the Vultee Conference Room at 106 Roadrunner Drive. Upon a public majority vote of the members constituting a quorum, the Council may hold an Executive Session that is not open to the public for the following purposes:

- a. To consult with legal counsel for advice regarding matters listed on this agenda per A.R.S. § 38-431.03(A)(3).
- b. Return to open session. Discussion/possible action regarding executive session items.

### 5. ADJOURNMENT

Posted: \_\_\_\_\_

By: \_\_\_\_\_

Susan L. Irvine, CMC

City Clerk

Note: Pursuant to A.R.S. § 38-431.02(B) notice is hereby given to the members of the City Council and to the general public that the Council will hold the above open meeting. Members of the City Council will attend either in person or by telephone, video, or internet communications. The Council may vote to go into executive session on any agenda item, pursuant to A.R.S. § 38-431.03(A)(3) and (4) for discussion and consultation for legal advice with the City Attorney. Because various other commissions, committees and/or boards may speak at Council meetings, notice is also given that four or more members of these other City commissions, boards, or committees may be in attendance.

A copy of the packet with material relating to the agenda items is typically available for review by the public in the Clerk's office after 1:00 p.m. the Thursday prior to the Council meeting and on the City's website at [www.SedonaAZ.gov](http://www.SedonaAZ.gov). The Council Chambers is accessible to people with disabilities, in compliance with the Federal 504 and ADA laws. Those with needs for special typeface print, may request these at the Clerk's Office. All requests should be made **forty-eight hours** prior to the meeting.

CITY COUNCIL CHAMBERS  
102 ROADRUNNER DRIVE, SEDONA, AZ

The mission of the City of Sedona government is to provide exemplary municipal services that are consistent with our values, history, culture and unique beauty.



**CITY COUNCIL  
AGENDA BILL**

**AB 2378  
May 29, 2019  
Special Business**

**Agenda Item: 3a**  
**Proposed Action & Subject:** Discussion/possible action regarding the Sedona in Motion transportation program including a focus on the final feasibility report of the Forest Road Connection project and approval of the Construction Manager at Risk (CMAR) contract for the Uptown Roadway Improvements project.

<b>Department</b>	Public Works Department
<b>Time to Present</b>	1 hour
<b>Total Time for Item</b>	3 hours
<b>Other Council Meetings</b>	June 13, 2018, August 15, 2018, December 11, 2018, February 12, 2019, March 27, 2019
<b>Exhibits</b>	<ul style="list-style-type: none"> <li>A. Forest Road Survey, Results, and Comments</li> <li>B. Forest Road Final Feasibility Report</li> <li>C. Forest Road Visual Renderings</li> <li>D. Forest Road Evaluation Matrices</li> <li>E. Uptown CMAR Guaranteed Maximum Price Proposal</li> </ul>

City Attorney Approval	Reviewed 5/20/19 RLP
City Manager's Recommendation	Discuss and give direction on Forest Road. Approve a CMAR contract with Eagle Mountain Construction.

<b>Expenditure Required</b>	
	\$ 4,401,990.39
<b>Amount Budgeted</b>	
	\$ 4,159,800.00 (FY20 budget)
	200,000.00 (portion of FY19 budget applied from paid parking net revenues)
Account No. (Description)	22-5320-89-6834 Uptown Roadway Improvements Const.
	22-5320-89-6897 Uptown Enhancements
Finance Approval	<input checked="" type="checkbox"/>

## SUMMARY STATEMENT

The January 2018, City of Sedona Transportation Master Plan (TMP) evaluated Citywide transportation needs and concluded with a set of recommended strategies to address congestion and mobility needs of residents, visitors, and commuters. These strategies have been developed into a system of capital improvement projects that collectively have been identified and promoted as the Sedona In Motion (SIM) program. The SIM program is a multi-modal transportation initiative embracing Sedona's community values for improved traffic flow, community connections, business and tourism connections, economic vitality and diversity, environmental stewardship, walkability, and sense of place.

### **Public Participation:**

There are many ways for the public to participate in the development of SIM projects. Citizens can post comments to the SIM section of the City's website [here](#). Citizens can also submit written comments directly to City Council members on the City's website [here](#). Written comments are given equal consideration to those submitted in person during meetings.

Citizens wishing to make public comment are required to complete a comment card provided near the entrance of the Council Chambers. Public comments are generally taken after presentation and initial questions for the specific agenda item or topic. Once called upon, the speaker will generally be limited to 3 minutes. The timing and time allowance for speakers can be further changed or limited based on the Mayor's discretion to ensure orderly progress of City business. Please note that while citizens can engage with Councilors in multiple ways at any point in time, Councilors are prohibited by law from discussing City business outside of a scheduled public meeting; meaning Council meetings are the only opportunity for Council as a body to deliberate.

Public participation throughout the TMP and SIM project development has been a primary focus. Some figures of the outreach that has been done:

- More than 3,500 engaged via survey responses, public meetings, open houses, and news coverage from spring 2016, the start of the TMP to now, as we enter the SIM construction projects.
- Seven TMP and SIM online surveys with over 2,800 responses.
- Five TMP and SIM public meetings with over 300 people in attendance.

For the SIM-1 public open house held on March 18<sup>th</sup> staff did the following:

- Fliers hand distributed by Rangers to Uptown area businesses
- Fliers presented to the OLLI SIM presentation by Andy Dickey
- Fliers sent by U.S. mail to 800 property owners / Uptown residents
- Posted on the website, where the SIM page is the city's 9th most popular page
- Distributed to our media list
- Emailed to 2,067 SIM news email subscribers and Nixle Uptown construction subscribers
- Emailed to our Y Bypass stakeholder list and 164 Chamber of Commerce members
- Posted and email to chamber members by the Chamber of Commerce
- Posted to Facebook with an initial reach of 1,400 people

## **Background:**

### **SIM-5 Forest Road Connection**

Currently, the public portion of Forest Road ends near the Hyatt tennis courts. This strategy would entail extending Forest Road from that point, through private property, down to SR 89A at a point several hundred feet west of the Post Office. The new intersection at SR 89A would not allow for left turns off Forest Road, but all other movements would be permitted.

The recognized benefits/needs of the project include:

- Alternate route between Uptown neighborhoods and West Sedona
- Provides opportunity for expanded multi-modal opportunities
- Increases accessibility both for emergency response/evacuation
- Reduces traffic volumes on SR 89A in the Uptown area and the “Y” roundabout

Recognized impacts of the project include:

- Some affected property owners have expressed strong opposition, citing impacts to views, additional traffic, noise, etc.
- Portions of private property (not homes) will need to be acquired, some likely through condemnation
- Potential viewshed impacts to the hillside

At the direction of Council, a survey was performed to identify how Uptown residents would utilize the connection if constructed. The survey is included as Exhibit A.

The survey launched on October 22, 2018 and closed on November 19, 2018. Approximately 1,050 letters with surveys were mailed out to mailing addresses, site addresses, and PO boxes. The City mailed all the owners along with the site resident if different than the owner mailing address. The purpose of this was to not exclude any homeowner OR renter from taking the survey. Each letter had a password that expired after one use to ensure only one survey per household was counted. Additionally, there are 660 residential parcels with 124 vacant parcels in Uptown. Overall, the City received 334 completed surveys.

- About 78 percent of survey takers were supportive of this project and 18 percent were not supportive.
- Survey takers were either strongly supportive or strongly opposed.
- Almost 85 percent of survey takers said they would use the extension if constructed.
- Almost 74 percent of survey takers support the project even if acquisition and/or condemnation may be needed.
- Conversely, about 24 percent of survey takers did not support the project if acquisition and/or condemnation may be needed.

A feasibility study/conceptual design has been completed for two potential alignments. The study is included as Exhibit B. This feasibility study was necessary given the difficult topography of a potential connection. For each alignment a multi-modal approach was considered, as well as a more minimal footprint. It should be noted that a combination of these scenarios could also be considered, such as only including a 5’ sidewalk on one side of the roadway. Costs could also be affected if it were determined that retaining walls are necessary where large cut and fill slopes are shown.

A consultant has also prepared visual renderings of the 2 alignments being considered that are included as Exhibit C.



A summary of the cost and impacts is below:

	Option 1 Full	Option 1 Base	Option 2 Full	Option 2 Base
Cost	\$2.77M	\$2.26M	\$3.66M	\$2.76M
Impacted Properties	8 parcels 82K sq. ft. ROW	8 parcels 65K sq. ft. ROW	9 parcels 93K sq. ft. ROW	9 parcels 75K sq. ft. ROW

Although the feasibility study indicates a 50' ROW for all four scenarios above, the amount of ROW needed for the base options as shown above, is reflective of a 40' ROW.

Staff will primarily be seeking Council's direction whether to move forward with the project. Exhibit D contains two evaluation matrices. The first is what should be considered the primary considerations of the validity of the project. The second is more of a detailed look at each of the options to determine a preferred route, if the project is to move forward. The results of the evaluation matrices do not necessarily represent staff's recommendation, it is an effort to help direct the discussion with Council.

Invitations have been sent to Sedona Police Department, Sedona Fire District, and the Coconino County Office of Emergency Management, to attend the meeting. They will have staff members available to speak about the emergency response implications of the project.

#### SIM-01, Uptown Roadway Improvements

Staff issued a Request for Qualifications for a Construction Manager at Risk (CMAR) in December 2018. Out of five responses, Eagle Mountain Construction (EMC) was selected as the most qualified contractor.

EMC has been performing design phase services and value engineering as the final plans were completed. Staff has negotiated a Guaranteed Maximum Price (GMP) contract with EMC based on the final design documents in the amount of \$4,401,990.39 (this includes \$200,000 of paid parking net revenues for improvements near the intersection of SR 89A and Forest Road). This amount, while over budget includes contingency items for art in the roundabouts, as well as enhanced lighting at intersections and within the medians. Staff feels these are essential items to enhance safety and the aesthetic of the finished product. It is anticipated that the total amount can be covered by the total FY 2020 budgeted Capital Improvement Plan (CIP) allocation, which assumes that no more than \$10 million of CIP projects managed by Public Works project managers will be completed next year. If approved, the amount exceeding the project budget will be reallocated from other projects that experience delays once it is determined which projects will not proceed as budgeted for FY 2020.

Construction is anticipated to begin on June 3, 2019, with a total contract time of 394 calendar days. It is anticipated that both roundabouts will be completed prior to Labor Day 2019, and all asphalt work will be complete before President's Day 2020. After that point, the remainder of the work will include placing barrier/landscaping in the median, and construction of the Schnebly Road connector. Work hours will be 5:00 a.m. – 3:30 p.m., Monday-Thursday, and 5:00 a.m. – 1:00 p.m. on Fridays as needed.

**Community Plan Consistent: Yes - No - Not Applicable**

The Sedona In Motion program in general supports the six Vision Themes of the Sedona Community Plan.

- Environmental Stewardship: Conserves natural resources associated with wasteful vehicle operations due to congested travel time.
- Community Connections: Supports community connections through its emphases on public participation and involvement during design development and indirectly by improving mobility between gathering place in Uptown Sedona.
- Improved Traffic Flow: Reduces congestion and travel times and improves vehicle and pedestrian safety.
- Walkability: Reduces vehicle and pedestrian conflicts improving walkability and safety.
- Economic Diversity: Improves local resident and visitor access through multimodal transportation options and connections.
- Sense of Place: 1% of project expenditures will go towards the development of arts, cultural, or heritage. Projects will be built consistent with local codes and with intention on preserving or complimenting the natural and scenic beauty of Sedona.

**Board/Commission Recommendation: Applicable - Not Applicable**

**Alternative(s):**

Not approving the CMAR contract, would result in continued congestion and lengthy travel times through Uptown Sedona.

**MOTION**

**I move to:** approve award of a Construction Manager at Risk contract for the Uptown Roadway Improvements Project to Eagle Mountain Construction Company in the approximate amount of \$4,401,990.39, subject to approval of a written contract by the City Attorney's office.



102 Roadrunner Drive  
Sedona, Arizona 86336  
[www.SedonaAZ.gov](http://www.SedonaAZ.gov)



October 2018

Dear Uptown resident,

We need your valuable feedback!

You are invited to take an **important survey** on the proposed Forest Road extension project. As part of Sedona in Motion, the city's effort to bring to life the recent Transportation Master Plan, the city is looking into the feasibility of extending Forest Road down to SR 89A west of the post office.

Because resident input is so important to us, we would like to know exclusively from Uptown residents whether or not you would use the route if constructed.

You can take this short, **5 – 10 minute** survey either online at [www.SedonaAZ.gov/ForestRoadSurvey](http://www.SedonaAZ.gov/ForestRoadSurvey) or via the enclosed paper survey. If you take the paper version of the survey, you may return it by mail in the enclosed postage-paid envelope. You will have three weeks to take the survey, with the survey period ending on November 19<sup>th</sup>, 2018, and only one survey per household may be submitted.

To take the online version of the survey, enter this one-time use, case sensitive password:

- **Password: -----**

Your participation in this survey is vital to this project and your feedback will help us make critical decisions.

If you have any questions about the survey, please call Lauren Browne, citizen engagement coordinator for the city of Sedona at 928-203-5068 or email her at [LBrowne@SedonaAZ.gov](mailto:LBrowne@SedonaAZ.gov). For more information on Sedona in Motion projects, visit [www.SedonaAZ.gov/SIM](http://www.SedonaAZ.gov/SIM).

Thanks for your help!

Sincerely,

City of Sedona

# Forest Road Survey

---

Sedona in Motion is the effort of bringing the Transportation Master Plan to life. As part of this effort, the City is looking at the feasibility of extending Forest Road down to SR 89A west of the post office.

Some benefits of the project include:

- It provides an alternative route for Uptown residents, especially when the "Y" and Brewer Road roundabouts, and Cooks Hill are congested.
- It provides an alternate route in emergencies.
- It could provide a sidewalk and/or bike path.

Some impacts of the project include:

- There are affected property owners who have expressed opposition.
- Condemnation of portions of private property but not homes, could be needed.

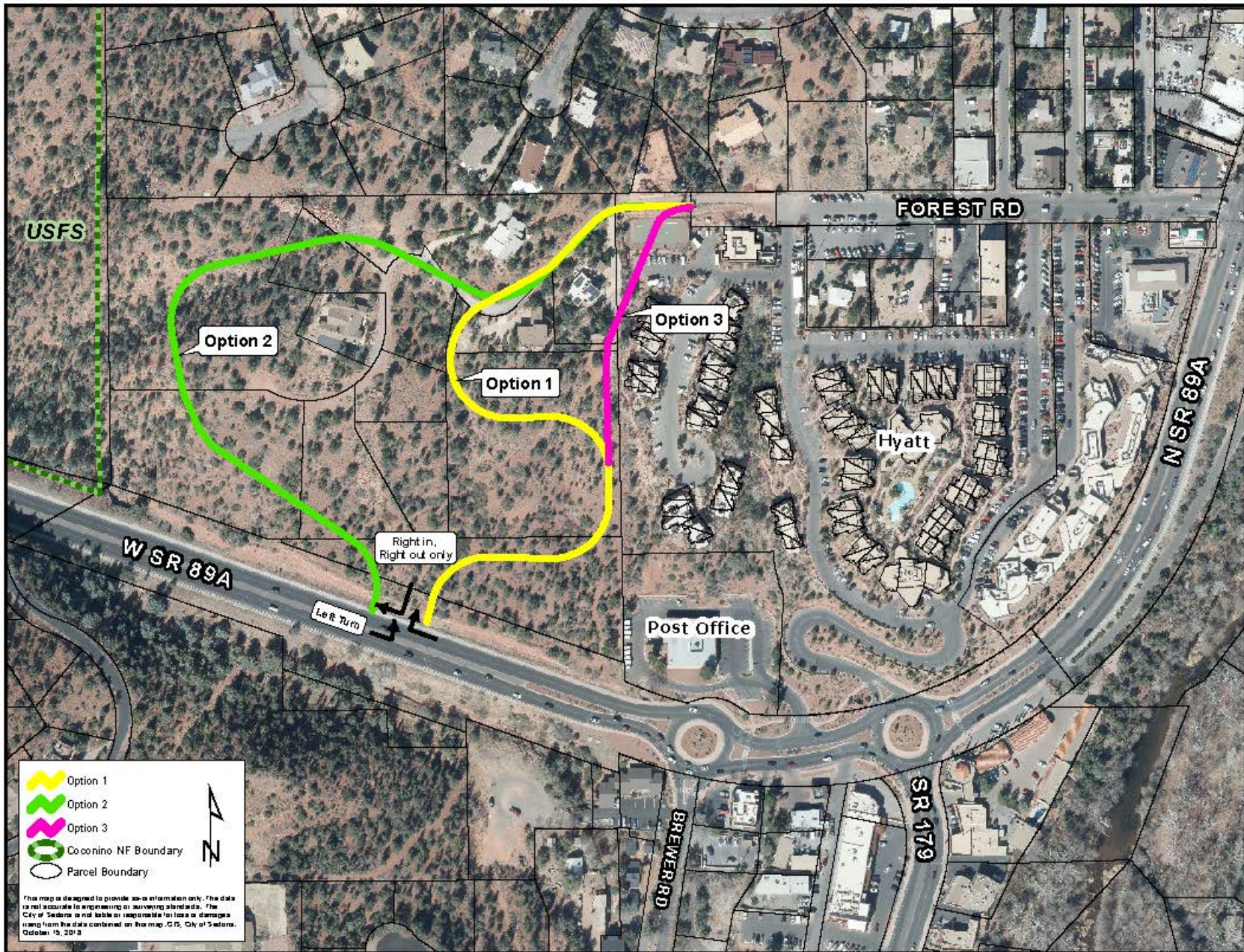
Current estimates of the project are between \$2 - 3 million of the anticipated \$35 million that is being allocated over the next ten years toward transportation projects.

None of the questions in this survey are required and you can answer or skip as many questions as you would like. Thank you for taking the time to be part of the citizen engagement process on this project!





The following 3 routes are being assessed through private land (not through Forest Service land) for feasibility and impacts:





**1) Please answer the following question to the degree to which you agree:**

	<b>strongly agree</b>	<b>agree</b>	<b>disagree</b>	<b>strongly disagree</b>	<b>don't know</b>
I support the project	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**2) Please answer yes or no to the following questions:**

	<b>yes</b>	<b>no</b>
Would you use the extension?	<input type="radio"/>	<input type="radio"/>
Would you use the extension regularly?	<input type="radio"/>	<input type="radio"/>
Would you use the extension during congested times?	<input type="radio"/>	<input type="radio"/>
Would you use the extension from Uptown, heading toward West Sedona?	<input type="radio"/>	<input type="radio"/>
Would you use the extension from West Sedona, heading toward Uptown?	<input type="radio"/>	<input type="radio"/>

**3) This project may require acquisition and/or condemnation. Acquisition is a traditional purchase or trade for property, negotiated with a willing seller. Condemnation is an authorized acquisition of property for public purpose in exchange for fair market value regardless of the willingness of the seller. How likely are you to support this project knowing that acquisition or condemnation of portions of property, but not homes, may be needed?**

- very likely
- somewhat likely
- somewhat unlikely
- very unlikely
- don't know

**4) For the purpose of this question, assuming the project were to proceed, rank the following priorities, with 1 being the highest and 3 being the lowest:**

narrow the roadway and forego a sidewalk and bike lane to minimize effects to immediately adjacent property owners

maximize multi-modal amenities like bike lanes and sidewalks

beautify the project with screening elements like landscaping and native plantings

**5) Are there any other comments you would like to provide on this potential extension?**

---

---

---

---

---

---

---

---

**Thank you for taking our survey. Your response is very important to us. To find out more information on Sedona in Motion projects and sign up for updates visit [www.sedonaaz.gov/SIM](http://www.sedonaaz.gov/SIM).**





# Report for Forest Road Extension Survey

## Response Counts

Completion Rate:	100%	<div style="width: 100%; height: 15px; background-color: #663366;"></div>
Complete		<div style="width: 80%; height: 15px; background-color: #663366;"></div> 334

Totals: 334

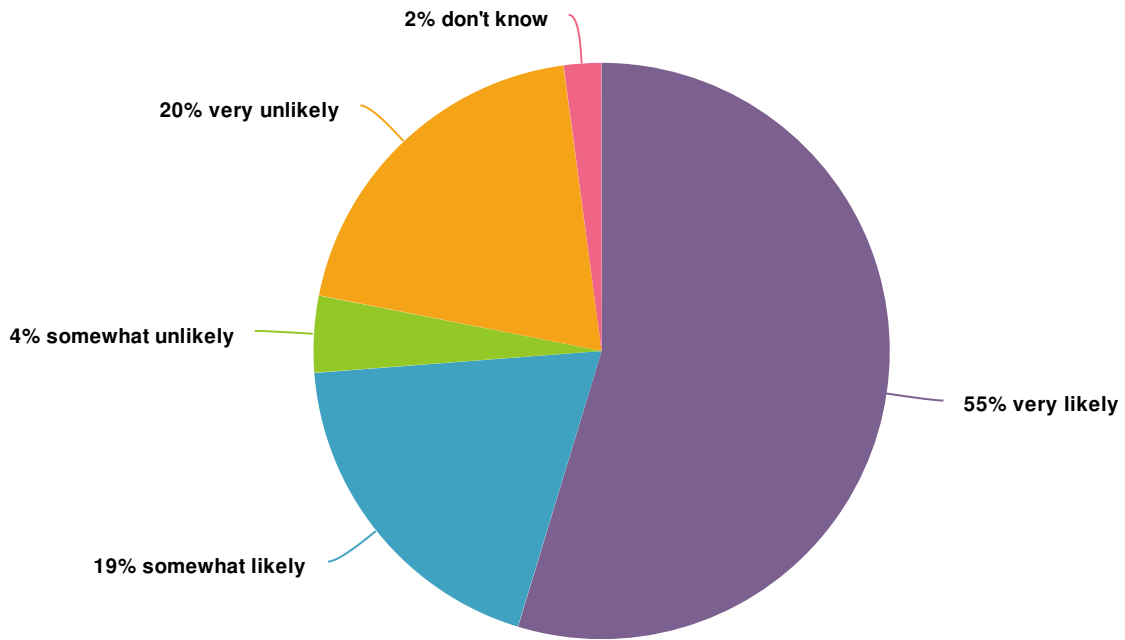
1. Please answer the following question to the degree to which you agree:

	strongly agree	agree	disagree	strongly disagree	don't know	Responses
I support the project	167	62	11	42	11	293
Count	57.0%	21.2%	3.8%	14.3%	3.8%	
Row %						
Totals						
Total Responses						293

2. Please answer yes or no to the following questions:

	yes	no	don't know	Responses
Would you use the extension? Count Row %	247 84.9%	41 14.1%	3 1.0%	291
Would you use the extension regularly? Count Row %	208 72.7%	74 25.9%	4 1.4%	286
Would you use the extension during congested times? Count Row %	249 85.9%	39 13.4%	2 0.7%	290
Would you use the extension from Uptown, heading toward West Sedona? Count Row %	234 81.5%	50 17.4%	3 1.0%	287
Would you use the extension from West Sedona, heading toward Uptown? Count Row %	232 80.3%	54 18.7%	3 1.0%	289
Totals Total Responses				291

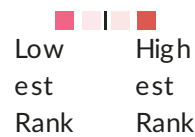
3. This project may require acquisition and/or condemnation. Acquisition is a traditional purchase or trade for property, negotiated with a willing seller. Condemnation is an authorized acquisition of property for public purpose in exchange for fair market value regardless of the willingness of the seller. How likely are you to support this project knowing that acquisition or condemnation of portions of property, but not homes, may be needed?



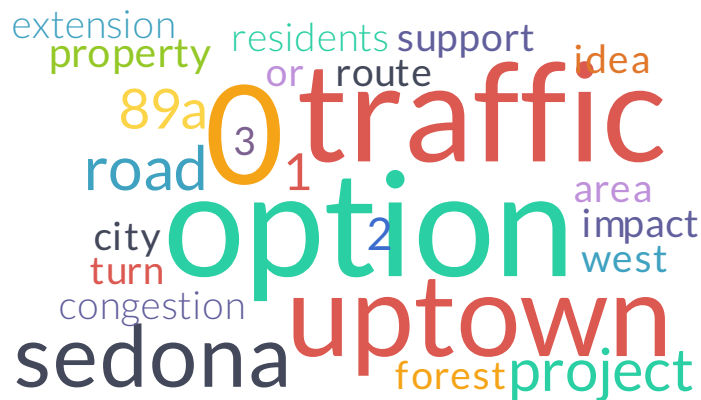
Value	Percent	Responses
very likely	54.7%	180
somewhat likely	19.1%	63
somewhat unlikely	4.3%	14
very unlikely	19.8%	65
don't know	2.1%	7
		<b>Totals: 329</b>

4. For the purpose of this question, assuming the project were to proceed, rank the following priorities, with 1 being the highest and 3 being the lowest:

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
narrow the roadway and forego a sidewalk and bike lane to minimize effects to immediately adjacent property owners	1		558	270
maximize multi-modal amenities like bike lanes and sidewalks	2		518	264
beautify the project with screening elements like landscaping and native plantings	3		495	243



5. Are there any other comments you would like to provide on this potential extension?



**ResponseID    Response**

13                      Left turn would have to feel safe as the area indicated is usually traveled at 40 mph

## ResponseID Response

- 15 We were really excited to see this proposal last year in the original SIM presentations. It will have a MAJOR positive impact on our quality of life, particularly during busy tourist times (which are getting more frequent!). By allowing us to bypass the Y and Brewer Circle it will help alleviate congestion for others that need to use those routes while allowing Uptown Locals easier "in and out" access to our neighborhood. We STRONGLY support this project!!!
- 20 option 3 appears most efficient for a roadway. would option 2 provide the opportunity to create affordable housing land if the city condemnation of lots and the topography of the land acquired allows for attractive, affordable housing density!! location seems appealing for affordable housing. I favor option 2 if the development possibility exists. otherwise, option 3.
- 22 I like Option 3 the best
- 23 I've been a property owner in Uptown since 1996 and look forward to being able to eliminate passing through the "Y" to get to and from my home. I was the one who suggested to eliminate the one-lane on 89A just east of the Y. Thank you for listening to my request many years ago.
- 24 This is a bad idea. It will do little to alter traffic congestion from the west because there is no left turn lane and the left turn, in any event, is very close to the roundabout. Traffic from the north is seldom backed up once it gets past Forest Road.
- 28 We strongly support this proposal as it improves Sedona for both residents and visitors.
- 29 I prefer route 3 which seems to be more direct and with least impact on private properties. Being shorter, I'd presume it is also less expensive.
- 32 The project presentation rises more questions than it answers. There are commercial properties along this route. Building a road will create opportunities for new commercial developments. What will they be , will this enhance uptown attraction and make it better place for foot traffic with nice views? This is what many tourists like to do: park and stride, not drive in circles ! If we provide a village feeling to uptown we can make a more livable place for residents elderly and others. Thanks.
- 34 This is a "must have" project for uptown residents. We need another exit option. When the roundabouts are blocked by heavy traffic we are trapped. Emergency vehicles cannot get to us in a timely manner!
- 36 Great idea. Something has to be done!

## ResponseID Response

38 \*cost is important - we believe the current \$1.3M estimate is understated primarily due to the acquisition and/or condemnation risk. \*are there any public health and safety needs that this connector would address - if yes please be specific - please quote the fire chief and/or police chief \*is commercial use (e.g. jeep tours) to be allowed? if yes then casual light usage theme is unlikely during peak seasons \*will this route be available via smart phone app e.g. google maps - We suspect yes but wanted to understand if there was some sort of exclusion technique the city is aware of \*what will it look like when viewed coming east down cooks hill? \*when the city publishes the results of question #2 we think it is critical that those results be categorized under the question #1 categories. I suspect there are people against the connector but will answer they would use it if it was put in despite their disagreement. Thank you for conducting this survey.

43 sg test

44 sg test

47 I strongly support this project and believe it is needed not only to provide an alternate route for Uptown residents, but for emergency vehicle access as well. If the project affects property owners, compensate them fairly - and perhaps even generously - for this. Do not allow the naysayers to kill transportation improvements that have been supported at the ballot box.

49 I would opt for Option 3 because it looks like its more direct and looks like it would have the least impact on private property.

52 Option#3 makes the most sense to me.

54 I think this is a good idea and will reduce traffic congestion in uptown

56 Sedona needs a new road that is from 89A to 179 without going through the roundabouts. PLEASE

59 Move on the project. Enough surveys

60 great, great great idea. So glad to see our city at work to improve traffic flow. This is so important to Sedona. Thank you (everyone) for your vision on this matter. I have a resident for 26 years. I have seen a number of "connector" roads and in each time, despite some local opposition, the roads become popular to use.

62 Remove the roundabouts and install smart signal lights to allow 35 mph traffic to go from one end of town tot he opposite side of town without stopping. This types of traffic control is done throughout the USA. Traffic circles do not work when crowded and cars come to a stand still.

64 Option 3 seems to be the least intrusive.

65 If the people living on Forest are adversely affected I do not support this. If there are no directly adversely affected folks on Forest, i do support it

## ResponseID Response

67	Probably not use a Forest Road extension. Totally oppose a roundabout at Jordan.
68	Hurry!
69	Lived in Uptown 15 years. Seldom have problems coming in or out of neighborhood!! Major Uptown traffic improvements planned would solve traffic problems at circles and this project not necessary.
70	Bike lanes and sidewalks are not necessary because a bike is not affected by the congested traffic. They can ride around. There are very few people who walk from Uptown to West Sedona so this amenity of sidewalks is superfluous.
71	Focus your money on fixing the Uptown problem (where tourists are). I would lower the road through the Uptown business area with level cross walks and a plaza over the road (not pedestrian bridges). Look at the way Dupont Circle in Washington DC works. Create more parking on side streets. Close off last block of Jordan Road and create pedestrian plaza. Do not put roatary in Uptown at Jordan Road. John and Liz Danbury 592-8379
72	I would only support option 3. (note from transcriptionist: his answers are only in regarding option 3)
74	I do not see the need for the projected. I have seen no congested times. Only congestion is on 179 at Tlaquepaque back up to Sky Mountain.
75	Give this money to the schools. Gross use of taxpayer money as unnecessary project. Will lead recall on any Council member voting for this.
77	Who comes up with these very stupid ideas.
78	OPTION #3 is definitely the BEST OPTION to minimize impacts to the residential properties. The Forest Road extension is an EXCELLENT option for Uptown residents and employees to avoid the Y roundabout and Uptown traffic during congested periods. A Must Do.
80	This is one of several projects that is very much needed to relieve some of the congestion in uptown around the roundabouts .
82	DO SOMETHING!!!!!!!!!!!!!! I have been a homeowner in Uptown Sedona since 2009 and all you have ever done is do one study after another! I don't care if it is an unimproved road.....anything is better than now!
84	Bypass the roundabout at the why is not only a good idea, it's necessary! Added from paper survey: It looks like option 3 has the least impact on existing homes. Why is that?
85	The Planning Team with the City needs to acquire more sophisticated transportation modeling systems. to help us get through the growing traffic needs.



## ResponseID Response

87	Please keep costs to a minimum. Option 3 looks like the most feasible and leave invasive. Option 1 would be my second choice and option 2 my third choice.
88	Good luck lol. This is Sedona ha. How about public pool being opened year-round with a bubble for use.
89	Good idea. Please also consider an extension across 89A to Brewer Rd and on to 179 near Circle K. Would use on weekends. Can't see congestion from Forest Rd - Smith intersection.
90	The congestion at what used to be called "the Y" is due to heavy traffic around Tlaquepaque. That is where we need a traffic coordinator.
91	Could the Uptown Disneyland cowboy tourist strip be done away with somehow, replaced by anything? Useful commercial for town residents and discourage the tourist trade to the greatest possible extent? No?! I guess not.
92	This would be a big plus for everyone in the whole Uptown area.
94	Excellent project - long overdue. Thank you for addressing a critical need.
95	I would like to see this as one of the highest city priorities in the road projects to reduce congestion in Uptown. I went to the presentation and it wasn't even mentioned; I had to ask about it. Most of the options were to ease tourist congestion. This one if for the citizens of Sedona!
96	We believe this extension would be very beneficial to alleviate traffic problem in our area due to congestion. We are very much in favor of this project.
98	Thank you!
99	Great project - get it done!
100	My answers to question 2 are for Saturday and Sunday only.
101	Option 2 solves no traffic or neighborhood need. Idiotic. Options 1, 2 and 3 destroy neighborhoods and only pump traffic onto Forest while defacing landscape. Only conceivable value is if the project is signed "for residents only," which is legally dubious. Sedona, you can do better than this lame proposal!
102	This is a mistake which will do nothing to relieve traffic congestion on Hwy 179 from Hwy 89A (from Flagstaff) or from Hwy 179 to Flagstaff (89A). It will ruin pedestrian access from Uptown shops and neighborhoods trying to walk to the Hyatt shops. Additionally, auto traffic will be slow up Forest because of pedestrian traffic. Sedona is a "walkable" town. If you want to relieve traffic congestion on 89A build a pedestrian bridge (or two) over 89A in Uptown. Less expensive and more effective.

## ResponseID Response

- 104 The sooner this is done the better, I had a medical emergency and it was impossible to get through the congestion. I had to change strategies and go to flagstaff instead.
- 107 This project is to ease congestion at the expense of our neighborhood! We do NOT want to reroute traffic into our already "over-touristed" home area! No! Don't do it! We have lived here 60 years and hate what you are doing! It's not fair to dump all that traffic into our residential area!!!
- 108 Any extension to Forest Rd would bring in more traffic to our area. It would be used as a bypass eventually by traffic coming down 89A from Oak Creek. It would be a negative impact on our lots in Manzanita Lane. Option 3 would have the least impact to our neighborhood of the three options. Thank you.
- 109 The only version I would be willing to support is Option 3, as the least obtrusive.
- 110 I like option 2 the best
- 111 I believe the plan will very effectively relieve traffic coming from 179. However I do not know if it will relieve traffic coming from west Sedona because of the left turn required. This might require another rotary or a light. At the least a turning lane will be required. Added from paper survey: Thank you for your work on this urgent matter! My greatest fear is not being able to get to the hospital in a timely manner in a life or death situation from our Uptown residence. More concerning for all of our much older neighbors. As a short term fix, we hope it gets implemented ASAP. Long term, this fix will be overrun by the ever increasing numbers of tourists without the transportation infrastructure to support virtually nonstop growth.
- 115 Please do something to alleviate the traffic at the roundabouts in high season. Don't cowlow to the haters.
- 116 \*No more hotels - enough is enough. Our infrastructure can't handle it. \*Build a pedestrian bridge at Tlaquepaque -- the city has created a horrible traffic situation at that location. Drivers are constantly stopping to let pedestrians cross. \*Revisit Red Rock Crossing!!!!!! People need an alternative way to travel to the village. \*Add a sign at roundabout telling people not to block roundabout when they can't move onto 179 and let uptown people through!
- 117 PEDESTRIAN BRIDGE AT TLAQUEPAQUE REVISIT RED ROCK CROSSING; NOT FAIR TO DO THIS BUT NOT OPEN THAT UP. WE NEED TWO WAYS TO VOC. PUT SIGN IN ROUNDABOUT SAYING NOT TO BLOCK IT SO THAT 179 DRIVERS DON'T BLOCK UPTOWN DRIVERS FROM GOING THROUGH WHEN 179 IS BACKED UP.
- 119 Would strongly favor route choice that avoids condemnation.
- 121 Great idea!

## ResponseID Response

122	You are doing this survey I'm sure for "cover" to make the tough decision to proceed. "Public safety" must come first = there must be another route exiting Uptown. Friends in Uptown "NIMBYs" act like you want to demo their home and they live 2 plus blocks away!
123	Prefer the least disruption to property owners but think the extension is necessary.
124	This is very needed!
128	I have owned a home in Uptown for 30 years. This is the first project that would help the Uptown property owners. Option 3
131	1. Do it in a way consistent with Sedona beauty. 2. 20 year Sedona vacation renters. 3. Option 3 looks shortest. But choice consistent with 1 above. 4. Ease of access at 89A critical.
132	We like option 2 the best.
135	About time please don't stop the progress. Additionally I would suggest Pedestrian Bridges in Uptown and A Bridge or a walkway under the Tlaquepaque Bridge, Most of your traffic issue is because of the ped. crossings. Additionally an alternate route down Schnebly Hill Rd with an added Bridge around the Art Barn Road could help. Potentially a circular traffic pattern through up town i.e. south bound traffic turns right coming into town and only travels down Jordan or Smith etc and North Bound uses existing Hwy 89A. Consider an Extension from Beaver Head Flats Road around Wildhorse mesa connecting to lower loop or Hwy 89 A or 525 B area. P.S. Who ever designed the Brewer Rd/Ranger Rd Turn Bridge SHOULD BE FIRED!!!

## ResponseID Response

---

136 This is a very poorly crafted communication to the residents. It does not provide a complete overview of the project, the benefits the city would receive verses the cost of the project nor does it detail the impact to property/home owners. This survey shows three options, but no detail is given as to the cost of each option or how the different options would impact the environment, home and property owners. This region is very steep with a sever grade – how would construction work ensuring the integrity of the eco-system with the hillside and natural wash? What about commercial use like Jeep tours? The survey does not ask which option we prefer. Option 3 seems the easiest for construction and most direct - why are the other routes even being considered? The survey calls out emergency use as a benefit, yet at the public meeting in June, the fire chief said he would not use the route due to the grade and curvature of the road. Again, why is this listed as a benefit when the city new in advance it would not be used? I see any home or property owner would willingly sell a portion of their property knowing a road would now be impacting their quality of life. If condemnation is used, who is paying the legal costs? I can't image the opposing property owners would not file legal action against the city. There are homes under construction – how is the city addressing this? This neighborhood has terms and conditions of ownership – one of which is that the city has no right or access to this road – it is privately held. How is the city addressing this? Is the city trespassing to have studies complete?? Also, under the ownership terms, properties cannot be converted to commercial use. Is commercial investment influencing this proposal and how is the city addressing this with the planning commission or ADOT? This survey asks us to rank our choices of importance on beautification but yet, no example or details of what the project would look like was included in the survey. How wide is the road and how would it impact existing home/property owners? For example, the current dirt road is narrow and if increased would go through a current home owner's guest house and driveway. Are they supposed to have the road in their living room? I would highly recommend that the city abandon this proposal and look for alternatives for transportation and ensure that tourist traffic is not routed through neighborhoods.

138 I'm wondering about a couple of things : Will there be a sufficiently long turn lane, when coming down Cook's Hill, so residents are not caught up in the Y area traffic backup? What are the plans to avoid congestion at the Forest Road end of the bypass?

140 Speed bumps!!

144 A really good idea. Any thing to reduce number of cars in roundabouts.

145 Very good idea! Let's do it. Residents need an escape route. The escape route does not need to be pretty or have extra's.

146 Option 3 - most traffic - may be least desired! Option 2 may have best economic return

148 All the traffic will end up at 89A and Forest Road.

## ResponseID Response

149 Currently I feel held hostage by the traffic congestion at the Y. This is the #1 traffic problem that needs to be addressed. This problem became unmanageable with the opening of North Tlaquepaque and pedestrians crossing 179 between Tlaquepaque and North Tlaquepaque. I would rather have the money for Forest Rd extension used to work on the amelioration of this congestion. Currently I can take a short cut through the Hyatt to avoid some of the congestion, which already exists and mirrors the effect of the Forest Rd extension. I have observed the following in 12 years I have lived in Manzanita Hills. The increase of the number of vehicles with destination of Uptown. They shop, walk, eat, etc. and tend to start leaving around 3 pm. They enter the Y roundabout and have the right of way. But they often have to stop because of the backup of cars in front of Tlaquepaque, due to pedestrians crossing back and forth. This also causes cars to back up Cook's Hill. Also, it similarly effects traffic coming the other direction on 179. This backup of cars is like the children's toy, a slinkie. So if one car has to stop, many more will also have to stop down the line. So I would prefer a serious consideration of ways to improve traffic in front of Tlaquepaque. Pedestrians crossing 179 have the same effect as a traffic signal, uncontrolled. To make a different route on Forest Road seems like a band-aid approach. It gives residents a "short cute" but it doesn't address the congestion on 179 in front of Tlaquepaque. Cars will continue to back up on 89A every afternoon, and congestion at the Y roundabouts. In addition, I am not convinced that slip lanes at the Y will help as much as planned. It will create additional lanes for cars to have to stop. Thanks you for considering my comments.

150 This is a much needed relief for traffic in and out of Uptown.

151 I expect our officials will be under pressure from the wealthiest land owners - biggest donors to political parties. Do what is fair for all of us! Option 3 seems to be least expensive - but most resisted by whom it would impact!

153 Terrain is too steep for roadway Congestion on in and out 89A We never have a problem with congestion at the Y This project is not needed - waste of money

154 Please please do not put a roundabout at Jordan and 89A - we will have gridlock in Uptown. The work fine with light traffic but they lock up in heavy traffic. This would be a nightmare.

155 Much needed!

157 Great idea. We support this project. We both would use the route regularly as work is in Cornville. We would use the route at least x2 people.

158 No reason to buy and construct expensive out of the way roads just so visitors are always causing problems.

159 Spend our \$ to rent indoor water aerobic facility. The only exercise some older citizens can get! More important than another park for dogs! Stop spending so much to get visitors causing traffic problems aren't paying our high property taxes.

160 We are strongly in favor of Option 1. We are strongly against option 2.

## ResponseID Response

162	Take steps to limit the number of tourists. It is getting out of hand and having a negative impact on the quality of life.
163	I would only use the extension during congested times only if going to West Sedona
164	Let's get it done!
166	Thanks for designing this - much needed. Definitely make it aesthetic with plants and rocks. Option 3 seems the best option.
168	Put the bridge over Red Rock Crossing!
169	Question 4 : Working with the property owners is most important. We think option 3 is the best and has benefits for the Hyatt.
171	I am not a professional in this area but I don't really it solving the real traffic problem in Sedona.
172	Seems like a lot of money for a perceived minimal input.
177	While I support and will use this road because I live uptown I believe this will do almost nothing to reduce traffic. There also needs to be a bypass of the "Y" between west Sedona and highway 179. THAT AND ONLY THAT WILL SOLVE THE PROBLEM.
178	I only support this extension when city of Sedona decided to go with option 2. I don't think it's fair for home owners who are effected by this if you go with option 1 and 3. It looks like option 2 is less intrusive to adjacent houses.
179	I have a home in Uptown Sedona. I'm in the area frequently and find traffic congestion to be intolerable a lot of the time. I feel trapped when I need to go to West Sedona for doctors apts or grocery shopping. We need traffic control now.
180	Please make it beautiful and safe for all in community
181	I would support the project if acquisition is used, but NOT if condemnation is used as a methodology. The project will provide some marginal benefit, but is not required.
182	Would only support an extension that allows access to both West Sedona and Uptown. Added from paper survey: Would only support an extension that allows access to both West Sedona and Uptown. Please build bridges for pedestrians in Uptown and Tlaquepaque. Major congestion from walking traffic at bridge causes the 179 issues and north/southbound 89A. Alternate route possibilities up Schnebly Hill then connect the Arn Barn would be good. one way roads around Uptown ie all southboud turns before Uptown and goes down Jordan or Smith etc.

## ResponseID Response

183	This is a very poorly conceived project. The projected costs are grossly underestimated. There is no good way to route traffic onto the Bypass from West Sedona; no turn lane or light and the entrance would be close to the roundabout. We strongly oppose this project.
184	After the first of the year I will move from Sedona to Chandler AZ to me near to family. I want #3 will need a new stop light
185	We must have additional exits before another fire.
186	This project will only increase traffic thru residential Uptown to get to Forest Ave, Especially commercial and tourist traffic. I will fight this project as a simplistic solution to a problem of increasing traffic. Find other solutions than destroying quality of life for residents to get more tourists. 1. Charge tolls for tourists moving thru Uptown to cut traffic 2. Require tourists take shuttle buses 3. Issue resident passes for traffic control 4. etc. Do things that help residents, not help tourists!
187	Thank you!
188	Prefer option 3
189	Very needed, thank you for pursuing.
192	good idea for traffic flow!
193	I would request the option selected have the least impact to homeowners. In addition, a sign that says local access only to ensure tourists stay on 89A.
194	Thank you so very much for eliciting feedback from those of us who live in Uptown. The roundabouts have become treacherous especially on weekends. I rarely venture out on Saturdays, I've nearly been hit several times and I've see many near accidents (cars, cyclists, pedestrians) as people try to navigate the roundabouts. The traffic on Cook's Hill and from 89 - 179 roundabout to the VOC has been horrendous. Again, thank you so much for working towards solutions.
196	This extension is vital to ensure the long-term health, safety and welfare of Sedona residents who live north of the six Uptown parking lots on or near Jordan Road, our exit from the area. We are trapped during tourist months and on weekends due to the city-created risk. A health emergency or raging wildfire mandates this road extension!
197	If this road were in existence, I would use it now, especially going to West Sedona.
198	I liked option 1 and option 3 best based on your map.
199	We love the idea of getting to West Sedona without waiting in the traffic of the circles.
200	I feel an alternative route is needed, I just don't think it should be done against the will of property owners who might be effected.



## ResponseID Response

201	We have seen numerous suggestions in recent months and spent many hundreds of thousands of dollars with consultants . So far I have seen only two suggestions which make sense to me: 1. This one (option 3) and 1. Open a road from 179 to West Sedona. I simply cannot understand why we don't move now, URGENTLY to open such a road.
202	Not enough information to make a detail-informed input. More information needed. Eg. How many property/homes in arms way (in jeopardy) with this suggested expansion.
203	We are a family of 4 that live in Uptown near this proposed roach change and we feel option 3 would be the very best option.
204	No parking on Forest from 89A to past fire station. Prefer Option 3.
206	Anything that would help with the movement of traffic from Uptown residential to West Sedona. Option 3 would be my first choice followed by option 1, with option 2 being last.
208	Any way of making roadway for residents vs tourist - pass card like toll roads use?
210	We would use this several times each day! Since both of us have been involved in motorcycle accidents in the roundabouts!
212	Smith Road is the outlet for most of the Uptown neighborhoods. This project would make a left turn from Smith Road difficult. This entire project wouldn't be necessary except that the problem just keeps getting worse. Cut back on promoting tourism!!
214	I would like to know how much traffic will be diverted with this 'cutthrough', How much traffic would be diverted? How long would the left turn be, for queuing on 89A? The Option 1 to Option 3 seems less invasive, but what is the grade? Every street should be a Complete Streets effort, providing for ALL modes. Every option should be treated as sensitively as SR 179, with salvage of native plants, revegetation and aesthetic wall treatments (hopefully better than those at Hillside, which were executed poorly). My preference is for the least intrusive if the least visible and can be screened effectively. I also believe developers of the lots shown on the map should be served by the developer of that property, to city standards.
215	Thank you for ruining the lives of Sedona (long term) residents. You have master planned Sedona residents into exasperation and depression. May the Chamber Director, Chamber staff, Council and Mayor ride for the rest of your lives on the back of a turtle. Touche!
221	Option 2 looks more invasive than option 1 or 3. So it is least preferred. Thank you.
222	I dont like the condemnation of property.
223	Option 3 looks to be the least costly in dollars and impact to property owners.

## ResponseID Response

224	Leave it like it is so as not to cause any more traffic in the neighborhood than there already is. This would make more congestion through the neighborhood as it is most people don't follow the speed limits or traffic signs.
227	Option 3
228	Option 3 stays closer to already developed land.
229	Anything to minimize congestion. I am definitely in favor of this project.
232	Bad idea the problem will still exist. T alaquepaque is problem and 2 circles in front of it. I can't even get out of my driveway on the weekend. Lines of traffic now to the CVS pharmacy.
233	Good idea! We have lived in Uptown for 42 years.
234	This project only works for us in Uptown if we can take a left off 89A to get home and avoid the traffic going north
235	Could this be extended to Soldiers Pass?
237	We need it! Let's move fast on this project.
242	Great idea and much needed!!
243	I would use option 3 least effects the area.
244	I live on Ridge Road Uptown and going anywhere involves 2 congested traffic circles - sometimes adding 10-15 minutes to any trip. This project would be wonderful for me and my family.
246	I live in Uptown Sedona. So I am always to post office, grocery store and my Uptown retail store. I support Option 3.
248	I am against it.
250	Option 3 makes the most sense.
251	I appreciate giving input. Each section involved needs a lot of thought
253	This shows you are planning for today and the future. Thank you.
254	THANK YOU FOR ASKING OUR INPUT. WE PREFER OPTION 3.
255	Having lived in Sedona for more than 45 years I have lived through numerous changes. Not all good changes. It's impossible to visualize how these roadways would truly look. How many dips and curves would we need to navigate?

## ResponseID Response

258	Option 3 is the only option we would support.
262	All projects now and in the future should maximize amenities such as sidewalks and bike lanes and always include screening with native landscaping. Option 3 appears to have the least impact on land and private properties and also at less cost overall.
264	Shame on you!! If this was in your neighborhood it would not fly. Find a different way. You should not take people's property. I don't want more tourists up here.
265	Move the process as fast as possible.
267	Presume option 3 would have least impact on adjacent property owners. For the purposes of emergency vehicles, it would also be the shortest route
268	i feel for the home owners. i think we should buy everyone out, at higher prices, for the hassle. No i don't live there.
269	Prefer option 3
270	I am against the city confiscating private land. I would only support this project if the land owners voluntarily sold their land.
271	It appears option 3 would be the least invasive solution.
274	I am not clear why each option is numbered as it is. Unless #3 is the most disruptive it seems to be the most direct. Number one would be fine too.
276	How did you reach the estimate on cost? Will any properties be rezoned?
284	I don't see how this will result in anything other than a highly congested cut-through. If there was a way to ensure only local traffic had access, this would be a great benefit to the uptown neighborhood.
285	GREAT idea!
286	It's difficult to agree with some of these things knowing that it will have a negative impact on some of our neighbors, but most of the improvements necessary will have pros and cons. I hope the city council has the wherewith all to proceed, even in light of negative impacts to some- for the benefit of the greater community.
287	Will there be another roundabout to prevent traffic from backing up even more?

## ResponseID Response

290 Obviously, something has to be done to deal with the traffic and pedestrian congestion. However, as much as we would like to see an alternative route for uptown residents, we do not condone or support the condemnation of personal, private property. If anything, the road should cut through some of the commercial property adjacent to Option 3 as opposed to homeowner property. Sedona already has enough parks, sidewalks and bike routes, including them in this proposal would simply draw tourists and defeat the purpose of an alternative route for residents. Clearly, Sedona has neither the infrastructure nor the water resources to support a "resort town". However, if unconstrained growth is what you're looking for, moving all of the Jeep/Segway companies out of the Uptown area (to the outskirts of town), constructing a couple of pedestrian bridges (Uptown and Tlaquepaque), and placing barriers in the medians to deter jaywalkers would help relieve some of the congestion. We are very concerned about the direction that the current City Council seems to be endorsing. Our observation is that there is a lot being done to support private investors/developers and little being done to protect not only Sedona residents, but also the sacred land that is Sedona. Instead of acting as stewards of one of the most pristine areas in the country, it appears that the current direction taken by city officials is more in line with destruction than preservation. Perhaps city officials should take some time to observe how Zion National Park handles its visitors/tourists. If what we're witnessing today isn't curtailed, Sedona will become just tourist trap that ultimately benefits no one but big investors and developers.

291 We are less likely to support Option 2 because it interrupts the most virgin land, including trail entrance points for locals (like the one at the end of Manzanita). Option 1 is scenic and practical (nice for walking and efficiency). Option 3 maximizes efficiency but may be the most congestion producing option.

292 Bleeding traffic into neighborhoods does not address the real problem which is too many tourist in such a small town. Uncontrolled tourism growth is what should be addressed . Uncontrolled growth in the body is called cancer and Sedona is currently plagued with massive surge of tourists for many reasons not the least of which is the greed of merchants that look at a overly packed town as money in their pockets. The cry of tax revenues is there call to arms but the full time residents that I've talked to would be happy to deal with less revenue if it improved quality of life. Now our quality has reduced itself to checking the traffic apps and making a beeline to do errands then retreat into their homes to avoid the onslaught of traffic. If the extension needs to happen then I feel it should be option 3 to make it skirt the Hyatt vacation complex as people there would be transient and be the least affected by the new road that will no doubt be a very busy artery. Even though no homes would be in the way the traffic noise to the existing homes would be severe. Think of yourself and how you would react if a new busy road was proposed right under your house. The main problem with the existing traffic is the lack of flow. Uptown has to stop all pedestrians crossing on the roadway and do away with all signals expect for forest road / 89a. Then the other would be to alleviate the bottle neck going down 179 from the Y that often backs traffic up all the way to airport road. Routing southbound 179 traffic via brewer road to connect to 179 would prevent tourist from having to negotiate two traffic circle to exit town.

## ResponseID Response

- 293 Option 3 route seems the most direct and minimally invasive to most of the property owners. Since it is the most direct bypass I think it will be used by more travelers in times of congestion especially.
- 294 What is the cost-benefit scenario? Do owners of land agree with it? Would it be better to consider it after SIM (179 & 89A) is completed? Are there projects with higher importance and better impact for Sedona?
- 296 I think this is a brilliant way to solve the congestion problem in Uptown. We will also be much safer in case of a fire. Fire trucks could out to Uptown and the Canyon faster. Evacuees could get out of the Canyon and Uptown faster. Kudos to you for this elegant solution!
- 298 Option 3 appears to be the one with the least impact on nearby residences so my answers assume the #3 option. I would NOT support option 1 or 2.
- 299 Please don't add more roads; take private property to do so; cause more traffic noise; and encroach on forest land. Don't make Sedona URBAN! As homeowners near Uptown Sedona, we are aware that some of these roads would cause noise near our home and traffic and greater amount of cars/people nearby. Sedona is growing but another highway would just keep encouraging expansion, condemn private property to such ends and encroach in currently open, uninhabited land.
- 300 Traffic is terrible and improvements in flow a necessary, even if temporarily painful!
- 302 Maximize AND beautify. It's the Uptown residents' turn to benefit from a higher quality of mobility in this area. Thank you.
- 304 Option 2 would benefit 3 property owners of vacant lots - allowing better access to potential building site \$. Option 3 has the least impacts on property owners. I have not been bale to sell lot because of extension plan and not sure where road will end up.
- 305 Keep it simple and beautiful. Minimize the impact/surrounding area. Improve the area with landscape design.
- 307 Keep away for the residential! Sounds like a mess! Whatever happened to Keep Sedona Beautiful? Your ruining a sweet small Uptown!
- 309 Love it! Both my wife and I wish it was finished already. Great way to help us "Uptown" residents avoid the tourist traffic. Thank you. Option 1
- 310 Some though - op 2 overlook/parking - future access to USGS trails and mid paths left turn off 89A - how could that work? Smith Road is already a raceway Bottleneck still be a problem usage
- 312 If the extension was built I would use it, but I find it totally unnecessary. I currently cut through the Hyatt to Forest Road if there is a lot of congestion .

## ResponseID Response

313 Option 3 looks like the shortest and should have the least impact on property as it seems to follow existing property lines.

316 This is so important and is MUCH needed!

317 See attached diagram and explanation.

320 As a 25-year Uptown resident, this is not needed. Traffic back-up going from West Sedona to Uptown is almost always due to Tlaquepaque crosswalk and need to straighten southbound Schnebly roundabout as is always treated as a stop - this is the place for the slip lane - not the Y. Also eliminating on street parking Uptown and make parking structure at old Valley Bank building.

321 Don't have any issues leaving Uptown, only returning from W Sedona due to Tlaquepaque backup (Schnebly roundabout southbound treated as stop sign needs sliplane or straighten southbound curve) need to to eliminate all parking on road in canyon - too dangerous and slows traffic.

323 Hope to not waste budget from tax anymore by bad planning and decision making its by City. It makes me so sad to see the city and place destroy.

324 It is a good idea to open an alternate route to allow avoidance of traffic through the "Y" - please use existing roads as in option 2 or 1 - but keep the route direct rather than that huge loop where the "option 2 balloon" is on the map. IE: follow the curve and come straight down between property borders on #2 please include a left turn option onto 89A.

326 It is vital to be able to turn left coming from West Sedona onto the bypass road. The worst congestion is coming from West Sedona towards Uptown.

327 See attached letter.

328 Yay!

329 looks like option 1 cuts across a building, your info states no buildings will be affected. Please explain. GB KS

331 Traffic congestion is a 'given' that all Sedona residents accept as part of the tourism. But it is essential to keep the tranquility and walkability of the neighborhoods/roads of the residential areas. Once encroached upon, it will only continue, increasing road noise and traffic, lowering property values, and forever changing the very reasons that we, as residents, love the 'neighborhood' feel, peace and serenity. Our neighbors all deserve the same. I would absolutely NEVER agree with putting a road through, and deliberately never use it. I can sit in traffic like everyone else, and enjoy the beautiful and undisturbed land, knowing that it is preserved for future generations.

332 I would NOT support COMDEMING housing areas . I support paying owners fair value of their property if that need arises.

## ResponseID Response

- 333 MAKE ENTRANCE/EXIT TO 89A CLOSER TO USFS LINE - THERE IS A LOT OF HILLSIDE AND CLOSER TO USFS BORDER IS FLATTER.
- 334 3 Comments: 1) the only route that seems to make sense is Option 3 - the shortest route and least impact on neighborhoods, otherwise we would not be in favor of the project 2) need to install a round-about at the intersection of 89A, otherwise, there will be considerable congestion each way at that intersection - project may fail to relieve traffic without one 3) DO NOT place stop additional signs nor traffic lights along Forest Road - this would defeat the purpose of keeping traffic moving smoothly
- 335 None of the proposed routes would alleviate any traffic that backs up on AZ 179 near Tlaquepaque. It would create additional problems in the peaceful and quiet neighborhoods that define Sedona. Other options to try: make some of the routes 1-way only streets and/or make pedestrian bridges to help flow before infringing on private property.
- 336 By allowing Uptown residents to bypass the Y and Brewer roundabouts, we will be mitigating our traffic congestion in that area.
- 338 We are not in favor of this project because, in our opinion, this does not address the current priority traffic problems. We have never had an issue exiting Forest Road. The problem is the timing of the lights and the simultaneous "walk" lights for pedestrians. This proposed project seems to be a misguided "bandaid" to the much larger problems and it will have an adverse impact on the uptown neighborhood while offering nothing but more destruction of our fragile habitat. The current Forest Road egress works sufficiently except for the above mentioned traffic light issue and returning home on certain deadlocked traffic days.
- 340 I like option 3 because the shortest route back to 89A West
- 342 The common good comes before private "good." Beauty is worth the cost - this is Sedona - we CAN afford it. I support your work for the future of Sedona, kind and beautiful. Thank you!
- 344 If possible - avoid condemnation.
- 347 I don't like the idea at all. It's for tourism. Hate this idea. It's not for Sedona, it's for tourists. It makes zero sense to add more housing and rezoning. West Sedona and building more roads. Where is your vision - city is not planning city is reacting! Don't build then destroy prop. Duh
- 348 The actual amount of time saves on a few occasions does not (unknown) damage to neighborhoods, natural beauty, risk of left turn and from 89A and the the projected cost.



## ResponseID Response

- 349 Resident 1 comments: As with any change, there will be NIMBY but the congestion in Uptown and around the "Y" is unbearable. This is a positive step forward. Note: of the three route option, I would vote for option 3, first. Option 1, second, and option 2, last. As I sat on 89A stuck on Cook's Hill by Adobe Jack trail head, wishing the extension was done! Resident 2 comments: Option 3 would have less impact on homeowners. I know homeowners in this area would say "not in my back yard." But all homeowners feel that way. Pick option with least affect on them or we'll not be able to improve traffic problem. Also it seems like this project would be least attractive for abuse by tourists.
- 351 On the most congested day, I may use it only because it's there. I don't think it is fair to the people living there that they should suffer permanent road noise, destruction of their view and reduced value of their property for something I may use a couple times a year. If the traffic problem is fixed passing T laquepaque then there will be no need for this road to be built. We should concentrate on that problem first and stop pushing for roads through our neighborhoods. If this project is pushed through option 3 is the least offensive.
- 352 I (we) have so sorely longed for a solution like this!
- 353 Not happy with this at all.
- 354 The sooner one of these options is completed, the traffic situation will be safer for all.
- 356 Left turn access from 89A nb is essential.
- 359 There will be likely opposition that will be organized and threaten law suit. I am ready to counter legal action in favor of the project and against minority personal interest. I like Option 3 first then Option 1.
- 360 Option 3
- 362 It appears there will a left turn on 89A in an extremely busy section. What is the plan more lights? Too close to the multiple roundabouts. Options 1 and 2 seem to require the least eminent domain purchases but are circuitous and not convenient at all. Option 3 makes most sense however properties will be sacrificed and I oppose that.
- 364 We desperately need access to 89A via Forest Road extension. I am considering selling my home in Uptown because of not having another way into West Sedona. Traffic is a nightmare now as it is.
- 365 great idea!
- 366 Reduce the ridiculous tourism numbers. It's nuts. Those who reside in Sedona can't use the town because the damn tourists are like an invasion. this town has been ruined by over-marketing. Stop national ads and take down highway billboards. Enough is enough. Greedy guts marketing makes for Sedona's demise as a nice community to live in. For Shame. Sedona: A nice town ruined by excessive tourism.

## ResponseID Response

367	Going north on 89A towards Uptown, a left turn across 89A is NUTS!
368	I have serious reservations about what the project will do congestion and do at the Forest Road and N SR 89A intersection.
369	It appears to me that there will still be congestion. I do not believe this plan will prevent congestion arriving from 179 nor divert traffic at the Y substantially enough to warrant the condemnation or acquisition of land. How about using property easements rather than using other people's land? Make Sedona a "walking" town with parking available and additional trolleys for visitors. I would like to have a bike path/walking trail that is further away from the traffic so we can walk/bike from Uptown to West Sedona.
370	Option 3 for route is by far the best route option. Sidewalks are important; bike lanes less so.
371	I would not use it! It would take just as long if you went by way of the light on 89A and took the roundabout. Traffic would be blocked on your new road trying to exercise a right turn onto 89A just like at the post office. See attached. It's a bad idea - back to the drawing board! Forget it, it doesn't pencil out!
372	Thanks for all you do! Excellent work.
374	Prefer option 3 then 1 then 2 least. Biggest concern would be the left turn into the new route from 89A.
376	It will help but not too much. The problem is much bigger. We need a bypass from 179 (around Chapel of Holy Cross) to West Sedona. This would really help, one hundred times more than the Forest Road extension.
381	Option 3 is the most logical route. It could be slightly rerouted to avoid the tennis courts. Should also be 2-lane road.
382	More information on affected properties would be needed to answer this most effectively. That being said, if this could be useful to many residents as well as bikers and pedestrians, I strongly support the project. Thank you.
383	I have lived on Jordan road since 2010. I work in West Sedona. I would use this twice a day everyday, minimally.
385	Very concerned about current lack of egress from Uptown and support an alternative exit (i.e. Camp Fire situation). Avoidance of traffic in tourist area also welcome but this is secondary to fire concerns. Should use option that minimizes acquisition and or condemnation of land while achieving other objectives.
386	This project is long overdue. This opening - any of 3 options highly desirable.
388	My answers relate to option 3. Options 1 and 2 are poor choices. There must be other options!

**ResponseID    Response**

---

389

Your aerial view is somewhat ambiguous. I think you should go through forest land.

November 7, 2018

To the City of Sedona

I commend the city for its efforts in trying to mitigate the traffic congestion which is happening with increasing frequency, even at non-holiday times. Your three proposed by-passes for the Y and the post office "roundabouts" appear to not sufficiently solve the problem.

The distance from Airport Road to the proposed interchange for the by-pass is a little over a mile. This is a major area of congestion. One traveling will not have much alleviated by your proposed solutions. One will still be caught in most of the congestion. I also think that this solution might create an attractive nuisance for out-of-towners who, in frustration, may decide to take the alternate route, thus potentially creating a new place for congestion. Even now, people make illegal u-turns on the downhill by Mariposa to escape the traffic.

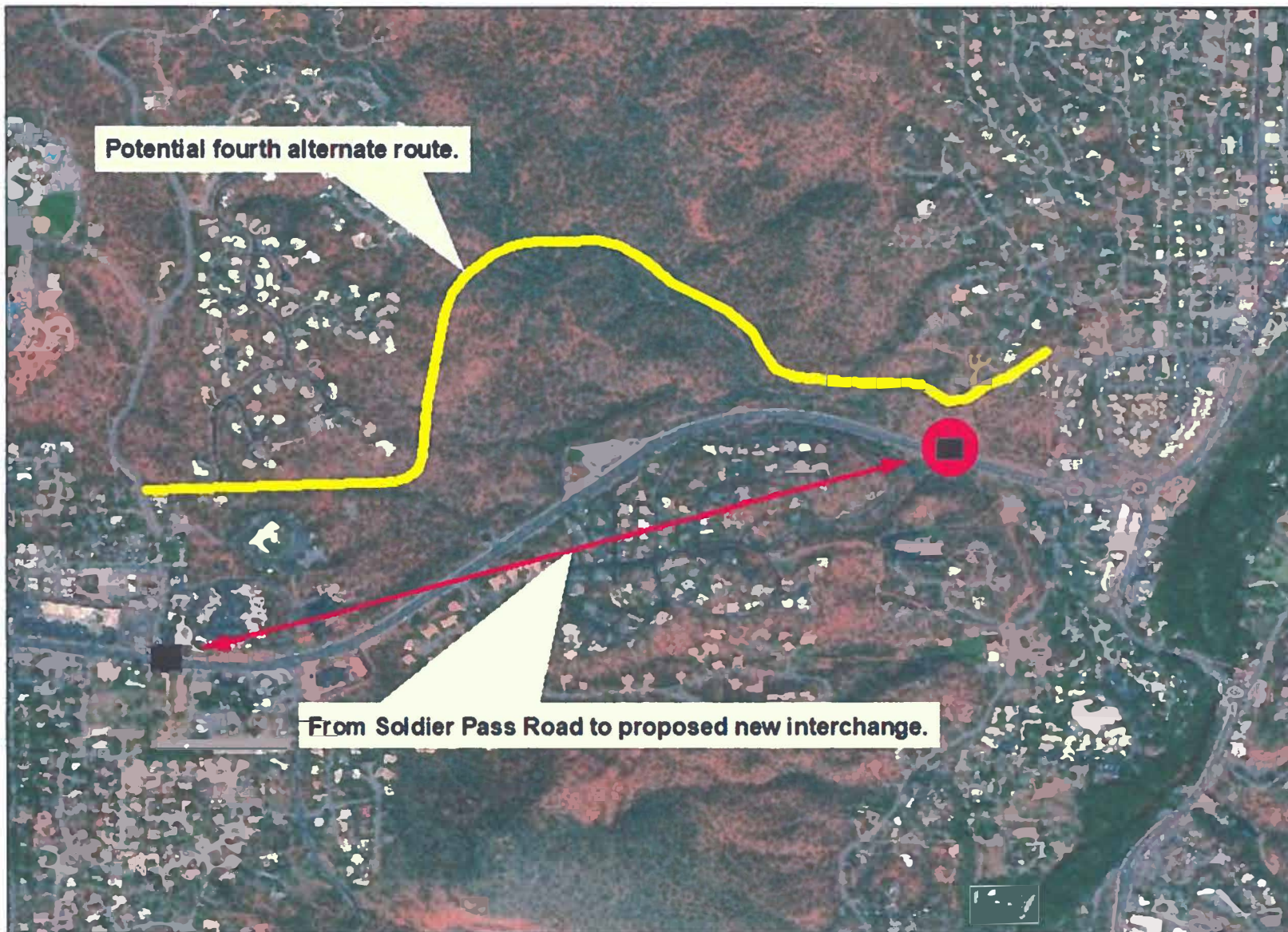
I am enclosing a diagram of a potential fourth route. It starts at the same location you suggest but ends at Soldier's Pass Road. The advantages? It by-passes completely the area of greatest congestion. It will not be seen as an attractive alternative to non-residents, thus eliminating, or mostly eliminating a potential new congested route.

*I speculate that your proposed routes have fewer ownership problems and are less costly than what I suggest.* There are issues with Coconino National Forest ownership which must be addressed. Real route analysis needs to begin. Even with added costs of construction and negotiations, this fourth alternative route may solve the problem better than the others.

It has occurred to me that you may have already considered this new route and ruled it impractical. If that is the case, forgive me for not doing my research. On the other hand, if this route intrigues you, by all means how can it happen?

Thank you for your time.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



Potential fourth alternate route.

From Soldier Pass Road to proposed new interchange.

To Whom It May Concern:

This survey proved harder to fill out than we first thought. We couldn't just mark an answer, so we provided additional thoughts on each question.

1. We feel we don't have enough information to know whether to support the project or not at this time.
  
2. We would use the extension because of the bottlenecks. However, if you can solve the problems that create the bottlenecks, would you even need the Forest Road extension? If the problems are unsolvable, then the extension might be a good idea for uptown residents. As it is we plan our driving outings around tourist traffic and bottlenecks just to make our lives easier.  
My wife won't use the extension if it is narrow, windy and cliffy.
  
3. We are not in favor of infringing on current homeowners property if they are not in favor the project. We might be in support of Option 3, but what would that roadway look like? (Steep hill?)
  
4. In regards to the width of the roadway, we don't want a narrow road to drive on. We currently feel that business and construction trucks would also use this road. (A number of the people we have hired to work on the house time their trips out to uptown in the mornings or other none traffic times.) So if there are larger trucks (construction, delivery, garbage, etc.) using the extension, then a wide enough road to accommodate them would be needed.
  
5. Other comments or concerns:
  - The terrain just looks too steep.
  
  - Should the 89A end of the extension come out further up Cook's Hill or should the extension run like a frontage road for a ways before tying into 89A?
  
  - There would need to be a left hand turn lane off of 89A to get to the extension.
  
  - We have lived here almost 11 years. The backup on Cooks Hill through Tlaquepaque wasn't always there. So would solving that problem, eliminate the need for the extension? Maybe the extension should be on the backburner while other backups are dealt with.

We appreciate you asking our opinions on this project.





OPTION 1 - TOO EXPENSIVE!

AN AWFUL LOT OF MATERIAL HAS TO BE REMOVED TO QUARRY DOWN A ROAD TO STREET LEVEL (89A) IN ORDER TO CONNECT. PLUS IT WOULD BE VERY DANGEROUS FOR TRAFFIC EXITTING ONTO 89A AS A CLIFF WOULD BAR THEIR VIEW OF ONCOMING TRAFFIC ON 89A SAME WITH YOUR OPTION 3 CONNECTING TO OPTION 1

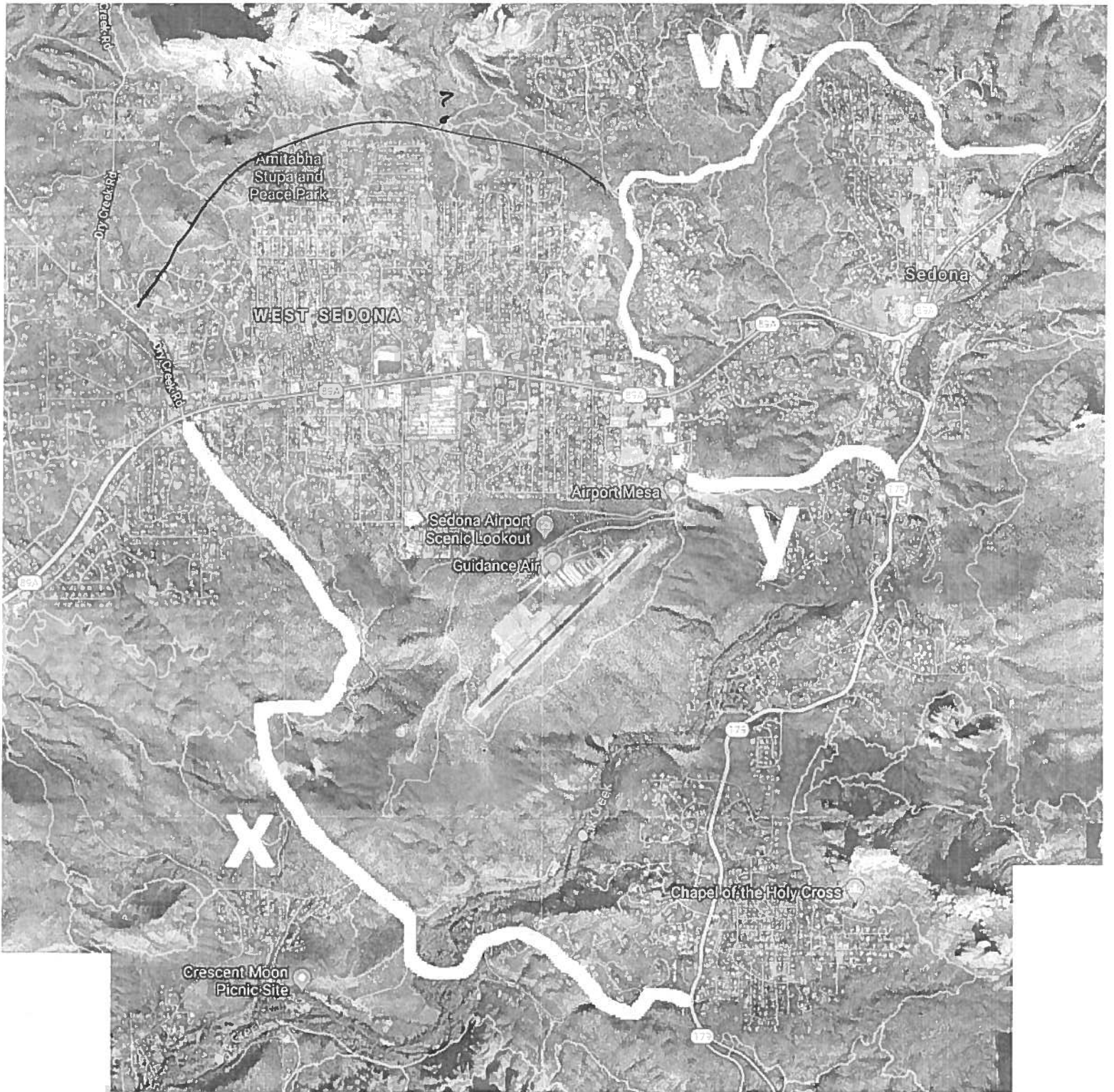
OPTION 2 - AN AWFUL LOT OF MATERIAL WOULD NEED TO <sup>BE</sup> TRUCKED IN TO BUILD UP A ROAD BASE IN THE VALLEY AREAS TO REACH 89A. SAFER YES BUT VERY EXPENSIVE. PLUS, DURING THE MONSOON SEASON OR ANY RAIN STORM COMES INTO THAT AREA, YOU HAVE A DRAINAGE PROBLEM, THAT COULD WASH OUT YOUR NICE NEW ROADWAY.

YOU WANT TO FIND OUT HOW IT WOULD WORK FOR THE DRIVERS? PULL INTO THE POST OFFICE, THEN TRY TO DRIVE OUT! YOU WILL BE PATIENTLY WAITING WHILE EVERYBODY BLOWS AROUND THE FIRST ROUNDABOUT LIKE THEY'RE TRYING TO QUALIFY FOR A RACE. INCIDENTLY, THOSE ROUNDABOUT ARE TOO SMALL!



INSTEAD OF FILLING OUT FORM ("FOREST ROAD EXTENSION") — I AM SENDING THIS MAP (ON BACK) WITH REAL SOLUTIONS TO THE TRAFFIC MESS THAT IS SEDONA, PARTICULARLY ON WEEKENDS.

- ① WE NEED A BYPASS ROAD FROM 179 NEAR HOLY CHURCH TO WEST SEDONA, SO EVERYTHING DOESN'T HAVE TO GO THRU "Y". IT IS A BOTTLENECK. SEE ALTERNATIVE X ON BACK OF THIS.
- ② MAYBE A SECOND BYPASS WOULD HELP. SEE ALTERNATIVE ROUTE Y ALSO ON BACK. ANYTHING WE CAN DO TO GET TRAFFIC AWAY FROM THE TWO ROUNDABOUTS WOULD HELP.
- ③ THERE IS LITTLE ONE CAN DO WITH 89A UP DAK CREEK, BUT ANOTHER BYPASS NORTH OF UPTOWN WOULD HELP. SEE ALTERNATIVE W ON BACK.
- ④ SOONER OR LATER, SEDONA WILL HAVE TO DO SOMETHING RADICAL. WE CANNOT HAVE A THREE ROAD CITY CONVERGING ON ONE SPOT. THIS WAS OK WHEN I WAS A BOY WHEN SEDONA WAS 2 GAS STATIONS, A FEW STORES IN UPTOWN AND SCATTERED BUILDINGS ALONG WHAT IS NOW WEST SEDONA. THAT WAS 1960 OR SO.
- ⑤ WHOEVER PLANNED AND BUILT THE BEAUTIFUL ONE-LANE ONLY, NO PASSING STRETCH OF ROAD ON 179 FROM BACK O BEYOND TO TOWN OUGHT TO BE SHOT. (KIDDING, KIND OF)



---

To: Lauren Browne

Lauren I talked with you last Tuesday on the phone. I am very concerned by the new "proposal" you have come up with ...the revisions for Uptown Sedona.

An alternate route is fine if you go through a part of the city where noise and traffic are not a problem however, when you are going through a quiet neighborhood...this is a drastic un-improvement!

With this plan you will bring traffic...traffic and more traffic to a now peaceful and lovely neighborhood. Not to mention the exhaust fumes.

Dirt into peoples homes and yards.

Littering...both from cars and people walking

Lack of privacy for the homeowners

It will eventually become a main thoroughfare

It brings many more cars up into the hills by the homes during rush hours...and again year after year people will be using the path...on a daily basis. not just "rush hours" but all of the time. Traffic will be a problem in what is now a peaceful neighborhood.

Emergencies??? Sounds to me like sirens and fast driving ...fire trucks, police and ambulances.

This is very unpleasant... to say nothing about the horror on peoples nerves and well being.

You add cars, and emergency vehicles...and you have a big MESS in a now quiet neighborhood.

I know only too well that this is the outcome for residents who love their homes.

There is **traffic all day long...all night long.....emergency vehicles now going fast with sirens blaring!**

I don't think that any one in the area would be happy about this idea . The long range interruption in peoples lives and complete change in the feel and pride that people have in their homes would be changed forever.

Not to mention the lovely, peaceful neighborhoods will be destroyed . As well, the value of all properties will go down.

I am not in support of this move.

Thanks for your time,





**SOUTHWESTERN  
ENVIRONMENTAL  
CONSULTANTS, INC.**

[www.sec-landmgt.com](http://www.sec-landmgt.com)  
[info@sec-landmgt.com](mailto:info@sec-landmgt.com)

CORPORATE OFFICE:  
20 STUTZ BEARCAT DRIVE #6  
SEDONA, ARIZONA 86336  
(928) 282-7787  
Fax: 282-0731

BRANCH OFFICE:  
825 COVE PARKWAY  
COTTONWOOD, ARIZONA 86326  
(928) 634-5889  
Fax: 634-2222

May 15, 2019

Andy Dickey, P.E  
Director of Public Works/City Engineer  
108 Roadrunner Drive  
Sedona, AZ 86336

**RE: Feasibility Study on potential extension of Forest Road to a connection point west of the existing US Post Office on State Route 89A**

Dear Andy,

The purpose of this letter is to present the results of our investigation regarding the feasibility of extending Forest Road through existing private parcels, to a connection point at SR 89A west of the current US Post Office. This evaluation was commissioned by the City of Sedona under contract file #0200-Design-Contract and is intended to extend the Forest Road connection recommendation contained in the City of Sedona Transportation Master Plan update. The goal of the evaluation has been to determine the most feasible routes from an engineering standpoint. The attached concepts are not final engineering designs and only represent two of the most feasible, potential routes. Estimated construction costs are provided for the two options. See Appendix A page 1 for overall configuration. Each of the route options are reviewed for minimal road development consideration (Base Design) and fully developed road corridor (Full Design).

**Data Gathering**

The first step in the evaluation process was to gather as much existing information on the area of the proposed extension as possible. Assembled data and sources included:

- Obtaining all available topographic information from the City of Sedona GIS Department.
- Research and extract data from past surveys conducted by SEC in and near the evaluation area.
- Research and gather easements and property data publicly available through Yavapai County.



- Information was gathered into a single CAD file and gaps in the available data were identified.
- Coordination with individual utility companies was initiated in an effort to identify existing utilities and easements.

## Design Criteria

Once the data was assembled into a usable 3D CAD file, various potential routes from the end of Forest Road to an existing City right of way easement, along with various potential intersection locations along SR 89A were investigated using the following City supplied criteria:

- The route should not impact Coconino National Forest Lands.
- Road sections should adhere as close as possible to existing City of Sedona road standards.
- Right of way width is 50 feet.
- The standard road sections adhered as close as possible to established City road construction criteria. Sidewalks on both sides and/or a single multiuse pathway were also options.
- The width of the road section through existing residences (**Section Two**) shall be reduced as much as possible, while still adhering to established criteria.
- Consideration was given to increasing allowable road grades to 18%. However, it was ultimately decided to utilize a City standard maximum road grade of 15%.
- Centerline Radius of horizontal curves shall not be less than 110'.
- The potential routes should impact as few parcels a possible and should provide functional access to as many parcels as possible.
- Cut and fill slopes to be shown while recognizing that the extent of these slopes can be mitigated through the use of retaining walls. Considering the significant rock configuration of the area, 1:1 cut and fill slopes have been used for the evaluation.
- The intersection with SR 89A must be at least 300' west of the Brewer Road roundabout.

## Route Option Development

After investigating a number of different possible routes, SEC and City Staff selected the two routes shown on the attached sketches for additional evaluation. Each option was preliminarily designed utilizing a basic 24' wide asphalt road, with 2' shoulders along with occasional curb and gutter for drainage control and minimal landscape. This approach is considered the base design development. Full roadway development consisted of 24' of asphalt, curb and gutter, 5' wide sidewalks on each side, drainage improvements and landscape.



It was also decided to develop a basic design and cost estimate for an ADOT standard right turn lane on SR 89A at the Forest Road intersection. It is assumed a left Turn lane developments on SR 89A will only require striping and signage.

### **OPTION 1 (See Appendix A)**

**Option 1 (Full)** This road alignment utilizes a switch back configuration and concentrates the impact of the new roadway towards the east. The proposed location will impact eight different parcels to varying extents. The potential roadway shown on the preliminary plan in Appendix A matches the following criteria:

- Total length of right of way is 1,636 feet.
- Roadway (Section One) keeps sidewalks adjacent to back-of-curb and extends for approximately 775' of roadway through the existing residences.
- Roadway (Section Two) shows sidewalks separated from back-of-curb by 5.5' and runs for 861' to the SR 89A intersection.
- Maximum grade is 15.00%.
- Cut and fill quantities: Cut 20,853 CY; Fill 1,880 CY; Net 18,973 Cut
- Based on the preliminary analysis the estimated cost for the road construction is **\$2,772,047.**

**Option 1 (Base)** This road alignment utilizes the same switch back configuration but limits width to 24' of asphalt, 2' wide gravel shoulders on each side, and strategically places sections of guard rail and concrete curb and gutter. The proposed location will still impact eight different parcels to varying extents. The potential roadway showed on the preliminary plan in Appendix A matches the following criteria:

- Total length of right of way is 1,636 feet.
- The only variation in roadway section will be for the installation of 255' of curb and gutter at strategic locations.
- Maximum grade is 15.00%.
- Cut and Fill Quantities: Cut 14,295 CY; Fill 960 CY; Net 13,335 CY.
- Based on the preliminary analysis the estimated cost for the road construction is **\$2,255,300.**

### **OPTION 2 (See Appendix A)**

#### **Option 2 (Full)**

Road alignment Option 2 utilizes a wide sweeping arch ranging much further west than Option 1. This configuration increases the length of the roadway, comes much closer to the National Forest and impacts ten private tracts. Cuts and fills are significantly increased on this option, however, it has the advantage of having less impact on existing residences. The





potential roadway shown on the preliminary plan in Appendix A match the following criteria:

- Total length of right of way is 1,863 feet.
- Roadway (Section one) keeps sidewalks adjacent to back-of-curb and extends for approximately 1,050' of roadway through the existing residences.
- Roadway (Section two) shows sidewalks separated from back-of-curb by 5.5', and runs for 813' to the SR 89A intersection.
- Maximum grade is 15.19%.
- Cut and fill quantities: Cut 34,537 CY; Fill 17,583 CY; Net 16,954 CY
- Based on the preliminary analysis the estimated cost for the road construction is **\$3,658,727.**

**Option 2 (Base)** This roadway alignment utilizes the same sweeping configuration but limits width to 24' of asphalt, 2' wide gravel shoulders on each side, and strategically placed sections of guard rail. The proposed location will still impact ten different parcels to varying extents. The potential roadway shown on the preliminary plan in Appendix B match the following criteria:

- Total length of right of way is 1,863 feet.
- Maximum grade is 15.00%.
- Cut and Fill Quantities: Cut 23,003 CY; Fill 9,908 CY; Net 13,095 CY.
- Based on the preliminary analysis the estimated cost for the road construction is **\$2,756,341.**

## **Drainage**

A preliminary review of drainage patterns indicates that drainage is in a general north to south direction and is being directed towards existing drainage structures across SR 89A. While it is true that each of the proposed options will interrupt existing drainage patterns in different ways, there is no discernable evidence that any of the proposed options will, with proper design, negatively impact adjoining properties. A relatively detailed drainage analysis was performed for Option 1 and this data is presented below. The results of this analysis were then utilized as a basis to review the drainage requirements of Option 2.

Option 1: Two major drainage basins and one minor drainage basin were identified. The contributing drainage area can be subdivided into three main drainage paths. The cumulative contributing area is approximately 5.83 acres. The total contribution from this area is 13.18cfs with a 4% chance of occurrence (25year). Analysis of these drainage ways identified three locations where 24 inch culverts would be required. Also identified was the need for drainage ditches, riprap and other drainage conveyance structures.





**SOUTHWESTERN  
ENVIRONMENTAL  
CONSULTANTS, INC.**

[www.sec-landmgt.com](http://www.sec-landmgt.com)  
[info@sec-landmgt.com](mailto:info@sec-landmgt.com)

CORPORATE OFFICE:  
20 STUTZ BEARCAT DRIVE #6  
SEDONA, ARIZONA 86336  
(928) 282-7787  
Fax: 282-0731

BRANCH OFFICE:  
825 COVE PARKWAY  
COTTONWOOD, ARIZONA 86326  
(928) 634-5889  
Fax: 634-2222

Options 2: Drainage paths and basins are similar to those identified in Option 1. For this reason, CPM and ditch size requirements were assumed to be similar. Locations and lengths were established using visual evaluation methods on each of the proposed routes. No hydraulic analysis was conducted on these two routes.

Should you have any questions, or need additional information, please contact me at [kginige@sec-landmgt.com](mailto:kginige@sec-landmgt.com) or (928) 634-5889.

Sincerely,

G. Krishan Ginige, P.E, MS (Env/Civil Eng.), CFM  
President

Attachments

Appendix A- Road Alignment Exhibit

Appendix B- Preliminary Cost Estimate



**SOUTHWESTERN  
ENVIRONMENTAL  
CONSULTANTS, INC.**

[www.sec-landmgt.com](http://www.sec-landmgt.com)  
info@sec-landmgt.com

CORPORATE OFFICE:  
20 STUTZ BEARCAT DRIVE #6  
SEDONA, ARIZONA 86336  
(928) 282-7787  
Fax: 282-0731

BRANCH OFFICE:  
825 COVE PARKWAY  
COTTONWOOD, ARIZONA 86326  
(928) 634-5889  
Fax: 634-2222

A large, faint, circular image in the background shows a pair of hands cupped together, holding a small evergreen tree sapling with a few white berries. The image is centered on the page and serves as a backdrop for the section header.

## **APPENDIX A**

### **Road Alignment Exhibit**

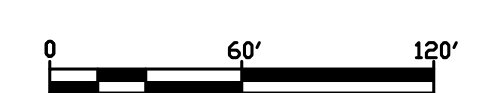
---

"Growth is inevitable... it's planning that makes the difference."




# CITY OF SEDONA

## FOREST ROAD EXTENSION FEASIBILITY STUDY



NOT FOR CONSTRUCTION. FOR AGENCY REVIEW ONLY.

CITY OF SEDONA  
FOREST ROAD EXTENSION FEASIBILITY STUDY

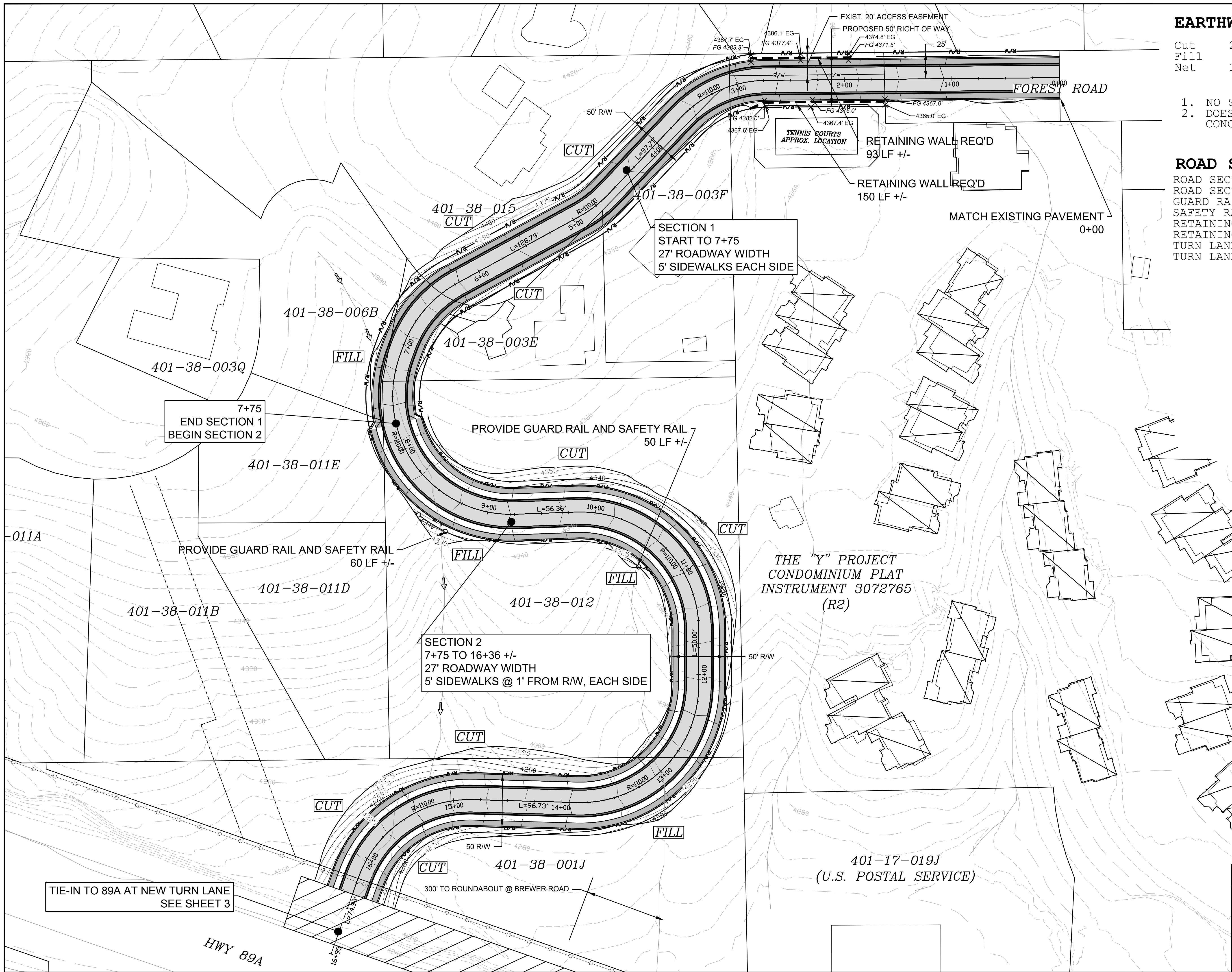
ALIGNMENT CONCEPTS 1 & 2		
	DATE 5/16/2019	DRAWN NMW
20 STUTZ BEARCAT # 6 SEDONA ARIZONA 86336 (928) 282-7787	SCALE AS SHOWN	SHEET 1 OF 9
	CHECKED KG	PROJECT NO. 17-1213SE



EXPIRES 3/31/2021

© 2019, SEC, Inc., All Rights Reserved. This document is protected under the United States Copyright Act. No part may be reproduced in any form or by any means or stored in a database or retrieval system, without the prior written permission of SEC, Inc. These plans/documents have been prepared by SEC, Inc. and its employees. All other rights reserved. SEC, Inc. and its employees shall not be held responsible for any errors or omissions. Users of these plans/documents should understand that it is highly probable that errors and omissions will occur in any plan/document preparation process. However, plans/documents could contain unintentional technical inaccuracies, typographical errors or omissions. Users of these plans/documents should understand that it is highly probable that errors and omissions will occur in any plan/document preparation process.





**EARTHWORK SUMMARY**

Cut	20,853 Cu. Yd
Fill	1,880 Cu. Yd.
Net	18,973 Cu. Yd. Cut

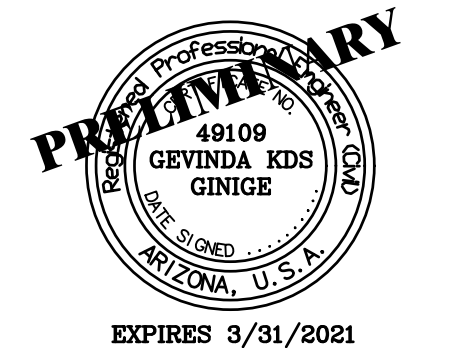
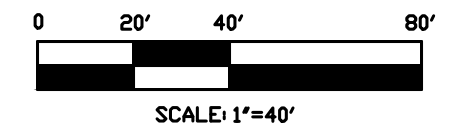
1. NO SHRINKAGE FACTOR APPLIED
2. DOES NOT ACCOUNT FOR PAVEMENT, CONCRETE OR SUBGRADE THICKNESSES

**ROAD SUMMARY**

ROAD SECTION 1	775 LF
ROAD SECTION 2	861 LF
GUARD RAIL	110 LF
SAFETY RAIL	110 LF
RETAINING WALL (3' TO 9')	93 LF
RETAINING WALL (3' TO 14')	150 LF
TURN LANE-LEFT	1 EA
TURN LANE-RIGHT	1 EA

SECTION 1  
START TO 7+75  
27' ROADWAY WIDTH  
5' SIDEWALKS EACH SIDE

SECTION 2  
7+75 TO 16+36 +/-  
27' ROADWAY WIDTH  
5' SIDEWALKS @ 1' FROM R/W, EACH SIDE



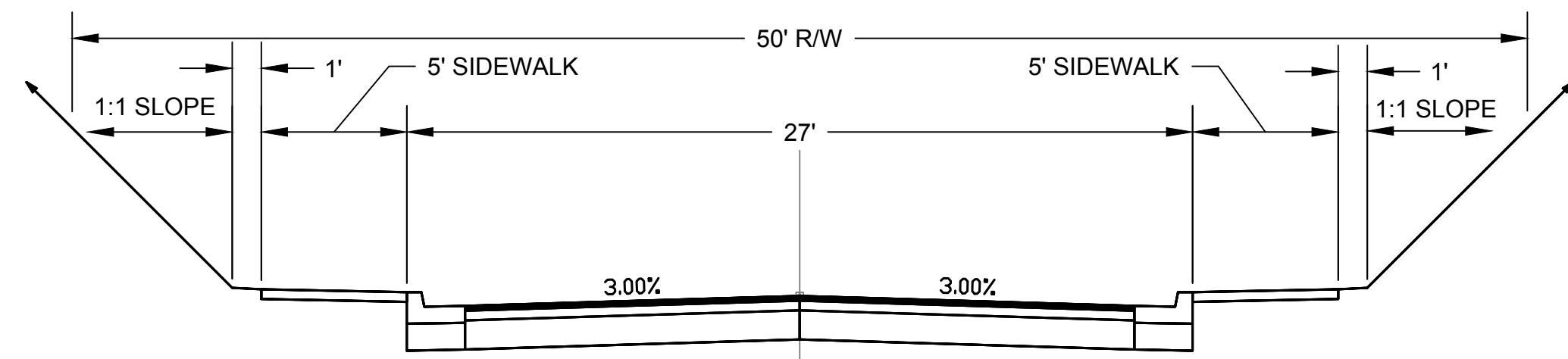
NOT FOR CONSTRUCTION. FOR AGENCY REVIEW ONLY.  
CITY OF SEDONA  
FOREST ROAD EXTENSION FEASIBILITY STUDY



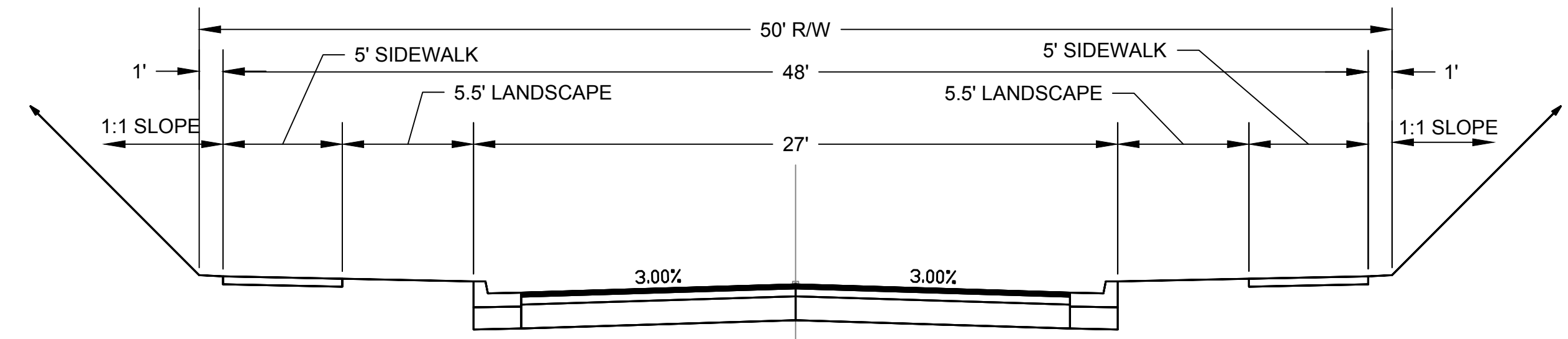
OPTION 1 PLAN  
FULL DESIGN

DATE	DRAWN	SHEET
5/16/2019	NMW	2 OF 9
SCALE	CHECKED	PROJECT NO.
AS SHOWN	KG	17-12135E

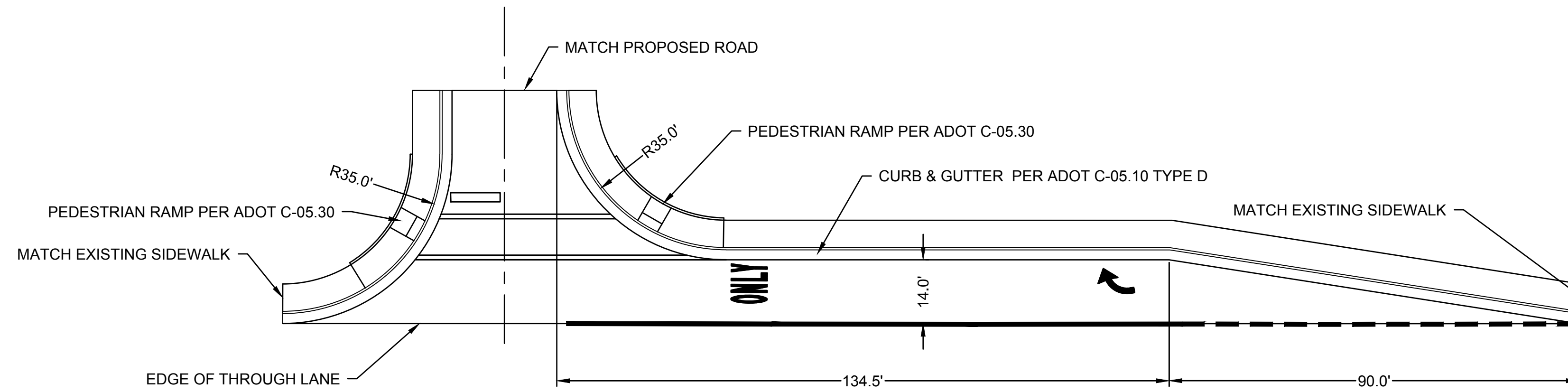
20 STUTZ BEARCAT # 6  
SEDONA ARIZONA 86336  
(928) 282-7787



SECTION 1



SECTION 2

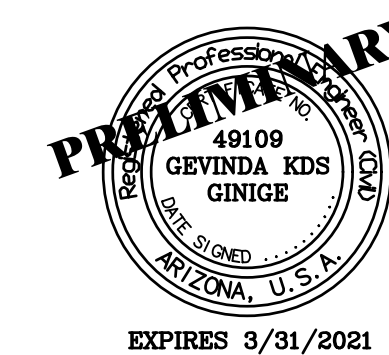
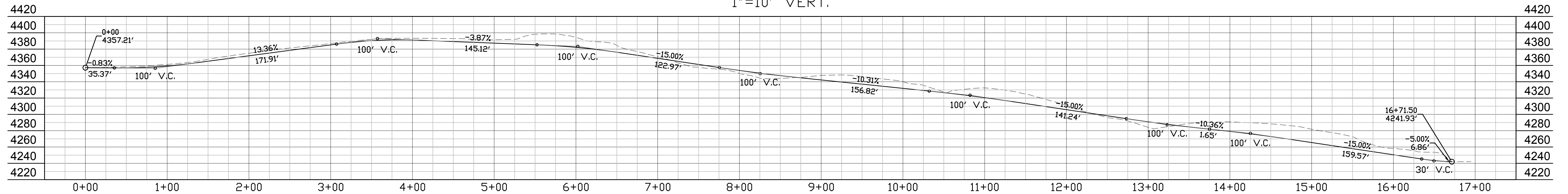


TYPICAL RIGHT TURN LANE  
NO SCALE

FOR VISUALIZATION ONLY. FINAL DESIGN TO BE BASED ON TRAFFIC ANALYSIS

**LEFT TURN LANE**  
IT IS ASSUMED THE EXISTING CENTER LANE OF HIGHWAY 89A CAN BE UTILIZED AS A LEFT TURN LANE BY STRIPING AND SIGNAGE ONLY. NO MODIFICATIONS TO THE ROADWAY IS CONSIDERED TO BE REQUIRED FOR THIS PLAN.

Profile View of OPT 1  
1"=10' HORZ.  
1"=10' VERT.



NOT FOR CONSTRUCTION. FOR AGENCY REVIEW ONLY.

CITY OF SEDONA  
FOREST ROAD EXTENSION FEASIBILITY STUDY



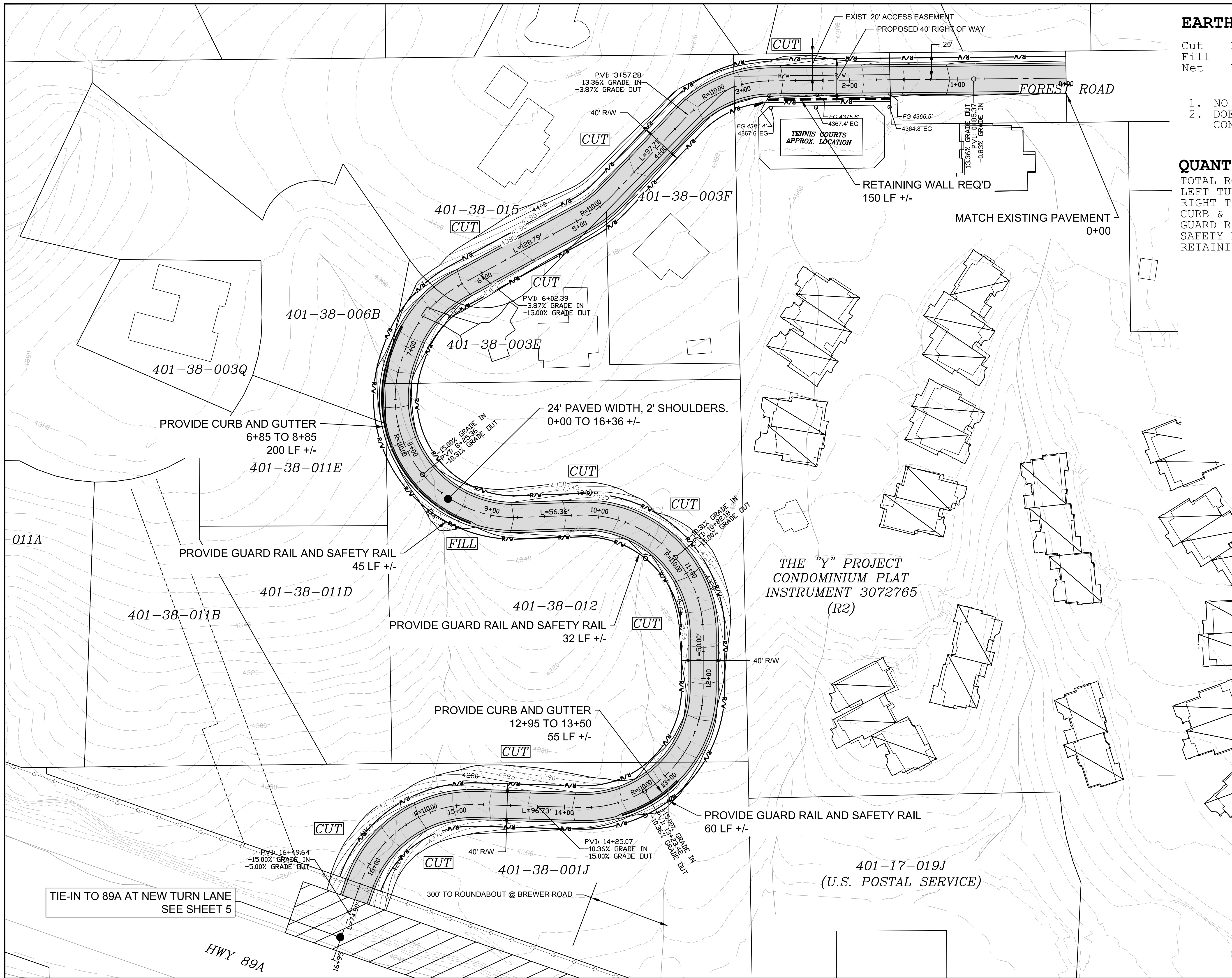
OPT 1 PROFILE  
FULL DESIGN

DATE 5/16/2019	DRAWN NMW	SHEET 3 OF 9
SCALE AS SHOWN	CHECKED KG	PROJECT NO. 17-1213SE

20 STUTZ BEARCAT # 6  
SEDONA ARIZONA 86336  
(928) 282-7787

© 2019, SEC, Inc., All Rights Reserved. This document is protected under the United States Copyright Act. No part may be reproduced in any form or by any means or stored in a database or retrieval system, without the prior written permission of SEC, Inc. These plans/documents have been prepared to be as accurate as possible. However, plans/documents could contain unintentional technical inaccuracies, typographical errors or omissions. Users of these plans/documents should understand that it is highly probable that errors and omissions will occur in any plan/document preparation process.





**EARTHWORK SUMMARY**

Cut	14,295 Cu. Yd
Fill	960 Cu. Yd.
Net	13,335 Cu. Yd. Cut

1. NO SHRINKAGE FACTOR APPLIED
2. DOES NOT ACCOUNT FOR PAVEMENT, CONCRETE OR SUBGRADE THICKNESSES

**QUANTITIES SUMMARY**

TOTAL ROAD LENGTH	1,636 LF
LEFT TURN LANE	1 EA
RIGHT TURN LANE	1 EA
CURB & GUTTER	255 LF
GUARD RAIL	137 LF
SAFETY RAIL	137 LF
RETAINING WALL (8' TO 14')	150 LF

PROVIDE CURB AND GUTTER  
6+85 TO 8+85  
200 LF +/-  
401-38-011E

PROVIDE GUARD RAIL AND SAFETY RAIL  
45 LF +/-  
401-38-011D

401-38-011B

PROVIDE GUARD RAIL AND SAFETY RAIL  
32 LF +/-  
401-38-012

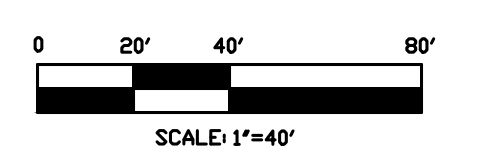
PROVIDE CURB AND GUTTER  
12+95 TO 13+50  
55 LF +/-  
401-38-011C

PROVIDE GUARD RAIL AND SAFETY RAIL  
60 LF +/-  
401-38-001J

TIE-IN TO 89A AT NEW TURN LANE  
SEE SHEET 5

THE "Y" PROJECT  
CONDOMINIUM PLAT  
INSTRUMENT 3072765  
(R2)

401-17-019J  
(U.S. POSTAL SERVICE)



EXPIRES 3/31/2021

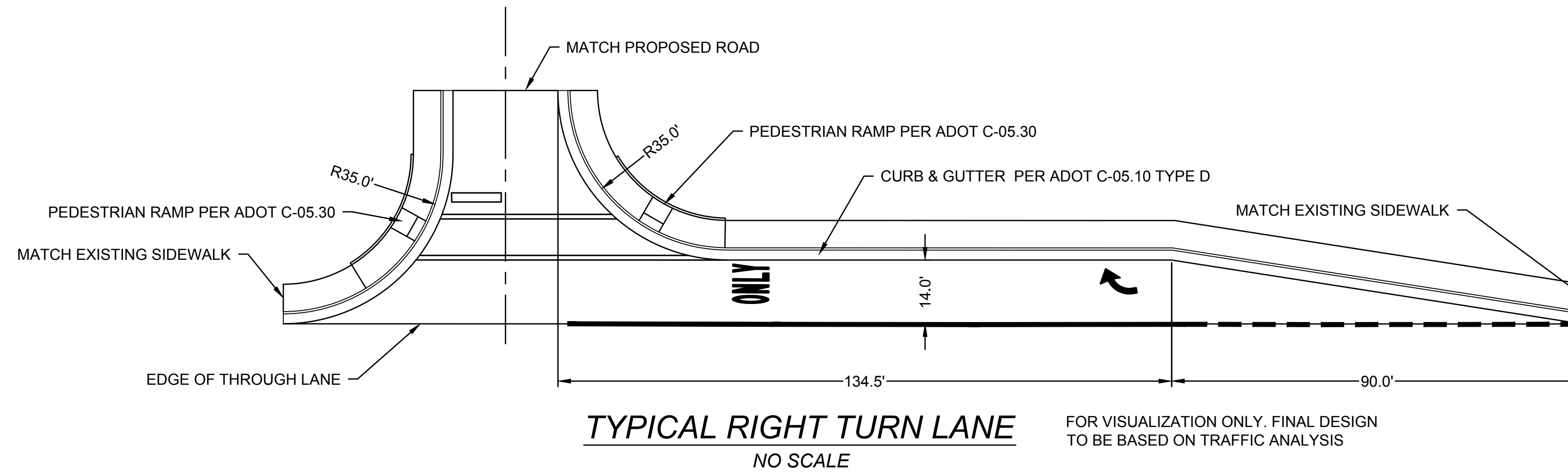
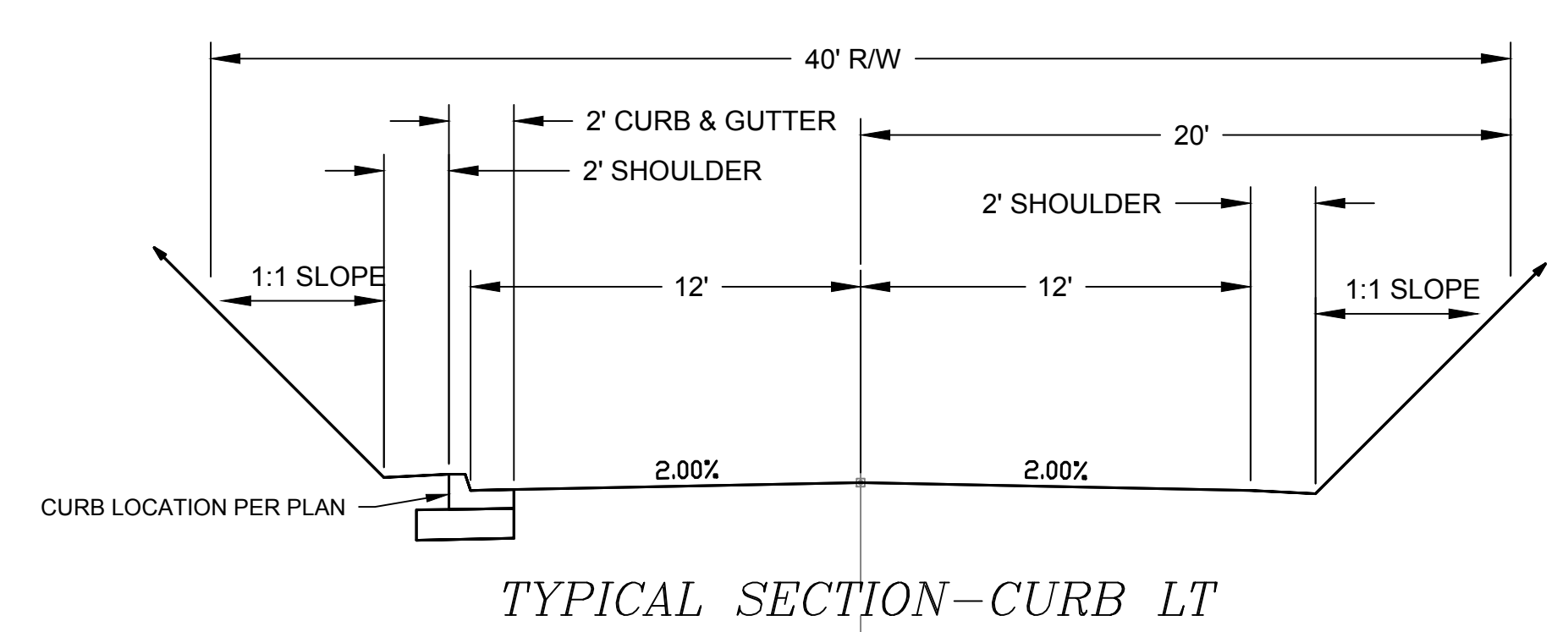
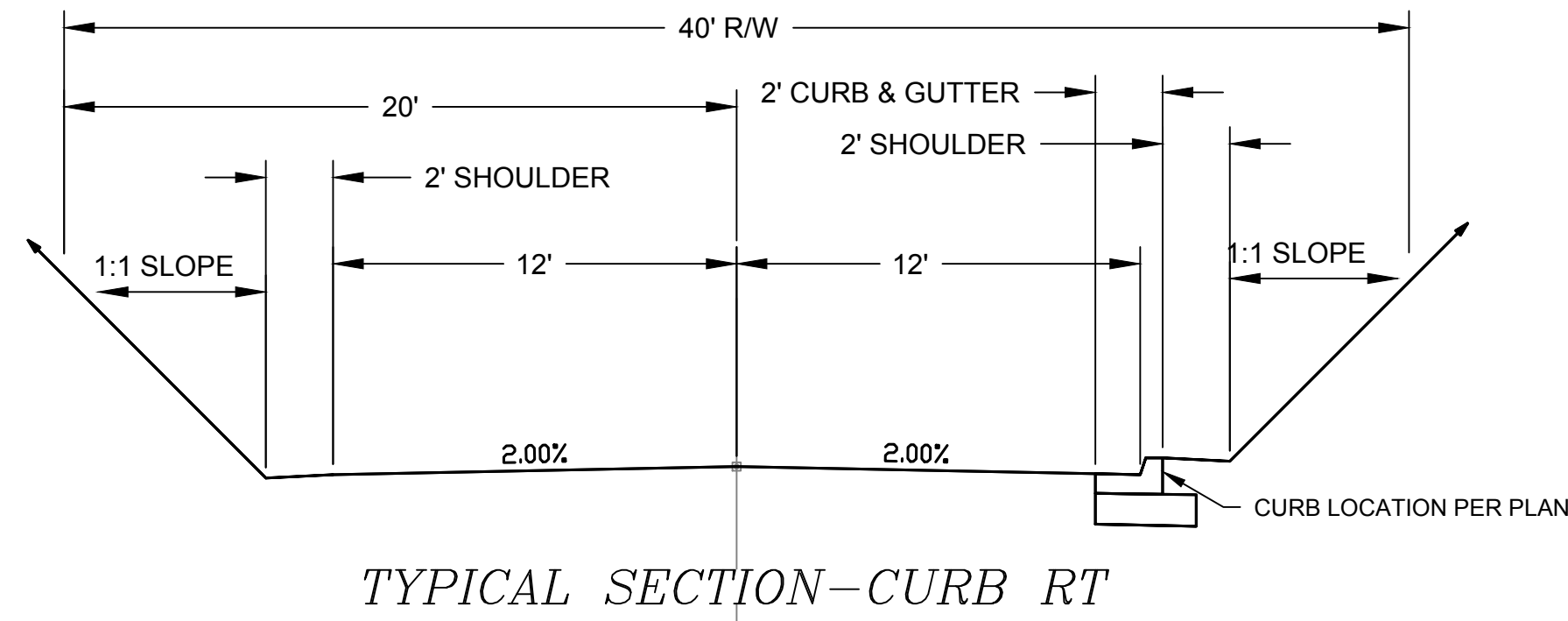
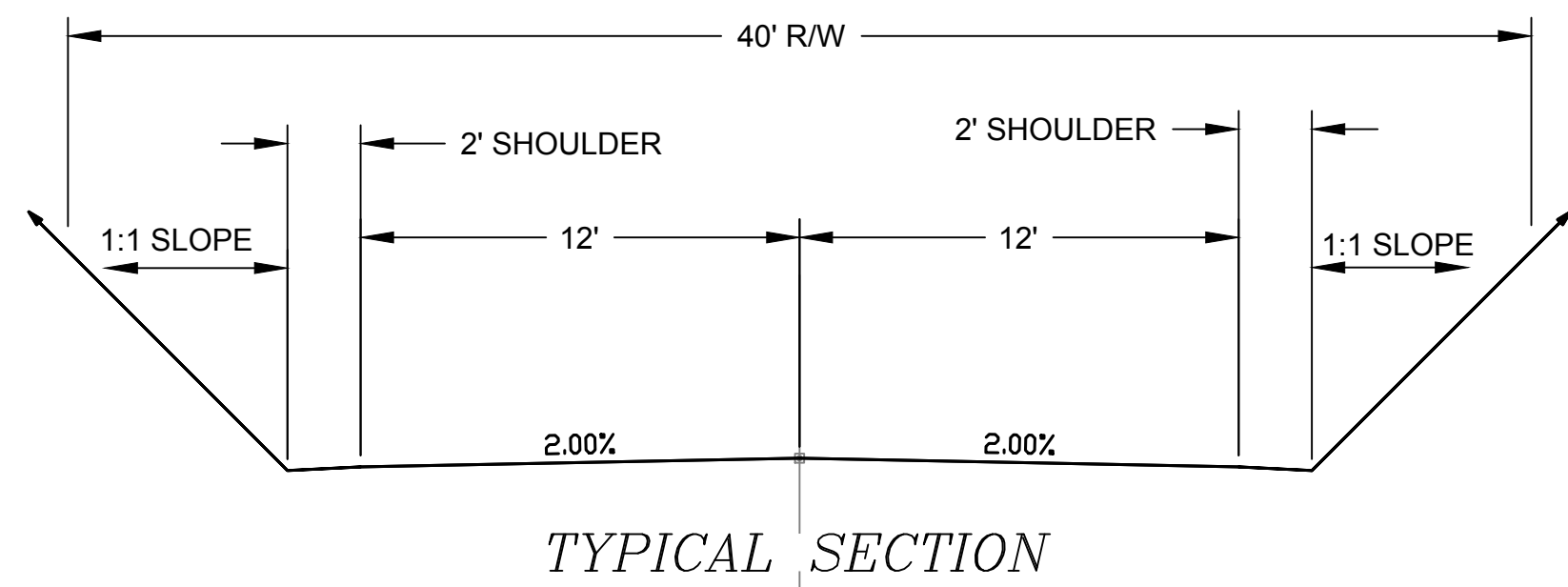
NOT FOR CONSTRUCTION. FOR AGENCY REVIEW ONLY.

CITY OF SEDONA  
FOREST ROAD EXTENSION FEASIBILITY STUDY



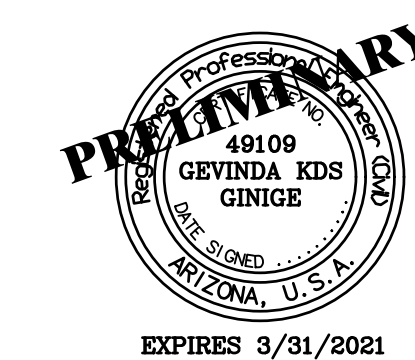
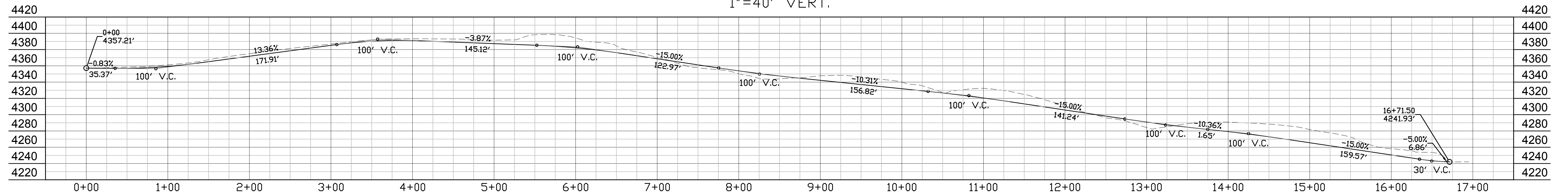
20 STUTZ BEARCAT # 6  
SEDONA ARIZONA 86336  
(928) 282-7787

OPTION 1 - PLAN BASE DESIGN		
DATE 5/16/2019	DRAWN NMW	SHEET 4 OF 9
SCALE AS SHOWN	CHECKED KG	PROJECT NO. 17-12135E



**LEFT TURN LANE**  
IT IS ASSUMED THE EXISTING CENTER LANE OF HIGHWAY 89A CAN BE UTILIZED AS A LEFT TURN LANE BY STRIPING AND SIGNAGE ONLY. NO MODIFICATIONS TO THE ROADWAY IS CONSIDERED TO BE REQUIRED FOR THIS PLAN.

Profile View of OPT 1  
1"=40' HORZ.  
1"=40' VERT.

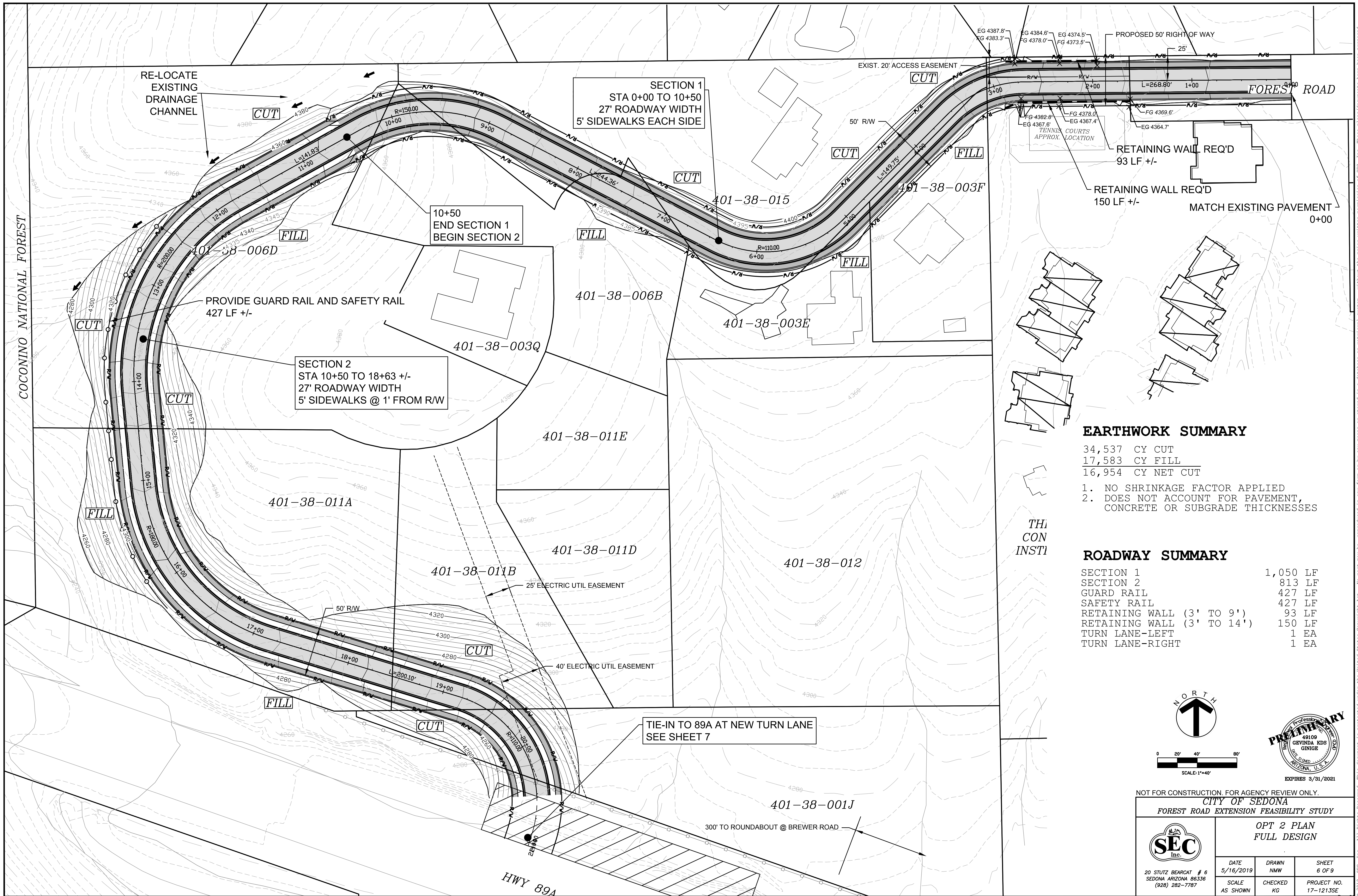


NOT FOR CONSTRUCTION. FOR AGENCY REVIEW ONLY.

<b>CITY OF SEDONA</b> FOREST ROAD EXTENSION FEASIBILITY STUDY		
OPTION 1 - PROFILE BASE DESIGN		
DATE 5/16/2019	DRAWN NMW	SHEET 5 OF 9
SCALE AS SHOWN	CHECKED KG	PROJECT NO. 17-1213SE

© 2019, SEC, Inc., All Rights Reserved. This document is prepared under the United States Copyright Act. No part may be reproduced in any form or by any means or stored in a database or retrieval system, without the prior written permission of SEC, Inc. These plans/documents have been prepared to be as accurate as possible. However, plans/documents could contain unintentional technical inaccuracies, typographical errors or omissions. Users of these plans/documents should understand that it is highly probable that errors and omissions will occur in any plan/document preparation process.





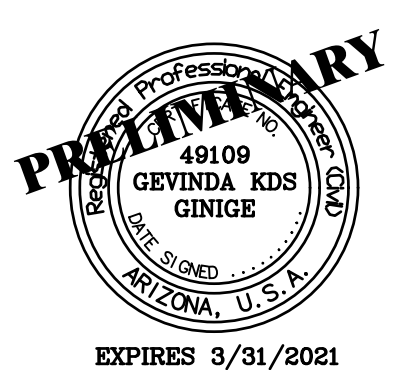
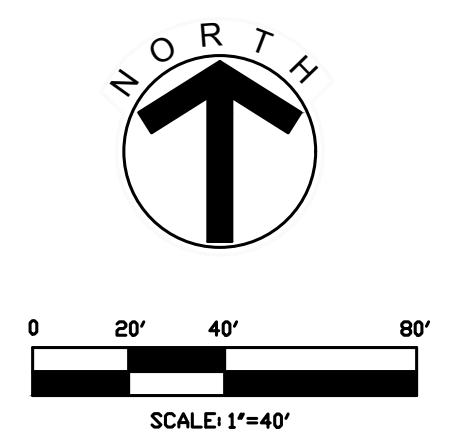
**EARTHWORK SUMMARY**

34,537 CY CUT  
 17,583 CY FILL  
 16,954 CY NET CUT

1. NO SHRINKAGE FACTOR APPLIED
2. DOES NOT ACCOUNT FOR PAVEMENT, CONCRETE OR SUBGRADE THICKNESSES

**ROADWAY SUMMARY**


SECTION 1	1,050 LF
SECTION 2	813 LF
GUARD RAIL	427 LF
SAFETY RAIL	427 LF
RETAINING WALL (3' TO 9')	93 LF
RETAINING WALL (3' TO 14')	150 LF
TURN LANE-LEFT	1 EA
TURN LANE-RIGHT	1 EA

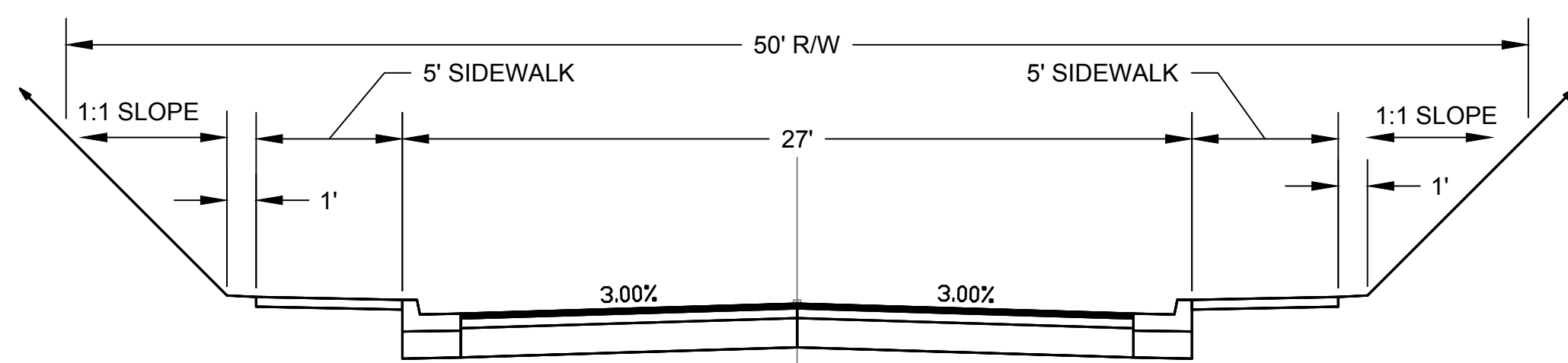


NOT FOR CONSTRUCTION. FOR AGENCY REVIEW ONLY.

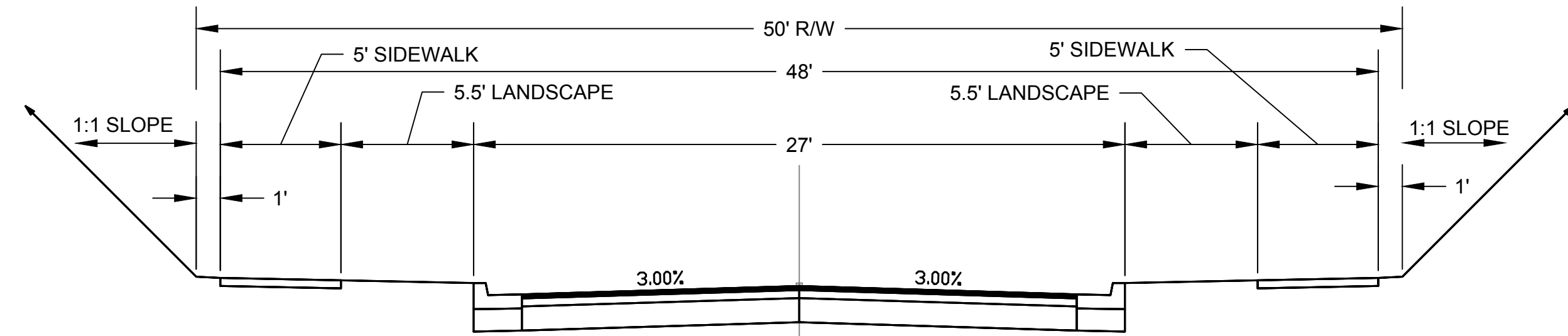
CITY OF SEDONA  
 FOREST ROAD EXTENSION FEASIBILITY STUDY

**OPT 2 PLAN  
 FULL DESIGN**

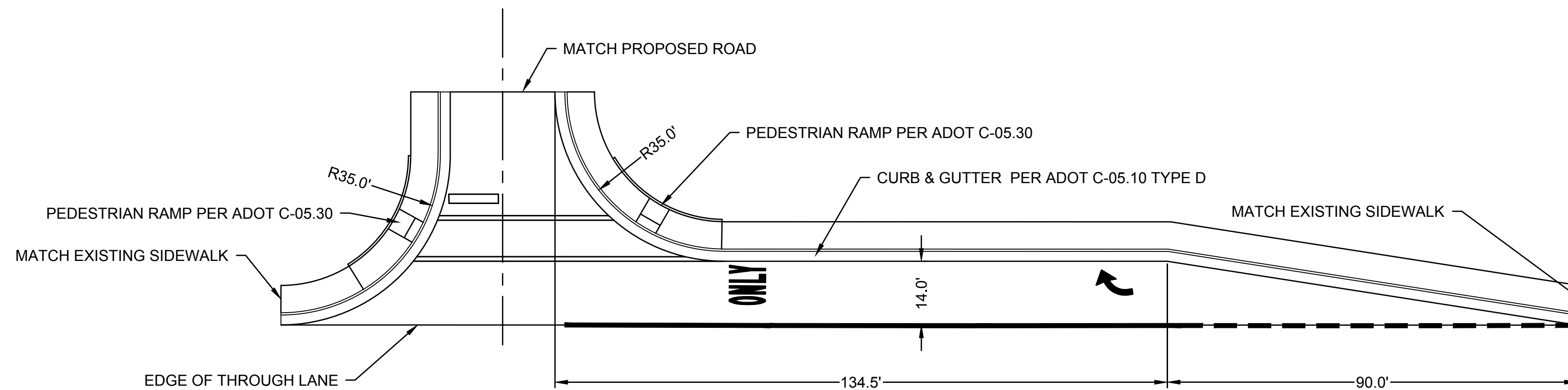
 20 STUTZ BEARCAT # 6 SEDONA ARIZONA 86336 (928) 282-7787	DATE	DRAWN	SHEET
	5/16/2019	NMW	6 OF 9
SCALE	CHECKED	PROJECT NO.	
AS SHOWN	KG	17-12135E	



SECTION 1



SECTION 2



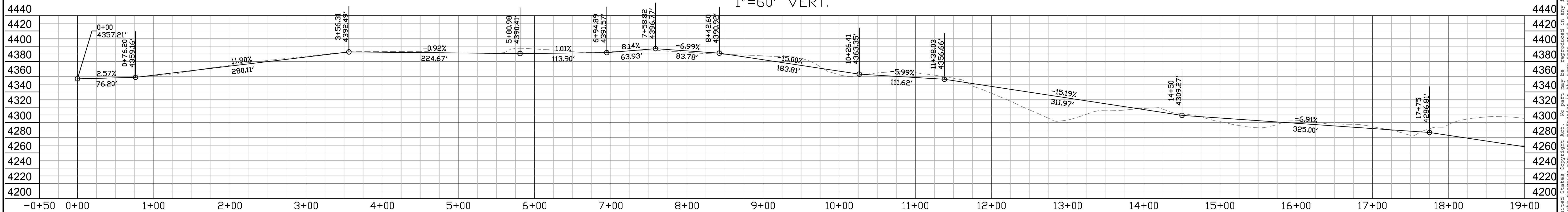
TYPICAL RIGHT TURN LANE  
NO SCALE

FOR VISUALIZATION ONLY. FINAL DESIGN  
TO BE BASED ON TRAFFIC ANALYSIS

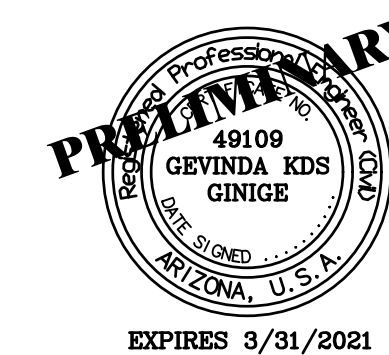
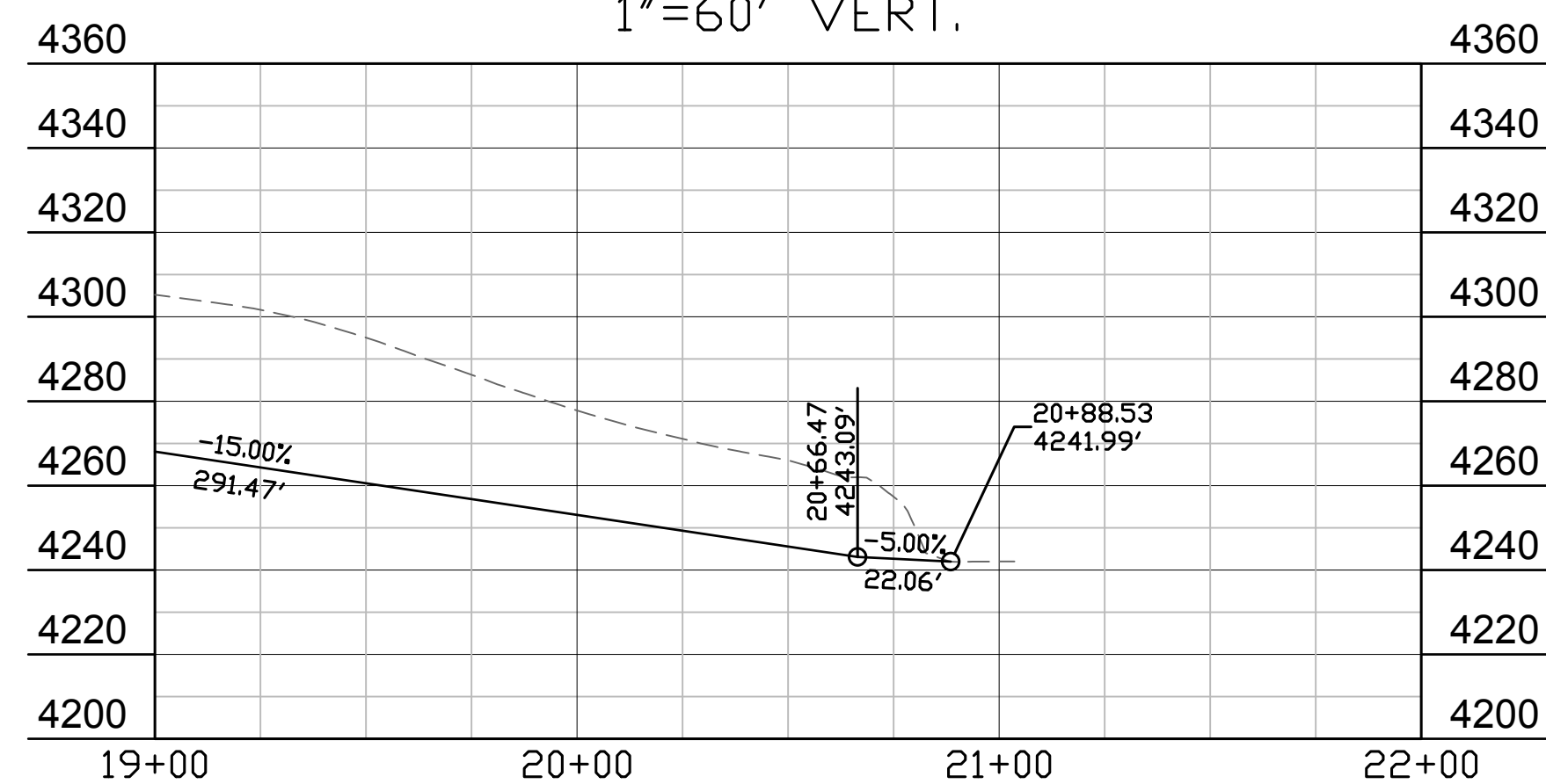
**LEFT TURN LANE**

IT IS ASSUMED THE EXISTING CENTER LANE OF  
HIGHWAY 89A CAN BE UTILIZED AS A LEFT TURN  
LANE BY STRIPING AND SIGNAGE ONLY. NO  
MODIFICATIONS TO THE ROADWAY IS  
CONSIDERED TO BE REQUIRED FOR THIS PLAN.

Profile View of OPT 2  
1"=60' HORZ.  
1"=60' VERT.



Profile View of OPT 2  
1"=60' HORZ.  
1"=60' VERT.



NOT FOR CONSTRUCTION. FOR AGENCY REVIEW ONLY.

CITY OF SEDONA  
FOREST ROAD EXTENSION FEASIBILITY STUDY



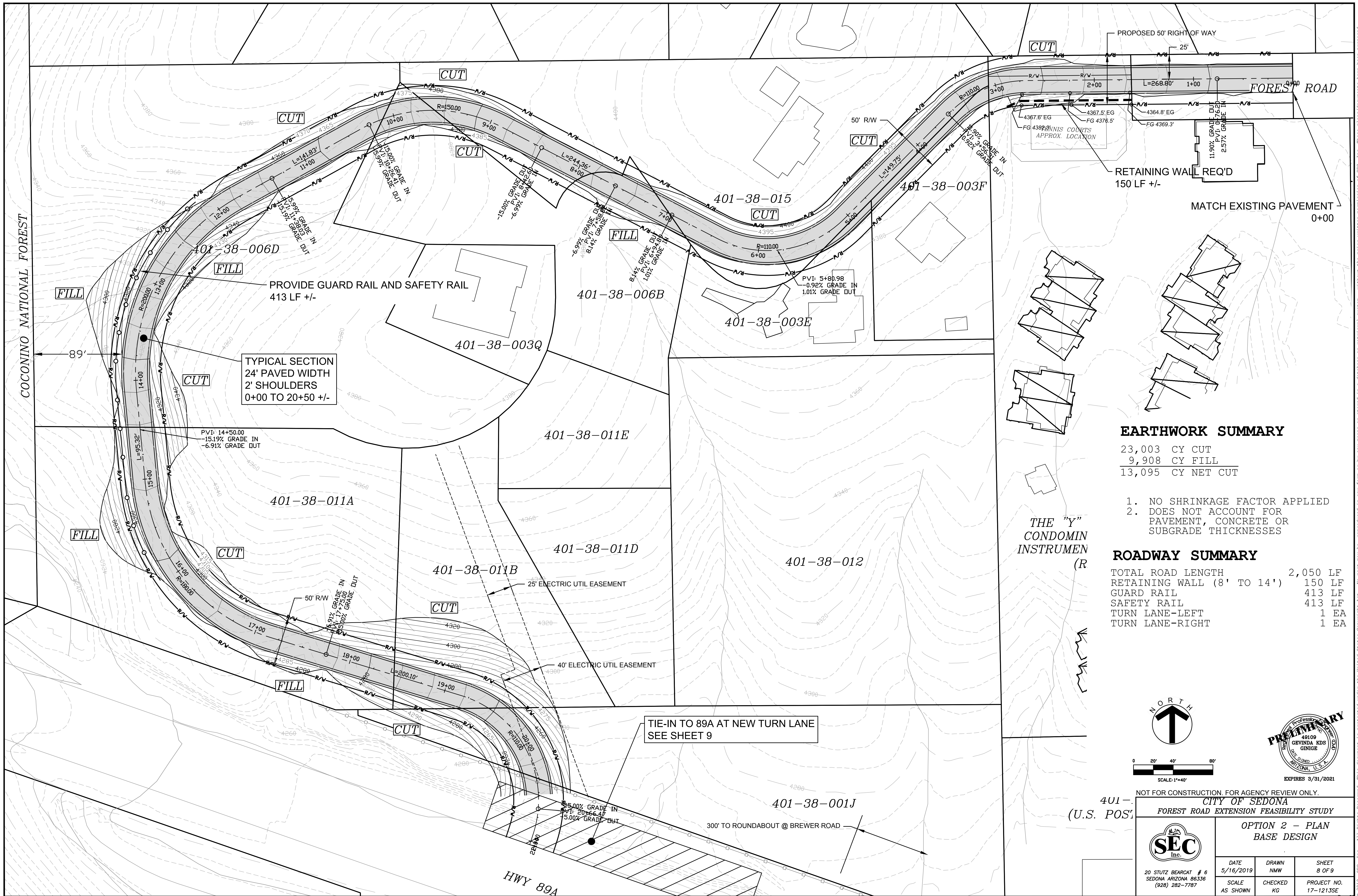
OPT 2 PROFILE  
FULL DESIGN

DATE 5/16/2019	DRAWN NMW	SHEET 7 OF 9
SCALE AS SHOWN	CHECKED KG	PROJECT NO. 17-1213SE

20 STUTZ BEARCAT # 6  
SEDONA ARIZONA 86336  
(928) 282-7787

© 2019, SEC, Inc., All Rights Reserved. This document is protected under the United States Copyright Act. No part may be reproduced in any form or by any means or stored in a database or retrieval system, without the prior written permission of SEC, Inc. These plans/documents have been prepared for the specific project and site conditions shown. They are not to be used for any other project or site conditions. SEC, Inc. and its employees shall not be held liable for any errors or omissions. Users of these plans/documents should understand that it is highly probable that errors and omissions will occur in any plan/document preparation process.





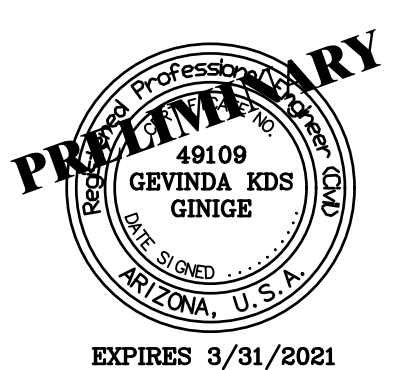
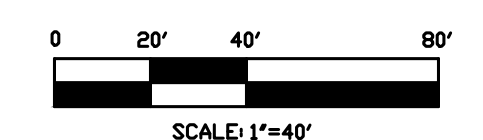
**EARTHWORK SUMMARY**

23,003 CY CUT  
 9,908 CY FILL  
 13,095 CY NET CUT

1. NO SHRINKAGE FACTOR APPLIED
2. DOES NOT ACCOUNT FOR PAVEMENT, CONCRETE OR SUBGRADE THICKNESSES

**ROADWAY SUMMARY**

TOTAL ROAD LENGTH	2,050 LF
RETAINING WALL (8' TO 14')	150 LF
GUARD RAIL	413 LF
SAFETY RAIL	413 LF
TURN LANE-LEFT	1 EA
TURN LANE-RIGHT	1 EA




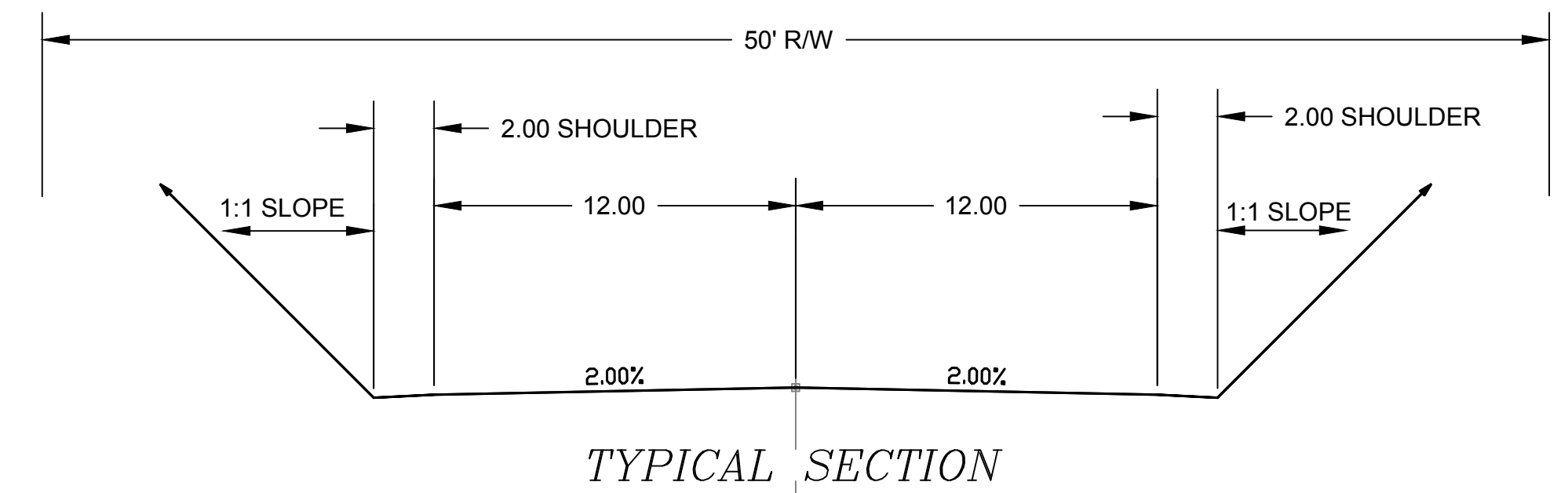
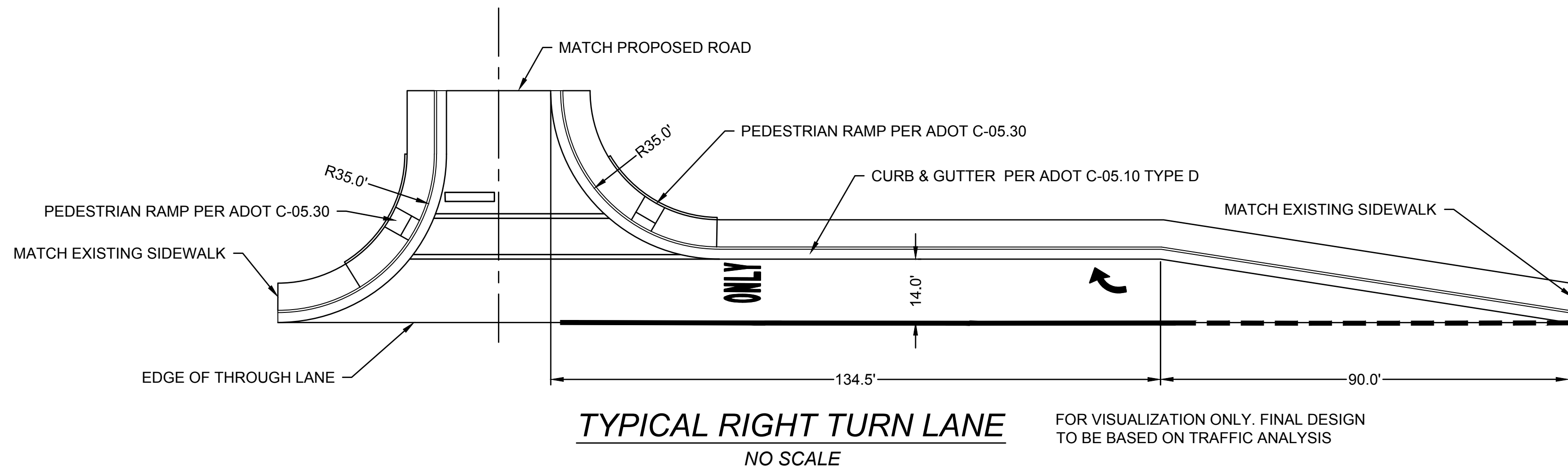
NOT FOR CONSTRUCTION. FOR AGENCY REVIEW ONLY.

401- (U.S. POS)

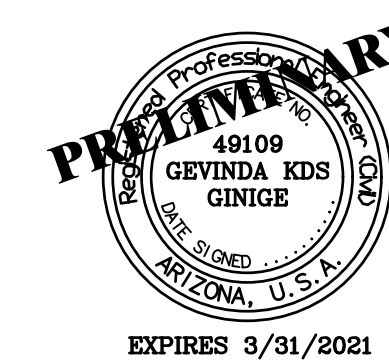
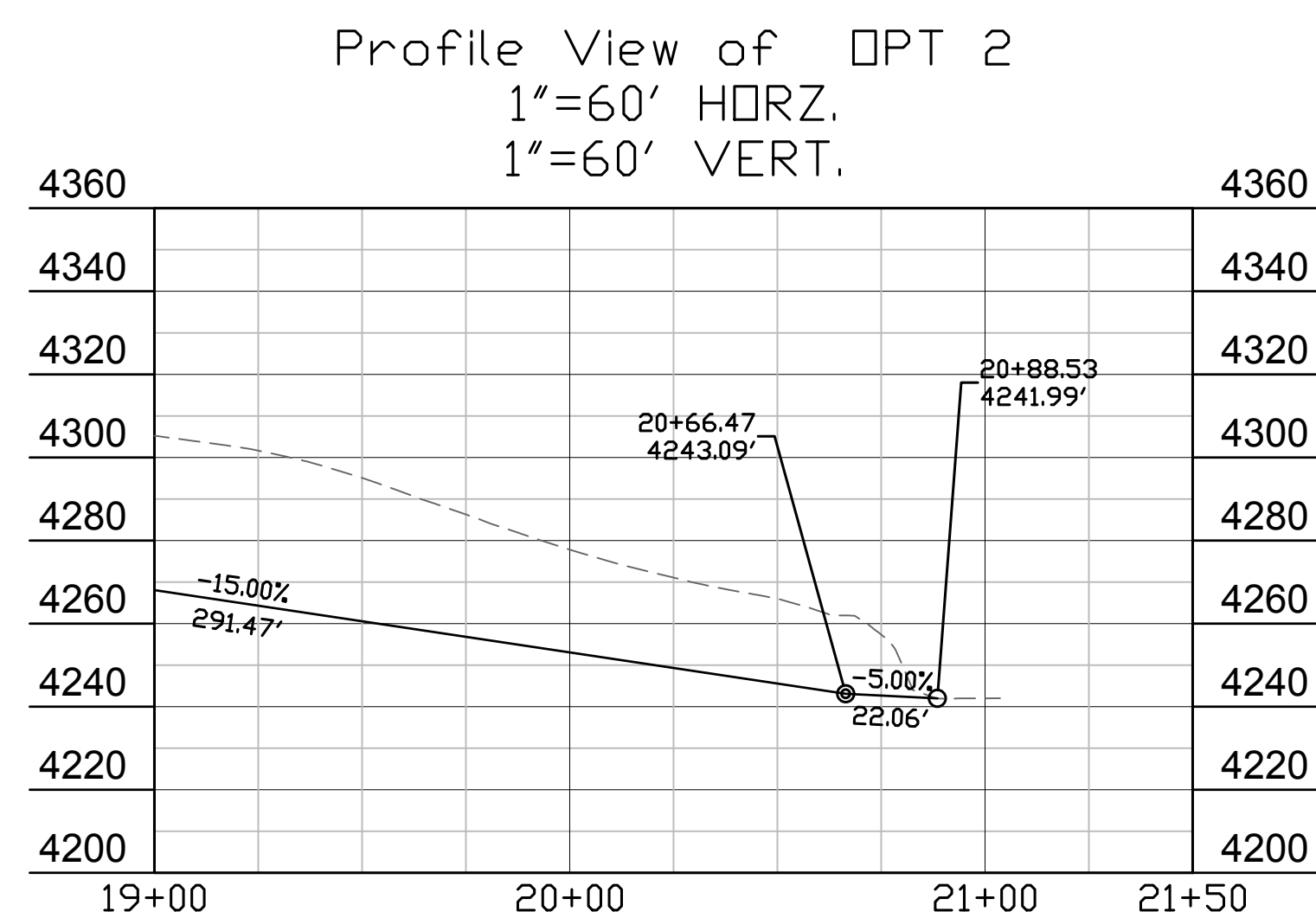
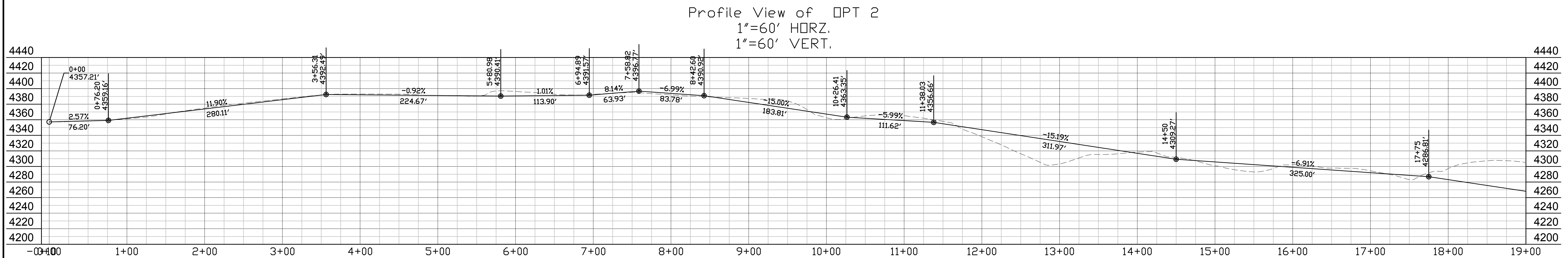
**CITY OF SEDONA**  
**FOREST ROAD EXTENSION FEASIBILITY STUDY**

**OPTION 2 - PLAN**  
**BASE DESIGN**

 20 STUTZ BEARCAT # 6 SEDONA ARIZONA 86336 (928) 282-7787	DATE 5/16/2019	DRAWN NMW	SHEET 8 OF 9
	SCALE AS SHOWN	CHECKED KG	PROJECT NO. 17-1213SE



**LEFT TURN LANE**  
 IT IS ASSUMED THE EXISTING CENTER LANE OF HIGHWAY 89A CAN BE UTILIZED AS A LEFT TURN LANE BY STRIPING AND SIGNAGE ONLY. NO MODIFICATIONS TO THE ROADWAY IS CONSIDERED TO BE REQUIRED FOR THIS PLAN.



NOT FOR CONSTRUCTION. FOR AGENCY REVIEW ONLY.

<b>CITY OF SEDONA</b> FOREST ROAD EXTENSION FEASIBILITY STUDY		
<b>OPTION 2 - PROFILE</b> BASE DESIGN		
DATE 5/16/2019	DRAWN NMW	SHEET 9 OF 9
SCALE AS SHOWN	CHECKED KG	PROJECT NO. 17-1213SE

© 2019, SEC, Inc., All Rights Reserved. This document is protected under the United States Copyright Act. No part may be reproduced in any form or by any means or stored in a database or retrieval system, without the prior written permission of SEC, Inc. These plans/documents have been prepared for the use of the City of Sedona, Arizona. The user of these plans/documents should understand that it is highly probable that errors and omissions will occur in any plan/document preparation process. However, plans/documents could contain unintentional technical inaccuracies, typographical errors or omissions. Users of these plans/documents should understand that it is highly probable that errors and omissions will occur in any plan/document preparation process.

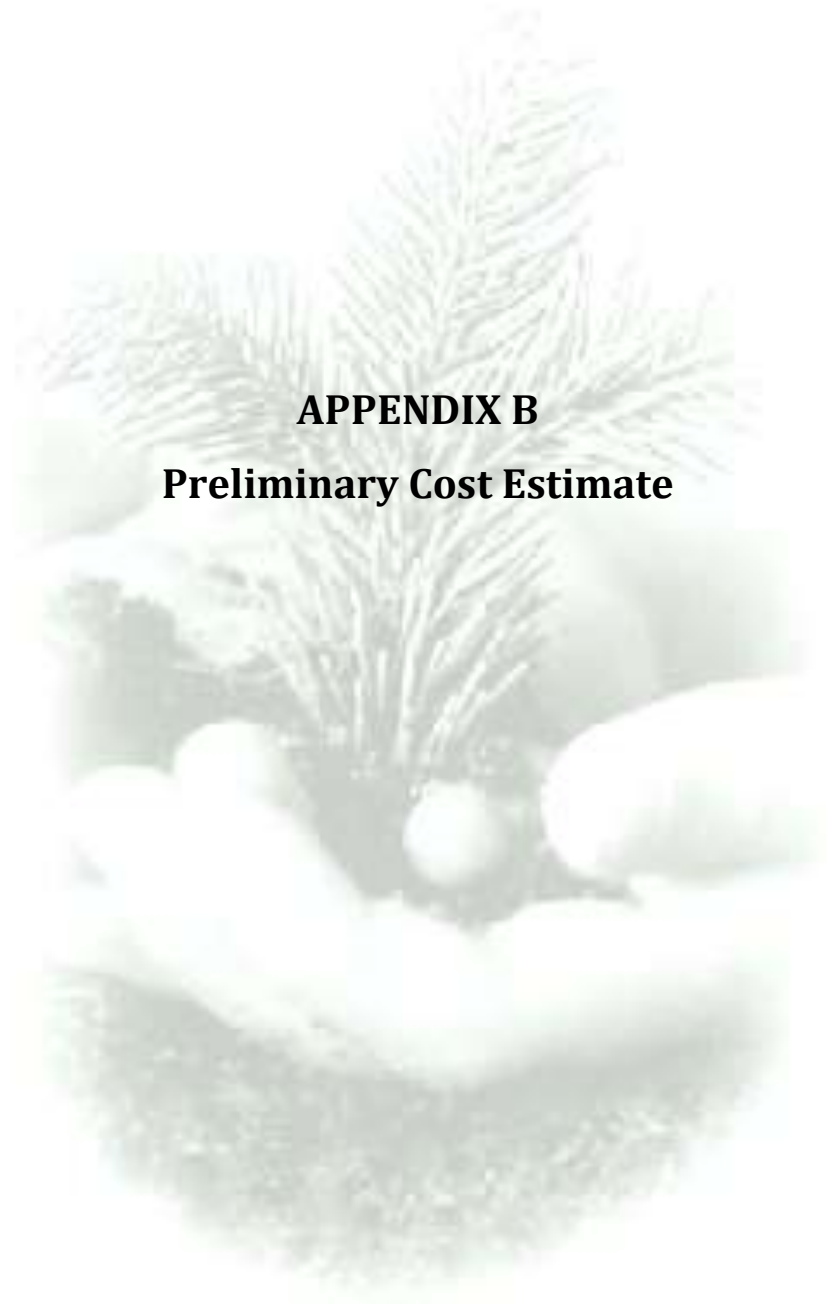


**SOUTHWESTERN  
ENVIRONMENTAL  
CONSULTANTS, INC.**

[www.sec-landmgt.com](http://www.sec-landmgt.com)  
info@sec-landmgt.com

CORPORATE OFFICE:  
20 STUTZ BEARCAT DRIVE #6  
SEDONA, ARIZONA 86336  
(928) 282-7787  
Fax: 282-0731

BRANCH OFFICE:  
825 COVE PARKWAY  
COTTONWOOD, ARIZONA 86326  
(928) 634-5889  
Fax: 634-2222



## **APPENDIX B**

### **Preliminary Cost Estimate**

---

"Growth is inevitable... it's planning that makes the difference."



**FS- Option 1**

<b>Item No.</b>	<b>Description</b>	<b>Estimated Cost</b>
		[\$]
	Mobilization	20,000
	Earth work	305,590
	Road Work/Signage/Stripping	256,153
	SideWalks	89,980
	Retaining Wall/Guard Rails/Hand Rails	217,725
	Drainage Improvements	133,850
	Utility Relocation	50,000
	Landscape	85,000
	SR 89A Right & Left Turn Lanes	125,293
	<b>Sub Total</b>	<b>1,283,591</b>
	<b>Contingency and incidental Costs</b>	
	Contingency (25%)	320,898
	Construction Staking (5%)	64,180
	Testing (3%)	38,508
	Bond (P&P 1.9%)	12,836
	As Builts (5%)	64,180
	Taxes (9.5% on 0.65)	79,262
	<b>Sub Total</b>	<b>1,863,453</b>
	<b>Project Development Costs</b>	
	Right-of-Way Acquisition	400,000
	Civil/Geo Design Development Costs	335,422
	Traffic and Turn lane Design/ADOT	80,000
	Permitting/Utility Coordination	93,173
	<b>Total Estimated Project Cost</b>	<b>2,772,047</b>
	<b>Optional –Additive Improvement Costs</b>	
	Extension of Sewer System	351,824

**FS- Option 1 (Base Design)**

<b>Item No.</b>	<b>Description</b>	<b>Estimated Cost</b>
		[\$]
	Mobilization	20,000
	Earth work	209,546
	Road Work/Signage/Stripping	256,153
	SideWalks	-
	Retaining Wall/Guard Rails/Hand Rails	143,235
	Drainage Improvements	133,850
	Utility Relocation	50,000
	Landscape	50,000
	SR 89A Right & Left Turn Lanes	125,293
	<b>Sub Total</b>	<b>988,077</b>
	<b>Contingency and incidental Costs</b>	
	Contingency (25%)	247,019
	Construction Staking (5%)	49,404
	Testing (3%)	29,642
	Bond (P&P 1.9%)	18,773
	As Builts (5%)	49,404
	Taxes (9.5% on 0.65)	61,014
	<b>Sub Total</b>	<b>1,443,333</b>
	<b>Project Development Costs</b>	
	Right-of-Way Acquisition	400,000
	Civil/Geo Design Development Costs	259,800
	Traffic and Turn lane Design/ADOT	80,000
	Permitting/Utility Coordination	72,167
	<b>Total Estimated Project Cost</b>	<b>2,255,300</b>
	<b>Optional –Additive Improvement Costs</b>	
	Extension of Sewer System	351,824



**FS- Option 2**

<b>Item No.</b>	<b>Description</b>	<b>Estimated Cost</b>
		[\$]
	Mobilization	20,000
	Earth work	569,400
	Road Work/Signage/Stripping	291,419
	SideWalks	102,465
	Retaining Wall/Guard Rails/Hand Rails	290,340
	Drainage Improvements	83,950
	Utility Relocation	50,000
	Landscape	125,000
	SR 89A Right & Left Turn Lanes	125,293
	<b>Sub Total</b>	<b>1,657,867</b>
	<b>Contingency and incidental Costs</b>	
	Contingency (25%)	414,467
	Construction Staking (5%)	82,893
	Testing (3%)	49,736
	Bond (P&P 1.9%)	31,499
	As Builts (5%)	82,893
	Taxes (9.5% on 0.65)	102,373
	<b>Sub Total</b>	<b>2,421,729</b>
	<b>Project Development Costs</b>	
	Right-of-Way Acquisition	600,000
	Civil/Geo Design Development Costs	435,911
	Traffic and Turn lane Design/ADOT	80,000
	Permitting/Utility Coordination	121,086
	<b>Total Estimated Project Cost</b>	<b>3,658,727</b>
	<b>Optional –Additive Improvement Costs</b>	
	Extension of Sewer System	374,552

**FS- Option 2 (Base)**

<b>Item No.</b>	<b>Description</b>	<b>Estimated Cost</b>
		[\$]
	Mobilization	20,000
	Earth work	372,619
	Road Work/Signage/Stripping	178,770
	SideWalks	-
	Retaining Wall/Guard Rails/Hand Rails	214,995
	Drainage Improvements	98,950
	Utility Relocation	50,000
	Landscape	95,000
	SR 89A Right & Left Turn Lanes	125,293
	<b>Sub Total</b>	<b>1,155,627</b>
	<b>Contingency and incidental Costs</b>	
	Contingency (25%)	288,907
	Construction Staking (5%)	57,781
	Testing (3%)	34,669
	Bond (P&P 1.9%)	21,957
	As Builts (5%)	57,781
	Taxes (9.5% on 0.65)	71,360
	<b>Sub Total</b>	<b>1,688,082</b>
	<b>Project Development Costs</b>	
	Right-of-Way Acquisition	600,000
	Civil/Geo Design Development Costs	303,855
	Traffic and Turn lane Design/ADOT	80,000
	Permitting/Utility Coordination	84,404
	<b>Total Estimated Project Cost</b>	<b>2,756,341</b>
	<b>Optional –Additive Improvement Costs</b>	
	Extension of Sewer System	374,552









**Evaluation Matrix 1: Primary Considerations**

**Qualitative Rating System:**

Rating	Meaning
++	Substantial positive effects
+	Some positive effects
0	Neutral
-	Some negative effect
--	Substantial negative effect

CRITERIA	EVALUATION MEASURE	ALTERNATIVES					
		Alignment Concept 1 Minimum Improvements	Alignment Concept 1 Enhanced Improvements	Alignment Concept 2 Minimum Improvements	Alignment Concept 2 Enhanced Improvements	No Project (Uptown to west Sedona travel via SR 89A only)	
Local Community	Community Support	Does the project have Community Support	+	+	+	+	-
	Stakeholders Support	Does the project have Stakeholder Support (Property directly adjoining the roadway connection)	-	-	0	-	+
	Neighborhood Impacts	What impacts (positive or negative) will the project have on neighborhood communities: - Noise - Alternative travel route/connection - Roadway Aesthetic - Privacy - Safety - Multi-modal travel opportunity - Improved Access	0	+	0	+	-
			-	-	-	-	0
			+	+	+	+	-
			0	+	0	+	-
			-	-	-	-	++
			+	+	+	+	-
0	+	0	+	-			
++	++	++	++	-			
Private Property Impacts	Right-of-way impacts	-	--	-	--	0	
Viewshed Impacts	Impact to natural viewshed from SR 89A	0	0	-	-	0	
Congestion	Does the project provide for reduced volumes at critical intersections?	+	+	+	+	-	
Emergency Access	Does the project improve emergency response times / evacuation routes?	++	++	++	++	-	
Cost	Capital Cost	Cost of Constrcution	0	-	-	--	+
	Annual Operation and Maintenance	Cost for Operation and Maintenance	0	-	0	-	+
		<b>Cumulative Rating</b>	<b>+2</b>	<b>0</b>	<b>+1</b>	<b>-2</b>	<b>-1</b>



**Evaluation Matrix 2: Secondary Considerations**

Qualitative Rating System:

Rating	Meaning
++	Substantial positive effects
+	Some positive effects
0	Neutral
-	Some negative effect
--	Substantial negative effect

CRITERIA	EVALUATION MEASURE	ALTERNATIVES				
		Alignment Concept 1 Minimum Improvements	Alignment Concept 1 Enhanced Improvements	Alignment Concept 2 Minimum Improvements	Alignment Concept 2 Enhanced Improvements	
COMMUNITY PLAN (As Applicable)	Environmental Stewardship	Does the project/route impact environmentally sensitive areas. Potential adverse impacts to the environment and/or natural aesthetics of Sedona?	0	0	-	-
	Community Connections	Does the project/route enhance access/mobility to community gathering spaces	++	++	++	++
	Improved Traffic Flow	Does the project/route offer safe, efficient means of travel that will reduce vehicular traffic. Provide facilities and connectivity for multimodal transportation uses (walking, biking, trails, transit service, etc.)?	+	++	+	++
	Walkability	Does the project/route support pedestrian facilities that lend access to neighborhoods, commercial areas, restaurants, transit services and other points of interest	-	+	-	+
HEALTH AND SAFETY	Schools	Does the route provide safe walkways and improved connectivity to schools	-	+	-	+
	Access to Community Centers	Does the route improve promote safe access to parks, civic centers, health and support centers	0	+	0	+
	Active lifestyle/physical activity	Does the project support alternative transportation modes such as walking/biking	-	++	-	++
	Safety: Reduction of conflict points	Quantity of conflict points/areas for all modes of travel (vehicle, bicycle, pedestrian, etc.) between route alternatives	0	+	0	+
	Experience	Does project/route provide a low vehicle traffic corridor for pedestrians, bicyclists.	0	+	0	+
ACCESSIBILITY AND CONNECTIVITY	Vehicular Connectivity, Accessibility	Does the route improve connectivity, more direct or alternative access to destinations	+	+	+	+
	Multi-modal Impact	Does the route increase facilities/routes for pedestrian, bicycle or other multimodal transportation types?	-	+	-	+
	Disability Access	Does the route support ADA	-	+	-	+
Design and Construction	Conformance to Standards & TMP	Does the route conform to design guidelines/standards.	0	+	0	+
	Technical Issues/Difficulties		0	-	0	--
	Stormwater Management		0	0	0	0
	Utility Impacts		-	-	-	-
	Constructability		0	0	-	-
	Construction Impacts	Interruptions to traffic flow, detours, noise, dust, residential/business access	-	-	-	-
Environment	Floodplain/404 Compliance		0	0	0	0
	Air Pollution		+	+	+	+
	Impact on Existing Culture		-	-	-	-
	Wildlife		-	-	-	-
<b>Cumulative Rating</b>			<b>-4</b>	<b>+11</b>	<b>-6</b>	<b>+8</b>





City of Sedona  
102 Roadrunner Dr.  
Sedona, AZ 86336

Eagle Mountain Construction  
3100 N Caden Ct.  
Flagstaff, AZ 86004



**Project:** Uptown Roadway Improvements CMAR  
**Project #:** SIM-01  
**Dwgs:** Kimley Horn; Final Sealed Plans date 5-17-19  
**Submitted:** 5-21-19; Final GMP

**GUARANTEED MAXIMUM PRICE PROPOSAL**

#	Keynote	Description	Qty	Unit	Unit Cost	Subtotal
10		Mobilization	1	LS	\$ 22,690.00	\$ 22,690.00
20		Construction Stakes, Lines and Grade (3%)	1	LS	\$ 65,000.00	\$ 65,000.00
25		QAQC Testing	1	LS	\$ 32,750.00	\$ 32,750.00
30		Public Relations	1	LS	\$ 48,775.00	\$ 48,775.00
40		Traffic Control	1	LS	\$ 200,000.00	\$ 200,000.00
50		Environmental Control Measures/Storm Water Pollution Prevention	1	LS	\$ 25,000.00	\$ 25,000.00
60		Private Utility Relocation - Allowance	1	EA	\$ 5,000.00	\$ 5,000.00
80		Remove Asphalt Pavement	10,085	SY	\$ 5.55	\$ 55,971.75
90		Remove Sidewalk & Concrete	10,385	SF	\$ 4.70	\$ 48,809.50
100		Sawcut Concrete/Pavement	7,255	LF	\$ 5.20	\$ 37,726.00
120		Remove Vertical, Single & Roll Curb	1,945	LF	\$ 4.80	\$ 9,336.00
160		Remove and Relocate Existing Water Meter	1	EA	\$ 860.00	\$ 860.00
170		Remove and Relocate Existing Fire Hydrant	3	EA	\$ 950.00	\$ 2,850.00
180		Remove and Relocate Existing Mailbox	2	EA	\$ 290.00	\$ 580.00
190		Remove and Relocate Existing Light Pole	5	EA	\$ 1,215.00	\$ 6,075.00
200		Remove and Dispose Existing Catch Basin	7	EA	\$ 810.00	\$ 5,670.00
210		Remove and Relocate Existing Barricade	87	EA	\$ 6.60	\$ 574.20
220		Remove and Dispose Existing Wall	100	LF	\$ 12.30	\$ 1,230.00
230		Remove and Relocate Existing Bumper Block	91	EA	\$ 18.00	\$ 1,638.00
231		Remove Existing Bumper Block	8	EA	\$ 18.00	\$ 144.00
232		Remove & Salvage Traffic Delineator	11	EA	\$ 15.00	\$ 165.00
240		Remove and Dispose Existing Storm Drain	60	LF	\$ 40.00	\$ 2,400.00
241		Remove and Dispose Existing Guard Rail	143	LF	\$ 18.00	\$ 2,574.00
242		Remove and Dispose Existing Fence	217	LF	\$ 5.00	\$ 1,085.00
243		Remove and Dispose Existing Tree	8	EA	\$ 250.00	\$ 2,000.00
244		Remove and Dispose Landscape/Hardscape	580	SF	\$ 5.00	\$ 2,900.00
245		Remove and Dispose Existing Planter Island	18	LF	\$ 5.40	\$ 97.20
246		Remove and Dispose Existing Bollard	2	EA	\$ 200.00	\$ 400.00
250		Remove Existing Manhole	1	EA	\$ 1,655.00	\$ 1,655.00
270		Roadway Excavation - 89A Wall	615	CY	\$ 79.00	\$ 48,585.00
280		Rock Excavation - Schnebly	14,000	CY	\$ 11.50	\$ 161,000.00
290		Unsuitable Subgrade Material	100	CY	\$ 48.00	\$ 4,800.00
300		Subgrade Preparation	10,100	SY	\$ 15.00	\$ 151,500.00
310		Pavement per Structural Section No. 01	6,337	SY	\$ 55.70	\$ 352,970.90
320		Pavement per Structural Section No. 02	1,436	SY	\$ 54.10	\$ 77,687.60
322		Pavement per Structural Section No. 02 - no ab required	900	SY	\$ 49.00	\$ 44,100.00
323		Structural Sec No. 01 - Excessive Travel Time & < 400 TN Laydowns	6,337	SY	\$ 3.80	\$ 24,080.60
325		Guard Rail	535	LF	\$ 47.00	\$ 25,145.00
326		Guardrail Transition to Conc Barrier Timber Posts, ADOT Std. Dtl. C-10.30	4	EA	\$ 500.00	\$ 2,000.00
327		Guardrail Taper, ADOT Std. Dtl. C-10.38	4	EA	\$ 500.00	\$ 2,000.00
328		Adjust Electrical Equipment to Grade	2	EA	\$ 700.00	\$ 1,400.00
340		Curb Cuts	0	LF	\$ 417.00	\$ -
360		All Concrete Curb (C&G, Single, Roll, Mountable)	8,700	LF	\$ 29.10	\$ 253,170.05
380		Concrete Sidewalk, MAG Std. Dtl. 230	9,298	SF	\$ 15.70	\$ 145,978.60
390		Concrete Valley Gutter, MAG Std. Dtl. 240	195	SF	\$ 14.75	\$ 2,876.25
400		Perpendicular Curb Ramp (Per Detail)	4	EA	\$ 550.00	\$ 2,200.00
410		Concrete Curb Ramp, MAG Std. Dtl. 235.1	6	EA	\$ 750.00	\$ 4,500.00
411		Concrete Curb Ramp, MAG Std. Dtl. 235-5, Type 'E'	2	EA	\$ 850.00	\$ 1,700.00
420		Parallel Curb Ramp (Per Detail)	2	EA	\$ 350.00	\$ 700.00
430		Detectable Warning (Truncated Domes)	265	SF	\$ 27.50	\$ 7,287.50
440		Stamped Asphalt - performed at the time of install	4,015	SF	\$ 11.20	\$ 44,968.00
450		Retaining Wall - Boulder Wall, rock from City of Sedona	1,600	SF	\$ 19.50	\$ 31,200.00
451		Finish Wall, Match Existing Finish	9	LF	\$ 125.00	\$ 1,125.00
452		Decorative Wall, Match Existing Material, Color, Pattern Dimensions	137	LF	\$ 147.50	\$ 20,207.50
470		Concrete Driveway	397	SF	\$ 14.75	\$ 5,855.75
480		PCCP Truck Apron	4,180	SF	\$ 15.00	\$ 62,700.00
490		Thickened Edge of Pavement, MAG Std. Dtl. 201, Type 'A'	929	LF	\$ 6.40	\$ 5,945.60
500		6" Permanent Bollard, MAG Std. Dtl. 140.	13	EA	\$ 450.00	\$ 5,850.00
501		Drainage Ditch (Per Detail)	340	LF	\$ 15.00	\$ 5,100.00
502		Rip-Rap D50=6"	47	SY	\$ 75.00	\$ 3,525.00
520		Adjust Valve Box, MAG Std. Dtl. 391-1	15	EA	\$ 850.00	\$ 12,750.00
521		Adjust Water Meter and Cover, MAG Std. Dtl. 345-1	8	EA	\$ 550.00	\$ 4,400.00
525		Adjust Electrical Equipment to Grade	2	EA	\$ 550.00	\$ 1,100.00
530		Adjust Manhole Frame and Cover, MAG Std. Dtl. 422.	8	EA	\$ 1,250.00	\$ 10,000.00
540		Catch Basin Single Catch Basin, City of Phoenix Std. Dtl. P1570, 'Type N'	3	EA	\$ 7,500.00	\$ 22,500.00
550		Catch Basin 'M-2', City of Phoenix Std. Dtl. P1569-1, L=10'	2	EA	\$ 16,900.00	\$ 33,800.00
560		3'-6" Curb Opening Catch Basin, MAG Std. Dtl. 530, 'Type A'	1	EA	\$ 6,750.00	\$ 6,750.00



City of Sedona  
102 Roadrunner Dr.  
Sedona, AZ 86336

Eagle Mountain Construction  
3100 N Caden Ct.  
Flagstaff, AZ 86004



**Project:** Uptown Roadway Improvements CMAR  
**Project #:** SIM-01  
**Dwgs:** Kimley Horn; Final Sealed Plans date 5-17-19  
**Submitted:** 5-21-19; Final GMP

**GUARENTEED MAXIMUM PRICE PROPOSAL**

#	Keynote	Description	Qty	Unit	Unit Cost	Subtotal
570		Catch Basin, City of Phoenix Std. Dtl. P1573, 'Type R'	3	EA	\$ 7,500.00	\$ 22,500.00
580		24" CMP Storm Drain	120	LF	\$ 185.00	\$ 22,200.00
581		CMP Storm Drain (tie in work)	35	LF	\$ 185.00	\$ 6,475.00
582		Skewed Culvert End Section, MAG Std. Dtl. 545	2	EA	\$ 250.00	\$ 500.00
583		Concrete Pipe Collar, MAG Std. Dtl. 505	3	EA	\$ 500.00	\$ 1,500.00
620		Storm Drain Manhole, MAG Std. Dtl. 520 and 522	5	EA	\$ 5,500.00	\$ 27,500.00
640		Remove and Salvage Traffic Sign Assembly	29	EA	\$ 55.00	\$ 1,595.00
650		Remove and Relocate Traffic Sign	30	EA	\$ 125.00	\$ 3,750.00
652		Remove Sign	4	EA	\$ 125.00	\$ 500.00
655		Striping Complete	1	LS	\$ 35,325.00	\$ 35,325.00
770		Perforated Sign Post Foundation, DET 2058	70	EA	\$ 175.00	\$ 12,250.00
780		Perforated Sign Post (2 S)	112	LF	\$ 40.00	\$ 4,480.00
790		Perforated Sign Post (2 1/2 S)	482	LF	\$ 45.00	\$ 21,690.00
800		Perforated Sign Post (2 1/2 T)	368	LF	\$ 50.00	\$ 18,400.00
810		Flat Sheet Aluminum Sign Panel, High Intensity Grade	190	SF	\$ 4.00	\$ 760.00
820		Flat Sheet Aluminum Sign Panel, Diamond Grade	200	SF	\$ 5.00	\$ 1,000.00
821		Paint Curb (Red)	125	LF	\$ 1.50	\$ 187.50
822		Paint Curb (Yellow)	605	LF	\$ 1.50	\$ 907.50
823		Pavement Marking Obliteration	1,500	LF	\$ 1.50	\$ 2,250.00
830		Paint Bullnose	3	EA	\$ 75.00	\$ 225.00
835		Landscape Complete	1	LS	\$ 249,000.00	\$ 249,000.00
950		Decorative Barrier	1	LS	\$ 504,900.00	\$ 504,900.00
960		CMAR Contingency	1	LS	\$ 25,000.00	\$ 25,000.00
970		RAB Landscape & Features - ALLOWANCE	1	LS	\$ 100,000.00	\$ 100,000.00
980		Roadway & Median Lighting - ALLOWANCE	1	LS	\$ 100,000.00	\$ 100,000.00
<b>COST OF WORK SUBTOTAL:</b>						<b>\$ 3,338,309.00</b>

**GENERAL CONDITIONS**

1000		Project Manager	6	MO	\$ 10,400.00	\$ 62,400.00
1010		Project Superintendent	13	MO	\$ 6,400.00	\$ 83,200.00
1020		Project Engineer\Sidewalk Advocate	6	MO	\$ 2,000.00	\$ 12,000.00
1030		Labor - Cleanup for Weekends (4 lab crew, 2 hpw)	12	MO	\$ 3,200.00	\$ 38,400.00
1040		Pick-up Truck, Transportaion & Fuel	12	MO	\$ 3,840.00	\$ 46,080.00
1050		Construction Water	1	LS	\$ 7,680.00	\$ 7,680.00
1060		2k WT with Driver	9	MO	\$ 6,400.00	\$ 57,600.00
1070		Storage Trailer	13	MO	\$ 250.00	\$ 3,250.00
1080		Laydown Yard	13	MO	\$ 2,500.00	\$ 32,500.00
1090		Temp Fencing	13	MO	\$ 750.00	\$ 9,750.00
1100		Portable Toilets - 2 @ 12 MO	13	MO	\$ 240.00	\$ 3,120.00
1110		PPP Safety Supplies	1	LS	\$ 835.00	\$ 835.00
1120		Punchlist & Warranty	1	LS	\$ 4,175.00	\$ 4,175.00
<b>GENERAL CONDITIONS SUBTOTAL:</b>						<b>\$ 360,990.00</b>

**UPTOWN ROADWAY IMPROVEMENTS CMAR SUMMARY**

ITEM	DESCRIPTION	TOTAL
1	COST OF WORK (SEE ABOVE)	\$ 3,338,309.00
2	GENERAL CONDITIONS (SEE ABOVE)	10.81% \$ 360,990.00
3	<b>SUBTOTAL (1)</b>	<b>\$ 3,699,299.00</b>
4	INSURANCE	0.90% \$ 33,293.69
5	P&P BOND	1.25% \$ 46,657.41
6	CMAR FEE	9.00% \$ 340,132.51
7	<b>SUBTOTAL (2)</b>	<b>\$ 4,119,382.61</b>
8	OWNERS CONTINGENCY	\$ -
9	<b>SUBTOTAL (3)</b>	<b>\$ 4,119,382.61</b>
10	SALES TAX	6.42% \$ 282,607.78
11	<b>TOTAL GUARENTEED MAXIMUM PRICE</b>	<b>\$ 4,401,990.39</b>