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***MASTER CIRCULATION PLAN EVALUATION
REVISION No. 2***

**Prescott Valley Town Center
Prescott Valley, Arizona**

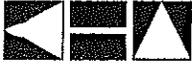
Prepared For:

*Fain Signature Group
3001 Main Street, Suite 2B
Prescott Valley, Arizona 86314*

191076000
June 2007
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**Kimley-Horn
and Associates, Inc.**



Kimley-Horn
and Associates, Inc.

June 20, 2007

Mr. Norm Davis
Public Works Director
Town of Prescott Valley
7501 East Civic Circle
Prescott Valley, AZ 86314

■
Suite 300
7878 N. 16th Street
Phoenix, Arizona
85020

**Re: Prescott Valley Town Center (PVTC)
Master Circulation Plan Evaluation – Revision No. 2**

Dear Mr. Davis:

Kimley-Horn and Associates, Inc. (KHA) and Stantec Consulting, Inc. have jointly prepared this letter for the purpose of acknowledging our mutual concurrence with the recommendations presented in the *Prescott Valley Town Center Master Circulation Plan Evaluation – Revision No. 2, June 2007*, three copies of which accompany this letter. (MCPE Rev. 2). MCPE Rev. 2 incorporates modifications to earlier versions of the report requested by Stantec and supported by the Town of Prescott Valley. The resultant document describes a transportation system - links, nodes and controls – that a comprehensive traffic analysis has determined to be supportive of the mix of land uses envisioned by the Town of Prescott Valley, for the Town Center area. Accordingly, and with Stantec's support, KHA respectfully requests your approval of *Prescott Valley Town Center Master Circulation Plan Evaluation – Revision No. 2*, and hope that you will call us immediately should you have any questions about what has been provided.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

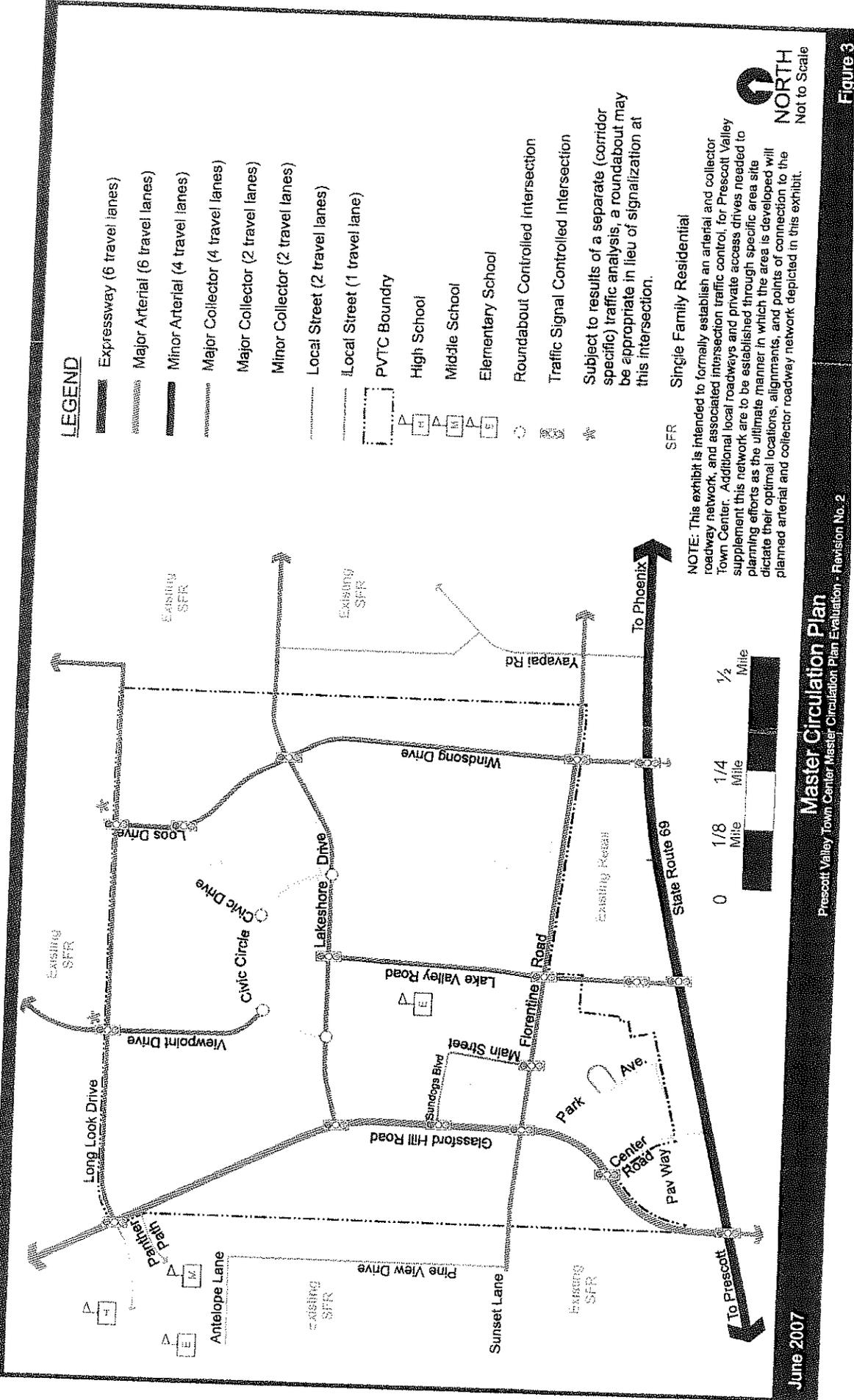
Tové Christina White, PE
Project Manager

Concurrence with the above

STANTEC CONSULTING, INC.

Trent W. Thatcher, PE, PTOE
Associate, Transportation Planning & Traffic Engineering

Copy to: Brad Fain
Vanessa Hickman



June 2007

Master Circulation Plan

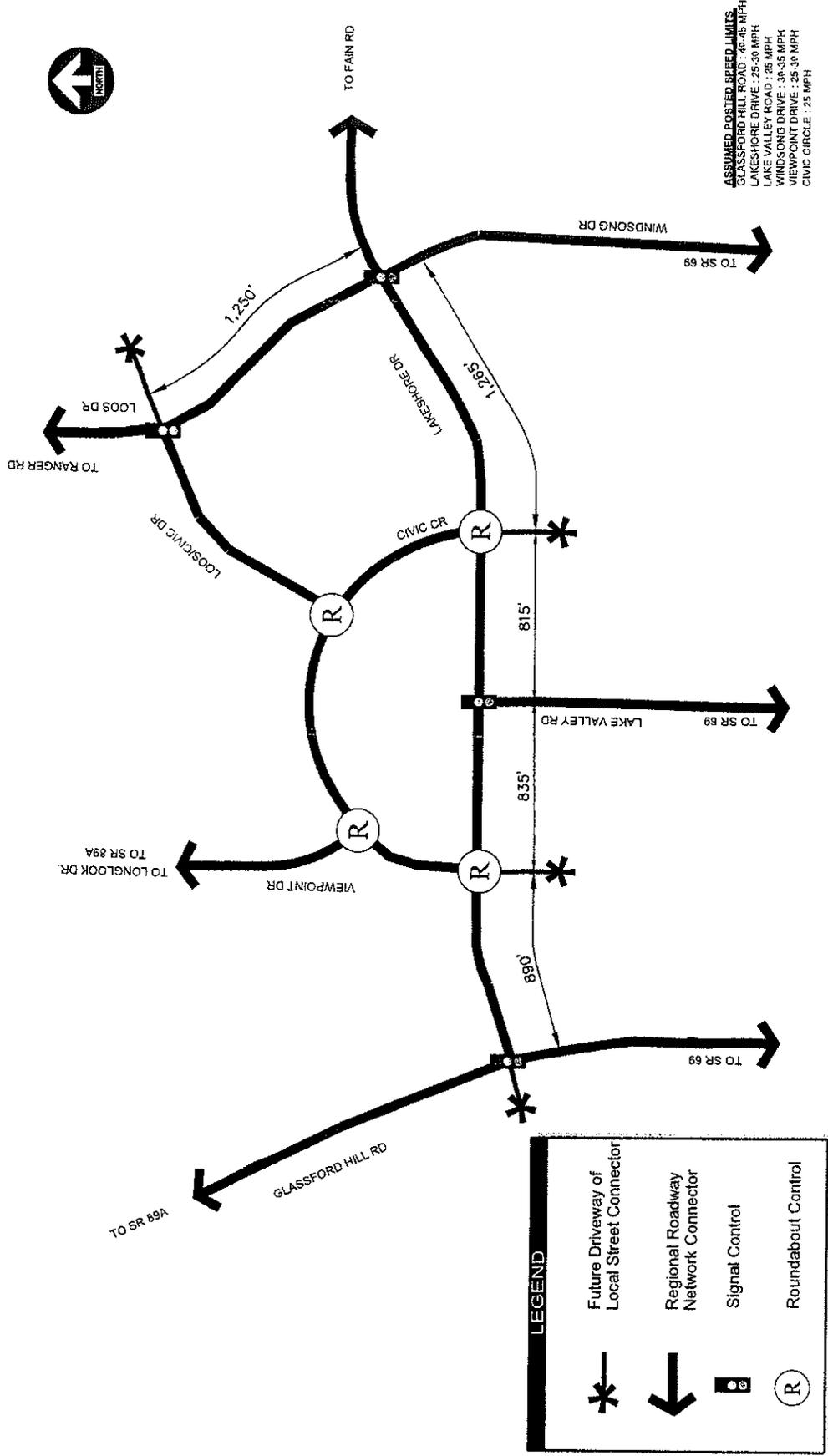
Prescott Valley Town Center Master Circulation Plan Evaluation - Revision No. 2

Figure 3

2.4 SITE ACCESSIBILITY

Currently nine entry/exit routes, collectively providing 30 travel lanes are planned. As detailed below, these consist of three routes providing (10 travel lanes of) access to and from the north, three routes providing (10 travel lanes of) access to and from the south, two routes providing (6 travel lanes of) access to and from the east, and one route providing (2 travel lanes of) access to and from the west:

- Glassford Hill Road to/from the north – 6 lane arterial
- Glassford Hill Road to/from the south – 6 lane arterial
- Sunset/Florentine Road to/from the west – 2 lane minor collector
- Florentine Road to/from the east – 4 lane major collector
- Lakeshore Drive to/from the east – 2 lane major collector
- Lake Valley Road to/from the south – 4 lane major collector
- Windsong Drive to/from the south – 2 lane major collector
- Loos Drive to/from the north – 2 lane major collector
- Viewpoint Drive to/from the north – 2 lane major collector



ASSUMED POSTED SPEED LIMITS:
 GLASSFORD HILL ROAD : 45-45 MPH
 LAKESHORE DRIVE : 25-30 MPH
 LAKE VALLEY ROAD : 25 MPH
 WINDSONG DRIVE : 30-35 MPH
 VIEWPOINT DRIVE : 25-30 MPH
 CIVIC CIRCLE : 25 MPH

LEGEND

- Future Driveway of Local Street Connector
- Regional Roadway Network Connector
- Signal Control
- Roundabout Control

6.2 2030 CAPACITY AND LEVEL OF SERVICE ANALYSIS

6.2.1 Intersection Capacity and Level of Service

The methodology KHA applied to the evaluation of level of service (LOS) at the intersections within the PVTC area, is based on widely accepted guidelines and criteria found in the Transportation Research Board's *Highway Capacity Manual, 2000 edition* (HCM). Level of service is typically expressed as a letter – of "A" through "F". As LOS of "A" indicates motorists are experiencing nominal delays as they attempt to pass through the intersection; whereas an LOS of "F" indicates heavy delays being incurred. Projected traffic demand conditions were evaluated using *Traffix*®, *Synchro 7*®, and *SIDRA*® traffic analysis software, all of which employ HCM methodology to produce LOS and driver delay estimates.

The capacity and level of service (LOS) provided at a specific intersection is generally a function of traffic volume, traffic composition, roadway geometry, and the manner in which traffic is being controlled at that intersection. If, however, the subject intersection is located within a network of intersections linked by relatively short (less than a half mile) roadway segments, the manner in which traffic is controlled upstream and downstream from the subject intersection can also be a significant factor. Accordingly, and because PVTC is comprised of intersections located, in some cases, within a few hundred feet of each other, KHA believes that selecting a traffic control method (i.e. stop sign, traffic signal, or roundabout) for any intersection within PVTC should not be done without careful consideration of the impact such control will have on traffic conditions up- and downstream from that intersection. KHA has applied this belief to the evaluation of multiple potentially viable combinations of traffic control for those intersections within the PVTC area that have yet to be fully improved, including those that will ultimately be located along Lakeshore Drive, Civic Circle, Long Look Drive, Windsong Drive, and Viewpoint Drive. .

6.2.2 Traffic Control along Lakeshore Drive

A corridor specific analysis of future traffic conditions along Lakeshore Drive, from Glassford Hill Road to Windsong Drive, was completed as a part of this evaluation. Results of this effort suggest that the optimal mix of traffic control for this corridor includes traffic signals at the Glassford Hill Road/Lakeshore Drive, Lake Valley Road/Lakeshore Drive, and Windsong Drive/Lakeshore Drive intersections, and roundabouts at the Civic Circle West/Lakeshore Drive and Civic Circle East/Lakeshore Drive intersections, as illustrated in **Figure 8**. A copy of the analysis documentation associated with these conclusions is provided in the **Appendix**.

6.2.3 Traffic Control along Viewpoint Drive and Civic Circle

Multiple alignment and traffic control combinations have been evaluated to determine how best to extend Viewpoint Drive south of Long Look Drive and how best to connect Viewpoint Drive to Civic Circle and/or Lakeshore Drive. Results of this effort suggest that the optimal combination involves the extension of Viewpoint Drive south/southeast to Civic Circle, the construction of a roundabout for traffic control at the Viewpoint Drive/Civic Circle intersection, and (as suggested above) the construction of a roundabout for traffic control at the existing intersection of Civic Circle and Lakeshore Drive. Analysis documentation leading to these conclusions is provided in the **Appendix**. .