

**MINUTES OF THE REGULAR MEETING
OF THE ROADS AND STREETS COMMITTEE
OF THE TOWN OF CHINO VALLEY**

**MONDAY, FEBRUARY 13, 2023
4:00 PM**

**CHINO VALLEY COUNCIL CHAMBERS
202 N. STATE ROUTE 89, CHINO VALLEY, AZ**

Present: Tom Armstrong, Chair; Ron Romley, Secretary; Wayne Napier, Committee Member; Robert Schacherer, Committee Member
Absent: Dean Echols, Committee Member; Robert Johan, Committee Member; James Wise, Committee Member
Staff Present: Utilities Manager Mike Bovee; Public Works Director/Town Engineer Frank Marbury

1. CALL TO ORDER

Chair Armstrong called the meeting to order at 4:06 p.m.

2. ROLL CALL

3. APPROVAL OF MINUTES

- a.** Consideration and possible action to approve the January 9, 2023, regular meeting minutes.

Members had not received the minutes in enough time to review them and postponed approval until the next meeting.

MOVED by Secretary Ron Romley, seconded by Wayne Napier, Committee Member to continue this item for approval at the next meeting.

AYE: Chair Tom Armstrong, Secretary Ron Romley, Committee Member Wayne Napier, Voting Member Robert Schacherer

NAY:

4 – 0 PASSED

4. PUBLIC WORKS/TOWN ENGINEER'S REPORT

- a.** Update and possible discussion on APS power project on Road 1 West.

Frank Marbury, Town Engineer, presented the following:

- Staff was still waiting for APS to put in some conduits along 1 West before they could put in the final lift of asphalt. They had now pushed it back to April or May.
- One lift of asphalt had been installed and it seemed to be holding up to the weather.

b. Update and possible discussion on FY23 Projects.

Frank Marbury, Town Engineer, presented the following:

- The FY23 Project was under final review.
 - Staff was taking a little extra time to go over a few things; there were different pavement structures than had been recommended. This time they would be doing asphalt an inch thicker, but the gravel would be four inches thinner to cut back on the excavation, and time and inconvenience to the public.
 - This would mean less digging to get to the subgrade, less utility conflicts, less time, and it would allow them to go with two different lifts of asphalt.
 - The process would be to do a three-inch base layer of asphalt, then top it with two inches of a half-inch mix which would give a tighter seal that looks and rides better as each lift would remove 80% of the bumps in the road. So, two lifts would mean a 96% reduction in bumps. Cost wise it would be a wash.
 - The residential streets would get three inches of asphalt over six inches of gravel base as has been traditionally done.
- Staff had driven the streets and walked them with the consultant and found that 1 East had a crown that caused it to drain to the sides, but the ditches on the west side of the road along Parkside subdivision didn't go anywhere, the water just went to the low spots and ponded until they filled above the road causing a lot of the bigger potholes.
 - Staff was trying to grade the road in a way that it would take the natural drainage to the northeast which would alleviate a lot of the water ponding and avoid the need to put culverts in, and make the road last a lot longer than it had before.
 - Instead of a crown in the middle of the road it would be straight grade so it would cross flow.
 - There was not sufficient right-of-way in that area to be able to dig ditches and put in culverts.
 - There were also pipe networks in that part of town from CVID that would also make ditches and culverts difficult.
 - It would take the consultant about another week to change the plan.
 - Last year's project had experienced some issues with water ponding and staff was trying to prevent that on 1 East without having to acquire more rights-of-way for drainage and ditches.
 - 1 South between the highway and 1 East had similar issues, but there wasn't much staff could do about those due to private land and the way the contours were.
 - Staff was hoping to advertise the job on 1 East by the end of the month and take it to Council in April for approval. Then it would be a month for the contractor to get their paperwork together. It usually took about three months once the job was advertised. If it wasn't bid out soon the Town would be stuck at the end of the line with all the other contractors and it would get more expensive.
- There were three cul-de-sacs off Perkinsville on the west side of the highway that were being included in the project. The plan was to put three inches of asphalt over six inches of base.

c. Update and possible discussion on chip sealing Angus Place and pathway along Road 1 West.

Frank Marbury, Town Engineer, presented the following:

- Staff was going to do the base work and have the contractor pave it to save money.
- If the Town had enough money staff would also try to do Angus place.
- It had some utilities going in on another project in the future. They were trying to run water and sewer under the highway up near the church by Angus Place.

- Staff was going to try to have the road crew grade it and blade it like a gravel road, and have a contractor come in to put a chip seal on it to make it last a couple years until it could be done properly.
- If there was any money left after that staff would try to chip seal the pathway along 1 West between the Senior Center and Del Rio Middle School.
- Staff was also hoping to use that pathway as an example of what could be done on a two-lane road with a pathway off the side either as gravel or chip seal depending on horse use because sometimes horses are ok on gravel, but don't prefer pavement.
- It wasn't usually worth getting federal money for these types of smaller projects because of the environmental clearances required. The project usually needed to be \$1 million or more for federal funds to be worth it.
- CYMPO was putting out an Active Transportation Plan (ACT) that would lead to eventually getting some grant monies. ACT was usually bicycle and pedestrian, but staff had advocated for equestrian, electric bicycles, and scooters as well. It would be more sidewalk oriented in Prescott and Prescott Valley, but for Dewey and Chino it would be more pathways and trails, and interconnecting some of the trail systems with Prescott and Prescott Valley.
- Boring across 89 was already budgeted using some of the Recovery Act money which had to be used by December of next year. The Finance Director had things set up to make sure it would be used. Some of that money was being used for this project also because the Town was putting a sewer line under 1 East. The budget amount was \$4.5 million and \$2 million of that was sewer line. It would be about \$1 million just to get under the highway for water and sewer.
- Staff was trying to get easements to get the right alignment. They would prefer to go from the south side of the roundabout at Perkinsville, if not they would go to the north, and if that didn't work, they would go diagonally across.
- The property on the southwest corner was owned by a conglomeration. Staff had reached out to their architect to get some points of contact, but it was an LLC. It was supposed to be a restaurant, but the project hadn't been in to planning since August of last year.
- The total budget for the sewer project was \$7.5 million from 1 East and Perkinsville across the highway to Angus Place, then South to come in the backside of the future Hawksnest development. Only \$5.5 million was budgeted. It wouldn't get them to Angus Place, so the rest needed to be budgeted in future years, but the whole project was being designed now.
- The construction plans would be split up according to the money. Hawksnest could pay towards the project, but it would be a Council decision.
- If a contractor were extending that line, the Town could put in a reimbursement agreement that when someone else connects on that line they have to pay for their share of that extension.
- When the Town bored across 89 to hook up Walgreens they paid their share of that extension and then the Town reimbursed them 1% of the sales tax they collected until they were reimbursed that amount of money. This would be the opposite of what was being proposed for the Hawksnest development.
- When the development put water in it would create a loop from Perkinsville to Walgreens. As it was now, if the water broke at 2 North and 1 East, Walgreens would be out of water since the line dead ends there. Once the loop was connected, water could be fed back from Perkinsville and all those businesses and residences could stay on water.
- The developer would also have to extend water and sewer to the farthest end of the property.

5. COMMITTEE CHAIR REPORT

Tom Armstrong, Committee Chair, presented the following:

CYMPO was in the process of submitting Bill 20799 with Senator Bliss to make improvements on the highway from 3 North to 4 North and 4 North to 5 North with a roundabout at 5 North. That bill was going before Committee on Wednesday at 2:00 p.m. He would report back.

6. CALL TO THE PUBLIC

Call to the Public is an opportunity for the public to address the Board concerning a subject that is not on the agenda. Public comment is encouraged. Individuals are limited to speak for three (3) minutes. The total time for Call to the Public may be up to 15 minutes per meeting. Board action taken as a result of public comment will be limited to directing staff to study the matter, scheduling the matter for further consideration and decision at a later date, or responding to criticism.

Chair Armstrong stated that this item was in the wrong place and should be moved to the beginning of the agenda for the next meeting.

7. CORRESPONDENCE

8. OLD BUSINESS

a. Update and possible discussion regarding the 5-Year Capital Improvement Project.

Frank Marbury, Town Engineer, presented the following:

- The engineer's report had included the list of streets that would be on the 5-year outlook for roads, and staff was asking if the committee recommended any changes. FY28 would need to be added.
- Staff was advertising for a pavement management program and that would bring in some software and a consultant to inventory and condition rate the streets to generate a projected 10-year outlook sometime in the next year for road maintenance for review and approval. It would be a little more scientific and objective. There would be a lot more information to review to develop that program for the next budget year.
- Just south of the intersection at 1 West and 1 North was mentioned as an area that needed to be addressed. The base had failed, and it had a lot of pothole patches. There was a few hundred feet that would need to be completely reconstructed. There were other spots down 1 West down to 2 South that had potholes.
- Smaller areas like that would be smaller scale patch projects that would require different contractors.
- The cold mix that was laid on 1 South and 1 East could be a solution for 1 West and 1 North. The job would likely cost under \$50,000 which would not need to go to Council for approval taking less time. Staff would try to get it into next year's budget.
- Staff mentioned looking into doing an in-depth repair at the 1 East and 2 North intersection. It was a little more than what the Town crews could do because of the amount of traffic that flows through that area. The area was also heavy with bus and garbage service traffic making it necessary to dig down and put thick asphalt there.
- The intersection at 1 West and 3 North was looking the same way from the same type of traffic.
- A lot of streets were missing center line striping and staff were looking at having that done this fiscal year. The line along 3 North between 1 West and 89 was difficult to see especially if wet. Once the final bills came in for the street project, staff would ask the Town Manager to put out a project for striping, crack seals, seal coats, overlays, and full reconstructs.
- It was also mentioned that 3 North ices up in the shade of the old Alco building and there should be a sign warning about ice. Staff said they had some signs that could be put up when it's bad and they would put down cinders and salt. The trucks were already prepped

for the upcoming storm. 2 North and 1 West was another bad location for ice and staff would put down cinders and salt in that location too.

b. Update and possible discussion regarding the Town Map for Street Maintenance.

Frank Marbury, Town Engineer, presented the following:

- Most of the roads were lot splits that were not being maintained, some were easements and some were rights-of-way. This map would define what roads the Town maintains.
- A lot of Chino 3 and Chino 4 weren't built yet but were technically right-of-way.
- For a road to come into maintenance it would have to come before Council.
- Staff recommended that the road be brought up to current paved standards before being accepted by Council for maintenance.
- Members wanted to go out and look at the roads before discussing the map further.
- The committee would continue this item to the next meeting when more members were in attendance.

9. NEW BUSINESS

a. Update and possible discussion regarding utilizing state funds to widen Highway 89 to four lanes between Road 3 North and Road 5 North.

Frank Marbury and members discussed the following:

- Regarding the bills previously mentioned, Senator Bliss's bill would pay for the widening of Highway 89 in full.
- But there was another bill going through with the Rural Transportation Advocacy Council (RTAC) that encompassed all of Arizona, but for the quad-city region two projects were prioritized for that bill. One would be Glassford Hill going from four lanes to six lanes. The second would be the widening of 89 from 3 North to 5 North.
- RTAC's bill requires a \$2 million match. The bill was also worded to include the County because the County was willing to ask the Supervisors to kick in also. The Town and County put money towards the signal at 1 North when generally local governments wouldn't put money towards a State Highway.
- Staff asked the committee for a recommendation on where to spend the additional \$2 million if it didn't need to be spent to fulfill the bill.
- People "in the know" said that the 89 widening would be funded by the State out of the State budget.
- It had been mentioned taking out the roundabout to save money, but the committee wasn't interested in that because there had been a death in that location.
- It had been discussed just putting in a turn lane at 4 North until three school buses ran into each other and then it qualified for safety money.
- Roundabouts cost about twice as much as a turn signal, but they eliminate the T-bone accidents where you get fatalities, so safety-wise they were more cost effective.
- The County just had a site visit on some center line rumble strips and other safety projects on the way to the 40.
- The Committee recommended that it be reported to Council that 89 is just as important as other local roads should the issue be brought up at a Council meeting.
- The Town Manager, Mayor, and County Supervisor had unofficially blessed spending money on the project.

10. FUTURE AGENDA SUGGESTIONS

- One member mentioned that five different trash trucks were coming into communities and wanted to know if there was any way to limit some of the trucks or just get one hauler. Something like that would take business away from someone and the Town was not allowed to do that.
- Some HOAs had rules that they could only use one garbage company.
- Legally it could be done as a franchise agreement and bid out, but there would have to be two pick-ups a week, and you'd have a fight with the four companies that didn't get the bid. It would be feasible, but not practical.

11. ADJOURNMENT

MOVED by Committee Member Wayne Napier, seconded by Ron Romley, Secretary to adjourn the meeting at 4:58 p.m.

AYE: Chair Tom Armstrong, Secretary Ron Romley, Committee Member Wayne Napier, Voting Member Robert Schacherer

NAY:

4 – 0 PASSED

Submitted: March 2, 2023

By: Sara Burchill, Deputy Town Clerk

Approved: April 10, 2023