

DRAFT

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

**DAY APRIL 11, 2022
TIME 4:00 P.M.**

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

Present: Tom Armstrong, Chair; Lon Turner, Councilmember; Ron Romley, Secretary; James Wise, Committee Member; Wayne Napier, Committee Member

Absent: Robert Johan, Committee Member; Dean Echols, Committee Member

Staff Present: Frank Marbury, Public Works Director/Town Engineer; Mark Davis, Street Superintendent

1) CALL TO ORDER

Chair Armstrong called the meeting to order at 4:00 p.m.

2) ROLL CALL

3) APPROVAL OF MINUTES

- a) Consideration and possible action regarding the January 10, 2022, regular meeting minutes.

MOVED by Secretary Ron Romley, seconded by Committee Member Wayne Napier to approve the minutes as written.

AYE: Chair Tom Armstrong, Councilmember Lon Turner, Secretary Ron Romley, Committee Member James Wise, Committee Member Wayne Napier

5 - 0 PASSED - Unanimously

4) PUBLIC WORKS/TOWN ENGINEER'S REPORT

Mr. Marbury reported on the following:

- The Rodeo Drive construction was completed. The sewer had been cleaned of debris and the project was waiting for County approval.
- The Street Improvements Project for FY2022 (Road 4 ½ North, Road 2 South from Hwy to Road 1 East, and Antelope Drive at the second cul-de-sac on Perkinsville), was still ongoing.
 - Due to the recent fuel and price increases, staff thought it was best to have the work for Road 1 West from Road 1 North to Road 2 North, added as an alternate bid. This would allow Council to look at the bids and decide if the Town could afford to do that section of the road. The original cost estimate was \$1.1 million, but the current cost estimate was \$2.5 million.
 - Members discussed the poor condition of the other Antelope Drive cul-de-sacs and may further discuss them at a future meeting. Staff estimated that 80% of the cul-de-sac road surfaces were potholes.
 - The Angus cul-de-sac work was included with a project for water and sewer utilities to get across the Highway. It would connect Angus to the Hawks Nest development, to loop water to Road 2 North. The Hawks Nest developer would only be responsible for water and sewer lines in the development. The Town would be responsible for the remainder of the work. It was a \$5.5 million job. It was currently under design with EPS and was approximately 20% complete. It may have to be completed in multiple phases.
 - The Recovery Act money could be used for water and sewer.
 - The project would also include repaving Perkinsville from Road 1 East to the Highway.
 - Staff was looking at modifying the design by tapering the road down from the three-lane road that would be developed at the Perkinsville 40 subdivision. Eventually a three-lane road to the Highway was preferred, but there could be structures too close to the road.
 - The FY22 Street Improvement Project was out to bid, with a pre-bid meeting scheduled for Contractors. The bids would be opened April 27th it would go to Council the first meeting in May.
 - Resurfacing the Angus cul-de-sac required the old road to be removed, six-inches of gravel base added, and then topped with three-inches of hot mix asphalt. Members discussed pulling out the old roads on the remaining cul-de-sacs and just adding the base layer until the roads could eventually be topped with the asphalt. The cul-de-sacs were short enough that it could be done by Town staff. They would further discuss the issue under Item 8(a).
- FY2023 roads were currently under design, and staff expected to have the plans completed in July. It could be a fall project. Members would need to consider how to proceed with the projects considering the inflated prices.

5) COMMITTEE CHAIR REPORT

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.

7) **CORRESPONDENCE**

A letter from Mayor Miller to the Committee was received. The Mayor requested that the Committee consider putting up four-way stop signs at Road 2 North and Road 1 East and Perkinsville Road and Road 1 East due to heavy flow of traffic. There was traffic backing up on Road 1 East because the traffic on Road 2 North and Perkinsville did not have to stop. It was a problem for school traffic, homeowners, parks, and the community center. The four-way stop would help the flow of traffic during school hours.

Members discussed the area in question.

- Century Link was close to moving their lines off the pole and then the pole could be removed.
- Staff had looked into the area in 2018 because former Mayor Croft made a similar request. Typically, traffic had to be equal in all directions to warrant a four-way stop. At the time the traffic flow did not warrant it, but there had been five accidents at the intersection, and four accidents could warrant an all-way stop. Staff had further researched the accidents at the intersection for the past five years, and 2018 was the only year with five accidents. There were typically only two or three accidents per year, but those accidents were due to people believing it to be a four-way stop.
- The Committee at that time had been concerned that traffic coming off the highway would back up during rush hour. Staff did not have an answer on how to deal with the traffic backup flow from the highway. Members discussed the requirements to add a left turn lane at the intersection to help with the flow of traffic. Members also discussed adding a sign stating that cross traffic did not stop. Staff said it might help for the time being.
- Members discussed tree removal on one corner of the intersection.
- The Perkinsville and Road 1 East did not meet the criteria for a four way stop either, but the Town put it in for the crosswalk features.
- The liability for putting in a four-way stop when not necessary was low.
- Members discussed turn lanes on the highway and ADOT's requirements for turns and driveways.
- Members discussed raising up the grade at the intersection so that drivers were level with everything else instead of being in a hole. Staff thought it could be done, but they would have to ensure there were no drainage issues.
- Members discussed the intersection by the Post Office and future road work plans for the area. It was a difficult intersection to work on and there was no detour to use when work was being done.
- Members discussed the possibility of having an officer directing traffic at the end of the school day.
- Members discussed using stop bars at several intersections in Town.
- Members wanted staff to get updated traffic counts and bring the issue back to the next meeting.
- Members discussed making the intersection a temporary four-way stop to see the results. Staff could do that under the authority of the Town Manager. The signs could be pulled if it became an issue with the highway traffic. Staff would give a report at the next meeting. Staff would put out a public announcement, advanced message boards, and warning signs.

8) **OLD BUSINESS**

- a) Update and possible discussion regarding Fiscal Year 2023 streets projects and priorities for the 5-year Capital Improvements Project plan.

Mr. Marbury and Committee Members discussed the following:

- Staff explained that Item 8(a) and 8(b) could be discussed together. The Committee agreed.
- Staff presented a road spreadsheet to the Committee. The years on the spreadsheet represented fiscal years. FY22 would end in June 2022 and FY23 began July 2022 and ended June 2023.
- The original five-year annual road estimated budget was anticipated to be approximately \$1.1 million. The updated estimates had risen substantially and was closer to \$3 million per year.
- Staff wanted the Committee's guidance on whether to stretch the budget if more money was not available from Council, or if they would rather rearrange the road maintenance schedule.
- Members did not think they could continue to put off roads year after year.
- Members discussed the idea of tearing up the existing roads that were in poor shape, and preparing them for new asphalt, but dealing with only the base material until they could afford the asphalt.
- A half mile of Unity Road and Meridian had been treated with a dust palliative treatment at a cost of approximately \$10,000. They got about six months of use before potholes began to appear. Watering the road for dust control would have cost approximately \$50,000.
- Resurfacing all five cul-de-sacs at Sunshine Acres would cost approximately \$1.5 million, or \$250,000 each.
- Staff could put numbers together to do the work in-house. They had done something similar with applying only the base layer on Reed Road, but two weeks after applying it a snowstorm softened the road and began to pothole. Staff was less concerned doing the same on smaller local cul-de-sacs.
- There was a law on how much you could do with Town forces, so they needed to keep under that threshold. They could do little pieces of the cul-de-sacs at a time, but it would not be fast. They would have to purchase AB material.
- To ensure the roads did not fail in the future, enough material would need to be removed so they could add a good base and a good layer of asphalt that would match the driveway elevations.
- Many of the cul-de-sac driveways were dirt. This would make it easy to add base and it would be cheaper.
- Staff could work up a cost estimate for the cul-de-sacs for labor, equipment, and materials to determine how much could be done in a year. They could try and time it for a contractor to come in and top it once it was done.
- They did not want to re-chip the road surfaces because the front axles of garbage trucks could rip the chip out within days.
- They could talk to the residents and determine if they would be willing to live with the dust for a year before the roads could have a hard surface added. It would be cheaper to pave the roads all at once.
- When the road priorities were first discussed, Perkinsville Road had been pushed back to FY2026/2027 because there were no residents on the road. The road had over 3,000 trips per day, and it had become badly degraded, most noticeably between Jerome Junction and the gun range.
- Members discussed the Fletcher sand and gravel business using Perkinsville Road and tearing it up, but it was mentioned that the poor condition of the road also tore up the company's trucks. Staff thought that might get into a situation where the Town was assessing properties for road maintenance. Members thought it was a unique situation because of the heavy truck traffic on the road because of the business. Members thought it was best to ask

the business if they wanted to be part of the solution instead of forcing the issue. Members also pointed out that most the truck traffic was contract trucks, not company owned vehicles.

- Part of the Road 1 East project in the upcoming year was to put utilities under it. The road work cost had gone up to approximately \$1.75 million without the utilities. With utilities, the updated cost estimate could be as high as seven to ten million dollars. Staff did not know how to do the project with utilities. Utility prices had increased more than the road costs. The cost of the Peavine Trail waterline had increased from \$1 million to \$2 million and 18” pipe was estimated at \$300 per foot installed. The project would be going out to bid in the next few weeks. Staff recommended either putting the project (Road 1 East) off or breaking it into pieces. The goal of the utilities had been to get it down towards Yavapai Estates Mobile Home Park so they could get those homes on sewer. Staff saw this as the next area with a potential health risk because of the small lot size with septic tanks. It also brought utilities closer to the location that businesses wanted to locate. Members agreed it was not worth completing the project if utilities could not be put in. Staff thought they could do intersections at Road 1 South and Road 1 East.
- The five-year road maintenance list could remain the same until Council had their budget discussions.
- North Road 1 East scheduled for FY2025 had included a trail system to the Perkinsville 44. They could start building some trail systems for pedestrians to use.

b) Update and possible discussion regarding the Town Road Section Map.

- Staff had looked at local road sections since the previous year when the Town developed the rural and urban road sections. It had been added to the subdivision regulations. Rural was meant for lots that were one acre or larger. The regulations did not define which roads were urban and which ones were rural.
- Staff had created a map to assign a road designation.
- Urban roads were roads with curb and gutter, and rural was a standard two-lane road with bar ditches.
- All the urban roads were three lanes. Every new road a developer built would have a center turn lane. The higher traveled roads like Perkinsville and Road 2 North, would need to include a 10-foot multi-use path, which would get pedestrian and bicyclists off the roads (Section 2). Section 1 roads were standard roads with bike lanes, which enabled bicyclists to share the road. Those were the main differences between the urban sections.
- Staff placed the urban roads mainly where the General Plan called out for commercial properties, which was located in the Highway 89 corridor between Road 1 East and Road 1 West. Some roads stretched out further because of the higher density use and areas. Staff overviewed those areas for the Committee.
- Everywhere there was a yellow urban road (on the map) there was a paved concrete pathway.
- Any path on the blue rural roads (on the map) would be unpaved gravel trail.
- Rural roads were two lane sections with five-foot paved shoulders. The only differences between rural roads were that some had trails and others did not.
- Staff thought it would be nice to have trails along Reed Road and the North part of Road 1 West.
- There were sections that staff was unsure what the section areas would look like and could be individual designs. They would probably have a consultant help determine lanes, curbs, gutters, sidewalks, etc.
- There were also special sections that were already built (Road 3 North to Road 2 North).
- The trails that were gravel could also be used by horses.

- The rural roads would have an asphalted Maricopa edge that was about eight to ten inches wide, which helped keep the shoulder from breaking down. It would protect the edge of the pavement and provided a place to walk or pull a vehicle off the road.
- There was no trail on Road 4 North, with a plan to only have a shoulder. Members discussed having a dirt trail going east to west on the road.
- The Mayor had gotten feedback from residents who questioned why developers were required to build up roads, but the Town did not do the same. Staff questioned if they should be building roads like Road 2 South with three lanes, curb, gutter, and sidewalks instead of two lanes with no sidewalks. It was technically a commercial area and was classified as an urban road. Staff had to double the cost due to inflation, but adding curb, gutter and sidewalk would double the price again. Members did not see how they could build them up to the higher standards. Developers were adding capacity, but the Town was trying to maintain the pavements. To do this, they would have to take other road maintenance off the list.
- They needed cost estimates to figure out what they could and could not accomplish.
- Members discussed the feasibility of preparing Road 2 South for paving and curb and gutter, but only paving the road and then come back and do the curb and gutter at a later time. It could be hard to match that way and was easier to put curb and gutter in first. Staff did not recommend doing it. Staff thought it would be better to stick to the two lanes and then in the future, widen out half a lane on each side and add curb and gutter. Members thought it was a good idea.
- Town was supposed to have 80 feet of right-of-way for the roads, but in reality, it went from none and varied from there. Whenever someone rezoned, did a lot split, or did a development, the Town asked for the 40 feet of right-of-way. It was a zoning stipulation. It could take several years to get a right-of-way.
- Road 1 North was left as rural up to the highway because on one side of the road there were one acre plus lots and on the other side was the Chino Valley Irrigation District, which was zoned AR-5.
- Members thought proposed paved trails should be scrapped for dirt trails. There was more leeway with ADA requirements for trails. The multi-use trails were paved to meet ADA surface requirements. Gravel pathways had to be hardened for wheelchair access. Members thought since they did not have the money to pave the trails, something was better than nothing.
- Staff explained that the paved trails on Perkinsville and Road 2 North were part of the 2007 Transportation Study.
- Members did not think the horse community would want paved trails.
- Members discussed if adding trails would open up the possibility of All Terrain Vehicles ripping up and through the trails. They needed a license to ride on roadways and on the shoulders of the roads. Sign prevention with no motorized vehicles could help the situation.
- This would be presented to the Council at their Study Session. Staff would leave it with them for feedback and comments.
- Members supported backing off from expanding some of the roads in yellow, sticking to two lanes, and widen the roads out and add curb and gutter later when funding was available. This may answer the Mayor's question.
- Trails were included in the Roads Budget. The Peavine Trail had money in Parks and there was cooperation with the Arizona Trails Association. Members discussed expansion issues with the Peavine Trail.

9) **FUTURE AGENDA SUGGESTIONS**

Dealing with the multitude of garbage businesses to help control road deterioration (zoned sections), rules and laws, regulations on franchising, and recycling.

10) ADJOURNMENT

Meeting adjourned at 5:47 p.m.

Submitted: April 27, 2022.

By: *Sara Burchill, Deputy Town Clerk*

Approved: MONTH DAY, 2022.