

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

**MONDAY, AUGUST 12, 2019
4:00 P.M.**

The Roads and Streets Committee of the Town of Chino Valley convened for a regular meeting in the Council Conference Room, located at 202 N. State Route 89, Chino Valley, Arizona.

1) CALL TO ORDER

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

2) ROLL CALL

Present: Corey Mendoza, Chair; Jack Miller, Vice-Chair; Ron Romley, Secretary; Robert Johan, Committee Member; Wayne Napier, Board Member

Absent: James Wise, Committee Member; Dean Echols, Committee Member

Staff Frank Marbury, Public Works Director/Town Engineer

Present:

3) APPROVAL OF MINUTES

- a) Consideration and possible action to approve June 10, 2019, minutes.

MOVED by Vice-Chair Jack Miller, seconded by Committee Member Robert Johan to approve the June 10, 2019, regular meeting minutes.

AYE: Chair Corey Mendoza, Vice-Chair Jack Miller, Secretary Ron Romley, Committee Member Robert Johan, Board Member Wayne Napier

5 - 0 PASSED - Unanimously

4) PUBLIC WORKS/TOWN ENGINEER'S REPORT

Mr. Marbury reported on the following:

- Updates were included under each agenda item.

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

8) OLD BUSINESS

- a) Discussion regarding current fiscal year road projects.

Committee Members and Mr. Marbury discussed the following:

- FY2020 Projects:
 - Road 1 North: Work will be from State Route 89 to Road 1 East. The Town will stay out of the limits of the traffic signal. The City of Prescott was also working on a drive way entrance, which the Town would stay east from the project. The Committee discussed the logistics of the Town of Prescott's driveway project. The Town will adjust their project and limits to save as much money as was possible.
 - Road 1 North Pavement Design: The report recommended four inches of asphalt over eight inches of base to Road 1 East. If the Town could find recycled concrete material, it would be used as the base material because it was often stronger than native material. The Town planned to pulverize the road, blend and rework the material and pave over the top of the material.
 - Reed Road: The project was from the south end of Center Street past Grasshopper and Road 1 North. The report was similar to Road 1 North, but since it already had better material, only three inches of asphalt was required over the pulverized base material.
 - Horizon Way: The road was over 75% damaged. The remains will be pulverized and place two to three inches of asphalt over the base.
 - Peppertree: Heavily damaged road will be pulverized and two to three inches of asphalt will be added over the top.
 - Road 2 North and Peppertree (east of Peppertree): Town crews had added a culvert pipe to help with drainage but the road was still crowned and ponded some drainage. The Town would pulverize the asphalt, regrade the slope to drain to the north into the field and add two to three inches of asphalt.
 - Jerome Junction: The section was gravel and did not need to be pulverized. There will be three inches of hot mix added on top. The alignment of the road had already been corrected by Town crews.
- Budget: The total budget for all the road work combined was \$600,000-700,000. The preliminary cost estimates were under budget at \$500,000-to \$600,000 for the combined work. Complete bids were not yet received. The contractor will be driving the roads to provide a final estimate to the Town. The contractor will be completing all parts of the project including the plans, traffic control plans and any subcontractors. The funding sources were mixed and included HURF funds, State road funding allocations and the capital improvement funds for Jerome Junction.
- Staff recommended that if the projects came in under budget, the remaining funds should be used to finish up any remaining crack seal started in the previous year. Areas included Appaloosa Meadows, Highlands Ranch and Brightstar. Funds could also be used for yellow striping and white stop bars at intersections town wide.

- Committee Members supported putting any remaining funds towards crack sealing. Staff will bring the striping project back before the committee prior to beginning the project.

b) Discussion and possible recommendation for additional street projects.

Committee Members and Mr. Marbury discussed the following:

- The location of staff's recommended roads.
- The funding will be coming from construction sales tax revenue.
- It had been suggested, that the funds not be used for staff recommended projects, but for road repair instead. Staff had compiled a list of possible roads. There was also one million dollars in slurry seal work that could be done with the funds.
- Committee Members discussed several road options and costs.
- Road 2 North near Safeway: It was in dire need of repair. The Town had planned work for that road in the next fiscal year after the signal was installed so that it will provide an alternate route during road work. Staff said that the road work on 2 North will need to be done at night. Staff estimated that to replace the asphalt (mill and fill) back to the car wash would be about \$200-250,000. Widening the road and installing a storm drain would cost approximately \$2 million. Staff was getting design concepts for both east and west of the highway. There was an old design concept for five lanes to Brightstar with a cost estimate of \$11 million. A consideration by Council could be an impact zone or an assessment district to see if the funds could be raised.
- Unity Road – Was chip sealed as an emergency access in case of flooding and was the legal second access for Brightstar. The road should be rebuilt by the developer as Brightstar began their final development.
- The Committee discussed Road 2 North being good capital improvement project from the highway east to Road 1 East. Separating Road 2 North project from the other roads would add value and importance to the project.
- Staff explained that the term capital improvement was used internally on any project over \$5,000 for budgeting.
- The Committee discussed the Road 2 North CBID ditch and the drainage ditch for Country West that needed to be piped in to widen the road to the South. If the road was widened to the North, the power poles would need to be relocated. The Committee discussed the difficulty and expense of moving the power poles.
- The City of Prescott owned a section of property on Road 2 North and said they would dedicate any rights-of-way the Town needed to shift the road.
- A third lane to the South would remove a jog in the road and the Town already owned an extra rights-of-way located by the plant farm.
- Design for this project will take approximately one year.
- The project could be phased, with the first phase up to the carwash.
- Committee discussed developers' responsibilities to road development.
- Committee Direction: The Committee directed staff to come up with a number for Road 2 North to present to Council. The project would start at the highway and would encompass widening and improvements to Road 1 East.

9) NEW BUSINESS

10) FUTURE AGENDA SUGGESTIONS

- Future Development Impacts, update and discussion regarding Heritage Point
- Road 2 North progress and cost estimate
- Road project updates

11) ADJOURNMENT

MOVED by Vice-Chair Jack Miller, seconded by Secretary Ron Romley to adjourn the meeting at 5:01 p.m.

AYE: Chair Corey Mendoza, Vice-Chair Jack Miller, Secretary Ron Romley, Committee Member Robert Johan, Board Member Wayne Napier

5 - 0 PASSED - Unanimously

Submitted: August 15, 2019.

By: *Erin Deskins, Deputy Town Clerk*

Approved: January 13, 2020.