

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

**MONDAY, JUNE 14, 2021
4:00 P.M.**

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

Present: Tom Armstrong, Chair; Corey Mendoza, Vice-Chair; Ron Romley, Secretary; James Wise, Committee Member; Robert Johan, Committee Member; Wayne Napier, Committee Member

Absent: Dean Echols, Committee Member

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

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 to approve the March 8, 2021, regular meeting minutes.

MOVED by Committee Member Robert Johan, seconded by Secretary Ron Romley to approve the March 8, 2021, regular meeting minutes.

AYE: Chair Tom Armstrong, Vice-Chair Corey Mendoza, Secretary Ron Romley, Committee Member James Wise, Committee Member Robert Johan, Committee Member Wayne Napier

6 - 0 PASSED - Unanimously

4) PUBLIC WORKS/TOWN ENGINEER'S REPORT

Frank Marbury reported on the following:

- The slurry seal project was complete. The crack seal quantity was slightly over the projected amount. The slurry project amount, as estimated by the Assistant Town Engineer, was correct. The project stayed within the contract time and budget allowance, even with the crack seal overrun. Staff had received fewer complaints than expected but had received some regarding potential workmanship issues and some driveway to street access issues. To those people that complained that the preferred neighborhoods were being addressed first, it was pointed out that Town was trying to preserve existing asphalt because it saved money for the Town. Staff worked through the complaint issues, and some people understood, but some people thought the Town should be addressing the worst roads first. There was a warranty on the work. The contractor was complimented by a Member for the notifications provided to the affected neighborhood members. Staff said it was one of the best contractor's experiences they had for this type of project.
- Rodeo Drive at Old Home Manor had been awarded to Combs Construction for approximately \$1.5 million. Half a million of the contract amounts would cover the culvert and to the drainage that would grade around the lots instead of going across the Business Park lots. The contract covered 800 feet of road in the Business Park. The project included water, sewer, a box culvert to replace metal pipes, and paving. Once completed, the road would represent what all the roads in the Business Park would look like to include curb and gutter. The construction date had not been scheduled, but the project would begin soon.
- Road 2 North had been awarded to Asphalt Paving and Supply (APS) for approximately \$800,000 and had come in below the Engineer's estimate. The road section started at State Route (SR) 89 to the Country West entrance. It would be a full rebuild of the road. They would be doing a double layer of geogrid fabric reinforcement under the pavement. Construction would begin after the Fourth of July. The same contractor would be doing the Arizona Department of Transportation (ADOT) project.
- The Road 1 North signal project had been awarded to APS. The start date was not firm due to utility relocations.
- FY2022 projects included:
 - Road 4 ½ between Reed Road and Road 1 West.
 - Road 2 South between the highway and Road 1 East
 - Road 1 West from Road 1 North up to Road 2 North
 - Extend water and sewer from the intersection of Road 1 East and Perkinsville to the highway, which would cause the rebuild of the street.
 - There was \$250,000 budgeted for local street construction. Plans included a cul-de-sac off Perkinsville Road on the west side of the highway. The cul-de-sacs in the area had 80% damage to the pavement.
- When Council budgeted for local streets, the two biggest priorities were the streets of Perkinsville and Palomino on the west side of the highway and the neighborhood off El Charro Norte, which saw significant damage during a winter storm.
- Staff was still inventorying the streets for striping, and they anticipated there should be enough in the budget to cover it.
- Members discussed the road work leading from the highway to Road 1 East and the existing elevation difference. Staff explained the difference in elevation would remain due to driveway elevation matches and drainage issues. The City of Prescott would be having a driveway tie in at Road 1 North to access their driveway through a deceleration lane instead of using the existing driveway off the highway.
- Staff would set up a meeting to discuss phasing on Road 2 North so bus access and scheduling to local businesses could be arranged.

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 the 5 year Capital Improvement Program, and any changes or additions.

Frank Marbury presented the following:

- This included a list of projects to span over several years and staff did an annual review to determine if the Committee wanted to modify the list.
- The prior year's list spanned six years.
- Committee members wanted to review the list before making any recommendations. Staff explained there was plenty of time to review the list and that the roads 4 ½, Road 2 South, and Road 1 West that were included on the list were in the 2021 Council budget for the upcoming year.
- The Perkinsville Road project was more of a utility project but would include a rebuild of the road.
- The Road 1 South and Road 1 East project were a year away.
- The original lease with the equestrian people had been for 80 acres and encompassed the current Roads Department material yard, Quonset Hut, and fence. Staff asked the equestrian people if the lease boundaries could be redrawn to exclude that area, and they were willing to work with the Town by possibly extending the lease terms and extending the lease boundaries towards Rodeo Drive. This would give back approximately 10 acres of land that included the Quonset Hut and the fenced in road equipment area. The money budgeted to change the material yard could be saved and used to move the utility mobile building to the roads' yard. The area already had septic, water, and power for the building.
- Staff explained that County representative Dan Cherry would be amenable to presenting to the County supervisors the County taking over Rimrock Road as long as the Town brought the road up to required standards. Once that happened, staff wanted to enter an IGA for the County to maintain Old Hwy 89 section in exchange for the Town maintaining Reed Road between Road 2 South and Outerloop Road. The County was not willing to take over the bridge, so any maintenance and repairs would remain the Town's responsibility.
- Staff reported that the polymer spray used on Unity Road to keep the dust minimized was holding up well. There had been some minor dust complaints. Staff spoke with the company that sprayed the straight stretch by the residential neighborhood, and they had been amazed at how well it had held up. As was expected, in the areas of hills and curves, traffic had pushed the material out, and it was beginning to pothole, but it was beyond the residential area. Staff was anticipating applying another spray application to help bind the road up and keep the dust down. Staff said one issue was that the developer had not started construction. The developer would be putting in utilities and a full rebuild of the road was required to

include curb and gutters. All plans for the development were approved. Members discussed the polymer quantity, structure, and ingredients.

b) Discussion regarding truck routes and truck restrictions.

Frank Marbury presented the following:

- Staff explained this had not yet gone to Council. Staff thought it could be brought up as part of the General Plan update work in the 2021 fiscal year. The update included a substantial public process and could end up being a multi-year process. Staff thought the truck routes and restrictions could be part of the General Plan's transportation component and wanted the Members input.
- The Committee had originally discussed the routes because of activity at the Skull Valley plant and the route the trucks would take to get to Drake. Drake had been saying they would not be using the material, and staff had heard from ADOT that the material would be going to the Phoenix area.
- Members discussed having the routes and restrictions addressed through the General Plan would be the best way to enforce any requirements because it was a community-based plan that was voted on.
- With current and future growth of the Town, having it as part of the General Plan could help plan for future expansion of the commercial areas.
- Staff had been trying to determine how to deal with extensive density growth and how it revolved around truck traffic, including how to get truck traffic to the community core areas through the appropriate connections while avoiding residential areas. They would eventually need a route besides SR 89.
- The Roads and Streets Committee could assist with educated suggestions to the General Plan Committee when writing the transportation component of the General Plan.
- Staff explained the engineering department wanted to develop master plans from the General Plan. It would involve a lot of utility planning for water and sewer so that everything throughout Town remained consistent as the Town continued to develop. Staff thought the road situation was similar to the utility planning. As development happened, future expansion and what was appropriate for the roads needed to be considered. Expansion included truck routes, trail routes, sidewalks, etc., and the General Plan would be the basis for determining what was necessary. Members discussed what should come first, the master plans or the General Plan.
- Staff explained that to develop a master plan, densities for different areas of Town needed to be known. The General Plan determined those densities. The problem with the current General Plan was that outside of the commercial corridors and the community core was that the medium density residential encompassed everything else, and it extended all the way to Town limits. Medium residential covered everything from five lots per acre to five acre lots, which made it difficult to plan roads. Staff thought any sort of future road planning needed to wait on the General Plan to determine if the updated plan had more specifics.
- Members agreed that the truck routes could be completed as part of the General Plan, unless it became an issue before the General Plan was completed.

9) NEW BUSINESS

10) FUTURE AGENDA SUGGESTIONS

Members agreed to have their next meeting in August.

- Capital Improvement Items

11) ADJOURNMENT

MOVED by Secretary Ron Romley, seconded by Committee Member James Wise to adjourn the meeting at 4:49 p.m.

AYE: Chair Tom Armstrong, Vice-Chair Corey Mendoza, Secretary Ron Romley, Committee Member James Wise, Committee Member Robert Johan, Committee Member Wayne Napier

6 - 0 PASSED - Unanimously

Submitted: June 21, 2021.

By: *Traci Lavelle, Deputy Town Clerk*

Approved: November 8th, 2021.