

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

**MONDAY, JANUARY 13, 2020
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 4:00 p.m.

2) ROLL CALL

Present: Corey Mendoza, Chair; Jack Miller, Vice-Chair; 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

3) APPROVAL OF MINUTES

- a) Consideration and possible action to approve August 12, 2019, minutes.

MOVED by Secretary Ron Romley, seconded by Committee Member Wayne Napier to approve August 12, 2019, minutes.

AYE: Chair Corey Mendoza, Vice-Chair Jack Miller, Secretary Ron Romley, Committee Member James Wise, Committee Member Wayne Napier

5 - 0 PASSED - Unanimously

4) PUBLIC WORKS/TOWN ENGINEER'S REPORT

- FY2020 completed capital improvement projects.

Mr. Marbury reported on the following:

- All the projects had been completed that included:
 - Road reconstruction on portions of Reed Rd, Road 1 North, Peppertree, Road 2 North, Horizon, and Jerome Junction. There was still some touchup work left on Jerome Junction.
 - Had contractor complete warranty work at Windy Plaza and upgraded the surface to asphalt due to soft spots from large service trucks.
 - The drainage near the Maverick may be plugged or may need maintenance because of standing water, which would be examined by public works.

5) COMMITTEE CHAIR REPORT

Chair Mendoza brought up Unity Road, which had been single chip sealed by the Town approximately ten years prior, but was now in bad shape and virtually impassible with potholes as deep as a foot. Mr. Marbury explained that the only roads in the area currently maintained by the Town were MA Perkins Rd and Wendigo Rd. He had prepared a report with pictures for Council to explain the road would be ripped up and a base put in that would be maintained as a gravel road until Bright Star further developed it as part of their development. The Committee discussed who should be responsible for the road maintenance, and it was determined Bright Star would be responsible for building the road once the development of Phase Three was underway.

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

The Mayor requested that the committee get back on track with regularly scheduled meetings.

8) OLD BUSINESS

9) NEW BUSINESS

- a) Discussion and update regarding Heritage Point, and future development impacts.

Committee Members and Mr. Marbury discussed the following:

- The ingress and egress areas for the development were discussed and concerns were raised that there were only two entrances to the development and the location of the entrances would cause more traffic to neighboring roads that were not developed for traffic from the new development. Contractors and developers could be directed to use routes that did not impact the neighborhood. The road was developed to be an access point to the future development.
- Discussed traffic patterns once the development was in place.
- Questioned if the developer could be required to make further improvements to Talia Way, but members did not think it could be required since the road was already developed. Staff explained that Talia Way was essentially designed as part of a masterplan community.
- Road 4 North would need to be widened as part of the subdivision.
- Discussed drainage areas, roads and road crossings. Staff would be working with the developer to determine the size of certain crossings and to determine ways to deal with areas of concern.

- b) Discussion regarding improvement options for Road 2 North:
- a. Design concept for State Route 89 to Road 1 West with a cost of \$58,361.00.
 - b. Design concept for State Route 89 to Peppertree Lane East of Road 1 east with a cost of \$56,205.00.

Committee Members and Mr. Marbury discussed the following:

- Staff received a proposal from Civiltech engineering to look at a 30% design concepts for both sides of State Route 89.
- The west side of the highway included water and sewer extensions to Sycamore Vista at the backside of the school. Road improvements were to Road 1 West and included widening out Road 2 North to three lanes with sidewalks and utilities. The 30% design estimate was \$58,361.00 to get a good cost estimate for the project construction.
- The east side of the highway already had water and sewer utilities, so construction would only include a storm drain system. To get the necessary three lanes and road tapers, the design needed to go to Peppertree. Drainage and APS overhead utilities would need to be addressed through the design and construction. The CVID water ditch on the side of the road had not been abandoned and would probably require some type of compensation. To widen the road, an underground storm drain system may be needed to intercept drainage water from the Country West detention ponds. The 30% design estimate came in at \$56,000.
- Needed to determine the most important direction, west or east. Committee members agreed that east was more important and a need now project, whereas the west was a projected need. The traffic count was higher on the east side. Even though the west side had future development planned, the east side was the busiest road in Town and needed work.
- Staff recommended at least replacing the pavement in front of Safeway if the Town decided not to widen the road. The Dow traffic report specified that the Safeway driveway near the gas tanks would fail, but it was difficult to remove a driveway once it was in place.
- Surface repair from State Route 89 to the Safeway was necessary because the subgrade was being lost.
- The scope of work could be phased to deal with sections.
- The project rights-of-way would take a couple of years to obtain
- A 2008 report covered what it would take to put a five-lane road in all the way to Bright Star. At the time, the cost was \$11-12 million dollars. Staff was not sure, based on traffic reports, that a five-lane road was necessary. The traffic study tried to account for the future development known at the time, including the proposed apartment building behind Safeway, and the report still only suggested three lanes.
- The 2007 traffic study recommended a multiuse pathway along the road. It connected the path to the Peavine Trail all the way to the Delrio School and up to Perkinsville and various interconnections.
- The 2021 fiscal year budget projection was at approximately \$400,000 for contractor and maintenance work. The project could come out of the street fund or any place Council recommended. Future HURF fund amounts were unclear.
- Committee members wanted a list of projects that were not completed in 2020 to help prioritize for 2021. The list could include the \$56,000 for this project and possibly include Road 2 North maintenance and any other projects that needed attention.
- Staff had planned to address Road 1 North after the traffic lights had been installed. The traffic light project had been held up by right of way issues, but the plan was to get it out to bid by the end of the year.
- Committee members would rather use the \$56,000 for actual road work as opposed to a concept design.
- Keep the subject going to Council for consideration.

c) Discussion regarding Fiscal Year 2021 projects.

- Staff would put a list of roads together for the committee to consider.
- Staff would look at cost of reconstruction and seal coats for roads that the committee would review and consider.
- It was important to be prepared with project designs in case funding became available. It could be a benefit to the community.

10) **FUTURE AGENDA SUGGESTIONS**

- Street and road project priorities and discussion for 2021.
- Next meeting set for February 10th.

11) **ADJOURNMENT**

MOVED by Chair Corey Mendoza, 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 James Wise, Committee Member Wayne Napier

5 - 0 PASSED - Unanimously

Submitted: January 23, 2020.

By: *Erin Deskins, Deputy Town Clerk*

Approved: February 10, 2020.