

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

**MONDAY, FEBRUARY 10, 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 4:05 p.m.

2) ROLL CALL

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

Staff Present: Frank Marbury, Public Works Director/Town Engineer

3) APPROVAL OF MINUTES

- a) Consideration and possible action to approve the January 13, 2020, regular meeting minutes.

Committee members requested corrections for the following:

- New Business, Item B, third bullet: CBID should be CVID.
- New Business, Item B, 13 bullet: Road 2 North should be Road 1 North.

MOVED by Secretary Ron Romley, seconded by Committee Member Dean Echols to approve the January 13, 2020 regular meeting minutes as amended.

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

7 - 0 PASSED - Unanimously

4) PUBLIC WORKS/TOWN ENGINEER'S REPORT

Mr. Marbury reported on the following:

Work on the Burger King site was ongoing, however, the road work was taking longer than anticipated.

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**

9) **NEW BUSINESS**

- a) Discussion regarding street and road project priorities for Fiscal Year 2021.

Committee members and Mr. Marbury discussed the following:

- The finance director was currently working on the budget and anticipated approximately \$350,000-\$400,000 for contracted road maintenance for the estimated \$8 million dollars' worth of work.
- Unity road had been bladed and a base added. It was officially a dirt road until that portion of the subdivision developed. The subdivision was currently for sale.
- Staff suggested picking a neighborhood to do crack seal and slurry instead of chip seal because it had the same functionality.

Project Number One: Road 2 North:

- Road 2 North in front of Safeway had been discussed for possible widening and the pavement was in poor condition. Committee members did not think the widening would happen. Staff explained that the \$250,000 amount listed for potential road work on Road 2 North was an estimation for the pavement mill and fill only. Committee members thought it was an important road for improvement work because it was heavily traveled but had concerns about the mill and fill due to the truck traffic. Staff recommended bringing in a geotechnical engineer and pulling core samples to determine what work and treatments were necessary. The Geotech report would cost between \$5,000-\$10,000. The committee members thought it was a key road and worth the investment for the Geotech report and road work.
- There were concerns from the Committee that if the east side of Road 2 North had the work done in the next fiscal year, it would be ripped up later when the road was widened. There were concerns that the widening would not happen for many years and the road condition would only get worse. The road work could be used for pavement upgrades from the intersection to the car wash/Country West entrance because that section would not be widened. Staff explained that as part of the road widening, storm and gutter would be installed beginning at the west side of the post office and continuing out, so there could be some reworking of the pavement.
- The Committee further discussed the current condition and life of Road 2 North with 16,000 cars per day that traveled over it. The Committee also discussed that the road was currently still within the designed traffic count for road functionality and capacity. Staff explained that the road, with the exception of the driveway by the gas pumps, should continue to function with the

current number of lanes into the foreseeable future, even with the possibility of residential development.

- From Safeway going east, there was a future need for road widening and improvement.
- Staff explained that project work would most likely need to start in the spring of 2021 because of the timing of the Road 1 North traffic signal, to prevent further road restrictions and delays at the same time and to ensure people had an alternate route during the Road 1 North project. Committee members wanted to get the funding allocated and get the project design ready so that construction could begin once the other project was completed.
- The Committee members discussed the necessary plans, designs, bids and cooperative agreements that could be used for the Road 2 North project.
- Committee members wanted the road work to go as far as the money would go and agreed the area should be walked to determine a good stopping point for the project based on the current road conditions.
- The Committee opted to recommend to Council, that the Road 2 North project was the number one priority road project.

Project Number Two: Road 1 East Intersection

- Staff explained that there had been a lot of citizen comments on the condition of Road 1 East. The project was not on the possible project list because Council had been discussing extending utility lines down Road 1 East. Staff did not want to work on the road only to have it ripped up in a couple of years. Staff thought it best to coordinate the work. The road conditions did warrant work.
- Committee members discussed and compared the road areas that needed work and thought that traffic patterns should be considered when considering project priorities.
- Staff said cost estimates for work on Road 1 East, based on the previous year numbers, was about \$400,000 per mile. It could cover the area between Road 2 North and Perkinsville for close to that amount. The intersection at East Road 1 South was in poor shape and there was heavier traffic anticipated on the road. The cost was approximately \$50,000-\$60,000 for reconstruction work.
- The philosophy behind the neighborhoods was to keep up on the asphalt roads that were in decent shape. The cost of the crack seal and slurry was only \$40,000 per mile instead of \$400,000 per mile.
- The Committee agreed it was harder to address neighborhood streets that were in disrepair when the arterial streets were falling apart and had heavy traffic use.
- The consensus of the Committee was keeping up the work on arterial roads and addressing the worst spots. If the Town received extra funding for roads, the neighborhood streets could be addressed through crack seal and slurry.
- The Committee discussed the extensive work needed at the intersections at Road 1 East and Road 1 South and the intersection at Road 1 East and Road 3 South.
- Staff thought that the Water Masterplan might call for a water line down Perkinsville Road to a water storage tank, which would require at least one lane of the road to be replaced. The road was falling apart and needed to be replaced from Jerome Junction to the end of Perkinsville. It had an estimated cost of \$1.2 million, which was for full reconstruction of the road. The Committee agreed it had the heaviest truck traffic in Town and it would become a safety issue if it was not addressed. The Committee thought that one solution would be to pulverize the asphalt into the existing AB to make a gravel road.
- Staff reviewed the neighborhood streets that had recently had crack seal and slurry treatment: Highlands Ranch, Park Side Village, and Appaloosa 1. The Town still had some pallets of crack seal that could be used once the budget funds were available.
- The Committee agreed that the intersection at Road 1 East and Road 1 South was the number

two recommended project. If the Council wanted to do further work on arterial roads, work down Road 1 East could continue. If Council concurred, then any funding balance could go to preservation of the neighborhood streets that were in the worst condition.

10) FUTURE AGENDA SUGGESTIONS

- Road 4 1/2 North from Reed Road to Road 1 West needed attention. Committee members discussed whether it should be addressed and if there were alternative routes that could be used.

11) ADJOURNMENT

MOVED by Secretary Ron Romley, seconded by Vice-Chair Jack Miller to adjourn the meeting at 5:05 p.m.

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

7 - 0 PASSED - Unanimously

Submitted: February 20, 2020.

By: *Erin Deskins, Deputy Town Clerk*

Approved: July 13, 2020.