

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

**MONDAY, MAY 14, 2018
4:00 P.M.**

The Roads and Streets Committee of the Town of Chino Valley convened for a public 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 4:03 p.m.

2) ROLL CALL

Present: Corey Mendoza, Chair; James Wise, Committee Member; Jack Miller, Councilmember; Robert Johan, Committee Member; Dean Echols, Committee Member; Ron Romley, Committee Member

Absent: Doug Federico, Committee Member

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

3) APPROVAL OF MINUTES

- a) Consideration and possible action to approve March 12, 2018 meeting minutes.

MOVED by Committee Member Robert Johan, seconded by Committee Member Dean Echols to approve March 12 and April 9, 2018 regular meeting minutes.

Vote: 6 - 0 PASSED - Unanimously

- b) Consideration and possible action to approve April 9, 2018 meeting minutes.

Approved above.

4) PUBLIC WORKS/TOWN ENGINEER'S REPORT

Mr. Marbury reported on the following:

- Road 1 East: The plans for the low water crossing were completed and it will be advertised in the paper. The millings will be recycled and chip seal will be put in. The Town is seeking cooperative bids with a late July or early August start date.
- Road 2 South Drainage: The project was delayed until fall due to issues obtaining an easement, and if issues are resolved, the project will be re-advertised in the fall.
- Road 1 North and Highway 89 No Left Turn Request: ADOT requested a meeting between the Town Engineer and Town Management staff.

Steve Sullivan, Town Engineer, introduced himself and explained that he was previously employed in California as a licensed Senior Civil Engineer. Mr. Sullivan would like to become a licensed engineer in the State of Arizona.

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 Road 1 East paving options.

Mr. Marbury and the Committee discussed the following:

- Sunland Asphalt was the only contractor that had the availability and ability to perform the work.
- Sunland performed road work for the Town previously and currently has several cooperative contracts that Mr. Marbury will review to ensure prices are in line with what the Town can pay.
- The project will use the 4,000 yards of Highway 89 millings stockpiled for the project.
- Staff recommended utilizing a cooperative contract to have Sunland Asphalt crush and process the millings to 1" or smaller, pave and compact the road at least 3" thick, and top with a double chip seal. The exact specifications will depend on which contract the Town uses.
- The road would be able to handle the truck traffic for a few days if Highway 89 traffic was detoured down this road in an emergency.

Jeff Lambert with the Chino Valley Unified School District had concerns with the radiuses of the road because buses typically take a 55' radius instead of the typical 35' used by engineers. Mr. Lambert and the Committee discussed the road issues buses have encountered in town. The school district preferred to keep the buses off the highway and use side roads instead. Mr. Marbury explained that this section of the road was straight without cul-de-sacs, so no turn around would be needed for the buses but he will look at the curb radius for buses turning onto the road.

- b) Discussion regarding annual chip seal program.

Mr. Marbury and the Committee discussed the following:

- Public Works was putting the bids together.
- Sunland Asphalt offered to do the chip seal program on a cooperative bid, but the prices would need close examination.
- The Town would not be working with the County this year because they only bid single chip seal projects for the year and the Town had double chip seal projects.
- Roads being considered for chip seal were: Reed Road from Road 3 to Road 4; Road 4 starting at Reed Road coming back towards Highway 89 and stopping at the property line for

the Windmill House due to future development; and Road 1 North from Highway 89 to Road 1 East. Road 1 North may not be 24' in width, but it will be set at that width when the work is done. The project will include pulverizing asphalt, mix with base core using Town crews, and the contractor double chip sealing roads. Staff will be researching the appropriate oil and emulsions to use on the road.

- The Outer Loop section from the Highway 89 roundabout to Road 1 West (Town limits) will only be a single chip seal application on the existing asphalt. Staff would like to propose an alternate bid with the oils: standard chip seal oil CRS2P with an alternate bid for Pass-CR Oil, which may provide better chip protection.
- Chino Drive was not on the current chip seal list, but should be a priority because of previous road construction impacts on the street.

c) Discussion regarding funding options for roads.

The Committee discussed the following:

- Annual goal: \$1 million to maintain roads and \$1.5 million to get ahead on road work. Current funding was at \$750,000.00. The road crew salaries and equipment fees come from the HURF funds.
- State funding: The Town will not get any additional HURF funds for roads. The Town's adjustments for administrative costs were no longer pulled from HURF funds, which freed up some funding.
- Tax funding: Members did not believe the Council would support the use of property or sales taxes for roads. Only the citizens of the Town would pay the property tax and not those that live outside of the town limits. Raising the sales tax rate by 1% would bring the rate up to 11.35%. If the sales tax increase of .05 or 1% was designated, prioritized and scheduled, the community may support the increase.
- Other funding options: A bond issue or another way of funding is the most logical. As the Town grows, it could designate more from the general fund to roads.
- The Committee needed to get figures on what was collected in sales tax and have the Finance Director join the next meeting and explain bonds, taxes etc.

d) Discussion regarding no left turns at Road 1 North and State Route 89.

Mr. Marbury and the Committee discussed the following:

- Alvin Stump, the district engineer, had concerns with restricting turns out of Road 1 North and the affect it would have on the public with perception, safety and enforcement.
- Yavapai Regional Medical Clinic took over the medical clinic in that area, so there will be a major increase in traffic.
- There would be no left turns entering the highway until the signal is installed. The turn signal construction was scheduled for 2023 with the design finished in 2020.
- Bus routes would not be affected.
- Staff should schedule a meeting with the Public Works Director, Town Manager, Police Chief and ADOT to review the issue.

e) Discussion regarding an All-Way Stop operation request at Road 3 North and Reed Road.

Mr. Marbury and the Committee discussed the following:

- There were several reasons to consider an all way stop: Traffic history, preventable accidents with in the last 12 months, issues with site distances over the two hills approaching Road 3 North; and traffic counts.
- There were approximately seven accidents, with three that could have been prevented with stop signs. Conversely, a four-way stop could potentially cause rear end accident issues because of lack of visibility.
- While the traffic counts do not meet the warrants for an all way stop, the intersection was on the cusp of warranting it.
- The average road speed for Road 1 North is 40 mph; when it exceeds that, the traffic count requirements lower by 20%.
- One solution might be to take down the hill to improve the site distance.
- Tracking traffic counts would be yearly for this area, and Public Works will perform another analysis and see how the traffic progresses in the area.

- f) Discussion regarding an All-Way Stop operation request at Road 2 South and Road 1 West.

Mr. Marbury explained that staff was working on this area and he would like to report back at the next meeting. Committee members discussed the need for more connector roads besides the highway that are straight shots, and they would like to discuss options at future meetings.

9) **NEW BUSINESS**

- a) Discussion regarding Strategic Plan and priorities for the road, sidewalk, and trail system networks.

Mr. Marbury and the Committee discussed the following:

- Repaving of Road 1 East and Road 3 North: The project did not need to go to advertised bid. Staff was working to get the project accomplished before the chip seal program.
- Road 3 North between Road 1 East and Highway 89 potholes: These will be addressed with the long-term road plans as the Committee had discussed.
- The possibility of limiting truck traffic on Road 1 East except for emergency situations.

10) **FUTURE AGENDA SUGGESTIONS**

Mr. Marbury and the Committee discussed:

- The Committee revisiting the traffic impacts on Road 2 North and development before the June Council Study Session.
- The Federal Government TIGER Grant that requires 30% of funding go to rural communities.

11) **ADJOURNMENT**

MOVED by Committee Member Ron Romley, seconded by Councilmember Jack Miller to adjourn the meeting at 5:23 p.m.

Vote: 6 - 0 PASSED - Unanimously

Submitted: May 23, 2018.

By: *Vickie Nipper, Deputy Town Clerk*

Approved: June 11, 2018.