

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

**MONDAY AUGUST 13, 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 4:01 p.m.

2) ROLL CALL

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

Absent: James Wise, Committee Member; Doug Federico, Committee Member

Staff Present: Frank Marbury, Public Works Director; Joe Duffy, Finance Director; John Coomer, Economic Development Project Manager; Cecilia Grittman, Town Manager; Darryl Croft, Mayor

3) APPROVAL OF MINUTES

- a) Consideration and possible action to approve July 9, 2018 meeting minutes.

MOVED by Councilmember Jack Miller, seconded by Committee Member Dean Echols to approve the July 9, 2018 regular meeting minutes.

AYE: Chair Corey Mendoza, Councilmember Jack Miller, Committee Member Robert Johan, Committee Member Dean Echols, Committee Member Ron Romley

PASSED - Unanimously

4) PUBLIC WORKS/TOWN ENGINEER'S REPORT

Mr. Marbury reported on the following:

- Road 1 East: The Low Water Crossing project, which was part of the overall Road 1 East Project, had begun with anticipated completion around August 24. Sunland Asphalt will begin the millings crushing and placement around that timeframe. Chip Seal should be completed in mid-September, depending on weather.
- Town wide Chip Seal – Pulverization and aggregate base placement has been completed. The chip seal is scheduled for the week of August 27th. Road 1 North had to be deleted because of utility conflicts and there will be a single chip seal that will begin at Road 1 East from Perkinsville to Road 4 North as a replacement. The Road was chip sealed about seven years

ago, but was not done well. The single chip seal layer should hold the road for a while. With the addition, the total cost is very close to the original plan.

- Road 2 South near the Maverik's – Board members questioned the status of Road 2 South. There had been complaints of a major pothole hidden by rain water, but it had been recently filled with AB and the water was pumped out with the hopes that more hot mix could be added before it rained. The barricades would remain in place because of the large pothole. There was a scheduling conflict for the staff who would be working on the low water crossing on the one day during the week that there would be asphalt available. Cold mix, which doesn't wear as well as hot mix, may have to be substituted because it had been difficult getting a dry time to pour the hot mix.

There was a design to resolve the standing water issue that was awaiting ADOT approval to release water into the State roadside ditch. Also, an area property owner had declined to sign a drainage easement that would allow the Town to install an area drain inlet. Other options have not been fully researched yet.

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 maintenance funding options.

Mr. Marbury presented and the Committee discussed the following:

- Roads and Street Presentation information was a result of years of work by Public Works Staff. The staff had been pulling together records for many years.
- Requested feedback from the Committee on the presentation. It would be presented to the Council at a Study Session in September.
- The existing road network had approximately 150 centerline miles of roadways. Arterials and collectors made about 48 centerline miles of the roadways, with the remaining 100 miles being the two-lane residential streets. In engineering terms that would be 2,126,000 square yards.
- Explained that if a roadway did not have a base, there would need to be at least four inches of asphalt to be considered pavement or there could be a combination of two inches each of asphalt over an aggregate base (crushed gravel or AB). When there was less than two inches of asphalt, such as a double chip seal, in the engineering world it would be considered a road surface treatment used to keep the dust down and that could not withstand truck traffic.
- Of the 48 miles of roads that were arterials or collectors, only one quarter would be considered real pavement, with the rest considered surface treatments with no structural capacity to handle over the road traffic.
- Residential streets had approximately only 25 percent that would be considered real paved roads.

- The low percentages of actual paved roads were the reasons there were so many potholes and deterioration on the chip sealed roads throughout town.
- Staff had been taking a road inventory over the 153 Town roadway miles, which helped in coming up with the types of local roads. The inventory did not include State Route 89 because it was under ADOT's maintenance:
 - Dirt roads – 20 miles
 - Improved dirt roads/gravel/ABC – 15 miles
 - Chip seal (residential and collectors) – 80 miles
 - Asphalt – 40 miles
 - Concrete – less than a mile
- The Town had been striving for the use of chip seal and other seal coats as much as possible as a cost saving measure.
- Roads such as Road 2 North, Road 3 North, Reed Road and some of the heavily traveled roads, needed a good structural section and will benefit from asphalt overlays.
- The overall cost for budgeting purposes included all the roadways. When approaching each section or project, each street will be looked at individually to determine the best treatment.
- Estimated maintenance Cost:
 - Dirt and gravel road/no pavement – \$1.50 per square yard. There will be no pavement maintenance but still necessary maintenance to the road and right of way.
 - Crack and single chip seal - \$3.75 per square yard. The cost included all costs associated with the maintenance such as traffic control and mobilization.
 - Double chip seal on an existing asphalt surface - \$6.50 per square yard.
 - Double chip seal on existing chip seal - \$10.00 per square yard. (The Reed Road project would be an example of this type of treatment.
 - Rebuild/thick overlay (asphalt) - \$20.00 per square yard.
 - Road 2 North between Road 1 East and 1 West, which needs reconstruction - \$100 per square yard.
- The costs were based on the recommended treatments but the double seal on existing asphalt treatment could be reconsidered and changed if it was deemed unnecessary.
- Based on the approximate treatments, the road costs for the entire network would be approximately \$11,000,000 which included a 15 percent contingency.
- A 7-year max chip seal life was recommended, which would require \$1.6 million in annual maintenance. If the Town stretched the chip seal life to 10-years, it would require \$1.1 million in annual maintenance.
- Asphalt would still need maintenance but has had a 20-year lifespan. The Committee wanted to see a slide of comparison per mile cost for asphalt and chip seal. Mr. Marbury explained that the theory is that if you are chip sealing every seven years, it would take 30 years to build up enough structure to equal two inches of asphalt.
- Provided a map showing how the Town would look based on the type of treatment which included the total costs for each section. Between arterials and residential streets, it is almost a 50/50 split with the money.
- The Town had traffic numbers and a map with the numbers from 2014 for all the main arterial roads but not the residential roads. New traffic numbers were being obtained in 2018.
- Discussed what road treatment was best based on the traffic numbers and overall costs based on the lifespan and maintenance cost of the roads. Mr. Marbury will work out the numbers for an estimated repair cost for asphalt for all the arterial and collector roads and provide the recommended maintenance methods for the residential roads. He will also supply the long-term cost per mile as compared to the current recommended proposal.
- The long-term damage to the roads caused by overweight trucks as compared to legal loads and cars was extensive.
- Prioritizing road work based on the traffic of the roads.
- Discussed the ability to pave from State Route 89 to at least Road 1 East before a tax vote went

on the ballot, so the community could get a glimpse of what the money could do for the town road system.

- Mr. Duffy provided an overview of the current revenue and expenses, including monies from the HURF funds. He provided an overview of the revenue raised with a one percent property tax, estimated at \$762,000 per year with a slight increase each year due to new homes, increased values, etc. Mr. Marbury voiced concern that inflation would increase the maintenance costs and would follow the increased tax revenues generated. In order to maintain the current chip sealed roads, the Town needs \$1.2 million every year.
- Mr. Duffy explained the tax rates based on a \$200,000 home with tax rates ranging from half a percent to two percent, with residents' costs broken down yearly and monthly. The tax cycle would last 20-years assuring road maintenance in cycles. After 20-years, the Town would put the tax levy back out to a community vote. If the Town approved a two percent annual levy, the Town could implement any percentage up to that two percent, but wouldn't necessarily have to levy the entire two percent. The Town had the discretion, based on the levy language, to increase the property tax at two percent of the levy every year (example: 2% on the 2% levy).
- The next election was in May 2019, so the tax levy vote would need to be ready by that time.
- Mr. Marbury would like to bring the additional information back to the Committee before the Council presentation on September 18th
- Properly informing the community that the tax levy would be used solely for the roads, giving them a general schedule of road work and show them the result of no work to the road system or the future of the roads maintaining the current status quo.
- Take pictures of the roads before any work is completed and create a road folder with the images of the poor conditions.
- The Committee would have one more opportunity to review the information before the Council Study Session. They currently supported a fixed rate levy and a minimum tax levy of 1.5 percent that would meet the bare minimum maintenance standards but preferred a two percent levy to properly maintain the roads. The tax revenue would be restricted to roads only. The presentation to the Council would outline what would be provided annually to the roads at the different tax levy amounts. Also, the Committee wanted to encourage the Town Council to verbalize their intent to continue to designate \$400,000 from the general fund to the road fund at this time.

9) NEW BUSINESS

- a) Consideration and possible action to select a Vice-Chair and Secretary.

The Committee discussed the current vacancies that needed to be filled and what roles that each played on the Committee.

MOVED by Chair Corey Mendoza, seconded by Committee Member Ron Romley to appoint Councilmember Jack Miller as the Roads and Streets Committee Vice Chair.

AYE: Chair Corey Mendoza, Councilmember Jack Miller, Committee Member Robert Johan, Committee Member Dean Echols, Committee Member Ron Romley

PASSED - Unanimously

MOVED by Chair Corey Mendoza, seconded by Committee Member Dean Echols to appoint Committee Member Ron Romley as the Roads and Streets Committee Secretary.

AYE: Chair Corey Mendoza, Councilmember Jack Miller, Committee Member Robert Johan,
Committee Member Dean Echols, Committee Member Ron Romley

PASSED - Unanimously

10) FUTURE AGENDA SUGGESTIONS

Mayor Croft requested the discussion of a four-way stop between Road 1 East and Road 2 North.
Staff will discuss the topic further with the Mayor.

11) ADJOURNMENT

MOVED by Councilmember Jack Miller, seconded by Committee Member Dean Echols to adjourn the
meeting at 5:30 p.m.

AYE: Chair Corey Mendoza, Councilmember Jack Miller, Committee Member Robert Johan,
Committee Member Dean Echols, Committee Member Ron Romley

PASSED - Unanimously

Submitted: August 20, 2018.

By: *Vickie Nipper, Deputy Town Clerk*

Approved: September 10, 2018.