

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

**MONDAY APRIL 10, 2023
4:00 P.M.**

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

Present: Tom Armstrong, Chair; Ron Romley, Secretary; James Wise, Committee Member; Robert Johan, Committee Member; Wayne Napier, Committee Member; Robert Schacherer, Committee Member

Absent: Dean Echols, Committee Member

Staff Present: Cindy Blackmore, Town Manager; Mark Davis, Street Superintendent; Paul Smith, Streets Foreman; Frank Marbury, Public Works Director/Town Engineer

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 January 9, 2023, regular meeting minutes.

MOVED by Secretary Ron Romley, seconded by Committee Member Wayne Napier to approve the January 9, 2023, regular meeting minutes.

AYE: Chair Tom Armstrong, Secretary Ron Romley, Committee Member James Wise, Committee Member Robert Johan, Committee Member Robert Schacherer, Committee Member Wayne Napier

6 - 0 PASSED - Unanimously

- b) Consideration and possible action to approve the February 13, 2023, regular meeting minutes.

MOVED by Secretary Ron Romley, seconded by Committee Member Wayne Napier to approve the February 13, 2023, regular meeting minutes.

AYE: Chair Tom Armstrong, Secretary Ron Romley, Committee Member James Wise,
Committee Member Robert Johan, Committee Member Robert Schacherer, Committee
Member Wayne Napier

6 - 0 PASSED - Unanimously

4) PUBLIC WORKS/TOWN ENGINEER'S REPORT

- a) Update and possible discussion on APS power project on Road 1 West.

Frank Marbury, Town Engineer, presented the following:

- Staff had laid one layer of asphalt when they found out that APS needed to cut into the road to lay electrical lines. APS was underway and would then patch where they had cut so that staff could continue the job and lay the second layer of asphalt.

- b) Update and possible discussion on FY23 projects.

Frank Marbury, Town Engineer, presented the following:

- Road 1 East was the major street for FY23 from Center Street to 3 South, along with cul de sacs off the West side of Perkinsville. The bids would open tomorrow.
- The Town would be saving money by having the roads crew do the prep work and have the contractors pave them. The original plan had been to have a contractor do one cul de sac from start to finish, but by having the roads crew do the prep work they were able to complete three cul de sacs, for the price of one.
- The last cul de sac had a future water and sewer lines going under it, so it could not be redone yet. Once the bids came in staff would look at possibly having the road crew rip it up, blade it, and chip seal it to last a couple years until that water and sewer work was done.

- c) Update and possible discussion on chip sealing Angus Place and the pathway along 1 West between the Senior Center and Del Rio Middle School.

Frank Marbury, Town Engineer, presented the following:

- This project would be looked at if there was enough money left after the other FY23 projects. Staff had surveyed the area and said that it was in decent enough shape that chip sealing over it would be sufficient and it would not have to be ripped up.

- d) Update and possible discussion regarding flooding on Perkinsville Road.

Frank Marbury, Town Engineer, presented the following:

- This was regarding the Perkinsville Road flood incident.
- About one-third of a mile just after the cattle guard was inundated from heavy rains and a release from Watson and Willow lakes.
- Mr. Marbury hadn't seen that much water in the six years he had been with the Town. The peak release was 2,500 cubic feet per second which exceeded anything the Town had seen in 20 years. The road had blown out before, but not from that amount of water.
- After speaking with the Water Resources Manager it was estimated that this event was between a 250- and 500-year event. It wasn't all caused by rain, but by runoff and the lakes being at capacity.
- The Town had eleven pipes under the road that could handle approximately 200-250 cubic feet per second. The road washed out completely and was three to four feet deep in some spots.
- As soon as the water stopped running enough to go back through the pipes Town road crews went out and laid approximately 1,300 tons of material or 100 truckloads of material that had been stock piled at Old Home Manor. It took a day and a half worth of work to make the road passable. There was still some damage on some of the pipes that would need repair in the future.
- Staff was working on keeping the road passable for now and trying to repair the pipes and make sure they were open. The Town was working with County, State, and Federal agencies in a two-pronged approach.
 - The first priority was to try to repair the road and fortify it where they could. The water would probably still go over it in major events.
 - The second priority was to get some grants to help with the project. A meeting had been held the Monday before the flooding with the NCRS, a division of the USDA Federal Agency as the County Flood Control was trying to get money for a couple projects including Perkinsville Road. Federal projects were cumbersome, took forever, and may or may not happen. The grant would study the feasibility of making the area an all-weather crossing with some sort of culvert or bridge-type structure. It might also qualify as a wild life crossing for the antelope and possibly open up more money. The other issue that needed to be studied was the braided stream which meant that the stream bed moved back and forth as silt and sand deposits in different storms. It seemed like the stream was moving west currently, so they would need to plan for movement of the stream.

Cindy Blackmore, Town Manager, presented the following:

- The Mayor had declared an emergency which opened some funds available through grants.
- The Town did not currently have any money programmed for that road but would do what they could in-house and would continue looking at outside agencies and partners to see where some funding would be available.

Staff and Committee Members discussed the following:

- One member stated that residents paid a lot of money into the County Flood Control District and thought this could be a good use of some of those funds.
 - Mr. Marbury stated that the Town received about \$120,000 per year which the County had been allowing the Town to stockpile in order to start designing the cemetery draw flood project which was a priority for the Council as it kept flooding the Chino Meadows 2 Subdivision.
- One member asked if the Town had received any notice that the flood gates were being opened.
 - Mr. Marbury stated that he got word two days after they were opened. There had been

a breakdown of communication. Mr. Marbury had been speaking with the County and the County then got hold of the appropriate people in Prescott and they now had a list of people to notify for such events. The National Weather Service would also be getting notified so they can issue flood warnings.

- Mr. Marbury didn't want to blame Prescott as it had been 10 years since something like this had happened and there had been staff turnover and they likely didn't know who to notify. But it had been worked out for future events.
- Members stated that even if they did have notice, it wouldn't have made a difference, but it was good to know the communication had been worked out.

Chair Armstrong opened the item for Public Comment.

Scott Tamborski presented the following:

- He had lived in Haystack Ranches for three years and moved in a month after the last flood of 2020. He stated the way this was handled was an embarrassment to the Town and the response from staff was inappropriate. Mr. Tamborski stated that he was told to talk to the County since Haystack was built before Perkinsville Road was annexed and it was the wrong way to go about things and was not the way to grow the Town. He stated he understood that the solution was not as simple as building a bridge, but the residents and local businesses expected to receive updates and see the issue continue to come up in Town meetings. Although Haystack was not "part of" Chino Valley, Perkinsville Road was the only access they had to get to Chino unless they took a back road via State land to Prescott Valley; an hour-long trip to get to Chino Valley. But fire and medical would have no access to Haystack during such an event. People were also not able to receive propane or other delivery services that they needed. Prevention would be cheaper than a lawsuit if someone died due to lack of access to services. The studies that needed to be done should have happened at the last flood event or even the one before that. The community also needed a secondary route to get out even if it was only for emergencies, and it couldn't be a County issue because it was Chino land all around them. If the area was moving out of drought conditions something like this could happen every year.

Michael Colasuonno presented the following:

- He lived in Haystack and stated that the water was to the road before the rain event happened. Prescott had been releasing water for a month. He stated that when the Town saw the road was going to wash out, they just put up a sign and went home, but that it was private citizens who knew that it would be significant and pitched in to make the road passable for Cattlemen's weekend. He stated that the 14-inch culverts that were currently in place were not sufficient and it wouldn't cost millions of dollars to replace them with three- or four-foot culverts. The river moved to the west because the water couldn't get through where it was supposed to go through. If there had been a berm on the south side it would still push the water where it was supposed to go. Something needed to happen before years of studies. This event was a perfect case study and should inform the Town of what needed to be done so that monsoon season wouldn't be a disaster. He stated that the Chino Valley School District had a great communication system notifying parents by phone, text, and email, when something went on in the school district and the Town should adopt something similar. People that were out of town had no notice that this was going on and needed help from their community to get home. Chino Valley needed to have impact fees to contribute to the infrastructure as all the new development affected the roads, emergency services, and the school system. If there would be an RV park at Old Home Manor, there would be a lot of side-by-sides going down Perkinsville Road to state lands. The developers should put in their fair share.

Staff was directed to respond to public comments at the next meeting.

- e) Update and possible discussion on the Highway 89 widening project.

This item was heard during New Business.

5) COMMITTEE CHAIR REPORT

Chair Armstrong presented the following:

- Utility work was scheduled for Monday, April 10th on N Road 1 W, between W Road 1 N and W Road 2 N and would be closed to through traffic through Friday, May 5th. One lane would be open during work hours and would be permitted for local traffic only.
- Utility work was ongoing at the intersection of W Road 2 N and N Road 1 W. The intersection had one lane open.

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

Chair Armstrong presented the following:

- A Press Release from Yavapai County stated the following: Asphalt Paving and Supply would be laying asphalt on Quail Ridge Drive and Road 5 North in Chino Valley, and Canyon Drive and Robinson Drive in Prescott. Construction would begin on May 1st and continue through June 12th. One lane of traffic would remain open at all times, but drivers should expect delays.

8) OLD BUSINESS

- a) Update and possible discussion regarding the 5-Year Capital Improvement Project.

Frank Marbury, Town Engineer, presented the following:

- Staff had been preparing the budget for the CIP program and had a meeting to lay out what they felt were the big projects that would need to be done to fix the roads regardless of time or money. This was detailed on a map that Mr. Marbury provided to the Committee. To fix the roads properly would require approximately \$86 Million. For fiscal year 23/24 the Town would have a Capital budget of about \$1 Million. Three years ago it was just \$300,000.

Cindy Blackmore, Town Manager, presented the following:

- She had been working with Mr. Marbury on putting a plan in place looking a couple years out to see what it would take to get the roads done. The \$86 Million price tag was eye-opening. With the Town's current funding system, they could fund between \$1 Million to \$1.5 Million and Staff would be working hard to see if they could get that balance up as it was Council and citizen priority. Any extra money that the Town did have in the budget would go towards fixing roads.
- Beyond that there would be no other funding source available unless a new revenue stream came into the Town such as a large retailer or primary property tax.
- Staff was working on looking at the bigger picture and what it would really take, but the reality was that the Town did not have the money to fix them to the higher standards.

Staff and the Committee discussed the following:

- The Town had impact fees years ago and the state took them away, but Prescott Valley and other areas were now charging impact fees.
 - The State changed the rules in 2011 and the Town hadn't collected Impact Fees after 2013 or 2014. Impact fees could not be used for roadway maintenance. They could only be used for growth projects to pay for the growth coming into the Town, such as adding a lane to a road that leads to a new development. It used to be that Town's and City's would use them to widen roads and the development industry figured out what was going on and lobbied to have that changed at the legislature. Staff was looking at impact fees, but it would not help the funds for maintaining the existing roads.
 - One Committee Member stated that he had brought up Impact Fees before and was told that it was too hard, too much paperwork, and too many rules to follow, even though it was something in front of the development.
 - Impact Fees were difficult to administer and if certain parameters were not met within a certain amount of time the Town would have to give the money back.
 - It was still being discussed between Council, the Town Attorney, Town Manager, and Town Engineer to have them in place.
 - Prioritization plans were also a requirement of Impact Fees and Staff was working on that and some other upfront work. Developers did have fees and costs that the Town made them pay such as installing their own roadways, sewer, and water.
 - One Committee Member mentioned that Norm Davis with Prescott Valley got a lot of projects funded back in 2008 and 2009 because he had plans in place.
 - Staff was working hard to get plans ready for 10 years out so that it could be ready to go should funds become available.
 - Prescott Valley was using Impact Fees to add sidewalks along Glassford Hill for the new developments.

Staff and the Committee reviewed the CIP that Staff had prepared:

- The first sheet was the major roads for the CIP. Staff had laid out what they thought the priorities were based on staff evaluation, street crew evaluation, engineering evaluation, complaints, and traffic counts.
- The second sheet was local roads such as Chino Meadows 1 that was built in 1964. Staff suspected the last time it had been chip sealed was 20 years ago and chip sealing was only meant to last three to four years.
- Last year's CIP had Old Highway 89 and the historic bridge as the next priority on the list. Staff was asking the Committee if they felt that Road 1 East in front of the school should be the priority instead.
 - Committee members stated that Old Highway 89 was ok structurally, it was just cosmetic, and it didn't affect as many people as Road 1 East.
 - Staff would also try to re-chip the gap between the car wash on 2 North and Peppertree

as that had been left undone in previous projects.

- Widening 2 North had been discussed before, but it would require putting the power under the road and the ditches would have to be piped and that was expensive. Staff was just looking to re-chip the road for now.
- What Staff really wanted for Road 1 East was to be three lanes with curb and gutter and sidewalks for the kids to walk on in front of the school which would cost \$6 to \$8 Million. The presented plan would be \$1.6 Million.
- Reed Road was now on the plan from 1 North to 3 North.
- Perkinsville Road from Jerome Junction to the end of the pavement needed to be rebuilt and would cost \$3 to \$4 Million.
- East Road 4 North was also getting bad in front of the development. The developer contributed money for their portion of the extra roadway and the money was waiting for development to be completed and would then be spent on that road. The road had deteriorated faster than staff thought it would.
- Staff would be looking for Council to adopt the plan, but only year one would be budgeted. Year two was likely pretty solid but could change if another road suddenly fell apart.
- The Committee agreed to send the CIP to Council for approval.

b) Update and possible discussion regarding the Town map for Street Maintenance.

This item was heard last but retained here for consistency.

Staff and the Committee discussed the following:

- Staff wanted to know if the Committee had any other comments on the map or if it should be sent to Council in a Study Session.
 - One committee member asked if the Council wanted to include roads the Town was not already doing. He stated that a lot of the roads were on lot splits and they were notified at the time that the road would not be maintained.
 - The roads not currently maintained by Council would have to be brought up to Town standards, and then Council would vote to accept the road for maintenance, or Council could decide to spend the money to pave the road and bring it into maintenance. Some of the houses may have been sold two or three times and the current owners didn't know.

9) NEW BUSINESS

a) Update and possible discussion regarding utilizing State funds to widen Highway 89 to four lanes between Road 3 North and Road 5 North.

Chair Armstrong presented the following:

- This was part of a bill submitted by the Rural Transportation Advocacy Council and CYMPO. It had gone through the House, Senate, Senate Appropriations Committee and was heading to Budget next.

10) FUTURE AGENDA SUGGESTIONS

11) ADJOURNMENT

The meeting was adjourned at 5:03 p.m.

Submitted: April 26, 2023.

By: *Sara Burchill, Deputy Town Clerk*

Approved: July 10, 2023.