

RESOLUTION NO. 14-1047

A RESOLUTION OF THE MAYOR AND COMMON COUNCIL OF THE TOWN OF CHINO VALLEY, COUNTY OF YAVAPAI, ARIZONA, ADOPTING A POLICY FOR THE PRIORITIZATION OF ROADWAYS FOR THE TOWN'S ANNUAL ROADWAY RESURFACING PROGRAM

WHEREAS, the Town of Chino Valley faces significant funding challenges to conduct its planned annual roadway resurfacing program; and

WHEREAS, the Town has approximately 75 miles of roadways surfaced with a chip seal surface and approximately 31 miles of roadways surfaced with asphalt that are in need of maintenance; and

WHEREAS, the Town desires to use its limited road resurfacing funds economically and expeditiously to maintain its roads in as reasonably safe condition as possible for the benefit of its residents and the travelling public; and

WHEREAS, the Roads and Streets Committee reviewed the proposed policy and recommended its approval to the Town Council to provide the Public Works Department with consistent and need-based criteria for prioritizing the competing needs of these roadways;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Common Council of the Town of Chino Valley, County of Yavapai, Arizona that:

1. The Mayor and Common Council hereby adopts the Town of Chino Valley Policy for Prioritization of Roadways for the Town's Annual Roadway Resurfacing (the "Policy"), as set forth in Exhibit A which is attached hereto and incorporated herein by this reference; and

2. The Public Works Department is hereby authorized and directed to maintain and update annually a prioritized list of roadways to be resurfaced or reconstructed in accordance with the Policy.

PASSED AND ADOPTED by the Mayor and Common Council of the Town of Chino Valley, Arizona, this 9th day of September, 2014 by the following vote:

AYES: 5
NAYS: 0

ABSENT: 2
ABSTAINED: 0



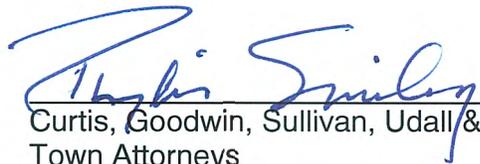
Chris Marley, Mayor

ATTEST:



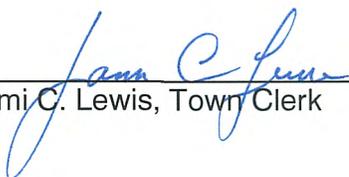
Jami C. Lewis, Town Clerk

APPROVED AS TO FORM:



Curtis, Goodwin, Sullivan, Udall & Schwab, PLC
Town Attorneys
By: Phyllis Smiley

I hereby certify the above foregoing Resolution No. 14-1047 was duly passed by the Council of the Town of Chino Valley, Arizona, at a regular meeting held on September 9, 2014, and that quorum was present thereat and that the vote thereon was 5 ayes and 0 nays and 0 abstentions. 2 Council members were absent or excused.



Jami C. Lewis, Town Clerk

TOWN OF CHINO VALLEY, ARIZONA

POLICY FOR PRIORITIZATION OF ROADWAYS FOR THE TOWN'S ANNUAL ROADWAY RESURFACING PROGRAM

PURPOSE: To provide a consistent need-based criterion to determine which roads will be resurfaced or reconstructed as part of the Town's annual resurfacing or reconstruction program.

POLICY: The Public Works Department shall assess the condition of all roads in the Town in order to prioritize which roads will be resurfaced or reconstructed during the annual road resurfacing program. The assessment shall be based upon the following criteria:

- Overall roadway condition; and
- Number of residences that are serviced by the road; and
- Traffic volumes (when such data is available).

The Public Works Department will maintain, and annually update, a list of roadways in need of resurfacing or reconstruction. The list is intended to provide a 5 year plan. However, the limited amount of the available funding does not fund the project as a typical 5 year plan. Based on current prices, funding for the project will enable approximately 2 miles of resurfacing or reconstruction.

In the event that additional funds become available for roadway resurfacing or reconstruction projects, those funds will be applied to roadways in the order as prioritized above. However, other factors such as significant traffic volumes may move a roadway to a higher rank because of its critical nature to the overall transportation system. Other factors such as how it fits the funding and timing available for the overall project will also be applied.

BACKGROUND AND BASIS FOR THE POLICY:

The Town of Chino Valley has had significant reductions in its State shared revenues for the Highway User Revenue Fund (HURF) due to the Arizona State Legislature sweeping HURF funds for the past 6 years. These sweeps have reduced available funding for the Town's annual roadway resurfacing program to approximately \$90,000. Town staff has looked for inventive ways to stretch these limited funds. Through the efforts of the Public Works Department by purchasing the Town's chip spreader and contracting for the provision of oil, distributor truck, chips, and trucking, the 2014 cost of providing a double chip sealed surface, with a fog seal, is approximately \$45,000 per mile.

Types of Roads in Chino Valley:

1. Chip Sealed Roads. Chino Valley constructs many of its roadways to a fairly low engineering section. Many streets in the Town are simply a chip sealed surface over the native

dirt. Over the years, many streets have had as many as 8 layers of chip seal laid on top of each other. Approximately 70% of the chip sealed streets have an aggregate base material under the many layers of chip seal. The Town currently has 74.45 miles of roadways surfaced with chip seal.

2. Asphalt Roads. Roads constructed within the more recently developed subdivisions have a more typical engineered roadway section. Typically, these roads have 4"-8" of aggregate base course under 2"-4" of an asphaltic concrete surface. Some of these subdivisions have received a chip seal surface over the existing asphalt many years ago and now are in need of some additional maintenance. The Town currently has 30.83 miles of asphalt streets.

3. Unsurfaced (dirt) Roads. Typically, Chino Valley's unsurfaced roads consist of 6"-12" of aggregate base course with no bituminous surfacing. Water, rutting, wash boarding, fugitive dust, and a need for frequent blading are the most common issues relating to dirt roads. The Town currently has 36.68 miles of unsurfaced roads.

Maintenance Requirements:

Typically a roadway surfaced with chip seal will last approximately 7-10 years before resurfacing is required. Whereas a roadway constructed out of asphaltic concrete has a life span of approximately 20-25 years with routine maintenance.

All Town roads, regardless of category, require attention from the Public Works road crews, but time and money available for this purpose are limited. The 2008 reduction in forces reduced road crews from 11 full time employees to 6. If the road crews took on a task such as resurfacing 10 miles of roadway, that task would monopolize their time making them unable to perform their regular duties of weed mowing, pot hole maintenance, maintenance of Highway 89, sign repair, and other required maintenance tasks. Coupled with the fact that the roadway resurfacing program occurs during the demanding monsoon season, it is necessary to balance the crew's available time between regular duties and immediate roadway needs such as repairs from flooding from a monsoon storm, weed mowing, keeping in mind the funding and time available.

The funds necessary to maintain just the existing 74.45 miles of chip seal roadways range from \$335,000 to \$475,000 based on the lifecycle of 7-10 years before resurfacing is required. To include a chip seal once every 10 years over the 30.83 miles of asphalt surfaced roads requires an additional \$150,000, bringing the necessary funds to maintain just the 105.28 miles of surfaced streets to a range of \$485,000 to \$625,000. Because the amount of time that a 20 mile chip seal program would require, significant additions to personnel would be required. Even a program that would resurface or reconstruct 10 miles would require that the original staffing levels of 11 be returned.

DISCUSSION:

Given the financial and time limitations outlined above, roadway resurfacing or reconstruction must be prioritized based not only on the limitations of Town personnel and funding, but other factors of the community or neighborhood as well. These factors include current roadway conditions, the number of vehicles traveling that roadway, and the number of residences that are serviced by that roadway. The Town collects traffic data for all the major numbered streets but not for *every* road that is maintained by the Town. When traffic volume is available, it will be incorporated into the decision making process of roadway prioritization.

The Public Works Department proposed, with concurrence from the Roads and Streets Committee, to use a three-tiered evaluation that will be applied to Town roadways to prioritize the roadways for purposes of resurfacing or reconstruction. The conditions to be evaluated are:

- Overall roadway condition;
- Number of residences or businesses that are serviced by the roadway; and
- Traffic volumes (when such data is available).

Overall condition of the roadway will be determined by the Public Works Department based on its database that includes an overall ranking of Town roadways. This overall ranking is based on the roadway surface condition, alligatoring, transverse and longitudinal cracking, shoving, rutting, and condition of the shoulders. Many of the chip seal surfaced streets have a current rating ranging from 5 to 9 meaning complete reconstruction of the roadway is recommended.

The number of residences that are served by the roadway are the immediate homes within the actual neighborhood that the roadway services. This type of roadway is typically called a residential roadway as opposed to other roads that are defined as collector or arterial street.

Traffic volume data is collected annually by the Public Works Department. Typically, this data is collected for the major collector and arterial streets. Local residential streets are not included in the normal traffic counting program but such data sometimes becomes available.

At the time of adoption of this policy in 2014, approximately \$90,000 is available for roadway resurfacing. Through the efforts of the Public Works Department by purchasing the Town's chip spreader and contracting for the provision of oil, distributor truck, chips, and trucking, the 2014 cost of providing a double chip sealed surface, with a fog seal, is \$45,000 per mile. This equates to the ability to resurface approximately 2 miles per year. The Town has 74.45 miles of chip sealed roadways. At the current level of funding, a chip sealed roadway will be resurfaced every 37.22 years. Unfortunately, a chip sealed roadway will last approximately 7-10 years.

A listing of roadways will be maintained and periodically updated by the Public Works Department depicting the ranking and staff's recommended roadways to be reconstructed or resurfaced. The intention of the list is to create a 5 year plan. The listing of streets on this list will have a significantly large number of roadways over the availability of funding. The intention of the listing of roadways does not imply that there are sufficient funds to provide for the actual maintenance of the roadway within the 5 year time limitation. As additional funding

becomes available roadways that meet the funding, timing availability and ranking will be selected from the list for resurfacing. However, other factors such as significant traffic volumes may move a roadway to a higher rank because of its critical nature to the overall transportation system. Other factors such as how it fits the funding and timing available for the overall project will also be applied.