

City of Prescott

City Council - Study Session



June 27, 2023 | 1:00 PM
201 N Montezuma Street
City Council Chambers, 3rd Floor
Prescott, AZ 86301

MINUTES

1. CALL TO ORDER

Mayor Goode called the meeting to order at 1:00 p.m.

2. ROLL CALL

Phil Goode - Mayor
Brandon Montoya - Mayor Pro Tem
Connie Cantelme - Councilwoman
Eric Moore - Councilman
Cathey Rusing - Councilmember (excused)
Steve Sischka - Councilman
Clark Tenney - Councilman

3. DISCUSSION

- A. Presentation and Discussion Regarding Community Outreach and Public Participation Plan for the Effluent Tank, Pipeline & SR89 Widening Project. City Manager Katie Gregory introduced the discussion and stated that this is the kickoff for public participation in a series of projects that will be taking place within the corridor. She introduced the team who will be presenting the discussion including Deputy Public Works Director Gwen Rowitsch, Transportation Manager Ian Mattingly and Capital Program Manager Tim Sherwood.

Ms. Rowitsch began the discussion with an overview of the background for centralization of the effluent tank and pipeline and SR89 widening projects.

Centralization Background:

- * Centralization - series of projects to locate the city's wastewater operations to the Airport Water Reclamation Facility
- * 2017 - new force main installed from Sundog Lift Station to Lillian Lane
- * Current effluent line requires frequent maintenance
- * Five Major repairs in current effluent line in the last 10 years

Project:

- * New effluent storage tank located near Watson Lake Park entrance
- * Installation of new effluent line from new tank to Kieckhefer Ranch
- * Conversion of existing 24" effluent line to wastewater
- * Widen 2.5 miles of SR89 from two lanes to four lanes

Councilman Moore asked if the centralization project includes rerouting the sewer line through tribal land.

Mrs. Rowitsch responded that it is not part of this project.

Councilwoman Cantelme asked how these projects would impact the waterlines in the area.

Ms. Rowitsch responded that there are no water lines in this area.

History of SR89:

- * Completed in 1920s
- * ADOT Owned and Maintained until 2011
- * 2005-2007 Widening from Yavape to Willow Lake Road
- * 2011 ROW swap with ADOT
- * 2015 ADOT widened SR89 from Deep Well Ranch Road to Road 4 South in Chino Valley
- * 2017-2019 City of Prescott and ADOT widened SR89 from Deep Well to Phippen Trail
- * 17 mile stretch of SR89 between SR69 interchange to Road 3 North, Chino Valley
- * Only remaining two-lane section is 2.5 miles from Willow Lake Road to Phippen Trail
- * Goals are - improved turning movements and improve capacity and roadway operations

Mr. Mattingly continued the presentation regarding Transportation Planning and Levels of Service including the long range transportation planning documents like the CYMPO Regional Transportation Plan (RTP), CYMPO Regional Safety Plan, and the City of Prescott General Plan.

Transportation Planning:

- * 2045 RTP identifies SR89 widening through the Dells as the highest priority expansion project to be constructed by 2030
- * 2015 Prescott General Plan - identifies project and plan goals, including level of service (LOS) "C" or better during peak periods for all arterial roadways and supports alternative transportation modes (walking and bicycling)
- * LOS describes operating conditions of roadways based on speed, travel time, maneuverability, delay and safety
- * Traffic volume increases on two-lane SR89 and LOS will degrade leading to - reduced speeds, congestion increases, and access in and out becoming difficult and impacting delay and safety

Traffic Data:

- * SR89 current configuration serves a volume of up to 20,200 (AADT 17,900) vehicles per day at peak hour
- * Estimated 2023 volume the roadway is operating at peak hour level of service
- * Anticipate LOS at "D/E" by 2030 without widening, SR89 will degrade depending on regional growth and new roadway connections and likely an "F" by 2045
- * With widening to four lanes, it will immediately improve the level of service to an "A", which will remain in place until 2055

Traffic Collisions (2015-2022):

- * 19 Speed Related
- * 11 Failure to keep in proper lane
- * 9 failed to yield ROW
- * 5 Following too closely
- * 4 wildlife (deer)
- * 4 mechanical/other
- * 2 DUI/Medical

Speeds:

- * Reduced peak hour speeds (30-35 mph) are common at merge points
- * Speeds remain below posted speed limit for extended distances
- * This will continue without widening

Councilman Moore commented that it can be very difficult to see both directions and find a gap when pulling out onto SR89 and he feels that roundabouts in this area would be a great addition.

Mr. Sherwood concurred and continued the presentation regarding the conceptual layouts for the area. A five-lane concept through the corridor is being proposed with a 12 ft center median lane, striped shoulders and lanes on either side. The widest point is 200 feet in diameter to accommodate roundabouts, and there are 10-12 feet of possible rock removal on either side of the road to accommodate that expansion. This would be looked at regularly as the project develops.

Councilman Tenney asked if this would be the entirety of the 2.5 mile corridor.

Mr. Sherwood responded that it is just the narrowest area, about a 1/4 mile portion of the corridor.

Councilwoman Cantelme asked if the roundabout narrows down to a single lane or a double lane.

Mr. Sherwood responded that the Phippen Roundabout is an example of what it would be like. East to west there would be single lanes but north to south would be double lanes.

Professional Geographic Engineer Robert Cummings with Call & Nicholas Inc. provided a presentation regarding modern rock removal techniques. This is an area for complex geologic design. Use of natural fractures when blasting for new cut slopes.

Granite Dells Master Jointing:

- * Existing roadway follows persistent fracture trends
- * Most persistent fractures are near vertical and isolated blocks of massive granite
- * Present opportunities to - economize on earthwork, preserve a natural appearance, reduce footprint and disturbance

Conventional Top-Down Blasting:

- * Safe access required for drilling equipment
- * May be adapted to various slope angles
- * Multiple lifts required so blast holes can fragment the rock properly
- * Lifts must be wide enough for equipment use
- * Controlled blasting can be used

Alternative Approach:

- * Leverages horizontal hole-controlled drilling
- * Reduces or eliminates the hazards of top access and pioneering
- * Takes best advantage of natural fracturing
- * Reduces footprint and earthwork
- * Preserves the theme of existing highway
- * Special techniques required for accurate drilling
- * Drilling equipment will occupy roadway (traffic control measures must be considered)

Improved Slope Appearance and Efficiency:

- * Exploit natural fracturing in slope design
- * Close coordination between designer and geo-professionals
- * Use horizontal blast holes where top access is difficult
- * Use LIDAR, geologic mapping, and detail blast hole collar surveys for accurate horizontal hole drilling
- * Use top-down techniques where feasible for access
- * Warp ends of cuts and lay back intercepted drainages

Other Blasting Items:

- * Traffic control and closure timings
- * Control vibrations and air blast - suitable blast designs, monitoring
- * Stable slope configurations
- * Pre and post blast surveys
- * Public outreach and information
- * Fragmentation and rock conservation
- * Slopes and trenches
- * Test blasting
- * Blast plan and blast report review and approvals

Mayor Pro Tem Montoya thanked Mr. Cummings for the presentation and for his focus on maintaining the aesthetics in this area.

Mayor Goode stated that he was under the impression that there was an opportunity for chemicals that can accomplish cleaving over blasting and if that would be an option here.

Mr. Cummings responded that no option is off the table, but the use of expansive grouts requires multiple blast holes and looking at exothermal reactions that have to react with each other, which would require more hole drilling and considerably more time.

Councilwoman Cantelme asked about the roundabout at Watson Lake and how the stacked rock formation in that area would be addressed.

Mr. Cummings responded that if the area could not be avoided and needs to be removed, there are a variety of ways that it could be done. Most natural rock formations are very amenable to blasting.

Ms. Rowitsch continued the presentation regarding the public outreach and virtual meeting room that has been set up for this series of projects. This is an opportunity to address deficiencies in the roadway and keep staff involved in that process. Mr. Sherwood walked Council and the public through the virtual meeting room and showed the survey which has been set up to get regional feedback on the corridor.

Councilman Moore asked about the building in the area that has been a number of businesses over the years near East Granite Gardens and if it would require a purchase of any kind to address if it is in the way of a proposed roundabout.

Mr. Sherwood responded that it is within the right of way and would need to be addressed in the future.

Councilman Sischka asked about bicycle lanes on this road.

Mr. Mattingly responded that there is input from the public regarding that and staff would like feedback on this. These are just concepts, but bike lanes can certainly be incorporated if that is the desire of the public.

Ms. Gregory highlighted the right of way and what the proposed roadways would actually be.

Mr. Sherwood continued with a review of the survey and public input portion of the website that has been created.

Councilman Tenney stated that he is very impressed with the research and thought that has gone into all of this. He added that it is important to remember this is all conceptual at this point.

Mayor Pro Tem Montoya concurred.

Mr. Sherwood stated that this website will go live tomorrow.

Ms. Rowitsch continued and showed the public where the Virtual Meeting Room can be found on the city website. A regional community meeting will take place on October 4 at the Adult Center on Rosser Street, with a Study Session for follow-up on community feedback received in December 2023. Citizens can register on the Virtual Meeting Room to be kept up to date on the project as it goes forward.

Councilman Moore thanked staff for the presentation today and stated that the model rolled out today should be used for all future projects in order to avoid

negative experiences for the public.

Mr. Sherwood said information about all of this will be on all city social media as well.

Project Schedule:

- * FY24 Community Outreach
- * FY24/25 Design
- * FY25/26 Begin Construction
- * FY27 Complete Construction

Councilman Moore asked about how this project would be paid for.

Ms. Rowitsch stated that the project is identified in the 5-year capital plan with funding in the Streets and Wastewater funds as appropriate. There are options for additional funding sources as well, but that will all still be discussed.

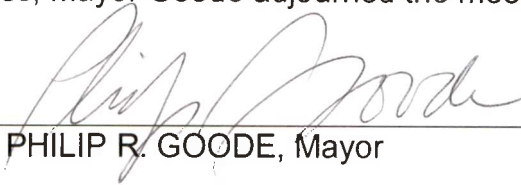
Mayor Goode stated the importance of members of Council reaching out to CYMPO and the County regarding the priority of this project and its broad impact on the region as a whole.

Member of the public Dana Womack addressed Council, and thanked staff and Council for the presentation and for alleviating some of the fears regarding the projects. She stated that the Virtual Meeting Room is helpful for some but not all people and also commented on the fact that some of the stakeholders will be impacted by living and operating businesses around that area.

This item was for discussion only. No formal action was taken.

4. ADJOURNMENT

There being no further business to discuss, Mayor Goode adjourned the meeting at 2:31 p.m.

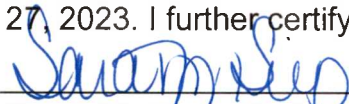

PHILIP R. GOODE, Mayor

ATTEST:


SARAH M. SIEP, City Clerk

CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Voting Meeting of the City Council Voting Meeting of the City of Prescott, Arizona held on June 27, 2023. I further certify the meeting was duly called and held and that a quorum was present.


Sarah M. Siep, City Clerk

