

A G E N D A

WORK SESSION OF THE CITY COUNCIL OF THE CITY OF COTTONWOOD, ARIZONA, TO BE HELD JULY 12, 2011, AT 6 P.M., AT THE COTTONWOOD COUNCIL CHAMBERS BUILDING LOCATED AT 826 NORTH MAIN STREET, COTTONWOOD, ARIZONA.

- I. CALL TO ORDER
- II. ROLL CALL
- III. ITEMS FOR DISCUSSION, CONSIDERATION, AND POSSIBLE DIRECTION TO STAFF:

Comments regarding items listed on the agenda are limited to a 5 minute time period per speaker.

1. DESIGN OF THE 12TH STREET RECONSTRUCTION PROJECT FROM FIR STREET TO SR 89A.
2. PURSUANT TO A.R.S. § 38-431.03.(A) THE COUNCIL MAY VOTE TO GO INTO EXECUTIVE SESSION ON ANY AGENDA ITEM PURSUANT TO § 38-431.03(A)(7)—DISCUSSIONS OR CONSULTATIONS WITH DESIGNATED REPRESENTATIVES OF THE PUBLIC BODY IN ORDER TO CONSIDER ITS POSITION AND INSTRUCT ITS REPRESENTATIVES REGARDING NEGOTIATIONS FOR THE PURCHASE, SALE OR LEASE OF REAL PROPERTY.

- IV. ADJOURNMENT

Pursuant to A.R.S. § 38-431.03.(A) the Council may vote to go into executive session on any agenda item pursuant to A.R.S. § 38-431.03.(A)(3) Discussion or consultation for legal advice with the attorney or attorneys of the public body.

The Cottonwood Council Chambers is accessible to the disabled in accordance with Federal “504” and “ADA” laws. Those with needs for special typeface print or hearing devices may request these from the City Clerk (TDD 634-5526.) All requests must be made 24 hours prior to the meeting.

Members of the City Council will attend either in person or by telephone conference call.

City of Cottonwood, Arizona
City Council Agenda Communication



Meeting Date: July 12, 2011
Subject: 12th Street, Fir to 89A
Department: Engineering
From: Troy Odell PE
Morgan Scott

REQUESTED ACTION

Conduct a work session to provide staff with direction on the design of the 12th Street reconstruction project from Fir Street to SR 89A.

BACKGROUND

During public meetings on the above referenced project the major requests from the public in regards to the 12th Street reconstruction project were to slow vehicles and install sanitary sewer infrastructure with the project. Staff has considered several options to address both concerns and will present them in more detail during the work session.

Also, staff would like direction in regards to the overhead electric (OHE) lines on 12th Street near SR 89A by AutoZone. City Council directed staff to place all OHE lines underground for the Mingus Ave project. There are approximately 270 feet of OHE lines and four power poles along 12th Street. The cost to relocate the OHE lines was not available at the time this staff report was due, but will have the cost available to council at the meeting.

SEWER:

City staff has analyzed several scenarios that would bring sewer into the 12th Street neighborhood and could be extended in the future to the Verde Palisades neighborhood lying west of 12th Street. Staff estimates that installing sewer line with the 12th Street project and providing the ability for all 18 residents between Fir Street and 89A to hook up to sewer would cost approximately \$487,000 or an average of \$27,000 per residence that would be served.

If sewer is not installed with the project utility sleeves would be placed under the road in strategic locations for possible future utility projects.

SPEED CONCERNS:

Originally 12th Street had been designed per the City standard collector street cross section which can be seen in Appendix A. The standard has a pavement width of 29 feet which allows for 11 foot wide vehicular lanes and 3.5 foot wide bike lanes (5 feet with gutter pan). This overly wide roadway would encourage speeding above the posted 25 mph speed limit.

Staff is therefore recommending the pavement width be narrowed to 25 feet wide (which would provide for two 12.5 foot wide lanes) and would slow vehicles. In addition to slowing the vehicles the narrow road section will allow the City to save substantial cost by not relocating as many utility lines nor purchasing as much additional right-of-way. The portion of 12th Street that was constructed from Birch St to Mingus Ave in 2009 has a 26 foot wide pavement section. The Birch to Mingus portion allows on street parking which has generated complaints from citizens, however the Fir to 89A portion will not allow on street parking on either side of the street. Due to the larger lots along 12th Street from Hwy 89A to fir, on street parking is not needed in this area. On the Birch to Mingus Ave portion of 12th Street a traffic calming device was used to narrow the street in order to slow traffic in just one location. The proposed narrow road section would encourage slower traffic along the entire portion of 12th Street from Fir Street to SR 89A.

If the road section is narrowed as staff is recommending, the bike lane would be relocated and combined with the sidewalks to form an 8-10 foot wide multi-use path which would be detached from the roadway for safety reasons. The concrete multi-use path would also meander for aesthetic reasons and to avoid expensive utility relocation. Some additional pedestrian/path easements will be needed to allow for the meandering path, but purchasing these easements will be less expensive than purchasing public utilities easements (PUE) and then relocating utility lines into the PUEs.

Preliminary concepts place the path on the West side of 12th Street south of Crestview Drive and on the east side north of Crestview Drive.

A typical cross section of the proposed roadway may be seen in Appendix B: Proposed Typical Cross Section.

JUSTIFICATION/BENEFITS/ISSUES

A narrower roadway will naturally slow drivers which will address citizen concerns. Also, detaching the multi-use path from the roadway and meandering the path around existing utilities will allow the city to save the expense of relocating existing utilities.

COST/FUNDING SOURCE

This proposal may actually reduce the overall cost of the 12th Street project because less asphalt will be used and the narrow road coupled with the meandering path will allow many utilities to be left in place.

If the road section is not narrowed, public utility easements will need to be purchased and many of the existing utilities will need to be relocated outside of the existing right-of-way.

Some pedestrian easements may need to be purchased for the construction of the meandering sidewalk.

REVIEWED BY:

City Manager: _____

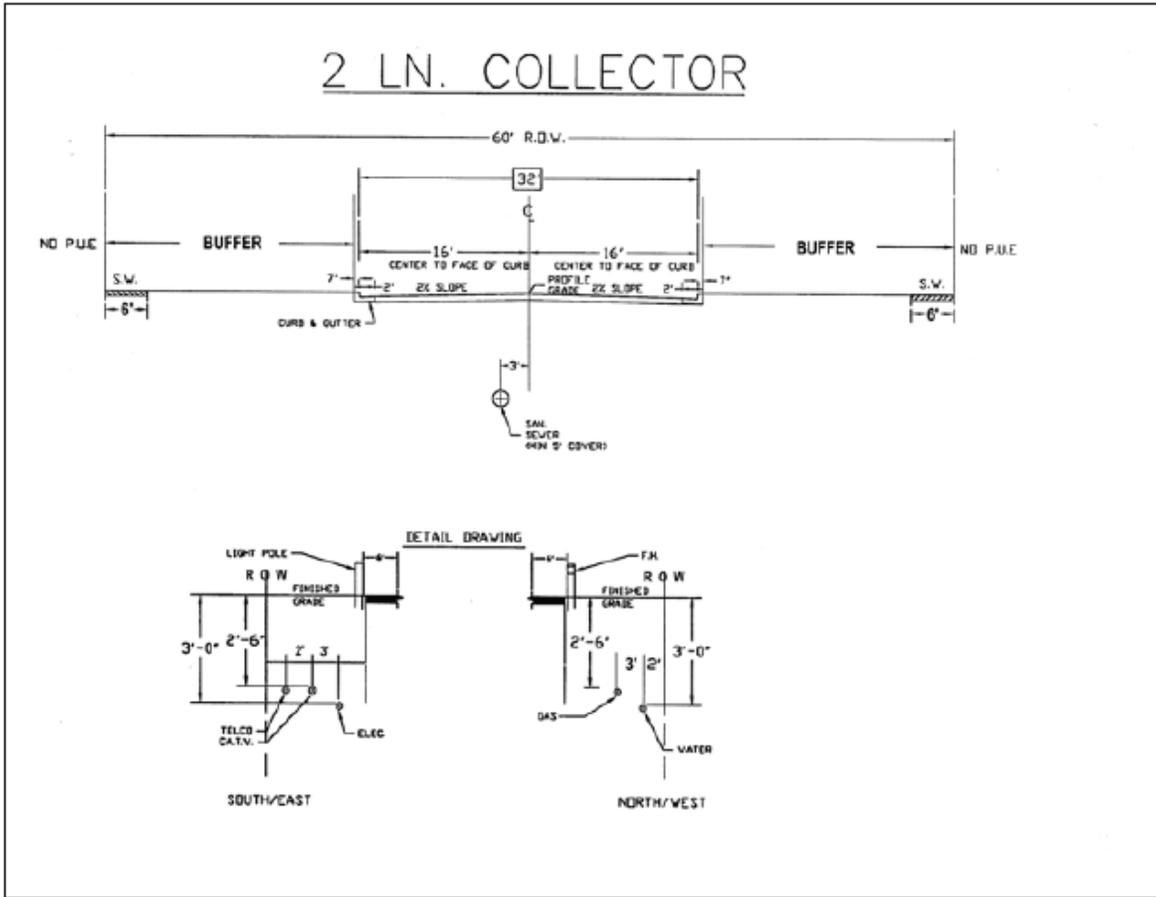
City Attorney: _____

ATTACHMENTS

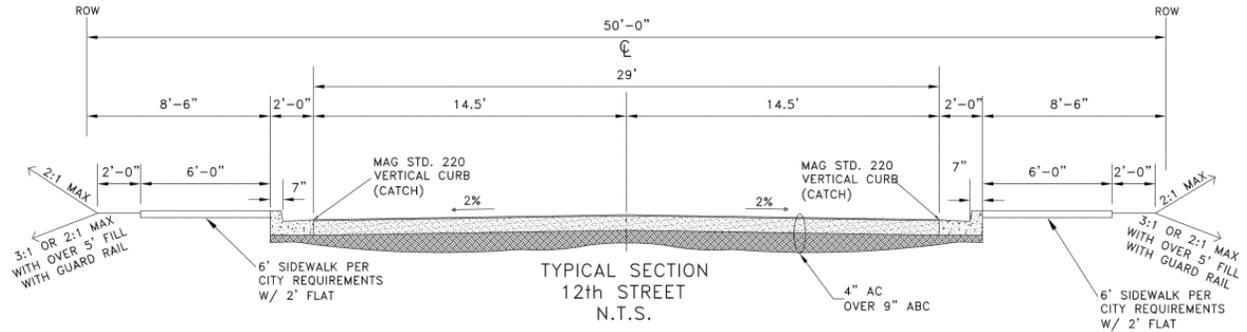
Appendix A: City Standard Collector Street Cross Section

Appendix B: Proposed Typical Cross Section

Appendix A: City Standard Collector Street Cross Section



Road Cross Section from Current Plan Set



Appendix B: Proposed Typical Cross Section

