

**PROCEEDINGS OF THE COCHISE COUNTY BOARD OF SUPERVISORS
WORK SESSION HELD ON
THURSDAY, MARCH 5, 2026**

A work session of the Cochise County Board of Supervisors was held on Thursday, March 5, 2026, at 1:00 p.m. in the Board of Supervisors' Hearing Room, 1415 Melody Lane, Building G, Bisbee, Arizona.

Present: Frank Antenori, Chairman; Kathleen L. Gomez, Supervisor; Tom Crosby, Vice-Chairman, Telephonic

Staff Present: Sharon Gilman, County Administrator
Joe Casey, Deputy County Administrator
Bert Whitehead, Deputy Civil County Attorney
Lara Loewenheim, Clerk of the Board

Attendees: Jason Faccio, Public Works Director
Brad Simmons, Interim Director of Engineering
Fred Nixon, Superintendent Highways Operations
Jessica Moore, Administrative Manager

Chairman Antenori called the meeting to order at 1:06 p.m.

ITEMS FOR DISCUSSION

Board of Supervisors

1. Discussion and possible direction regarding adding or dropping County Roads

Mr. Faccio presented this item by a PowerPoint presentation. He stated that the roads had been organized by district and that staff prepared estimated construction and annual maintenance costs. Mr. Faccio began with District 2 as Vice-Chairman Crosby was not present at the beginning of the meeting. Vice-Chairman Crosby joined the meeting via Teams at 1:09 p.m.

Mr. Faccio discussed roads in District 2 and reported that staff contacted residents regarding right-of-way for Hargin Ranch Road. He stated that a property owner responded and indicated they would not donate the right-of-way but would be willing to sell it to the County. He also noted that if the previously discussed roads were removed from consideration, approximately 3.443 miles could be added elsewhere.

The Board and staff discussed E. Chippewa Street, which would connect Pintek Lane to South Ridling and serve as a connector between two maintained roads. Mr. Faccio reported an estimated construction cost of approximately \$101,430 and annual maintenance costs of about \$747 due to the need for initial road buildup and site preparation.

In response to the Board, Mr. Faccio explained that higher construction costs occur when roads require significant initial buildup due to the lack of existing material, drainage concerns such as sheet flow, or the need to add aggregate base to reach native grade. He noted that some roads are more expensive due to conditions such as

excessive grading below native ground, rock removal, or the need to import suitable road material.

Mr. Faccio discussed Kensington and Kevin Street, noting the roads would connect a paved County road to an existing maintained road and serve several residences. He reported estimated construction costs of approximately \$101,430 for Kensington and \$51,750 for Kevin Street.

The Board and staff discussed why some roads have higher maintenance costs, noting that drainage issues, the need for water turnouts, and additional grading labor can increase maintenance requirements. Mr. Faccio explained that weather events may require additional repairs to keep roads passable and that installing culverts or box culverts to address drainage can be costly.

The Board and staff discussed Madera Road, which runs from South Ranch Road to S. Nucci Lane and is approximately one-half mile long. Mr. Faccio reported an estimated construction cost of about \$305,000 due to significant drainage issues, noting the project would connect existing maintained roads and serve nearby residences.

Mr. Faccio explained that the roads were identified based on factors such as resident population, traffic counts, and right-of-way availability, and that the goal of the process was to prioritize roads that would benefit the greatest number of residents within the available budget.

Mr. Faccio presented the slide for Pintek Lane, explaining it would be a relatively easy road to add to county maintenance with an estimated \$100,000 initial build-up and minimal improvements such as adding base material and routine blading, while connecting to an already maintained paved road.

Mr. Faccio discussed South Ranch Road, noting it runs from Kino Road North to East Ramsey Road, with an estimated initial build-up cost of \$351,900 and annual maintenance of about \$761.

Mr. Faccio advised that South Ricardo Drive presents significant concerns due to poor drainage, limited space for turnouts, and its susceptibility to washouts during weather events.

Mr. Whitehead discussed completing shorter portions of road projects to address the worst areas first, but Mr. Faccio noted they did not shorten segments to the point that they would not connect to another county road.

Mr. Faccio reviewed cost estimates and noted that while annual maintenance costs appear low, they do not include expenses from weather events, which could significantly increase costs. Mr. Faccio discussed the growing demand for county roads and the high cost of major projects, such as improvements to Davis Road, which is heavily used by commercial and oversized loads. Mr. Faccio emphasized the need for careful decision-making and noted that long-range plans may require some chip seal roads to revert to dirt due to declining revenues and rising maintenance costs.

In response to the Board, Mr. Faccio explained that once the County assumes maintenance, it would be responsible for addressing damage caused by storms, such as washouts or erosion. He noted that although these roads currently weather naturally, taking them into the County system would increase maintenance costs and create some level of liability, though their designation as primitive roads limits liability as long as the County is not grossly negligent.

The Board and staff discussed removing several roads, including Copper Avenue and West Coral Drive, from consideration, noting that doing so would only result in minimal maintenance savings. Mr. Faccio explained that while maintenance costs are relatively low, the significant expense comes from bringing roads up to required standards, which can cost hundreds of thousands to over a million dollars.

Supervisor Gomez stated that securing funding for major road improvements often requires significant advocacy and lobbying efforts.

Mr. Faccio discussed East Lane Ranch and South Hutchinson Road in District 1, noting the segment is approximately 2.25 miles with an estimated initial build-up cost of \$11,500 and annual maintenance of about \$1,867. He explained that while the road does not connect to another County road, it serves as an access route for residents near Clinton Lane and is already well maintained.

The Board and staff discussed South Calle Encina and Janice Drive. Mr. Faccio noted South Calle Encina would require an estimated \$200,000 initial build-up with minimal annual maintenance, while Janice Drive, serving multiple residents, would require nearly \$300,000 to bring to standard due to its current rough condition.

In response to the Board, Mr. Simmons explained that the primary issue with Janice Drive is its narrow width, measuring only about 10 feet in some areas, which would require widening to 24 feet. He stated the project would require adding an aggregate base, a road surface, and drainage ditches, making the estimated cost about \$292,000 for the quarter-mile road.

Mr. Faccio explained that East Cana Street, from South Deliverance Way to South Guidance Way, is approximately a quarter mile long with an estimated initial build-up cost of \$63,000 and annual maintenance of \$373. He stated the road connects to one chip-sealed county road but does not connect to another maintained county road on the opposite end. He stated that District 1 roads were added to maintenance, the total estimated initial build-up cost would be \$566,726 with an additional annual maintenance cost of \$3,167.28.

Mr. Faccio presented three cost scenarios for District 3 roads, including a comparison between chip seal and dirt road grading. He stated chip sealing all roads in the subdivision would cost approximately \$550,000, while chip sealing only the roads designated for paving and adding the remaining roads to maintenance would cost about \$386,390.70 with an additional \$11,190 in annual blading costs. He noted that maintaining the roads through grading only would add about \$367 annually, bringing the total annual blading cost to \$2,000, and that over a 20-year period, grading the roads instead of chip sealing would cost approximately \$40,000.

Chairman Antenori stated the results were not the answer he had hoped for, explaining that he expected the analysis to show maintenance savings that could offset the cost of chip sealing.

In response to the Board, Mr. Faccio explained that while the county is not currently out of money, spending trends indicate the highway fund could go into deficit within about three years if costs continue at the current pace. He noted that adding additional roads to the maintenance system could accelerate the timeline, potentially pushing the budget into the red even sooner.

Mr. Crosby emphasized the importance of addressing the issue now to avoid a future

financial crisis.

The Board and staff discussed whether dropping certain county roads from maintenance would help staff focus on higher-priority roads. Mr. Faccio explained that removing roads would save labor, fuel, and time, allowing crews to focus on other maintenance projects, though the department is currently managing with existing staffing levels.

The Board and staff discussed budget concerns, potential state revenue reductions such as gas tax changes, and the need to monitor contingency funds. The Board discussed a resolution at a future meeting to formally drop certain roads and emphasized the importance of collecting traffic and resident data to support future funding or legislative requests.

Chairman Antenori adjourned the meeting at 2:14 p.m.

APPROVED:

Frank Antenori, Chairman

ATTEST:

Lara Loewenheim, Clerk of the Board