

## **Roads Advisory October 13<sup>th</sup>, 2010 Meeting (Revised January 12<sup>th</sup>, 2011)**

**Members Present:** Garry Onstott, Gail West, Manny Chavez, Paul Montoya, Barbara Jeffe, Frank Schober, Mark Murdock, Linda McThoy, Bennie Gomez, Chris Mayrant, Paul White

**Staff Present:** Robert Martinez, Commissioner Holian, Lorina A. Sanchez

**Residents Present:** Mariannah Amster, Frank Ragana, Steve Warshawer, Leo Hubbard,

Richard Stump, A. J. Kessel, Scott Moser, Antonio Gonzales, Eleanor Gonzales, Richard

Montoya, Senaida Montoya, Sandy Anderson, Leslie Barnard, Astrid Mohn, Hans Mohn, James Harris, Francois-Marie Patorni.

**Item One-** Meeting called to order at 6:00 P.M. and Robert Martinez will be conducting the meeting until Vice Chair, Paul White, arrives.

**Item Two- Roll Call-** As per the signup sheet.

**Item Three- Approval of Agenda,** Motion to approve by Paul Montoya, second by Ben Gomez.

**Item Four- Approval of Minutes from August 11<sup>th</sup>, 2010,** Motion to approve by Chris Mayrant, second by Linda McThoy.

**Item Five- Introductions,** We will give the public an opportunity to introduce themselves when they speak.

**Item Six- Matters from the Commission,** Commissioner Holian- One thing I would like to mention is the money that we have available for road maintenance and road improvements is minimal. We have in past years, depended on the State Legislature for funds for road improvements and as you know, the state is pretty tight financially. I am going to write and email, a little report on, I'm going to investigate different ways that we can get more funding. That's the bottom line, in order to maintain our roads and improve them and pave some of them, we do need to come up with new sources of funding. I'm going to lay out some options for people on the community and if you're interested and you would like to be on the email list, let me know and I'd like feedback on the different options that I'm able to research. Let know what you think is a good idea.

**Item Seven- Matters from the Public,**

**Antonio Gonzales-** I'm a resident of CR51C and those roads during the winter require a

good four wheel drive vehicle to go in and out with the maintenance that we have in place right now. To get some basecourse or something in that line would be better than what we have now. If we get any increased traffic on those roads they can be more dangerous than they are. Whether it be people coming down or pulling a trailer of any kind in inclement weather we are going to have some problems. We have had accidents and one actual fatal accident of an ATV person up there on those roads. So they are dangerous as they are now and a little bit of improvement would be nice but we get any more traffic up there ten we are going to have a lot more problems.

**Robert Martinez-** Well Mr. Gonzales, we don't have funding for basecourse, anytime

we do improvements on good size lengths of roads we either need to go to the Legislature or find some funding. That's why when the DOT gave us those millings we were pretty anxious to use them to provide the residents of CR51 with surface improvements. We started putting the millings down, we did some areas and we heard some opposition to the millings, then the DOT did not donate any more to us but we still had some millings that they said we could go ahead and use. So at this time, if the residents are amenable to the millings we've got some millings to place on the roadway. If the consensus is that's what the community wants.

**Antonio Gonzales-** Well the main concern up there is any increase of use of those roads of any kind. Obviously, the more they are used the more maintenance they will need. So if anything goes on up there, like let's say moving in of more people or a subdivision goes up the increase is going to make the road a lot more dangerous. Putting down pavement but obviously the county doesn't have money to do that so that's out of the question, that's good because all it's going to do is increase the traffic up there. Obviously with more traffic it will be harder to keep them up.

**Robert Martinez-** Well the little bit of improvements that we can do with the millings that we do have, will not accommodate a development. So any developer that comes in that proposes to build a subdivision would be required to do off siding improvements and that's including CR51. What we are trying to do here is just to provide the residents, the traveling public with some surface improvements. It's not to accommodate any development or additional traffic. It is just to try to accommodate a better driving surface for the public and that's you, not someone who wants to come in and just go up there for the day.

**Antonio Gonzales-** Our family has been up there for five generations and we been seeing more and more use on those roads. Like I said as we see improvements or no improvements, they just keep getting more dangerous, thank you.

**Robert Martinez-** Thank you.

**Leslie Barber-** I'm a resident of Lower Canoncito and my concern is I'd like to speak against the pavement of CR51. I don't know if this is viable to do but if you would like to spend your millings to repair the part that's already paved. Where it's coming into the canyon, the part of the road that has been paved is falling apart terribly and I would concentrate with any millings or any kind of paving you are going to do, please concentrate on fixing that part of the road. I think basecourse is much better for the mesa.

It slows people down a bit. It has better traction during the wintertime. It makes more sense. It is not as expensive and it is not as much upkeep like the pavement, it just cracks and disappears and we have terrible potholes. I have a road that I would love to turn over

to the county to have it fixed and let the county pay for it, but obviously it's not the best time in our economic environment. I would like to see basecourse put up there but not millings and not pavement, thank you.

**Robert Martinez-** Thank you and like I said, it may be a few years before we have money for basecourse. The only reason that we would consider using the millings is because they are free to the county.

**Leslie Barber-** Yes and there are already parts of CR51 that need to be fixed.

**Eleanor Gonzales-** My property was homesteaded by my grandfather off 51C and the roads that have millings right now are in terrible disrepair, there are potholes everywhere.

If you plan to put millings on the upper how are they going to be maintained when the ones on the lower part aren't even maintained now?

**Robert Martinez-** Well the ones down below are chip seal, those aren't millings.

**Eleanor Gonzales-** Well either way once the snow comes they are dangerous and we are

like the step children, we don't get salted until who knows when. I got hit on those hills with a trailer and that's what I'm concerned about, is the traffic. People already haul there

with their wood cutters, we have ATV's up there, and development is going up. I just can't see it. Basecourse would be best? If people want a better road why are they living up there, if you want pavement, move to town. You ruin our way of life, we love the country, we love living out there, we don't want pavement. That's all I have to say, thank you.

**Robert Martinez-** Thank you.

**Richard Montoya-** I live on Ojo De La Vaca and I've been waiting for thirty years for basecourse. Every time it rains the stuff goes into the bar ditches and it takes two or three

days and sometimes it gets too wet for the maintenance crews to get up there, so once I see basecourse up there then I might change my mind to something else, thank you.

**Robert Martinez-** Thank you, Mr. Montoya.

**Senaida Montoya-** We've lived up there thirty three years and I know there have been a

lot of improvements but we still, like he said, are waiting for our part of the road to get a little bit of attention. Like he said we get out there hit the pot holes and we are going all over the place. This past, when it rained really bad? We had half a road and got over a culvert and by the grace of God we made it across but we weren't able to get home because there was too much mud coming down. I was not about to give my life to go across and end up down in Galisteo. But you know we need gravel badly. I've made a little thing about fifteen years ago when Bill Trujillo was on the Roads Advisory and we went step by step showing him what culverts needed to be cleaned and what places needed culverts, and what places needed, when they do it, to make it slope so that we can

at least get out not stay there. We have been waiting thirty-three years that we have been

out there now. We have seen a lot of improvements and we hope for more, thank you.

**Robert Martinez-** Thank you Mrs. Montoya.

**Sandy Anderson-** I live on Ojo De La Vaca Road, I've been there for about twenty four years and I have to say I have seen a lot of improvements. I am so glad that there has been gravel put down and basecourse and I would like to see that continues in maintenance ways. I see no need for pavement, you do see potholes down in the Canoncito area and that should keep everyone busy. It is much easier to drive on ice when there is gravel under it. I agree in everything I've heard that we'd like to just keeping the maintenance to basecourse and gravel, thank you.

**Robert Martinez-** And I did receive you email, thank you.

**Astrid Mohn-** I have lived up on the mesa about thirty years and I agree with some of what some of these people have said. The road has been greatly improved; I think that the potholes down at the bottom are really really bad. One of the things that I think should be happening is the speed limit should be enforced. It's been pretty bad; I think most of the accidents happen because of high speeds. High speeds happen because of the pavement and the millings. The millings we don't like because, with the big rains that we have, they get washed into all our properties, thank you.

**Robert Martinez-** Thank you, and if can just say, thirteen years ago when we did chip seal through the village there, the reason we did that is because all of the complaints that we were getting regarding the dust. There was a lot of traffic and people that lived next to the road in the lower part were complaining about the dust. We were having to haul water when we could from the Baptist Center. We were fortunate enough for them to give us water and that was the main reason the road was improved to begin with was because of the dusty condition.

**Richard Montoya-** Maybe you can answer me a question, how come they didn't finish the road by the old village by the church and all that?

**Robert Martinez-** Are you talking about the old millings?

**Richard Montoya-** No with the basecourse, and then they skipped all the way from the village to the first cattle guard right there by CR51, then they started again with basecourse up there to the Spirit V Ranch.

**Robert Martinez-** Well it's basically the maintenance manager at that time was meeting and I don't know who he was meeting with and these people were telling him where the bad spots were on the road. They were just dealing with the most troubled areas because we didn't have the budget to do the entire roadway, so they were trying to concentrate on the areas that were worse than others. That's the reason why you've got it in spots.

**Richard Montoya-** Yes, because I called the Commissioners when they were doing CR51E on putting basecourse just for two people down the road. I asked him how come they were not doing the priority road CR51. They gave me the answer that some people

bought the basecourse and yet they were using county equipment to do the road.

**Robert Martinez-** Right and we do that numerous times. When a resident or a homeowners association wants to improve a county road and they pay for the materials, we always assist with the equipment and labor. Anytime we can improve a county road at

somebody else's expense, we jump at the chance. So that is not unusual, it's perfectly legal, we do it all the time.

**Francois-Marie Patorni-** I lived on the mesa now for about eight months. I would like to say I agree that this road is unsafe but I would like to add something that the county is working on a sustainable land plan to provide safety at the moment. We live there for the

peace and nature. We are here a group of citizens who are advocating to saving funds and

saving you money and funds should be used most where it is needed.

**Robert Martinez-** Thank you, and you got here late but what I told the residents here is material that we've got was free.

**Francois-Marie Patorni-** I would like to add then that it's well known that the materials are free.

**Robert Martinez-** That is just a comment that I wanted to make that they were given to us, it's not like base course where it's \$50,000.00 dollars a mile just for material. This material was given to us and if the residents don't want it there are other roads in the county that are standing in line. So I'm not here to force anything down your throats and as far as the sustainable land development plan, when we maintain a road, it's not to encourage growth it is just to provide a safe driving surface for the residence. We are not

promoting growth by any means.

**Francois-Marie Patorni-** What we are arguing is that by improving the road is less safe because we cannot control speeding, there is no way.

**Robert Martinez-** As far as the speeding comment, we can forward your speeding concerns to the Sheriff's department and see if they can get out there more often.

**Resident-** I think that as the road has improved the speeds have come up. People drive faster and on that road there are a lot of pot holes. Especially in the parts that you have improved with the millings, the pot holes are located where people are driving in the middle of the road. That's the problem right now.

**Robert Martinez-** Thank you, we had some late people come in about CR51, here is your opportunity to voice your concerns. Just please state your name for the record. We are recording the minutes.

**Richard Stunt-** I live off of Soaring Hawk Trail and the problem that we are experiencing is the road is so dangerous. We have little kids that we take to school every

day and basically there is nothing on the road that makes it safe. There is no basecourse

or anything. We have all had several experiences where we almost had accidents. It's a major safe issue for all of us. We go back and forth to school twice a day and just would like to see the roads improved for safety.

**Robert Martinez-** For those of you that showed up late, what I did tell the other

residents here is that there is no funding for basecourse. It may be several years before we

get funding for basecourse. The only reason that we were placing millings on the road is because they were free, they were given to us. That is the only reason that we had the millings in the first place and we are hearing opposition to millings so I don't know what your standpoint is but we are just here to hear all your concerns.

**AJ Kestle-** I live on Soaring Hawk Trail, my wife goes to work every day up and down the hill. My daughter takes Scotts two kids up and down the hill everyday to school. I've got a six month old baby is gonna come stay with me this winter and that road is unsafe. I

wouldn't say there is no basecourse on there is probably four areas that are gum balled and when it's wet it is just totally slick on the grade. My main concern on county road 51 is the grade from the railroad tracks top the top of the hill. That needs improvement this year. I don't want to hear about, you know, we don't have the funds, the millings were the best thing that ever happened to CR51 since I've been there since "03". I love the millings. That millings portion of the road that was done this summer is the best portion of CR51, it is the answer, if you can find millings I would like to see all the way to the cattle guard to the top. The safety issue is on record, there is a string of emails now talking to the county about that road and the safety issue. I've had an incident where the county truck tore the mirror off my pickup truck when my son was driving it. It is at a point now where as a tax payer and a voter, I demand that something be done.

**Robert Martinez-** Thank you Mr. Kestle.

**Astrid Mohn-** Sir may I ask you, do you know what the speed limit is coming down that road?

**AJ Kestle-** I don't care what the speed limit is...

**Astrid Mohn** That's the problem.

**AJ Kestle-** No, the problem is the road sucks and it needs improvement.

**Astrid Mohn** Well why did you move out there?

**Resident-** Yeah, why did you move out there?

**AJ Kestle-** You know here's the thing, there's opposition to improving that road that don't make any sense at all as an American, behind there is National Forest that belongs

to everybody. For a few people to say, we don't want the road improved because "Not my backyard" is not a valid argument where you are talking safety and people's lives at stake.

**Astrid Mohn-** We are talking safety because we have seen that road improve and as the

road improves, the traffic got faster and as the traffic got faster, accidents started to happen.

**AJ Kestle-** I don't understand about the speed limit, you can only drive 25, 30 going up that hill anyway. Why are you talking about the speed limit? I'm talking about the quality of the road, that's the argument.

**Resident-** Do you want pot holes like they have down in Canoncito?

**Scott Moser-** The road needs to be addressed as far as the safety concern. It was during

the rainy season, nobody speeding or anything; I was almost plowed off the road by a

living up to that point who are going in and out daily because I don't know about everybody else beyond but most everyone who lives on Soaring Hawk Trail, we commute into town everyday and we don't have a choice if it's slick, not to leave. So that's just my perspective.

**Robert Martinez-** OK, Thank you, Sir did you want to speak?

**Frank Regana-** I live up on Soaring Hawk Trail, we live together and yes that road is dangerous and if base course is not affordable then I would opt for the millings because, I

know it was said that millings is much more dangerous than the rest of the road but that to me is untrue. The part of the road with millings on it is much easier to drive in the winter than the rest of the road, in that way it helps. I realize there's a down side to the millings but if it's going to be many years before the basecourse is possible then I think in the meantime they really should have millings up to the cattle guard.

**Robert Martinez-** Thank you sir.

**Steve Warshawer-** I live off of CR51 past the cattle guard that you people are talking about and can I ask you a question before I comment? Does anyone know why, a couple

of years ago CR51 was deleted from the Capitol Outlay request after it was passed?

**Robert Martinez-** It's on the Capitol Outlay plan.

**Steve Warshawer-** Ok, and is it true that the Capital Outlay only covers paving? It doesn't cover basecourse?

**Robert Martinez-** No, that's not true.

**Steve Warshawer-** So where do we stand in the Capital Outlay priorities and what are prospects for one of you coming forward to the Capital Outlay project?

**Robert Martinez-** I believe in the Capital Outlay here that I have in front of me is the Public Works Road Improvement Projects. There's \$500,000.00 Dollars that's being requested from the legislature for CR51.

**Steve Warshawer-** Ok, and that's in this year section.

**Robert Martinez-** It's been in every year section ever since we started our five year road improvement plan.

**Steve Warshawer-** And I might not be following this right, if you be patient with my questions I think this information would be useful to all of us who live up there and let it be accurate. What I had heard was that there was a bond request and all of us had voted

on it in 2006 or 2007.

**Robert Martinez-** Well the last one was in 2008.

**Steve Warshawer-** OK and CR51 was on it. And it was voted favorably by voters but then CR51 was taken off suppose ably because of no consensus over paving. What I heard was that the request was to pave 51 and when people said, "We don't want to pave"

that it got deleted and that otherwise we still be in for some things. For me if it's not true that it's been deleted, that's good news. If it's not true that the only option is paving, that also good news. I think that would be information that people here would want to know if that's correct.

**Robert Martinez-** OK, to answer your questions: It has not been deleted from the ICIP,

county dump truck. There's been in the last two months, God I've only been on the road a few times and my wife calls me and we follow the dump trucks and there's a huge project going on somewhere down there and it all of a sudden came to a stop, but I was almost killed by a county dump truck. Nobody speeding he didn't have any control what so ever on the yellow part of the road, right where the millings stopped. It's a safety problem and it's a huge liability. We have been complaining about it now since 2006.

We

were told it was going to be fixed in 2007, you know three years differed and it's almost verging on negligence now. People don't need to be on that road when it's wet. I have been requesting for months now for a safety review of that road. If we don't have funding

and we get a safety review done and it gets prioritized and it gets fixed. That road is ridiculous. It is a health hazard for my family.

**Robert Martinez-** Thank you Mr. Moser.

**Francois-Marie Patorni-** Perhaps if we diffuse the passions. If we could clarify what we mean by safety and what we mean by improvement. One would think improvements are fixing where it's really muddy and you sink and get the car stuck in the mud. Or one would see improving by making a smoother faster road and that could not be safe, so it would be useful to clarify this.

**Robert Martinez-** And correct me if I'm wrong Mark Murdock, but I think what was discussed was the 8/10<sup>th</sup> of a mile from the end of the existing chip seal up the mesa is the

most dangerous part.

**Mark Murdock-** That seems to be the consensus. The focus of what I heard was exactly

what he stated, where the chip seal ends or the milling; I'm not sure what it is, ascending

up the mesa to the wilderness area up to the top cattle guard. I think that's hopefully the focus of the discussion.

**Marianna Amster-** Why would it be unsafe? I'm wondering because that part of the road is actually one of the best parts of the road. There are no potholes, there are no ruts,

it gets slick when it's wet.

**Resident-** That's the problem when it's wet.

**Robert Martinez-** Well let's do this, let's hear from the rest of the residents who haven't said anything and then we will hear from the Roads Advisory members.

**Marianna Amster-** I live on Soaring Hawk Trail, I haven't traveled that often past the cattle guard, I live off of CR51B, but I know it's terrible in there, in terms of when it gets wet and it's steep. But I think the issue on this stretch is the fact that it's steep and there are just a couple of sections that are really bad, that are really slick and on my part that's

fine, it's the other cars that come down sideways at you. I mean I think it's just if it was possible just to fix the sections that were so slick because I think that base course is a better idea ultimately but if we can't afford base course and then we have somebody seriously injured on that in the meantime, that doesn't make sense to me. And if people who are beyond the cattle guard don't want it well that's fine, but the people who are



it is still on the ICIP and CR51 was never a project that was proposed to the voters in 2008 for the bond. There was South Meadows, Agua Fria, CR84 Low Water Crossing, Caja Del Rio, Avenida Vista Grande, and the last one was... I can't think of it right now but CR51 was not on the bond.

**Steve Warshawer-** So if it wasn't on the bond, what are the sources of funds, what's the mechanism this Capital Outlay? Its annual appropriations?

**Robert Martinez-** We depend on the Legislature heavily for funding projects. We also have about a four or five year cycle that the county is proposing to go to the voters for new bonds that as bonds expire, the voters will hopefully approve these bonds. Now I got

on a five year improvement plan about twenty some projects, close to thirty projects out of one hundred and some that were initially on our five year plan for a balance of about ten million dollars. If the commission does decide to go with the bond in two thousand and twelve or whatever that year is, they would dedicate all of that bond funding to the rest of the roads that are on our plan.

**Steve Warshawer-** It would be nice if a bond was signed and the money was applied for

the existing known areas need. So is that list prioritized?

**Robert Martinez-** No, this list that I have here is not prioritized in any way.

**Steve Warshawer-** So in the meantime, what that means is anyone of us who believes that Capital Outlay money should come forward to the county. Anyone of us can do any amount of lobbying and persuading at the Legislature to help get Capital Outlay funds through to the county so it can be applied to our road or other roads.

**Robert Martinez-** I definitely encourage it. Residents, all the time, go to their respective Legislators and lobby for the projects that we have on our ICIP.

**Commissioner Holian-** Can I add something actually at this point because you're bringing up the whole funding issue and we're looking into other sources of funding in the future. Correct me if I'm wrong, but I think our general budget for road improvements, per year, is around three million dollars? Somewhere between three and four million?

**Robert Martinez-** Road improvements?

**Commissioner Holian-** Yes road maintenance, road maintenance.

**Robert Martinez-** Yes, but that's inclusive of salaries, equipment, maintenance of equipment. For materials only, our budget is around three to four hundred thousand dollars, that's for pot hole repair, for spot base coursing areas where we have quagmires,

and just to give you an example, it's about fifty thousand miles for basecourse. Just the material, so if we were to basecourse eight miles of road out of our budget, we wouldn't have any money for pot hole repair, snow removal material, cinders, salt. So that's why we depend heavily on other funding sources for road improvements.

**Steve Warshawer-** So is there a distinction between maintenance and improvements?

**Robert Martinez-** 8/10ths of a mile, that we are talking about, is an improvement. Now if we were to do fifty feet of CR51 in this area and fifty feet here and another hundred feet here and two hundred feet there, that's maintenance, because we are dealing with isolated muddy areas.

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**Commissioner Holian-** So let me just point out that there are a couple of other avenues.

For one thing you can create special assessments districts. And a geographical area can

define itself as a special assessment district and borrow money and then pay it back as part of their property taxes or it's paid back not really property taxes but it's paid back like property taxes are as a special assessment. There's another possibility that we can create a public district for the entire county and then the entire county would have a special assessment on it for road improvements. Everybody would see a small increment

on their property tax bill that was specifically allocated for roads. So this is a possibility for a way that we could go as well to get more funding. Now, it would go to the voters, it's not going to be forced down anybody's throat, but I would like to make people aware of the option that if they are willing to pay a little bit extra, we could get a lot more funds for road improvement and it would include things, not just paving, but base course. And there are other methods out there too, that are kind of interesting, my husband and I happen to have land in Glorieta Mesa, and we have a really bad slick road, just like everybody else does here, but of course it's a private road, so have to deal with it ourselves and what we're having done is we are putting down an enzyme treatment on there and it is about 1/10<sup>th</sup> the cost of base course, even. What it does is you put a kind of

an ointment of silicate on there and it bonds with the clay and the dirt and it becomes very very hard. I understand it will last ten twenty years, something like that. It's a lot cheaper way to go to get a road, and it doesn't get slick. When it rains, this clay layer that's now turned into aluminum silicate is completely hard and the water just runs right off of it.

**Resident-** How do we get that?

**Commissioner Holian-** We are actually ordering it, I think from Canada. But in any event I just want to say that we need to think, what I'm trying to say is the way we did things in the past is not working anymore. We don't have enough funds, you can see where Robert outlines it with the scope of the problem is, the amount of money we have verses the number of miles of really bad roads that we've got and so we have to think of other creative ways of dealing with this problem. So in any event my husband and I are making guinea pigs out of ourselves and hopefully if it works for us we will certainly bring

this information out.

**Antonio Gonzales-** One question? What is the process?

**Commissioner Holian-** Well what you do is you grade up the road, you mix this stuff up with water and you spray it on and then you take like steam roller and you smooth it out compact.

**Antonio Gonzales-** In other words, what you are using is probably tree sap. You mix it in

to create a bond. In other words it becomes water proof. When it freezes, it gums up too.

**Commissioner Holian-** Well we will see. There are different kinds out there.

**Robert Martinez-** And we've tried other products, we've tried Pensupress-D on

Goldmine road, we've tried magnesium chloride on a few roads and it holds up for awhile but it's not maintenance free. If there is a product that will last ten to fifteen years,

I would happy to hear about it.

**Resident-** So what do you do when you grade it?

**Robert Martinez-** You don't grade, no, you would have to reprocess it. Anytime that you would have to rework it you would have to get your grader, your water truck and reprocess it with water, rejuvenate the product and then compact it again.

**Steve Warshawer-** So I think you listened around the room and there's folks who disagree on particulars and sounds like the consensus is that the pavement doesn't really

work that well. Which means you can't grade the road; you have to wait for the salt truck and the slat truck doesn't come to us. The consensus is that the base course or some alternative is better. The question is, in the meantime while we wait for that, do we deal with the most urgent safety issue. I'm in agreement with this side of the room, that the current unsafe conditions need something done. I had one truck totaled there and someone nearly went off the unprotected side and they weren't speeding and the road was

dry. It was driver error but that doesn't change the fact that it was an unsafe and dangerous situation. I've got livestock, and I need to get them supplies in and out of there and sometimes it can't wait so my perspective is if we've got to use millings because that's all we've got, we need to use them. The least we can where it's needed the

most, for me that climb up to that base course is really problematic and staying away from paving is a good idea and finding alternatives to base course is a good idea but we can't afford it. I agree that over the years, you guys have done a great job of coming in. What I call my own place unfortunately is differed maintenance. You can't get to the maintenance when it is most cost effective so you wait and wait and wait and wait, until you come up with some type of an emergency. So always, we are doing differed maintenance because we don't have the budget to keep up with maintenance in active way but you guys are there when something is bad enough; you guys are there, the job gets done, we get in and out for the most part, things get better. To the issue of speed, the

unfortunate thing is that the speeders are the residents, so it may not be the folks in this room but the speeders are the residents. There are folks driving fifty and sixty miles on the road when it's dry. I don't know how to change that but I don't think its right to say that because some resident speed and others don't, everybody should be unable to raise

the safety standard. That doesn't seem like an equitable outcome either. So for folks for feel like the safety issue is beyond the limit, and that's what you're hearing from people who are particularly upset about it, that has to be respected, and the speeding is not going

to stop until people decide we don't want to drive so fast and I don't know what it takes to create that and I don't think posting the sheriff up there twenty-four-seven would stop people from speeding. One time the Sheriff came up for a speeding issue that I had called

in and he sat and clocked people and picked up several of them going over fifty on that road just waiting to go over the speeding issue that I called about. So if we don't want people to speed; we need to talk to each other about that not bring that as an issue to this forum and say that because people speed we can't have an improved road thereby making it a safer road. That seems like an unfair argument. So just to say it the last time and shut up, if we've got to use millings in some places because that's all we've got, we better do it. The hill climb is pretty bad under a whole range of conditions and that seems to be the immediate solution to the condition but let's only use them as little as we can get away with till we can come up with something better.

**Robert Martinez-** Thank you. I'm sorry sir, please stand and state your name for the record please, we are recording the minutes.

**Leo Hubbard-** Just a clarification question. Steve were you saying that you recommending millings on the steep grade?

**Steve Warshawer-** Yes, the part that where you guys started putting down millings to the top.

**Leo Hubbard-** That clarified. My personal experience has been that where the millings are there are more problems since it's been put down. I think people, who travel the road, many people would agree with that.

**Commissioner Holian-** Well could you explain what kind of problems you've had.

**Leo Hubbard-** One of the problems is that driver's, because it appears to be something like pavement, they'll go a little faster and they find themselves in place that leads them off of their lane. That's my personal experience. You may have had other experiences.

**Resident-** The speed issue right? I mean, the speed issue has been brought up a few times.

**Leo Hubbard-** Right.

**Commissioner Holian-** But not the road condition itself, just the people speeding is the problem.

**Leo Hubbard-** the road condition has to do with driver speed. There is a direct coalition; people tend to think that if the road is paved then they can go faster.

**A.J. Kestle-** Would you say that the road is safer in wet and snow conditions with the millings on? If you dropped the speeding.

**Leo Hubbard-** Right, if you dropped that, and also is you dropped black ice as an issue. In dropping the speeding out of it, you speaking about driver behavior and drivers behave differently when it comes to paved roads and driving on dirt roads.

**A.J. Kestle-** My experience is that going up and down that road in the winter is much better than non-milled.

**Resident-** We had an experience last winter where somebody was stuck across the road and nobody could get around them. It took them hours and hours and if somebody had

been ill in there? I mean do we care about the people that live beyond? What if there was a fire?

**A.J. Kestle-** Would we rather they be jack-knifed forever and can't get up that road? There is a safety problem.

**Leo Hubbard-** I think there is an agreement; I agree that there is a safety problem. Personally like many people in this room, I've been up since seventy-six. I've had well over seven thousand round trips up and down and I can say my personal experience is once this road had pavement on is I have had near misses. I also have a place on Old Santa Fe Trail and I had it before the road was paved. Before the road was paved, there was very few problems in that escalate but as soon as that road was paved, because people treat paved roads differently; I've had to call 911 twice on problems. The accident

rate of problem increased there. Another thing specific to Glorieta Mesa, was that we had

one fatality on that road and that happened after this pavement. I was first on the scene and I called 911 and walked with the investigating officer and he made a comment to me,

he said that clearly, there was no skid marks, the person overestimated and went to fast for those conditions.

**Robert Martinez-** Thank you; let's hear now from the Linda and Mark.

**Linda McThoy-** With such limited finding I would like to see safety throughout. My concern on the switchback is not so much on the surface but the huge gullies because the

road is very crowned and that's something that I'm sure could be improved with I don't know how much material you would need to apply. With the limited money, I tend to think that there are other spot improvements that need to be addressed throughout. I personally cannot see paving the road.

**Robert Martinez-** I don't know that we can classify placing cold millings as paving because it's not going in there and making a four lane highway. We are just trying to put some material down to accommodate a better driving surface. Mark.

**Mark Murdock-** I want to speak specifically to the part of the road since the base course. I've only traveled that road for three winters so you guys have a lot more experience on it than I do, but I've been caught up on that road last year it was the truck that was jack-knifed across it and it took a couple of hours to get through. Another night it a pickup truck, it was a fairly big pickup truck F-150 that I don't think had four wheel drive, I'm just talking about the grade section of that road. So I think that with that kind of a grade I think the surface area traction is not safe or not supportable. That's my concern. You cannot because we grade, I'm gonna guess it's 10% because I don't know what the grade is; I would say that the surface of the road, the perception need to be upgraded. I realize there's a funding issue but I also know or I also think that is an issue of a county road. For that to me implies of some responsibility to the county to maintain it as a safe road and if you don't have the funds you need to find the funds because when

you have a county road that is not safe and I don't pretend to be a road engineer, but I think that's a problem. I think in people's minds when you have a county road they

expect some certain level of maintenance and that is a county road so that particular section is too steep and it needs to be upgraded somehow. I'm not in favor of paving but it does sound like a rock and a hard spot, there is no money, so millings is the only alternative. I would prefer not to have millings on that section of the road, I would rather have base course but I think it's up to the county to make the road safe. I don't think it is safe. My daughter just started driving this year and I'm concerned about her going up and

down that road. I think one area that maybe could be addressed is the section of the road

where you could put a guardrail because there's a sense that you are gonna goes over and

there's nothing that will catch you if you do go over. It has nothing to do with paving and it has nothing to do with base course to me that's a way to make the road safer. I think you should be able to get more traction if you can.

**Robert Martinez-** Thank you, and we're responsible for maintaining about five hundred and eighty five miles of road. About 250 miles of those 585 have never had a speck of base course or millings or anything so there's members in here that are on this committee

that have been on here for years and they are probably chomping at the bit hoping that you don't want these millings because they are probably wanting a project or to place them on roads in their area. Like I said, we've got some millings available, probably enough to do that 8/10ths of a mile. I'm not gonna force it down your throat, I think as a community you guys need to come to a consensus and if you don't want them they are gonna go someplace else and I can't guarantee when they'll be available next.

**Resident-** Can I ask how do you keep the millings on the road? In one section, when we

had a heavy rainfall it washed all the millings across the road.

I would ask how do you keep the millings on a grade that slick.

**Robert Martinez-** And my maintenance superintendent isn't here so I don't know how they put down those millings in the area that you are talking about. If they compacted them or tried to put them loose and bladed them, I don't know how they did them. But the

millings that they have available to us still enough asphalt in them that when they roll them and compact them, it should be a fairly hardened surface. Nothing is a guarantee.

**Resident-** What about bonding agents? There's been a lot of testing with bonding agents

in this state, you can find testing all over the internet.

**Robert Martinez-** We used some, like I said, we used Pensupress-D, we've used magnesium chloride, we've that magnesium chloride we used in a combination with resin

as Mr. Montoya had mentioned, so we've tried several products but they are not forever, you still have to maintain it or rejuvenate it like every six months.

**Resident-** But I'm looking for traction for this winter, if it provides traction for my wife and two kids to get to and from school, we can maintain it every nine years, right?

**Robert Martinez-** The thing also is you need to scarify the surface so you get penetration from the product into the surface so if it's a rocky bed you are not going to

scarify it very deep. You are not going to get much penetration and the issue that we had

with minimal penetration was it was like an eggshell. Once that eggshell would crack you've got holes and they had the same effect as potholes. So that is what I refer to about

frequent maintenance. On Goldmine Road, or actually it was the mine Black Minerals that paid for the product, we just provided the equipment and it was great, they were running belly dump trucks up and down that road about twenty or thirty a day and it held up but then once Black Minerals got out of there and they weren't providing the material on frequent basis like every six to eight months or every year, it just fell apart. So they are great as long as you can afford to apply it every so often.

**Resident-** Well I've seen them fix the potholes a lot on the main road. OK there's that one

pot hole that has formed on that milling road, so the real road is deteriorating worse than

the millings.

**Resident-** I'm just wondering, are there any examples of roads that have the millings on them that people can look at?

**Robert Martinez-** They already have millings on sections of the road so they've already seen them.

**Resident-** See what it looks like with that kind of steep grade? Because there's question

if whether it would wash out or anything like that.

**Robert Martinez-** No that steep a grade is unique. You know, it's in the Glorieta, Canoncito area, 63 and 63A. No there are no millings on any steep grading that I'm aware of.

**Resident-** So you don't really know how it would hold up or not.

**A.J. Kestle-** Well if I may, the section that they've done with the millings this year is fantastic. What stops it is it's got one pot hole.

**Resident-** When was that put down?

**A.J. Kestle-** The chip and seal is probably three years old that comes from Old Las Vegas Hwy in. That road is just in constant state of repair. It full of pot holes, it's crumbling out on the edges, it doesn't hold up. These millings like I've said earlier, the best thing that I can see so far that's happened to CR51 are the millings. I'd like to go on

record to say that if you have them available I certainly would love to see them applied this year.

**Robert Martinez-** Thank you, yes ma'am.

**Resident-** I'm just wondering about the comment you made about the community coming together and deciding what we want, how do we do that? Because here we are all

sitting here and a lot of us don't know each other. Is the issue that we have to come to you as a group? What constitutes our community?

**Robert Martinez-** Well let me tell you how we are dealing with it in another commission district. Commissioner Vigil has a road in her district that the residents want... there's

twelve property owners on that road and two residents want to pay one-hundred thousand

dollars out their pocket to chip seal that road, the county provide the equipment and the labor and they pay for the materials. There is about five people that are opposed to it. Commissioner Vigil and I agree that provide us some petition. We will determine how many residents own property, not renters but property owners on that road and if the majority on that petition are in favor of it, then we will move forward.

**Resident-** Is that based on a safety issue of that road or just a want?

**Robert Martinez-** It's a want.

**Resident-** OK, this is a safety issue.

**Robert Martinez-** Right, and your comment about a safety evaluation, I wish there was some magical funding source that there is a mechanism for a safety evaluation and that the safety evaluation deemed that it was a class "D" or "F" condition and there was some

source of funding that would be provided for that, but there is no such thing.

**Resident-** Right, and what is the State's policy for usage? What do they sanction for usage, what is the usage policy for roads?

**Robert Martinez-** You would have to talk to the State about that. Somebody sent me a publication from New Jersey, something about dust or something, the State uses them all

the time and every other county.

**Steve Warshawer-** Right so it's certified with the state, I'm wondering why we're defining policy at all. There should be a policy in place for usage of roads to deal with safety issues. Why would policy even be a debate? It's either safe or it's not. The state either refuses them or they don't. It turns out they do use them so why are we debating usage? If it's the only thing that is available, it needs to get out there because this is a safety problem. This is just like that bridge being washed out and all the trees being stuck

in it and the county having to come out and clear them out people can cross. This is a maintenance safety problem.

**Francois-Marie Patorni-** Just a comment on the safety issue and I think that should be on record, since we agree there is a safety issue which would be indicated by driving safely, but where we seem to disagree is whether improving the road, improves safety or

decreases it. Then perhaps we agree to disagree but as you've seen, this side says that making the road smoother and more pleasant and where you can drive faster makes the

road less safe. Where our friends on the other side say, well improving the road makes it

more safe. Maybe we need to look at more than just improvement, maybe you need to fill

in the pot holes where it is all muddy and you get stuck, then that would be ok, we aren't clarifying where the safety issue is.

**AJ Kestle-** Well your point is probably somewhat true on a curb part, but on that straight part probably not, but we're talking about putting millings on the rest on the road. I don't think this driving safely thing as much an issue on this part. The 8/10ths of a mile with a



dangerous grade going up the switchback and that is what should be the subject of this discussion. There are four large stretches that are like yellow, yellow, orange and when it

gets wet, I don't care how good a driver you are or how fast you are going, it is just totally, totally horrible issue.

**Steve Warshawer-** You're in a ten thousand pound sled.

**AJ Kestle-** Those four areas would probably come out half of the 8/10ths of a mile. The issue needs to be the grade, the 8/10ths of a mile. Like I've stated now for the third time,

if the millings are available, put them down because, there was one section of the road that was real snotty, that was addressed earlier, that downward curve, that was a gumball

snotty area when it was wet there's a very deep ditch on the right hand side, both my wife

and my daughter will carry that high anxiety every time they went down on that road. Since those millings have been put on there, much better.

**Steve Warshawer-** And that only got one layer, the rest of it got a two layer coat, right up unto real bad turn, that was one layer and that has improvement.

**AJ Kestle-** Marvelous improvement. It's the way to go.

**Steve Warshawer-** One quick last thought, I mean on your picture of the community getting together means who ever says "No" wins, so that means that your idea with us coming forward means that we have to all agree. That's not going to happen, you heard it.

**Resident-** Well, he said to sign a petition, not everybody is going to sign.

**Steve Warshawer-** I would agree that if it's a matter of comfort and convenience that you could use something like bringing the community to use a democratic vote process, but when its safety, the county is somewhat liable and somewhat responsible if the safety

issue has been repeatedly pointed out over a long enough period of time. At that point, it's not strictly community decision; it's really a leadership and management decision. Is the liability and risk of leaving that road alone, something that the county leadership and county management going to continue taking? Some of us are asking that it not do that. So when you turn it back and say, you guys can't agree, we aren't going to anything, I think that's not accurately meeting the nature of this situation. So it's really good that we've all had a chance to put in our opinions yet maybe there's other research you want to consider, but in the end you've got to decide, it's not up to us, it's up to the leadership and the management to decide what risk we should incur and what liability the county is willing to take for presenting us with that risk.

**Resident-** On the part of the safety issue about coming down, on that part, your best issue

would be sand so you can get traction and start creeping down that place. Once you get that like you say, it starts getting your binding to you clay and you have a better road going up and coming down, instead of your millings. Millings in the winter, once you pound them down it gets compacted with the first snowfall and you won't stop at all going down that hill, take my word for it.

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**Steve Warshawer-** I've been up there plenty of winters and that turn that they've already

done the millings has made a world of difference. I don't think the county has money for sand. The caliche is unacceptable on that hill and it needs to be addressed. I don't think they have sand; I don't think have stock pile. Thank you.

**Robert Martinez-** Ok, umm I think we've heard enough, we are not going to make a decision tonight but I've got people from all parts of the county here, members that need to, we need to address their issues and get them home so I'm going to close this part up and if you want to leave your contact information, we will get back with you but we are not going to decide this tonight, but we will get back with you. Thanks for coming and be sure to sign in and we'll be sure to get back with you.

**Commissioner Holian-** I invite people to leave their email address, it will be beneficial in communicating.

**Item Eight- Old Business,**

**Report from Subcommittee on Road Advisory Manual-**

**Discussion of Road Advisory Functions Presentation from May 12th.**

**Item Nine- New Business,**

**Report from Members on Road Conditions in their Respective Areas**

**Area 1 Member-**

**Manny Chavez –** Bar ditches along....inaudible (talking from residents leaving meeting is very loud)

**Area 1 Alternate-**

**Edward L. Medina,** Not Present

**Area 2 Member-**

**Bennie G. Gomez –** CR84 needs tree trimming. It's covered those signs that say speed hump.

**Robert Martinez-** We done some tree trimming and we've hired contractors to do the same; it's just hard to keep up with them.

**Bennie G. Gomez-** In Camino Iglesia, where we had the floods, we have tried to do some work on the side of the arroyo and we were stopped by the core of engineers. I contacted Ben Lujan and Greg contacted the Core of Engineers and I do have a letter here

for you because it told us we have to go by the steps now. In other words we've got to go

County, State, Federal and so forth.

**Robert Martinez-** Is it on private property?

**Bennie G. Gomez-** No, It's on private property, the problem is the Core of Engineers does not let us touch it.

**Robert Martinez-** Well they probably would if you applied for a permit.

**Bennie G. Gomez-** Well that's what's missing is a permit, how do I go about getting a permit? That's what I need to work with.

**Robert Martinez-** You can get on the Core of Engineers website and they have an application that's for working within the arroyos or waterways, there is a process. If it's private property, it's the property owner that needs to apply.

**Bennie G. Gomez-** OK, but it's the Core of Engineers that put a stop to it, so the permit is for the private property to work on it?

**Robert Martinez-** For the property owner to work on whatever issue the property owner is experiencing. Now, if it's a road, then the county has to apply for the permit.

**Bennie G. Gomez-** At one time the Core of Engineers dug up the arroyos, which they had stopped doing that, why did they stop doing that?

**Robert Martinez-** Probably because they weren't practicing what they were preaching. When they placed loose fill or push the dirt around in a waterway or in an arroyo they're basically not practicing what they are preaching. You cannot place loose fill in a waterway, that is the biggest no, no for the Core of Engineer, now you can excavate, you

can dredge but you have to remove that material off site. So that's probably why they stopped because they were violating their own rules. That's why whenever you do any bank stabilization; it's got to be something that's not loose like gabion structures or concrete or something that will not increase turbidity in the water.

**Bennie G. Gomez-** We will see if we can work with the Core of Engineers in getting a permit because we were stopped at the time, they didn't tell us anything about the permit,

they just said we will sue. The county did come in and clear out that mud and again it goes back to that issue of safety, once that mud is on there, you cannot cross, emergency

vehicles and there's twenty houses back there that can't get across.

**Area 2 Alternate- Vacant**

**Area 3 Member-**

**Barbara Jeffe-** No, I have nothing.

**Area 3 Alternate-**

**Katy Glenn,** Not present

**Area 4 Member- Vacant**

**Area 4 Alternate-**

**Paul White Vice Chairperson** – I'd like to say the county did a good job striping CR78; CR78B is the road that the county recently paved "Rio En Medio". I asked people up on that road, a lot of people were opposed to it initially, and then afterwards I asked them how they felt about it. I think that maybe it's a good idea to take some before and after opinions of that. One of the comments was that the road, the snow and ice melts quicker

on a paved road for example and as far as a safety concern, that's a good think, I think.

**Robert Martinez-** I'm always afraid to go and ask for afterward opinion because I'm not sure what kind of response I'm going to get. If I don't hear anything, I assume it's good.

**Paul White Vice Chairperson-**I've been getting mostly positive after responses and CR78B during the last rain storm, there was a lot of dirt that got washed down unto the road. The area where there's an arroyo, I guess there was a lot of turbulence and the road

part of that road is crumbling on the edge. It doesn't seem like there's a bar ditch side anyway and one person mentioned to me that after the arroyo going towards the end of the road towards the parking, the trail head up there where it gets really steep on that sharp curve there, they were concerned that in the winter that that would be difficult to stop on that because it's so steep. So I was wondering if there was any way you could put

something that's rough on the road or roughen somehow just in that 100 feet, some sort of a rough surface. It is pretty steep. The entrance of CR78 with the last rain, there was quite a bit of washout on that coming down from 592, it washed across the road. That curb down in there, if that could be improved so it doesn't just continue to wash down the road over into a neighbor, the first house on the road there. At the bottom of 78, again the corner of Camino Pastores and CR78 could probably use some rocks or something in there because that's washing out. That's all I have to report.

**Robert Martinez-** Thank you Paul.

**Area 5 Member-**

**Andrew Griego –** Not present

**Area 5 Alternate-**

**Garry Onstott-** On 51E, Calle Gurule, the culvert on the bend to the back, people put rocks there because they afraid to drive off. It's gone and I don't know I you have to put something down for support. My arroyo doesn't have a culvert, and it washed out the rest

of the road. There was a culvert once it was about a two footer. It's about 1/10<sup>th</sup> of a mile beyond county maintenance and maybe there's something you can do.

**Robert Martinez-** If it's beyond county maintenance, there is nothing we can do. We are

not accepting any roads now and one of the criteria is any roads that be accepted by the

board of county commissioners need to be improved to county standards so we are not hearing the issues like we just heard in taking on substandard roads.

**Garry Onstott-** Right, OK, then I'm gonna build a cement culvert in there. I wish you guys could do something.

**Area 6 Member-**

**Thomas Pogue,** Not Present

**Area 6 Alternate- Vacant,**

**Area 7 Member-**

**Ivan Pato,** Not present

**Area 7 Alternate- Vacant,**

**Area 8 Member-**

**Richard Sena,** Not present

**Area 8 Alternate-**

**Anne Probst –** Not present

**Area 9 Member-**

**Paul Montoya-** Pot holes repaired, thank you. For the ones left please fix them correctly.

What the gentleman Montoya stated, they did roads on Cerrillos that way; keep in mind that it does work. It would be cheaper too. You might to bring up to the commissioners that having the County Sherriff's Department take place in the investigation doesn't look good on the county, they should have other agencies as part of the investigations going on.

**Robert Martinez-** Well the FHWA and the NMDOT have been involved in that so

there's several agencies that are involved in that, it's not just Sheriff's Department but I don't want to discuss that. Believe me they are turning over every rock.

**Area 9 Alternate-**

**Richard Weinberg,**

**Area 10 Member- Vacant**

**Area 10 Alternate- Vacant**

**Area 11 Member- Vacant**

**Area 11 Alternate-**

**Frank Schober,** Want to know if millings are available for Area 11 for those you have determined may need them?

**Area 12 Member-**

**Linda McThoy-** A study that one of neighbors asked to be included, a study of paving. (Report was given to Robert Martinez) I don't have anything more on that issue. The good thing I have to say is thank you so much for responding so quickly after that major rain and flooding we had. They really came and fixed all the culverts.

**Robert Martinez-** I heard you guys got five inches in one hour.

**Linda McThoy-** It was unbelievable, it was concentrated in that area and you know the people who have lived there forever said they never saw anything like that. It was really amazing but thank you for responding very quickly.

**Area 12 Alternate-**

**Mark Murdock-** I do have some questions; a couple of people have noticed some county, I assume they are county trucks, going down CR51 loaded with gravel or something, are they storing things further down CR51?

**Robert Martinez-** I don't know to be honest with you. Eric handles the day to day operations, as you know our road maintenance manager's position is vacant. They could

be filling in some erosion spot, I don't know what they are doing but we do not have a stock pile up on CR51. More than likely they are probably addressing some concern.

**Area 13 Member- Vacant,**

**Area 13 Alternate- Vacant,**

**Area 14 Member-**

**John Romero,** Not present

**Area 14 Alternate-**

**Jason Shepherd,** Not present

**Area 15 Member-**

**Chris Mayrant –** Present but due to the long meeting had to report to the firing range.

**Area 15 Alternate-**

**Gail West –** Well while they are rebuilding Simon's, they started on the eastern portion of it; they are making it about two miles so it's getting there. I have a comment the speed

limit on Simon's is 25 and I was speeding, the sheriff said I was probably going about 30 to 35 and I totaled my truck, I rolled it. I caught a cattle guard that wiped out a cow cut in front of me and I swerved and it's when the cattle guard had washed out and it was after that, that I emailed you about Simon's was in the worst shape I had seen it in about three

years. Anyway my truck caught it and it was so rutted and eroded in that area that I rolled

it two and half times. And I was on my roof, I hadn't fallen out, I didn't have cell phone service, of course, so I had to crawl out. EMS did respond, and it took them forever, the cell phone towers were bouncing off so they knew I was in Santa Fe County, they did find it and did make a comment that it was pretty rough on the equipment. There just a lower portion, you know the Eastern portion that stays pretty good because it's so hard packed, the rains washed arroyo over it and there was drifts of arroyo, I mean they literally had to rebuild Simon's mile by mile, but on this lower portion where the elm trees are, it's the part that always gets the worst erosion, and it's softer for whatever reason

and the cattle crossing, they eroded it in front of those cattle guards and then the water also came down on it and like I said, I frankly did not know the speed limit was 25 and have I ever gone 25, no, do I go 25 now, yes.

**Robert Martinez-** Now you do.

**Gail West –** Twelve miles, it's a straight road and I always thought the speed limit was 50 but I totaled my truck, I was lucky, I was taken to UNM and I'm glad I...

**Robert Martinez-** Don't you work there?

**Gail West –** I work at the VA, I'm an ER manager at the VA but I was taken to UNM, but I caught the high side of that cut cattle guard that just put me in a tail spin. They spot touched it so I'm assuming that when I go home tonight they will have done that tonight, the worst portion, because they have been working their way westward. Actually the last two miles of it are staying packed and it's almost better if they don't grade it because it gets soft. But that one area it's about 3.6 miles in from the West from 344 that low area where the elms are, put something in there to prevent the erosion. That is the area that gets rutted the most, that catches the vehicles, but now it's washed out, I mean the rain has just went down and the cattle guard was about, well there was no road there and that

was what I caught. Whether I blew the tire there or not, I don't know, there was not anything left on that little truck, nothing so they were like, well where is she? I walked to get cell phone service.

**Member-** Did you have your seat belt on?

**Gail West –** Oh of course, I would have been dead if I didn't because there was stuff scattered from where I first started my first initial roll and what happens is I came over the cattle guard, I swerved to avoid the stupid cow, I should have hit, and the cattle guard

caught me and put me into a roll and bounced me off one ditch and I went back over the other, then I remember thinking, I've lost control here and there was nothing I could do. You know I got thrown from one rut to the other. Anyway, 25 miles an hour and fifteen more minutes to get to work in the morning.

**Robert Martinez-** And you know whether it's Simon's Road or Ojo De La Baca or whatever you have to drive according to conditions. Whether it's a paved road or dirt road, you drive according to the conditions.

**Gail West-** That's right. I think if they could just hit that at the bottom of it. Like I said, from Calle Torreon East, it holds its own, it stays packed and the last two miles towards 344. Kings road and all the roads up there just need a little grading but truly they are not

as bad as what Simon's had gotten into. Ramba De Caballo needs it; it has two bad spots that need it.

**Status on construction projects:**

**Robert Martinez-** CR42 is complete, Agua Fria Phase III- we are looking at going out to bid here probably in November, South Meadows is under construction- there has been some delays due to the bridge but this project should be complete by the middle of November, CR98 Juan Medina Road- we got a grant agreement for this project- the total

project is about 2.8 million dollars but we had about 1.25 million dollars that can be applied to this project and what this is to provide shoulders and widen the roadway for CR98- it is the road that people use to trek to Santuario during the pilgrimage for Lent and this has been on our plan for about twenty years and we finally got some funding for

it, NM State Road 14- the county has entered into an agreement with a developer to construct film studios off of NM14 so the Public Works Department had taken over the task of getting the improvements for 14 designed to accommodate turn lanes –accel lanes- decel lanes- and possibly even a traffic signal if it warrants it so. That should go to

construction around March or April, those are the only projects that we have going on.

**Road Maintenance:**

You won't see anything, we always have a lot of little maintenance projects going on. One thing that was just completed by our maintenance crew was we chip sealed 3 miles of Martin Road from Dinkle Road to Torrance County line.

The last thing is the Road Improvement Plan annual update. What I've got here is all of our projects that are ongoing and then also the main projects from our five year road improvement plan that are still unfunded. Anything between those two bars is being funded and currently ongoing whether it is being designed or under construction or its ready to go out to bid. Anything below that second bar that's two thirds of the way up from the bottom are the remaining projects that is still on our five year road plan, you can

see the dollar amounts are in red because they are un-funded. Now these are on our ICIP

plan that goes to the legislature for funding, I think all of you know what the situation is with the State and the economy, I don't think we are going to be very successful in getting any Capital Outlay funding this year, but like I said, in 2012, I'm hoping the commission will go to the voters with another general obligation bond. In 2008, it was this committee that adopted a solution that forwarded it to the commission saying, "Hey we strongly request that the county consider another general obligation bond and fund road projects." I think we got about 18 million dollars out of it and they were for those six major projects, you know that were a million dollars or more. Now as you see the five

year road improvement plan, we still lack about 10 million dollars to complete roads on that plan. So I would hope that when this committee, and I'm still unsure of the status of the future of this committee you know Commissioner Stephonics was here a few months

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ago and reiterated the possibility that the committee would be downsized and I'm not sure what is going to happen but anyways, I'm hoping at that time that this committee would once again adopt a resolution and supporting a general resolution bond but emphasize on there that you would like to see ten million dollars of the road improvement bond money go to completing the five year road improvement plan. Take this home with you and look at it, and like I said these are the remaining projects. You know you really don't realize how much you've done until you see it on paper. We had over one hundred projects on that five year road improvement plan when it started and I believe there are maybe like thirty left so in five years time, that's quite a bit of projects to knock out. Some were done by contract; some were done by county forces. We will have to be up dating this annually, the commission adopted an ordinance that said that any project that is a county project has to be on the ICIP for one, and has to be on our updated road improvement plan, so we may be required to add projects to this in the future, I'm not sure. Still I think the committees priorities are what we already have on here.

**Manny Chavez-** Robert, what's the red?

**Robert Martinez-** That means it's unfunded. See that estimate of that project is 2.8 million and we have 1.25 million for the project so that means there is 1.5 million unfunded and that's why we are only building CR98 on the West side, we have to do it in

phases and we have enough money to do widening on the West side only.

**Manny Chavez-** How did you come about the deciding to do the West first?

**Robert Martinez-** This project was engineered and we had the quantities determined by the engineering firm and the East side for some reason I don't know if it's steeper or whatever but the East side is more costly than the West side. It could be the extension of

the structures. I'm not exactly sure but we looked at doing the West side first but we wouldn't have enough money, what they wanted to do, what they were recommending is

to do like the first mile on both side coming out from Chimayo and working towards 503 but it was our position that we would like the continuous lane improved on the road.

**Manny Chavez-** Is the design complete?

**Robert Martinez-** the design is complete; we are ready to go out to bid. We are required

to go out to bid for construction by October 30<sup>th</sup> or we lose the funding.

**Manny Chavez-** So is there a meeting scheduled to show what the design is?

**Robert Martinez-** We had a public meeting, I don't know if you attended it or not. If you want to make an appointment with Chuck Vigil in my office, he can show you the design but it's already going out to bid within the next week or so. You know after all the discussion CR51 today, you know we have CR51 for chip seal, maybe we need to change

that to base course but I want to say you two are fairly new to this committee compare to

some of the people here. At one time we had a base course improvement plan or base course program and we had like two-hundred and fifty thousand dollars for base course improvements that this committee solely would pick the roads and then we were finding



over the years that base course only lasted like four or five years so then we started changing it to chip seal because chip seal was more permanent so I don't want you to think that base course is a permanent fix.

**Mark Murdock-** If you don't mind then explaining the difference, chip seal is what?

**Robert Martinez-** That first mile of CR51 that you're talking about all the pot holes? That's chip seal. I think it was someone who said that road was chip sealed about three years ago...that road was chip sealed about ten, eleven years ago. It's probably exceeded its life expectancy.

**Mark Murdock-** Is it fair in saying our options are paving, base course, chip seal, or millings?

**Robert Martinez-** Well millings, you use millings as a resort as a maintenance. We aren't going to go out and buy millings to improve your road

**Mark Murdock-** No, I understand that, as far as options.

**Robert Martinez-** For improvement options, I would say its base course, chip seal or paving. Not millings.

**Paul White Co-Chair-** Can we get this five year plan in electronics?

**Robert Martinez-** Sure, I'll email it to you.

**Paul White Co-Chair-** I have a couple of questions, is it possible to have an alternate, alternate for my area because on Wednesday our community, we are working on a community plan for the county?

**Robert Martinez-** Well, at this time there are no appointees being done. I have several members here like Manny, Katie Glenn, Andrew Griego, Richard Weinberg, Ed Benrock (who resigned anyway), Frank Schober and some other people that their terms are soon to

expire but until the commission decides what they are going to do with this committee, they are not making new appointments. If you can't make it, you can't make it. If you want to email me your comments, that's fine also. Speaking of Ed Benrock, I called him the other day, he is doing fine. He resigned for health reasons but he is doing fine.

**Item Ten- Matters from the Members,**

**Item Eleven- Matters from County Staff and Attorney,**

**Item Twelve- Adjournment:**

Motion to Adjourn by Manny Chavez and second by Paul White at 7:46 PM.

Minutes Submitted By: *Tommy [Signature]* Date: 4.18.2011

Minutes Approved By: *Paul White* Date: 4/13/2011

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STATE OF NEW MEXICO ) ss

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I Hereby Certify That This Instrument Was Filed for  
Record On The 21ST Day Of April, 2011 at 10:00:57 AM  
And Was Duly Recorded as Instrument # **1632915**  
Of The Records Of Santa Fe County

Deputy *Marcella Alvarez* \_\_\_\_\_  
Witness My Hand And Seal Of Office  
Valerie Espinoza  
County Clerk, Santa Fe, NM