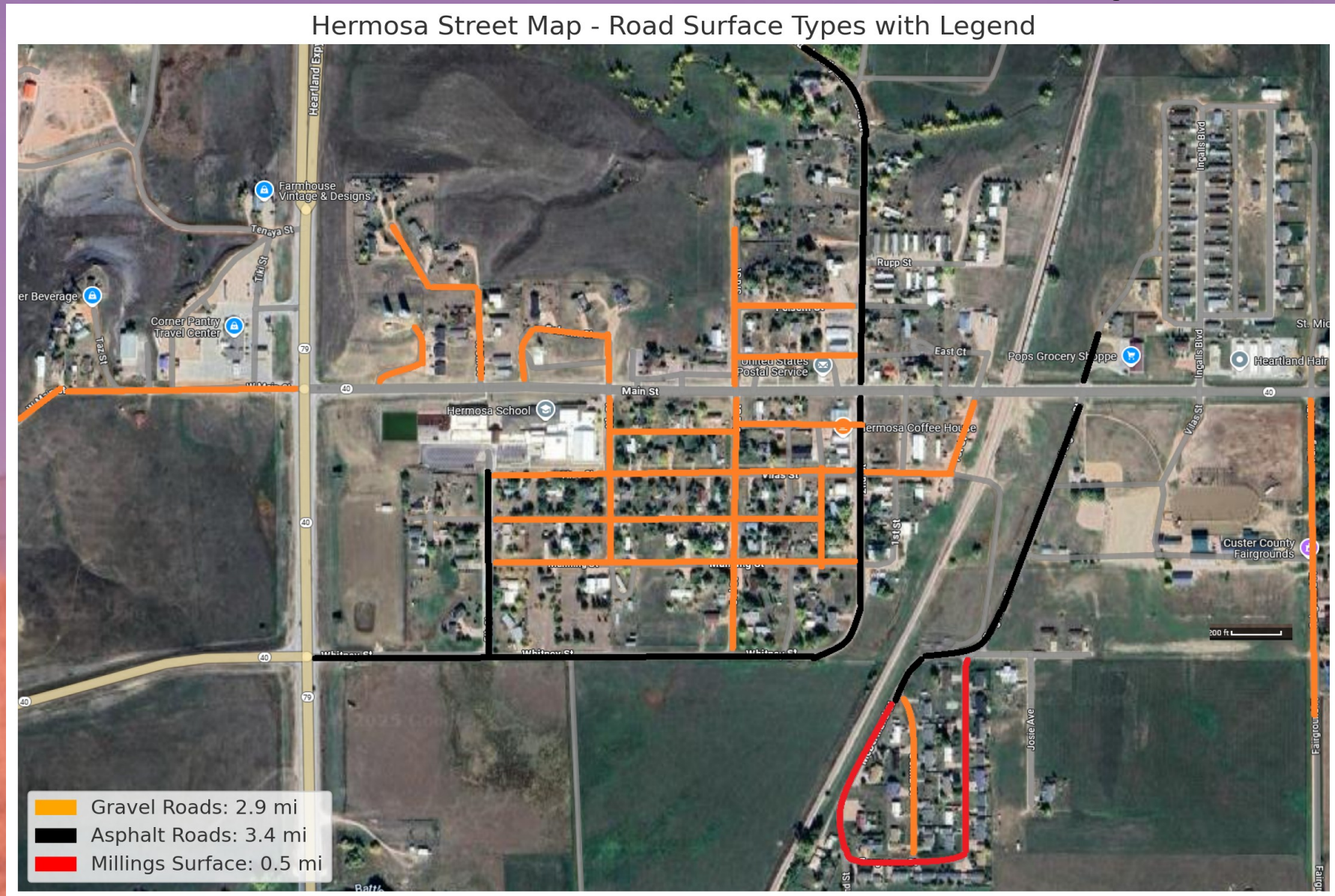
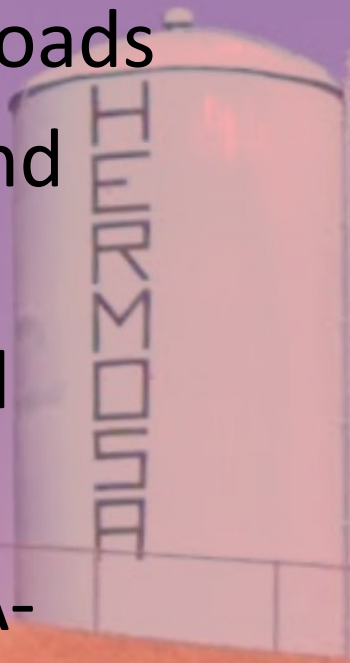
Hermosa Road Surface Map



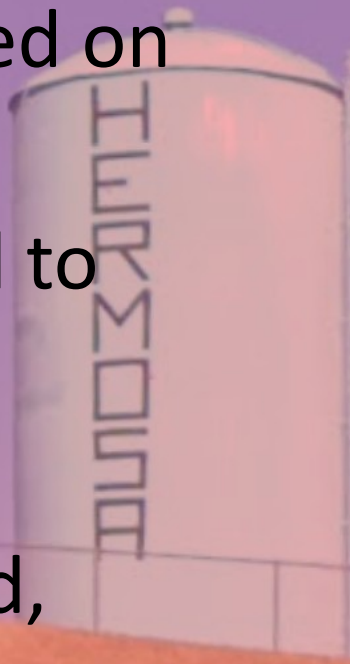
Current Road Network & Key Challenges

- Fairly even split of gravel and asphalt roads
- Gravel roads primarily serve interior and residential areas and small branches
- Mixed material loop around the school experiences highest daily traffic
- Several road segments lie within FEMA-designated 100-year floodplain
- Limited road budget; gravel maintenance relies on volunteer labor and donated time



Standardizing Maintenance Without Losing Community Roots

- Road maintenance has historically relied on volunteer labor and local expertise
- This approach, while generous, has led to inconsistent methods and informal prioritization
- Current goal: transition to standardized, transparent maintenance planning
- New system incorporates regular condition assessments and clear criteria



From Tradition to Procedure

- Historical:
- Grading on request
- Personal equipment, varied methods
- Verbal agreements
- Informal dispute resolution
- Immediate fixes

Modern:

- Scheduled inspections
- Municipal oversight
- Logged tasks, mapped priorities
- Public input & board approval
- Long-term planning and equity

Honoring the Past, Building for the Future

- This program has been built with decades of hands-on community effort
- The goal is not to replace that history, but to channel it into consistent, lasting practices
- Standardized methods will reduce conflict, improve safety, and help secure funding
- All major changes will be explained, documented, and open for public input
- Respect and transparency are central to every step forward

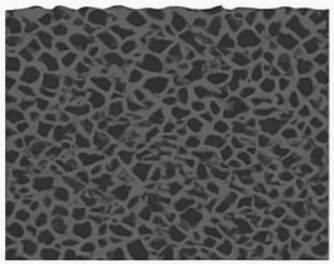
Drainage Before Surface Repairs

- Poor drainage is the root cause of most road failures—especially at curves and slopes
- Example: curve with standing water erodes pavement edge
- Despite plans to delay surface work, patch seal was applied prematurely
- Result: sealed surface may fail quickly due to continued water damage
- Proper sequence: ditch repair → dry period → patching → sealing

Rebuilding Pavement Edges – What Works and What Doesn't

- Several road edges—especiaicly on slopes—have lost 1-3 feet of pavement
- Surface treatments (patch or chip seal) will not hold without structural rebuild
- Option 1: Full-depth repair with hot mix asphalt – best durability, higher cost
- Option 2: Asphalt millings + Reclamite binder – effective and affordable compromise
- Water-only compaction has been used in the past but lacks binding strength and washes out

Millings + Water



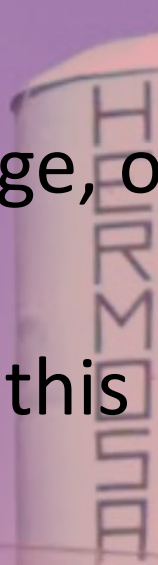
short-term cohesion, no chemical bond

Millings + Reclamite

reactivated asphalt longer performance resealable

When Not to Chip Seal

- Chip seal is for preserving good roads, not repairing failing ones
- Applying it over edge loss, poor drainage, or soft spots leads to rapid failure
- Most roads were already patch sealed this season, extending life effectively
- With aprox. $37,000 remaining, and other obligations, it's fiscally unwise
- Best path forward: repair critical segments, then chip seal targeted areas in future phases



Managing Gravel Roads and Marginal Surfaces

- Gravel roads: functional but dusty—volunteers maintain most at minimal cost
- Proposal to apply magnesium chloride for dust control: effective but cost prohibitive
- Millings loop: hardened surface deteriorating quickly
- Needs reshaping and overlay
- high-priority for safety and appearance
- Strategic maintenance here can show quick wins without large expenses

Phase 1 – Major Drainage Issues

Phase 2 – Minor Drainage Issues

Phase 3 – Major Damage repair

Phase 4 – Sustainable Maintenance