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**ROAD REPORT FOR THE RIDGES
SUBDIVISION**

November 2, 2007

Prepared by David Thornburg.

Olin and David It was a pleasure to meet with you and briefly discussing the condition of Alma road within the Ridges Subdivision.

Oxidation of the road surface has been taking place. This causes the asphalt to become brittle and makes it more susceptible to cracking and structural failure. This is normal particularly at this altitude and in this climate. Last winter was wetter and colder than what we have experienced in a number of years, both of these conditions lead to cracking and surface failure that is evident in your roads.

There is quite a bit of cracking and “egg shelling “of the surface. This type of surface failure is fairly consistent through out the section of road that we looked at.

As I mentioned in the meeting the road has come to the point in its lifespan that repaving is going to be the most economical remedy. It is hard to say precisely what the remaining life of your roads is because of the numerous variables that can affect the asphalt. At this time there are a few options open to the committee but as time goes on and the road continues to deteriorate the options become fewer and fewer and ultimately a full replacement will be the only option.

The following are options that are available at this time.

1. Continue sealing the cracks and remove and replace the areas that have major structural failures annually. Seal coat the road surface as needed. The seal coat will at some time in the future be a waste of money because there will be a time when there will not be enough benefit to warrant the cost. This will also become a factor with the removal and replacement of badly cracked areas. This is the least desirable option given the current condition of the road. It would be difficult to decide what areas to patch as the surface is so badly egg shelled and the remaining surface will continue to crack relatively quickly. Patching now cost about \$10.00 per square foot and there is easily 2 or 3 thousand square feet of patching necessary in the first 1850' of road in question. This section of road is almost at the point that a seal coat would not be a benefit.
2. Another option is an Asphalt overlay. All cracks would be sealed and then an amount of asphalt would be laid on top of the existing surface. I would recommend a minimum of 2 inches and 2.5 inches would be better. The sealed cracks need be covered with a material called Petromat prior to paving. This will greatly reduce the reflective cracking that takes place in an overlay project. (Typically the cracking that is covered by the overlay will reflect through to the new surface within a

year or so.) The Petromat slows or eliminates this and extends the longevity of the roads. The overlay could add 15 to 20 years to the road (Possibly more). The road is currently at a point where this could be done. However if the road is allowed to weather and deteriorate for another couple of years and pot holes become a problem this option will not be viable.

3. The last option that is available when the road surface becomes badly deteriorated is to grind up the existing surface and mix it into the subgrade and repave with a new min. 3-inch layer of asphalt. This would be the most dramatic and expensive option. The advantage to this is that the existing asphalt when pulverized and mixed into the subgrade strengthens the foundation under the new asphalt and usually makes for a better road section. One would expect a 20-25 year life with this method again depending on weather and maintenance.

The prices quoted below represent average prices here in Santa Fe at this time and are subject to change. They are given here as order of magnitude numbers for discussion and planning purposes. I recommend at least 3 prices from 3 qualified contractors before proceeding with any of the options.

COSTS ESTIMATES. November 2007

<u>OPTIONS</u>	<u>QUANTITY</u>	<u>UNIT COST</u>	<u>ESTIMATED COST</u>
Crack Seal	10,000 lf	\$ 1.00	\$ 10,000.00
Asphalt Patching	3000sf	\$ 10.00	\$ 30,000.00
Seal Coat Streets	44,400 sf	\$ 0.23	\$ 10,212.00
2 to 2.5 inch asphalt overlay with petromat	4933 sy	\$ 13.50	\$ 66,596.00
Grind up existing and repave 3"	4933 sy	\$ 16.50	\$ 81,395.00

Resume

DTDevelopment Co. Inc is a Project Management Consulting company engaged in the management and Inspection of Land Development projects within the county of Santa Fe.

The President and Principal Officer is David Thornburg. DT Development has been in business in Santa Fe since 1978. The Company has been the owner's representative and quality control entity on numerous development projects since 1978. They include but are not limited to; Park Plazas, Sun Mountain Estates, Estancia Primera, and Las Campanas.

The Company has been involved on the following projects as the project inspector representing the design engineer and checking for construction compliance on the following Projects. Sierra del Norte, Las Lomas, Summit North, Fairway Village, Ridge Crest, Pueblo Alegre and Tierra Contenta to name a few.

The Companies responsibilities included the day to day inspection of work being performed by contractors including the construction of curbs and paving for all of these projects.

Part of the duties associated with the inspection and management of these projects was to see that the quality of work performed by contractors met the standards set forth in the plans and specifications and was therefore acceptable to the engineer and regulatory agencies responsible for the various projects.

The company has also been retained by several existing subdivision associations to help them with their street maintenance and repairs. These include, Salva Tierra, The Summit, La Mariposa Subdivision, to name a few.