

LEGISLATIVE SUMMARY SHEET
Tracking No. 0284-17

DATE: August 2, 2017

SUBJECT AN ACTION RELATING TO RESOURCES AND DEVELOPMENT COMMITTEE, APPROVING THE ADDITION OF THE PROPOSED N8081 AND N8095 BRIDGE PROJECTS IN CHINLE CHAPTER TO THE NAVAJO NATION TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM IN FISCAL YEAR 2018

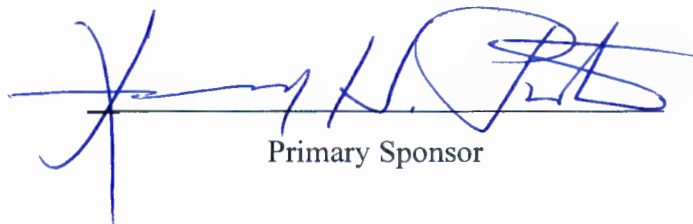
PURPOSE: The purpose of this legislation is to add proposed bridge projects N8081 and N8095 to the Tribal Transportation Improvement Program for FY 2018.

This written summary does not address recommended amendments as may be provided by the standing committees. The Office of Legislative Counsel requests each Council Delegate review the proposed resolution in detail.

5-DAY BILL HOLD PERIOD: None
Website Posting Time/Date: 4:50pm 8/9/17
Posting End Date: 8/8/2017
Eligible for Action: 8/9/2017

PROPOSED STANDING COMMITTEE RESOLUTION
23rd NAVAJO NATION COUNCIL—Third Year, 2017

INTRODUCED BY



Primary Sponsor

TRACKING NO. 0284-17

AN ACTION

RELATING TO RESOURCES AND DEVELOPMENT COMMITTEE, APPROVING
THE ADDITION OF THE PROPOSED N8081 AND N8095 BRIDGE PROJECTS IN
CHINLE CHAPTER TO THE NAVAJO NATION TRIBAL TRANSPORTATION
IMPROVEMENT PROGRAM IN FISCAL YEAR 2018

BE IT ENACTED:

SECTION ONE. AUTHORITY

The Resources and Development Committee has oversight over roads on the
Navajo Nation and the Division of Transportation. 2 N.N.C. §§ 500(C), 501(B)
(2) (g).

SECTION TWO. FINDINGS

- A. Within Chinle Chapter N8081 and N8095 was crossing are critical crossings used by residents and are subject to being washed out during heavy rainfalls.
- B. Chinle Chapter has worked extensively with Chinle BIA DOT on N8081 and N8095 wash crossings to meet preliminary engineering requirements for listing on the Tribal Transportation Improvement Program. See Exhibit "A".
- C. The Navajo Regional Office BIA-DOT and Chinle BIA DOT have expended substantial and significant amount of funds to repair and maintain the crossings

1 including extra monies to conduct preliminary engineering requirements for
2 bridge construction. See Exhibit "A".

3 D. According to Chinle Chapter, the proposed bridge projects N8081 and N8095
4 were listed on the Tribal Transportation Improvement Program for several years
5 but were removed in 2015.

6 E. The Chinle Chapter has by resolution CHIN-JUL-17-041 requested that N8081
7 and N8095 be restored and reinstated to the proposed 2018 Tribal Transportation
8 Improvement Program listing. See Exhibit "A".

9 F. The Resources and Development Committee finds it in the best interest of the
10 Navajo Nation that the proposed N8081 and N8095 bridge projects in Chinle
11 Chapter be added to the 2018 Tribal Transportation Improvement Program.
12

13 **SECTION THREE. Approval**

14 The Resources and Development Committee of the Navajo Nation Council hereby
15 approves the addition of the proposed N8081 and N8095 bridge projects in Chinle
16 Chapter to the Navajo Nation Tribal Transportation Improvement Program for
17 Fiscal Year 2018, as further described in Exhibit "A".
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Chinle Chapter Government

THE NAVAJO NATION

Myron McLaughlin
PRESIDENT

David Yazzie, Jr.
VICE PRESIDENT

Cynthia Hunter
SECRETARY/TREASURER

Leonard H. Pete
COUNCIL DELEGATE

Eugene Tso
GRAZING COMMITTEE MEMBER



RESOLUTION OF THE CHINLE CHAPTER NAVAJO NATION CHIN-JUL-17-041

REAFFIRMING RESOLUTION CHIN-AUG-16-052 AND REQUESTING THE RESOURCES AND DEVELOPMENT COMMITTEE TO RESTORE AND REINSTATE THE PROPOSED N8081 & N8095 BRIDGE PROJECTS IN THE 2018 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) WITH THE COLLABORATION OF NAVAJO DIVISION OF TRANSPORTATION (Navajo DOT) AND NAVAJO REGIONAL OFFICE, BUREAU OF INDIAN AFFAIRS DIVISION OF TRANSPORTATION (BIA DOT)

WHEREAS:

1. Chinle Chapter, a recognized certified local government of the Navajo Nation, vested with the power and authority to advocate on behalf of its constituents for the improvement of health, education, safety, and general welfare; and
2. Resources and Development Committee has oversight over roads on the Navajo Nation and the Navajo Division of Transportation. 2 N.N.C. §§ 500(C), 501(B) (2) (g); and
3. Navajo Division Of Transportation (NDOT) has the primary responsibility for maintenance of roads on the Navajo Nation and have access to federal and tribal road funding for said roads; and
4. Navajo Regional Office, Bureau of Indian Affairs Division of Transportation (BIA DOT) manages, oversees, constructs and maintain roads and bridges listed in their Road Inventory list; and
5. N8081 and N8095 wash crossings are located within the community of Chinle and are critical crossings utilized by residents that usually wash out during heavy rainfalls; AND
6. Chinle Chapter has worked diligently with Chinle BIA DOT on N8081 and N8095 wash crossings to meet the preliminary engineering requirements for TTIP; and
7. Chinle Chapter persistently worked to qualify and register N8081 and N8095 wash crossings on the TTIP listing for bridge constructions; and
8. Navajo Regional Office BIA DOT and Chinle BIA DOT have expended substantial and significant amount of funds to repair and maintain the crossings including extra monies to conduct preliminary engineering requirements for bridge constructions; and
9. N8081 and N8095 were listed on the TTIP several years, but, in 2015 Navajo DOT removed them without informing Chinle Chapter; and
10. Upon learning about the removal of N8081 and N8095 wash crossings from TTIP, Chinle Chapter and its' Council Delegate have frequently requested the crossings be put back on TTIP listing; and
11. On August 17, 2017, Chinle Chapter passed resolution CHIN-AUG-16-052 requesting to restore and reinstate N8081 and N8095 back on to the 2017 TTIP.

NOW, THEREFORE BE IT RESOLVED THAT:

1. Chinle Chapter reaffirms resolution CHIN-16-052 and requesting the Resources and Development Committee to restore and reinstate the proposed N8081 & N8095 bridge projects on the 2018 Tribal Transportation Improvement Program (TTIP) with the collaboration of Navajo Division of Transportation (Navajo DOT) and Navajo Regional Office, Bureau of Indian Affairs Division of Transportation (BIA DOT).

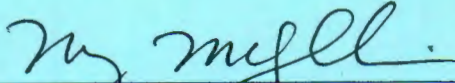
CHIN-JUL-17-041: REAFFIRMING RESOLUTION CHIN-AUG-16-052 AND REQUESTING THE RESOURCES AND DEVELOPMENT COMMITTEE TO RESTORE AND REINSTATE THE PROPOSED N8081 & N8095 BRIDGE PROJECTS IN THE 2018 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) WITH THE COLLABORATION OF NAVAJO DIVISION OF TRANSPORTATION (Navajo DOT) AND NAVAJO REGIONAL OFFICE, BUREAU OF INDIAN AFFAIRS DIVISION OF TRANSPORTATION (BIA DOT)

CERTIFICATION

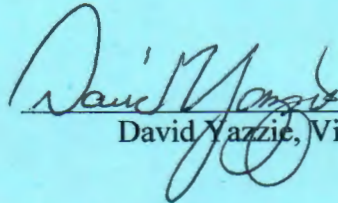
We, hereby certify that the foregoing chapter resolution was duly considered by the Chinle Chapter at a duly called meeting in Chinle, Navajo Nation (Arizona) at which a quorum was present and that the same was passed by a vote of 36 in favor, 0 opposed, and 10 abstained, this 12th day of July 2017.

Motioned by: Eugene Tso

Seconded by: Pamela Bia



Myron McLaughlin, President



David Yazzie, Vice President

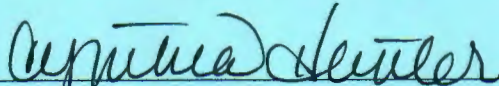

Cynthia Hunter, Secretary/Treasurer

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A. Chinle Community Land Use Planning Committee

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C. Chinle Agency Roads Committee

1. Requesting that the Transportation and Community DevelopmentTAB T
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ARC Construction Priority List, 2). FY 2010 ARC Chip Sealing
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on April 24, 2009)




**THE
NAVAJO
NATION**

P. O. DRAWER 308 • WINDOW ROCK, ARIZONA 86515 • (602) 871-6864

PETERSON ZAH
PRESIDENT

MARSHALL PLUMMER
VICE PRESIDENT

TO : Edward Carlisle, Superintendent
BIA - Chinle Agency

FROM : 
Lee V. Bigwater, CSC
Chinle Chapter Government

DATE : July 22, 1992

SUBJECT: BIA Road 8095 Public Hearing

The BIA Road 8095 Public Hearing minutes is hereto attached for your information and for further processes.

We appreciate the support you are providing in developing the all weather road for the community people.

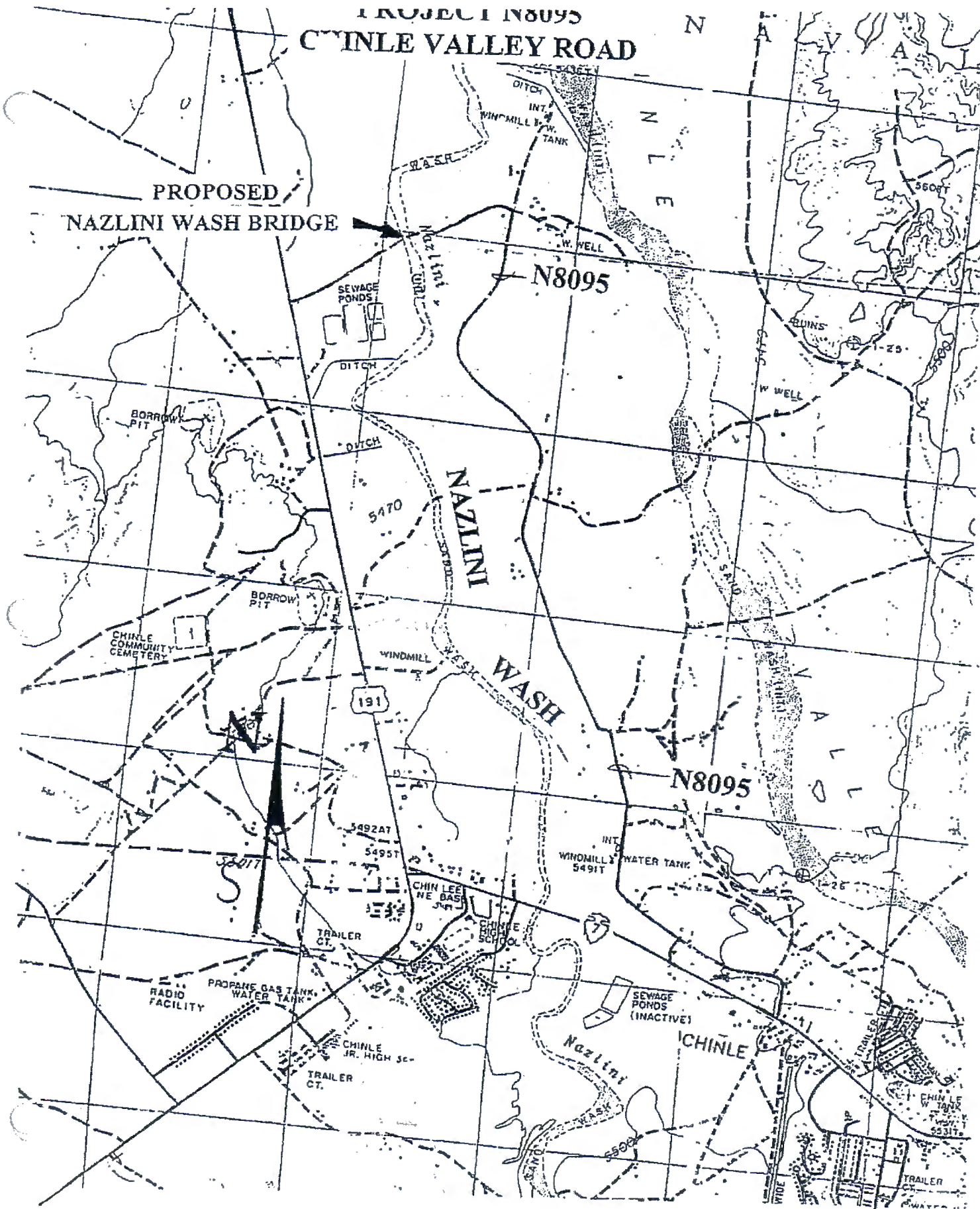
If you have any questions contact me at (602) 674-2052.

Thank you for your time and action.

cc: Cecil Etsitty, BIA Civil Engineering Tech.
Theodore Evans, Chapter President
Leo R. Begay, Council Delegate
Grant R. Benally, Jr., Community Service Program
file

PROJECT N8095
CHINLE VALLEY ROAD

PROPOSED
NAZLINI WASH BRIDGE



PUBLIC HEARING

DATE: July 15, 1992
TIME: 10:35 A.M.

Alfred Yazzie, Chinle Roads Committee Member
Leonard Pete, BIA Roads
Cecil Etsitty, BIA Roads
Theodore Evans, Chapter President
Gloria Burbank, Recorder

Public Hearing concerning Road #8095 which is utilized by the community people living within that area and bus route.

THEODORE EVANS, CHAPTER PRESIDENT

Opened meeting for public hearing concerning Road #8095 for the community people living within that area. The public hearing is to get comments from people so that we can get work on it at all possible or something going on it. Before getting to the junction Nazlini and Chinle washes, turn back west across Nazlini wash then hits Highway 191 north of Bashes. This is the road that we are talking about, it's BIA system road number 8095. This is what we will be talking about and I think that the possibility is that if we can get enough information or enough people talking about it, we might be able to get something done on it between now and next ten years. But it all depends how we are working on it, I understand there is money coming in from Washington and some monies been allocated to the tribe. This is one of the areas that there is a real need for it. It is used as a bus route and the other thing is that people that want to go across there without too much hassle of having to come all way out here and run over to Highway 191 will have access of going across there.

I will open the meeting for the public hearing. As people are coming in and would like to have their comments heard we have a tape recorder available. All comments will be recorded and transcribed. By laws, we are required to have the public hearing for one day and transcribed within 3 to 4 days. Because of the laws, today was set aside for the public hearing and numerous announcements were made for the community people to attend the hearing. At this time with your indulgence I like to say a word of prayer.

PRAYER BY MR. EVANS

At this time, the meeting is open to the public for comments. State your name and comments concerning the road for the record.

ALFRED YAZZIE, CHINLE AGENCY ROADS COMMITTEE MEMBER

Thank you Mr. Evans, Chapter president, recorder and myself for the prayer also to the community people that came out because of their concern about the road and interested in the public hearing. My name is Alfred Yazzie and I am from Rough Rock. I am a member of the Chinle Agency Roads Committee, Navajo Tribal Council, Transportation & Community Development concerning road priority list and putting them in order as well as any transportation issues within the Chinle Agency. Because of this, I am here for the public hearing with Mr. Evans. There are probably other individuals coming here for the hearing to have their comments heard. The hearing was scheduled for 10:00 A.M. but we are running late in starting due to avoidable situations.

The road concern is drawn and shown on this map. The BIA and Chinle Agency will give more information and your request for the road. From the chapter, resolutions are made and routed to Chinle Agency Road Committee. The resolutions are then placed on the Chinle Agency construction/priority list and put in order. All the five (5) agencies through out the reservation gather their list together and send these to the Transportation & Community Development Committee then is placed on the priority list and considered first. When the five (5) year plan is in order, the construction/priority list is included within the plan. But if the chapter officials and the community want immediate action on the road construction, people living within that area need to give their right-a-way. Roads can be constructed quickly if there are no hassles from the community people about land or grazing rights. Right-a-ways can be obtained immediately.

When a road is constructed with federal monies, it is considered as ICT (Intermobile Surface Transportation Efficiency Act) which is in use right now. These monies are made available from Washington Federal Highway Trust Fund and allocated through out the Indian reservations within the United States from Alaska, South Dakota, Arkansas, Mississippi, Albuquerque, Oklahoma, Montana, Washington states, California and Arizona. These are 12 areas where Indian reservations are located. Navajos are separate and our area office is in Gallup. We have been allocated \$159 million dollars. \$35 million is given to the Navajos to construct new roads. The federal monies received must be used according to the laws set in 1964 by the Navajo Tribal Council which entitles that archaeological clearance, environmental assessment and the right-a-way be completed. Clearance consent from individual with land and grazing rights be completed. These are their barriers that we must overcome before any road constructions begins. After the archaeological clearance, environmental assessment and right-a-ways are in order, then it's considered for priority list so monies can be allocated.

Prior allocation use to be 18 million for Navajo Area
Next 2 yrs is 42 million

This is a long process, usually takes about four years. There are many phases within the project such as design, alignment, etc. When construction phase starts - borrow pit, water, gravel, etc. are needed. We need to be aware of the processes that are involved.

The \$35 million that is allocated is being used to replace BIA roads. (resurface existing roads) and bridges. An estimate of \$20 million has already been allocated for different road projects. The monies allocated will expire September 30 or 31st. The portion of \$35 million that is not used will be returned to Federal Highway Trust Fund. Many times monies are returned due to archaeological clearance, environmental, assessment and right-a-way hold ups. We need to be aware of these barriers that cause delays. Monies are available to us but within the last 2 years we were allocated only \$18 million at one time. We were allocated \$33 million and that declined because of right-a-ways. At this time we have been able to get monies allocated. Every ten years the Transportation Act laws are amended and base on that monies are allocated. We were able to get more monies available based on our lobbies. Next year we will be getting \$42 million. The unused portion of the monies will be returned. This is our own fault due to right-a-ways but we are working together to resolve it.

Site → *History of N8095 - 1/2 N8094;*
HELEN WILLIE, NAZLINI RESIDENT

We are concern with road N27, Nazlini road to Ganado. We have not been able to get the road paved for many years. There have been generations before us that tried to get the road paved and were unsuccessful. I have been to numerous Nazlini Chapter meetings and raised issues concerning the road. I also been to other public hearings and heard Mr. Pete address the issues pertaining to different roads. Our concern is why we are not getting any help to try to get the road paved to Nazlini. We need your help to get N27 paved because that road is used by many people. People travel on that road because it is a ~~short~~ cut to get to Ganado. It would be good to get help and support from Chirle community, the more support we have we should be able to get something done immediately. I think Chirle Community is very fortunate to have a lot of money allocated to them. I wish we had that kind of money allocated so that we can use it to pave or align the road all at once. There are people who will not give right-a-ways to have a road paved. The road N27 is graded once in a while and is getting narrow. The road should be graded when it is still wet but instead the grader comes until the road is dry. I want to address this to Mr. Pete so he can think about it. It will be school-in soon and the roads need to be passable for the bus routes. I even encourage my grandchildren to carry signs at school so may be that way we can get the road paved. I am not a Chapter Official, but I am on the Planning Board. Even at planning these meetings I raise my concerns about the road.

This is a long process, usually takes about four years. There are many phases within the project such as design, alignment, etc. When construction phase starts - borrow pit, water, gravel, etc. are needed. We need to be aware of the processes that are involved.

The \$35 million that is allocated is being used to replace BIA roads, (resurface existing roads) and bridges. An estimate of \$20 million has already been allocated for different road projects. The monies allocated will expire September 30 or 31st. The portion of \$35 million that is not used will be returned to Federal Highway Trust Fund. Many times monies are returned due to archaeological clearance, environmental, assessment and right-a-way hold ups. We need to be aware of these barriers that cause delays. Monies are available to us but within the last 2 years we were allocated only \$18 million at one time. We were allocated \$33 million and that declined because of right-a-ways. At this time we have been able to get monies allocated. Every ten years the Transportation Act laws are amended and base on that monies are allocated. We were able to get more monies available based on our lobbies. Next year we will be getting \$42 million. The unused portion of the monies will be returned. This is our own fault due to right-a-ways but we are working together to resolve it.

HELEN WILLIE, NAZLINI RESIDENT

We are concern with road N27, Nazlini road to Ganado. We have not been able to get the road paved for many years. There have been generations before us that tried to get the road paved and were unsuccessful. I have been to numerous Nazlini Chapter meetings and raised issues concerning the road. I also been to other public hearings and heard Mr. Pete address the issues pertaining to different roads. Our concern is why we are not getting any help to try to get the road paved to Nazlini. We need your help to get N27 paved because that road is used by many people. People travel on that road because it is a sort cut to get to Ganado. It would be good to get help and support from Chile community, the more support we have we should be able to get something done immediately. I think Chinle Community is very fortunate to have a lot of money allocated to them. I wish we had that kind of money allocated so that we can use it to pave or align the road all at once. There are people who will not give right-a-ways to have a road paved. The road N27 is graded once in a while and is getting narrow. The road should be graded when it is still wet but instead the grader comes until the road is dry. I want to address this to Mr. Pere so he can think about it. It will be school in soon and the roads need to be passable for the bus routes. I even encourage my grandchildren to carry signs at school so may be that way we can get the road paved. I am not a Chapter Official, but I am on the Planning Board. Even at planning these meeting s I raise my concerns about the road.

We need this road paved as soon as possible. This is a school bus route and our grandchildren ride the bus to school. I appreciate and thank you for listening to me.

JENNIFER BEGAY, RESIDENT

I did not hear about this hearing until today. I don't know the road numbers so I didn't know that the public hearing was on ^{the} Road 8095. This road is to my mother's place. I called Leonard Pete's office to make sure ~~about~~ ^{about} the road 8095 ~~is~~. I told my brothers and sisters but I do not know if they'll come. We need that road fixed.

ANTHONY TOWNE, CHINLE SCHOOL ASST. TRANSPORTATION DIRECTOR

We hear about the public hearing and came to support the road project. I work for Chinle Unified School with Transportation Dept. I want to thank Mr. Al Yazzie and Leonard Pete for the information they provided. The Chinle School has 55 school buses that transports student to school and home during the school year. We have bus routes here in the Chinle Community from Wheatfields, and Lukachukai. We provide bus transportation to the Lukachukai Community from Tsaile School with is also a part of chinle District. There are bus routes all over within the Chinle community which we use on continual basis. Most of the bus routes are graded dirt roads. Some of these bus routes are not graded and ~~do~~ not have numbers. I am in support of all road projects. We can eliminate some bus maintenance if these road projects if these roads are paved. The road 8095 should be paved because that is a bus-route. When it rains, the road is not passable. Sometimes the bus drivers themselves have to repair the road so that they can transport the children to school, and they usually run late. We should all support this road project because everyone in the community utilizes this road, we need support from the community. The roads also needs to be widen, they are getting narrower each time they are graded. Due to narrow roads and bad weathers, the buses slide off and get stuck. We have radio contact with Apache County and they usually come to help pull the buses out of the mud. We usually go through a lot of bumpers within the school year. I want to thank everyone that came. *Recommended maint. to widen roads when blasting.*

EDDIE JONES, BUS DRIVER

The road that we are concerned with is in need of repair. During bad weathers, this bus route is not passable. We usually run late, children will be waiting for us to pick them up. This bus route has not been graded since school out, there are pot holes everywhere. We need to have the road graded before school starts. We would like Mr. Pete's help in getting the road graded. The cement crossing that was placed there has tilt and is dangerous to cross. We need to have the crossing area placed with gravel and packed so it can be passable. The road behind the Police Department that adjoins Road 8095 also needs to be

considered. A culvert needs to be replaced. We came to the hearing to let the community hear our comment on Road 8095. We want to thank the people for coming out and supporting this road project.

Ted Evans → *Include Old Post Office Road - (Done on map)*

LEONARD PETE, BIA BRANCH OF ROADS

Road N27 is being worked on at the present time. If you (Helen Willie), need more information contact Andy Ayze or myself. There are ~~two~~ areas that Branch of Roads deals with maintenance and future road constructions. The Maintenance Department oversees the grading and repairs of different dirt roads. Mr. Cecil Etsitty is the person to contact when in need of road maintenance. My supervisor is Steve, we oversee the future road construction that are in the planning stage within 2-3 year projects. The road concern N8095 is in great need of repair and passable crossings. We need two crossing because a lot of community people utilize both crossing to get to Route 191. There are times when the main road gets too congested and we need a alternate route. We need to think and plan for another bridge so that we can eliminate some of the congestion. We can also include the road behind the Police Department that adjoins N8095 within this public hearing. It is up to the community. People need to think and plan ahead for other road projects.

LAURA WOODY, RESIDENT

I live at the other end of the road N8095 Clauschee, Mitchell, and where the Jones live. I traveled and utilized the road to go to work and other purposes. As long as I remember, the road has always been in need of repairs. There was sand and gravel placed on that road at one time, but that all washed and blew away. During bad weathers, the road gets slippery except for 4-wheel drivers and is not passable. I am in support of getting N8095 paved and appreciate all the comments made by people. I work with Special Ed. I am constantly utilizing that and its hard trying to get across except for four wheel drive vehicles. It is hard maintenance on our vehicle due to the road. It is understandable why there is a lot of wear and tears on the buses. The crossing at the wash was repaired with cement. But the cement has cracked and its tilted. It is dangerous and risky to cross with a school bus, heavy equipment machine, or even private vehicles. I am in support of two road crossings. There was one occasion when I got stuck in the mud and I got home until 2 a.m. in the morning. We have tried telling Apache County, and the school but we always get the run around. We made numerous calls between Bonnie Clauschee and myself to get something done on the road. We even had people living within that community sign petition. The road was fixed and passable for a while. We need a highway. The bridge needs to be repaired before school starts, something temporary that is passable for school buses. The younger generation needs to be in school, some handicapped students as well as elders live within that area. They all need

excess to a pave road. I support the need for a highway or pave road.

ELEANOR GORMAN, RESIDENT

I was very concerned about the road improvement on the existing road pass KFC. I believe I have some concern to because of the fact that we do live along the side of the road. We probably are involved as far as the right-a-way will be concern. I am not concerned about that, due to the fact that we will need to probably give up some of our land again. At a later time I am sure we will be involved in the four way lane highway again and giving up some more land. I m kind of caught in between the two roads. My concern is the road. I am for the road improvement. It used to be the only road to our home but we make another road that comes off the Nazlini bridge. I feel that this road is very necessary for the benefit of the people that live down on that road. It would also be a great benefit to the school, to the people who live down there and many people that utilize have to use that road. People need to think about the fact that they are traveling on private roads, and to slow down because people use this road as a major highway when graded. It would be of great advantage for many people if gravel or black top was put on the road as soon as possible. We do not have to wait for BIA to put this road in, we can push them and say we need that road. There is money available and we don't have to wait 10 years. We can plan and request this money as soon as possible. We need to include the road behind the Police Department. We all should be here to support this road project. This hearing has been announced in the papers and radios for several weeks. I do not see why there aren't any people here to give their support. We should push for this because there is money available and we should get that money so that the road can be worked on as soon as possible. Mr. Pete, we want that money and we want it right now before school starts. We need to get the road fixed, try to put gravel on it or something. There the question of right-a-way again and I am involved in it. I'll go along with it and I am going to lose my irrigation ditch if they ever go across with the improvement. But your probably thinking when does she ever farm. we do not farm that land anymore because we are unable to get water to the land. We need to think about these things, we have to think for our people and try to make these things available to make sure the roads is taken care. I know it will be a major job probably going across the wash. It will be a big project a bridge or some kind of crossing. something permanent, not cement because it will wash away with the first run off. There's money available we don't have to wait 10 years. Lets plan to include the strip behind the Police Station. we can get money for that. So this is my concern and I want to just let you know we need that road. I probably won't be using it but there are times when we use it. I am involved in it, the grader comes ~~down which the~~ ~~grader comes~~ down which grades so close to the fence and were

losing some fences. We paid \$800 to put these fences in. We ^{do} not ignore our fences along the roads, we try to repair it as much as possible. But I think we need some help at this point where we do need a road, and thank you.

ALFRED YAZZIE, ROAD COMMITTEE MEMBER

This public hearing is concerned with your road. The road being constructed is your responsibility because you are the ones that utilize and travel on this road. It is for the future generation.

THEODORE EVANS, CHINLE CHAPTER PRESIDENT

If we did go ahead with the road and we find ourselves cutting into other people's area to get a right-a-way that we need. I would like to know if those areas that's incurred for the right-a-way, is it going to take archaeological and environmental assessment deal on it being that the road has been used for century. I just wonder whether we would have to hassle through all this archaeological and environmental thing? This is the question I have.

LEONARD PETE, BIA BRANCH OF ROADS

This road has been in existence and used many years. As an example, that turns off from 191 to Pinon all the way to Burnt Corn Was. and even through this road has been in existence. It's paved and has right-a-way we had a hold up, because of archaeological clearance. Also the road to Rough Rock has right-a-way and archaeological clearance was done in 1970 but it has to be survey again. The survey that was done in the 1970's was different. There are some changes today and it has to be resurveyed. This is a barrier that we encounter with many of our road projects. The environmental assessment is also a barrier because of the change every two years. This road concern N8095 would still have to go through a process of clearance, environmental assessment, and right-a-way. This public hearing is for comments from the community who are in favor and those that are not in favor. If everyone is in favor, we can start with the plan and proceed to the step where another meeting will set. There is no money allocated for this road project it has not been aligned nor surveyed. We will need to survey and set up another public hearing a later time. It would be an easy process if there weren't people living along the road but since we do have a community within the areas, it's a long process.

MARIE CLAW, RESIDENT

I am Marie Claw. I live within the area the road and land that is concerned. I'm wondering about the alignment of the road. These are some places where the road has sharp turns and curves. I am in support of paving the road because it is hard for the community people that live in that area. The school buses are always getting stuck and it's hard during emergencies. There are

people with disabilities living within the areas and it's difficult to get help immediately. We are doing this for our children, the next generation. Maybe land would not be a big issue when our younger generation are grown. They look forward to living in the cities. There are a few of us that still want to keep our land and farm it. I am in favor and fully support this plan, it would be good for all of us. But I am concern with the propose alignment of the road. I think a Drawing of the road alignment will give us a better idea.

THEODORE EVANS. CHAPTER PRESIDENT

The proposal of the road is not made up. This is still in the planning process. If this proposal for the road improvement does go through then it can be surveyed and aligned. It is up to BIA Roads to determine where the alignment will be with help from the community people. This hearing is scheduled because we want to hear comments from the community.

HARRY D. YAZZIE, RESIDENT

I want to thank you for setting up the public hearing to hear our comments people that came. There aren't that many people here from that area but we are concerned about the road. During bad weather, the road gets really bad with mud and difficult to travel on. The school buses always get stuck as well as private vehicles especially emergency situations and it is hard to get help immediately. Sometimes it is difficult to drive into residential areas to pick-up pre-schoolers. So I fully support the road project and we need to include the road behind the Police Department. We also need another bridge so that when the main road is congested there will be another alternative route to take. This will be good for the whole community. I have a question on the right-a-way. Has the right-a-way been cleared with the community? Well it be 25/50/100 ft? We all know that people have a different time giving land for any kind of purposes. I want to thank everyone for coming and having their comments or concerns heard.

ALFRED YAZZIE CHINLE ROADS COMMITTEE MEMBER

Thank you for having your comments heard. We need to hear your inputs or comments and questions you might have comments and questions you might have concerning right-a-ways. A question has been asked on right-a-ways, we want to hear a response from the BIA Branch of Roads.

THEODORE EVANS. CHAPTER PRESIDENT

The question raised concerning right-a-ways and the response. I got was 24 ft. in width and 5 ft. of shoulder slope on both sides of the road. An estimate of 34 ft. is needed to construct a road.

STEVE MAHNKE, AGENCY ROADS ENGINEER

I want to thank you very much Mr. Evans, Mr. Al Yazzie, Mr. Cecil Etsitty, Mr. Pete, and ladies and gentlemen. I appreciate the opportunity to get up and to talk to you. I must apologize for being late. I'm glad people showed for the meeting because this is important. We need to get the community's input into the roads. We want to hear the good and bad, we have to hear it because it's part of our job. My sole job here at the Agency is to promote Transportation for Indian people. Some question have come up regarding the alignment or the width of the road. We've got a primary alignment. the alignment shown here is not final. We have these public hearing to inputs. If you're not satisfied with the road, we need for you to tell us and through Mr. Evans we can arbitrate these or negotiate. Before we go in there, were going to have to get your signatures for right-a-way. At that time if you don't sign the right-a-way, we don't get the road. We are not going to build a road until we talk to people of the community and make sure that we get positive affirmative inputs from these people. Before the road alignment can be done, we need to agree on it and iron it out. A lot of times it hasn't happen because we haven't had archaeological clearance, environmental assessment, and right-a-way all the way down. We've gotten all the way to construction and if we don't have all these clearances, the project is stopped. We're thinking about 50 ft. of right-a-way from the center line on both side 100 ft. total to construct the road.

ALFRED YAZZIE, CHINLE ROADS COMMITTEE MEMBER

In any planning, legal description is involved. Like an acre of land for homesite that's the homes right-a-way and even the electricity lines and water lines have right-a-ways. Any kind of structure has right-a-ways. The roads all have right-a-ways. there are a lot of planning involves. We need to plan ahead in the future for these projects.

STEVE MAHNKE, AGENCY ROADS ENGINEER

The current ~~right-a-way~~ fencing is 35 ft. between the fences. Generally, the water runs down the fence line right now and that's what we want to eliminate. To build adequate road as far as the site distance lane width. We need 20-24 foot of lane that we have to have for the traffic to run on. It can't be any narrower than that because if it does we'll have head-on crashes and all kinds of problems. This is according to Manual Uniform Traffic Control Devices in accordance with Federal Highway Administration and this is the way it has to be. So we're looking at 100 feet of right-a-way from the center line of the road 50 feet to right. The road out here is only 40 feet. We need 50 feet for the road. The recovery zone is that area necessary to get your car to stop before hitting the fence or something else.

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ALFRED YAZZIE, CHINLE ROADS COMMITTEE MEMBER

I am on my way to Window Rock and I like to take the time to say that quite a few people had their comments heard. Base on the comments that are turned in and resolution, we should be able to get something done. I've given you three resolutions that you can work on. I try to help as much as I can on many road issues concerning Chinle Agency. There was \$18 million allocated last year and Chinle Agency used a large portion of this money, about \$7 million was utilized. Whenever there is money available, in ~~Window Rock~~ ^{Nazlini Area} Washington I'll try to find resources for our community (Chinle Agency). It's good to see the community people come out and have their comments heard. I am here to listen to what your concerns are for your road projects. So that when monies become available in Window Rock, I can try to help in getting some funding. I'm very thankful and appreciative of the community's support. The meeting in Window Rock is concerning priority list for road projects. The road N27 from Ganado to Nazlini is being worked on. In 1994, 10 miles of construction will begin from either sides. Construction can not be done the whole 22 miles, because monies are allocated only for 10 miles of construction. If we were to do construction on whole 22 miles, we would use up all the 5 agencies monies. We are doing as much as we can on these road projects even on Saturday and Sunday. In order for something to be done, you yourself has to make the effort to get to Public Hearings or Chapter officials to have your concerns heard. There are only a few of us setting here who are concerned, but I am sure there are others and because they can not get away, they are not here with us. Some of them came in, had their comments heard and left. I just want to thank you again for coming, thank you.

THEODORE EVANS, CHAPTER PRESIDENT

I am just wondering, is it mandatory that 50 feet from the center road be the right-a-way? What if we go 40 feet, what will that do?

STEVE MAHNKE, AGENCY ROADS ENGINEER

Fifty (50) feet is desirable. If it is a relatively flat terrain and not many and not many cuts and fills. The road does not have many cuts and fills. We might have a little trouble with the grading. When we get into the design phases, we need to address all these things. I believe that we can go 40 feet, and as a matter of fact I'll recommend for you when it comes time to do it.

THEODORE EVANS, CHAPTER PRESIDENT

I appreciate that Steve. I'm not trying to have you change from 100 ft. to 80 ft., but we are anticipating four lane down N7. We found ourselves in a situation where we have to build and our right-a-way should be a little bigger so we can back drop our back slope in so we do have a constant rolling shoulder from the road.

The reason why I ask the question is it might make it a little easier for them to anticipate 40 ft. from center to the outside than it would be 50 ft. Of course, this could be a situation where people are living farther away from the road. It wouldn't hurt them that much. Thinking of my niece, she sitting on the right-a-way and I was just wondering about it.

PHILLIP RUSSELL, RESIDENT

My name is Phil Russell and married to Fannie Russell. We live in that general area right where you're going to have the road from KFC on north. We are concern about the speed limit and the lady's house there. How are you going to get it where the traffic isn't going so fast where it might cause somebody to get injured. I was thinking about her, she's so close to the road. Even at 25 mph. if a car gets out of control it's going to go right through her house. She lives right at the beginning of the bend and that's my concern. I think you should get to the grass root people those that are affect by this road with farming permit and ask them. I think 80 ft. is a little bit to wide for what you're asking for. This what I believe maybe other people have other comments about it.

THEODORE EVANS, CHAPTER PRESIDENT

We got federal monies going into this so there are certain regulations we have to conform to. The minimum that I can see giving federal monies to get this built would be to try to give as much lead way as far as the right-a-way is concerned. Then we don't have no problem of getting federal monies. If it gets any shorter or narrower then we got a problem.

LEONARD PETE, BIA BRANCH OF ROADS

The right-a-way width to the hospital road is 100 ft. They wanted to go with the four lane ~~in there~~ but the right-a-way wasn't wide enough. This right-a-way wasn't wide enough. This right-a-way was acquired several years back, somebody didn't have the foresight to look down the years about 10-20 years. The traffic volume on the stretch didn't call for a four lane because they didn't know and was never considered or thought about. We wanted widen the road but we couldn't because we were going outside the right-a-way. There was monies available to widen the road, but since the right-a-way was already established we has to go with the two lane and widen the shoulder. We wish the road was wide enough so that we could have constructed a four lane in there but that's a foresight that our leaders and people that worked in the past have had. We have the same problem with N7, there isn't enough room to get a four lane in there. I wish people before us had acquired wider right-a-ways because right now we are having problems with it. The NTUA have to move the utility lines outside the right-a-way and get their own R/W outside the fence line. So this one of the big delays that we've been facing with for several year for N7. If we ever decide to

widen the road to a four lane or five lane, which way are we going to move? We are limiting ourselves right now. I wish we could have gone with 50 ft. on both side in the past year. The same way with the road were talking about right now, we could go with 20 ft. on both side and how much room do we have.... Somebody down the road maybe 20 years might say these people should have anticipated population growth or traffic volume increases. They will have to wrestle with the problem down the road and it's going to be costly. I rather get a wider right-a-way now so that the next generation wouldn't have the same problem. We haven't come up with a fix center line yet. we're going to have to go through there and survey. We need to find out all the locations of the utility lines, water lines, irrigation ditch and do an evaluation. Also the houses out there and work with that. The line out there on the road is not a fix line. We need to do further studies surveys on it. We never did any on it, because there was no monies set aside for it and never been considered in a public hearing. It has never been brought before the people. The people have brought this to the attention of the leader before but was never addressed until now. This reason we're having this Public Hearing is to get people living along that route to come out and express their concerns and interests. We want to know where they stand whether they are in favor or opposing to the issue before we can proceed on with the investigation and studies. There is no limit to the population and if we go with the narrow right-a-way the next generation will face the same problem. To me, it would be better just to go with 50 ft. and to make it all possible to pursue 50 ft. on both sides because of what I have seen in the past.

? = Compensation for people losing house or land? Bernice Mitchell will to move.

ELEANOR GORMAN, RESIDENT

This is Eleanor Gorman, this right-a-way that you're talking about now. Is that all by what you're going to need? They told us this when they were asking for right-a-way for the main highway that's coming in from Nazlini Wash. They told us they wanted, I believe 10 ft. or 20 ft. more for their right-a-way. I understand now that is talk of 10 more feet, 5 ft. on each side. So is this going to happen the same way, is this all you need now? I think that if this is all we need, let us know for sure this is all what you need because we are not going to give up anymore land for anymore right-a-ways on that side of the highway. If we move Bernice out because of that road and let us make sure that we only need 100 ft. for the road, I am for the road down there and it sure would be nice if Bernice does really move out because that road could be straighten out there. This right-a-way has to be set and not moved anymore.

CHARLENE DODSON, RESIDENT

My name is Charlene Dodson. I live within the area where the road is concerned. I think it's a great idea to have the road paved and it's about time. I am in support of this road improvement.

JOLENE WOODY, RESIDENT

I'm Jolene Woody, I live 3 miles North of Chinle. The bridge that crosses the wash has cracked in half and this is a bus route. We need a permanent crossing for the children's sake because this is a bus route. The sewer drainage is near by and runs into the wash. We need a bridge, because during bad weathers, the buses always get stuck. The road gets really bad and becomes unpassable. I am in support of the road improvement.

ALICE MITCHELL, RESIDENT

My name is Alice Mitchell and I live about 2 1/2 miles. I was fixing the road, the road we re talking about. When it rains the road gets muddy. We are always trying to fix the road whenever it rains. The school buses are always getting stuck. I am in support of having the road improved. The only way to get across is to fix the road first. Most of the time my kids and myself try to fix it and sometimes we get help from BIA Branch of Roads.

CAROLINE CLAUSCHEE, RESIDENT

My name's Caroline Clauschee and I live 2 1/2 miles North of KFC. I am in support of putting up the bridge through the wash. We need a second bridge in case of emergencies. This will benefit a lot of people.

ANTHONY CLAUSCHEE, RESIDENT

I am Anthony Clauschee, my father is in support of the road improvement and if you need we can extend the right-a-way to accommodate the road. We utilize the road every day and I think it's a good idea. The cement crossing is cracked right now and we do need a permanent bridge. I support the road improvement now that monies are available. We can have the road fixed and put in a bridge. I support all of this.

~~UNKNOWN INDIVIDUAL~~

Evonne Shirley - Resident
I think I know what you're saying for the people that live between the wash. The road and bridge are major construction projects and it's going to take a lot of money. But we need a sufficient road that we can utilize because right now there are wash boards and pot holes. We need this fixed. And who is going to do it? I like to request that the statement to be made that the road needs to be worked on because it's major work. Twenty (20) years ago, they hauled about 30 loads of sand just to cover 1/2 a mile of the road. We need to build up that road in order for the water to run off. We got to think about those things first. I would suggest that you start hauling some sand in there and building up that road first then talk about the bridge. Thank you for bringing this to our attention.

ROSITA CLAUSCHEE, RESIDENT

My name is Rosita Clauschee and I am from 2 1/2 miles from Bashas or KFC. We do need a bridge or something permanent to

cross over. The road down to our place gets really bad at times and buses get stuck. Its not passable when the road is muddy. I would appreciate it if the road was improved. I am in support of the road improvements.

THEODORE EVANS. CHAPTER PRESIDENT

I would like to respond to the individual's comment. We are not going to do the job tomorrow, were trying to tell our road engineer that we like to have him take the message back. In the meantime, we'll try keep the road as much as possible. We are going to try and work from both ends. We need to give our right-a-way to have this road constructed.

ROSLIE TSOSIE. RESIDENT

I'm Roslie Tsosie and from the Clausechee's resident too. The road N8095 need to be worked on as soon as possible. I am sure we can get right-a-ways from the people immediately. I know this is not going to happen overnight but it's easier to have right-a-ways before hand from everybody. It will take a long time to get right-a-ways from everybody. It will take a long time to get right-a-ways from people. This road is a bus route and many people utilize it. I am here for just the summer because of the road condition during the Winter. But this year were planning on staying around. and I have to travel on that road. We need to have that road paved and my father has already given his right-a-way to have improved.

ALICE WOODY. RESIDENT

I agree with the bridge being built first. The road will be paved but it will take time. When the road gets muddy, it is not passable especially at the wash. There are individuals living within that area with medical problems and when there's an emergency it's difficult to get to them. I think the road off 191 should be worked on first, that end is closer to the main highway. I am in supportive of constructing the bridge first before the road construction.

ELEANOR GORMAN. RESIDENT

I sure wish that each one of you could think about this seriously. We need a second bridge in Chinle, there is no other place we can get across to go out or come in. Several years ago the bridge washed out and we had no way of transporting these people with medical problems. We had to go all the way out to Fluted Rock until a crossing was made. I wish that you would strongly recommend to these people that we do need a bridge. If all possible start the construction from the other end, off Highway 191 as soon as possible. If we can get the resolution through the chapter and get that done so that we can have something. We need to get together and try to start construction from the other end off Highway 191. If we can work on the bridge

to get it started because it is used everyday by the community people and also during school year the buses utilize the road to transport students across there. I put in motion that we do start on the construction of the bridge as soon as possible.

THEODORE EVANS, CHAPTER PRESIDENT

Eleanor Gorman has made the motion to start construction of the bridge and seconded by Bernice Mitchell.

ELEANOR GORMAN, RESIDENT

I also with the motion of the bridge to include the little stretch of road below the Police Station and up to road 8095. This is to be included in my motion for the bridge construction from the other end.

BERNICE MITCHELL, RESIDENT

I second the motion.

THEODORE EVANS, CHAPTER PRESIDENT

All those in favor of the motion for the bridge construction and the inclusive of the little stretch of road below the Police Station raise your hand: 23-0-2

LEONARD PETE, BIA BRANCH OF ROADS

You made the motion to start construction on bridge from the other end off Highway 191. There will be a resolution made by the chapter. We need to be aware that we're in the election again and there are other candidates running for Chinle Agency Roads Committee seats. That's up to the community people who they want to vote for. Sometimes in February the agency priority list will be update and put in order for consideration. The road in question here N8095 is not on the list. The community people need to put this road/bridge project on the priority list so that monies can be allocated. The people concerned need to make the effort to inquire on the status of this road project with the chapter officials and other people that are involved so that this project can be placed on the priority list

~~BENSON~~

BENSON KEE, RESIDENT

The road 8095 is in need of improvement. This is not passable when the road gets to muddy. We need the bridge repaired or make a permanent crossing. There are many people who utilize the road. Our vehicles are always in need of maintenance due to the condition of the road. It is good that people are concerned with this road because we really need it paved and a bridge needs to be placed at the wash. I support all of the improvements concerning the road projects.

ANDY AYZE, CHAPTER PRESIDENT CANDIDATE

I am Andy AYZE and I am from here within the Chinle community. We have been working on the same kind of project for the road to

Nazlini for sometimes now. We've been pushing our paperwork through ourselves to get this project going. It is good to listen and hear your comments concerning your road. I have been on numerous committee concerning different issues. I try to help the community people as much as I can. I think it is a lot easier if the people work together to accomplish a task such as this. The road that we are talking about is in need of improvements because a lot of people utilize this road and it's also a bus route. It gets really bad during winter and raining months and can be dangerous at times. So I am in support of this road improvement for the community.

ELEANOR GORMAN, RESIDENT

I like to request that the fences be put back in after the construction because of the animals. We need cattle guards at entrances and also a gate that be opened. I make a new motion to have all fence repairs made after road construction is completed.

ROSLIE TSOSIE, RESIDENT

I second the motion.

THEODORE EVANS, CHAPTER PRESIDENT

All those in favor of the motion for fence repairs after road construction. The vote is 18-0-0. We have taken two (2) action start construction on the other end off highway 191 and bridge to be constructed also that all fences be repaired, cattle guards at entrances and fences put back along the side of the road.

GORDON BALDWIN, RESIDENT

I am Gordon Baldwin and from here. It's good that we have this road project started. We need the road improved because many people use the road and it's also a bus route. When the weather gets too bad, the road is not passable because of the wash. We need a better road with proper signs that will caution people who utilize it. There is always a problem with land, but we should give our right-of-way because we are going to benefit from it and the community. I think if we get proper clearance from people, we should be able to get the road project going. We need the road improvement and a bridge. I fully support the road improvement and construction of a bridge because it will benefit the community.

ELEANOR GORMAN, RESIDENT

I would like to amend my motion that all fences removed be replaced by the contractor and including the road off Highway 191.

DESWOOD BITSUI, RESIDENT

I second the motion. I support the motion concerning the road project. This is good that we're getting improvements on the road. We do need it because when it rains this road gets too

muddy and the crossing usually washes out. Let's all support this road improvement and work together to have it paved. I want to thank people for their concerns on the road.

THEODORE EVANS, CHAPTER PRESIDENT

All in favor of the amended motion. The vote is 21-0-0

ANDY AYZE, CHAPTER PRESIDENT CANDIDATE

I want people to be aware that there will always be someone that will try to stop the process because they weren't informed. So to avoid this kind of situation, the people need to form a committee that can keep the community informed of the project. You need to make sure that all the people involved be made aware of the road project. For some reasons people always want to stop the road improvement from happening. If a committee is formed then it'll be an easier process.

CECIL ETSITTY, BIA ROADS MAINTENANCE

I am Cecil Etsitty and I work with Roads Department. There was money made available last year and we are working with this funding now. Our Navajo area is in Gallup for the five (5) agencies. We were allocated \$35 million for the five agencies. Road projects that are on priority list are allocated for these monies. The monies not used are sent back to Washington. We are anticipating about \$12 million next for the Navajo area to make road improvements. There are barriers involved in the process such as archaeo logical clearances. Many of the road projects are stopped because of archaeological clearance. This road that we are talking about is really in need of improvement. Whenever it rains, the road gets flooded with water and makes it muddy and not passable. At the time the road was fixed, sand was hauled to cover the road to make it passable. This lasted for a couple of years. So if we can get all the people to agree on the road improvement we should be able to do something about it. I think that a task force should be good. These people can inform other people about the road project so that it can be pushed through sooner. The people living within that area really need to work together for this road to be improved. I am in support of the road improvement and also the construction of a bridge. There are a lot of people that utilize this road. The task force committee can go around to people living in that area to get their consent or right-a-way for road improvement and a bridge to be installed. It is good to listen and hear comments from the community people that are concerned with their road. I am glad a lot of people in support of the road improvement. Thank you.

THEODORE EVANS, CHAPTER PRESIDENT

It's good to listen and hear the comments from the community people. All we need to do now to get this project going so that we can get it on the priority list for it to be considered. If we can work together and push this through we should be able to get something done on the road. I want to thank everyone that came to this public hearing.

DESWOOD #11501, RESIDENT

We really need to think seriously about the road project. There are people that might oppose to the road improvement. We need this road improved because we utilize it all the time. When the road is completed, everyone will use and benefit from the road for whatever purposes. So we try to involve everyone living within that area. I really support the road improvement because we can have another route to take when the main road N7 is congested. I remember when I was growing up how easy it was to get something going. We didn't have all this barriers at that time. This road that was made by our elders way back as I can recall. At that time, everyone involved got together and worked on the situation to solve it as far as land and grazing issues. But now, people are so concerned with their land and don't want to say that we should work together on this and the road paved and install a bridge. I fully support the road improvement. We need that road. Thank you.

The Public Hearing adjourned at 3:55 P.M.

Name	Address
1. Cecelia Lamm	Chinle, Az
2. Marie Claw	Box 1097, Chinle, Az
3. Dale Jones	Chinle Az
4. Eddie Jones	P.O. Box 652/
5. Anthony Lawrence	Box Chinle Unified School
6. Cecil ESBITT	BIA Roads - Chinle, Az
7. Leonard Pote	BIA - Roads - Chinle, Az
8. Ocmisor M. Beyaz	Chinle, Az, P.O. Box #1590
9. Sam D. Davis	Box 538, Chinle, Az
10. HAROLD D. YARLE	BIA - Natural Resources, Chinle, Az
11. Benjamin Beyaz	BIA - Natural Resources, Chinle, Az
12. Annika John	
13. Shirley Thomas	B. 2221 Chinle Az
14. Helen Wallis	
15. Antonio Begay	Box III Chinle Az
16. Jennifer Blach	Box 11 Chinle, Az 86503
17. Bessie Kellin	Box 42 Chinle, Az. 86503
18. Jimmy Begay	Chinle, Az. 86503
19. Mr. Richard & Mitchell	Box 323. Chinle Az 86503
20. Laura Woody	Box 2155 Chinle, Az.
21. Bernice Mitchell	P.O. Box 1554 Chinle Az 86503
22. Ida H. Francis	P.O. Box 203 Chinle Az, 86503
23. Shaun Dorman	P.O. Box 203, Chinle, Az. 86503
24. Stephen A. MAHNEZ, Sr.	BIA-AGENCY ROAD ENGINEER
25. Alfred L. Jozzini	T & CDC. Rough Rock Chapter
26. Remy Wilson	Chinle Az. 86503
27. ANDERSON BROWN	Box 780 Chinle Az 86503
28. Jan Hesson	Box 2538 Chinle, Az 86503
29. Anita Clench	Box 134 - Chinle, Az
30. Chera Clench	Box 134 - Chinle Az
31. Wallace Hanley	Navajo Water Rights, Ft. Def, Az
32. Myron Burnside	" " "
33. Rosalie Tsoie	P.O. Box 134 Chinle

34. ANTHONY CLAUSENIEE
35. Charlene Dodson
36. Lawanda Dodson
37. Carolyn Clausen
38. JAMES Woody
39. Benson Leo Kee
40. BRINN SHIRLEY
41. Ruth M. Yazzie
42. Evonne Shirley
43. Lena Shirley
44. Marie / Ben Lee
45. Robert / Janice Thinn
46. Alice Mitchell
47. Gordon Baldwin
48. Andy R. Ayers
49. Freddy / Norma Clark
50. Leo F. Yazzie
51. Lianne Kayoani
52. Francis K. Burbank
53. Shawn Yazzie
54. Tina Yazzie
55. MR. MRS. HAROLD YAZZIE
56. Mrs + Mrs. Daniel Clausen 81.
67. Mrs. Deane C. Jackson

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 Box 2053 Chant, Az. 865
 Box 134 Chant, Az 86503
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 Box 2107 Chant Az 8650
 Box 271 Chant Az 8650
 Box 271 Chant, Az, 86503
 Box 271 Chant, Az 86502
 Box 1725 Chant, Az. 8650
 Box 775 Chant, Az. 86
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 Box 185 Chant Az 86503
 Box 2635 Chant, Az 86503
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 Box 1734 Chant AZ 86503
 Box 251 Chant AZ 86503
 Box 251 Chant AZ 86503
 Box 251 Chant AZ 86503
 Box 144 Chant, Az. 86503
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Public Hearing

Taa yil k'id Road (North of Chinle)

Meeting Location: Chinle Chapter House

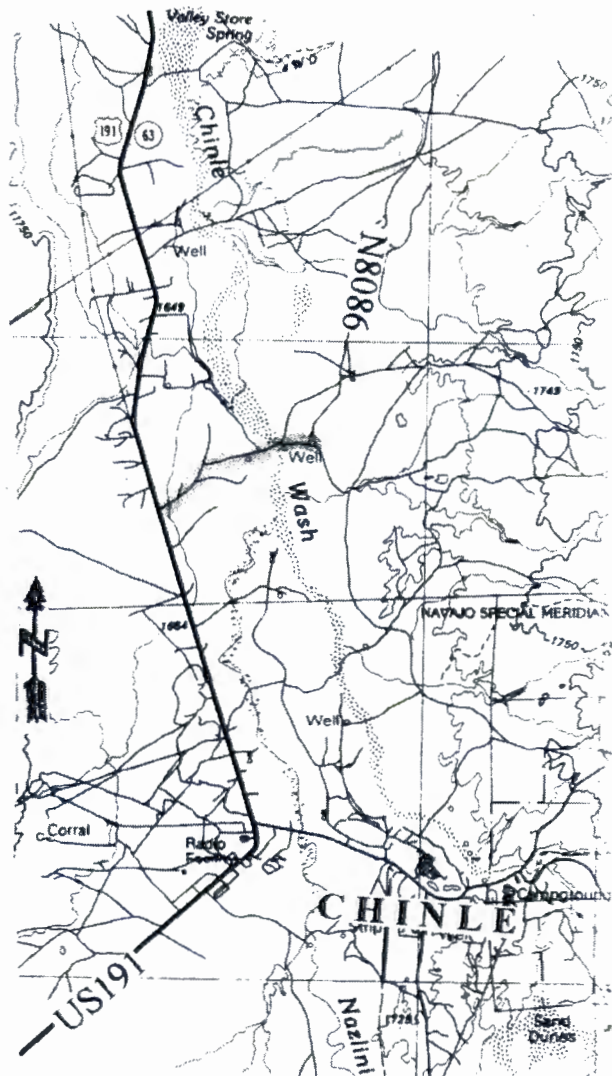
Date: June 19, 1998 Friday

Time: 1:00 PM

The Chinle Agency, Branch of Roads and the Chinle Chapter invites **you** to become involved in discussion regarding the preliminary alignment, right-of-way acquisition and future construction of Taa yil k'id crossing.

The purpose of this Public Hearing is to inform interested citizens of Chinle and surrounding communities, as well as other interested parties, of social, economic, and environmental and engineering facets of the proposed route, and to get discussion, recommendations, comments and concerns of all interested individuals, businesses, Tribal organizations, and other parties.

The Taa yil k'id road begins off State Route US191 at milepost 451 and goes northeast for 0.6 miles and then east crossing the Chinle wash. The total miles 1.6, plus the bridge.



Written statements concerning this project may be submitted at the meeting or sent to Area Road Engineer, at the address below, within five (5) days after the scheduled date of the Public Hearing. Agency and Area Roads personnel from the Bureau of Indian Affairs will be available at the hearing for individual questions.

If there are any question concerning this project, please contact the Area and/or Agency Road Engineer at the following addresses.

Mr. Wilfred Frazier
Area Road Engineer
% Bureau of Indian Affairs
Navajo Area Office
P.O. Box 1060
Gallup, New Mexico 87305
Tel. No. 505/863-8282

Mr. Stephen A. Mahnke, Sr.
Agency Road Engineer
% Bureau of Indian Affairs
Chinle Agency
P.O. Box 7H
Chinle, Arizona 86503
Tel. No. 520/674-5176

PUBLIC SERVICE ANNOUNCEMENT

EVENT: Scheduled Public Hearing

DATE /TIME: June 19, 1998 at 1:00 PM

LOCATION: Chinle Chapter House

CONTACT/ PHONE: Stephen A. Mahnke, Sr., PE
Agency Road Engineer
BIA, Branch of Roads, Chinle Agency
P.O. Box 7H
Chinle, Arizona 86503
(520)674-7176

REMARKS: The purpose of the public hearing is to inform the community about the location features of the proposed road and bridge. It will provide an opportunity to express their opinions. The general location of the proposed route is located in the community of Chinle. The route goes east off State Route US191 at mile post 450.5. The road will cross the Canyon/Nazlini wash and then junction with BIA route N8086. The total road mileage is 2.0 miles, plus the bridge.

As an important part of local developments, the community members are cordially invited to attend this Public Hearing. Your input in the proceeding is vital and can benefit the local community, the Chinle Agency and the Navajo Nation. County representatives are also encouraged attend this important meeting.

Concurrence :


Stephen A. Mahnke, Sr., PE
Chinle Agency Road Engineer

6/3/98

Given to:

ICINN

KGAK

NAVAJO Times

GROUP INDEPENDENT.

Public Hearing
Taa yil kid Road
June 19, 1998
BIA Roads Department

SIGN-IN SHEET

1. <u>Little Bear</u>	16. <u>Paula A. Yazzie</u>
2. <u> </u>	17. <u> </u>
3. <u> </u>	18. <u> </u>
4. <u>Jimmie Jandt</u>	19. <u> </u>
5. <u>Jan Yazzie</u>	20. <u> </u>
6. <u>Glenn Yazzie</u>	21. <u> </u>
7. <u>Paula Yazzie</u>	22. <u> </u>
8. <u>Ray Hoskie</u>	23. <u> </u>
9. <u>Joseph A. Begay</u>	24. <u> </u>
10. <u> </u>	25. <u> </u>
11. <u>Wilson Yazzie</u>	26. <u> </u>
12. <u>Nedded</u>	27. <u> </u>
13. <u>Paul Guyer</u>	28. <u> </u>
14. <u> </u>	29. <u> </u>
15. <u>Don Charles</u>	30. <u> </u>

Note:
QUORUM NOT
PRESENT

Taa yil K'id Public Hearing
June 19, 1998 at 2:30 p.m.

Roselyn Yazzie:

The purpose of the public hearing is to inform all interested citizens and surrounding communities as well as other interested parties such as environmental, social, engineering. Comments and concerns of all interested individuals, businesses, and tribal organizations and other parties are welcomed.

The road that is being discussed today is US191, mile post 4.51 that goes NW .06 miles east crossing Chinle Wash which approximately is 1.6 total miles including the bridge.

The drawing on the board is what is going to be discussed. Mr. Leonard Pete from the BIA Roads Construction is here to provide us information. The reason for this meeting is to inform you about the plans and have you give your input, your concerns and for you to ask questions.

We have a recorder here that will record all of the discussion at this meeting.

The road that is being discussed is the road towards Many Farms, Navajo Route 191, mile post 4.51, 3 1/2 miles north of Chinle. The road turn off that is by the late Steven Bizadi and Leonard Begay's resident. The drawing of the road is on the board. The road from Many Farms Lake is 8086 which already has a number. We have requested a number from BIA Roads and is approved, but have not received the number yet.

What is being plan and discussed is to pave a new road and build a bridge across the Chinle Wash. As of now, the only bridge we have is Nazlini and Chinle Wash by the National Park Service.

To be put on the agenda on the roads, there are 1 to 35 requests for District 4, 10, 11 which includes the road over Lukachukai Mountain, Nazlini and other areas. And as when each road is completed, the BIA Roads goes to the next on the list. At least, 2 or 3 roads are set aside.

We are thinking ahead due to the fast population growth. The Apache County also have their own roads to take care, but the discussion here is not on the County road.

We are only discussing the turn off on mile post 4.51 and to build a bridge. If this is approved, the BIA Roads will start their survey, archeological clearance, footage, grazing, farming and any other sites that will be a concerned. A research will be done.

Last week, Tuesday, the President of US signed a bill to approve \$225 million for Native American to improve/build roads. There might be a 3 way split, but 1/3 of this money is allocated for Navajo Nation which over \$72 million. Over the next 5 years, the President will increase the money for roads improvement. It covers Arizona and New Mexico.

The Navajo Nation needs to start planning as to how this money is going to spent. Each chapter will submit their request. It might be divided into the 5 Agencies.

The State has informed the Navajo Nation that there is \$35 million that was set aside for them, but time is running out to spend this money due to problems in: archeological clearances, gravel pit and grazing, etc. That is the only information they received.

Before, there were money allocated, but we either neglected the plans and it was never discussed in a timely manner, and some of these moneys were never spent and it was returned. We do not want this to happen and this the reason why we want to start planning to spend this money and have your input as a community, businesses, and tribal organizations. We will have the BIA Roads Department help us in the planning and any information we will need as we go along in our planning stage.

We all probably all agree to the road, but we have to have a Public Hearing if we are dealing with government money. This is part of the policy.

Jerrison Jumbo-Apache County

Let this be a public record on this Public Hearing. I am recommending that all the community people that live in the area that is being discussed be present at the Public Hearing Meeting, so they would be informed of the plans. A lot of them probably do not know of this meeting. I am recommending another date be set aside for the Public Hearing.

There are also some other problems I see. Grazing committee and other tribal officials should be here for this meeting for their information. Other officials like a representative (engineering) from Apache County, Steve Machkee from BIA Roads, and people who live in the area are not here and they should be in attendance.

These are just my thinking and feelings. I don't know what you think about it. Thank you

Roselyn Yazzie:

Mr. Jumbo, on the reschedule of this Public Hearing. Information on hearing was publicize from the radio stations, Mr. Charles Mitchell and Cecelia visited the families living the area to inform them about this meeting. BIA Roads is represented, even though today is their day off. I realize that everyone is busy and have other things to do. Even if we reschedule the meeting, we will have the same amount of people. This always happens even we inform everyone about the meeting. The Public Hearing will kept open for 30 days for those who were not attendance and have questions. That can be done. A map of the road that is being discussed were posted everywhere in Chinle and other areas. They were all informed and visited and publicized by radio. This always happens. I don't know what you want to do, postpone and set another date or what? Please come and identify yourself for the record.

Wilson Yazzie:

I am originally from this area, living behind Basha. Thank you for giving me this opportunity. In response to Mr. Jumbo's request and from the information that was provided to us by Roselyn Yazzie, we know now that home visitations were made by the officials to inform all residents living in the area about this meeting, but I still feel that they should be here. It was also announced at the Chapter Meeting, but I didn't fully understand, I thought they said it was going to be on July 6, 1998 and maybe they understood it was going to be on that day and their reason for not being here. We still need their input and any questions they might have should be discussed and answer their questions. The reason why is that we know the money is there we need to inform everyone, but there will always be someone that will have questions and come forth with their complaints and concerns, e.g. the airport. We have the money and it was approved and ready to go, when someone came forth with their concerns. There are people out there

that will do that. We are talking about a lot of money. I agree with Mr. Jumbo's request to reschedule the date. The families living in the area hardly come for the meeting, there are only 2 or 3 people here from the area. What if we have the meeting within the area of the road being discussed? We might be blamed for approving the road. They always have to blame other people.

Roselyn Yazzie:

We always have an agenda, but it is the people who never involve themselves in things like this. Residents were told, the only thing that will be discussed will be Taa yil K'id Road, nothing else, only the road and the bridge that will be built. On July 6, 1998, the two roads that will be discussed. Today is only Taa yil K'id Road and Many Farms Lake road extending to Chinle will be discussed. This cannot be included on July 6, 1998 meeting. They will not understand if this is included. This hearing had been advertised for 15 days now. There are other items to be discussed at other meetings, it will be difficult for them to understand if we put too many items on the agenda. I feel that all of the officials have been informed and I have personally talked with them regarding this hearing. They also have their busy schedule. They all (officials) agree with the money allocation and will fully support any decision that will be made by the community people. This hearing is for them (the community) to discuss and approve, and we (officials) don't normally have to be in attendance. I hope this will clarify your request.

Joseph Begay:

Thank you for allowing me to talk. I have relatives living within the area that is being discussed. I am from this area and he also gave his clan. All his relatives are in favor of building a road. There are four (4) of us here that live in the area. This road should have been built years before, but it's just been prolonging until now. I feel that since there is money allocated now, I fully support it. Since the officials are supporting the plans to build this road, I know all the people down the valley are in support of this plan, even though they are not here. The wash is impassable during the dry months due to sandy roads and not a lot of people travel on this road because of it. The only ones that use it are the ones that live on the east side of the wash. I don't think there is anybody opposing the plan and they should not. Whenever a plan like this comes about and when funds are available, no one ever comes and help discuss the plans, but when there are no funds available, the people always say they wish they had the funds to do this and that. Now that there is funding, we should plan this out as soon as possible. I think that we should all get involved and help plan this out as a community. It is true years ago, our elders used the land daily for grazing and other things, but today it is different. Therefore, we should not hold back on lands and progress of roads for our children. I think it should be postponed because other problems might get in the way. We should all get together and support this project. Thank you.

Roselyn Yazzie: If there are no other speakers, we can go ahead and close it.

Marjorie Thomas:

She gave her clan and thank everyone. The way I understand through radio is that the meeting here today is about the Nazlini road that is why I am here. We have requested to have the road paved to Nazlini for many years, we always been told there is not funding, but from what I gather, there are funds available now and would like to have some funds earmark for Nazlini road. From my point of view, I think that the people living in the area

of the road being discussed here today, should be in attendance to get their input and approval. I realize that we need another bridge in case one washes out, there will be one available close by, and if they disagree where the bridge is going to be built, maybe there is another location they can agree on. I fully support those who are in agreement with this plan.

No Name Given:

He gave his clan and continued.... Even though there are few of us here, we should decide for the people to build this bridge immediately. This meeting was already announced at the Chapter meeting, but still only a few are in attendance. This road often gets muddy and the school buses go through this road to pick up students. We really need this bridge for school buses to take students home on time. I witness at one time when it rained, two buses were stranded on both sides of the wash. And parents get worried when their children are not home on time, when it gets muddy it is hard for the buses to take these children home. Considering all this, thinking for our children, I would like to see this road and bridge built soon, so they will not experience anymore of these problems. If we now have funds and I would like to have this built right away, because I know that in past there were plans to build a road from Sawmill and only one person disagreed on this and it never happened. I do not want this to happen to us. I feel that we need this road paved and the bridge built for our children. I know that this meeting has been advertised through the radios and it stated that they want as many people to attend this meeting and it was announced Sunday, but yet today there are very few in attendance. We need to vote and all agree on it, so we can this road paved and bridge built right away.

Roselyn Yazzie:

Is there anyone that would like to say something? If not, we will close the meeting.

Juan Yazzie:

The road and bridge to Taa yil K'id that is being discussed today is near my home. I was born and raised here. I live near the road that is going to be paved. When it rains, there's usually a lot of water and makes the road across impassable. For this reason, I wonder why people do not understand why we need this road. I am in agreement with the plans for this road because I have grandchildren whom I am speaking for. This road that they are talking about is the road by late Steven Bizadi's turn off and all those living in the area. This is probably already researched by the Roads Department. If it can be fenced off and have the right-of-way when the road is built, it will be good to prevent the animals from going on the road. So my people, relatives, let's all agree on this and let them build the road and bridge since there are funds available. I want this to happen. Let's not wait any longer. During the winter months when it snows, rains and when the road gets muddy, it is hard for us to travel on this road. I am speaking for my relatives living in the area. Let's all come together and approve the plans for the road. Why disagree? This is my feeling. The plans will get into the hands of our officials. Window Rock, and onto Washington for final approval. We cannot wait for 2 or more years. I want this to happen right away. We should support our officials. This is all I have to say, let it be known, I want this to happen! Thank you.

Roselyn Yazzie:

Thank for your remarks. The two people that just now came, we are discussing the Taa yil K'id road. This is what we are discussing now. We want your comments and opinions. The road from the late Steven Bizadi's house all the way across the wash to the road from

Many Farms Lake. The hearing is being recorded. We will do a resolution and start the paperwork. This Public Hearing is just a start to the paperwork process.

??? Yazzie:

Gave his clan. I fully support and agree on this plan for many years. Now it looks like Mr. Leonard Pete is really working hard on this plan and I am glad it might finally go through. This isn't only for the Chinle residents, but many people will travel on this road maybe from Lukachukai and other areas of the reservation. And it is not only for us, but for grandchildren and children in the future. I really like the plans and support it. When the road gets bad, people have to travel a long distance to get water and supplies. That's all I have.

Roselyn Yazzie: Thank you. Anyone else?

Leonard Pete: Greetings! I work for BIA Roads. Planning for the future of our children and other things is very important and entails a lot of work and planning. There's a lot of planning to do with roads, but there is only one place where we have a bridge. Since there is money available, I wish that we could utilize a lot of this money. Last year, I observed this road with another person, and this is when I made a decision to start making plans for the road and to build the bridge. There are a lot of people living in the area and more moving in. If this should happen, this would allow families to get water and electricity. Planning for the future has always been my goal and I felt that this would be good to start planning. There is always land dispute and other problems, this would be in the same category, but we want the people to agree and discuss what they want to do. This is for them, a copy of the minutes of this hearing will be attached, and if they agree, a resolution will be drawn up, I need their support so in the future no one will be blamed. The grazing committee can also meet with the residents that did not attend this meeting and even get signatures for agreeing to the plans. This will be a supporting document for us. Someone mentioned that the Apache County only grades a distance of the road, and BIA Roads does not take care of the road, but there was a resolution made to have BIA Roads responsible for this road. Right now BIA Roads does not take care of this road. Thank you for all your comments, concerns and opinions and allowing me this time to talk.

Roselyn Yazzie: Anyone else?

Person didn't identify herself. I totally support the plans. I wish they would start working on it as soon as possible. I am looking at the drawing and money allocated. The red line from Steven's house and the blue line is where the fencing is. There are several farmlands within the area we are talking about. I know that Mike Johnson and Woody Billy's farmland is along that road. The Taa yil K'id that we are talking about is part of my father's land. I know that they will extend the land to build the road. I know my relatives will not say anything, they will support it. I speak for them. Even though, they say that there are people with livestock (sheep), but now there are very few people that have sheep now a days, the late Steven Bizadi's children have cows, but I think they have them elsewhere and it should not affect them. The road is used on a daily basis. I know for a fact that the road will probably be extended, but I fully support your decisions. Thank you.

Mildred Kee:

I work for the Senior Citizen. I work with the elders and I speak for them. There are a lot of elders that live within the area across the wash. A lot of times when we cannot cross the wash to get food to them due to the bad roads and impassable and maybe some do not even eat, because they depend us to get food out to them. I think what is being planned is a good and to plan for the future for our children and grandchildren. I will be asking questions on other roads, but it will be later. Thank you.

Joseph Begay

Thank you allowing me this time again. I would like to ask a question regarding the 7 year comprehension plan which is already in progress. Can we combine this with what we are talking about to speed up the process?

Roselyn:

It can be done, but we have to do the Public Hearing first. There is a problem in mapping and with the amount of people driving on this road, there is a sharp curve which is dangerous, maybe another location or relocate. There will be another Public Hearing on 8095. We would like to have Taa yil K'id road to be included in processing of the paperwork. We want the paperwork to go together. Another Public Hearing will be set on 8095. This includes the Clauschee Begay and other residents.

Joseph Begay

If there is another resolution, include all this since there are a lot of funds available and keep the planning going so we can get this done right away. Thank you.

Roselyn:

Thank you for your discussions. Consent forms will be signed and submitted with resolution. The right-of-way information will be given. Responsibility to be given to Grazing. Thank you for coming and we will adjourn this meeting if there are no other comments.

PUBLIC HEARING - N8095

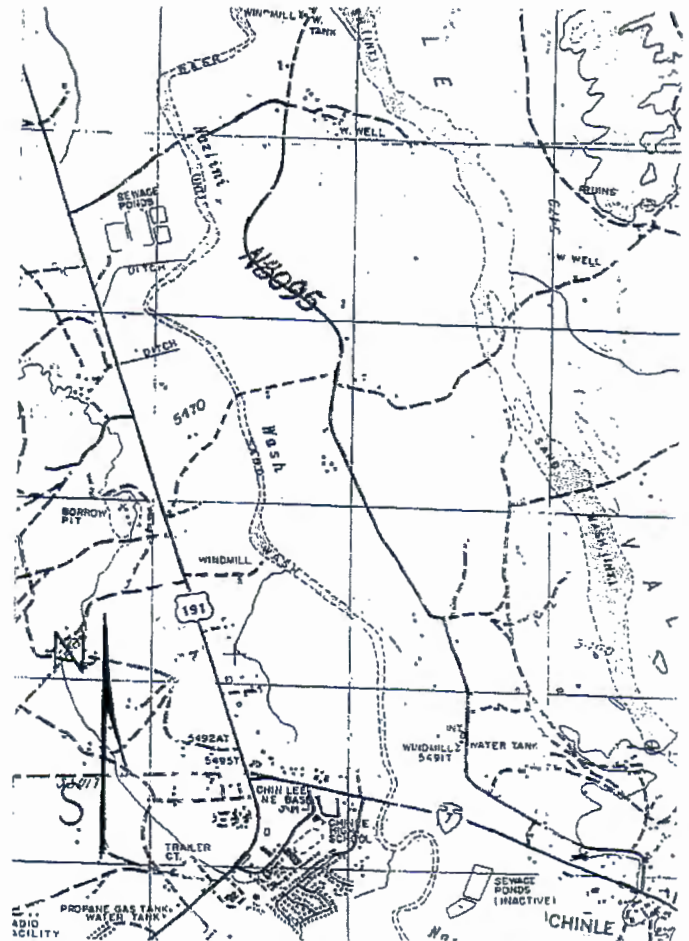
A **Public Hearing** will be held concerning the future improvement and construction of a bridge and road.

The **purpose** of this Public Hearing is to inform interested citizens of Chinle, Valley Store and surrounding communities, as well as other interested parties, of the social, economic, environmental and engineering aspects of the proposed routes, and get active discussion and recommendations, comments and concerns of all interested individuals, businesses, Tribal organizations, and other parties.

Meeting Location : Chinle Chapter House

Date: June 03, 1999 - Thursday

Time: 1:00 PM



The route of concern, N8095, is approximately 1.5 miles in length and begins northwest of Chinle NTUA's sewage pond off State Highway 191, mile post 449.8, it extends northeasterly across Nazlini Wash continuing easterly and looping southward toward Chinle.

Written statements concerning this project may be submitted at the meeting or sent to the Chinle Branch of Roads, Chinle Agency, Chinle, Arizona 86503, within five (5) days after the scheduled date of the Public Hearing. Navajo Area and Agency personnel from the Bureau of Indian Affairs will be available at the hearing for Individual questions.

If there are any question concerning this project, please contact the Area and/or Agency Road Engineer at the following addresses.

Mr. Wilfred Frazier, P.E.
Area Road Engineer
% Bureau of Indian Affairs
Navajo Area Office
P.O. Box 1060
Gallup, New Mexico 87301
Tel. No. 505/863-8282

Mr. Stephen A. Mahnke, Sr., P.E.
Agency Road Engineer
% Bureau of Indian Affairs
Chinle Agency
P.O. Box 7H
Chinle, Arizona 86503
Tel. No. 520/674-5176



Public Hearing Notice

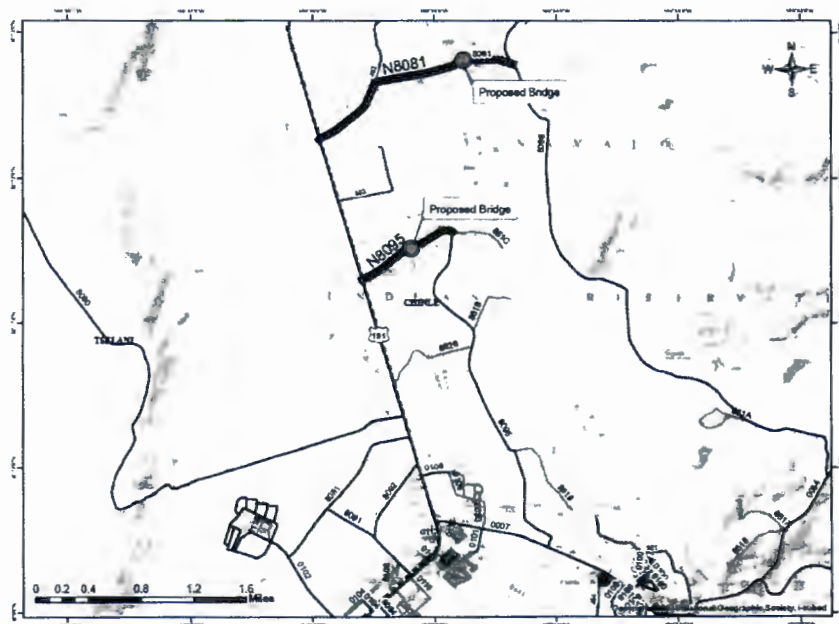
A **Public Hearing** will be held regarding the proposed improvement and construction of BIA roads N8081 and N8095 which both include bridges in Chinle, AZ.

Public Hearing Location: Chinle Chapter House

Date: Wednesday, December 14, 2016

Time: 10:00 AM

PROJECT LOCATION: The proposed improvements on N8095 will start east at US Highway 191 with a bridge crossing the Nazlini wash and ending 0.9 miles from US Highway 191. The proposed improvement on N8081 will also begin at US Highway 191 going east with a proposed bridge crossing the Chinle Wash and ending 1.6 miles from US Highway 191.



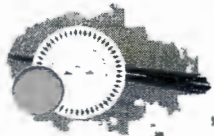
PURPOSE: The purpose of the public hearing is to inform interested citizens/residents of the Chinle Chapter area and surrounding communities, as well as interested parties, of the social, economic, environmental, and engineering aspects of the proposed design and improvements of N8081 and N8095. The purpose of the hearing is also to record active discussion, community support, recommendations, opinions, comments and concerns of all interested individuals, businesses, tribal organizations and other parties.

Written statements concerning this project may be submitted at the public hearing or be sent to the Chinle Agency Senior Planner, Navajo Division of Transportation or Agency Road Engineer, Bureau of Indian Affairs Chinle Branch of Roads, within five (5) days after the scheduled date of the Public Hearing. Navajo DOT, Navajo Area and Agency personnel from the Bureau of Indian Affairs will be available at the hearing for individual questions.

If there are any questions concerning this project, please contact the following individuals:

Mr. Alfred Reed
Agency Road Engineer
Bureau of Indian Affairs
Chinle Agency
P.O. Box 7H
Chinle, AZ 86503
928.674.5176

Mr. Marco Sells
Senior Planner
Navajo Division of Transportation
Chinle Agency
P.O. Box 4620
Window Rock, AZ 86515
928.674.2136



NAVAJO DIVISION OF TRANSPORTATION

POST OFFICE BOX 4620

NAVAJO D.O.T. WINDOW ROCK, ARIZONA 86515

TEL: 928.674-2136

FAX: 928.674-2104

PUBLIC HEARING

ON

N8081 AND N8095 PROPOSED PROJECT

CHINLE CHAPTER HOUSE

Wednesday, December 14, 2016

10:00 A.M.

AGENDA

- I. CALL HEARING TO ORDER:
- II. INVOCATION:
- III. PURPOSE OF PUBLIC HEARING:
- IV. OVERVIEW/DESCRIPTION OF THE PROPOSED PROJECT BY:
 - a. CHINLE CHAPTER
 - b. BUREAU OF INDIAN AFFAIRS DOT
 - c. CHINLE CHAPTER GRAZING OFFICIAL
 - d. NAVAJO DIVISION OF TRANSPORTATION
- V. PUBLIC STATEMENTS/COMMENTS
- VI. ADJOURNMENT



FISCAL YEAR 2011-2016

BIA Navajo Region Division of Transportation Overall Expenditures as of 06-17-2016

FY2013-2016

AT.N3547200.00000 : N8095(1)1,2,3 CHINLE VLLY RD	\$ 1,848.93
AT.N3547300.00000 : N8081(1)1,2,3,TAAYILKID RD	\$ 65,442.56

FY2011-2012

AT.N3547200.00000 : N8095(1)1,2,3 CHINLE VLLY RD	\$ 2,669.50
AT.N3547300.00000 : N8081(1)1,2,3,TAAYILKID RD	\$ 291.92

Total:	\$ 70,252.91
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NAVAJO REGIONAL DIVISION OF TRANSPORTATION
TRIP REPORT
N8081 & N8095(1)1,2&3 BRIDGE & ROAD CONSTRUCTION
PROJECT ALIGNMENT FIELD REVIEW #1

1. **Date or Dates of Trip:** March 4, 2011
2. **Location of Site Visited:** N8081 – Taa Yil Kid Road & N8095 – Chinle Valley Road - North of Chinle, AZ.
3. **Weather:** Cloudy & cool, Windy
4. **Name, Title, Organizations of Persons Attending:**
 - A. Bureau of Indian Affairs(BIA), Navajo Regional Office Division of Transportation (NRODOT):
 - Albert Lec - Highway Engineer
 - Robin Greiser - Technical Service Engineer
 - A-1. Bureau of Indian Affairs(BIA), Chinle Agency - DOT
 - Arthur Allen – Acting Agency Road Engineer/Maintenance Supervisor
 - Clyde Yellowhair - Supervisory Engineering Technician
 - Don Charley - Surveyor
 - Gary Bahe - Surveyor

5. Purpose of Field Review:

The purpose of this Alignment Field Trip was for a first review of proposed alignments on these two (2) roads, the types of construction work to be included in the project, to review the project for potential problem areas, and to recommend alternatives, including alignment shifts, prior to starting design.

Both the N8081 and N8095 roads include a bridge with tie-in road lengths of ± 900 meters at each bridge. This project is scheduled for FY 2014.

6. Results of Field Review:

N8081(1)1,2&3

1) The N8081 Project will start (BOP) approximately 300 m west of the bridge, at \pm Sta 1+800, crosses the Chinle Wash and ends at the intersection with N8086, at \pm Sta 2+670; EOP. The project stationing starts at the N8081 intersection with US191. See attached Aerial Map #1.

NOTE FOR FUTURE REFERENCE: The proposed alignment for N8081 between US191 and current BOP at Sta 1+800, generally follows the existing road with one deviation due to a larger radius curve being used. In some areas there is minimal room for deviating from the existing road due to home sites, fenced fields, a burial site, etc.

- 2) The BOP near Sta 1+800 is on the existing N8081 dirt road. A basis connection to the existing road is all that is needed.
- 3) The current stake alignment between Sta 1+800 and the EOP is a tangent. (See BLACK Line on the attached Drawing #1.) Several problems were noted on the staked alignment. They are:
 - a. Located ± 50 m (worst case) into a fenced field at Sta 2+200. **The Agency will contact the land user and determine if this field is an issue.**
 - b. It crosses an existing power line on large skew. Will require relocating approximately 3 to 4 power poles.
 - c. Appears to approach an existing waterline, near Sta 2+570Lt..
 - d. Some sight distance problems on Lt. at N8086 intersection.

Advantages include being a tangent and missing what appears to be a abandoned water well at Sta 2+180Lt. If this well is abandoned this is not an issue, if not abandoned missing the well is a BIG advantage. **The Agency will check with the NN Water Development on the status of the well.**

- 4) The GREEN Alignment on Drawing #1 is the same as the BLACK alignment up to \pm Sta 2+400. Disadvantages include the need for two (2) small deflection curves in order to be close to a 90 degree intersection at N8086. Advantages include only ± 2 power line poles to be relocated, less waterline impacts and slightly better sight distance at intersection with N8086.
- 5) The RED Alignment on Drawing #1, shift the proposed bridge location to the left. This requires one more curve than the GREEN alignment. The RED alignment will destroy the well (See above Item #3.). This alignment stays closer to the existing road, with less impact to the fenced field. After \pm Sta 2+400, the RED alignment is the same as the GREEN alignment.
- 6) There does not appear to be much difference in the actual bridge crossing location between the two (2) alternate alignments. If questions the Bridge Section should review. The current Chinle Wash crossing is a low water crossing without any low flow pipes.
- 7) If the water well is abandoned all alignments will work, if the well is an issue, the RED alignment (Item 5) should be deleted. (See following item #9.)
- 8) If taking the fenced field is not a problem all alignments will work, if the field is an issue, the BLACK (Item #3) and GREEN (Item #4) alignments should be deleted. (See following Item #9.)

7. **Follow-up needed:**

- 1) The Agency to check with the Chapter, local residents, the Navajo Nation, NTUA, etc for the various items noted in this report.
- 2) The various alignment options will be discussed with the Planning & Design Chief and Structural Engineer.

8. **Other observations:**

- 1) The affects (if any) of the sewage effluent at the N8095 Nazlini Wash crossing to be investigated/determined. There may be impacts to bridge construction activities.

9. **Accomplishments:**

The project was reviewed and needed Project Scoping information obtained.

Reported By: Robin A. Greiser Technical Services Engineer Date 3/17/2011
Robin A. Greiser

Checked By: Albert Lee Highway Design Engineer Date 3/17/2011
Albert Lee

Reviewed By: *JH Ruby* P&D Chief Date 3/17/11

9) The Agency will need to follow-up with contacts of possible water well owners and the fenced field owner(s). The NRODOT will request via memorandum through the Division Manager, the Agency attempt to address these issues with owner's decisions/agreements in writing.

10) The N8081(1) Project to end at \pm Sta 2+670 EOP.

N8095(1)1.2&3

11) The N8095 project will start (BOP) at the US191 ROW line, \pm Sta 0+030, the center of the bridge (Nazlini Wash) is \pm Sta 0+715, the EOP will be at \pm Sta 0+900 and connect with the existing N8095 dirt road. See attached Aerial Map #2.

12) The staked BOP does not match the existing N8095 turnout and needs to be shifted 10 m to 15 m left (north) to match the existing turnout. **If this is not done and the US191 turnout is reconstructed ADOT will require turn lanes. The N8095 project will need to replace/widen the existing 2-Unit cattle to a 4-Unit. It is hoped ADOT will not require turning lanes due to replacing the cattle guard.** It is expected that the new wider cattle guard would need to be installed completely outside the US191 ROW, i.e. not in the existing ROW fence. Another option would be to move the BOP away from the US191 ROW and taper the new road down to fit the existing 2-Unit cattle guard, if working in the US191 ROW is an issue. See RED alignment on Drawing #2.

13) In the southeast corner of the US191 & N8095 intersection is a Sewage Lagoon site. The lagoons themselves are 100m or more from the proposed alignment. However, the lagoon site boundary MAY be within the 23 meter ROW proposed for N8095. *(Unknown rebar/tee post was found.)* **The Agency will check into the Lagoon's legal site boundaries with NTUA.**

14) \pm Sta 0+280 to \pm Sta 0+640 t. buried telephone line 10 m to 20 m from staked alignment.

15) Sta 0+632.231 PI of Curve 2; to be shifted 12 m to right to be on existing road and clear fences and telephone line.

16) From odors and visual observations there appears to be underground Seepage/discharges from the sewage lagoons into Nazlini Wash. This may have an impact on construction cost, special concrete/cement type and/or willingness of contractors to work in this area.

17) The current Nazlini Wash crossing is a low water crossing with a 36" low flow pipe.

18) Sta 0+899.629 PI of Curve 3; to be shifted 5 m to left to better align with the existing road.

19) The N8095(1) Project to end at \pm 0+900 EOP, with taper to existing road. Due to the EOP being in a curve the taper may need to be slightly longer than standard.

N8085(1) + N8081(1) - FY 2019

First Ac

NAME
C. A. HESTER
ALBERT LEE
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C. A. HESTER
Hydromechanics

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BIA 91K0 DOT TIELE 1002
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DET Gault
C DOT
G. A. HESTER
Gault DOT

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925-674-5187

**NAVAJO REGIONAL OFFICE DIVISION OF TRANSPORTATION
TRIP REPORT
N8081(1) & N8095(1)1,2&3 BRIDGE & ROAD CONSTRUCTION
PROJECT ALIGNMENT FIELD REVIEW #2**

1. **Date or Dates of Trip:** August 24, 2011
2. **Location of Site Visited:** N8081 -- Taa Yil Kid (Hilly Area) Road & N8095 -- Chinle Valley Road - North of Chinle, AZ.
3. **Weather:** Partly Cloudy & Hot
4. **Name, Title, Organizations of Persons Attending:**
 - A. Bureau of Indian Affairs(BIA), Navajo Regional Office Division of Transportation (NRODOT):
 - Albert Lee - Highway Engineer
 - Robin Greiser - Technical Service Engineer
 - Raymond Lucero -- Right of Way Engineer
 - Corwyn Henry Structural Engineer
 - A-1. Bureau of Indian Affairs(BIA), Chinle Agency - DOT
 - Clyde Yellowhair - Supervisory Engineering Technician
 - Don Charley Surveyor
 - Gary Bahe - Surveyor
 - B. Navajo Nation Chinle Chapter
 - Leonard Pete - Council Delegate
 - Leo R. Begay President
 - Bruce Draper -- Vice-President
 - Calvin McKerry -- Manager
 - C. Arizona Department of Transportation
 - Ron Curtis Maintenance Supervisor
 - D. NTUA Civil Engineering Water
 - Adrian Showalter Field Civil Technician
 - E. Navajo Nation HPD Roads Section, Flagstaff Office
 - Ora Marek-Martinez Supervisory Archaeologist
 - Taft Blackhorse Principal Archaeologist
 - F. Frontier Communication Company
 - Chuck Bernacchi Network Engineer

5. Purpose of Field Review:

The purpose of this Alignment Field Trip was for a follow-up review on the changes recommended during the first alignment review on these two (2) roads and to review the bridge locations with the NRODOT Structural Section. Items checked included roadway/bridge location and beginning/ending points, utilities, problem areas, etc.

Both the N8081 and N8095 roads include a bridge with tie-in road lengths of ± 900 meters at each bridge. These projects are scheduled for FY 2014.

6. Results of Field Review:

N8081(1)1,2&3 [See Aerial Map #1 for N8081 Alignment Review #2 recommendation in GREEN]

- 1) The N8081 Project BOP is to be shifted ± 50 meters west from the staked located to allow a shorter (30 meter) tie-in to the existing roadway. For the purposes of this report, the BOP will be stationed as Sta 0+000.
- 2) From new BOP to staked BOP (Sta 0+000), a distance of ± 50 meters, a NTUA waterline (probably 4" PVC) is between 15 meters and 21 meters from centerline on the left. From Sta 0+000 the water line angles away from the centerline and would exist a 23 meter Lt ROW at \pm Sta 0+030. During the Plans-In-Hand the waterline will need to be reviewed for relocating outside the N8081 ROW.
- 3) There will be approximately 200 meters (total) of densely wooded flood plain (mostly tamaracks) that will need to be removed at the wash crossing.
- 4) The bridge crossing location was reviewed by the Bridge Section. Shifting the bridge 70 meters to 100 meters south was considered. However this would require additional curves on the west approach and a sharper curve on the east approach. The bridge alignment was left as staked, no change.
- 5) From \pm Sta 0+270 to \pm Sat 0+650, The alignment crosses several old fences and one or more old fields. The Agency reports the lessees are agreeable to the road crossing. It is assumed some of the fences will need to be replaced with new fences at the N8081 ROW line. This will need to be discussed during future Plans-In-Hand reviews.

[NOTE: Due to the short length of the N8081 project, no continuous ROW fence is recommended for this project.]

- 6) PI #4 is to be shifted back ± 50 meters to shift the ahead tangent right ± 15 meters and stay parallel to the staked alignment. This is to clear several NTUA waterline bends/valves.

7) PI #5 is to be removed and the tangent continued to intersection with N8086.

8) \pm Sta 0+730 NTUA waterline, 4" PVC crosses proposed alignment on a $\pm 45^\circ$ Skew. This crossing will probably need to be relocated to a 90° skew and encased.

9) \pm Sta 0+800 NTUA power line crossing on $\pm 60^\circ$ skew. Alignment clears poles, vertical clearance will need to be checked after final road grade is known.

10) N8081 will intersect N8086 25° to 40° off 90° degrees, this angle MAY be an issue due to problems with visibility at these types of angles. The exact angle should be field checked. If necessary PI #5 may need to be kept and/or the N8086 approaches to the intersection may need to be realigned.

[NOTE: There is an existing burial site on northeast side of N8086 approximately 50 meters to 100 meters from the old/staked EOP.]

11) The EOP is to be the center of N8086 and \pm Sta 0+850.

N8095(1)1,2&3 [See Aerial Map #2 for N8095 Alignment Review #2 recommendation in GREEN]

13) The N8095 Project BOP to be \pm Sta 0+030. This is the US191 ADOT ROW line. Sta 0+000 is the centerline of the US191 200ft wide ROW. N8095 will intersect US191 a few degrees off 90° Degrees.

14) The existing 2-unit cattle guard at the US191 ROW will need to be replaced with a 4-Unit cattle guard.

[NOTE: At the start of the Alignment Review an ADOT representative (Ron Curtis) stopped at the meeting. He noted ADOT was replacing the US191 ROW fencing in the area of the N8095 intersection and they have planned to replace the existing 2-Unit cattle guard with a 3-unit. This would include widening the existing paved turnout to match. Mr. Curtis suggested NRODOT contact Mr. Kee Yazzie in the ADOT Holbrook, AZ. office.]

15) \pm Sta 0+037 NTUA 6" PVC waterline crosses the alignment and is parallel to the US191 ROW.

16) \pm Sta 0+055, 18.4 meters Rt. existing property corner of NTUA sewage lagoons. It is recommended the ROW on right be reduced. For example, 18 meters from BOP to PT of Curve #1 to miss corner.

17) \pm Sta 0+050 to \pm Sta 0+615Lt. Underground FCC Telephone Cable \pm 20 meters from centerline. The cable does not interfere with N8095 construction recommend leave in place or reduce left ROW to 18 meters.

[NOTE: Due to the short length of the N8095 project, no continuous ROW fence is recommended for this project.]

18) \pm Sta 0+100 to \pm Sta 0+600, \pm 15 meters Lt. An existing earth dike 0.5 to 1.0 meters high parallels the existing road. The reasons behind this dike should be reviewed and if needed the design of the new road should address the drainage reasons behind the dike. The Chapter representatives THOUGHT the dike MAY relate to flooding at the sewage lagoons.

19) \pm Sta 0+550 to \pm Sta 0+660Lt. & Rt. Several old wire fences within ROW. Does not appear to be any need to replace/reset. The Chapter representatives agreed.

20) Curve #2 to be shift back to stay off the bridge. PI #2 should be near \pm Sta 0+600. This will shift the bridge alignment 10 meters to 15 meters Rt. and keep the bridge on a tangent.

[NOTE: During the first alignment review in March 2011, the odors and visual observations seemed to indicate there was underground seepage/discharges from the sewage lagoons into Nazlini Wash. During this second alignment review these problems were MUCH less. The NTUA representative said they fixed/improved the lagoons. It is suggested potential sewage problems be watched during design as this may have an impact on construction cost, special concrete/cement type and/or willingness of contractors to work in this area.]

21) \pm Sta 0+730 to EOP on the Rt. Existing wire fences to be removed. It appears these fences will need to be replaced/located.

22) The EOP is currently at Sta 0+834 and \pm 8 meters right of the existing road centerline. Connecting back into the existing road will be a minor problem (long) due to the offset. Suggest using a larger radius curve (*but still staying away from bridge*) at the EOP and/or shifting the EOP to the left (*The ahead tangent should be checked if shifting to the left would be a problem*).

7. Follow-up needed:

- 1) ADOT to be contacted on their up-coming plans for US191 improvements.
- 2) The bridge design section needs topographic surveys for 400 meters upstream and downstream from both bridges in order to do preliminary drainage studies.
- 3) The reason and future need for the dike along N8095 (*See above Item #18.*) to be checked.

8. Other observations:

1) The affects (if any) of the sewage effluent at the N8095 Nazlani Wash crossing to be investigated/determined. There may be impacts to bridge construction activities, specifically the concrete/cement type.

9. Accomplishments:

The project was reviewed and needed Project Scoping information obtained.

Reported By: Robin A. Greiser Technical Services Engineer Date
Robin A. Greiser 8/11/2011

Checked By: Allen Lee Highway Design Engineer Date
Allen Lee 9/1/2011

Reviewed By: *218 R. King* P&D Chief Date
P&D Chief 9/1/2011

8/24/2011

ALIGNMENT REVIEW #2

NAME	PHONE
ROBIN A. GREISER	603/863-8996
GARY BAKE	928-674-5187
LEE R. BOGGS	928-674-2052
CLYDE YELLMAN	928-674-6187
ALBERT LEE	505-863-8450
LEN GARDNER	928-674-5188
RAYMOND WOOD	928-674-5188
JOHN BOWMAN	928-674-5188
VERNON HEARN	928-674-5188
ROD CURTIS	928-674-5188
CALVIN MCKERRY	928-674-5188
BRUCE DUNN	928-674-5188
LEONARD JEFF	928-674-5188
STANARD	928-674-5188
LETT BLACKWELL	928-674-5188
DAVID M. ALFONZ	928-674-5188

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18081

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New BOP

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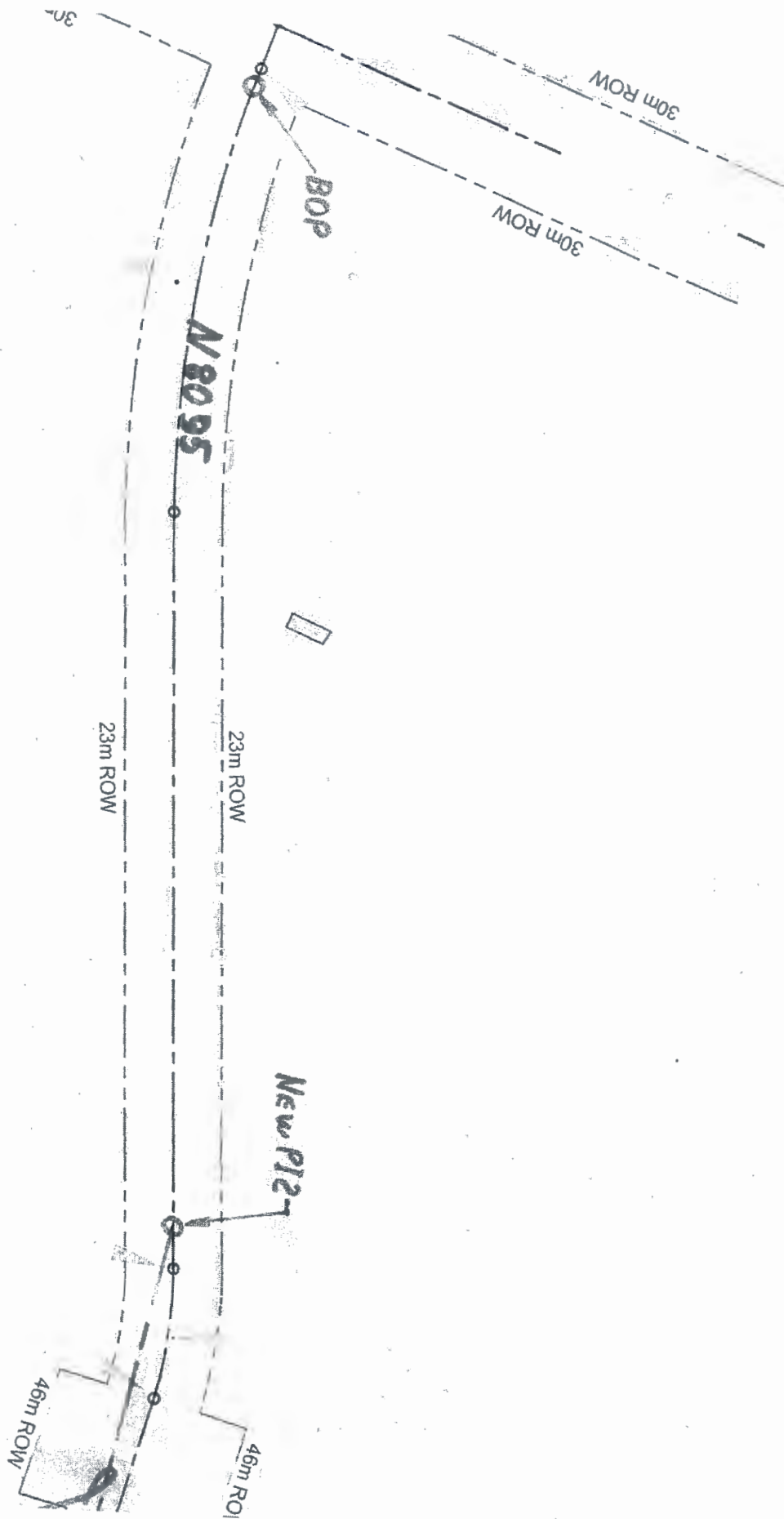
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REVISED

PROJECT N8081(1) Taa Yil Kid Road
 PROPOSED BRIDGE AND APPROACH ROAD
 CHINLE-MANY FARMS, AZ
 T32N, R26E, G&SRM, APACHE COUNTY
 UTM PROJECTION NAD 83 ZONE 12

TOWNSHIP 33 NORTH

TOWNSHIP 32 NORTH

Begin of Bridge N8081
 X=627615.868
 Y=4008489.360

End of Project N8081(1)
 STA 2+669.809
 X=628240.003
 Y=4008615.714

RANGE 25 EAST
 RANGE 26 EAST

P1.3
 X=626614.001
 Y=4008281.271

End of Bridge N8081
 X=627775.657
 Y=4008652.1254

P1.2
 X=626493.327
 Y=4007969.932

LEGEND

- N8081(1) PROPOSED ALIGNMENT
- PROPOSED ROW 23m (Left-Right)
- Existing Electriclines
- Existing Waterlines
- Existing Underground Telephonelines
- Existing Telephonelines
- Sectionline
- Found Section Corners

Begin of Project N8081
 Sta. 0+000.000m
 UTM NAD83 ZONE 12
 X=625933.518
 Y=4007558.405

STATION NORTH EASTING			
POB ()	0+000.000	4007545.678	625937.291
Element	Tangent Direction: N 61°08'00" E Tangent Length: 97.948		
Element	Tangent Direction: N 61°08'00" E Tangent Length: 97.948		
PC ()	0+087.948	4007661.763	626023.704
PI ()	0+167.196	4007824.345	626004.813
PT ()	0+256.923	4007969.975	626137.681
Radius	650.000		
Delta	12°08'40" Left		
Degree of Curvature(Arc)	2°41'12"		
Length	187.897		
Tangent	88.268		
Chord	197.718		
Element	Tangent Direction: N 49°46'12" E Tangent Length: 168.419		
Element	Tangent Direction: N 49°46'12" E Tangent Length: 168.419		
PC ()	0+826.333	4007920.573	626434.988
PI ()	0+701.788	4007969.932	626483.327
PT ()	0+774.999	4008041.191	626520.947
Radius	300.000		
Delta	28°50'02" Left		
Degree of Curvature(Arc)	9°48'17"		
Length	149.880		
Tangent	76.624		
Chord	148.158		
Element	Tangent Direction: N 21°11'16" E Tangent Length: 111.421		
Element	Tangent Direction: N 21°11'16" E Tangent Length: 111.421		
PC ()	0+896.420	4008154.485	626904.828
PI ()	1+037.682	4008281.271	626814.081
PT ()	1+145.826	4008368.942	626747.238
Radius	288.000		
Delta	67°08'52" Right		
Degree of Curvature(Arc)	6°08'08"		
Length	342.308		
Tangent	154.082		
Chord	238.818		
PI ()	2+038.763	4008489.360	627615.868
Element	Tangent Direction: N 78°30'00" E Tangent Length: 656.126		
Element	Tangent Direction: N 78°30'00" E Tangent Length: 656.126		
PC ()	0+686.763	4008489.360	627615.868
Element	Tangent Direction: N 78°30'00" E Tangent Length: 656.126		
Element	Tangent Direction: N 78°30'00" E Tangent Length: 656.126		
POB (EOP)	2+669.809	4008615.714	628240.003



NAVAJO DEPARTMENT OF TRANSPORTATION PLANNING PROGRAM
ANNUAL AVERAGE DAILY TRAFFIC (AADT) REPORT
CHINLE AGENCY

Route: N8095	Agency: N35	Class: 4	Start Date: 5/3/02
MilePost: 2.20	Comm.: Chinle	Surface: 2	Start Time: 00:00
Section: 336	County: Apache	Rdwy Width(m): 6.1 (20 ft)	End Date: 5/9/02
Data File: 8095mp22sec336	State: Arizona	** Seasonal Factor: 0.990	End Time: 24:00

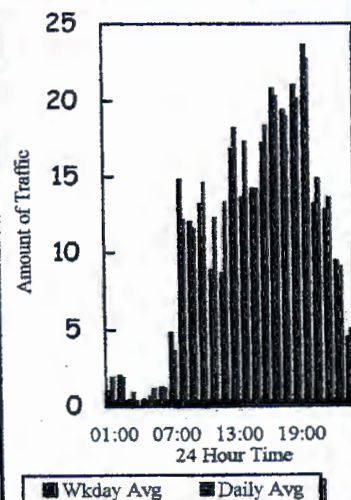
Location: 1.5 mile north of Jct N8095/N7

DATE END TIME \ DAY	6 Mon	7 Tue	8 Wed	9 Thur	3 Fri	4 Sat	5 Sun	Wkdy Avg	Daily Avg
01:00	2	0	1	1	1	4	4	1	2
02:00	0	1	2	4	3	2	1	2	2
03:00	0	1	0	1	0	1	3	0	1
04:00	0	0	0	0	0	1	2	0	0
05:00	0	0	1	1	1	4	1	1	1
06:00	1	2	2	1	0	2	0	1	1
07:00	3	5	4	5	7	0	1	5	4
08:00	16	16	16	10	16	4	7	15	12
09:00	11	12	10	16	11	11	10	12	12
10:00	19	16	13	10	8	8	28	13	15
11:00	6	7	9	9	13	16	26	9	12
12:00	10	8	8	9	8	14	36	9	13
13:00	20	13	14	22	15	11	32	17	18
14:00	9	12	13	16	18	19	34	14	17
15:00	11	9	20	16	15	11	17	14	14
16:00	15	12	16	23	20	30	12	17	18
17:00	23	15	22	18	26	22	16	21	20
18:00	31	18	18	10	20	20	16	19	19
19:00	18	26	9	32	20	16	20	21	20
20:00	32	20	25	16	25	25	16	24	23
21:00	13	12	9	22	10	26	12	13	15
22:00	11	3	19	16	15	13	18	13	14
23:00	12	6	8	11	10	6	10	9	9
24:00	0	1	7	9	5	7	6	4	5
TOTALS	263	215	246	278	267	273	328	254	267
Adjusted ADT, AADT:								251	264

% TRKS

AM	*	*	*	*	*	*	*
PEAK CT	19	16	16	16	16	16	36
PEAK HR	10:00	08:00	08:00	09:00	08:00	11:00	12:00
PM							
PEAK CT	32	26	25	32	26	30	34
PEAK HR	20:00	19:00	20:00	19:00	17:00	16:00	14:00
YEAR	2007		2012		2017		2022
FADT (02%)	292		322		356		393

- COMMENTS:** 1.) ** -Seasonal factors obtained from 1999 ADOT Traffic Year, Group #14.
 2.) % TRKS = Percent Trucks(*- No Truck Study Performed)
 3.) Counter location is drawn on back utilizing the GPS data from ArcView.
 4.) FY2007 of Twenty (20) Yr Priority Construction Schedule (FY2002-20).



Counter Type: Delta IIIB

Number: 1887

Battery Volt: ok

Hose layout: 11

REPORT BY:

jbitannie

NAVAJO DEPARTMENT OF TRANSPORTATION PLANNING PROGRAM
ANNUAL AVERAGE DAILY TRAFFIC (AADT) REPORT
CHINLE AGENCY

Agency: N35	Class: 4	MilePost: 3.30	ADT Mon/Yr: Nov-02
Reservation: 780	County: 001	Surface Type: 2	Start Date: 11/6/02
Route: 8095	State: 04	Rdwy Width (m): 6.10	Start Time: 00:00
Section: 36	Comm.: Chinle	Width(ft.): 20.0	End Date: 11/12/02
Data File: 8095mp33sec36_02	*Seasonal Factor: 1.070	End Time: 24:00	

Location: MP3.3 (0.5 mile northeast of Jct.N8095/N7)

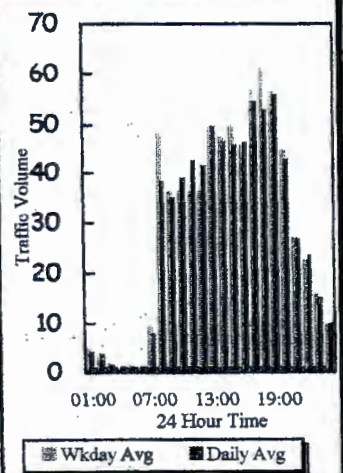
DATE END TIME \ DAY	11 Mon	12 Tue	6 Wed	7 Thur	8 Fri	9 Sat	10 Sun	Wkdy Avg	Daily Avg
01:00	8	6	3	0	6	4	1	5	4
02:00	1	8	2	0	2	4	8	3	4
03:00	0	2	0	0	6	0	1	2	1
04:00	0	0	0	1	0	2	4	0	1
05:00	3	1	2	0	0	0	1	1	1
06:00	0	1	2	1	0	2	1	1	1
07:00	6	6	7	14	12	5	5	9	8
08:00	12	59	58	66	44	20	8	48	38
09:00	22	43	34	29	52	34	30	36	35
10:00	34	40	33	32	42	38	52	36	39
11:00	32	34	38	32	44	48	68	36	42
12:00	48	40	27	34	32	34	73	36	41
13:00	62	40	50	45	50	30	70	49	50
14:00	60	45	46	45	40	36	52	47	46
15:00	46	64	45	50	42	30	42	49	46
16:00	51	56	40	40	39	38	58	45	46
17:00	46	50	39	81	67	42	55	57	54
18:00	58	60	71	52	64	28	36	61	53
19:00	48	49	50	84	50	51	58	56	56
20:00	28	43	54	43	54	28	48	44	43
21:00	20	30	30	34	20	24	28	27	27
22:00	18	14	26	38	16	18	34	22	23
23:00	13	12	16	16	21	14	12	16	15
24:00	4	4	5	9	26	8	12	10	10

TOTALS	620	707	678	746	729	538	757	696	682
Daily Factors	1.1002	0.9648	1.0061	0.9144	0.9357	1.2679	0.9011		
Seven-day Total:	4775				Adjusted ADT, AADT:			745	730
% TRKS	**	**	**	**	**	**	**		

AM								
PEAK CT	48	59	58	66	52	48	73	
PEAK HR	12:00	08:00	08:00	08:00	09:00	11:00	12:00	
PM								
PEAK CT	62	64	71	84	67	51	70	
PEAK HR	13:00	15:00	18:00	19:00	17:00	19:00	13:00	
YEAR	2007		2012		2017		2022	
FADT (02%)	806		890		982		1,085	

- COMMENTS:** 1.) * - Seasonal factors obtain from 1999 ADOT Traffic Year Group #14
2.) % TRKS = Percent Trucks (** - No Truck Study Performed)
3.) Counter location is drawn on back utilizing the GPS data from ArcView.
4.) AADT = raw ADT x seasonal factor. Daily Factor = 7 day avg. / daily total.
5.) Update BIA-NROBOR 10/09/02 List:

N8095/ Sect-036/ class-4/ miles-1.0/ pg.33





NAVAJO DIVISION OF TRANSPORTATION
TRANSPORTATION PLANNING PROGRAM - CHINLE NAVAJO AGENCY
ANNUAL AVERAGE DAILY TRAFFIC (AADT) REPORT



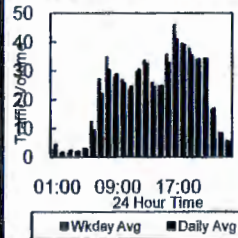
Agency:	N35	Class:	11	Mile Post:	0.04	ADT Mon/Yr:	Aug-10	ATR COORDINATES
Reservation:	780	County:	001	Surface Type:	1	Start Date:	8/11/2010	From handheld GPS Unit
Route:	8081	State:	04	Roadway Width (ft.):	18.00	Start Time:	00:00	(In Degrees) - [Decimal]
Section:	10	Community:	Chinle			End Date:	8/17/2010	Latitude: 36-12-18
Data File:	'8081sec10mp01_081110.rdf'			*Seasonal Factor:	0.874	End Time:	24:00	Longitude: 109-35-53

Location: 0.04mi east of jct US191/N8081/C462

DATE END TIME \ DAY	16 Mon	17 Tue	11 Wed	12 Thu	13 Fri	14 Sat	15 Sun	Wkdy Avg	Daily Avg
01:00	4	2	2	1	4	17	1	3	4
02:00	0	4	1	1	1	2	3	1	2
03:00	3	0	0	1	3	7	3	1	2
04:00	3	1	3	2	1	3	1	2	2
05:00	3	5	3	2	3	1	3	3	3
06:00	17	14	8	11	12	2	2	12	9
07:00	26	21	22	35	32	9	10	27	22
08:00	32	31	42	32	38	16	21	35	30
09:00	29	21	30	28	31	35	28	28	29
10:00	19	36	21	35	24	29	16	27	26
11:00	19	18	20	30	30	25	30	23	25
12:00	38	27	25	34	25	33	31	30	30
13:00	28	31	33	38	38	28	31	34	32
14:00	29	21	32	24	24	23	19	26	25
15:00	23	21	30	26	23	23	28	25	25
16:00	36	33	36	33	41	18	32	36	33
17:00	42	49	42	47	50	28	29	46	41
18:00	29	39	43	39	48	40	35	40	39
19:00	40	38	34	47	29	31	29	38	35
20:00	32	36	28	41	32	34	36	34	34
21:00	26	18	39	43	46	29	39	34	34
22:00	14	14	7	20	28	18	18	17	17
23:00	8	8	9	8	9	8	8	8	8
24:00	0	4	6	10	9	6	3	6	5

TOTALS	500	492	516	588	581	465	456	535	514
Daily Factors	1.0280	1.0447	0.9961	0.8741	0.8847	1.1054	1.1272	468	449
Seven-day Total:	3,598							Adjusted ADT, AADT	

% TRKS	**	**	**	**	**	**	**
AM							
PEAK CT	38	36	42	35	38	35	31
PEAK HR	12:00	10:00	08:00	07:00	08:00	09:00	12:00
PM							
PEAK CT	42	49	43	47	50	40	39
PEAK HR	17:00	17:00	18:00	17:00	17:00	18:00	21:00
YEAR	2015		2020		2025		2030
FADT (02%)	496		548		605		668

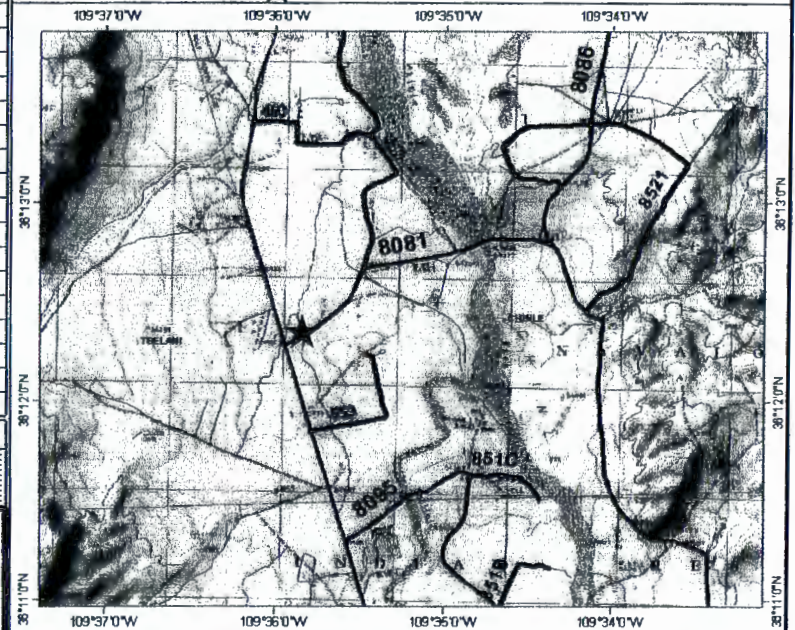


COMMENTS:

- 1.) * - Seasonal factors obtain from 2002 ADOT Traffic Year Group-14
- 2.) % TRKS = Percent Trucks (** - No Truck Study Performed).
- 3.) Counter location is drawn utilizing the Map from either TOPO or ArcView program.
- 4.) AADT = Raw ADT x Seasonal Factor.
- 5.) Daily Factor = 7 day avg. / daily total.

6.) ADT for 8081/C462/ sec 10/class 11/ 0.6 mile

COUNTER LOCATION =



Legend
All_BIA_Rep_Roads_2008
County_2008
N35_2009_Proposed_Roads

0 0.3 0.6 1.2
Miles



Counter Type: DeltaIIIB Number: 1886 Battery Volt: 6.2v Hose layout: '11' Report By: Jbitannie



**NAVAJO DIVISION OF TRANSPORTATION
TRANSPORTATION PLANNING PROGRAM - CHINLE NAVAJO AGENCY
ANNUAL AVERAGE DAILY TRAFFIC (AADT) REPORT**

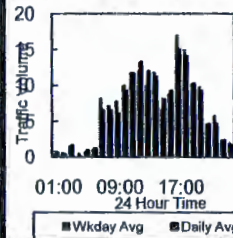


Agency: N35	Class: 4	Mile Post: 0.32	ADT Mon/Yr: Oct-10	ATR COORDINATES
Reservation: 780	County: 001	Surface Type: 1	Start Date: 10/5/2010	From handheld GPS Unit
Route: 8081	State: 04	Roadway Width (ft.): 20.00	Start Time: 00:00	(In Degrees) - [Declmal]
Section: 10	Community: Chinle		End Date: 10/11/2010	Latitude: 36-12-43
Data File: 8081sec10mp03_100510.rdf	*Seasonal Factor: 0.971		End Time: 24:00	Longitude: 109-35-09

Location: 0.30mi east of jct C462/N8081

DATE END TIME \ DAY	11 Mon	5 Tue	6 Wed	7 Thu	8 Fri	9 Sat	10 Sun	Wkdy Avg	Daily Avg
01:00	0	0	2	2	0	0	1	1	1
02:00	1	0	0	1	1	0	0	1	0
03:00	1	5	1	1	0	2	2	2	2
04:00	0	0	0	0	0	1	0	0	0
05:00	1	2	1	0	0	3	0	1	1
06:00	0	3	1	0	1	4	0	1	1
07:00	10	6	7	11	7	5	0	8	7
08:00	11	12	3	4	6	5	5	7	7
09:00	7	8	5	8	11	2	2	8	6
10:00	9	10	8	16	7	2	13	10	9
11:00	18	14	11	5	11	7	16	12	12
12:00	18	11	11	6	14	13	20	12	13
13:00	8	11	10	8	13	19	15	10	12
14:00	12	15	13	6	13	10	10	12	11
15:00	8	5	7	8	5	10	14	7	8
16:00	9	12	7	9	7	11	10	9	9
17:00	21	21	11	21	11	6	14	17	15
18:00	21	9	19	12	14	7	17	15	14
19:00	8	18	7	7	11	2	19	10	10
20:00	13	12	10	8	6	10	6	10	9
21:00	2	7	5	4	5	7	3	5	5
22:00	8	3	6	8	4	2	2	6	5
23:00	0	4	3	1	4	3	2	2	2
24:00	0	2	2	3	3	2	0	2	2
TOTALS	186	190	150	149	154	133	171	166	162
Daily Factors	0.8702	0.8519	1.0790	1.0863	1.0510	1.2170	0.9465	161	157
Seven-day Total:	1,133							Adjusted ADT, AADT:	

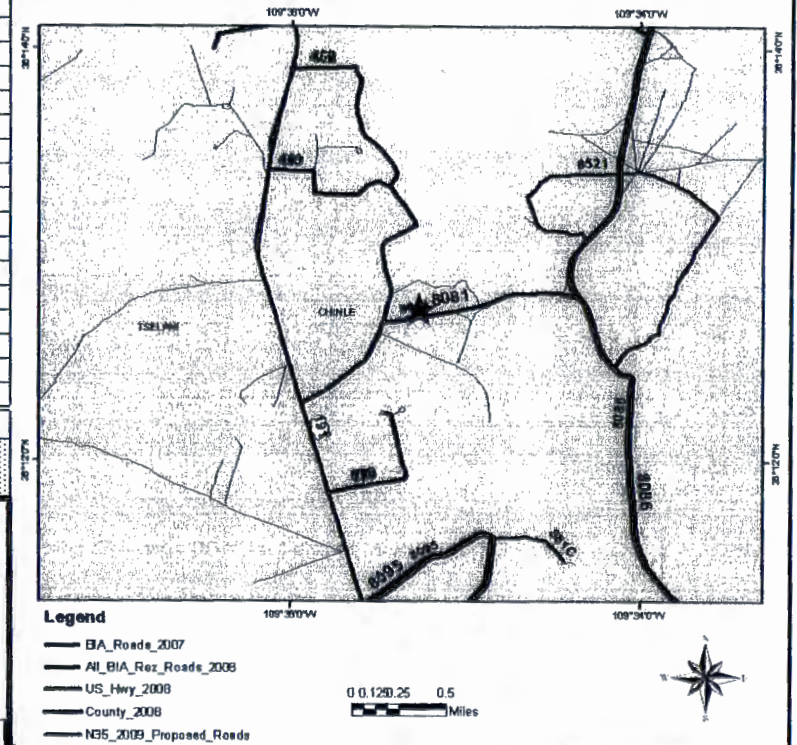
% TRKS	**	**	**	**	**	**	**
AM							
PEAK CT	18	14	11	16	14	13	20
PEAK HR	11:00	11:00	11:00	10:00	12:00	12:00	12:00
PM							
PEAK CT	21	21	19	21	14	19	19
PEAK HR	17:00	17:00	18:00	17:00	18:00	13:00	19:00
YEAR	2015		2020		2025		2030
FADT (02%)	174		192		212		234



COMMENTS:

- 1.) * - Seasonal factors obtain from 2002 ADOT Traffic Year Group-14
- 2.) % TRKS = Percent Trucks (** - No Truck Study Performed).
- 3.) Counter location is drawn utilizing the Map from either TOPO or ArcView program.
- 4.) AADT = Raw ADT x Seasonal Factor.
- 5.) Daily Factor = 7 day avg. / daily total.
- 6.) ADT for 8081/sec 40/class 4/0.4 mile
- 7.) ADT for 8081/sec 20/class 4/0.7 mile
- 8.) ADT for 8081/sec 10/class 11/0.6 mile

COUNTER LOCATION =



Counter Type: Gamma

Number: 5012

Battery Volt: 6.2v

Hose layout: '11'

Report By: Jbitannie



NAVAJO DIVISION OF TRANSPORTATION
TRIBAL TRANSPORTATION PLANNING PROGRAM
AVERAGE DAILY TRAFFIC (ADT) REPORT



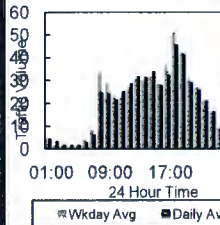
Agency:	N35	Class:	4	Mile Post:	0.10	ADT Mon/Yr:	Apr-14	ATR COORDINATES
Reservation:	780	County:	001	Surface Type:	1	Start Date:	4/3/2014	(Degree-Minute-Seconds) (N or W)
Route:	8081	State:	04	Roadway Width (ft.):	24.0	Start Time:	00:00	36-12' 19.59" N
Section:	10	Community:	Chinle, AZ			End Date:	4/9/2014	109-35' 50.21" W
Data File:	'0065A-3710V140402153102.rdf'					End Time:	24:00	

Location: '0.1 mile NE of US191 and N8081 Jct'

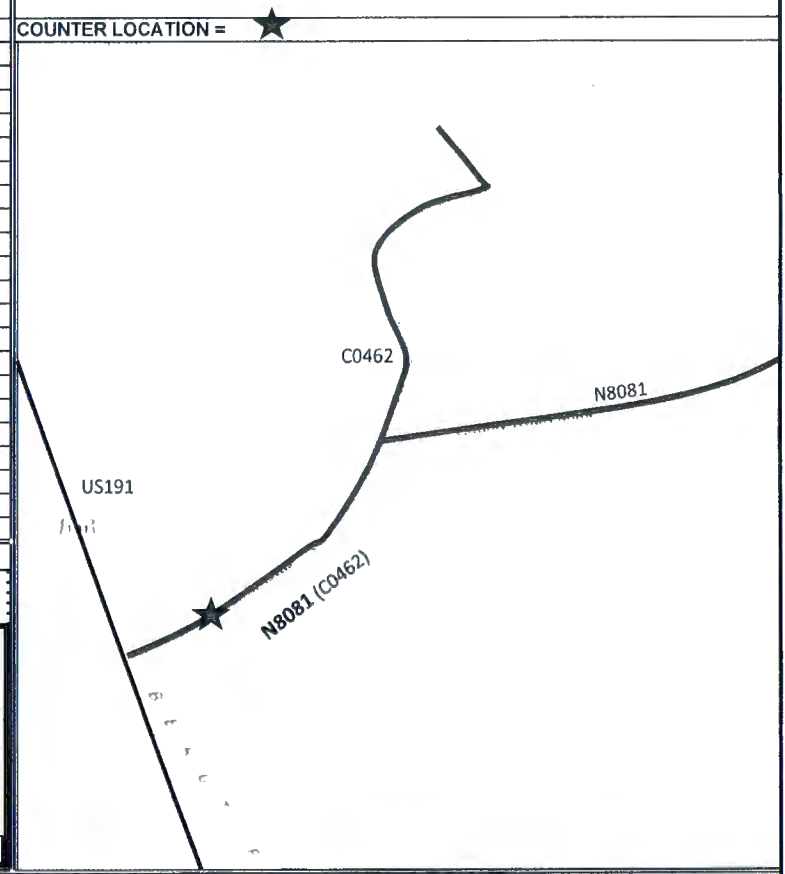
DATE	7	8	9	3	4	5	6	Wkly	Daily
END TIME DAY	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg	Avg
01:00	4	3	3	4	6	4	6	4	4
02:00	1	1	0	0	3	8	10	1	3
03:00	1	2	0	2	1	5	0	1	2
04:00	0	2	0	1	0	6	2	1	2
05:00	0	0	1	4	1	3	2	1	2
06:00	3	2	5	7	0	3	0	3	3
07:00	14	9	7	4	4	2	3	8	6
08:00	32	34	24	40	32	7	3	32	25
09:00	31	26	23	26	35	18	10	28	24
10:00	23	24	17	17	30	22	17	22	21
11:00	12	26	18	27	28	30	34	22	25
12:00	27	28	27	20	27	23	47	26	28
13:00	40	25	27	25	34	43	27	30	32
14:00	29	29	25	25	38	34	37	29	31
15:00	33	24	33	25	40	38	43	31	34
16:00	21	25	25	33	36	26	26	28	27
17:00	28	37	42	36	36	28	19	36	32
18:00	47	50	56	53	47	32	33	51	45
19:00	32	53	43	49	32	37	41	42	41
20:00	24	24	25	35	43	28	23	30	29
21:00	20	25	27	32	30	24	22	27	26
22:00	16	24	18	20	23	24	20	20	21
23:00	12	9	24	17	15	26	11	15	16
24:00	8	6	6	8	15	9	10	9	9

TOTALS	458	488	476	510	556	480	446	498	488
Daily Factors	1.0649	0.9994	1.0246	0.9563	0.8772	1.0161	1.0935	ADT: 488	

Seven-day Total:	3,414						
% TRKS	**	**	**	**	**	**	**
AM:							
PEAK CT	32	34	27	40	35	30	47
PEAK HR	08:00	08:00	12:00	08:00	09:00	11:00	12:00
PM:							
PEAK CT	47	53	56	53	47	43	43
PEAK HR	18:00	19:00	18:00	18:00	18:00	13:00	15:00
YEAR	2019		2024		2029		2034
FADT (02%)	538		595		656		725



COMMENTS:
1.) Daily Factor = 7 day avg. / daily total.
2.) % TRKS = Percent Trucks (** - No Truck Study Performed).
3.) Counter location is drawn utilizing the Map from either TOPO or ArcView program.
4.) The daily totals per lane includes the trucks.



Counter Type:	Gamma	Number:	3710	Battery Volt:	5.9v	House layout:	'11'	Report By:	tbenally
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NAVAJO DIVISION OF TRANSPORTATION
TRIBAL TRANSPORTATION PLANNING PROGRAM
AVERAGE DAILY TRAFFIC (ADT) REPORT



Agency:	N35	Class:	4	Mile Post:	1.50	ADT Mon/Yr:	Apr-14	ATR COORDINATES	
Reservation:	780	County:	001	Surface Type:	1	Start Date:	4/3/2014	(Degree-Minute-Seconds)	(N or W)
Route:	8081	State:	04	Roadway Width (ft.):	18.0	Start Time:	00:00	36-12' 49.08"	N
Section:	40	Community:	N. of Chinle, AZ			End Date:	4/9/2014	109-34' 28.76"	W
Data File: '0065A-4968V140402155419.rdf'						End Time:	24:00		

Location: '0.1 mile W of N8086 and N8081 Jct'

DATE	7	8	9	3	4	5	6	Wkly	Daily
END TIME / DAY	Mon	Tue	Wed	Thur	Fri	Sat	Sun	Avg	Avg
01:00	1	1	1	0	0	2	1	1	1
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	0	2	0	0	0
04:00	0	1	0	0	0	0	0	0	0
05:00	0	0	1	2	1	0	1	1	1
06:00	0	0	2	4	0	1	0	1	1
07:00	1	3	2	1	0	0	0	1	1
08:00	3	3	4	5	4	2	0	4	3
09:00	3	3	2	6	6	1	4	4	4
10:00	4	3	4	2	2	5	1	3	3
11:00	0	3	3	9	2	10	7	3	5
12:00	6	4	2	2	11	6	7	5	5
13:00	6	5	4	7	7	3	6	6	5
14:00	8	4	8	7	7	5	4	7	6
15:00	7	1	9	3	6	7	7	5	6
16:00	1	5	1	3	8	5	7	4	4
17:00	6	7	5	4	2	7	0	5	4
18:00	9	9	11	4	11	8	4	9	8
19:00	4	10	9	4	7	7	5	7	7
20:00	2	3	5	4	6	2	4	4	4
21:00	2	5	4	8	4	4	4	5	4
22:00	5	2	1	4	6	6	3	4	4
23:00	5	1	2	0	4	6	0	2	3
24:00	1	3	1	3	5	1	1	3	2

TOTALS	74	76	81	83	99	90	66	83	81
Daily Factors	1.0985	1.0695	1.0035	0.9793	0.8211	0.9032	1.2316		

Seven-day Total: 569

% TRKS ** ** ** **

AM: 6 4 4 9 11 10 7

PEAK CT 6 4 4 9 11 10 7

PEAK HR 12:00 12:00 08:00 11:00 12:00 11:00 11:00

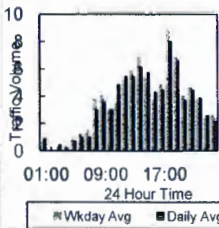
PM: 9 10 11 8 11 8 7

PEAK CT 9 10 11 8 11 8 7

PEAK HR 18:00 19:00 18:00 21:00 18:00 18:00 15:00

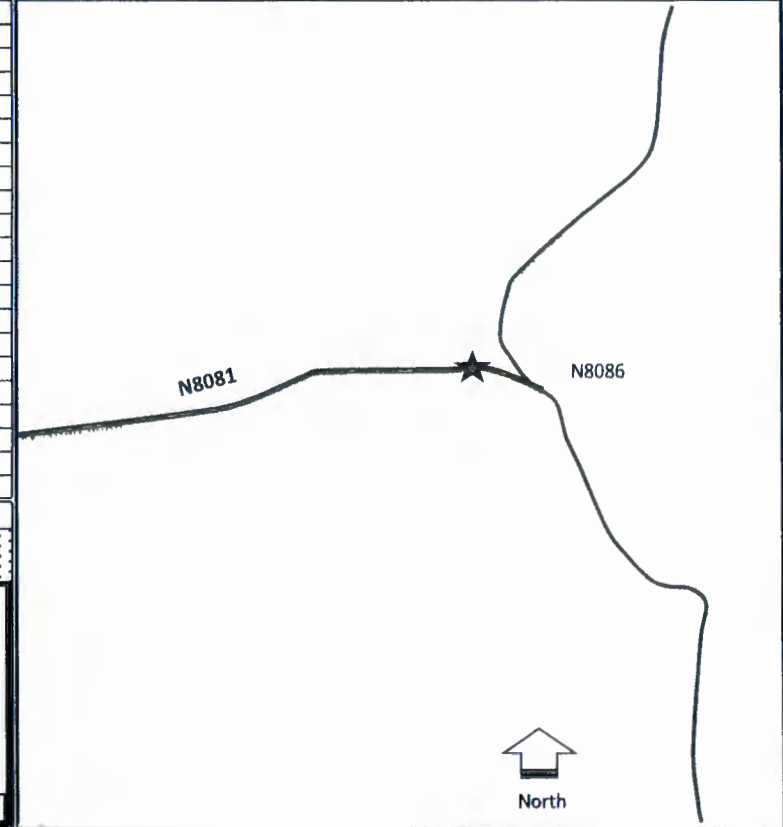
YEAR 2019 2024 2029 2034

FADT (02%) 90 99 109 121



COMMENTS:
1.) Daily Factor = 7 day avg. / daily total.
2.) % TRKS = Percent Trucks (** - No Truck Study Performed).
3.) Counter location is drawn utilizing the Map from either TOPO or ArcView program.
4.) The daily totals per lane includes the trucks.

COUNTER LOCATION = ★



Counter Type: Gamma Number: 4968 Battery Volt: 6.1v Hose layout: 11' Report By: tbenally



NAVAJO DIVISION OF TRANSPORTATION
TRIBAL TRANSPORTATION PLANNING PROGRAM
AVERAGE DAILY TRAFFIC (ADT) REPORT



Agency:	N35	Class:	4	Mile Post:	3.50	ADT Mon/Yr:	Apr-14	ATR COORDINATES	
Reservation:	780	County:	001	Surface Type:	1	Start Date:	4/3/2014	(Degree-Minute-Seconds)	(N or W)
Route:	8095	State:	04	Roadway Width (ft.):	24.0	Start Time:	00:00	36-09' 34.60"	N
Section:	36	Community:	Chinle, AZ			End Date:	4/9/2014	109-34' 09.61"	W
Data File:	'0065A-3715V140402145010.rdf'					End Time:	24:00		

Location: '0.2 mile NW of N0007 and N8095 Jct'

DATE	7	8	9	3	4	5	6	Wkdy	Daily
END TIME \ DAY	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg	Avg
01:00	5	9	5	6	10	3	10	7	7
02:00	1	5	2	1	6	6	9	3	4
03:00	1	2	3	0	2	4	2	2	2
04:00	2	6	1	0	3	4	3	2	3
05:00	4	7	2	4	1	6	5	4	4
06:00	2	1	1	9	2	9	1	3	4
07:00	12	13	11	14	10	1	6	12	10
08:00	44	34	35	37	27	7	9	35	28
09:00	44	45	47	46	48	38	18	46	41
10:00	24	26	37	42	42	35	30	34	34
11:00	35	37	30	43	28	39	41	35	36
12:00	26	36	44	36	39	41	48	36	39
13:00	48	63	43	56	57	41	41	53	50
14:00	37	46	42	46	44	31	40	43	41
15:00	47	38	39	29	35	39	28	38	36
16:00	59	65	35	43	45	27	25	49	43
17:00	38	39	50	62	64	41	33	51	47
18:00	59	54	47	60	36	52	46	51	51
19:00	45	57	53	53	57	51	35	53	50
20:00	36	37	35	50	60	36	43	44	42
21:00	52	46	45	39	41	34	36	45	42
22:00	32	22	25	19	36	28	27	27	27
23:00	22	21	12	18	24	24	22	19	20
24:00	8	4	6	12	15	17	7	9	10

TOTALS	683	713	650	725	732	614	565	701	669
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Daily Factors	0.9793	0.9381	1.0290	0.9226	0.9137	1.0893	1.1838		
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Seven-day Total:	4,682							ADT	669
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% TRKS	**	**	**	**	**	**	**		
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AM:									
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PEAK CT	44	45	47	46	48	41	48		
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PEAK HR	08:00	09:00	09:00	09:00	09:00	12:00	12:00		
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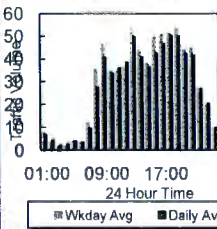
PM:									
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PEAK CT	59	65	53	62	64	52	46		
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PEAK HR	16:00	16:00	19:00	17:00	17:00	18:00	18:00		
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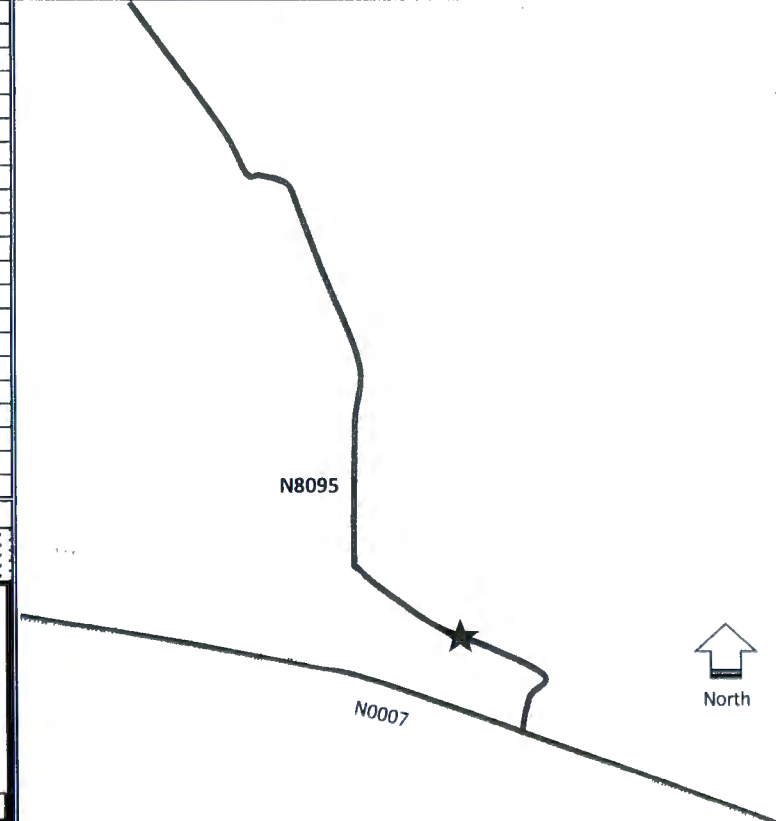
YEAR	2019		2024		2029		2034		
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FADT (02%)	738		815		900		994		
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COMMENTS:
1.) Daily Factor = 7 day avg. / daily total.
2.) % TRKS = Percent Trucks (** - No Truck Study Performed).
3.) Counter location is drawn utilizing the Map from either TOPO or ArcView program.
4.) The daily totals per lane includes the trucks.

COUNTER LOCATION = ★



Counter Type:	Gamma	Number:	3715	Battery Volt:	5.9v	Hide Layout:	'11'	Report By:	tbenally
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NAVAJO DIVISION OF TRANSPORTATION
TRIBAL TRANSPORTATION PLANNING PROGRAM
AVERAGE DAILY TRAFFIC (ADT) REPORT



Agency:	N35	Class:	4	Mile Post:	0.10	ADT Mon/Yr:	Apr-14	ATR COORDINATES
Reservation:	780	County:	001	Surface Type:	1	Start Date:	4/3/2014	(Degree-Minute-Seconds) (N or W)
Route:	8095	State:	04	Roadway Width (ft.):	20.0	Start Time:	00:00	36-11' 20.74" N
Section:	10	Community:	N of Chinle, AZ			End Date:	4/9/2014	109-35' 29.10" W
Data File:	'0065A-4976V140402151427.rdf'					End Time:	24:00	

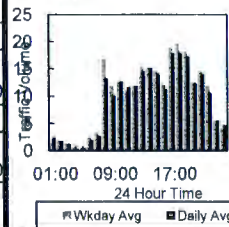
Location: '0.1 mile NE of US191 and N8095 Jct'

DATE	7	8	9	3	4	5	6	Wkdy	Daily
END TIME DAY	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg	Avg
01:00	1	0	2	3	0	5	5	1	2
02:00	0	1	2	4	1	3	1	2	2
03:00	1	0	0	3	1	1	2	1	1
04:00	0	0	1	1	0	0	0	0	0
05:00	0	1	0	1	0	0	0	0	0
06:00	3	2	3	3	0	1	1	2	2
07:00	5	1	2	3	4	1	2	3	3
08:00	15	15	16	18	19	4	5	17	13
09:00	12	11	15	13	7	6	6	12	10
10:00	17	11	12	11	11	16	10	12	13
11:00	12	8	12	8	13	11	16	11	11
12:00	15	8	11	12	12	9	15	12	12
13:00	21	19	16	8	13	12	12	15	14
14:00	13	15	12	17	18	11	19	15	15
15:00	17	14	14	9	17	13	13	14	14
16:00	14	17	10	6	13	8	10	12	11
17:00	18	25	15	15	20	15	16	19	18
18:00	26	26	11	19	15	14	13	19	18
19:00	16	20	7	23	23	12	19	18	17
20:00	6	7	19	15	14	13	12	12	12
21:00	11	10	21	12	17	14	12	14	14
22:00	9	12	20	10	7	10	6	12	11
23:00	5	7	6	4	4	6	6	5	5
24:00	4	2	5	5	3	4	9	4	5

TOTALS	241	232	232	223	232	189	210	232	223
Daily Factors	0.9241	0.9600	0.9600	0.9987	0.9600	1.1784	1.0605	ADT	223

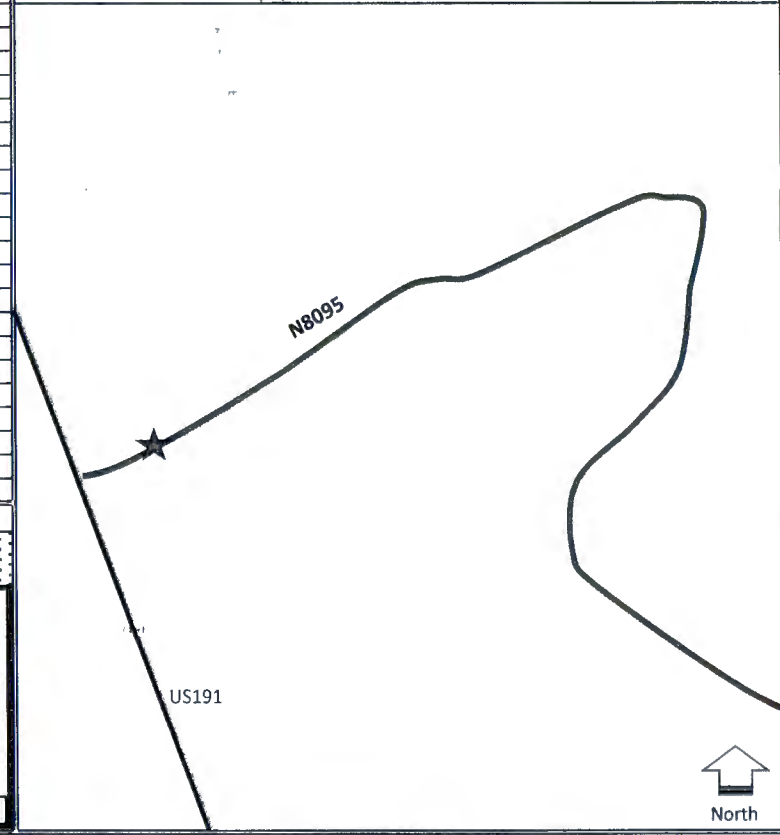
Seven-day Total: 1,559

% TRKS	**	**	**	**	**	**	**
AM							
PEAK CT	17	15	16	18	19	16	16
PEAK HR	10:00	08:00	08:00	08:00	08:00	10:00	11:00
PM							
PEAK CT	26	26	21	23	23	15	19
PEAK HR	18:00	18:00	21:00	19:00	19:00	17:00	14:00
YEAR	2019		2024		2029		2034
FADT (02%)	246		271		300		331



COMMENTS:
1.) Daily Factor = 7 day avg. / daily total.
2.) % TRKS = Percent Trucks (** - No Truck Study Performed).
3.) Counter location is drawn utilizing the Map from either TOPO or ArcView program.
4.) The daily totals per lane includes the trucks.

COUNTER LOCATION = ★



Counter Type: Gamma Number: 4976 Battery Volt: 6.0v Hide Layout: '11' Report By: tbenally

Chinle Chapter Government

Community Land Use Planning Committee

President	Vice President	Secretary	Member	Member	Member	Member
Stanley Robbins	Leo R. Begay	Corina Morales	Jocelyn Billy-Upshaw	Anderson Jones	Eugene Tso	James Jones

RESOLUTION OF THE CHINLE LAND USE PLANNING COMMITTEE
NAVAJO NATION
CLUPC-AUG-18-16-15

RECOMMENDING TO CHINLE CHAPTER GOVERNMENT TO REQUEST OF NAVAJO DIVISION OF
TRANSPORTATION TO HOLD A PUBLIC HEARING ON N8081 AND N8095 BRIDGE PROJECTS IN
ACCORDANCE WITH 25 CFR PART 170 REQUIREMENTS.

WHEREAS:

1. Pursuant to Navajo Nation Council Resolution CAP-34-98, Title 26 NNC Local Governance Act Chinle Chapter established and certified Chinle Land Use Planning Committee (CLUPC) to advise and recommend Chinle Chapter Government regarding land use issues; AND
2. Chinle Chapter, a recognized certified local government of the Navajo Nation, vested with the power and authority to advocate on behalf of its constituents for the improvement of health, education, safety, and general welfare; AND
3. Navajo Division Of Transportation (NDOT) has the primary responsibility for maintenance of roads on the Navajo Nation and have access to federal and tribal road funding for said roads; AND
4. N8081 and N8095 wash crossings are located within the community of Chinle and are critical crossings utilized by residents that usually wash out during heavy rainfalls; AND
5. In the past, Chinle Chapter has worked diligently with Navajo Regional and Chinle BIA DOT on N8081 and N8095 wash crossings to meet the preliminary engineering requirements for TTIP; AND
6. Navajo Regional and Chinle BIA DOT has expended substantial amount of funds to complete the proposed design and plans on the N8081 and N8095 Bridge Projects; AND
7. In 2015, Navajo Division of Transportation (NDOT) removed N8081 and N8095 Bridge Projects from the Tribal Transportation Improvement Program (TTIP) without any justification.

NOW, THEREFORE BE IT RESOLVED THAT:

1. Recommending to Chinle Chapter Government to Request of Navajo Division of Transportation to hold a Public Hearing on N8081 and N8095 Bridge Projects in Accordance with 25 CFR Part 170 Requirements.

RECOMMENDING TO CHINLE CHAPTER GOVERNMENT TO REQUEST OF NAVAJO DIVISION OF
TRANSPORTATION TO HOLD A PUBLIC HEARING ON N8081 AND N8095 BRIDGE PROJECTS IN
ACCORDANCE WITH 25 CFR PART 170 REQUIREMENTS (Continued)

2. CLUPC further request Chinle Chapter Government to Request of Navajo Division of Transportation to hold the Public Hearing by December 2016.

C E R T I F I C A T I O N

I hereby certify that the foregoing resolution was considered by the Chinle Land Use Planning committee of the Chinle Chapter at a duly called meeting at which a quorum was present and that the same was passed by a vote of 3 in favor 0 opposed and 0 abstain, on this 18th day August, 2016.



Stan Robbins, Chairperson
Chinle Land Use Planning Committee

MOTION: Eugene Tso

SECONDS: James Jones

RESOLUTION OF THE CHINLE CHAPTER GOVERNMENT
NAVAJO NATION
CHIN-JUN98-837

REQUESTING THE CHINLE AGENCY ROADS COMMITTEE THE BUREAU OF INDIAN AFFAIRS (BIA) BRANCH OF ROADS TO FACILITATE A PUBLIC HEARING ON BIA SYSTEMS ROAD NUMBERS 8086/N8090.

1. Pursuant to Title 26 Navajo Nation Council, the Chinle Chapter as a local government of the Navajo Nation vested with the authority to review matters affecting the local government and submit appropriate recommendations to the Navajo Nation or other agencies by resolutions; AND
2. The Chinle Chapter Government is aware from recent highway construction funding and overseen by Transportations and Community Development Committee (TCDC) of the Navajo Nation Council and that the Navajo Nation is behind the rest of the Nation by fifty years in the area of developing a safe transportations network; AND
3. Under the trust responsibility of the Federal Government, the Bureau of Indian Affairs (BIA) Branch of Roads is obligated to provide an adequate network of roads to serve the indigenous population of the Navajo Nation; AND
4. The Chinle Chapter Government requests to have BIA Branch of Roads and Chinle Agency Roads Committee to hold a public hearing in accordance to the CFR Ch. 1(4-1-94) Edition Subsection 170.14 and to announce, do publication, ads and facilitate the public hearing; AND
5. The Chinle Chapter Government requests are based on high volume of travelers, community school bus routes, Indian Health Service (IHS) personnel use this road to serve their clients, the Navajo Police utilize this road during ceremonial activities in the area and the local residents use it as a means to travel to near by highways and tours; AND

NOW THEREFORE BE IT RESOLVED THAT:

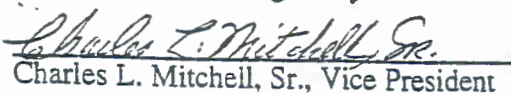
1. The Chinle Chapter Government respectfully requests the Chinle Agency Roads Committee, the Bureau of Indian Affairs (BIA) Branch of Roads to hold a public hearing in accordance to CFR Ch. 1 (4-1-94) Edition Subsection 170.14 and to announce, do publication, ads and facilitate the public hearing in conjunction with the Chinle Agency Roads, July Regular Meeting.


CERTIFICATION

We hereby certify that the foregoing resolution was duly considered by Chinle Chapter at a duly called meeting at Chinle, Navajo Nation (Arizona) at which a quorum was present and that the same was passed by a vote of 30 in favor, 0 opposed and 0 abstained, this 14th day of June 1998.


Roselyn A. Yazzie, President


Andy R. Arze, Council Delegate


Charles L. Mitchell, Sr., Vice President


Carl Yazzie, Jr., Council Delegate


Cecelia M. Begaye, Secretary/Treasurer


Joe Shirley, Jr., Council Delegate


Eugene Tso, Grazing Representative

Motion by: William D. Tsosie
Seconded by: Wilson Yazzie

RESOLUTION OF CHINLE CHAPTER GOVERNMENT
NAVAJO NATION
CHIN-JAN-00-26

CHINLE CHAPTER HEREBY RESPECTFULLY REQUESTS CHINLE AGENCY ROADS COMMITTEE TO SCHEDULE TAA YIL K'ID DIRT ROAD AND N8095 CHINLE VALLEY ROAD ON THE CHINLE AGENCY CONSTRUCTION PRIORITY LIST PRIORITY AS ONE PROJECT AND SUPPORT THE TWO (02) BRIDGE PROJECTS TO BE SCHEDULED ON THE NAVAJO AREA TWELVE (12) YEAR ROUND CONSTRUCTION PRIORITY LIST.

WHEREAS:

TAA YIL K'ID ROAD - BRIDGE
CHINLE VALLEY ROAD - BRIDGE

1. Chinle Chapter is a recognized local government of the Navajo Nation that have been vested with the power and authority to advocate and act on behalf of the Chinle community as a whole; AND
2. Chinle Chapter represents one of the largest communities on the Navajo Nation with small businesses, several schools, tribal offices, state and federal offices and a hospital along with other social programs; AND
3. Chinle Agency Roads Committee has the responsibility and authority to monitor and update the Chinle Agency Road Construction Priority List on an annual basis; AND
4. Chinle Chapter held a public hearing on Taa Yil K'id dirt road and the people made a special request to have this project scheduled together with N8095 Chinle Valley Road on the Chinle Agency Priority List as well as the Navajo Nation twelve (12) Year Construction Priority List; AND
5. The two (2) proposed bridge sites are located near each other in Chinle Valley and it would be most economical and feasible to build the two (2) bridges under one construction contract; AND
6. The fast growing population in Chinle community along with many tourist and general public coming to Chinle for many various reasons have created a tremendous need to have a safe and adequate transportation road system; AND
7. Because of its strategic and geographical location on the Navajo Nation, Chinle community has the potentials to become a major growth center for economical development to support itself and the Navajo Nation as a whole.

NOW THEREFORE BE IT RESOLVED THAT:

1. Chinle Chapter respectfully requests the Chinle Agency Roads Committee to schedule Taa Yil K'id dirt road and N8095 Chinle Valley Road together on the Chinle Agency Priority List as one construction project.
2. Chinle chapter further requests that the two (2) bridge projects be scheduled together on the Navajo Area Twelve (12) Year Road Construction Priority List by the Transportation and Community Development Committee and Navajo Regional Roads Office.

CERTIFICATION

We hereby certify that the foregoing resolution was duly considered by Chinle Chapter at a duly called meeting at Chinle, Navajo Nation (Arizona) at which a quorum was present and that the same was passed by a vote of 28 in favor, 0 opposed and 1 abstained. This is a true and correct copy of the minutes of the meeting held on the 17 day of January, 2000.

Roselyn A. Yazzie
Roselyn A. Yazzie, President

Charles L. Mitchell, Sr.
Charles L. Mitchell, Sr. Vice President

Cecelia M. Begaye
Cecelia M. Begaye, Secretary/Treasurer

Eugene Tso
Eugene Tso, Grazing Representative

Andy R. Ayze Council Delegate

Harry H. Clark
Harry H. Clark, Council Delegate

Nelson Gorman, Jr.
Nelson Gorman, Jr. Council Delegate

Motion by: Eugene Tso
Seconded by: Bruce Draper

SOLUTION OF CHINLE CHAPTER GOVERNMENT
NAVAJO NATION
CHIN-NOV-00-19

TA'A'YIL K'ID - BIA System E
BRIDGE
N8095-Chinle Valley Rd - BIA System
BRIDGE

FIRMING RESOLUTION CHIN-APR97-706. REQUESTING THE BIA BRANCH OF ROADS TO PLACE TA'A' YIL K'ID DIRT ROAD ON THE BIA SYSTEM ROADS FOR ROUTINE MAINTENANCE AND TO HAVE CHINLE AGENCY ROADS COMMITTEE SCHEDULE TA'A'YIL K'ID DIRT ROAD WITH N8095 CHINLE VALLEY ROAD ON THE CHINLE AGENCY ROAD CONSTRUCTION PRIORITY LIST FOR BRIDGE CONSTRUCTION.

WHEREAS:

1. Pursuant to 2 N.T.C. section 4001 (d) and 4028 (a)(d) the Chinle Chapter is established and certified as local government of the Navajo Nation vested with the authority to review and address all matters affecting the Chinle community; AND
2. Under the trust responsibility of the federal government, the Bureau of Indian Affairs, Branch of Roads still maintains the obligation to provide an adequate network of roads to serve the indigenous people of the Navajo Nation; AND
3. Furthermore, BIA Branch of Roads is responsible for placing dirt roads on the BIA System Roads for routine maintenance at the request of the tribal governing bodies and committees and later upgrading the dirt roads to all weather roads; AND
4. The Chinle Chapter held a public hearing on June 19, 1997, in accordance with 25 CFR Section 70, to inform the interested people of the proposed plan, and sufficient time and opportunity was provided for the people to express their concerns; AND
5. The people that attended the public hearing are in full support of the effort to improve the dirt road crossing by having it placed on the BIA System Road and Chinle Agency Roads Construction Priority List; AND
6. Ta'a' yil k'id dirt road commences from US Highway 191 and meander in the eastern direction where it crosses the Nazlini Wash and then proceeds to intersect BIA route N8086; AND
7. The approximate length of Ta'a' yil k'id dirt road is 1.5 miles; AND
8. During the winter, spring and rainy seasons the crossing of Naziini wash becomes impassable and forces people to travel many miles to get their residences.

NOW, THEREFORE BE IT RESOLVED THAT:

1. The Chinle Chapter hereby reaffirms resolution CHIN-APR97-706 to have Ta'a' Yil k'id dirt road placed on the BIA System Road for routine maintenance by Chinle BIA Road Maintenance.
2. The Chinle Chapter further request that BIA Roads and Chinle Agency Roads Committee schedule Ta'a' Yil K'id road with N8095 Chinle Valley Road on the Chinle Agency Roads Committee Construction Priority List.
3. The Chinle Chapter further requests Chinle Agency Roads Committee to strongly support the community initiatives for the construction of all-weather road with a bridge crossing Naziini Wash.

CERTIFICATION

We hereby certify that the foregoing resolution was duly considered by Chinle Chapter at a duly called Chapter meeting at Chinle, Navajo Nation (Arizona) at which a quorum was present and that the same was passed by a vote of 30 in favor, 2 opposed and 0 abstained, this 30th day of November, 2000.


Jim Claw, President


Leonard H. Pete, Vice President


Wayne Claw, Secretary/Treasurer


Eugene Tso, Grazing Representative


Andy R. Ayze, Council Delegate


Harry H. Clark, Council Delegate


Nelson Gorman, Jr. Council Delegate

Motion by: Nelson Gorman
Second by: Don Bazadi

RESOLUTION OF THE CHINLE CHAPTER
THE NAVAJO NATION
CHIN-OCT-03-107

THE CHINLE CHAPTER RESPECTFULLY REQUESTS CHINLE AGENCY ROADS COMMITTEE TO KEEP ROUTE 8081 TAA YIL KID ROAD AND N8095 CHINLE VALLEY ROAD TOGETHER ON THE CHINLE AGENCY ROADS CONSTRUCTION PRIORITY LIST AND RECOMMEND THAT THE TWO ROUTES ARE SCHEDULE TOGETHER ON THE NAVAJO NATION 20-YEAR ROADS CONSTRUCTION PRIORITY LIST.

WHEREAS:

1. The Chinle Chapter as a local government of the Navajo Nation vested with the authority to review matters affecting the local government and submit appropriate recommendation to the Navajo Nation or other agencies by resolution; **AND**
2. The Chinle Chapter is duty-bound and under obligation to address the needs of the general public in a timely manner; **AND**
3. N8081 Taa Yil Kid dirt road was recently added BIA System Road for routine maintenance and for the future improvement to make it a permanent crossing in all weather; **AND**
4. With the growing population in Chinle community, there is a tremendous need to improve the road system in the community so people can be able to utilize their original land use without gathering in the public housing areas; **AND**
5. Without an all-weather crossing, the people are living in congested areas west of the Nazlini Wash and there are places where it is becoming unsanitary due to the poor construction of the sewer system; **AND**
6. The public housing areas are constantly facing different forms of social problems caused by people from different parts of the reservation living in congested areas; **AND**

Chinle Agency Roads Committee had already scheduled routes N8095 and N8081 together on the Chinle Agency Priority List and these two routes need to be scheduled together on the Navajo Nation Roads Construction Priority List for Fiscal Year 2004.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Chinle Chapter respectfully requests Chinle Agency Road Committee to keep routes N8081 Taa Yil Kid road and N8095 Chinle Valley Road together on the Chinle Agency Roads Construction Priority List.
2. Chinle Chapter further requests Chinle Agency Road Committee to ensure that Transportation and Community Development Committee and BIA Navajo Regional Roads schedule the two routes together on the Navajo Nation 20-year Roads Construction Priority List for Fiscal Year 2004.

CERTIFICATION

We, hereby certify that the foregoing resolution was duly considered by the Chinle Chapter at a duly called meeting at Chinle, Navajo Nation, Arizona, at which a quorum was present and that the same was passed by a vote of 42 in favor, 0 opposed and 0 abstained, this 28th day of October, 2003.

Motion by: Francis Draper

Seconded by: Katherine Johnson

Jim Claw, Chapter President

Andy R. Ayze, Council Delegate

Leonard H. Pete, Chapter Vice-President

Leo R. Begay, Council Delegate

Wayne Claw, Secretary/Treasurer

Harry H. Clark, Council Delegate

Eugene Tso, Grazing Representative

Nelson Gorman, J., Council Delegate

C. CHINLE CHAPTER GOVERNMENT
The Navajo Nation

Dwayne Billsie President	David Yazzie, Jr. Vice-President	Cecelia M. Begaye Secretary/Treasurer	Chapter Coordinator	
Andy R. Ayze Council Delegate	Leo R. Begay Council Delegate	Harry H. Clark Council Delegate	Nelson Gorman, Jr. Council Delegate	Deswood Bitsoi Grazing Representative

Resolution of the Chinle Chapter
THE NAVAJO NATION
CHIN-JAN-06-05

REQUESTING NAVAJO DIVISION OF TRANSPORTATION, NAVAJO REGIONAL OFFICE, TO COMPLETE THE ESTABLISHMENT OF THE CONTROL POINTS FOR THE 3RD AND 4TH PHASES OF N27 ROAD PROJECTS FROM NAZLINI TO CHINLE AND ALSO FOR THE PROPOSED BRIDGE PROJECTS N8081, TAA YIL KID CROSSING AND N8095, CHINLE VALLEY ROAD.

Whereas:

1. Pursuant to Title 26, Navajo Nation Code, the Chinle Chapter as a local government of the Navajo Nation is vested with the authority and responsibility to review all matters affecting the health, general welfare and safety of its constituents within the jurisdiction of Chinle Chapter; and
2. The Chinle Chapter as a local government was established to take appropriate action to ensure that the transportation system within the community is safe and that any unsafe conditions are properly addressed by the empowered entities or program; and
3. The N27 road project has been on the Tribal Transportation Improvement Plan for many years and only about five miles of pavement has been constructed from Nazlini; and
4. Upon meeting with Chinle Navajo Division of Transportation, it was reported that the 3rd and 4th phases of N27 road project still needs the establishment of control points for engineering survey; and
5. The setting of the control points along the proposed alignment is needed to gather the necessary survey data for right of way acquisition and design purpose; and
6. The Control Points are also needed for the proposed bridge project for N8081, Chinle Valley and N8091, Taa Yil Kid; and
7. The Chinle and Nazlini Community members living along the N-27 road project has express much concerns to have the proposed road project move forward and complete the project.

REQUESTING NAVAJO DIVISION OF TRANSPORTATION, NAVAJO REGIONAL OFFICE, TO COMPLETE THE ESTABLISHMENT OF THE CONTROL POINTS FOR THE 3RD AND 4TH PHASES OF N27 ROAD PROJECTS FROM NAZLINI TO CHINLE AND ALSO FOR THE PROPOSED BRIDGE PROJECTS N8081 TAA YIL KID CROSSING AND N8095 CHINLE VALLEY ROAD.

NOW THEREFORE BE IT RESOVLED THAT:

1. The Chinle Chapter hereby requests Navajo Division of Transportation, Navajo Regional Office to complete the establishment of the control points for the 3rd and 4th phases of N27 road projects from Nazlini to Chinle.
2. The Chinle Chapter further requests to Navajo Division of Transportation, Navajo Regional Office to complete the control points for the N8081 Chinle Valley road and N8091 Taa Yil Kid bridge projects.

CERTIFICATION

We, hereby certify that the foregoing resolution was duly considered at a duly called chapter meeting at the Chinle Chapter, Navajo Nation, Arizona at which a quorum was present and that same was passed by a vote of 25 in favor, 01 opposed and 00 abstained, on this 15th day of January 2006.

Motioned by: JOYCE V. NEE

Seconded by: ALFRED ATSON

Dwayne Billsie
Dwayne Billsie, President

Andy R. Ayze
Andy R. Ayze, Council Delegate

David Yazzie
David Yazzie, Vice President

Leo R. Begay
Leo R. Begay, Council Delegate

Cecelia M. Begaye
Cecelia M. Begaye, Sec/Treasurer

Harry H. Clark
Harry H. Clark, Council Delegate

Deswood Bitsoi
Deswood Bitsoi, Grazing Representative

Nelson Gorman Jr.
Nelson Gorman Jr., Council Delegate

CHINLE CHAPTER GOVERNMENT

The Navajo Nation

Dwayne Billsie
President

David Yazzie, Jr.
Vice-President

Cecelia M. Begaye
Secretary/Treasurer

Marlene Thomas
Chapter Coordinator

Andy R. Ayze
Council Delegate

Leo R. Begay
Council Delegate

Harry H. Clark
Council Delegate

Nelson Gorman, Jr.
Council Delegate

Deswood Bitsoi
Grazing Representative

RESOLUTION OF CHINLE CHAPTER THE NAVAJO NATION CHIN-JUN-05-44

RESPECTFULLY REQUESTING OF NAVAJO DIVISION OF TRANSPORTATION WITHIN THE BUREAU OF INDIAN AFFAIRS TO ESTABLISH THE FUNDS NEEDED FOR ALL ARCHEOLOGICAL CLEARANCES OF N7 (7) SPIDER ROCK TO CHINLE AGENCY LINE. N8095 (1) CHINLE VALLEY AND N8081 (1) TAA YIL KIID CROSSING AND IDENTIFY FUNDS TO START THE ENVIRONMENTAL ASSESSMENT FOR N7 (7) SPIDER ROCK TO CHINLE AGENCY LINE.

WHEREAS:

1. Chinle Chapter is vested with the authority and responsibility to advocated on behalf of the constituents of the Chinle community to address the various needs; **AND**
2. Chinle Chapter having been requesting for the improvement of the transportation network within the jurisdiction of Chinle Chapter for many years; **AND**
3. Chinle Chapter has conducted the required public hearings for N7 (7) Spider Rock to Chinle Agency Line, N8081 Taa Yil Kiid Crossing and N8095 Chinle Valley Road to meet the federal requirements for right-of-way acquisition; **AND**
4. N7 (7) Spider Rock to Chinle Agency line has been in the planning stage for many years and the archeological mitigation activities for the proper clearances are in process. It has been reported that one final excavation work is needed to clear the proposed project from Spider Rock Junction to Chinle Agency line; **AND**
5. N7 (7) Spider Rock to Chinle Agency line, 8.40 mile project, needs to have four (4) archeological sites excavated for final data recovery and this project is scheduled for construction in FY 2009; **AND**
6. N8081 (1) Taa Yil Kiid Crossing and N8095 (1) Chinle Valley Road are scheduled for construction in FY 2008 on the Navajo Nation 20 Year Road Construction Priority List. Archeological Clearance process have not been started and funds are needed to undertake the long arduous process; **AND**
7. N8081 (1) Taa Yil Kiid Crossing and N8095 (1) Chinle Valley Road are has high and heavy traffic count by the local traffic; **AND**
8. N8081 (1) Taa Yil Kiid Crossing will become a major crossing for the residents living on the east side of Chinle Wash and the area east of the wash has the essential infrastructures to encourage the crowded residents to move across; **AND**
9. N8095 (1) Chinle Valley Road becomes impassable in the inclement weather and making it difficult for residents and students to get on the paved roads to attend to their businesses; **AND**

RESPECTFULLY REQUESTING OF NAVAJO DIVISION OF TRANSPORTATION WITHIN THE BUREAU OF INDIAN AFFAIRS TO ESTABLISH THE FUNDS NEEDED FOR ALL ARCHEOLOGICAL CLEARANCES OF N7 (7) SPIDER ROCK TO CHINLE AGENCY LINE. N8095 (1) CHINLE VALLEY AND N8081 (1) TAA YIL KIID CROSSING AND IDENTIFY FUNDS TO START THE ENVIRONMENTAL ASSESSMENT FOR N7 (7) SPIDER ROCK TO CHINLE AGENCY LINE.

10. N8095 (1) Chinle Valley Road, 1.0 mile project with a bridge, and N8081 Taa Yil Kiid Crossing, 1.7 mile project with bridge are scheduled for construction in FY 2008 needs archeological study needs to be started in advance to timely construction; AND
11. The Transportation and Community Development committee fully supports these three transportation projects by its approval to be scheduled for construction on the Navajo Nation 20 Year Roads Construction Priority List and the Chinle Agency Roads Committee has these projects on the Chinle Agency Roads Construction Priority List.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. Chinle Chapter hereby requests Navajo Division of Transportation within the Bureau of Indian Affairs to establish the funds needed for all archeological clearances for N7 (7) Spider Rock to Chinle Agency Line, N8095 (1) Chinle Valley Road and N8081 (1) Taa Yil Kiid Crossing.
2. Chinle Chapter further requests Navajo Division of Transportation within the Bureau of Indian Affairs to identify the funds needed for the environmental assessment for N7 (7) Spider Rock to Chinle Agency Line proposed highway construction.
3. Chinle Chapter respectfully requests the assistance of Navajo Nation President Joe Shirley, Jr., to fully support the intent of this chapter's resolution by working closely with the Navajo Division of Transportation within the Bureau of Indian Affairs to appropriate funds for the improvement of roads within Chinle Chapter jurisdiction.

CERTIFICATION

We hereby certify that the foregoing resolution was properly considered by the Chile Chapter, Navajo Nation, Arizona, at a duly called chapter meeting at which a quorum was present and the resolution was passed by a vote of 58 in favor, 0 opposed and 0 abstained, this 12th day of June 2005.

Motioned by: JOYCE NEZ

Seconded by: DAVID YAZUE, SR

Dwayne Billsie
Dwayne Billsie, President

David Yazue, Jr.
David Yazue, Jr., Vice President

Cecelia M. Begaye
Cecelia M. Begaye, Secretary/Treasurer

Deswood Bitsoi
Deswood Bitsoi, Grazing Representative

Andy R. Ayze
Andy R. Ayze, Council Delegate

Leo R. Begay
Leo R. Begay, Council Delegate

Harry H. Clark
Harry H. Clark, Council Delegate

Nelson Gorman, Jr.
Nelson Gorman, Jr., Council Delegate

CHINLE CHAPTER GOVERNMENT

The Navajo Nation

Wayne Billie President	David Yazzie, Jr. Vice President	Cecelia M. Begave Secretary, Treasurer	Chapter Coordinator
Andy R. Waze Council Delegate	Lee R. Begave Council Delegate	Harvey H. Clark Council Delegate	Nelson Goodman, Jr. Council Delegate
Edward Bilsol Strategic Representative			

RESOLUTION OF THE CHINLE CHAPTER

NAVAJO NATION
CHIN-AUG-06-44

CHINLE CHAPTER RESPECTFULLY REQUESTS PRESIDENT OF NAVAJO NATION, HONORABLE DR. JOE SHIRLEY, JR., TO PRUDENTLY SUPPORT CHINLE CHAPTER BY PETITIONING NAVAJO DIVISION OF TRANSPORTATION OF NAVAJO REGIONAL OFFICE TO ALLOCATE THE NECESSARY FUNDS FOR THE COMPLETION OF ALL THE PRELIMINARY ENGINEERING ACTIVITIES, PERFORMANCE OF ARCHEOLOGICAL AND ENVIRONMENTAL STUDIES, ACQUISITION OF RIGHT OF WAY AND DESIGNING OF N8095 AND N8081 BRIDGE CONSTRUCTION PROJECTS.

Whereas

1 Pursuant to Title 26 Navajo Nation Code, the Chinle Chapter as a local government of the Navajo Nation is vested with the authority and responsibility to assess matters affecting the constituents of the local government; AND

2 Chinle Chapter has been seeking funds for the completion of all preliminary engineering activities, performance of archeological studies and environmental assessment, acquisition of right of way and designing of the two bridge construction projects; N8095 and N8081; AND

3 In compliance 25 CFR Section 170 the federally required public hearings were conducted with a unanimous approval by the people and the preliminary alignment had already been established in the field; AND

4 Route N8095 has been one of the heavily used dirt roads by the local residents. It has been serving the public school and other services providers for many years in all kinds of weather and road conditions; AND

5 Chinle Chapter has submitted chapter resolutions to elevate the proposed bridge construction projects on the Agency Priority List; however, dirt roads with lower average daily traffic (ADT) have been moved ahead of the two (2) bridge construction projects; AND

6 In the most recent rainy days the storm runoff water has been running in wash for about two weeks and the school buses and numerous local motorists have not been able to use the wash crossing. This is not the first time that the local motorists had been forced not to use the short cut across the wash; AND

7 During the winter months the Nazlini Wash becomes impassable due to the ice on the roadway because of the sewer water ponding in the wash crossing; AND

8 Due to insufficient funds and shortage of manpower, BIA Road Maintenance have not been able to perform the usual grading of the dirt road. To make matters worse, the dirt road leading to the wash crossing has been left unbarred season the dirt road needs to be properly barricaded or the crossing wash be given adequate attention; AND

9 People living across the Nazlini Wash on the east side are not able to cross the wash when the water from Canyon De Chelly is running and they have to travel even longer distance to received the necessary services in Chinle. The people living across Nazlini Wash often get stranded with during severe winter months and during the rainy season in the summer months; AND

10 Waterline and electrical power lines have been installed on the east side of the main wash but the wash crossing is un dependable and people have been reluctant to move cross the main wash. The costly infrastructures are not being used to full intent by not having an all-weather crossing; AND

11 Being located in unfavorable location that needs more than two bridges, Chinle has only one reliable bridge and the other older bridge will require replacement not too many years from now; AND

12 Getting a strong position on the above given reasons the constituents of Chinle Chapter submit this resolution with the hope of receiving a strong and undeniable support from the Navajo Nation President's Office.

CHINLE CHAPTER RESPECTFULLY REQUESTS PRESIDENT OF NAVAJO NATION, HONORABLE DR. JOE SHIRLEY, JR., TO PRUDENTLY SUPPORT CHINLE CHAPTER BY PETITIONING NAVAJO DIVISION OF TRANSPORTATION OF NAVAJO REGIONAL OFFICE TO ALLOCATE THE NECESSARY FUNDS FOR THE COMPLETION OF ALL THE PREMINARY ENGINEERING ACTIVITIES, PERFORMANCE OF ARCHEOLOGICAL AND ENVIRONMENTAL STUDIES, ACQUISITION OF RIGHT OF WAY AND DESIGNING OF N8095 AND N8081 BRIDGE CONSTRUCTION PROJECTS.

NOW THEREFORE BE IT RESOVLED THAT:

1. Chinle Chapter respectfully requests President of Navajo Nation, Honorable Dr. Joe Shirley, Jr., to prudently support Chinle Chapter by petitioning Navajo Division of Transportation of Navajo Regional Office to program the necessary funds for the completion of all preliminary engineering activities, performance archeological studies and environmental studies, acquisition of right of way and designing of the two bad bridge construction projects.
2. Chinle Chapter further requests that President of Navajo Nation, Honorable Dr. Joe Shirley, Jr., collaborates with other state and congressional leaders for the construction of the two bridges for the crossing of two major washes in Chinle Valley.

CERTIFICATION

We, hereby certify that the foregoing resolution was duly considered by the Chinle Chapter at a duly called meeting at Chinle, Navajo Nation, Arizona, at which a quorum was present and that same was passed by a vote of 5-9 in favor, 0-0 opposed, and 0-0 abstained, this 20th day of August, 2016.

Motion by: ELLEN B. BO

Donna B. B. B.
Donna B. B. B., President

Donna B. B. B.
Donna B. B. B., Vice President

Donna B. B. B.
Donna B. B. B., Secretary/Treasurer

Donna B. B. B.
Donna B. B. B., Grazing Representative

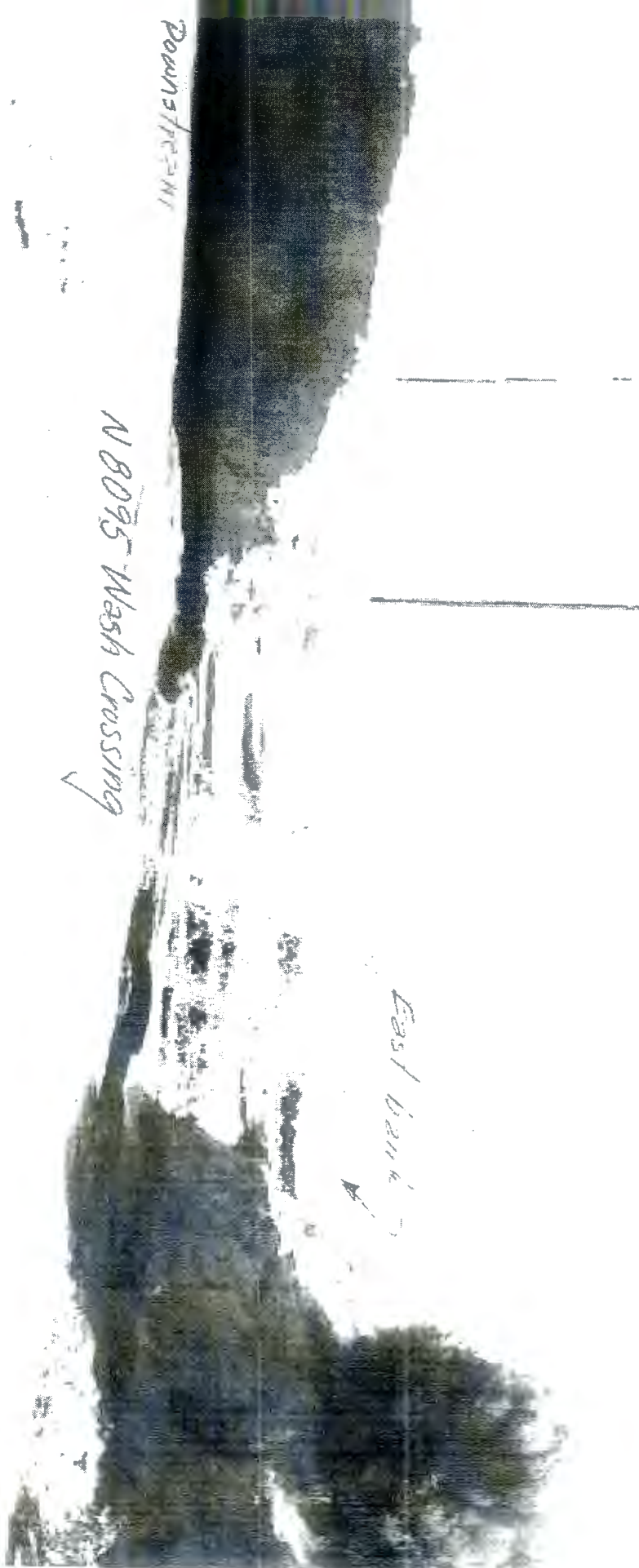
Second by: KATHERINE D. HUNTER

Andy R. Ayze
Andy R. Ayze, Council Delegate

Leo F. Begay
Leo F. Begay, Council Delegate

Henry H. Clark
Henry H. Clark, Council Delegate

Nelson Gorman Jr.
Nelson Gorman Jr., Council Delegate

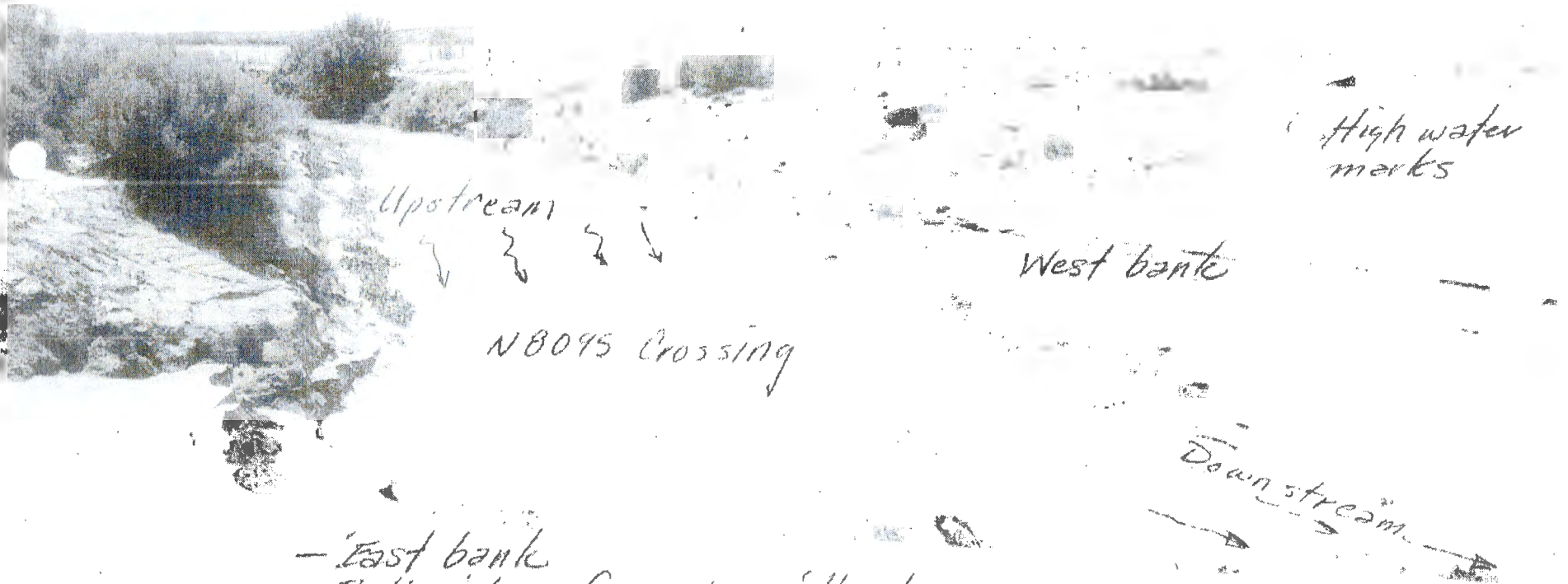


Downstream

N 8095 Wash Crossing

East bank

Upstream



- East bank
- Both sides of wash without any barricades or warning signs

RESOLUTION OF THE CHINLE CHAPTER
NAVAJO NATION
CHIN-FEB-07-017

APPROVING AND REAFFIRMING THE CHAPTER RESOLUTION CHIN-AUG-06-044, REQUESTING THE PRESIDENT OF THE NAVAJO NATION, HONORABLE DR. JOE SHIRLEY JR., TO PRUDENTLY SUPPORT CHINLE CHAPTER BY PETITIONING NAVAJO DIVISION OF TRANSPORTATION OF THE NAVAJO REGIONAL OFFICE TO ALLOCATE THE NECESSARY FUNDS FOR THE COMPLETION OF ALL THE PRELIMINARY ENGINEERING ACTIVITIES, PERFORMANCE OF ARCHEOLOGICAL AND ENVIRONMENTAL STUDIES, ACQUISITION OF RIGHT-OF-WAY AND DESIGNING OF N8095 AND N8081 BRIDGE CONSTRUCTION PROJECT.

WHEREAS:

1. The Chinle Chapter, a recognized local government of the Navajo Nation, vested with the power and authority to advocate on behalf of its constituents for the improvement of health, safety, and general welfare of the members and
2. Pursuant to Chapter Resolution CHIN-AUG-06-044, the Chinle Chapter had requested the President of the Navajo Nation, Joe Shirley Jr., support regarding the N8095 and N8081 bridge projects and
3. The road crossing along the Chinle wash and Navleh wash where N8095 and N8081 cross has not been address as requested by resolution and
4. The community members living within the project area has express strong concerns to the Chinle Chapter to address the road condition and
5. The Chinle Chapter and Apache County has taken photos of the road condition (attached).

NOW, THEREFORE BE IT RESOLVED THAT:

1. The Chinle Chapter hereby approves and reaffirms the chapter resolution CHIN-AUG-06-44, requesting President of the Navajo Nation, Honorable Dr. Joe Shirley Jr., to prudently support Chinle Chapter by petitioning Navajo Division of Transportation of Navajo Regional Office to allocate the necessary funds for the completion of all the preliminary engineering activities, performance of archeological and environmental studies, acquisition of right-of-way and designing of N8095 and N8081 bridge construction projects.

RESOLUTION OF CHINLE CHAPTER
NAVAJO NATION
CHIN-JAN-10-004

CHINLE CHAPTER REQUESTS THAT NAVAJO REGIONAL DIVISION OF TRANSPORTATION PERFORMS A SCOPING MEETING FOR N8095 AND N8081 IN PREPARATION FOR THE LAST ESTABLISHMENT OF THE FINAL ALIGNMENTS FOR THE BRIDGE LOCATIONS AND PROGRAM THE NECESSARY FUNDS FOR THE PRELIMINARY ENGINEERING STUDIES.

WHEREAS:

1. The Chinle Chapter, a recognized local government of the Navajo Nation, vested with the power and authority to advocate on behalf of its constituents for the improvement of health, safety, general welfare; and
2. The Chinle Chapter has the duty and responsibility to support and promote initiatives to improve the living conditions its constituents and promote the betterment of the transportation of the Chinle community; and
3. As one of the most traveled dirt road within Chinle Agency, routes N8095 and N8081 have been on the Chinle Agency Roads Construction Priority list since 1985 and it has been on the Navajo Nation Road Construction Priority list for many years; and
4. According to the Chinle Agency Road Construction Priority list, route N8095 is one of the roads with a very high traffic count. These two proposed bridges have been on the road construction priority list for many years and the wash crossings become impassable during the rainy season; and
5. With the rising numbers of students along with increasing population in Chinle community, the demand for a permanent wash crossing is needed for the transportation of students; and
6. Several years ago the two proposed crossing were surveyed to establish preliminary alignments and the local residents are in full support to see a permanent safe crossing; and
7. A scoping meeting is needed to walk the sites to identify the sound crossing for other studies that are necessary for right of way acquisition.

Chinle Chapter Government

THE NAVAJO NATION

LEONARD H. PETE
PRESIDENT

BRUCE C. DRAPER
VICE PRESIDENT

PRISCILLA M. CLARK
SECRETARY/TREASURER

ANDY RAYZE
COUNCIL DELEGATE

HARRY CLAW
COUNCIL DELEGATE

HARRY H. CLARK
COUNCIL DELEGATE

NELSON GORMAN JR.
COUNCIL DELEGATE

EUGENE TSO
COUNCIL REPRESENTATIVE

RESOLUTION OF THE CHINLE CHAPTER NAVAJO NATION CHIN-DEC-10-084

REQUESTING CHINLE AGENCY ROADS COMMITTEE TO CHANGE THE LENGTHS OF THE TWO MAJOR WASH CROSSINGS [PROJECT N8081 (1.7 MILES) AND N8095 (1.3 MILES)] LISTED ON THE AGENCY ANNUAL ROAD CONSTRUCTION PRIORITY SCHEDULE FOR THE APPROPRIATION OF FEDERAL FUNDS FOR THE PERFORMANCE OF PRELIMINARY ENGINEERING AND OTHER REQUIRED STUDIES

WHEREAS:

1. The Chinle Chapter, a recognized local government of the Navajo Nation, vested with the power and authority to advocate on behalf of its constituents for the improvement of health, safety, general welfare; AND
2. Chinle Chapter has been passing and submitting chapter resolutions for the improvement of the two major wash crossings identified as N8081 AND N8095; AND
3. To be in compliance with the federal requirements, the chapter had already conducted the necessary public hearing and the people have been in full support of the major wash crossings for years; AND
4. In the public hearing it was stated by the people to have the improvements started from Highway US 181 and extend the roads cross the washes which include the two bridges; AND
5. According to the Chinle Agency Roads Committee Priority List for highway/bridge construction, the lengths of the projects do not extend from the highway and across the major washes as requested in the public hearing; AND
6. On the Navajo Nation Tribal Transportation Improvement Plan (TTIP), the two proposed bridge constructions (Projects N8081 (1.7 miles) and N8095 (1.3 miles) are scheduled for construction in FY2014. With that schedule in mind, the two projects need to be visited for Scoping Meeting for establishment of the locations and alignments; AND
7. The preliminary alignments were established once before and the proposed crossings have not been visited by the engineers from Navajo Regional Division of Transportation to proceed with further engineering studies; AND
8. The scoping meeting has to be performed to establish the final alignment before all other studies (archeological, biological, environmental and geotechnical studies) are to be performed to get the projects ready for the acquisition of right of ways and designing of the bridges and roadways; AND
9. The two proposed projects should be on the Control Schedule with the funds already having been programmed with the approval of Federal Highway; AND
10. Chinle Chapter has been requesting the programming of the necessary funds for the engineering studies and environmental studies for the acquisition of right of ways for the two proposed bridge construction projects; AND

11. Chinle Community is located at the junction of two main washes with large drainage areas and the two wash crossings become impassable for several months during the spring and in the rainy seasons; AND
12. Chinle Agency Roads Committee already approved the request to have Navajo Regional Division of Transportation perform the necessary Scoping Meeting for projects N8091 (1.7 miles and N8095 (1.3 miles).

NOW, THEREFORE BE IT RESOLVED THAT:

1. The Chinle Chapter hereby requests Chinle Agency Roads Committee to change the lengths of the two major wash crossings [Projects N8081 (1.7 miles) and N8095 (1.3 miles)] listed on the Agency Annual Road Construction Priority Schedule for the appropriation of federal funds for the performance of preliminary engineering and other required studies.
2. The Chinle Chapter further requests that Transportation and Community Development Committee to change the lengths on the Navajo Nation Transportation Improvement Plan.

CERTIFICATION

We, hereby certify that the foregoing chapter resolution was duly considered by the Chinle Chapter at a duly called meeting in Chinle, Navajo Nation (Arizona) at which a quorum was present and that the same was passed by a vote of 54 in favor, 00 opposed and 00 abstained, this 19th day of December, 2010.

Motioned by: Bruce C. Draper

Leonard H. Pete
Leonard H. Pete, Chapter President

Bruce C. Draper
Bruce C. Draper, Vice President

Priscilla Clark
Priscilla Clark, Secretary/Treasurer

Eugene Tso
Eugene Tso, Grazing Representative

Second by: Wilford J. J.

Andy R. Ayze
Andy R. Ayze, Council Delegate

Harry H. Clark
Harry H. Clark, Council Delegate

Nelson Gorman Jr.
Nelson Gorman Jr., Council Delegate

Harry Claw
Harry Claw, Council Delegate

Chinle Chapter Government

THE NAVAJO NATION

LEO R. BEGAY
PRESIDENT

BRUCE C. DRAPER
VICE PRESIDENT

PRISCILLA M. CLARK
SECRETARY/TREASURER

Leonard H. Pete
COUNCIL DELEGATE

Eugene Tso
GRAZING REPRESENTATIVE

RESOLUTION OF THE CHINLE CHAPTER NAVAJO NATION CHIN-AUG-11-61

THE CHINLE CHAPTER REQUESTS BIA-NAVAJO REGIONAL DIVISION OF TRANSPORTATION ESTABLISH THE FINAL ALIGNMENTS FOR PROPOSED N8081 (1.7 MILE) AND N8095 (1.3 MILE) PROJECTS SO ALL THE NECESSARY PRELIMINARY STUDIES AND ENGINEERING WORK CAN BE PERFORMED FOR RIGHT OF WAY ACQUISITION.

WHEREAS:

1. The Chinle Chapter is a duly certified Chapter of the Navajo Nation with authority to address and take position on matters of local concerns that are in the best interest and for the safety of the general public; AND
2. Chinle Chapter has been requesting for the scoping meeting for finalizing the final alignments of the two proposed construction projects so the necessary preliminary studies and engineering work can be performed for right of way acquisition; AND
3. The Chinle Chapter has the duty and responsibility to support and promote initiatives to improve the transportation network within the community and the unique location of Chinle community has several natural barriers in transportation development; AND
4. Chinle Community is located at the junction of two main washes with large drainage areas and the two wash crossings become impassable for several months during the spring and in the rainy seasons; AND
5. With the runoff water coming out of the Canyon de Chelly for months the crossing of Chinle Wash on N8081 becomes impassable. The school buses and local residents have to travel long distance to get into the main community for essential services; AND
6. The chapter had passed a resolution to have the lengths of the two proposed projects increased to reflect the field conditions. Also, the public hearings have been performed for the two proposed transportation projects and the general public fully supports the construction of the proposed projects AND
7. During the 1995 public hearing that was conducted for N8095 proposed wash crossing the people requested that the crossing be constructed first before pursuing to acquire right of way for the highway through the fenced fields toward the main community.

NOW THEREFORE BE IT RESOLVED:

Chinle Chapter hereby approves the request to have BIA-Navajo Regional Division of Transportation establish the final alignments for proposed N8081 (1.7 miles) and N8095 (1 3 miles) so all necessary preliminary studies and engineering work can be started as soon as possible.

P.O. BOX 1809 • CHINLE, ARIZONA 86503 • chinle@navajochapters.org
928 674-2052 • FAX: 928 674-2079

THE CHINLE CHAPTER REQUESTS BIA-NAVAJO REGIONAL DIVISION OF TRANSPORTATION
ESTABLISH THE FINAL ALIGNMENTS FOR PROPOSED N8081 (1.7 MILE) AND N8095 (1.3 MILE)
PROJECTS SO ALL THE NECESSARY PRELIMINARY STUDIES AND ENGINEERING WORK CAN BE
PERFORMED FOR RIGHT OF WAY ACQUISITION.

CERTIFICATION

I hereby certify that the foregoing resolution was duly considered by the Chinle Chapter at a duly called meeting
at Chinle, Navajo Nation, Arizona at which a quorum was present and that the same was passed by a vote of
26 in favor, 0 opposed and 0 abstained this 21st day of August, 2011.

Motion By Harry Clon

Seconded by: Marla Begay

Leo R. Begay
Leo R. Begay, President

Chinle Chapter Government

THE NAVAJO NATION

LEO R. BEGAY
PRESIDENT

BRUCE C. DRAPER
VICE PRESIDENT

FRISCILLA M. CLARK
SECRETARY / TREASURER

Leonard H. Pete
COUNCIL DELEGATE

Eugene Tso
GRAZING REPRESENTATIVE

RESOLUTION OF THE CHINLE CHAPTER NAVAJO NATION CHIN-DEC-11-85

REQUESTING THE CHINLE AGENCY ROADS COMMITTEE TO SUPPORT THE ATTACHMENT OF N8090 DIRT ROAD (2.0 MILES) TO THE CONSTRUCTION OF THE TWO BRIDGES (N8081 AND N8095) IN LOWER CHINLE VALLEY.

WHEREAS:

1. The Chinle Chapter, a recognized local government of the Navajo Nation, vested with the power and authority to advocate on behalf of its constituents for the improvement of their health, safety, and general welfare; and
2. N8090 is a dirt road that meanders up the west mesa behind the Chinle Hospital and this particular road was cut by the local residents using small farm equipment without any engineering assistance; and
3. During inclement weather N8090 becomes very treacherous - with recent construction of powerlines and waterlines this road is considered heavy traffic for school buses, locals, and customer service providers; and
4. Technical assistance of two Senior Highway Engineers, following site visitation, recommended prior dirt road survey and designing before any excavating of the land - \$2 Million - will be needed to complete legal land surveying, designing, and construction for improvement of N8090; and
5. Senior Highway Engineers recommends attaching this proposed project to the Bridge Projects (N8081 and N8095). At the recent meeting Navajo Regional Highway Engineer decided only a portion of the access road to the proposed bridge will be graveled instead of paving from the end of the bridge to US Highway 191.

NOW, THEREFORE BE IT RESOLVED THAT:

1. The Chinle Chapter hereby requests the Chinle Agency Roads Committee to support the attachment of N8090 Dirt Road (2.0 miles) to the construction of the two bridge projects (N8081 and N8095).
2. Chinle Chapter requests the Resource and Development Committee to fully support the improvement of N8090 Dirt Road by including the project with the construction of N8081 and N8095 Bridge Construction Projects in Chinle Valley.

CERTIFICATION

We, hereby certify that the foregoing chapter resolution was duly considered by the Chinle Chapter at a duly called meeting in Chinle, Navajo Nation - Arizona at which a quorum was present and that the same was passed by a vote of 37 in favor, 00 opposed, and 00 abstained, this 18th day of December 2011.

Motioned by: FRANCIS DRAPER

Second by: EUGENE TSO

Leo R. Begay

Leo R. Begay, President

Leonard H. Pete

Leonard H. Pete, Council Delegate

Bruce C. Draper

Bruce C. Draper, Vice President

Eugene Tso

Eugene Tso, Grazing Representative

Priscilla M. Clark

Priscilla M. Clark, Secretary/Treasurer

Chinle Chapter Government

THE NAVAJO NATION

LEO R. BEGAY
PRESIDENT

BRUCE C. DRAPER
VICE PRESIDENT

PRISCILLA M. CLARK
SECRETARY/TREASURER

Leonard H. Pete
COUNCIL DELEGATE

Eugene Tso
GRADING REPRESENTATIVE

RESOLUTION OF THE CHINLE CHAPTER NAVAJO NATION CHIN-DEC-11-88

REQUESTING THE CHINLE AGENCY ROADS COMMITTEE TO SUPPORT THE EXTENSION OF THE ASPHALTIC PAVEMENT FROM THE PROPOSED N8081 BRIDGE PROJECT TO US HIGHWAY 191.

WHEREAS:

1. The Chinle Chapter is a certified chapter of the Navajo Nation with the authority and responsibility to review all matters affecting the development of the Chinle Community and to make Recommendation and take necessary actions to address the needs of the people; and
2. Being located on heavy clay with poor drainage and two major washes, Chinle Community is in need of more than two bridges for the increasing traffic and growing population. Right now the community rely on Nazlimi Bridge for the crossing of Nazlimi Wash and Park Service Bridge for the crossing of Canyon De Chelly Wash; and
3. The bridge used for the crossing of Canyon De Chelly is getting old and another reliable crossing is needed in the community. Proposed N8081 bridge has been in the planning for several years with the intention of providing another crossing of Canyon De Chelly Wash; and
4. The powerlines and waterlines have been constructed on the east side of Nazlimi Wash and the only obstacle that keep people from moving across the major wash has been the impassable wash crossing during the rainy season. Once the bridge is constructed it will become easier to move mobile homes across the wash for permanent residence; and
5. In the recent scoping meeting at the proposed bridge site it was decided by the Navajo Regional Highway Engineer that only a portion of the access road to the proposed bridge will be graveled instead of paving from the end of the bridge to US Highway 191; and
6. It will take many years to complete the pavement if the access road is not paved during the construction of the two bridges

NOW, THEREFORE BE IT RESOLVED THAT:

1. The Chinle Chapter hereby requests the Chinle Agency Roads Committee to support the extension of the asphaltic pavement from the proposed N8081 Bridge Project to US Highway 191.

CERTIFICATION

We, hereby certify that the foregoing chapter resolution was duly considered by the Chinle Chapter at a duly called meeting in Chinle, Navajo Nation (Arizona) at which a quorum was present and that the same was passed by a vote of 24 in favor, 00 opposed, and 00 abstained, this 18th day of December 2011.

Motioned by: Francis Draper

Second by: Eugene Tso

Leo R. Begay
Leo R. Begay, President

Leonard H. Pete
Leonard H. Pete, Council Delegate

Bruce C. Draper
Bruce C. Draper, Vice President

Eugene Tso
Eugene Tso, Grazing Representative

Priscilla M. Clark
Priscilla M. Clark, Secretary Treasurer

Chinle Chapter Government

THE NAVAJO NATION

Andy R. Ayze
PRESIDENT

Priscilla M. Clark
VICE PRESIDENT

Cynthia Hunter
SECRETARY TREASURER

Leonard Pete
COUNCIL DELEGATE

Eugene Tso
GRAZING COMMITTEE MEMBER

RESOLUTION OF THE CHINLE CHAPTER NAVAJO NATION CHIN-APR-13-024

SUPPORTING AND APPROVING THE NAVAJO DIVISION OF TRANSPORTATION ROADS
DEPARTMENT TO MAINTAIN THE FOLLOWING ROUTES: N27, N7, 8095, AND 8081 WITH A
MILEAGE OF NO MORE THAN FIFTEEN (15) MILES, WITHIN THE CHAPTER AREA AS PART
OF THE NAVAJO NATION REGIONAL ROAD MAINTENANCE PLAN.

WHEREAS:

1. Chinle Chapter, a recognized certified local government of the Navajo Nation, vested with the power and authority to advocate on behalf of its constituents for the improvement of health, education, safety, and general welfare; and
2. The Chinle Chapter has considered the Regional Roads Ranking Worksheet developed by Navajo Division of Transportation in prioritizing which fifteen (15) miles of route(s) will be supported under the Navajo Nation Regional Road Maintenance Plan; and
3. The Chinle Chapter has consulted with the community and has agreed to the above listed routes and mileages.

NOW, THEREFORE BE IT RESOLVED THAT:

1. The Chinle Chapter hereby supports and approves the Navajo Division of Transportation Roads Department to maintain the following routes: N27, N7, 8095 and 8081 with a mileage of no more than fifteen (15) miles, within the Chapter area as part of the Navajo Nation Regional road maintenance plan.
2. The Chinle Chapter fully understands and agrees that maintenance activities will only involve Basic Dirt Road Grading quarterly.

CERTIFICATION

We, hereby certify that the foregoing chapter resolution was duly considered by the Chinle Chapter at a duly called meeting in Chinle, Navajo Nation (Arizona) at which a quorum was present and that the same was passed by a vote of 29 in favor, 0 opposed, and 2 abstained, this 28th day of April 2013.

Motioned by: TIMOTHY BEGAY

Second by: DAVID YAZZIE, SR

Andy R. Ayze

Andy R. Ayze, President

Priscilla M. Clark
Priscilla M. Clark, Vice President

Cynthia Hunter

Cynthia Hunter, Secretary Treasurer

*Rec'd by Marva Sells
04-30-13*

Chinle Chapter Government

THE NAVAJO NATION

Andy R. Ayze
PRESIDENT

Myron McLaughlin
VICE PRESIDENT

Cynthia Hunter
SECRETARY/TREASURER

Leonard Pete
COUNCIL DELEGATE

Eugene Tso
GRAZING COMMITTEE MEMBER

RESOLUTION OF THE CHINLE CHAPTER NAVAJO NATION CHIN-JUL-14-040

REQUESTING THE NAVAJO NATION DIVISION OF TRANSPORTATION, RESOURCE AND DEVELOPMENT COMMITTEE OF THE NAVAJO NATION COUNCIL AND BUREAU OF INDIAN AFFAIRS DIVISION OF TRANSPORTATION TO PROGRAM THE NECESSARY FUNDS FOR ALL PRELIMINARY ENGINEERING ACTIVITIES AND ENVIRONMENTAL STUDIES FOR PROPOSED N8081 / N8095 BRIDGE CONSTRUCTION PROJECT ALONG WITH 0.5 MILES OF N8090.

WHEREAS:

1. Chinle Chapter, a recognized certified local government of the Navajo Nation, vested with the power and authority to advocate on behalf of its constituents for the improvement of health, education, safety, and general welfare; and
2. Chinle Chapter has approved several supporting resolutions for the road construction and two bridges for N8081/N8095 and road extension for N8090; and
3. As required by federal law, the Chinle Chapter, Bureau of Indian Affairs (BIA) Division of Transportation and Navajo Division of transportation has conducted the necessary public hearing; and
4. Chinle Chapter continues to request to program the necessary funds for the engineering studies and environmental studies for the proposed bridges and road improvement; and
5. The Navajo Nation Transportation Improvement Plan (TTIP) the proposed bridges and road improvement are scheduled for construction in FY 2014.

NOW, THEREFORE BE IT RESOLVED THAT:

1. The Chinle Chapter hereby requests the Navajo Nation Division of Transportation, Resource and Development Committee of the Navajo Nation Council and Bureau of Indian Affairs Division of Transportation to program the necessary funds for all Preliminary Engineering activities and Environmental Studies for proposed N8081 / N8095 bridge construction project along with 0.5 miles of N8090.

CERTIFICATION

We, hereby certify that the foregoing chapter resolution was duly considered by the Chinle Chapter at a duly called meeting in Chinle, Navajo Nation (Arizona) at which a quorum was present and that the same was passed by a vote of 34 in favor, 0 opposed, and 2 abstained, this 21st day of July 2014.

Motioned by: HARRY CLAW

Second by: ERIC DESCHEENIE

Andy R. Ayze
Andy R. Ayze, President

Myron McLaughlin
Myron McLaughlin, Vice President

Cynthia Hunter
Cynthia Hunter, Secretary / Treasurer

Chinle Chapter Government

THE NAVAJO NATION

Andy R. Ayze
PRESIDENT

Myron McLaughlin
VICE PRESIDENT

Cynthia Hunter
SECRETARY/TREASURER

Leonard Pete
COUNCIL DELEGATE

Eugene Tso
GRAZING COMMITTEE MEMBER

RESOLUTION OF THE CHINLE CHAPTER NAVAJO NATION CHIN-DEC-14-076

REQUESTING THE NAVAJO NATION DIVISION OF TRANSPORTATION, RESOURCE AND DEVELOPMENT COMMITTEE OF THE NAVAJO NATION COUNCIL AND BUREAU OF INDIAN AFFAIRS DIVISION OF TRANSPORTATION TO PROGRAM THE NECESSARY FUND FOR ALL PRELIMINARY ENGINEERING ACTIVITIES AND ENVIRONMENTAL STUDIES FOR PROPOSED N8081 / N8095 BRIDGE CONSTRUCTION PROJECTS ALONG WITH .5 MILES OF N8090.

WHEREAS:

1. Chinle Chapter, a recognized certified local government of the Navajo Nation, vested with the power and authority to advocate on behalf of its constituents for the improvement of health, education, safety, and general welfare; and
2. The Chinle Chapter has approved several supporting resolutions for the road construction and two bridges for N8081 and N8095 and for 0.5 mile of road improvement for N8090; and
3. As required by federal law, the Chinle Chapter, Bureau of Indian Affairs Division of Transportation and Navajo Division of Transportation has conducted the necessary public hearing; and
4. The Chinle Chapter continues to request to program the necessary funds for the engineering studies and environmental studies for the proposed bridges and improvement; and
5. The proposed bridges and highway construction are scheduled for construction in FY 2015 in the Navajo Nation Transportation Improvement Plan (TTIP).

NOW, THEREFORE BE IT RESOLVED THAT:

1. The Chinle Chapter hereby requests the Navajo Nation Division of Transportation, Resource and Development Committee of the Navajo Nation Council and Bureau of Indian Affairs Division of Transportation to program the necessary fund for all preliminary Engineering Activities and Environmental Studies for proposed N8081 / N8095 bridge construction projects along with .5 miles of N8090.

CERTIFICATION

We, hereby certify that the foregoing chapter resolution was duly considered by the Chinle Chapter at a duly called meeting in Chinle, Navajo Nation (Arizona) at which a quorum was present and that the same was passed by a vote of 25 in favor, 0 opposed, and 2 abstained, this 21st day of December 2014.

Motioned by: Wayne claw

Second by: Francis Draper


Andy R. Ayze, President


Myron L. McLaughlin, Vice President


Cynthia Hunter, Secretary / Treasurer







Chinle Chapter Government

THE NAVAJO NATION

Andy R. Ayze
PRESIDENT

Myron McLaughlin
VICE PRESIDENT

Cynthia Hunter
SECRETARY/TREASURER

Leonard Pete
COUNCIL DELEGATE

Eugene Tso
GRAZING COMMITTEE MEMBER

RESOLUTION OF THE CHINLE CHAPTER NAVAJO NATION CHIN-AUG-16-052

REQUESTING NAVAJO DIVISION OF TRANSPORTATION AND NAVAJO REGIONAL OFFICE, BUREAU OF INDIAN AFFAIRS DIVISION OF TRANSPORTATION TO RESTORE AND REINSTATE N8081 & N8095 BRIDGE PROEJCTS ON THE 2017 TRIBAL TRANSPORTATION IMPROVEMENT PLAN (TTIP)

WHEREAS:

1. Chinle Chapter, a recognized certified local government of the Navajo Nation, vested with the power and authority to advocate on behalf of its constituents for the improvement of health, education, safety, and general welfare; and
2. Navajo Division Of Transportation (NDOT) has the primary responsibility for maintenance of roads on the Navajo Nation and have access to federal and tribal road funding for said roads; and
3. Navajo Regional Office, Bureau of Indian Affairs Division of Transportation (BIA DOT) manages, oversees, constructs and maintain roads and bridges listed in their Road Inventory list; and
4. N8081 and N8095 wash crossings are located within the community of Chinle and are critical crossings utilized by residents that usually wash out during heavy rainfalls; and
5. Chinle Chapter has worked diligently with Chinle BIA DOT on N8081 and N8095 wash crossings to meet the preliminary engineering requirements for TTIP; and
6. Chinle Chapter persistently worked to qualify and register N8081 and N8095 wash crossings on the TTIP listing for bridge constructions; and
7. Navajo Regional Office BIA DOT and Chinle BIA DOT have expended substantial and significant amount of funds to repair and maintain the crossings including extra monies to conduct preliminary engineering requirements for bridge constructions; and
8. N8081 and N8095 were listed on the TTIP since (YEAR), but, in 2015 Navajo DOT removed them without informing Chinle Chapter.
9. Upon learning about the removal of N8081 and N8095 wash crossings from TTIP, Chinle Chapter and its' Council Delegate have frequently requested the crossings be put back on TTIP listing.

NOW, THEREFORE BE IT RESOLVED THAT:

1. Chinle Chapter requests Navajo Division of Transportation (Navajo DOT) and Navajo Regional Office, Bureau of Indian Affairs Division of Transportation (BIA DOT) to restore and reinstate N8081 & N8095 Bridge Projects on the 2017 Tribal Transportation Improvement Plan (TTIP).

PAGE 2 OF 2: REQUESTING NAVAJO DIVISION OF TRANSPORTATION AND NAVAJO
REGIONAL OFFICE, BUREAU OF INDIAN AFFAIRS DIVISION OF
TRANSPORTATION TO RESTORE AND REINSTATE N8081 & N8095
BRIDGE PROJECTS ON THE 2017 TRIBAL TRANSPORTATION
IMPROVEMENT PLAN (TTIP)

CERTIFICATION

We, hereby certify that the foregoing chapter resolution was duly considered by the Chinle Chapter at a duly called meeting in Chinle, Navajo Nation (Arizona) at which a quorum was present and that the same was passed by a vote of 33 in favor, 0 opposed, and 3 abstained, this 17th day of August 2016.

Motioned by: Thompson Billy

Second by: Pamela Bia

Andy R. Ayze
Andy R. Ayze, President

Myron McLaughlin
Myron McLaughlin, Vice President

Cynthia Hunter
Cynthia Hunter, Secretary / Treasurer

Chinle Chapter Government

THE NAVAJO NATION

Myron McLaughlin
PRESIDENT

David Yazzie, Jr.
VICE PRESIDENT

Cynthia Hunter
SECRETARY/TREASURER

Leonard H. Pete
COUNCIL DELEGATE

Eugene Tso
GRAZING COMMITTEE MEMBER

RESOLUTION OF THE CHINLE CHAPTER NAVAJO NATION CHIN-JUL-17-041

REAFFIRMING RESOLUTION CHIN-AUG-16-052 AND REQUESTING THE RESOURCES AND DEVELOPMENT COMMITTEE TO RESTORE AND REINSTATE THE PROPOSED N8081 & N8095 BRIDGE PROJECTS IN THE 2018 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) WITH THE COLLABORATION OF NAVAJO DIVISION OF TRANSPORTATION (Navajo DOT) AND NAVAJO REGIONAL OFFICE, BUREAU OF INDIAN AFFAIRS DIVISION OF TRANSPORTATION (BIA DOT)

WHEREAS:

1. Chinle Chapter, a recognized certified local government of the Navajo Nation, vested with the power and authority to advocate on behalf of its constituents for the improvement of health, education, safety, and general welfare; and
2. Resources and Development Committee has oversight over roads on the Navajo Nation and the Navajo Division of Transportation. 2 N.N.C. §§ 500(C), 501(B) (2) (g); and
3. Navajo Division Of Transportation (NDOT) has the primary responsibility for maintenance of roads on the Navajo Nation and have access to federal and tribal road funding for said roads; and
4. Navajo Regional Office, Bureau of Indian Affairs Division of Transportation (BIA DOT) manages, oversees, constructs and maintain roads and bridges listed in their Road Inventory list; and
5. N8081 and N8095 wash crossings are located within the community of Chinle and are critical crossings utilized by residents that usually wash out during heavy rainfalls; AND
6. Chinle Chapter has worked diligently with Chinle BIA DOT on N8081 and N8095 wash crossings to meet the preliminary engineering requirements for TTIP; and
7. Chinle Chapter persistently worked to qualify and register N8081 and N8095 wash crossings on the TTIP listing for bridge constructions; and
8. Navajo Regional Office BIA DOT and Chinle BIA DOT have expended substantial and significant amount of funds to repair and maintain the crossings including extra monies to conduct preliminary engineering requirements for bridge constructions; and
9. N8081 and N8095 were listed on the TTIP several years, but, in 2015 Navajo DOT removed them without informing Chinle Chapter; and
10. Upon learning about the removal of N8081 and N8095 wash crossings from TTIP, Chinle Chapter and its' Council Delegate have frequently requested the crossings be put back on TTIP listing; and
11. On August 17, 2017, Chinle Chapter passed resolution CHIN-AUG-16-052 requesting to restore and reinstate N8081 and N8095 back on to the 2017 TTIP.

NOW, THEREFORE BE IT RESOLVED THAT:

1. Chinle Chapter reaffirms resolution CHIN-16-052 and requesting the Resources and Development Committee to restore and reinstate the proposed N8081 & N8095 bridge projects on the 2018 Tribal Transportation Improvement Program (TTIP) with the collaboration of Navajo Division of Transportation (Navajo DOT) and Navajo Regional Office, Bureau of Indian Affairs Division of Transportation (BIA DOT).

Page Two

CHIN-JUL-17-041: REAFFIRMING RESOLUTION CHIN-AUG-16-052 AND REQUESTING THE RESOURCES AND DEVELOPMENT COMMITTEE TO RESTORE AND REINSTATE THE PROPOSED N8081 & N8095 BRIDGE PROJECTS IN THE 2018 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) WITH THE COLLABORATION OF NAVAJO DIVISION OF TRANSPORTATION (Navajo DOT) AND NAVAJO REGIONAL OFFICE, BUREAU OF INDIAN AFFAIRS DIVISION OF TRANSPORTATION (BIA DOT)

CERTIFICATION

We, hereby certify that the foregoing chapter resolution was duly considered by the Chinle Chapter at a duly called meeting in Chinle, Navajo Nation (Arizona) at which a quorum was present and that the same was passed by a vote of 36 in favor, 0 opposed, and 10 abstained, this 12th day of July 2017.

Motioned by: Eugene Tso

Seconded by: Pamela Bia


Myron McLaughlin, President


David Yazzie, Vice President

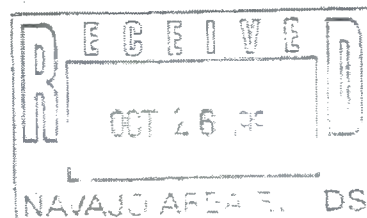

Cynthia Hunter, Secretary/Treasurer

RESOLUTION OF THE CHINLE AGENCY ROAD COMMITTEE

REQUESTING THAT THE TRANSPORTATION AND COMMUNITY DEVELOPMENT COMMITTEE OF THE NAVAJO NATION COUNCIL AND BRANCH OF ROADS OF NAVAJO AREA OFFICE PLACE ROUTE N8095 (1.0 MILE PLUS A BRIDGE) ON THE SEVEN-YEAR ROADS CONSTRUCTION PLAN OF THE NAVAJO AREA.

WHEREAS:

1. The Chinle Agency Roads Committee was duly established by the Chinle Agency Road Council in 1968, and Revised on April 07, 1972, by the Chinle Agency Council Resolution CHAM-61-72; AND
2. The Chinle Agency Council by Resolution CHAC-163-75, dated April 10, 1975, adopted and approved the duties and responsibilities of the Chinle Agency Roads Committee, which include developing, maintaining, and updating road priority list; AND
3. The Chinle Agency Roads Committee has the responsibilities to participate in transportation planning and related activities within the Chinle Agency, so transportation system will meet the needs of the traveling public and the growing communities; AND
4. At the Public Hearing held at Chinle Chapter on July 15, 1992, the Public's uminously requested that the necessary field station and engineering endeavors be started on Route N8095 for the acquisition of a right-of-way, beginning from the Junction of Highway U.S.191/ N8095 and commencing across the Nazlini Wash; AND
5. Route N8095 in a heavily traveled graded road which serves as a by-pass of the Chinle Community and the local residents use the Route to get to Highway U.S. 191; AND
6. Chinle Community with its fast growing population and developments is in need of another crossing with the heavy traffic on Nazlini Wash Bridge; AND
7. Chinle Community is situated in a strategic location which serves other smaller community due to the various governmental offices, businesses, hospital, and schools; AND
8. Route N8095 was supported by the Chinle Agency Roads Committee by keeping the proposed project as No. 15 on the Chinle Agency Road Committee Priority List revised on March 08, 1995.




REQUESTING THAT THE TRANSPORTATION AND COMMUNITY DEVELOPMENT COMMITTEE OF THE NAVAJO NATION COUNCIL AND BRANCH OF ROADS OF NAVAJO AREA OFFICE PLACE ROUTE N8095 (1.0 MILE PLUS A BRIDGE) ON THE SEVEN-YEAR ROADS CONSTRUCTION PLAN OF THE NAVAJO AREA.

THEREFORE BE IT RESOLVED THAT:

1. The Chinle Agency Roads Committee hereby requests that transportation and Community Development Committee of the Navajo Nation Council and Branch of Roads of Navajo Area Office place Route N8095 (1.0 Mile Plus a Bridge) on the Seven-Year Roads Construction Plan of the Navajo Area.
2. The Chinle Agency Roads Committee further request that the Transportation and Community Development Committee of the Navajo Nation Council and B.I.A. Branch of Roads of the Navajo Area Office allocate funds for the performance of all necessary studies and engineering activities for the acquiring a right-of-way, commencing from the Junction of Highway U.S. 191/N8095 and crossing the Nazlini Wash.

CERTIFICATION

We hereby certify that the foregoing resolution was duly considered by the Chinle Agency Roads Committee at a duly called meeting at Lukuchukai, Navajo Nation, Arizona, at which a quorum was present and that same was passed by a vote of 6 in favor, and 0 opposed, and 0 abstention, this day of June 07, 1995.


Kellywood Harvey, Chairman


Andy R. Ayze, Secretary

Larry Biltah, Vice Chairman

Motion: _____

Second: _____



RESOLUTION OF THE
CHINLE AGENCY ROADS COMMITTEE

UPDATING AND REAFFIRMING THE CHINLE AGENCY ROADS CONSTRUCTION
PRIORITY LIST, DATED MARCH 08, 1995

WHEREAS:

1. The Chinle Agency roads Committee was duly established by the Chinle Agency Council resolution CHAM-21-72; and

2. The duties and responsibilities of the Chinle Agency Roads Committee, which include developing, maintaining, and updating road priority list, was approved and adopted by the Chinle Agency Council Resolution CHAC-163-75, dated April 10, 1975; and

3. In addition, the Chinle Agency Roads Committee has the responsibilities to actively participate in transportation and community development planning to promote a safer transportation network throughout the Chinle Agency; and

4. The planning process must be ongoing in conjunction with the Transportation and Community Development Committee of the Navajo Nation Council in order to provide the desperately needed improved road conditions for our road users; and

5. The Chinle Agency Roads Committee still maintains and continues to advocate for continuity, consistency and uninterrupted planning; so the projects can go as smooth and as expedient as they can; and

6. The "Indian Self-Determination Act" (P.L. 93-638) initiating plans and making decisions, recommendations, requests, etc. according to our needs and desires; and

7. More and more of paved roads are needed on our Navajo Reservation to alleviate the wear and tear of the "very expensive" vehicles and most importantly, for the safety of the motorists.


NOW THEREFORE BE IT RESOLVED THAT:

1. The Chinle Agency Roads Committee hereby reaffirms and updates the Chinle Agency Roads Construction Priority List of March 08, 1995, attached hereto and incorporated herein as Exhibit "A".

2. The Chinle Agency Roads Committee hereby pleads with any and all appropriate entities; departments, personnel, etc. to expeditiously conduct and obtain any and all necessary studies, surveys, clearances, etc.

C E R T I F I C A T I O N

I, the undersigned hereby certify that the foregoing resolution was duly considered at a duly called authorized meeting of the Chinle Agency Roads Committee, at Chinle, Navajo Nation, (Arizona), at which a quorum was present and that same was passed by a vote of -6- in favor and -0- opposed, this 13 day of March, 1996.



Kelly W. Harvey, Chairman
Chinle Agency Roads Committee

CHINLE AGENCY ROAD COMMITTEE PRIORITIES

MARCH 13, 1996

		I.D.#	Miles		Locations
1	N13(8)2&3	#257	4.69	N13(8)	Lukachukai Base to Picnic Site at Buffalo Pass
2	N4(2-2)2&4	#291	7.02	N4	Cottonwood to Jumbo Camp Jct
3	N27(4-3)2&4	#274	20.74	N27	Nazlini to Chinle
4	N4(4-3)1,2&4	#254	7.27	N4	Burnt Corn Wash to Polacca Wash Bridges
5	N172	#471	12.80	N172	Round Rock to Cove
6	N8077	#206	15.00	N8077	Black Rock Road
7	N8077/N8078	#481	2.00	N8078/8077	NCC West Entrance & Circle Drive
8	N8030	#472	1.50	N8030	Pinon loop
9	N8066(1)2&4	#292	14.00	N8066	N41 to Kitsillie School
10	N8031(1)2&3	#432	5.50	N8031	Dinnebeto thru NPL to Pinon with Bridges
11	N67/N673	#421	13.30	N67/N673	Low Mtn. to N4/Whippoorwill Crossing w/brid
12	N4(2-4)2&4	#231	8.07	N4	Polacca Wash Bridge to Cottonwood
13	N8095	#482	3.80	N8095	Chinle Valley Road and Bridge
14	N8084(1)2&3	#243	22.00	N8084	Many Farm to Ram Pasture N64 with Bridges
15	N4	#201	19.50	N4	Pinon Southwest to Turquoise Trail
16	N64(1-1)4	#242	24.39	N64	Chinle to Tsaile
17	N7(1)2	#430	18.60	N7	Fluted Rock Agency line to Sprider Rock
18	N8068/8069	#495	24.90	N8068/8069	Burnt Corn Loop/Blue Gap Road
19	N8090(1)2&3	#434	15.00	N8090	Rough Rock South - Yale Point Base Road
20	N251(1-1)4	#422	15.25	N251	Cottonwood North Loop Road
21	N8065	#202	10.00	N8065	Kitsillie West-N8066
22	N8085	#203	4.90	N8085	Many Farms North Valley Loop Road
23	N26	#204	15.90	N26	SR 191 East to N27 including Bridge
24	N8059	#205	20.10	N8059	Low Mountain east-south Loop Road
25	N25(4)2&3	#493	3.20	N25	Tselani T.P. to Cottonwood
26	N810(1)2&4	#301		N810	Cottonwood Access and Turn-outs
27	N12	#276	24.40	N12	Whiskey Creek to Lukachukai Jct.
28	N8063	#207	6.40	N8063	Lukachukai north Loop with crossing
29	N136	#208	1.00	N136	St. Isabel Mission Crossing and road
30	N8094(1)2&4	#410	2.30	N8094	Chinie Airport Road
31	N7/SR191				Chinle Student Crossing and Street lights
32	N8066				Kitsillie to Rough Rock
33	N29				N4 to Blue Gap chapter house
34	N8090				



 Chairman, Chinle Agency Road Committee

RESOLUTION OF THE
CHINLE AGENCY ROADS COMMITTEE

AMENDING AND REAFFIRMING THE CHINLE AGENCY ROADS CONSTRUCTION
PRIORITY LIST, DATED MARCH 13, 1996

WHEREAS:

1. The Chinle Agency Roads Committee was duly established by the Chinle Agency Council Resolution CHAM-21-72; and

2. The duties and responsibilities of the Chinle Agency Roads Committee, which include developing, maintaining and updating road priority list, was approved and adopted by the Chinle Agency Council Resolution CHAC-163-75, dated April 10, 1975; and

3. In addition, the Chinle Agency Roads Committee has the responsibilities to actively participate in transportation and community development planning to promote a safer transportation network throughout the Chinle Agency; and

4. The planning process must be ongoing in conjunction with the Transportation and Community Development Committee of the Navajo Nation Council in order to provide the desperately needed improved road conditions for our road users; and

5. The Chinle Agency Roads Committee still maintains and continues to advocate for continuity, consistency and uninterrupted planning; so the project can go as smooth and as expedient as they can; and

6. The "Indian Self-Determination Act" (P.L. 93-638), supports us in initiating plans and making decisions, recommendations, requests, etc., according to our needs and desires; and

7. More and more of paved roads are needed on our Navajo Reservation to alleviate the wear and tear of the "very expensive" vehicles and most importantly, for the safety of the motorists.

NOW THEREFORE BE IT RESOLVED THAT:

1. The Chinle Agency Roads Committee hereby amends and reaffirms the Chinle Agency Roads Construction Priority List of March 13, 1996, by the following : "If the high priority projects aren't ready, then based on merit and readiness the projects listed thereafter shall be considered in sequence."

2. The Chinle Agency Road Committee hereby pleads with any and all appropriate entities; departments, personnel, etc., to expeditiously conduct and obtain any and all necessary studies, surveys, clearances, etc.

C E R T I F I C A T I O N

I, the undersigned hereby certify that the foregoing resolution was duly considered at a duly called authorized meeting of the Chinle Agency Roads Committee, at Chinle, Navajo Nation, (Arizona), at which a quorum was present and that same was passed by a vote of 6 in favor and 0 opposed, this 24 day of July, 1996.

Kelly W. Harvey
Kelly W. Harvey, Chairperson
Chinle Agency Roads Committee

CHINLE AGENCY ROADS COMMITTEE RESOLUTION

APPROVING THE CHINLE AGENCY ROADS AND BRIDGES CONSTRUCTION PRIORITY LIST AND RECOMMENDING THE SAME TO THE TRANSPORTATION AND COMMUNITY DEVELOPMENT COMMITTEE OF THE NAVAJO NATION COUNCIL TO INCORPORATE INTO THE NAVAJO REGIONAL BUREAU OF INDIAN AFFAIRS 20 YEARS ROAD AND BRIDGE CONSTRUCTION PRIORITY PLAN.

WHEREAS:

1. Chinle Agency Roads Committee is obligated to address all transportation concerns and advise the Transportation and Community Development Committee of the Navajo Nation Council and Bureau of Indian Affairs Branch of Roads which route needs to be prioritize for construction.
2. The Chinle Agency Roads Committee recognize the importance of improving it's Agency Roads System for the general public; and
3. In recognition of the Local Governance Act, Chinle Agency Roads Committee supports efforts towards upgrading all primary roads to or adjacent to chapter governance facilities, which would also provide access for local residence of more chapter communities to health and other important public facilities; and
4. The Transportation and Community Development Committee of the Navajo Nation Council is responsible for planning and coordinating all roads and transportation activities of the Navajo Nation, represent the Navajo Nation in all roads and transportation matters, and develop and maintain priority lists for roads and transportation project; and
5. The Transportation and Community Development Committee and the Bureau of Indian Affairs Regional Branch of Roads has the bilateral responsibility and authority to develop, coordinate and implement funding and contract matters for roads and transportation projects.

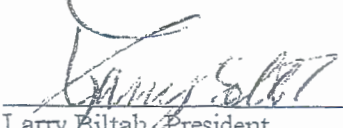
NOW THEREFORE BE IT RESOLVED THAT:

1. The Chinle Agency Road Committee hereby approves the Chinle Agency Roads and Bridges Construction Priority List and recommending the same to the Transportation and Community Development Committee of the Navajo Nation Council to incorporate into the Navajo Regional Bureau of Indian Affairs 20 Year Road and Bridge Construction Priority Plan.
2. The Chinle Agency Road Committee are given the understanding that the approved 20-year Priority Roads and Bridges Construction listing must ALL be on the BIA Roads System routes; therefore, fully eligible for Federal Highway Construction funds; As such; Agency Roads Committee considers it deem appropriate to recommend for funding.

C E R T I F I C A T I O N

I hereby certify that the foregoing resolution was duly considered by the Chinle Agency Road Committee at which a quorum was present and same was passed by a vote of 04 in favor, 00 opposed and 00 abstained, this 14th day of November, 2003 in Chinle, Navajo Nation, ARIZONA.

MOTION BY: Bessie Allen
SECOND BY: Paul Jim


Larry Biltah, President

2004 Chinle Agency Road Construction Priority Schedule

FY	PROJECT NO.	PROJECT LOCATION	MILES	ADT	
2004	Chip Sealing	Chip Sealing on going			
	N4(4-2)4	Pinon East to Burnt Corn Wash	6.5	2075	
	N4(2-3)4	SR191 west to Jumbo Camp	8.3	2075	
	N102(3)4	Chinle Hospital Access Road	1	5706	
	N13(6)4	N12 Junction to Lukachukai School	4.8	596	
	N133	Lukachukai School Road	0.4	972	
2004	N27(2-1)/N271(1-1)2&4	Nazlini North to Chinle & School Access	5.3	420	
2004	N8066(1)2,3/N59(2-1)4	N41 to Kitsilli/N59 Flood Area	7	116	
2004	N8077/N8078(1-1)2&4	Dine College Loop w/2 Acc. Rd. w/4 Parking Lots	2	1553	
2005	Chip Sealing	Chip Sealing on going			
	N7	SR191 Main Street to Wash	0.4	17530	
	N7	Chinle Main Street to N.P.S.	2	7324	
	N27(4-1)4	Chinle Urban Jct.N7/N27 to Old LDS	0.45	3573	
	N7A(1)4	Chinle Urban Old BIA Compound	0.06	420	
	N59(3-2)4	Jct.N59/N8066 Rough Rock to Many Farms	13.3	2535	
	N8066(-1)4	Rough Rock School to Jct.N59/N8066	2.6	1176	
	N59G(2-1)4	Rough Rock School Road	0.3		
2005	N7(7)2,4	Spider Rock Jct. to Agency Line	8.4	190	
2006	Chip Sealing	Chip Sealing on going			
	N25A(2-4)4	Jumbo Camp South	8	264	
	N59(4-1)4	Rough Rock North	7.3	1194	
	N27(3-1)2&4?	Top of Nazlini toward Chinle	8.4	1542	
	N27(3-1)2&4?	Nazlini Passing Lane	1.2	1542	
	N251(1-1)4	Tselani South	6.1	401	
2006	N4(4-3)2,4	Burnt Corn Wash to Polacca Wash	6.88	1978	
2006	N27(2-2)2&4	Nazlini North to Chinle	4.2	466	
2006	N12(13-2)1,2,&4	Agency Line to Wheatfields	8.9	1989	
2007	Chip Sealing	Chip Sealing on going			
2007	N8095/N8081(1)1,2&3	Chinle Valley Road & Taayilkid Road with Bridge	1	460	
2007	N8084/8086?*	Many Farms/Ram Pasture	17.6	257	
2008	N27(2-3)2&4	Nazlini North to Chinle	4.5	386	
2008	N12(19-4)2,4	Wheatfields to Lukachukai with fencing project to	10	1232	
2009	N8066(2)2,3	N41 to Kitsilli, Chapter and School Access	7	97	
2009	N67(1)/N673(1)1,2,4	Low Mountain to N4 Smoke Signal	7.2	367	
2010	N8084(1)2,3?*	Many Farms US191 to Windmill	13	339	
2010	N25(4)2,3	Cottonwood to Salina T.P.	3.2	264	
2011	N26(1)1,2	Nazlini N27 to US191	7	114	
2011	N8077(1)2&4	Black Rock Road	6	503	
2012	N8090(1)2,3	Rough Rock South	7.5	125	
2012	N8031(2)1,2,3	Hardrocks to Pinon	11	353	
2013	N7(8)2&4	Spider Rock Jct. to Agency Line	8.4	134	
2013	N41(7)2&3	West Dennebito Wash to Turquoise Trail	2	485	
2014	N12(19-5)2,4	Wheatfields to Lukachukai	10	2517	
2014	N8080(1)2,3	Wheatfields around the Lake	5.8	29	
2015	N251(1-1)4	Salina North Loop	15.3	126	
2015	N8079(1)2	Lower Wheatfields Road	5.9	32	
2016	N8089(1)2,3	N8077 toward Del Muerto Canyon	8.7	31	
2016	N136(1)1,2,&4	St. Isabell Mission Road w/N009 Bridge	2.9	211	

2004 Chinle Agency Road Construction Priority Schedule

FY	PROJECT NO.	PROJECT LOCATION	MILES	ADT	
2017	N172(1)2	Round Rock to Cove	12.8	92	
2017	N8065(1)1,2,3	Kitsilli Wash to N8066 w/N023	9.9	78	
2018	N8063(1)2&3	Little Rough Rock (N12 to N13)	7.1	87	
2018	N8090(1)2,3	Rough Rock South toward Chinle	15	63	
2018	N8060(1,2,3	N8031 to East Twin Mesa	4.9	54	
2019	N8085	N27 to N7 Nazlini	13.3	50	
2019	N29(3)2,3	Tachee Loop Road - Blue Gap	24	105	
2019	N8062(1)2,3	N8031 to Black Spot	11	134	
2020	N8086?*	Burnt Corn Valley	3	257	
2021	N41(7)2&4	Pinon Toward 2nd Mesa	7.9	485	
2022	N26(1)1,2	Bridge N521 replacement	0.01	283	
2023	N8069	Blue Gap	4.2	110	
2023	N8015(1)1,2,3	N27 to N7 Nazlini	13.3	28	
2024	N8086?*	N64 north to N8084 MF Lake	14.6	114	

THE CHINLE AGENCY ROADS COMMITTEE RESOLUTION #050505-07

THE CHINLE AGENCY ROADS COMMITTEE REQUEST THE BUREAU OF INDAIN AFFAIRS NAVAJO DIVISION OF TRANSPORTATION AND THE NAVAJO NATION COUNCIL TRANSPORTATION AND COMMUNITY DEVELOPMENT COMMITTEE TO ALLOCATE THE FUNDS NEEDED TO CONTINUE ARCHEOLOGICAL MITIGATION WORK ON N4(4-3), N7(7), N12(13-2), N8081(1), N8095(1) AND N25 CONSTRUCTION PROJECTS.

WHEREAS:

1. The Chinle Agency Roads Committee is a governmental body duly appointed and authorized by the Chinle Agency Council to advocate on behalf of the Chinle Agency member chapters regarding roads and transportation issues; and
2. The Chinle Agency Roads Committee recognizes the need for transportation system development that is a crucial component for the safety and long term economic growth of the Navajo Nation communities; and
3. The Chinle Agency Roads Committee as part of its monitoring responsibility keeps itself informed and updated on the status of the proposed highway construction projects within the agency; and
4. The Chinle Agency Roads Committee is fully cognizant of the fact that archeological clearance on certain proposed highway construction project takes many years before the final approval is issued by the Navajo Historical Preservation Department for construction; and
5. N4(4-3) Polacca Wash to Burnt Corn Wash, 6.88-mile highway reconstruction project, needs six (6) archeological sites excavated for final data recovery and is scheduled for reconstruction in 2007; and
6. N7(7) Spider Rock to Chinle Agency Line, 8.40-mile project, needs four (4) archeological sites excavated for final data recovery and is scheduled for construction in FY 2009; and
7. N12(13-2) Whiskey Creek to Wheatfields, 8.9-mile highway reconstruction project, with several archeological sites identified that needs testing to keep the archeological clearance process moving ahead and is scheduled for reconstruction in FY 2009; and
8. N8081(1) Ta Yil Kidd Crossing, 1.7-mile project with a bridge, needs archeological study to start the clearing process and is scheduled for construction with N8095(1) Chinle Valley Road in FY 2008; and
9. N8095(1) Chinle Valley Road, 1.0-mile project with a bridge, needs archeological study to start the clearing process and is scheduled for construction with N8081 Ta Yil Kidd Crossing in FY 2008.

THE CHINLE AGENCY ROADS COMMITTEE REQUEST THE BUREAU OF INDAIN AFFAIRS NAVAJO DIVISION OF TRANSPORTATION AND THE NAVAJO NATION COUNCIL TRANSPORTATION AND COMMUNITY DEVELOPMENT COMMITTEE TOALLOCATE THE FUNDS NEEDED TO CONTINUE ARCHEOLOGICAL MITIGATION WORK ON N4(4-3), N7(7), N12(13-2), N8081(1), N8095(1) AND N25 CONSTRUCTION PROJECTS.

NOW THEREFORE BE IT RESOLVED THAT:

The Chinle Agency Roads Committee hereby approves to request the Bureau of Indian Affairs Navajo Division of Transportation and the Navajo Nation Council Transportation and Community Development Committee to allocate the funds needed to continue archeological mitigation work on N4(4-3), N7(7), N12(13-2), N8081(1), N8095(1) and N25 construction projects.

C E R T I F I C A T I O N

I hereby certify the foregoing resolution was duly considered by the Chine Agency Roads Committee membership at which a quorum was present and same was passed by a vote of 04 in favor, 00 opposed and 00 abstained, this 05th day of May, 2005 at the Pinon Chapter, Navajo Nation, ARIZONA.

MOTION BY: Samuel Yazzie

SECOND BY: Joe Jim



President

THE CHINLE AGENCY ROADS COMMITTEE RESOLUTION #042409-02

THE CHINLE AGENCY ROADS COMMITTEE APPROVES THE FY2010 CHINLE AGENCY ROADS CONSTRUCTION PRIORITY LIST, BRIDGE LISTING, CHIP SEALING AND GRAVELING PRIORITY LISTING AND SUBMITS THE SAME TO THE NAVAJO NATION STANDING TRANSPORTATION AND COMMUNITY DEVELOPMENT COMMITTEE TO INCORPORATE INTO THE NAVAJO NATION TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM 45 YEARS CONSTRUCTION PRIORITY LIST.

WHEREAS:

1. The Chinle Agency Roads Committee is a governmental body duly appointed and authorized by the Chinle Agency Council to advocate on behalf of the Chinle Agency member chapters regarding roads and transportation issues; And
2. The Chinle Agency Roads Committee recognizes the need for transportation system development that is a crucial component for the safety and long term economic growth of the Navajo Nation communities; And
3. The Chinle Agency Roads Committee recognizes the Navajo Nation local Governances Act and supports efforts towards upgrading all primary roads to or adjacent to chapter government facilities, which would also provide assess for local residence of more chapter communities to health and other important public facilities; And
4. The Chinle Agency Roads Committee recognizes the Transportation and Community Development Committee of the Navajo Nation Standing who is responsible for planning and coordinating all roads and transportation activities of the Navajo Nation to represents all transportation matters and development and maintain priority list for roads, bridges and transportation projects; And
5. The Chinle Agency Roads Committee acknowledge the Transportation and Community Development Committee of the Navajo Nation Standing and the Bureau of Indian Affairs Regional Branch of Roads who have the bilateral responsibility and authority to develop, coordinate and implement funding and contract matters for roads, bridges and transportation projects.

NOW THEREFORE BE IT RESOLVED THAT:

1. The Chinle Agency Roads Committee hereby fully supports and approves the attachments FY2010 Chinle Agency Roads Construction Priority List as Exhibit A, Bridges Priority Listing as Exhibit B, Chip Sealing Construction Priority Listing as Exhibit C and Graveling Priority and submits the same to the Navajo Nation Standing Transportation and Community Development Committee to incorporate into the Navajo Nation Tribal Transportation Improvement 45 years Construction Priority list as Attached; And
2. The Chinle Agency Roads Committee recommends that N27(2-2)2&4/N27(2-3)2&4 be treated as one project at a total distance of 9.5 miles; And
3. The Chinle Agency Roads Committee accepts and approves resolution of District Four (4) regarding roads which may include graveling with all planning activities.

THE CHINLE AGENCY ROADS COMMITTEE APPROVES THE FY2010 CHINLE AGENCY ROADS CONSTRUCTION PRIORITY LIST, BRIDGE LISTING AND THE CHIP SEALING PRIORITY LISTING AND SUBMITS THE SAME TO THE NAVAJO NATION STANDING TRANSPORTATION AND COMMUNITY DEVELOPMENT COMMITTEE TO INCORPORATE INTO THE NAVAJO NATION TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM 25 YEARS CONSTRUCTION PRIORITY LIST.

C E R T I F I C A T I O N

I hereby certify the foregoing resolution was duly considered by the Chine Agency Roads Committee membership at which a quorum was present and same was passed by a vote of 03 in favor, 00 opposed and 00 abstained, this 24th day of April, 2009 at the Bureau of Indian Affairs Conference Room, Navajo Nation, ARIZONA.

MOTION BY: Percy Deal
SECOND BY: Kathrine Author



Leonard Pete, President

Attachments of Exhibits:

- a. FY2010 ARC Construction Priority List
- b. FY2010 ARC Chip Sealing Priority List
- c. FY2010 ARC Bridge Priority List

MRB

FY2010 ARC Construction Priority List

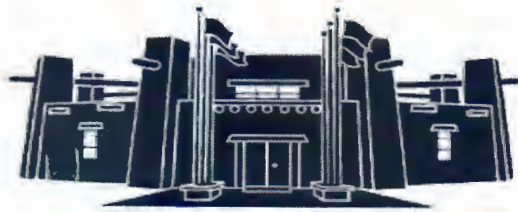
	FY	PROJECT NO.	PROJECT LOCATION	MILE S	ADT
1	2010	N8084(1)2,3 w/Bridge	Many Farms US191 to Windmill	13.0	339
2	2010	N8031(2)1,2,3/N4	Hardrock to Pinon	11.0	353
3	2010	N27(2-2)2&4/ N27(2-3)2&4 w/N102	Nazlini North to Chinle	4.20/ 5.30	466/ 386
4	2011	N8066(3)1,2,4	N41 to Kitsilli w/chapter parking lot & intersection	7.00	97
5	2011	N7(7)2,4 N7(8)2&4	Spider Rock Jct. to Agency Line	8.40 8.40	190/ 134
6	2011	N26(1)1,2 w/Bridge	Nazlini N27 to US 191	7.00	114
7	2012	N8095(1)N8081(1)1,2,&3	Chinle Valley Road	1.00	460
8	2012	N12(13-2)2&4	Agency Line to Wheatfields Phase I /w chapter parking lot pavement	8.90	1989
9	2012	N12(19-4)2,4	Wheatfields to Lukachukai	10.0	2517
10	2013	N4(4-3)N810(1)2,4	Burnt Corn Wash to Polacca Wash	6.88	1978
11	2013	N25(4)2,3	Cottonwood to Salina T.P	3.20	264
12	2014	N521	N521 Bridge		
13	2014	N8090(1)2,3	Rough Rock to N59	7.60	126
14	2014	N67(1)/ N673((1)1,2,4	Low Mountain to N4 Smoke Signal	7.20	367/ 308
15	2015	N8077(1)2&4	Blackrock Road	7.30	503
16	2016	N8079(1)2	Lower Wheatfields Road	5.90	32
17	2016	N172(1)2	Round Rock to Cove	12.8	92
18	2017	N251(1-1)4	Salina North Loop	15.3	126
19	2019	N8080(1)2,3	Wheatfields around the Lake	5.80	29
20	2019	N41(7)2&3	West Dennebito Wash to Turquoise Trail	2.00	485
21	2019	N8065(1)1,2,3	Kitsilli West to N8066 w/023	9.90	78
22	2020	N8090(1)2,3	Rough Rock to N59	7.50	126
23	2020	N8063(1)1,2,3	Little Rough Rock N12to N13	7.10	87
24	2020	N8089(1)2,3	N8077 toward Del Muerto Canyon	8.70	31
25	2021	N8062(1)2,3	N8031 to Black Spot	11.0	134
26	2021	N136(1)1,2&4	St. Isabel Mission Rd w/N009	2.90	211
27	2021	N8060(1)2,3	N8031 to East Twin Mesa	4.90	64
28	2022	N8015(1)1,2,3	N27 to N7 Nazlini	13.3	28
29	2022	N29(3)2,3	Tachee Loop Road-Blue Gap	24.0	105
30	2023	N8086(1)2,3	Many Farms to Chinle	17.6	257
31	2024	N8085(1)2,3	N27 to N7 Nazlini	4.90	50
32	2024	N701	Tsaile Elementary School Road	0.90	
33	2025	N8068			
34	2025	N8030			
35	2026	N8032			
36	2027	N8062			
37	2029	N8060			
38	2031	N8072			
49	2032	N8073			
40	2033	N8027			
41	2034	N41			

FY2010 ARC Chip Sealing Priority List

FY	ROUTE NUMBER	PROJECT LOCATION
2010	N12(19-4)	Agency Line to Wheatfields Phase I
2010	N12(13-2)	Wheatfields to Lukachukai
2010	N4(2-3)2&4	SR191 West to Jumbo Camp
2010	N4(4-2)2&4	Burnt Corn Wash Bridge to Pinon
2010	N102(3)	Chinle Hospital Access Road
2010	N13(6)	N12 Junction to Lukachukai Base
2010	N133	Lukachukai School Access Road
2011	N27(3-1)2&4	Top of Hill, Agency Line to Nazlini-Reconditioning
2011	N27(3-1)2&4	Up Hill Climbing lane
2011	N27(3-1)2&4	New Construction north of N26, toward Chinle
2011	N59(3-2)4	Rough Rock School Spur Turnoff to Many Farms SR191
2011	N8066(2-1)4	Rough Rock School Access
2011	N59G(2-1)4	Rough Rock School Access
2011	N59(4-1)4	Rough Rock North toward Chilchinbeto
2012	N25A(2-4)4-Phase I	Jumbo Camp South to N251south/N5,Tselani Road
2012	N25A(2-4)4-Phase II	Jumbo Camp South to N251south/N5,Tselani Road
2012	N8031(1)1,2&	Rocky Ridge School to Hardrock
2012	N8027(1)1,2&4	Rocky Ridge School Access Road
2012	N8094(1)2&4	Chinle Airport Road
2012	N13(8)2&4	Lukachukai Base to Agency Line
2012	N13(8)2&4	Lukachukai Chapter Access Roads, Spur A & B
2012	N13(8)2&4	Lukachukai Chapter Parking Area
2012	N4(2-4)2&	Jumbo Camp to Cottonwood
2012	N64(1-1)2&4	Chinle North toward Tsaili-Mummy Cave
2013	N8030(1)2&4	Pinon Loop Project-NHA Access
2013	N8030(1)2&4	Pinon Loop Project-N4 Access
2013	N8030(1)2&4	Pinon Loop Project-N41 Access
2013	N8030(1)2&4	Pinon Loop Project-School Access
2014	N4	Cottonwood to Polacca Wash
2014	N64(1-2)4	Mummy Cave to Tsaili N12 Intersection
2014	N64(1-2)4	N64 and N12 Widening, Turning transitions
2014	N27(2-1)2&4	N27/N26 toward Chinle -Phase III
2014	N271(1-1)2&4	Nazlini School Spur
2014	N271(2)2&4	Nazlini School Frontage Road, New Construction


FY2010 ARC Bridge Priority List

FY	Bridge # or Route #	PROJECT LOCATION
2010	N521	N26
2011	N503	N12
2011	N8095	3.3 miles north of N7-Nazlini Wash
2012	N504	N12
2012	N505	N12
2012	N507	N8086
2012	N8086	6.8miles north of N64, old Valley Store-Sand Wash
2013	N673	0.5miles east of N65-Whippoorwill,Polacca Wash
2013	N8065	9.4mile west of N8066/N41-Oribe Wash
2014	N8084	1.0mile of SR191-on proposed alignment –Chinle Wash
2014	N517	N67
2015	N29	16.2miles north of N4-Polacca Wash
2015	N61	MP3.8-Burntcorn Wash, near Whippoorwill
2016	N8068	11.4 miles northeast of N4-Burntcorn Wash
2016	N29	12.6miles north of N4-Polacca Wash
2017	N538	N251
2017	N8081	TA'A 'YILKI'D road –Chinle Wash
2018	N8068	9.5 miles north of N4-Donkey Springs
2018	N8028	0.8mile north of N29/N8028-Burntcorn Wash



MEMORANDUM

TO: Honorable Leonard H. Pete
Navajo Nation Council

FROM: 
Edward A. McCool, Principal Attorney
Office of Legislative Counsel

DATE: August 2, 2017

SUBJECT: AN ACTION RELATING TO RESOURCES AND DEVELOPMENT COMMITTEE, APPROVING THE ADDITION OF THE PROPOSED N8081 AND N8095 BRIDGE PROJECTS IN CHINLE CHAPTER TO THE NAVAJO NATION TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM IN FISCAL YEAR 2018

As requested, I have prepared the above-referenced proposed resolution and associated legislative summary sheet pursuant to your request for legislative drafting. Based on existing law and review of documents submitted, the resolution as drafted is legally sufficient. As with any action of government however, it can be subject to review by the courts in the event of proper challenge. Please ensure that this particular resolution request is precisely what you want. You are encouraged to review the proposed resolution to ensure that it is drafted to your satisfaction.

The Office of Legislative Counsel confirms the appropriate standing committee(s) based on the standing committees powers outlined in 2 N.N.C. §§500, 501. Nevertheless, "the Speaker of the Navajo Nation Council shall introduce [the proposed resolution] into the legislative process by assigning it to the respective oversight committee(s) of the Navajo Nation Council having authority over the matters for proper consideration." 2 N.N.C. §164(A)(5).

If the proposed resolution is unacceptable to you, please contact me at the Office of Legislative Counsel and advise me of the changes you would like made to the proposed resolution.

THE NAVAJO NATION
LEGISLATIVE BRANCH
INTERNET PUBLIC REVIEW PUBLICATION



LEGISLATION NO: _0284-17_

SPONSOR: Leonard Pete

TITLE: An Action Relating To Resources And Development Committee;
Approving The Addition Of The Proposed N8081 And N8095 Bridge
Projects In Chinle Chapter To The Navajo Nation Tribal Transportation
Improvement Program In Fiscal Year 2018

Date posted: August 3, 2017 at 4:56PM

Digital comments may be e-mailed to comments@navajo-nsn.gov

Written comments may be mailed to:

Executive Director
Office of Legislative Services
P.O. Box 3390
Window Rock, AZ 86515
(928) 871-7586

Comments may be made in the form of chapter resolutions, letters, position papers, etc. Please include your name, position title, address for written comments; a valid e-mail address is required. Anonymous comments will not be included in the Legislation packet.

Please note: This digital copy is being provided for the benefit of the Navajo Nation chapters and public use. Any political use is prohibited. All written comments received become the property of the Navajo Nation and will be forwarded to the assigned Navajo Nation Council standing committee(s) and/or the Navajo Nation Council for review. Any tampering with public records are punishable by Navajo Nation law pursuant to 17 N.N.C. §374 *et. seq.*

**THE NAVAJO NATION
LEGISLATIVE BRANCH
INTERNET PUBLIC REVIEW SUMMARY**

LEGISLATION NO.: 0284-17

SPONSOR: Honorable Leonard Pete

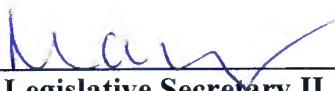
TITLE: An Action Relating To Resources And Development Committee; Approving The Addition Of The Proposed N8081 And N8095 Bridge Projects In Chinle Chapter To The Navajo Nation Tribal Transportation Improvement Program In Fiscal Year 2018.

Posted: August 3, 2017 at 4:56PM

5 DAY Comment Period Ended: August 8, 2017

Digital Comments received:

Comments Supporting	<i>None</i>
Comments Opposing	<i>None</i>
Inclusive Comments	<i>None</i>



**Legislative Secretary II
Office of Legislative Services**

8/9/2017 9:53AM

Date/Time

**RESOURCES AND DEVELOPMENT COMMITTEE
23rd NAVAJO NATION COUNCIL**

THIRD YEAR 2017

COMMITTEE REPORT

Mr. Speaker,

The **RESOURCES AND DEVELOPMENT COMMITTEE** to whom has been assigned:

LEGISLATION # 0284-17: AN ACTION RELATING TO RESOURCES AND DEVELOPMENT COMMITTEE; APPROVING THE ADDITION OF THE PROPOSED N8081 AND N8095 BRIDGE PROJECTS IN CHINLE CHAPTER TO THE NAVAJO NATION TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM IN FISCAL YEAR 2018.. *Sponsor: Honorable Benjamin Bennett*

Has had it under consideration and reports a DO NOT PASS with no amendments.

Thereafter the legislation FAILED.

Respectfully submitted,



Alton Joe Shepherd, Chairperson
Resources and Development Committee of
the 23rd Navajo Nation Council

DATE: August 28, 2017

MEETING LOCATION: NDOT Administrative Complex, Tse Bonito, NM

Main Motion: Benjamin Bennett

Second: Davis Filfred

Vote: **1-3-1 (CNV)**