



Road Report

September 1, 2024

written by Kirk Johnson, Road Manager

I. General Comments/Observations

- In August many roads experienced moderate damage from significant cloudbust rainfall. Most of the work described in the sections below is a result of that issue. All Ranch road culverts, inlets and outlets were inspected; an above-average amount of culverts were burdened or plugged from this rainfall.
- Placement of topcoat gravel for 24/25 Gravel Replenishment (approximately (51) loads) is due to start happening in early to mid September, depending on product and contractor availability. We will also deliberately stop placements in a reasonable time before the winter weather arrives so the new gravel placements have a chance to compact down before winter snow plowing starts.
- A small amount of uncommonly late-emergent Russian thistle was located on all of lower Division 8, some of upper Division 8, and a bit on Sunset Ridge Road in Division 1. Other areas of excess road growth vegetation were noted to be sprayed with sterilant next spring.
- Many of the newly-discovered needed repairs will involve needing to use a backhoe, so while the backhoe is in any given repair area we'll spend a little time popping some of the worst boulderheads protruding from the road surface; this greatly reduces damage to snow plow equipment, allows better grading of roads, and reduces damage/wear to autos. This is a very efficient opportunity to improve the roads at low cost because we're already paying for a backhoe to be located to the area to do the other repairs.

II. New Repairs/Maintenance To Be Ordered

Division 5

1. At about .7 -.9 Blue Grouse: remove about (4) yards of silt clogging the ditch / install 1.5 – 2 truck loads of rip-rap shale into the deeply eroded ditch above and below the location.
2. At about 1.1 Blue Grouse: same prescription as #1 above.
3. Rake (to remove erosion ruts in road and to re-crown the road for good watershedding) the first 1.3 miles of Blue Grouse and all of Canam Road.
4. Spend a bit of backhoe time to pop a couple of large boulderheads from the road.

Division 4

1. At about 1.3 Old Tressle; grade off siltation that has washed down upon the road from the sandy upper embankment.
2. Pine Bluff, between about .6 and .9: install (6) loads of PCI topcoat gravel in two areas of road that are excessively outsloping so that the road can be maintained for good crown and therefore watershedding into ditches. Rake most of Pine Bluff to remove erosion ruts in road and to re-crown the road for good watershedding.
3. At about .7 Point Drive (from the south end); repair two 'dust spots' (spots where road base ballast rock is

inadequate or not present). Use the the existing piles of base gravel and topcoat gravel that remain on the roadside as extra material from a prior dust spot repair conducted nearby.

4. Spend a bit of backhoe time to pop a couple of large boulderheads from the road.

Division 7

1. At the switchback area at 1.1 West Corral: grade off the downslope edge so it allows the road water runoff to make it over the edge and onto the rip-rap embankment instead of allowing the water to remain channeled on the road and then deposited onto Gold Rush / clear the ditch and culvert inlet on the uphill embankment side of the road just upslope of this area.
2. Rake (to remove erosion ruts in road and to re-crown the road for good watershedding) most of West Corral from the beginning up the switchback at 1.1, and then continue again up toward 1.5
3. At about 3.1 West Corral: restore filled in ditch and culvert inlet
4. Rake (to remove erosion ruts in road and to re-crown the road for good watershedding) from about 3.1 West Corral to the end.
5. Rake (to remove erosion ruts in road and to re-crown the road for good watershedding) on Bog Rock from the beginning to the top of the steep incline.

Upper Division 8

1. At the entrance to Gold Rush Ridge Road: place some rip-rap in the deeply eroded ditch, using existing rip-rap piles stored at 1.53 Gold Rush and .3 Cougar Drive / reshape/grade the eroded road plane and ditch, also using nearby stored topcoat gravel for added road surface material.
2. Rake (to remove erosion ruts in road and to re-crown the road for good watershedding) from the start of Gold Rush to about .3. Continue raking up the incline starting at about .5, and recommence raking at the end of the road on the steep downhill slope at 1.7.
3. Restore the ditch and culvert inlet at the intersection of Gold Rush and Cougar.
4. Pop the large boulderhead from the road surface at .1 Cougar.

Lower Division 8

1. Restore the clogged ditch at the beginning of Canyon View Lane (as long as the Road Committee and the contractor can gain access through the locked gate, which has been problematic for the last year or so). Also inspect the rest of Canyon View Lane for necessary road repairs if we can gain access through the gate.
2. Install some rip-rap shale in the deep roadside embankment erosion at the entrance of Canyon View Lane near the gate but across the road (use left-over rip-rap shale stored on the road edge nearby).
3. Rake (to remove erosion ruts in road and to re-crown the road for good watershedding) on Longhorn Drive from about 1.3 to the end.

III. Culvert Clearing

The following is a list of culverts and inlets and outlets checking that was conducted and what state of function they are in. The culverts/inlets/outlets indicated as dysfunctional will be unplugged:

Point Dr from south

- 0.3- culvert for driveway still blocked but there is a nice inlet pit and no evidence of overflow
- 0.6- plugged
- 1.9- 90% plugged
- 2.5 at Homestead Spur- 50% plugged

Sunset Ridge Road from north

- 0.7- plugged
- 1.4- plugged
- 1.4- plugged- 2 close together

Wagon Wheel

- 0.1- plugged

Longhorn

- 0.7- plugged

West Corral

- 3.6- plugged
- 3.7- plugged- outlet completely buried

Allen Drive, Lone Spur, Homestead Spur, Meadowlark Spur, Eagles Nest, Corral Drive, Mallard Drive, Meadowlark Road, Blue Grouse, CanAm, Ravens Roost, Pine Bluff, Old Tressle, Vista, Pine Grove, Orchard View, Horsetrail, Porky Pine, Big Rock, Outback, Silver Spur, Gold Rush Ridge, Cougar, and Lake Vista- All OK