

## **Road & Spray Report**

### **5/31/19**

Written by Kirk Johnson, reviewed and edited by Brett Coffman. Please also see “Road Manager Activity Logs” under the “Reports” section on the 9mileranchhoa.org website for more detailed daily activities.

#### ***Assessment Coming Out of Winter***

In early April, 2019 and later in May, Road Committee members Brett Coffman and Kirk Johnson toured all Ranch roads for initial assessment. A basic list of specific identified road repairs was made, which is discussed in detail at the end of this report. Otherwise here are some basic observations:

- Between last fall's well-executed ditching, road crowning, culvert cleaning and roadside erosion control repairs, and a relatively low-impact spring 2019 melt, roads are in good shape right now regarding water shedding characteristics. This motivates the Road Committee to spend remaining available 2018/2019 fiscal year road maintenance funds on other things, like gravel and raking if possible. We do not expect to need to spend funds on ditching, culvert cleaning, crowning, and erosion control until getting ready for next winter which will be during the new 2019/2020 fiscal year.
- Adding gravel to roads continues to be the greatest need. Very little rake-able gravel exists throughout the Ranch, so this will continue to cause expenditure emphasis be placed more on on gravel and less on raking.
- Weed control was very thorough and effective last year, particularly noting that the long-troubling presence of Russian thistle (a.k.a. tumbleweed) is being controlled well.

#### ***Finishing 2018/2019 Fiscal Year***

As you may know, our fiscal year goes from June 1 – May 31, so we're just about to complete fiscal year 2018/2019. Concurrently we're engaged with finishing the last planned road maintenance expenditures for the 2018/2019 fiscal year as follows:

- **Gravel placement.** Next week we will place and limited-machine approximately \$3800.00 worth of pit run gravel on a 500 foot stretch of West Corral in Division 7, starting from the Gold Rush Ridge intersection and working down slope. This work will be performed by Mason's Excavation. This placement was originally scheduled last fall. A notable change is that we are choosing to spend all \$3800.00 at this road section instead of dividing it between there and Point Drive as was previously scheduled last fall. The reason for this change is that it will cost funds to have our contractor move his machining gear from one spot to the other, so instead of spending funds in that way we'll just put all of it into gravel for one location (West Corral) and then later this year we'll put funds and gravel into the location at Point Drive.

This gravel placement will complete the 2018/2019 scheduled gravel placement of approximately \$12,000.00 worth of gravel, the largest single-year gravel expenditure in Ranch

history, also approximately three times more than our historical yearly average. These additional funds for gravel came from last year's Lot assessment increase and from successful past-due collections efforts

- **Other road work.** In addition to the cash flow available for gravel discussed above, there is approximately \$2600.00 in cash flow left from the 2018/2019 collected cash available to be spent on other road work, not including for spraying. For the last month we have been seeking to spend these funds on raking, but it has been challenging to complete that because we've recently discovered our contractor Tim Roberts does not have current business licenses. He is the only contractor in the region who owns a road rake, and he's been unwilling to either rent or sell his rake to us, so we've been working hard to find another raking source. After a lot of effort we found a rake manufacturer locally who is willing to 'rent' a rake to another local contractor to perform some raking for us, but that has also been challenging because that manufacturer uses his rake to perform raking for his clients... all of which needs to be done while roads have been moisturized by spring rains. So we were able to perform about half of our desired raking at the end of last week, but Road Manager Kirk Johnson called off all remaining raking for lack of adequate road moisture present.
- **Weed control.** As of this weekend spray contractor Loomis Ag will perform initial pre-emergent sterilant spray where needed and spot broadleaf spray for emerged broadleaf noxious weeds. \$8000.00 remains in the current cash-flow budget for this fiscal year for weed spray, so we're in good shape for that. The goals of spraying are:
  - keep *driving planes* clear of vegetation growth, whereby making it safe for drivers to drive on roads without hot car exhaust systems starting fires from touching tall growth.
  - Allow non-noxious plant growth to happen and be fostered in ditches, embankments, and slopes up to and away from ditches. This typical industry-standard maintenance action promotes prevention of erosion for roadsides and ditches.
  - spray noxious weeds in ditches, on shoulders, and in close proximity to road edges where it's obvious that road maintenance actions and driving traffic either propagate weed spread or threaten to do that.
- **Tree felling.** Pursuant to HOA legal counsel from last December, the HOA is legally responsible to remove hazardous roadside trees within the 60' wide easements throughout the Ranch (all roads). Last fall volunteer HOA members removed many such hazardous trees that existed because of wildfires in 2015, and that work continues as we speak. In recent weeks and in this coming week the last of the hazardous roadside trees in Division 2 on Allen Drive are being felled and removed. We are very fortunate to have such volunteer work, having saved thousands of dollars in HOA costs so far.

### ***New Work Contractors***

As discussed above, we are working with additional new road work contractors. Mason's Excavation is scheduled to perform some gravel placement and road machining (grading), and Jason Reese of Garrett Construction has performed some raking. Both contractors are being considered for continuing other road work to come, as currently being developed by the Road Committee. Both

contractors are licensed, bonded, and insured as required by law and HOA insurance.

### ***Potential HOA Purchase of a Rake***

As has been discovered and proven over many years on the Ranch, a gravel rake is the most needed and frequently-used type of road maintenance equipment for us (used for crowning and for removal of washboarding and rutting). We also need to be able to absolutely respond to raking needs at short notice as dictated by weather conditions; it is significantly negatively impactful to our road maintenance if we do not have access to timely raking. As discussed above we are currently left without a secure raking option, which has motivated us to consider purchasing a rake. A rake is a relatively low-cost purchase, potentially in line with our Ranch scale of budget, and it's also a piece of gear that can be easily stored and maintained within options available to us. The Road Committee is currently researching purchase options and feasibility issues and will issue a report with recommendations to the Board of Directors as soon as possible. The issue needs to be resolved before September so we can resume raking as needed before next winter. The Board will make information about the development of this subject available to the membership as it happens, and it is likely the subject will be prominent at the upcoming July Board meeting.

### ***More Gravel is Badly Needed***

As cannot be emphasized enough, it is easy to see our roads need much more gravel in order to adequately maintain their surfaces and to perform effective and more affordable snow plowing. Currently most roads cannot be raked for lack of gravel present and also without damaging/deteriorating the existing road base. Also, as has been advised by recent HOA attorney legal counsel, maintaining road gravel is an implied requirement in our CCRs. Our original roads were not constructed to start with having a surface layer of decent gravel with which to rake or grade effectively without continually destroying the base rock content of the road, and added to this is that throughout Ranch history road gravel has been allowed to wear away twice as fast as it has been being replaced; in other words, what was placed there originally is not very effective to maintain and has also been allowed to wear away beyond historical replacement rates. Please see this linked report (<http://assuredcomputer.com/kirk/grav.repl.def.pdf>) showing calculations for current gravel deficits. Being aware of these gravel deficits, the Board continues to focus on gravel placement as a top expenditure priority and is also the main reason for the recent annual assessment rates increase. The Board is also currently working on bringing a Special Assessment vote to the membership asking for immediate additional funds for large-scale gravel replenishment.

### ***General Maintenance Plan for Summer/Fall Season***

1. Perform erosion repairs/prevention and ditch and culvert clearing as necessary.
2. Maintain road crowning as much as possible with what gravel we have on roads.
3. Spend as much HOA funds as possible on gravel placement, according to these general guidelines:
  - high traffic areas are a priority.
  - soft road sections that lack gravel for adequately supporting auto/truck tires without causing rutting are a priority.
  - Pit run gravel with good fines will be placed where roads are flatter in slope and where existing base gravel can properly receive this type of gravel. Pit run gravel costs about \$200

per load, being the least expensive gravel option, and will be used where advisable to save on costs.

- 1 1/4"-minus crush rock will be placed where road sections are softer, lacking ballast rock (rock large enough to support auto traffic), abundant in fines, and usually on more inclined road sections. This rock costs approximately \$275 - \$300 per truck load.
  - 5/8"-minus dolomite crush gravel will be used on steep road sections where a strong base ballast rock already exists, and also on flatter road sections where a strong base exists but other types of gravel will not bind well over such a base. This rock costs about \$330.00 per truck load (being our most expensive rock), is the only rock available to us that binds over large pit run base rock roads and on steeper inclines, packs extremely well, and it's inherent extreme hardness resists road wear the best.
  - 1 1/2"-minus screened shale will be used on flatter road sections where existing roads have abundant loose pit run without enough binding fines. Shale is naturally soft and relatively quickly degrades into good fines over time with auto traffic, being a good mix into the existing loose pit run. This gravel costs \$175.00 - \$200.00 per truck load.
4. According to funds available, consider 'capital improvements' projects. This would be work that improves or changes the structure of a road, like widening narrowed sections or installing new culverts.
  5. Remain vigilant for spot-spraying noxious weeds as they emerge throughout the season.

#### ***Donations/Volunteers Accepted for Road Inspection Costs***

Some HOA members have expressed dislike for the HOA reimbursing volunteer Road Committee members for their auto expense mileage while performing necessary road maintenance duties. If you would like to donate expenses or volunteer to drive the manager and crew please contact the Board.

#### ***Specific Identified Road Work***

The following repair items were identified during spring assessment drives. The list does not necessarily include all items and will be amended throughout the maintenance season as necessary. While several notes about desired gravel placement are on the list the Road Committee will make final gravel placement lists later in the season.

#### ***Division 1***

- .25 miles down Point Drive from Nine Mile Road; bolster sandy erosive ditches with rip rap, clear ditches.
- Clear culvert outlet at intersection of Sunset Ridge Road and Canyon Spur.

#### ***Division 2***

- Complete felling of standing dead burned hazardous trees in the easement.
- No other immediate items for repair are identified. However, it is noted that most of this Division's roads would benefit from placement of 1 1/4"-minus gravel in order to make the relatively soft road base support traffic better, preventing rutting; the roads were inspected in late last fall and early spring during melt-off to see soft conditions. This gravel placement is currently a lower priority, given the relatively low traffic level on the roads and lack of HOA

funding.

**Division 3**

- No immediate items for repair are identified except a small ditch clearing on the west side of Wagon Wheel Road at .50 miles up.
- It is noted that some 1/4"-minus crushed rock should be placed in a softer spot about .15 miles up Wagon Wheel. This spot was identified last year and should be planned into the upcoming gravel placement budget.

**Division 4**

- Clear obstructing nuisance rocks in the road plane on Old Tressle.
- Using 5/8"-minus crush, fill the large pit in the road approximately .4 miles up Pine Bluff from Chesaw Road.
- Point Drive (south) Pine Bluff, Sunset Ridge Road, and upper Old Tressle are all in need of gravel placement. Point drive (south), somewhere between Nine Mile Road and the Crest Drive intersection are scheduled to receive pit run gravel placement this coming fall.

**Division 5**

- Clear ditch of upside road embankment sloughage approximately .3 miles west on Canam from the Blue Grouse intersection.
- Using a combination of pit run ballast harvested from nearby Mallard Drive roadsides and sloughage fines removed from the Mallard Drive creek ravine, build up a low road section .2 miles west on Meadowlark Road from the Mallard Drive intersection; during spring melt this road section heavily submerges under standing water. This will necessarily involve placement of a culvert as well.
- Approximately .6 miles down Meadowlark road from the Mallard Drive intersection fill a low pit spot in the road.
- On the steep, rough pit run road section on Mallard Drive at the Meadowlark intersection, place some 5/8"-minus crush dolomite gravel.
- Re-establish the ditch and fill accompanying road erosion on Mallard Drive, just above the cattle grate about .3 miles from the Blue Grouse intersection. This spot perennially erodes, so we will place rip-rap shale in the ditch to control the strong tendency toward erosion.
- Volunteer pothole filling, using 5/8"-minus dolomite crush, on bad areas on Mallard Drive. If this goes well the Road Committee will recommend performing this on other Ranch roads. If volunteers are not found to perform the labor then a paid contractor will have to be secured to perform the labor.

**Division 6**

- No immediate repairs were noted. However, we will watch and vigilantly spray Forest Road after the first home because in years past the road was allowed to grow vegetation; its a fire hazard for driving traffic.

**Division 7**

- On West Corral, above and below the Horsetrail intersection, this road section is soft and lacks rake-able gravel. It's also a high traveled area, being an even stronger candidate for gravel this fall. It would help with the many potholes as well.
- The upper end of Horsetrail needs pit run gravel; the road section is soft and susceptible to rutting.
- The hairpin switchback corner at the West Corral/Gold Rush Ridge road intersection could use some 1 1/4"-minus crush gravel in order to stabilize it better.
- Most sections of lower West Corral, beyond the .5 mile mark from Chesaw Road are high traveled sections lacking gravel and also having large boulderheads sticking up; gravel placement is needed.

### ***Division 8***

- On Longhorn Drive, just before the Canyon View Lane intersection, a perennially unstable road embankment needs ditch clearing and bolstering with rip-rap.
- A short steep road section of Longhorn Drive, approaching the last existing home about 1.5 miles up from Chesaw Road, is very bare of gravel and rough, needing 5/8"-minus gravel placement.
- On Longhorn Drive between the .3 mile and 1 mile point could use some gravel placement (higher traffic road section).
- At 1.2 miles down Gold Rush Ridge Road from the West Corral intersection: pre-grade the soft rutted sloped road section just before Lake View Spur and place a load of 1 1/4"-minus crushed gravel. Also grade out the large existing gravel hump at that intersection.
- Monitor Canyon View Lane for roadplane vegetation growth (fire hazard).

# 9MR Road Report

7/12/20

## **Road Work Performed to date from April 2020 to July 10, 2020**

### **1. 4/24/20 Raking ..... \$845.52**

W.O. #01-2020: approximately 2.5 miles of mostly DEEP raking and reshaping on (14) different spots throughout the Ranch.

### **2. 5/28/20 Erosion, Prevention, and Safety Repairs on West Corral .....approx. \$1085.00**

W.O. #02-2020: Division 7, at the switchback corner 1.1 miles up West Corral where it meets with Gold Rush Ridge Road: install 9MR-provided '8"-4" clean' rip rap on the embankment erosion spots at the corner, on both road embankments before and after the actual turn of the switchback. This will likely include attending to the culvert outlet area also. Please do work as per direction from Brett Coffman. Clear the culvert inlet basin area of siltation. Per direction of Brett Coffman, repair the ditch at the top of Gold Rush Ridge and install 9MR-provided '12"-minus dirty' rip rap, armoring the ditch and road, per Brett's requests.

### **3. Volunteer Raking in May and June**

Volunteer has not submitted a mileage reimbursement request (yet???) . Approximately 2.5 miles of spots including:

- Upper West Corral in Division 7.
- (2) spots on Gold Rush Ridge Road in Division 8.
- short spot at .8 Mallard Drive (assisting with raking out a gravel placement and road reshaping for better drainage.
- Approximately .2 miles of Old Tressle incline below Thompson's place.
- .5 miles of Wagon Wheel road.

### **4. 6/17/20 Erosion Repairs, Ditching, and Raking various areas ..... approx. \$3300.00**

W.O. #03-2020, plus additions and omissions:

- Rake Allen Drive in Division 2.
- On Pine Bluff Road in Division 4, 800' down from the Old Tressle intersection, restore the filled ditch and reshape the road plane to fill erosion and have the road shed water better again. Also clear out the plugged driveway culvert associated with this area (this part has not been performed yet).
- Repair road plane erosion and re-crown: rake approximately 300' of Pine Bluff, just north of the Canyon Spur intersection.
- On Pine Bluff between .2 and .35 miles from Chesaw road: rake for crowning, erosion and potholes.
- On Longhorn in lower Division 8: using a backhoe uncover an extremely buried culvert outlet.
- On Sunset Ridge at .9 miles north of the Old Tressle intersection: grade 200' for significant drainage reshaping and crowning, pull 100' of associated ditch, install (1) load of PCI 5/8"-minus gravel and walk it down with a dump truck for compaction.
- At the end of Wagon Wheel in Division 2: Call for power and phone locate. Using a grader, reshape the culdesac to allow proper drainage away from the road and into the ditches (this has been a problem since the road was built), grade the road for erosion repair, pull approx, 300' of ditch, and install 1-2 loads of gravel as appropriate. This task is being done right now.

### **5. June 2020 Major Weed Spray ..... \$9276.75**

### **6. July 2020 Touch up Spray, with Road Committee assessment**

Two Road Committee members split up the Ranch and toured all roads for touch-up spraying, marked maps for an order, created a list with maps and order for the sprayer and mailed the sprayer the order. Spraying to commence week of July 13. In the last two years this second spray comes in at around \$1800.00, but we'll see

when we get the bill. Specific assessment and notes were taken to document planned pre-emergent sterilant spray for early next spring, as these areas of growth are encroaching the road planes and need to be sprayed before they are visually identifiable.

**7. Special Assessment and Annual Replenishment Gravel placed ..... \$23,071.25**

Between April 1, 2020 and late June we have placed (57) 11-yard truckloads of gravel throughout the Ranch; \$9518.63 for annual replenishment gravel, and \$13,552.62 of special assessment gravel.

***Other Current Road Work Considerations by the Road Committee***

1. **A third touch-up spray.** The last two years required a final small touch up spray, coming in the low to mid \$100's in cost. We'll see if this is necessary this year.
2. **Signage.** A bid has been procured to purchase (17) commercial 'road warning' signs at entrances throughout the Ranch, cost of \$963.70 with tax. (12) signs to read, "USE ROADS AT YOUR OWN RISK", and (5) signs to replace missing signs that would say the same as the others: "PRIVATE ROAD – NO WARNING SIGNS – 20 MPH – ALL WHEEL DRIVE REQUIRED". These signs fulfill the best possible liability exclusion waiver for the HOA to protect the HOA against liability suit from drivers on roads, as well as best advise drivers of safest driving circumstances and warnings. The price for this bid was done through a known professional competitive road sign company, and the bid is similar to the cost for a similar amount and type of signs purchase by the prior board a number of years ago.
3. **Reclaim Two Spurs on Old Tressle.** There are two small road sections at the west end of Old Tressle – one is 400' long and the other is 800' long – which have apparently not been maintained since they were originally constructed by the developer. Last winter a Lot Owner who owns property adjacent to these spurs asked the Board to attend to this issue. The Board found that the spurs are indeed '60-wide easements and roads' the HOA is required to maintain like all other roads per CCRs. A bid for approximately \$2600.00 was procured to mow down the overgrowth, rake the growth to the culdesac, rake the existing gravel into decent shape, and sterilant-spray the road planes. The work is planned to be accomplished sometime during the 2020/2021 fiscal year (ie. before June 1, 2021).
4. **Continue placing special assessment and annual replenishment gravel.** These placements were suspended in late June because natural road and gravel moisture was becoming inadequate for decent gravel compaction upon placement and regular road traffic. All of 2019/2020 annual replenishment gravel was placed, and the amount of special assessment gravel that was placed stayed on-pace with the actual funds collection amounts as funds came in. Placements will resume in fall when moisture conditions are supportive, and we will also be in a new fiscal year to possibly start placing 2020/2021 annual replenishment gravel as well.
5. **Fall culvert clearing and ditching.** Spring road assessments determined that, with few exceptions which have already been repaired, ditching and culverts were in proper useful condition to head through this summer, barring unforeseeable weather events. So a final check and performance of ditches and culverts clearing will be made this fall in preparation for the next winter/spring duty.
6. **Possible fall raking.** Budget permitting, rake spots for elimination of washboard, maintaining crown and reclaiming roadside gravel will be done in the fall, emphasizing highest priority items within budget.
7. **Possible higher winter maintenance expenses.** Regarding plowing and sanding... This subject is yet

undetermined but we're aware of it's potential:

- It has been increasingly problematic for plowers in recent years (as well as they have been voicing it more) that the rough Ranch road sections with boulderheads sticking up cause them heavy wear and expense on their equipment that they may be asking higher plowing rates to compensate for.
- There are more wintertime residents and traffic on the Ranch these days, so there is greater call for more wintertime sanding.

**8. Some roadside tree felling.** There are at least (4) trees on upper Division 5 that are really encroaching Blue Grouse to the point that winter plowing and traffic are negatively affected. There may be some other additional maintenance spots like this to attend to as well.

**9. Action regarding various capital improvement projects.** There are a multitude of known and determined road spots that could use improvement, prioritized by consideration of increased traffic in the future. These kinds of spots include:

- widening sections that are currently too narrow for oncoming traffic passage or proper winter maintenance.
- establishing better watershedding before such current watershedding doesn't become a problem when traffic increases
- improving blind corners: increasing road width so oncoming cars are able to pass each other safely without needing to see each other coming.
- raising road sections that currently become submerged during spring melt; with one exception these sections are relatively OK for now but some are getting close to being a problem when heavier traffic comes in the future and causes the roads to become too muddy to pass through.

**10. Reserve fund study.** The Road Committee, especially two members for now, have been assessing and accumulating 'component items' of road repairs to be considered for completing the final study and report. We have also done some preliminary analysis/studying of the professional report supplied to us from ARS earlier this year. Many deliberations and discussions have happened also. All these things will be part of a comprehensive reserve fund study and recommendation for assessment rate that the Board will analyze and consider later this fiscal year and then bring to the membership for their consideration.

# 9MR Road Report

10/10/20

*NOTE TO HOA MEMBERS: This Report was created to inform the BOD for making expenditure and planning decisions; members should read meeting minutes or contact the BOD for information about how actual funds were decided to be spent.*

On October 3 and 4, 2020, Road Committee members Bill Burman, Leo Culloo and Kirk Johnson toured all 9MR roads to assess for needed and wanted road repairs and improvements. The following report is a list of the items they found, as well as other items for the Board to consider spending current available funds on. This report also contains cash-flow/budget considerations at the end.

This Report does not include placement of 2019 Special Assessment gravel; the goal is to place approximately (50- 60) loads of gravel between now and spring 2021 as weather and hauler availability allows.

- 1. Mechanically unplug (5) culverts ..... \$1480.00**
- 2. Complete existing Work Order #03-2020 ..... \$2900.00**  
This W.O. has been performed except mechanically clearing the plugged driveway culvert at about .6 Pine Bluff, and installing and finish grading the 2-3 loads of shale at the end of Wagon Wheel. The \$2900.00 shown is to pay for the entire work order, minus the gravel cost itself, as that will be paid under Special Assessment gravel and yearly replenishment gravel.
- 3. (2) loads of 1 1/2"- minus shale at end of Wagon Wheel ..... \$440.00**
- 4. Division 1: Point Drive (south) ditching ..... \$415.00**  
Starting at 1.1 miles and going uphill about .1 miles. Will need 'call for locate' as well.
- 5. Division 1: Fix dust spot on Point Drive (north) ..... \$550.00**  
At about .1 miles from Nine Mile road, dig out a dust spot and fill it with pit run, truck compact, and cap it with ½ load of 5/8"-minus PCI gravel.
- 6. Division 2: Fix dust spot at .25 Allen Drive ..... \$1075.00**  
Same process as #5 above except install (2) loads of pit run base and no PCI gravel cap.
- 7. Division 4: Fix dust spot on Point Drive (south) ..... \$1475.00**  
At about .7 miles, just below Eagles Nest intersection, install same as #6 above except add (2) loads PCI gravel cap.
- 8. Division 4: Fix dust spot at .42 Pine Bluff ..... \$700.00**  
Same as #5 above except a little more PCI cap.
- 9. Division 5: clear ditch at Mallard Drive creek ravine ..... \$375.00**
- 10. Division 5: raise low road section at about .1 Meadowlark Road ..... \$2745.00**

This is the same capital improvement project as was outlined in the 2019 Road Reports, except add a culvert installation with it. This road section has occasionally been bad enough to cause a car to get stuck in its muddiness during spring melt.

**11. Division 4: Old Tressle spurs reclamation ..... \$2600.00**

This item, as has been outline in prior Road Reports and 2020 Board meeting minutes, is to reclaim 1200' of road spurs that have never been maintained. There is a legal requirement to perform this item, and the work has been committed to in minutes.

**12. Pick largest boulderheads ..... \$1800.00**

This item is to have a road contractor, with volunteer Road Committee labor help, spend one day to tour several road sections to remove and repair the worst of the large boulderheads sticking up. Road sections include upper Pine Bluff, Sunset Ridge Road, lower Mallard Drive, end of Meadowlark, and end of Blue Grouse. This is just an estimate for 1 day's machine time (however far we get), plus (1) load of PCI gravel for and (1) load of pit run base for filling holes.

**13. Division 8: fix two dust spots at about .75 Gold Rush Ridge ..... \$1350.00**

Same process as #8, 7 and 5 above except using (1) load pit run base fill and (1) load PCI cap.

**14. Raking various worst road sections ..... \$2359.00**

The following are the itemized spots:

1. \$1047.00 to rake 3 miles, Division 4 and 1, from entrance to Pine Bluff all the way up to Canyon Spur.
2. \$105.00 to rake .3 miles of Point Drive (north), Division 1, starting at the Homestead Spur intersection and going south.
3. \$175.00 to rake the first .5 miles of Allen Drive, Division 2.
4. \$245.00 to rake the first .7 miles of Point Drive (south), Division 4.
5. \$53.00 to rake .15 miles of Crest Drive, Division 4.
6. \$209.00 to rake the first .6 miles of Mallard Drive, Division 5.
7. \$175.00 to rake .5 miles of Mallard Drive, Division 5, starting at the Meadowlark Road intersection.
8. \$245.00 to rake .7 miles of Gold Rush Ridge Road, Division 8, starting at about .45.
9. \$105.00 to rake the first .3 miles of Longhorn in lower Division 8.

**15. Yearly replenishment gravel ..... \$10,000.00**

This is the amount we should be spending at current prices to replace gravel for one year's worth of traffic wear.

***Budget Conclusions, Considerations***

- The current BOD-approved expenditure amount of funds available, per the August 29, 2020 Board meeting, is \$9000.00. That amount included working backward from the 2020/2021 budget amount of \$16,000 for road maintenance, subtracting some road maintenance bills that had already been incurred and paid, and then leaving the rest in checking to see how winter maintenance costs might overrun and to allow a fudge for if COVID-19 negatively affects assessment collections.
- The above road maintenance items add up to \$30,264.00.

# 9MR Spring Road Report

5/19/21

submitted by Kirk Johnson

## ***Conditions Coming Out Of Winter***

Winter and melt was about as gentle on the roads as we could possibly ask for; moisture soaked well into the ground and therefore allowed very little surface running water to cause erosion. This includes the benefit that very little ditching will need to be done this year, as long as other seasonal rains don't cause impactful erosion.

## ***Continued Maintenance from Last Fall***

As readers may recall from BOD meeting minutes and newsletters over the winter, freezing temperatures and snow set in early last fall which caused ceasing of scheduled road work at the time. So several uncompleted repair items have and will resume this season, including:

- washing through several plugged culverts (currently scheduled with work contractor to happen in the next few weeks).
- road and erosion shale gravel installed at the end of Wagon Wheel in Division 3 (completed).
- Fixing several dust spots on roads (Gold Rush and Point Drive), which has been ordered with a work contractor but is not firmly scheduled yet.

## ***New Spring Work***

In March and April we raked 11.5 miles of roads that were washboarded and needed crowing, which turned out great, and of course having our work contractor use the HOA's road rake to perform the work. This raking was the second time the rake has been used (once last fall also) and has produced the following noteworthy benefits:

- Prior to the Ranch having its own rake we had a very hard time being able to perform raking within those very short windows of time when road moisture conditions were good, contractors were available, and a rental rake was available. But this year we were able to jump on raking with just a day or two notice and get raking done in two different opportunities without hesitation.
- Prior to owning a rake we had to rent one; the cost to the HOA for rental and contractor labor for raking was about \$300 - \$330 per mile. But using our own rake has pushed the per-mile cost down to around \$107.00 per mile. So the cost savings from just last fall's raking and the recent raking alone have paid for 21% of the original purchase cost of the rake!

Due to a lack of funds because of the current inadequate annual assessment rate we will not be able to install enough replenishment gravel in the 2020/2021 fiscal year to replace the gravel worn away from annual traffic. Hopefully the membership will vote affirmatively in the coming June 19, 2021 election to raise the assessments enough to cover road gravel wear in the future.

## ***Special Assessment Gravel Placement***

As readers may recall in 2019 the membership voted in favor of a Special Assessment to purchase and install approximately \$54,000 worth of 'replenishment' gravel; this was to make up for a long history prior to 2018 of a lack of available funds to replace road gravel worn away from regular traffic wear.

Coming into this spring the HOA had approximately \$18,000 of those Special Assessment funds left to spend on gravel, which represents approximately (50) truck loads of gravel. As soon as county road weight restrictions were lifted in April we resumed placing gravel, which continues at this very moment. So far this spring, up to today, we've placed (30) truck loads of the following products in the following places:

- (27) loads of 5/8-minus dolomite true-crush gravel. This product is mechanically crushed from dolomite ore and is among the hardest, most durable gravel available on the planet. We are VERY fortunate by happenstance to have a local company who produces this gravel as a by-product of their natural mineral fertilizer operations; this provides us with the best possible topcoat gravel option at about 35% lower cost than other crushed rock available that provides a far less durable and stable gravel surface to drive on. These dolomite crushed gravel loads have been placed at the following locations:
  - (4) on Pine Bluff road at mile .42
  - (4) on Wagon Wheel at mile .15
  - (4) on Point Drive (south) at mile .9
  - (4) on Mallard Drive at mile .15
  - (6) on West Corral at mile .85
  - (1) on Old Tressle at mile .27
  - (2) on Corral Drive at mile .08
  - (2) on Allen Drive at the beginning of the road
- Also, (5) loads of 1 1/2"-minus shale gravel have been placed in two locations at the end of two short roads. This particular product was chosen because: 1) the road base at each location is composed of an exception amount of 'fines' – therefore needing larger diameter aggregate added to make a road bed more capable of supporting traffic weight and creating less mud/silt, 2) the product costs about 15% less than other types of gravels, and 3) over time with regular auto traffic it will reasonably bind in with the road base and to itself without needing mechanical compaction (saving money).
  - (2) loads on Wagon Wheel
  - (3) loads on Horse Trail Drive

### ***Spring Weed/Growth Control Spraying***

As the Road Committee has logged through road tour observations for the last two years, there are many spots on Ranch roads that have come to need pre-emergent sterilant spray. This process kills weeds and road vegetation growth before they can grow in substantial height, which is especially important for doing our best to prevent the road driving fire hazard of vehicle exhaust lighting tall growth on fire during the drier seasons. Succeeding at this requires diligently noting where to spray in prior seasons so in the spring – before the plants emerge – the areas can be sprayed. (18) specific locations were recently sprayed at a cost of \$3468.80 to the HOA.

Overall, weed and road growth control in general throughout the Ranch is in excellent shape due to very diligent spraying for the last three years. What used to be miles of large roadside outbreaks of noxious Russian thistle have been almost completely eradicated, and what's left is under easy control. Other county-cited noxious weeds have also been taken care of as well. Each year the Road

Committee, with a little supportive observational input from some owners, identifies the emerging weeds/growth several times during the growing season and orders specific spraying. It appears possible that the eradication and control is successful enough that this season's later spraying costs – and future years – may well be less expensive, as long as the Board/Road Committees in the future maintain good diligence.

### ***Challenges With Work Contractors and Weather***

Our HOA does not have the funds or necessarily the need to own and operate most of its own road maintenance equipment, facilities and employees, so we are reliant on hiring independent local professional contractors. This presents an interesting challenge; 9MRs needs are the size and scope like that of a small municipality, which is therefore a demand our HOA places on local contractors. To accomplish this the Road Committee uses virtually every local regional licensed and qualified contractor at some point throughout the maintenance season to achieve the repairs/work our HOA needs. This requires a lot of careful and persistent management throughout the season in order to get work accomplished for us, as qualified licensed local contractors are in high demand and have a short season to fulfill all of our and the overall private community's needs.

Adding to this road maintenance 'challenge' is that there are only a couple months during the year when the ground is not either frozen, too wet or too dry to be able to cost-effectively perform road maintenance and repairs, so contractors work very hard to fulfill our needs and all the rest of their client's needs during the same short wet season when we all need the work done. So sometimes we have to tolerate less-than-ideal desired scenarios and timelines, like waiting longer for raking or other work, limited gravel placement seasons, and sometimes newly placed gravel doesn't get to pack down fully with regular auto traffic with present moisture and therefore gets washboarded prematurely. However, in the long run these things work themselves out and costs stay within the limits our current HOA income allows.



## ***Road Report & Cost Estimates***

***June 21, 2022***

### ***I. Purpose of This report***

The Road Committee toured all Ranch roads on the weekend of June 10, 2022 to assess needed and desired road maintenance and repairs. The itemized list below includes all items identified which cumulatively are well beyond this single year's maintenance budget. The Committee will present this Report and a final recommended list of prioritized repair items from the Report to the Board, for their consideration, that fits within current budget constraints.

### ***II. Highlights & Comments***

- Relatively speaking the roads suffered light damage from last winter and are in fair shape. The Committee found that in general funds should be spent mostly on replenishment gravel, deep raking to reduce potholes and to crown certain areas, roadside embankment erosion control measures, and emphasis on sterilant chemical control of encroaching plant growth on road edges in order to reduce fire risk from auto traffic igniting that growth.
- The Committee reminds the Board to keep in mind making progress about securing funds to improve the several “no plow” road sections around the Ranch (see examples below Section III, Division 5 item 2 and Section III, Division 8 item 12). These sections have been largely abandoned of winter maintenance for years because they are too dangerous or impossible to plow, and this abandonment has resulted in some Lot Owners being denied access to their Lots for periods during winter. Readers may remember that in 2021 the membership voted down the Board's attempt to secure funds for these improvements.
- The Committee discovered two short road sections (end of Outback Road in Division 8 and end of Corral Drive in Division 6) being blocked by Lot Owner activity/occupation/possession and notified the Board about it.
- In 2020 the HOA purchased its own road rake to perform road crowning and grading with. Prior to then the HOA either rented or paid a contractor for the use of their rake, such fees which have been saved since the HOA purchasing its own rake. The rake purchase was approximately \$18,500.00, and as of spring 2022 the use of the rake has saved 32% of the purchase price of the rake.
- The Committee continues to identify occasional needed repairs that are more of a labor/construction nature suited for a general contractor which road contractors do not perform, things like gate and sign repairs. Due to a lack of local licensed/bonded/insured and willing and qualified construction contractors the Committee recommends that the Board address this subject soon.

**III. Repair Items By Division**

**Notes & Legend**

- Routine fall road raking is itemized but not priced below. Because current HOA annual funding is based on historical averaging this raking should automatically be executed without consideration for cash flow status.
- HOA raking cost, averaged from the most recent raking contractor billing, is \$169.00 per mile and is reflected in the raking items pricing below.
- All items below involving contractor-provided equipment have a proportionate amount of load-in and load cost included in the item's estimated cost.
- All estimated costs include 8.4% sales tax.
- The Committee notes that, according to the report entitled, "Budgeted Gravel To Be Placed in Fiscal Year 2022/2023", \$19,950.00 worth of replenishment gravel should be placed to fulfill this year's replenishment needs. This amount is only regarding funding supplied from 2022/2023 annual income; there may be additional funds left from prior years that can increase the overall gravel placement proposed for this maintenance season, and the Committee and Board should consult with current Treasurer's cash-flow reports for these potential additional funds.
- The words "later 2022" below, with regard to proposed scheduling of a repair item, means any time from here forward in 2022 but before winter.
- For the readers convenience/quick identification the following colored highlights apply to items below:
  - **color** = gravel placement item
  - **color** = mandatory executed items/costs that are automatically included in annual funding and can be spent without consideration for current cash flow status.
  - **color** = items that are discretionary (not mandatory) and should only be executed upon BOD approval for funding.

**Item**

**estimated cost/schedule**

**Division 1**

- sterilant pre-emergent spray, road edges** ..... **TBD / late 22-23 fiscal year**  
1200 lineal feet, location on Sunset Ridge Road .37 miles from the intersection with point Drive.
- trim encroaching trees** ..... **volunteer / summer 2022**  
Location: .12 miles up Homestead Spur.
- (2) loads replenishment PCI gravel** ..... **\$798.00 / later 2022**  
Location 1.2 miles up Point Drive from Nine Mile Road, just past Meadowlark Spur intersection; continue from past replenishment spread location. 1" thick by ½ lap by 222' long.
- Machine-clear culvert inlet and outlet** ..... **\$162.00 / later 2022**  
Location: private driveway east side of Sunset Ridge at about 1.1 miles.
- Potential embankment erosion control at about .5 Eagles Nest** ..... **\$760.00 / later 2022**  
This potential repair would be applied to a road section that is actually beyond the end of what the official plat maps show, so the BOD will have to decide if they want to spend funds on this. The deliberation/debate is that it costs the HOA money to maintain the unplatted road section each year but if the HOA abandons it then the HOA will have to construct another turnaround at the platted end of road because the existing turnaround at the end of the actual road will no longer be available; the HOA needs a turnaround for plowing and raking, etc. Here's a breakdown of costs and a potential payback period relevant to offsetting other road maintenance costs if the BOD hereforward abandons maintaining the end of Eagles Nest:
  - maintained road section of subject which is being considered to be abandoned is approximately 600'.
  - average per-year cost to annually snow plow 600' of road at 2022 plowing rates is \$66.31.
  - average per-year cost to annually weed spray 600' of road at 2021 rates is \$54.01.
  - costs to perform an average 'once in 10 year repair' like the erosion repair being proposed here is \$760.00 at 2022 rates, divided by 10 years = \$76.00 per year.
  - TOTAL costs per year saved if the HOA abandons maintenance on the 600' road section = \$196.32

- Costs to construct a new turnaround at the proper location and terrain would be about \$5500 with tax.
- SUMMARY = if the road section is abandoned of maintenance it would take about 28 years of annual cost savings to pay for the cost to build a new turnaround.

6. **Routine fall raking, where applicable** ..... **TBD / fall 2022**

**Division 2**

1. **sterilant pre-emergent spray, road edges** ..... **TBD / late 22-23 fiscal year**

1.6 miles, location: all roads Allen Drive and Lone Spur.

2. **Crown road section with rake (deep raking)** ..... **\$169.00 / fall 2022**

Location: ¼ mile of incline on Allen Drive starting at .28 miles.

3. **Crown road section with rake (deep raking)** ..... **\$169.00 / fall 2022**

Location: .15 mile being the end of Allen Drive.

4. **Crown road section with rake (deep raking)** ..... **\$169.00 / fall 2022**

Location: .15 mile section of Lone Spur (the incline).

5. **Routine fall raking, where applicable** ..... **TBD / fall 2022**

**Division 3**

1. **(4) loads replenishment PCI gravel** ..... **\$1596.00 / later 2022**

Location: On Wagon Wheel start at .40 mile, 2" thick down center of road by 444' long.

2. **Reinstall a new division entrance gate post** ..... **\$1087.73 / later 2022**

Location: entrance to Wagon Wheel Road. The prior existing gate post burned up in the last regional fire. Price is from Arm & Hammer Construction to remove the old stub, install a new post and reinstall the gate.

3. **Routine fall raking, where applicable** ..... **TBD / fall 2022**

**Division 4**

1. **Full width pre-emergent sterilant spray** ..... **TBD / late 22-23 fiscal year**

1200 lineal feet, all of Meadowlark Spur.

2. **(4) loads replenishment PCI gravel** ..... **\$1596.00 / later 2022**

Location: end of Pine Bluff, just before intersection with Old Tressle; 1" thick by ½ lap by 444' long.

3. **(2) loads replenishment PCI gravel** ..... **\$798.00 / later 2022**

Location: 800 feet before end of Pine Bluff, road bend, 1" thick by ½ lap by 222' long.

4. **Crown road section with rake (deep raking)** ..... **\$169.00 / fall 2022**

Location: .650' road section starting at .8 Pine Bluff.

5. **Hoe work and crown road** ..... **\$335.00 / later 2022**

Location: .7 miles up Pine Bluff.

- \$250 for hoe and man to create better 50' long ditch on west side of road, divert flow away from culvert outlet, shovel culvert outlet clear.
- \$85.00 for deep raking to better crown the road area affecting.

6. **Crown road section with rake (deep raking)** ..... **\$85.00 / fall 2022**

Location: 300' road section starting at about .65 Pine Bluff. Crown to make silt-out water flow into ditch instead of down road.

7. **Crown road section, other hoe work** ..... **\$310.00 / later 2022**

Location: at about .37 Pine Bluff, just below blue-roofed yurt. Crown road/remove silt, machine-clear culvert outlet and make a better receiving pit at outlet.

- \$225.00 for hoe.
- \$85.00 crown road with rake.

8. **Deep rake to get rid of potholes** ..... **\$169.00 / fall 2022**

Location: top of first incline on Pine Bluff starting at about .30 mile.

9. **(2) loads replenishment PCI gravel** ..... **\$798.00 / later 2022**

Location: starting at top of first incline on Pine Bluff starting at about .30 mile, filling in the obvious bare patch between prior PCI gravel placements, 1" thick by ½ lap by 222' long.

10. **Erosion control rip-rap install on embankment** ..... **\$677.00 / later 2022**

Location: downhill road embankment, just past the first corner turn heading up the incline at about .2 Pine Bluff

- \$350.00 (1) load rip-rap shale (deliver and store at first corner off road side).
  - \$275.00 to install ½ the rip-rap load with a hoe.
11. **Crown road section with rake (deep raking)** ..... **\$169.00 / fall 2022**  
Location: 500' road section starting at about .8 Point Drive between Crest Drive and Eagles Nest.
  12. **(4) loads replenishment PCI gravel** ..... **\$1596.00 / later 2022**  
Location: on Point Drive starting at Vista Drive intersection; 1" thick by ½ lap by 444' long. Could easily double this length of placement if there's money for it; it is a highly traveled road section in need of replenishment gravel.
  13. **sterilant pre-emergent spray, road edges** ..... **TBD / late 22-23 fiscal year**  
All of Vista Drive.
  14. **sterilant pre-emergent spray, road edges** ..... **TBD / late 22-23 fiscal year**  
All 2 miles of Old Tressle.
  15. **Hoe-remove (2) boulders sticking up out of Vista Drive** ..... **\$271.00 / later 2022**
  16. **(2) loads replenishment PCI gravel** ..... **\$798.00 / later 2022**  
Location: starting at about 150' past the second cattle grate on Old Tressle below Thompson residence. According to traffic level analysis this could be a second priority because there are (2) full-time residences use this road section. 1" thick by ½ lap by 222' long.
  17. **Hoe-remove large downed tree sections on the side of Old Tressle** ..... **\$271.00 / later 2022**  
Location: at about .25 miles past the top incline of Old Tressle, in the flat.
  18. **(4) loads replenishment PCI gravel** ..... **\$1596.00 / later 2022**  
Location: on the flat on Old Tressle about 600' west of the intersection with Pine Bluff; 1" thick by ½ lap by 444' long. Could easily double this length of placement if there's money for it; it is a highly traveled road section in need of replenishment gravel.
  19. **Erosion control rip-rap install on embankment** ..... **\$677.00 / later 2022**  
Location: downhill road embankment, across from private driveway on the flat on Old Tressle at 850' west of the intersection with Pine Bluff.
    - \$350.00 (1) load rip-rap shale (deliver and store at corner intersection with Sunset Ridge).
    - \$275.00 to install ½ the rip-rap load with a hoe.
  20. **(6) loads replenishment PCI gravel** ..... **\$2394.00 / later 2022**  
Location: on Sunset Ridge starting at the intersection with Old Tressle and going north up Sunset Ridge; 1" thick by ½ lap by 666' long. Could easily add (4) more loads of PCI to this length of placement if there's money for it; it is a highly traveled road section in need of replenishment gravel.
  21. **sterilant pre-emergent spray, road edges** ..... **TBD / late 22-23 fiscal year**  
All 2.75 miles of Sunset Ridge road.
  22. **(2) loads replenishment PCI gravel** ..... **\$798.00 / later 2022**  
Location: on the incline on Crest Drive, continuing prior years' replenishment gravel; 1" thick by ½ lap by 222' long. This could be considered lower priority because there are only two full time residences there, but they have been there for a long time and there is also a new home being built currently.
  23. **Routine fall raking, where applicable** ..... **TBD / fall 2022**

**Division 5**

1. **Clear ditch and deep rake for potholes** ..... **\$552.00 / later 2022**  
Location: south side of the Nine Mile Creek ravine at about .5 on Mallard Drive.
  - \$298.00 for hoe time.
  - \$254.00 for raking.
2. **Boulders removal from road plane in "no plow" road section** ..... **\$1868.00 / later 2022**  
This is one of the several "no plow" road sections on the Ranch that, due to boulders sticking up in the road plane, are in such untraversable condition in the winter that plowers cannot plow the roads without severe damage to their plows, this the road sections have been abandoned for many years of plowing and rendering those abutting Lots inaccessible for period during the winter; this condition is against the terms of the CCRs. Location: from 2.54 on Mallard Drive to end of road. Using a hoe, dump truck and assisting labor and vehicle, dig out boulders and place and compact good gravel fill in the voids where the boulders were.
  - \$399.00 for one load (1) load of PCI gravel.

- \$976.00 for hoe and truck.
  - \$303.00 for assisting labor and vehicle.
  - \$190.00 for compactor rental and facilitation.
3. **Crown road section with rake (deep raking) .....** **\$169.00 / fall 2022**  
Location: 500' road section starting at about .38 Mallard Drive.
  4. **(6) loads replenishment PCI gravel .....** **\$2394.00 / later 2022**  
Location: various potential locations from the beginning of Blue Grouse to about .5 Blue Grouse; 1" thick by ½ lap by 666' long.. Terribly bouldered/rough road section and has had a lot of traffic over the years and has had no replenishment gravel upon it. Very hard on plowing equipment. Could easily add (6) more loads of PCI to this length of placement if there's money for it; it is a moderate to high traveled road section in need of replenishment gravel.
  5. **Rebuild road surface sloping .....** **\$8942.00 / later 2022**  
Location: a 250' long road section at about .15 Blue Grouse. The road was originally built using mostly low quality unbinding pit run and was also not cut with a dozer very flat, so the substructure cants sideways aggressively and the surface pit run gravel does not stick to it, so the wheel section is rough and leans hard at an angle. The pit run surface coat has migrated to the low side of the road off the road and needs binder materials (fines) added to it in order for it to stay on the road. Until the 'rebuilding' is done it would be largely unproductive to place replenishment gravel on the surface. The overall 'rebuilding' suggestion would be to harvest some truck loads of binder material from the Mallard Drive creek area where constant sloughage occurs, place that upon the road section, and place some harvested pit run gravel from nearby off road sides upon the fines and truck pack it all in. Ideally it should be packed with a roller rather than a truck, but if it was done in thinner layers over a number of year it could get by on truck packing. It may also require bringing in additional pit run from a contractor.
    - \$4878.00 for (30) hours to harvest and truck the products as discussed above and to work them into place.
    - \$1138.00 for roller use, load in and out.
    - \$1951 for (6) loads of imported pit run.
    - \$975.00 for additional surface dozing, raking.
  6. **sterilant pre-emerent spray, road edges .....** **TBD / late 22-23 fiscal year**  
Location: on Blue Grouse from about 1.2 to 2 miles.
  7. **Remount downed road sign .....** **\$162.60 / later 2022**  
Remount the Raven's Roost road sign on a new treated post and install the post in the ground. Price is provided from Arm & Hammer Construction.
  8. **Move boulders from road .....** **\$162.60 / later 2022**  
On Raven's Roost a couple large boulders have fallen down off the uphill embankment onto the road which will obstruct winter snow plowing. One hour's time to walk the hoe up there when its in the Division and remove the boulders.
  9. **Erosion control rip-rap install on embankment .....** **\$677.00 / later 2022**  
Location: about 200' down Raven's Roost on downhill embankment.
    - \$350.00 (1) load rip-rap shale (deliver and store half the load to 1.2 Mallard where an existing partial load of rip-rap exists).
    - \$275.00 to install ½ the rip-rap load with a hoe.
  10. **trim encroaching tree .....** **volunteer / summer 2022**  
Location: about 200' down Raven's Roost.
  11. **Remove ditch blockage .....** **\$82.00 / later 2022**  
While the hoe is nearby walk it to Lot 35 on Blue Grouse and clear the short sloughage that is currently blocking the ditch on the incline road section.
  12. **Fill huge pothole, etc .....** **\$730.60 / later 2022**  
Location: .85 Mallard drive, on the slope immediately before the cattle grate. Install PCI gravel in the pothole at the cattle grate and install PCI on the hill prior to it in order to right the road surface from its currently canted sideways sloping.
    - \$399.00 for (1) load PCI gravel.
    - \$162.60 for one hour of truck and dozer/hoe time while in the area.
    - \$169.00 for raking into place.

- 13. **Raise road dip and install culvert** ..... **\$7100.00 / later 2022**  
 Location: .2 miles down Meadowlark Road from the Mallard intersection. There's a low dip in the road that in some springs gets submerged under water for a bit, and one owner has gotten stuck in it. About 80' of road needs to be built up about 14" and a culvert needs to be installed across/under the road. Rough estimate is scaled off of item V.5 above and also adding a culvert install of about \$1200.00.
- 14. **Add base rock and PCI** ..... **\$1055.60 / later 2022**  
 At about .50 Meadowlark road there's a low and muddy wet spot (high subterranean water table) that easily ruts up with traffic. This could be lower priority because no one has ever reported getting stuck there.
  - \$325.00 for (1) truck load imported pit run
  - \$399.00 for (1) load PCI topcoat
  - \$162.60 for truck pack time.
  - \$169.00 for raking.
- 15. **sterilant pre-emerent spray, full road width** ..... **TBD / late 22-23 fiscal year**  
 Location: Meadowlark Road from .5 to the end.
- 16. **sterilant pre-emerent spray, road edges** ..... **TBD / late 22-23 fiscal year**  
 Location: 1.5 Mallard Drive to end.
- 17. **(2) loads replenishment PCI gravel** ..... **\$798.00 / later 2022**  
 Location: at about 1.7 miles down Mallard, continuing prior years' replenishment gravel; 1" thick by ½ lap by 222' long. This could be considered lower priority because there are only two full time residences there. Or more could be placed on this area... the road base is littered with boulderheads sticking up... very rough, and hard on plow trucks.
- 18. **(2) loads replenishment PCI gravel** ..... **\$798.00 / later 2022**  
 Location: at about .3 Meadowlark road; 1.5" thick by 8' wide down the center of the road by 297' long. This could be considered lower priority because there are only two full time residences there, but they have been there for a long tome so road wear has been happening for many years. Or more could be placed on this area... the road base is littered with boulderheads sticking up... very rough, and hard on plow trucks. And there is more road that is equally worn in this stretch with no replenishment gravel placed in its history yet.
- 19. **Routine fall raking, where applicable** ..... **TBD / fall 2022**

**Division 6**

- 1. **sterilant pre-emerent spray, road edges** ..... **TBD / late 22-23 fiscal year**  
 Location: All of Corral Drive.
- 2. **Add base rock and PCI** ..... **\$3327.00 / later 2022**  
 At about .75 Corral Drive there is a short sloped road section that historically gets soft and rutted and rough in spring melt. No reports have been made about people ever getting stuck so this should be a lower priority at this point.
  - \$650.00 for (2) truck loads imported pit run
  - \$798.00 for (2) loads PCI topcoat
  - \$813.00 for dozer time.
  - \$813.00 for roller.
  - \$253.00 for raking.
- 3. **trim encroaching trees** ..... **volunteer / summer 2022**  
 Obvious locations on Forest Road.
- 4. **(2) loads replenishment PCI gravel** ..... **\$798.00 / later 2022**  
 Location: on Corral drive from about .25 forward, continuing prior years' replenishment gravel; 1.5" thick down the center of the road by 297' long. This could be considered lower priority because there are only two full time residences there and the road is quite flat (does not deteriorate to an unmaintained state as easily as inclines).
- 5. **Routine fall raking, where applicable** ..... **TBD / fall 2022**

**Division 7**

- 1. **sterilant pre-emerent spray, road edges** ..... **TBD / late 22-23 fiscal year**  
 All .53 miles of Horse Trail Drive.
- 2. **(4) loads replenishment PCI gravel** ..... **\$1596.00 / later 2022**

Location: starting at about .55 West Corral; 1" thick by ½ lap by 444' long. Could easily add more to this length of placement if there's money for it; it is a highly traveled road section in need of replenishment gravel. There are many other stretches of West Corral that are among the highest traveled and could use replenishment gravel placement.

3. **sterilant pre-emergent spray, culdesac** ..... **TBD / late 22-23 fiscal year**  
End of Silver Spur.
4. **sterilant pre-emergent spray, road edges** ..... **TBD / late 22-23 fiscal year**  
On Outback Road from the intersection of Silver Spur to the end of Outback, approximately 1200 lineal feet.
5. **Routine fall raking, where applicable** ..... **TBD / fall 2022**

**Division 8**

1. **(2) loads replenishment PCI gravel** ..... **\$798.00 / later 2022**  
Location: starting at the beginning of Longhorn Drive and going up the hill; (2) loads to bind the loose surface gravel going up this steep hill to help maintain less washboard and also thereby improve winter safety; 1" thick by ½ lap by 222' long. This could be considered second priority because there is already a decent gravel surface, as far as consideration for wear goes.
2. **Erosion repair road edge embankment and erosion rivlet in road** ..... **\$879.00 / latter 2022**  
Location: about 100' from the beginning of Longhorn on Longhorn, using a hoe grab a bucket load of the 5/5"-minus pile of gravel right near there and place the gravel in the road plane where some erosion has occurred, then truck pack. Then rake the spot. Then place rip-rap on the erosion slope on the downhill embankment.
  - \$350.00 (1) load rip-rap shale (deliver and store at wide parking area at beginning of Longhorn).
  - \$275.00 to install ½ the rip-rap load with a hoe.
  - \$254.00 to rake the area.
3. **sterilant pre-emergent spray, road edges** ..... **TBD / late 22-23 fiscal year**  
All .3 miles of Pine Grove.
4. **Erosion control rip-rap install on embankment** ..... **\$677.00 / later 2022**  
Location: downhill road embankment west side of Longhorn at corner just below intersection with Orchard View. Deliver full load to roadside edge on Longhorn somewhere between Orchard View and Canyon View Lane so both locations can be served where rip-rap needed.
  - \$350.00 (1) load rip-rap shale (deliver and store at corner intersection with Sunset Ridge).
  - \$275.00 to install ½ the rip-rap load with a hoe.
5. **Erosion control rip-rap install on embankment** ..... **\$275.00 / later 2022**  
Location: downhill road embankment west side of Canyon View Lane just inside of the electric gate. Rip-rap will be used from the full load delivery in item immediately above. Estimate is for hoe machine time.
6. **(2) loads replenishment PCI gravel** ..... **\$798.00 / later 2022**  
Location: starting at about 1.48 on Longhorn, going up a steep incline; (2) loads 1" thick by ½ lap by 222' long. This could be considered second priority because there is only one full time residence traveling this road section.
7. **sterilant pre-emergent spray, road edges** ..... **TBD / late 22-23 fiscal year**  
All 1.25 miles of Canyon View Lane. This is the 'paved' road section within the portion of Nine Mile Ranch known as Big Horn Ridge that the developer sold under additional CCRs, which the HOA has a duty to provide all road maintenance except maintenance of the pavement. It is important that the HOA diligently maintain growth-free road edges/shoulders on this road because otherwise the plant growth can deteriorate the stability of the pavement edges, which in turn would be an additional liability for the HOA.
8. **Crown road section with rake (deep raking)** ..... **\$169.00 / fall 2022**  
Location: On Gold Rush Ridge at about .85, on the steep incline.
9. **trim encroaching trees** ..... **volunteer / summer 2022**  
Location: .9 on Gold Rush Ridge, several encroaching pine trees need to be felled.
10. **(2) loads replenishment PCI gravel** ..... **\$798.00 / later 2022**  
Location: starting at about .85 on Gold Rush Ridge, continuing on with prior years' installation of replenishment gravel spot. This is a moderate to highly traveled road section; 1" thick by ½ lap by 222' long.
11. **(2) loads replenishment PCI gravel** ..... **\$798.00 / later 2022**  
Location: at about 1.7 on Gold Rush Ridge road, at the bottom part of a very steep and loose road section; 3" thick by 8' wide down center of road by 148' long. This would continue on with a prior year's PCI gravel

installation on this hill in order to bind the surface down so traffic safely travel the road while also not unduly tearing up the gravel surface.

**12. Install a 'hammerhead' turnaround at the end of platted Gold Rush Ridge ..... \$2900.00 / later 2022**

It was recently determined by the BOD, several committees and legal counsel that the longtime existing turnaround at the end of Gold Rush is actually on a private Lot and that the HOA does not have legal right to use it. So without a turnaround at the end of Gold Rush it has been proven that the HOA's snow plowers will have a very difficult and dangerous time successfully plowing the last .3 miles of Good Rush. So the Road Committee has located a reasonable spot at the end of the platted road within the HOA easement that a 'hammerhead' turnaround (spot to push snow off the road and then back across the road to turn around) can be reasonably constructed. This would involve importing some 5-7 truck loads of pit run gravel and bulldozing the pit run and area flat.

**13. trim encroaching bushes ..... volunteer / summer 2022**

Location: about .15 miles before the end of Cougar Drive.

**14. Routine fall raking, where applicable ..... TBD / fall 2022**



## ***Road Report & Cost Estimates*** ***September 7, 2022***

### ***I. Purpose of This report***

The Road Committee toured all Ranch roads on the weekend of September 3, 2022 to assess needed and desired road maintenance and repairs. The itemized list below includes all items identified which cumulatively are within this single year's maintenance budget. The Committee will present this Report at the September 10, 2022 Board meeting and ask the Board to release the funds for the Committee to thereafter administer the road work before adverse winter conditions set in.

### ***II. Highlights & Comments***

Relatively speaking the roads suffered little to no notable damage since the July 4, 2022 heavy downpours. All erosion control/repairs measures detailed in the "Road Report and Costs Estimates 6.19.22" (see on the HOA website) have already been completed this summer, as well as (3) additional repair locations, except repairs that will be achieved with upcoming raking. Also, as of September 2, 2022, (33) loads of annual replenishment gravel have been placed in some of the locations detailed in the 6.19.22 website report. On this recent road drive assessment the Committee identified:

- quite a few dust spots (spots in the roads where gravel road base is insufficient) in need of repair. This category of repair item has not occurred in Ranch history to speak of, so if it becomes a new trending repair item then the Board would need to seek additional assessment funding for this in the future. The Committee also recommends that the Board create a new accounting category called "base repair" in order to accurately track this expense subject into the future. \$8442.37 worth of "base repair" is budgeted into the items below.
- a few short sections of roadside ditches that need to be restored with a grader
- many miles of roads that need deep raking in order to restore drainage crowning and eliminate rutting, washboarding and potholes.
- The Committee reminds the Board to keep in mind making progress about securing funds to improve the several "no plow" road sections around the Ranch. These sections have been largely abandoned of winter maintenance for years because they are too dangerous or impossible to plow, and this abandonment has resulted in some Lot Owners being denied access to their Lots for periods during winter. Readers may remember that in 2021 the membership voted down the Board's attempt to secure funds for these improvements.
- The Committee continues to identify occasional needed repairs that are more of a labor/construction nature suited for a general contractor which road contractors do not perform, things like gate and sign repairs and tree trimming. Due to a lack of local licensed/bonded/insured and willing and qualified construction contractors the Committee recommends that the Board address this subject soon.

### III. Repair Items By Division

#### Notes

- Because current HOA annual road maintenance funding is based on historical averaging, all repair/maintenance items below should automatically be executed without consideration for cash flow status.
- HOA raking cost, averaged from the most recent raking contractor billing, is \$169.00 per mile. But the raking that will be ordered this fall will be exceptionally deep and will require additional passes or deeper and slower speeds, so the Committee has increased the per-mile amount for raking to be \$210.00 in the raking items below.
- All items below involving contractor-provided equipment have a proportionate amount of load-in and load cost included in the item's estimated cost.
- All estimated costs include 8.4% sales tax.

#### Item

#### estimated cost

#### General

- 1. Contractor labor costs ..... \$463.41**
  - Labor time to become informed about repair locations and to attend/administer 'call-for-locate' ground marks with applicable utility companies (5 hrs x \$60.00 plus tax = \$325.20)
  - Contractor auto mileage costs for above (85 miles x \$1.50 plus tax = \$138.21)

#### Division 1

- 1. Crown/rake incline ..... \$105.00**  
Typical incline of need on Point Drive just north of intersection with Canyon Spur.
- 2. Trim encroaching trees on the north end of Point Drive (volunteer labor) ..... \$0.00**
- 3. Grader; restore ditch ..... \$146.34**  
Location: .30 Point Drive (north end).
- 4. Pull ditch, install rip-rap armor in ditch, fix dust spot ..... \$1585.35**  
Location: .1 Point Drive (north end). Prescription: Using a grader cut the ditch shape correct again and install rip-rap shale as ditch armor, using a backhoe excavate out about 10" deep road fluff and 20' further in each direction of the dust spot and then fill with larger diameter pit run and track compact with dump truck. Install 3" thick PCI topcoat on top of that.
- 5. Heavy rake for crowning at 1.82 Point Drive (from south) ..... \$210.00**
- 6. Rake all of Point Drive, Homestead Spur and Sunset Ridge road ..... \$892.50**  
Mileage = 4.25 x \$210.00

#### Division 2

- 1. Grader ditch at .10 Allen Drive ..... \$176.15**
- 2. Rake all of Allen Drive and Lone Spur ..... \$430.50**  
Mileage = 1.3 miles x \$210.00, plus a little more to deep rake the incline at .6 Allen Drive.

#### Division 3

- 1. Rake all of Wagon Wheel ..... \$210.00**

#### Division 4

- 1. Pull ditches with grader ..... \$596.20**  
Locations:
  - .60 Point Drive (from south end)
  - .70 Pine Bluff Road
  - .30 Pine Bluff Road
  - .20 Pine Bluff Road
  - .30 Crest Drive and spots further up the road.

- 2. **Repair (3) dust spots** ..... **\$4287.22**  
 Prescription: Using a backhoe excavate out about 10" deep road fluff and 20' further in each direction of the dust spot and then fill with larger diameter pit run and track compact with dump truck. Install 3" thick PCI topcoat on top of that.  
 Locations:
  - .75 Point Drive (from south end)
  - .85 Point Drive (from south end)
  - .08 Meadowlark Spur
- 3. **Rake all of Point Drive, Pine Bluff, Crest Drive, and ¾ of Old Tressle** ..... **\$840.00**  
 Mileage = 4 miles x \$210.00

**Division 5**

- 1. **Repair (2) dust spots** ..... **\$2882.10**  
 Prescription: Using a backhoe excavate out about 10" deep road fluff and 20' further in each direction of the dust spot and then fill with larger diameter pit run and track compact with dump truck. Install 3" thick PCI topcoat on top of that.  
 Locations:
  - .20 Mallard Drive
  - .85 Point Drive (from south end)
- 2. **Pull ditches with grader at .55 and .85 Mallard Drive** ..... **\$325.20**
- 3. **Raking** ..... **\$993.00**  
 Locations:
  - The first 2.33 miles of Mallard Drive.
  - The first 1.1 miles of Blue Grouse.
  - All of Blue Grouse (1.3 miles).

**Division 6**

- 1. **Rake all of Corral Drive (1.3 miles) plus locate mileage**..... **\$350.00**

**Division 7**

- 1. **Fix dust spot at .45 West Corral** ..... **\$1967.46**  
 Prescription: Using a backhoe excavate out about 10" deep road fluff and 20' further in each direction of the dust spot and then fill with larger diameter pit run and track compact with dump truck. Install 3" thick PCI topcoat on top of that.
- 2. **Raking** ..... **\$1013.50**  
 Locations:
  - All of West Corral (3.75 miles)
  - All of Big Rock (.60 miles)
  - locate mileage

**Division 8**

- 1. **Pull ditch with grader on Cougar drive at .05 and .30** ..... **\$325.20**
- 2. **Fix heavy erosion area at beginning of Gold Rush Ridge** ..... **\$1056.90**  
 Prescription: Using a backhoe, harvest pit run gravel from north edge of road and place that product on the north edge road embankment where erosion channel exists. Install rip-rap as armoring in ditch. Crown and shape with rake.
- 3. **Raking** ..... **\$1024.00**  
 Locations:
  - All of Gold Rush Ridge (2 miles)
  - First .40 miles of Cougar
  - 1.6 miles of Longhorn Drive
  - All of Pine Grove (.40 miles)
  - locate mileage.

***Notable Various Expense Totals***

- All expenses in this Report: \$19,880.03
- Repair dust spots: \$8442.37
- Total raking (yellow highlighted numbers above): \$5858.50