

## **Minutes of the Road Committee February 13, 2020**

Present: Terry Bloomfield (chair), Paul Kenney, Rodger Buttignol, Brad Brooks, Mark Sutter, Jim Nance, and Joe Weivoda

Absent: Glenn Key, Gary Hanks, and Dan Ebie

Secretary: Susanne Bloomfield

The meeting opened at 10:06. Terry informed the group that he had spoken with Shawn Dashen, owner of Lot #40 on Four Mile Canyon Road, about the road damage being caused by erosion from the overflow on his spillway on the lower catch pond near the first low water crossing. The Road Committee would like to close that spillway on the west and create a new one on the east to divert it from the roadway. Mr. Dashen was agreeable to the plan, but he wanted more information on the exact procedure before we begin. Brad suggested incorporating riprap and perhaps some mesh to prevent erosion on the new spillway to the east, and Jim thought that adding dirt and rock to the old spillway was a good idea to avoid it washing out again. Brad will contact Chris about surveying it and ask for his input on these suggestions.

Terry stated that we need to contact people who are plowing their own side roads and spurs. Most of them are doing a good job, and we appreciate their help. However, to help Chris Dotter know which roads to snowplow, these owners need to contact Terry when they are unable to plow their roads or if they only plow half of them. That way, their roads will not be overlooked. Terry will contact Ray Butters, Dave Vigil, and Bob Montgomery about this. Susanne said that she would also post it in the February newsletter.

The former Road Chair, Glen Key, had a good Road Plan and Budget for 2020 concerning which roads needed road base with the approximate costs. Terry asked for other suggestions for this year. Mark stated that the intersection of his road, Brodmore Spur and Four Mile Canyon Road, needed to be raised and leveled with ditches cleaned. One of the major concerns of the committee involved adding, cleaning out, and repairing the culverts throughout the ranch. Mark thought that this should be our top priority. Each culvert is supposed to have a metal post marking its location for drivers, but some are missing while others are hard to see. Adding reflectors might help this problem. In the past, maps have been made of all the culverts and their specific issues, but Terry said that it was not among the materials given to him by the former Road Chair. Mark said that he had a partial list and would forward it to Terry. Terry thought that the committee members could clean out many of the culverts themselves, but others would need to be done by either Mike Ferrero or Chris Dotter. Brad said that he would check with both of them about this. He also stated that he was considering purchasing for himself an auger for cleaning culverts, and he would test it to see if it would be suitable. One of the issues with such an auger would be the narrow ditches in some places. Paul thought we might check with the county to see how they cleaned out theirs. Another problem culvert area is on lot 93 at the bottom of Timber Drive. The owner installed a driveway with one culvert, which promptly washed out. He then redid the driveway with two culverts. Mark said that these two culverts were already plugged with silt and debris. Since this is a tributary of the Santa Clara River, even if those two culverts were clear, it would not be enough in the case of a major rain event. It could cause major road damage since this is the major waterway on the

ranch. Terry said that he would speak to the owner. The committee also needs to check on the culvert at the intersection of Braden's Point and the county road since it is on the county easement.

The group discussed the latest large trucks to get stuck on Four Mile Canyon Road. Such vehicles, if not equipped with chains or four-wheel drive, should not attempt to navigate BHR roads in snowy weather. Posting warning signs as well as informing owners to contact delivery personnel if roads are not conducive to travel were discussed. Most conceded that the warnings would probably be disregarded since that had been the case in the past. The topic was tabled for further discussion.

Jim Nance is currently compiling an informational sheet about our roads, especially for people who are new to the committee. They will not be prescriptive but a source of good Practices the committee can follow. Committee members supplied facts for Jim. He said that he would have a booklet made up for the next meeting. This led to a discussion of the best type of road bases. The committee agreed that because of the variety of grades, no one specific road base will work for all roads and that we need to find and document which specific bases work in which places. The flat area between the bottom of the camelback to the first low water crossing is one specific problem area. The committee discussed pros and cons of various solutions, including magnesium chloride, magnesium chloride with beet extract, and a thin layer of double-ground asphalt that is worked into the base. Brad will check with Hatchet Ranch East to see what they have been using. The committee also agreed that a "Test Area" would be a good idea. Owners would be notified of the test area, it might be marked on the roadside, and then later a survey would be sent out to gather their responses and ideas.

The next meeting will be in April after the snow season. The meeting was adjourned at 12:10.