

## **Minutes of the Road Committee November 12, 2019**

Present: Terry Bloomfield (chair), Brad Brooks, Gary Hanks, and Jim Nance

Absent: Glenn Key, Roger Buttignol, and Mark Sutter

Secretary: Susanne Bloomfield

Just as the meeting was about to begin at 10:00 a.m. at the Bloomfield residence, the committee was notified that a truck and trailer had slid off Four Mile Canyon Road between Timber Drive and Wapiti Drive, so the group left to investigate, taking along pylons and cross arms to close the section of Four Mile Canyon Road affected.

The meeting resumed at 11:02 a.m. The Road Plan and Budget prepared by the former road chair, Glenn Key, was discussed. It called for 300 tons of road base to be laid on each of Four Mile Road, Wapiti Drive, and Timber Drive, and 100 tons to be laid on Rugby Mines Road. One belly-dump load can carry about 20 tons of road base and will cover 520 feet. Jim volunteered to calculate to number of loads and miles this will cover as well as project the preliminary labor and materials costs for these projects. Terry, Gary, and Roger will locate, measure, and map areas of these roads needing new base. Then the committee will be able to project the costs of the materials as well as the labor to spread it and prioritize the roads according to greatest need and traffic flow. This will also be easier to work into the monthly budget expenditures that Art is creating for the POA. Once the road work begins, Brad suggested that we have erasable signs to mark when such improvements will be made to alert people of the construction projects.

One of the prime areas of concern is the wash-boarding that occurs a few weeks after each grading on “the flat,” the section of Four Mile Canyon Road between the bottom of the camelback curve and the first water crossing. Several types of bases, rocks, and gravels were discussed. Jim suggested that we test various substances on this short area to see what works best as a “pilot,” then assess it, and ask for public feedback after we try it. Terry stated that he would look into ideas for pilot materials.

The group also reviewed Glenn’s road budget, the road budgets for previous years, and the road budget draft projected by POA Treasurer Art Jackson. In the projected 2020 budget, road maintenance will be \$20,500, improvements \$25,500, snow plowing \$8,800, emergency \$500, and weed control \$500. The total road budget will be \$55,700 of the projected POA budget of \$84,300 for 2020.

One area where the road committee can absorb some of the expenses is in the cleaning of culverts that have silted in with dirt wherever possible using community equipment. Brad volunteered his backhoe and Terry his loader to clean culverts accessible with their tractors, and other volunteers will help with the hand work. Gary and Terry volunteered to locate and map to culverts needing to be cleaned out and/or repaired.

Another problem area is the washout by the dam across from Lot 46 on the bottom of Four Mile Canyon Road. When the dam overflows, it is beginning to undermine the road. Although some large rocks have been dumped on the overflow area to slow the erosion, something more permanent needs to be done.

Terry suggested that the ideal solution would be to move the spillway to the far side of the dam away from the road altogether. Terry volunteered to contact the owner about permission to make the improvements, and Brad volunteered to contact Chris Dotter for an estimate for excavating the new spillway and closing off the old one.

The group also discussed snow plowing. The POA has contracted with Chris Dotter to do the snow plowing for the upcoming winter, and it was estimated that plowing the complete ranch would cost approximately \$1,250 each time. Jim asked about partial plowing, suggesting that we could have 2 levels, depending upon the amount of snowfall and the forecast. Level One would be to plow the whole ranch. Level Two could be to plow the main arteries but not the spurs that have no camps or homes. Glenn had stated previously that the ranch would only save about \$300 each time by doing a partial plowing. However, it was suggested that if the ranch needed to be plowed an average of eight times, even if only half of them were partial plows, that would save \$1,200.

Jim asked what the goals of the committee were concerning the roads on Blackhawk. The problems that are being encountered now, Terry stated, stem from the minimal road work done by the original developer. All agreed that the major goal is to improve the roads as well as address problem issues in order to make the roads passable for everyone all through the year. Brad stated that there are two ways to address this: continuous maintenance and improving the materials being added to the roads.

It was suggested that we try to recruit some new members to include volunteers from different areas of the Ranch. Several names were suggested, and Terry said that he would contact them.

The meeting was adjourned at 12:50 p.m.