

Road Report November 5, 2010

The road project at 831 Copper Hill is mostly complete. The project recovered 6 feet of usable road. This was done, by adding extensions to the current culvert at an angle so the north ditch bank could be moved three feet to the north. The road width was also increased another 3 feet by adding soil taken from the north road bank, which was then added to the south bank. In the next week, grass will be sown and netting will be put on the south bank to help stop the erosion of the south bank. Signs and reflectors will also be added warning of the soft south bank and the blind curve. It is suggested that a speed limit sign of 10 MPH also be placed for both directions.

Another erosion problem found on Copperhill is at 491 Copperhill. It was found that the culvert is too short and is washing out the road base. It is planned to add an extension to the culvert and add dirt and rock to the washout. This is should be done in the next two weeks.

The slash pile was chipped again this week. Use of the slash pile continues to increase and will need to be chipped two or three times a year, depending upon the amount of slash.

The 1968 Backhoe/Payloader is worn out and needs to be replaced. The hydraulic and brake failures along with the erratic steering make it extremely dangerous to operate on mountain roads. The backhoe is important to the road maintenance effort. It is used to remove rock-slides, clean culverts, repair washed out portions of roads, manage the slash pile and remove snow after heavy snowfall.

The estimated cost for a used backhoe is about \$10,000. The current balance of \$15,000 in the equipment reserve fund is sufficient to cover the cost of replacing the backhoe. Next week Rich will begin looking for a replacement and will report to the Board when he finds a suitable one to recommend. It is planned to have the new backhoe in place NLT March.

Dick Boggs