

Roads update 9/19/2020 BOD/Annual Meeting

Moveable/Fixed Assets

- Grader has been used and works well. Currently needs a wheel cylinder installed to restore proper braking. Thanks to Dave Sornborger for help with that!!
- Water Truck has been working well. Watering twice a day presently to try to keep roads together in this dry period.
- Water Tank at fire barn is working well to fill truck quickly. Only one water bill (~\$100) received to date, so several more are due in.

Costs: Water ~\$9/load. Likely we'll spend \$500 total for water.

Truck fuel ~\$400.

Road improvement ~ Priceless. 😊

Work since last BOD meeting:

- Graded 35 to IK.3 and treated 1.2 miles of 35 with Earthbind to try to keep road from being muddy when precipitation begins falling.
- Graded K.3, and most of 35 below hill at last precipitation event.
- Began filling culvert undercutting near end of J.7 to bolster road before failure. (Thanks to Dave Oswald for fill material)
- Attempted installation of speed humps near entrance. No go. Currently in process of making a revised mounting method that will be easier to install on our cement-hard roads.
- Roadbase depth survey completed, results tabulated. (Task from Stakeholder's meeting)

Pending Work

- Roadwork on J.8: Roadway needs narrowed, ditches restored, and roadbase added to restore crown. J.7 will also get some additional roadbase also to cover exposed sub-base.

Other news

- As we learn more about roadbase for dry environments like ours, it has become evident that the "state spec" material we get from 4 corners (or other local suppliers) is lacking in plasticity and fines compared to a revised DOT spec. Our own experiments have shown that increasing plasticity and fines greatly improves the durability of our roadways.
- 4 corners has offered to bucket mix material for us at any ratio that we request. This will get us material that meets the revised specification.
- Roads committee is revisiting the Cost/benefit study for hard surfacing. Most of the roads budget goes into the most heavily travelled section of 35, with little left for much needed side road maintenance. This will be the major topic of next stakeholder's meeting.