

Annual Road Committee Report 6/27/2022 thru 6/24/2023

The mission of the road crew is to maintain and improve the road bed structure by adjusting the pitch of the roads, installing water diversion features and the application of materials to define the road bed surface.

The road work schedule follows a clockwise rotation of the Road Plan map posted in the community center and on our website. The road plan is divided into six sections consisting of seventy-five miles of roads to include the three plus miles of the Main Road which is worked into the rotation as needed.

Section 6: *The Main Road*

The Main Road was worked seven times on an average of every two months. Emergency repairs were addressed in July and September of 2022. In December, 150 cubic yards of the Kiewit Plant road base was applied to three diversely different road bed compositions. The 1 ½” screened road base has shown good improvement to the stabilization of clay sections, the reduction of the wash-boarding and the adhesion to embedded rock.

In January of 2023 the “pull behind” roller was implemented to add the extra soil compaction needed to hold the road bed together. The roller added two months of road stability. The quality of the road bed improved after several rain showers firmly setting the road base. In April, we used the last of the water in the duck pond to work the road. With persistent dry climate conditions and high traffic volumes the road quality quickly failed. In late May two loads of sifted caliche were bladed into the loose gravels on “headache hill”. Water was generously applied while using the equipment to roll in and set the materials. Fortunately we had enough rainfall in early June to provide us with water in the upper duck pond catch making it possible to blade the Main Road this past week.

We have budgeted money to purchase more road base materials for this upcoming year to continue with building a better road bed surface.

Road Sections: *1 thru 5*

Additional time has been spent in each section to construct the road bed geometry. Rock formations in the road bed are being removed with the hydraulic rock hammer. Major dozer work has been reshaping the road crown to improve water control. Screened rock materials are placed to adjust road pitch and to fill in eroded water diversions. In addition, the road beds are scarified with the use of the motor grader or dozer to rip out embedded rocks. The rock crusher processes the rocks and windrowed materials into a suitable road base. As the windrows are consumed along the roadways replacement materials are hauled to be processed on-site or pre-screened road base is placed.

With the current eroded and rocky roadbed conditions that still exist in many sections, several pieces of equipment are needed to process the work load efficiently. When a piece of equipment is in need of repair our work efficiency is compromised delaying our work schedule. Emergency repair requests also take time away from the schedule but we address these requests as we can fit them into the schedule.

A road repair request can be submitted on a printed form provided in the community center. Please provide the contact information and check the appropriate boxes that reflect your request. One to one communication is preferred to discuss the solution and schedule for the request. Forms are available on the web site and can be emailed in as needed. The monthly road committee reports are also posted with details of work performed.

Section 1:

Work performed on Tomahawk Trail, Comanche Crest, the north side of Whiskey Run and Colleen Canyon. Repairs were addressed on Stagecoach Pass, Cochise Canyon Trail and Colleen Canyon. Work still to do on Stagecoach Pass, Panther Run, Ponderosa Pass and Cochise Canyon Trail.

Section 2:

Work performed on High Meadow Trail, Low Meadow Court, Skyline, Low Meadow Trail and Deer Run. Repairs were addressed on High Meadow, Low Meadow, Deer Run, Cochise Canyon and Limpia Canyon. Work still to do on High Meadow, Tony's Pass and Limpia Canyon Trail.

Section 3:

Work performed on Juniper Trail. Repairs were addressed on Tejano Trail Loop, West Yellow Knife, Yellow Knife Court, Crazy Horse Trail Lower Tomahawk, Winchester Pass and Arrowhead Pass. Work still to do on Tejano Trail Loop, Juniper Pass, Calvary Court, McGuire Ridge, Tejano Canyon, West Yellow Knife, Yellow Knife Court, Crazy Horse Trail and Loop, East Yellow Knife Trail, Tejas Run, Lower Tomahawk, Pinion Road, McDonald Ridge, Arrowhead Pass and Chiricahua Crest.

Section 4:

Work performed on Bandolero Trail, Bandolero Pass & Chancellor Canyon. Repairs were addressed on Bandolero Trail, Apache Mountain Trail, Six Shooter, Broken Spoke, Remington Ridge, Bandolero Pass and Chancellor Canyon. Work still to do on Apache Mountain Trail, Skull Rock, Six Shooter, Broken Spoke, Victoria Point, Remington Ridge and Bandolero Pass

Section 5:

Worked performed on Thompson Trail, Saddle Bags, Cross Trail, Broken Arrow and Buckboard Pass. Repairs were addressed on Thompson Trail, Bourassa Trail, Squaw Valley, Gun Club, High Lonesome, Cedar Trail, Saddle Bags and Cross Trail. Work still to do on Thompson Trail, Spur Trail, Bourassa Trail, Squaw Valley, Gun Club, High Lonesome, Cedar Trail, Cedar Loop, Cedar Trail Court, Saddle Bags, Cross Trail, Broken Arrow and Buckboard Pass

Road Base mix: *Processing and Purchases*

We reclaim materials from culvert inlets, the duck pond catches and creek crossings. Over two thousand cubic yards of clay, sand and gravels were reclaimed this past year. The materials are screened and blended at a three to one ratio with caliche to make the road base mix. 340 cubic yards of Caliche were purchased for road base mix. Our current inventory is 240 cubic yards. When blended the yield is approximately 1000 cubic yards road base mix.

In addition, 150 cubic yards of the Kiewit Plant road base were purchased and applied directly to the Main Road.

Water Resources: *Wells and Duck Pond*

The community center's water well continues to produce 15 gpm which maintains 3,500 gallons of water storage available for property owner's use. The windmill well output for the "dip tank" is 75 gph for fire and road use. The High Meadow well produces 300 gph. The last know output of the Cochise Canyon well was 12 gpm. The Duck Pond historically supplies water for approximately nine months out of the year for road use.

We encourage culvert installation for water control. Culverts purchased by property owners to improve access to driveway entrances are installed by the road crew at no charge. Call the office to schedule this service as needed. 11 culverts were installed for property owners and 1 in Section 5. Several culverts are staged for installation in Sections 2, 3, 4 and 5. We will finish the installs as we work these sections.

I would like to thank the DMPOA Board of Director's, the Road Committee members and the Committee Chairman for their dedication to the requests of the road crew. Also, I wish to thank the property owners that volunteer their time, donate materials and money to help our efforts in road and equipment maintenance.

Thank you, Darell Fellers

Sincerely,

Dale Learish, Road Committee Chairman
Darell Fellers, Road Maintenance Operator
Billy Moore, Part Time Operator
Paul Conner, Part Time Mechanic
And The Road Committee