

CLRRA Road Maintenance Initiatives

FY 2017-2018

May 1, 2017

Reviewed with CLRRA Board of Directors on 4/22/2017

1. Perform initial grading on all primary and secondary roads, as needed.
 - Underway already in April 2017
 - Initial work on lower filings (9 & 14), then moving up through others
2. Keep primary entrance roads in good condition all season (grade ~ 2-week frequency)
 - Tami
 - Huron (will now periodically include 73C to Beaver Meadows entrance as well)
 - N and S Ottawa (to west end of Panhandle Lake minimum, or high traffic areas)
 - Blackfoot (only to maintain in 'OK' status from Tami to CLVFD/Shop area through the heavy CLVFD station remodel traffic up/down this hill this summer)
3. Open all culverts and address any water on road issues
4. Improvement project list, after #1-#3 are stable
 - a) 6th Filing – Jicarilla Trail to end of Chickasaw Court
 - ~1.5-mile section above Tonkawa Drive (06119)
 - Top section from 06174 up to end of Chickasaw Court was done earlier
 - This area needs grading, road base in some corners, ditches and attention to a few rock dome and other problem spots only for the most part
 - Section from 06119 up to 06174 (~1.25 miles) needs much more work
 - Needs rock domes removed
 - Needs curves and ditches improved
 - May need some culverts in corners
 - Needs graded for crown
 - Will require substantial road base (big project)
 - b) S Ottawa – Selder's Causeway Across N Fork
 - ~.25-mile distance
 - Needs deep grading to bottom of pot holes
 - Needs ditches improved, one side significantly
 - Needs crown
 - Needs road base addition
 - c) Nowata -towards West end and N Ottawa intersection
 - ~0.25-mile distance
 - Needs substantial rock dome removal
 - Needs road base addition

- d) N Ottawa-from Beaver Pond section to Otter Pond
 - Various spots in relatively short sections at intervals need special attention
 - Needs rock dome removal
 - Needs grading and crown
 - Needs road base addition
 - e) Blackfoot-from Tami to CLVFD/Shop area
 - Will need attention after CLVFD work is completed
 - Fall project best case
 - Significant rock domes (may work these earlier if possible)
 - Will need grading for drainage
 - Will needs road base addition
5. Other Considerations/Comments:
- a) Existing Dump Truck needs to be assessed for ability to support starting the summer work, while replacement or upgrade plans are determined
 - b) Rock dome removal is a concern. High labor time required to utilize Skid-steer based hydraulic breaker. Field staff expressed interest in Linear Crusher (likely subcontract service vs. purchase or lease due to cost). Need to evaluate current tool and determine next steps.
 - c) For major road base project in 6th filing, may need to contract another truck to help with road base volume.
 - d) Concerns have been expressed about the number and size of rocks left on road after grading.
 - Field staff does remove larger rocks (2-3" size may be left, especially with quick grades done in Spring)
 - Better results will be possible with more than 1 person working on roads, as is the case with early Spring grading. Summer schedule has three (3) Field Staff working from Tue-Thu to help address roads during week days with lower expected volume usage.
 - e) List of improvement projects will continue to be prioritized with CLRRRA Board, with additional areas considered that may not have been identified so far.
 - f) Likely more than one season's work with existing staffing. Rock dome breaking could almost be another PT position on its own, based on the number of issues.