

Annual Road Committee Report 6/28/2021 thru 6/25/2022

The mission of the road crew is to maintain the 75 miles of road right-of-ways within the Davis Mountains Resort and the deeded easement through the 3.3 miles of privately owned Paradise Ranch road from highway 166 to the Tomahawk cattle guard.

The Paradise Ranch road, also known as the Main Road, as indicated on the Road Plan map has three land owners each liable for the section of road adjacent to their property. Permission is acquired to maintain the road and to park equipment within the private road easement. Unauthorized use of the land owner's entrances is considered trespassing.

Speed limit signs have been posted to establish a safe driving limit for all drivers and the land owners of Paradise Ranch road. Driving slow when passing the road crew and equipment is greatly appreciated. Speed limits are not enforceable on private roads so the responsibility falls upon the property owners, residents and all drivers to drive respectfully. So please, Save a road and slow down.

The scheduling of road work follows the clockwise rotation of the Road Plan map posted in the Community Center. The road plan is divided into six sections consisting of approximately seventy-five miles of road to include the Main Road which is worked into the rotation as needed to maintain a safe roadway. With the current increase of traffic volumes and extreme dry conditions, the maintenance intervals have more than doubled in the past few years. The additional time spent on attempting to hold the Main Road together directly reduces our expected efforts to work the sections within the resort. We continue to improve the composition of the road bed materials on the main road with the addition of clay and caliches where needed to blend with the unstable native silts and gravels. This year road base materials were purchased and placed on two half-mile sections to improve the road wash boarding. Without adequate moisture to hold the materials in place the roadbed continues to break apart with the heavy traffic use.

Additional time is being spent in each section to construct the road bed geometry. Rock formations in the road bed are removed with the hydraulic rock hammer. The dozer reshapes the road crown improving water control. Fill materials are hauled to adjust road pitch. When needed the road bed is scarified with the motor grader or dozer to rip out embedded rocks. The rock crusher is then used to reprocess the rocks and windrowed materials into a suitable road base. As the windrows are consumed along the roadways replacement materials are hauled and placed to be processed on-site. We continue to install culverts to channel the water under the road way minimizing road bed erosion and yearly repairs.

With the current eroded and rocky roadbed conditions in many sections, all pieces of equipment are needed to work the roads. When a piece of equipment is in need of repair our work efficiency is compromised delaying our schedule of work. Emergency repair requests also take time away from the schedule. We address these requests as we can fit them into the schedule. A road request can be written on the bulletin board in the community center. Please give details for the nature of work and location needed. Forms are available on the web site and can be emailed in as needed. The monthly road committee reports are also posted. Look for upcoming posts as we continue to update missing road reports.

We reclaim materials from side drainages, 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 reclaimed materials are screened, blended into a road mix and placed along our road ways. As our native materials continue to diminish by rain, wind and traffic, the yearly purchase of caliche and other road base materials is required.