



Road Committee Report

28 August 2021

1. Road Maintenance:

a. Routine Grading: No change. Next grading is expected the first week of October. We will update this information as needed.

b. Road Repair:

- i. The 2021 monsoon season has been severe so far. The rainfall recorded at weather underground station KAZELFR17 (located near the center of the subdivision) has totaled 10.58 inches for the first 74 days of the 107-day monsoon season. Other locations have had heavier (and lighter) rains, but roads in all locations have suffered more water-erosion damage this year than they have in the previous few years combined. There have been four rainstorms so far, and it is likely there will be one or more additional rainstorms in the remainder of this season.
- ii. Repairs were made in many areas after each storm by volunteer efforts by several association members. The contract grader service was not scheduled until the weather forecast showed several consecutive days of diminished rain potential. The contract grader service was scheduled and performed repair services on 16 July 2021 for \$700 and on 20 August 2021 for \$1,540. Additional rainstorm-related damage occurred on 23 August 2021 (this storm wasn't forecasted).
- iii. The current available budgeted funds for road maintenance are: \$14,700 for road grading; \$574.52 for road repair; and \$841 for damage prevention. The committee is seeking a transfer of budgeted funds from road grading to road repair.

c. Road-Issue Prevention:

- i. \$244.03 was spent on large rock to restore the destroyed berm on Old Adobe Lane immediately west of the windmill. No future damage-prevention measures or tests are currently scheduled, though the GeoCell test is pending.
- ii. The results of earlier tests so far indicate:
 1. Contouring diminishes water-erosion damage – erosion occurs, but the resulting ruts are smaller and shallower than in locations that were not contoured.
 2. Berms are effective until overwhelmed, i.e., erosion is controlled effectively unless and until the berm is destroyed or severely compromised by the flow of the wash. It appears that more robust berms fare better but are not a guarantee. For example, the berm constructed on Old Adobe Lane immediately west of the windmill withstood many years of monsoons but yielded this year.

2. Conditions of HLR Roads: Marginal. Most subdivision roads are passable by most vehicles and all roads are passable by robust vehicles (four-wheel drive and high clearance), however many locations are compromised, and additional rainstorms can change them to an impassable condition. In more than one location, the volume of water flow has changed the course of the wash from crossing the roadway, to running in the roadway (the road is now the wash), thereby making both repair and damage prevention more challenging and more expensive.

3. Committee Actions: The committee did not meet since the last report but did coordinate repair activities by phone, text, and email. The committee has also phone-text-email coordinated inputs for board consideration.

4. Owner Advisories:



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- a. Please report road damage to the committee via email to admin@hlrpoa.com or through a board or road committee member.
- b. Use caution when driving on roadways after a rainstorm, especially if you are not very familiar with the condition of that section of roadway.
- c. Please help in identifying and clearing the road edges of trees and brush that may pose a visibility safety hazard or may impede the grader or other roadwork.
- d. Contact the contract grader to arrange personal grading services. Unlike scheduled road-grading activities, the contract grader may or may not be able to perform personal services during road repair activities.