

BYWATER WAY ROAD MAINTENANCE ASSOCIATION
(BWRMA)

2016-2017 Road Repair Plans

Road conditions observations July 2016 by Acting President Ralph Santamaria:

Report revised 8/19/16 to modify dimensions to more accurate measurements. Sections of paved road were marked with black paint. Struck out sections of observations that were negligible and added SUMMARY and recommendation below.

GRAVEL ROADS:

- 1) Shipview has a section of road that has lots of vegetation growth past the entrance to Lot 11, White Rock II. That part of the road is almost never used and it is not unusual that there is vegetation growing there. It is recommended that Shipview Ct have a small section of gravel and perhaps herbicide can be applied to kill the vegetation first.
- 2) Hoodsvie condition is looking good. Only the entrance requires some gravel and compacting that I noticed.
- 3) Bridgeview road condition is fair. It could use a layer of gravel. If funding is available after other higher priority tasks are resolved then it would be good to invest in additional gravel on Bridgeview. The entrance looks like the worst part and should probably be fixed as a minimum.
- 4) Alpine is in need of gravel, especially at the entrance and towards the end of the road. There are some minor potholes behind the Glidewell's place and in front of the fire hydrant. This road has the worst condition of all the gravel roads. It is recommended that this road have the highest priority for repairs.

PAVED ROADS: (acronym "AG" means alligating condition). One main criteria used is if the damage is on the paved area that is frequently driven on. I did two surveys and took two different routes to obtain these observations.

(My route started at Alpine Ct, headed towards Hidden Springs, went down Hidden Springs, Left on Paradise, then left into the north end of Bywater and back to Alpine)

- 1) There is approximately 18'X3' section on Bywater N just north of the mailboxes in front of Mark and Helen's place, and a section about 15'X3' just in front of those mailboxes with AG.
- 2) At Hidden Springs where it merges onto Bywater there is an indentation about 4'X5', located on Hidden Springs road across from the blue water pipe. Another similar dip is located about 50 yards down from the first dip about 3'X7', about in the middle of the road.
- 3) About half way down Hidden Springs at the curve (headed towards Paradise Rd on left hand side) is about 24'X2' of AG nearer to the edge of the road.
- 4) About 100 yards from Paradise Rd on Bywater N, next to yellow "Left Hand Turn" sign there is about 32'X3' section of AG. ~~Then again about 50 yards north of the Anderson place on Bywater N there is a 40' section of AG on both sides of the road.~~
(negligible)

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(My next route took me from Hidden Springs at Bywater intersection, then towards Olympic, left on Olympic/Bywater intersection to Paradise Rd. Turned around at Paradise Rd and headed up to Olympic and through Fern Gully)

- 5) In front of vacant land with for sale sign there is a patch on the road. Adjacent to that patch there is a 3'X6' section of AG
- 6) Bywater Way in front of Sekor place, #884 Bywater, there is a 17'X5' AG on the driving surface.
- 7) Bywater in front of #634 Bywater there is about 30'X2.5' of minor AG on driving surface in front of that property and another 16'X3' section south of that property address. ~~Further south of that address about 40 yards down there is AG on right and left hand side of the road about 15' in length.~~ (negligible).
- 8) About 100 yards south of the Peterson place the edge of the road is chipped for about 10' length and about 6" deep at the center. This should be measured and watched to see if it grows, as a minimum.
- 9) About 200 yards from the south entry of Bywater (from Paradise Road) there is a patch that I believe was performed by Northern Asphalt. That patch has a piece of sealant (hot tar) missing at one end of the patch. That section may turn into a pothole. May need to ask for warranty repair.
- 10) About 120 yards from the south entry of Bywater (off of Paradise) there is edge damage on the road, plus a gouge on the road about 7'X2' just across from the 20mph sign. The gouge does not penetrate the asphalt but should be watched for consideration of future repair. Adjacent to that gouge is minor AG approximately 4'X1' in size.
- 11) ~~Towards the end of Fern Gully there is about 20' of AG (mostly next to a large tree)~~ (negligible).

SUMMARY:

On July 15, 2016 and 8/18/16 Bill Shain and Ralph Santamaria visited each of the noted affected areas. Bill recommended, and Ralph concurred, that the repair of paved areas should wait another year. During the meantime the areas that are noted on the paved roads will be marked with black paint, pictures and notes taken, and then monitored for continued degradation. If a repair requirement becomes apparent then the bids will be obtained. The reason that this decision was made was because the areas of paving that need attention are spotty and spaced far apart. The initial cost for companies to stage their equipment is a large part of the cost of the repair. So it is more cost effective to cover larger sections of road when the repairs are needed instead of smaller patches here and there. Also it is probably a good idea to observe the areas of concern to learn how quickly they deteriorate, as it may be years before they require patching. The lessons learned can be applied to future efforts.

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The gravel roads exhibited issues with Alpine, Hoodsvie and Bridgeview entrances as higher priority, followed by a small section at the end of Shipview and another section near the end of Alpine Ct.

ALPINE CT:

The front of Alpine should get gravel and compacted 30' wide at the entry and narrowing to 10' for a length of 75'. Also the section of Alpine Ct starting where the McGillis property ends and Maxwell property starts should have gravel applied for the length of approximately 420'; covering the 360' length crossing the Maxwell property (WR II Lot 22) and approximately 60 feet of Alpine Ct crossing the Santamaria property (WR II lot 21).

SHIPVIEW LN:

At the end of Shipview Lane has a section of about 10' wide and 160' long that should have gravel applied and compacted. This section of road is between WR II lots 8 and 11.

HOODSVIEW:

Starting at the entry of Hoodsvie Rd and continuing up to address 124 Hoodsvie driveway entry there is approximately 563 feet of gravel road that needs to be graded due to wash-boarding damage and some rutting due to runoff. No additional gravel is believed needed at this time.

BRIDGEVIEW:

Starting at the entry of Bridgeview Rd and continuing up for approximately 273 feet the gravel road should be graded and a layer of gravel applied.

END.