2007 ASSESSMENT REPORT
of
ASSOCIATION ROADWAYS
prepared for
QUAIL RIDGE HOMEOWNERS UNIT 3

Preface:

This report is a collaboration effort requested by the Association Board to assess and compile a list of repair needs for up to the next 10 years. The conditions and maintenance needs listed within the body of this document are as visually determined during the month of June 2007.

Conditions listed, and needs assessed, are subject to review on a timely basis hereafter, and can either carry over annually due to favorable weather and traffic conditions, or may be exacerbated with the onset of inclement and detrimental weather or traffic conditions.

This study also assumes, by direction from the board, that the main arterial, Quail Ridge Road, will need to be chip sealed within the next 3 years. It also assumes that normal pothole repair is not quantified as a condition of this report, but shall be included as an annual estimated amount based upon previous expenditures.

Repair needs per this assessment are listed in the following categories of urgency before significant repairs/attention will be required:

1. Excellent 5 – 10 year life expectation
2. Very good 3 – 5 year life expectation
3. Good 2 – 3 year life expectation
4. Fair 1 – 2 year life expectancy
5. Poor Needs attention within the next year

These evaluation criteria will be utilized on the quantities spread sheet. Quantities were not established for conditions requiring no maintenance for a period of 5 years or more. Many chip seal roads have a life span of 5 – 10 years depending upon usage and deterioration.

The maintenance and repair work required was compiled by geographic identifiers, utilizing known street intersections as limits.

Quail Ridge Road:

Hooker Creek Road to Dolores:

Brush to be removed from roadside and drainage along west bound side for approximately the initial ½ mile. Awareness of buried phone line on that side of roadway essential for contractor or entity handling.

Shoulder work and drainage at various locations totaling 3165-ft. This includes re-establishing ditch line, lowering high shoulders, and dispersing chip windrows back to proper grade.

NOTE: For the rest of this report, shoulder work and drainage will be synonymous ***for re-establishing ditch line, lowering high shoulders and dispersion of windrows along the roadway to achieve desired grade.***

Dolores to Big Bear:

Shoulder work and drainage at various locations totaling 1500-ft.

Little Ridge to Pack Saddle:

Shoulder work and drainage at various locations totaling 1100-ft. The 525-ft of ditch line on the westbound side along the cut slope is an area deemed to be poor and listed as in critical need of maintenance.

Pack Saddle to end of Unit 3 limits:

Should work and drainage at various locations totaling 1342-ft. All 1342-ft are deemed to be poor and in need of critical maintenance.

Conclusion and recommendations:

All of the shoulder work along Quail Ridge should be done before any major chip sealing is done. Some areas are critical because of the nature of damage the underlying moisture is having on the road bed and road surface. Delay in completing maintenance corrections will result in further damage/deterioration due to moisture and, delay until after chip sealing could result in premature areas of failure in any new seal application.

The areas in worst need of a new chip seal are from Pack Saddle to the end of Unit 3 area and from Hooker Creek Road to the west for approximately 3000-ft.

Dolores Drive:

The road surface has a few large cracks that may require later maintenance, but the overall surface should last for 3 –5 years, possibly longer, with the northern end good for 5 – 10 years. There is 590-ft of chip surface that will need to be re-done within 3 years. This area is in the bottom by the creek. There is also indication of probable sub surface road bed failure that may require some minor dig out and base rock stabilization to be done before the chip seal.

Rocky Way:

Road surface looks to be good for at least 3 – 5 years. The ditch line just slightly to the east of Dolores is poor and in need of critical maintenance for 330-ft.

Spunky Lane:

The road surface is gravel, but is in good shape. All roadside and drainage is in excellent shape. Little or no prep would be required before chip sealing.

Razorback:

Excellent shape throughout.

Big Bear Lane:

The chip seal road surface is at the end of its useful life expectancy. The surface is worn thin, severely oxidized and the chips are coming out. Potholes are developing and sub-

surface moisture depressions are appearing. The best rating it can receive would be good, or 2 – 3 year life expectancy.

Little Ridge Lane:

The road surface is good to excellent. The shoulders are high and have chip windrows for 890-ft. Although the overall drainage is good to very good, it would be prudent to strike those higher areas away to prevent standing water on the road surface.

Pack Saddle Road:

The road surface is very good. There are cracks and potholes appearing indicating possibly an increased annual maintenance expenditure.

Just south of the intersection with Quail Ridge, at the culverts in the creek, are subsurface and drainage problems. The southbound side of that area needs shoulder work for 120-ft. This area is poor and in need of critical maintenance. Dig out and base rock replacement may be required in some areas near the location and delay in correcting the drainage will cause further deterioration and damage to occur in the road bed.

Morning Dew Road:

The surface is native soil and some gravel. It will require some maintenance due to the nature of gravel roads. Before chip sealing can be done, this road will require shoulder grading along its entirety. It will also require prep and cushioning be established to the road surface to a medium level for the 1315-ft and minimally for 900-ft. Medium would indicate at least 4" of addition and minimum would be 2 – 4" cushion prep. This would likely be grading and removing the larger rocks, then adding "cushion" such as base rock on top prior to chip sealing.

Brush Trail Road:

Pack Saddle to Indian Camp:

Just east of Pack Saddle near the turn where the new manufactured home was installed, is an area of 170-ft. where the roadbed is showing sub-surface moisture depressions. The shoulders and drainage in this area need to be cleaned up and maintained to prevent further moisture accumulating beneath the road. This work could possibly be deferred for 2 – 3 years, but would not recommend waiting as conditions could degrade and cause accelerated deterioration. The road surface here will need to be chip sealed within 3 – 5 years.

Chip sealing may be necessary for this entire section in the next 3 – 5 years, but could last into the 5 – 10 year area.

Indian Camp to end:

The roadbed is excellent. There is 655-ft of drainage maintenance work to be done at various locations. This is not critical work, but needs to be done within 2 – 3 years. Recommend that this maintenance not be deferred until then.

Indian Camp Road:

Fine cracks in the chip seal surface and some evidence of squirrel damage under the road. Estimate at least 3 – 5 years' surface life expectancy.

Little Lake Lane:

Road surface in mostly good to very good condition except for 60-ft. of area near the bottom of the hill where a spring has been coming up through the road bed. That 60-ft. area will need to be chip sealed within 2 years. The drainage coming down the hill from the Indian Camp intersection needs to be cleaned and re-established for 455-ft. Due to the damage already occurring due to the spring and the lack of adequate drainage along the cut slope, this maintenance is both critical and immediate in nature. This would require repair prior to the heavy rains this coming winter.

Conclusions:

- Drainage and shoulder issues are the critical issues at this time. If left ignored, the addition costs from water damage to the roads will increase maintenance costs dramatically.
- Big Bear chip seal may benefit from a seal coat to extend the life of most of the surface for an additional 1 – 2 years, but would not be a desirable alternative to a new chip seal.

Disclaimer:

This report was done free gratis for the Association as a needs assessment. It is intended to advise but not instruct the Association or its governing Board as to which areas of repair to accomplish. Acceptance of this report shall hold the author harmless of any repercussions relating to actions or lack thereof on the part of the Association or the Board relating to the content of this document.

Respectfully,

William Belcher
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Quantity tables attached

Accepted by the Board of Directors August 8, 2007

DRAINAGE: Units in lineal feet

STREET NAME	LOCATION	UNDER 1 YR	1-2 YR	2-3 YR	3-5 YR
Quail Ridge	Hooker Cr to Dolores		1970		
			170		
			160		
				290	
				160	
				100	
				315	
	Dolores to Big Bear			190	
			200		
				95	
			130		
				250	
				215	
			420		
	Little Ridge to Pack S	525			
			575		
	Pack Saddle to end	726			
		116			
		240			
		80			
		300			
Little Ridge				500	
				390	
Rocky Way		330			
Pack Saddle		120			
Brush Trail	Pack Saddle to Indian C			170	
	Indian Camp to end			155	
				250	
				250	
Little Lake		455			
Combined Total:	9847	2892	3625	3330	

CHIP SEAL QUANTITIES:

Units in lineal feet

STREET NAME	LOCATION	UNDER 1 YR	1-2 YR	2-3 YR	3-5 YR
Quail Ridge	All			14048	
Big Bear	All			1235	
Dolores	Quail Ridge to Spunky			590	2178
Rocky Way	All				2269
Pack Saddle	Spot location				120
Brush Trail	Pack Saddle to Indian Camp			170	1915
Indian Camp	All				2107
Little Lake	Spot Location		60		
Totals:		0	60	16043	8589
Combined Total:		24692			

Road ways not listed have road surfaces with at least 5 - 10 years life expectancy remaining.