

## PARADISE RANCH ESTATES ROAD ADVISORY BOARD

### Meeting Summary for June 18, 2016

- Drakes View Repaving Project.
- Asphalt patching on Drakes View.
- Pending Flashy Fuel Project.
- Future road work.
- Dust palliatives discussed.
- More below. . .

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### Minutes of Meeting June 18, 2016

The Paradise Ranch Estates Road Advisory Board met on June 18, 2016, at the Ongerth residence in Paradise Ranch Estates. The meeting was attended by Board Chair Laurie Stetson and members John Levy, Mike Ongerth, Tamia Marg Anderson, Ed Stetson, Ron Bennett and Ken Drexler, Secretary. In addition Susan Fisher, Inverness Ridge Association President, and Myn Adess and Julie Merk, IRA Board members, attended.

1. Drakes View Repaving. John Levy reported that he was preparing a description of the repaving project for Drakes View and related roads and on June 16<sup>th</sup> had met with Craig Parmley to discuss the work. He said that Craig recommended that all of Drakes View be paved with asphalt using the “mill and fill” technique which involves removing the top 1.5 to 2 inches of existing asphalt, grinding it up, adding new asphalt material and laying down 2.5 inches of new material. These steps are done in one after another by two different machines. Using mill and fill largely eliminates build up of asphalt height which, otherwise would reduce the height of curbs and create transition problems at driveways and side roads. Craig does not recommend that a bond coat be used on the one-third of the road which is in better condition because bonding and asphalt paving require different equipment and, possibly, different contractors. John said he is working to identify the costs of the milling and complete his estimate of the cost of repaving.

John also asked Craig whether speed bumps could be included in the road surface during paving and Craig said they could. However, he suggested that if the board wanted to install speed bumps that bolt down roller bars be used because they could easily be moved if they were a problem.

The board members then discussed the following work which might be done in addition to the paving of the sections of Drakes View which are already paved:

A. Drakes View from #379 to Elizabeth Place. Mike Ongerth and Ken Drexler noted that this dirt section had been a maintenance problem for many years and that it would be easy to pave. Another member noted that Bruce Baum whose home was along this section of the road did not want it paved because he was concerned that drivers would drive faster on the section. One director said that the board should exercise its own judgment was not bound by Bruce's opinion. Another suggested that if a roller bar were installed on the section it could reduce speeding.

B. Behr Lane. Ken noted that Joe Burgess wanted Behr Lane paved. Mike noted that this road had been a maintenance problem for many years but said that if it was paved there would be a significant increase in the amount and speed of water at the bottom of Behr Lane which would flow into the canyon below Sunnyside and Behr.

C. Lower Robert below Bortel. The board noted the slippage problem on the lower end of Lower Robert, discussed below, and asked if a long term solution to this problem would be to pave this section.

D. Aprons on Side Roads. John said that his plan would include paving aprons on the following side roads:

- Pinecrest to the first driveway, about 150 feet.
- Behr Lane, upper end, about 25 to 50 feet.
- Sunshine Court, about 25 feet.
- Douglas to the driveway at No. 2 Douglas, about 300 feet.
- Elizabeth Place (if the Baum frontage was paved), 25 feet.
- Sunnyside, about 200 feet.

E. Side Road Asphalt Sections. John said that he was tentatively including the repaving of all asphalt sections on the side roads in the project. Ken questioned whether the all sections required repaving, particularly given the incremental cost of moving paving equipment around PRE. Mike suggested that at least some of the sections could be handled as a patching project such as was used on Drakes View.

John said that he was working to complete a draft plan by June 30<sup>th</sup>.

2. Drakes View Drive Pothole Patching. Ron Bennett reported that he had contacted several paving contractors about doing the patching on Drakes View. Summarizing their comments, he said that the road was steep and narrow and that the potholes in it had been caused by heavy trucks. Of the contractors he talked to, one would only patch to the existing depth of the potholes. (In the past the patching has been done deeper than the pothole which was being patched.) All of them said that a slurry seal could not be used on the road because it was shaded.

A. Pimental - Santa Rosa: Pimental recommended the patches go down 3 inches and said the work would take two days for a cost of \$19,013 (\$16,625 for only 2 inches).

B. Thornton Paving: Thornton would patch the potholes only to their existing depth. The work would require 4 days and a cost of \$27,850 plus the cost of traffic control.

C. Lunny Paving: Lunny would do the work in 2 days at a cost of \$23,150.

After discussion, the board decided to go ahead with Pimental. Laurie said that she would call Craig Parmley to obtain his authorization.

Late Note: Laurie called Craig and he advised that none of the bids from the contractors Ron had contacted could be accepted because none of them were registered with the California Department of Industrial Relations.

3. Vegetation Management Project. Laurie reported that Craig had approved proceeding with the flashy fuel project along the roads in PRE. She had asked Inverness Gardening Service, Pacific Slope and Noels Tree and Gardening Service to bid on the work. Their bids were due by June 28, 2016. The accepted bidder will be required to start the work within two weeks of the award and complete it within three weeks after that.

4. Lower Dover. Laurie said that the Bortels reported that visitors to their home were having problems with traction when driving up Lower Dover to the Bortel home. At least one visitor's car had slid into the ditch next to the road. She said that the Bortels were not willing to suggest that their visitors down Lower Dover, rather than up. Mike, who lives at the upper end of Lower Dover, agreed that driving a lightly loaded pickup truck up Lower Dover could be a problem.

The board members made several suggestions as to how to address this problem in the short run. One suggestion was to place a sign on Lower Dover warning of the road condition such as "Steep Road, Loose Gravel - Advise One-way Down" or "Steep Grade, Use Low Gear." Another suggestion was, for the present, to remove the water bar at the lower end of Lower Dover. All seemed to agree that the long term solution would be to pave the section from the Douglas - Lower Dover intersection up to the paved section of Lower Dover below the Bortel house.

5. Future Road Projects. Mike reported on three projects that he recommended be undertaken:

A. Installing drop boxes on Dover beyond No. 90, at 61 Dover and on Douglas before, i.e. north of, the Golet driveway. Mike said that he would prefer to sole-source this work to Bob Lewis who has experience installing drop boxes in PRE. This led to a

discussion as to whether Bob continued to want to do work in PRE and whether he could do the work in a timely way. To resolve this, Laurie said that she would call Bob. Mike said that he would write a description of the project which could be sent to Craig for approval.

B. Dirt Road Maintenance. Mike explained that the proposed work would fix potholes on Sunnyside and Douglas, among other roads, spread gravel on the roads as needed and remove the water bar at the lower end of Lower Dover. Mike said that he would write a description of the project to be sent to Craig for approval .

C. Fall Dirt Road Maintenance. Mike said that this project would include ditch clearing, maintenance of the road surface and the installation of additional drop boxes. This work would be deferred until the fall.

6. Dust Palliatives. At the end of the meeting, a member asked if a dust palliative would be applied to the dirt roads this summer. Mike said that in his opinion the answer was, “No”, because the treatments were not effective for long, the salt could migrate off the road and it caused road dust to stick to cars. He added that Craig did not like dust palliatives and did not think they were cost effective. Ed Stetson disagreed saying that palliatives worked although they were expensive. (The 2014 test cost \$1,000 for 1,000 feet treated.) Susan Fisher said that she wanted the IRA board to discuss the matter.

NEXT MEETING: The next meeting of the Road Advisory Board will be a joint meeting with the IRA Board on July 9, 2016.

KD  
6/29/2016