

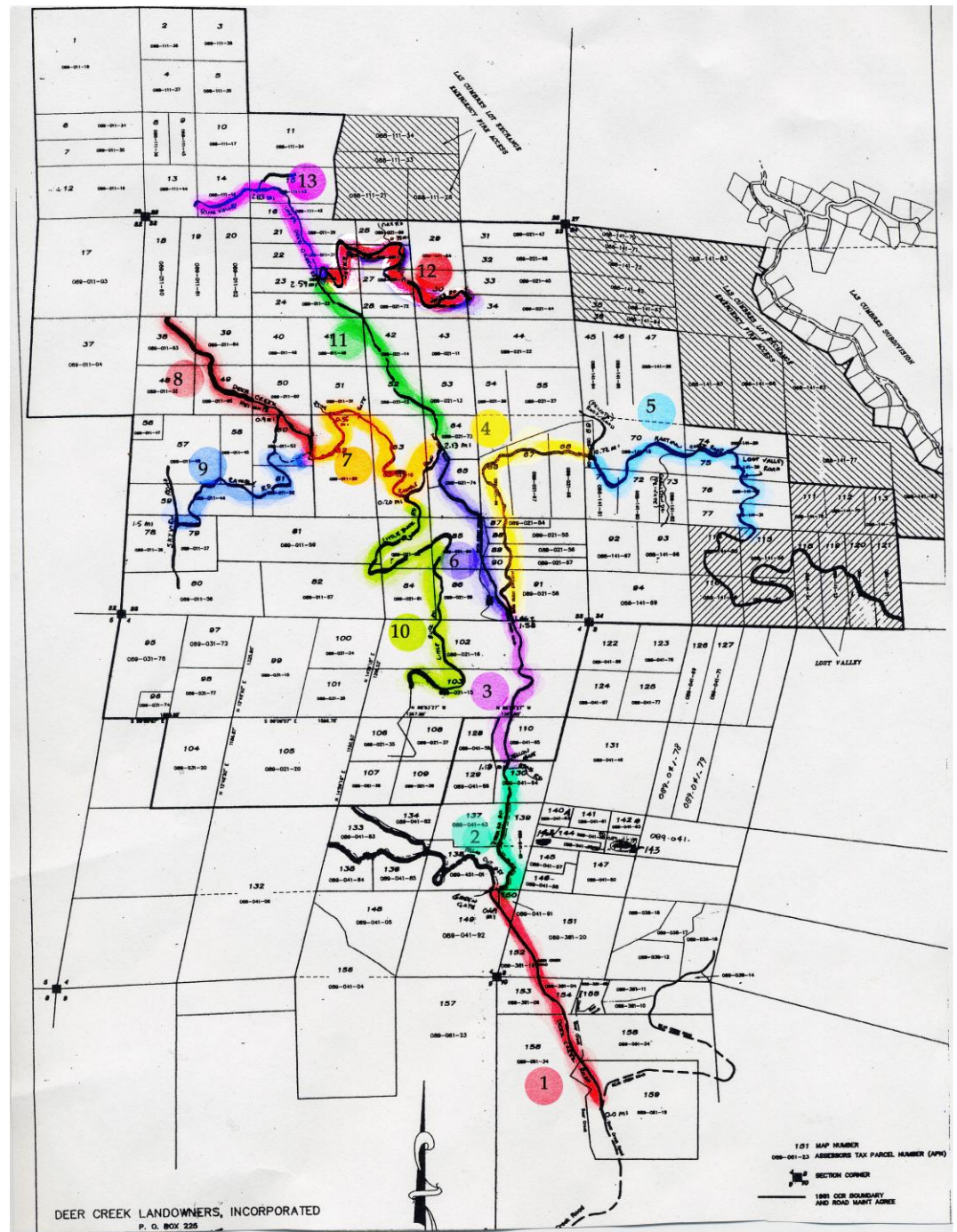
Deer Creek Landowners, Inc.

24 April 2010
Road Manager's
Report



Section Map

Sect	Description
1	DCR: Bear Creek to Palm, 845
2	DCR: Palm to Yellow Gate, 845
3	DCR: Yellow Gate to 3 rd Bridge
4	Lower Hartman
5	Upper Hartman
6	DCR: 3 rd bridge to Ramble
7	Lower Ramble
8	Deer Creek Heights
9	Upper Ramble
10	Little Buck
11	DCR: Ramble to Jack's
12	Jack's Road
13	DCR: Upper Deer Creek



Agenda

- Last year's (2009-2010) budget & expenditures
- This year's proposed budget
- This year's list of discretionary projects
- Description of Deadman Cage
- Changes to Heavy Vehicle Use Policy

DCLI Road Expenditures: 2009 – 2010

Budgeted vs. Actual Expenses

Item	Sect	Road location	Budget	Actual
1, 6	13	New culvert: Upper Deer Creek	2,400	3,254.94
2, 6	12	Culvert, dip, transfers: Jack's Road	2,100	1,995.45
3, 6	7	Ditch, dips, transfers: Lower Ramble	3,000	3,879.19
4, 6	9	RCD project to regrade, rolling dips, transfers, ditches: Ramble (total budgeted cost was \$25k minus 50% grant match; actuals were a little higher)	12,500	12,812.50
5, 6	4	Transfer: Lower Hartman	800	1,190.00
6	All	General maintenance: Misc road work, ditching, rock (actuals are included in section totals)	2,400	
6	3	General maintenance		86.54
6	6	General maintenance		86.54
7	6	Paving pledge: 3 rd bridge to Ramble (monies are pledged but available for emergencies)	3,000	0
8, 6	2	Transfer: Palm to Yellow Gate [Shared with 845s]	800	906.54
9, 6	1	Transfer & ditching: Bear Creek to Palm [Shared with 845s]	800	2,736.48
		TOTAL	\$27,800	\$26,948.18

DCLI Road Expenditures, 2010 – 2011

This Year

Approved by DCLI membership

Item	Sect	Project Location	Project Description	Budget
1	1	Near Hastings Bridge	Add 18" x 30' culvert:	2,500
2	3	DCR at 3 rd bridge	Add ½ Transfer 1.5	400
3	11	DCR Ramble to Jack's	Repair ditching, 3 transfers base rock	2,400
4	12	Jack's Road	Add ditch, shape to bridge, add ½ xfer	1,030
5	12	Jack's Road	Repair existing ditching	110
6	13	Upper DCR	Repair ditching, add ½ xfer 1.5"	600
7	7	Lower Ramble to Black Gate	Repair ditching, add xfer 1.5"	1,000
8	7	Ramble above Black Gate	Add 18"x30' culvert	2,500
9	7	Ramble above Black Gate	Add 2 rolling dips, add xfer 1.5"	1,150
10	9	Upper Ramble after Green Gate	Repair ditch	110
11	9	Upper Ramble (top of Ramble)	Repair ditch, add xfer 1.5"	1,000
12	5	Hartman from Guzman to Johnson Slide	Repair ditch, grade road, add 1 xfer base rock	1,000
13	All	All	Grade, repair ditches, rock where needed	2,400
			Total general maintenance	\$16,200
14	3	Landslide on Deer Creek Road before the 3rd bridge	Repair Slide before 3rd Bridge, Deadman Cage. Agreed to by DCLI membership for 2010-2011.	13,000
			Total budgeted projects	\$29,200

DCLI Road Expenditures: Discretionary Projects

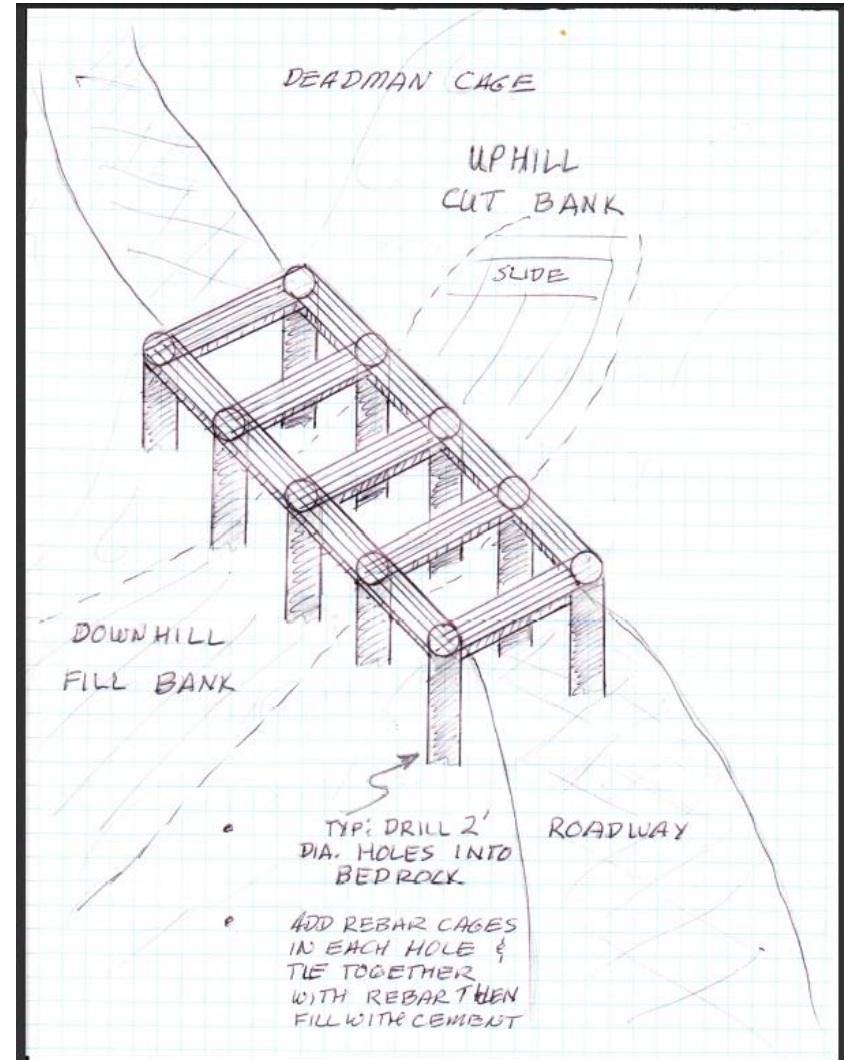
Proposed as of 2010-2011

This Year

Sect	Item	Project Location	Project description	Cost Est.
3	14	Landslide on Deer Creek Road before the 3 rd bridge	Repair Slide before 3 rd Bridge, Deadman Cage. Agreed to by DCLI membership for 2010-2011. APPROVED and included in 2010-2011 budget.	13,000
The following discretionary projects were not approved for 2010-2011				
1	15	Paintball landslide, where Deer Creek Road is falling into the creek, between the 1 st and 2 nd bridges.	Repair Paintball Slide, NRCS estimate. This estimate includes shoring up the slide starting at creek level with huge boulders , a major engineering effort.	300,000
1	16	Paintball landslide	Repair Paintball Slide, Deadman Cage with French Drain. See upcoming slides for description of deadman cage. This slide would require a french drain on the uphill side, to improve drainage in this very wet area.	20,000
2	17	DCR at the yellow gate	Repair Yellow Gate Slide, Deadman Cage	13,000
6	18	Deer Creek Road between 3 rd bridge and Ramble	Geo survey, grade road, add two 18" culverts. RCD is willing to match our expenditure for this item in 2010-11. We would have a follow-on project to pour asphalt. The expectation is that the commitments from residents that Jose has gotten to grade and pave this section would be more than enough to pour 1" asphalt. The asphalt cost is not included in this figure.	27,000
6	19	same	RCD matching grant for R	<13,500>
1	20	DCR from Locatelli Gate to 2 nd bridge	Rip 2000' of road, clean edges, ditch, re-grade, compact, add 7 xfers of 1.5" rock, water, roll	15,980

Landslide Repair Technique: Deadman Cage

- Technique for stabilizing roadway over / through a landslide
 - Relatively new, relatively inexpensive technique
 - Used on Hwy 17, probably on Bear Creek Rd above Deer Creeek
- Drill pairs of holes (2'diam) at slight angle into bedrock
- Rebar cages in each hole, fill with cement
- Near road bed, connect pairs of holes with ditches filled with rebar & cement
- Gravity holds it together
- Effectively, build a bridge “over” the slide that supports the roadway.
 - Often have a culvert
 - May have a french drain on the uphill side, to improve drainage and keep water off the road surface
 - May add erosion protection downslope from the road



Heavy Vehicle Policy Modifications

Current	All parcel owners utilizing heavy vehicles weighing in excess of 10,000 lbs gross weight and traveling more than 10 round trips within a year's time on roads as describe in Attachment III of the Amended Deer Creek Landowners, Inc. Right of Way and Joint Maintenance Agreement, recorded Jan. 23, 2007 are subject to a heavy vehicle fee. This includes landowners using roads and subject to Section 845 of the California Civil Code.
Proposed and Agreed by Membership	All parcel owners utilizing heavy vehicles weighing in excess of 10,000 lbs gross weight and traveling more than eight (8) round trips within a year's time on roads as describe in Attachment III of the Amended Deer Creek Landowners, Inc. Right of Way and Joint Maintenance Agreement, recorded Jan. 23, 2007 are subject to a heavy vehicle fee. This includes landowners using roads and subject to Section 845 of the California Civil Code. Heavy Vehicles traveling to or from a loading or unloading site will pay the fee for the actual weight and miles traveled. Fee changes may be made annually by a majority vote of the membership. Such changes shall be limited to rate adjustments indexed to the Bay Area Consumer Price Index at the time of adjustments.

Attachment 1

Weight Fees Heavy Vehicles^{1.}

<u>Vehicle Weight in Pounds</u>	<u>Weight Factor</u> ²	<u>Cost/Mile Traveled</u> ³
10,001 – 20,000	18:1	\$ 7.20
20,001 – 30,000	28:1	11.20
30,001 – 40,000	40:1	16.00
40,001 – 50,000	50:1	20.00
50,001 – 60,000	62:1	24.80
60,001 – 70,000	75:1	30.00
70,001 – 80,000	93:1	37.20

Current

Example: Heavy Vehicle weighing 46,000 # traveling 2.5 miles to site would pay - \$ 20/mile X 5 miles round trip = \$100 / round trip.

Notes:

Charges apply to all heavy vehicles exceeding 10,000 lbs. and conducting eight (8) round trips in a years (twelve months) time.

Weight factors are compared to 4000 lb. passenger vehicle or light truck.
(Ref. CA DMV VC Section 9400.1)

Based on a 4000# vehicle cost/mile/year of \$.40/mile

Changes Agreed by Membership, 24 April 2010

Fee changes may be made annually by a majority vote of the membership. Such changes shall be limited to rate adjustments indexed to the Bay Area Consumer Price Index at the time of adjustments.

Heavy Vehicles traveling to or from a loading or unloading site will pay the fee for the actual weight and miles traveled.

Example:

Heavy Vehicle weighing 18,000 # (unloaded) traveling 2.5 miles to the loading/unloading site would pay \$ 7.20/mile X 2.5 miles = \$ 18.00/trip.

Heavy Vehicle weighing 46,000 # (loaded) traveling 2.5 miles to the loading/unloading site would pay \$ 20.00/mile X 2.5 miles = \$ 50.00/trip.