

Road Maintenance Protocol

Revised 2/8/19

Purpose: A yearly routine that allows us to identify maintenance issues early in the spring so we can allocate man-hours and machinery to correct those problems and hopefully improve the condition of our roads in the future.

Yearly overview:

1. Early in June at the completion BMR Directors meeting; board members, volunteers and owners spend the remainder of the day working to address these issues:
 - A. Review of Road conditions on all 10 miles of BMR's 7 roads. This work should be done with someone who understands the importance of maintaining a crown and ditch to prevent erosion. This work should also try to address road surface issues such as washboard and whether rough sections should receive road base or grading. This group should also look at all the 8 gates for maintenance problems that may need to be addressed. This person should have a professional background in road maintenance. This information should be compiled, and the issues listed from most urgent (i.e. likely to erode in such a fashion to create large \$\$\$ repairs or pose a danger to motorists) to least urgent. That list can then be used to schedule Road work for the Grader Crew.
 - B. Culvert clean out crew works to make sure all BMR Culverts are marked with T-post and reflectors to prevent damage from grader work. This crew also works to make sure those culverts are patent with no blockages on either end from dirt, brush, rocks or debris. This crew should also inspect culverts that belong to property owners' private roads that come up to a BMR association road. This crew is not responsible for cleaning out those culverts but

should make note of their condition and mark them with a t-post if the culvert is at risk for damage from the grader.

- C. Weed control crew should load up the big plastic tote with 120 gallons of water and the weed sprayer with herbicide on a pickup in order to spray weeds on and next to roads as well as on association property.