Roads: Jason Brown (Written report read into the minutes edited to condense)

Since last report: Wolf Laurel has received a total of 12.30 inches of rain 2.92 inches of it fell on the 18th of last month over a 6 hour period another 3.00 inches of it fell the 2nd of this month over a 1 hour period causing significant damage the other 6.38 inches of rain fell what seemed like every other day in between.

Equipment:

Installed the flat bed on the green Chevrolet pickup. Installed new front tires on the John Deer tractor. Serviced equipment. Met with the Mahindra representative to go over the Mahindra on site. Replaced bearing on tractor mower/ mower is still down waiting on parts and will possibly have to go in to the shop for repairs which will put WLRM well behind our already behind mowing schedule.
Replaced back window on green Chevrolet. Replaced bucket teeth on CAT 305 excavator. Repaired broken tailgate pins and hinges on the dump truck bed.

Roads:

Checked all roads for damage from storm. Re-graded all roads and cleaned out all culverts and ditches following the 6-2-18, 3 inch in 1 hour rain storm. Removed brush from all roads and RROW’s. Repaired multiple washouts on Puncheon Ln. due to improper driveway drainage and heavy rains. Repaired washout on McDaris Loop hill below Spring Brook. Started mowing and weed eating roads, right of ways, obstructions, and ditches. Built toe wall for slide on Chestnut Ln. in road right of way in coordination with the grading contractor.
Hauled in, spread, graded, and rolled 3 loads of railroad ballast and 5 loads of ABCM on Chestnut Ln. in the slide area. Also seeded and matted slide in coordination with the grading contractor. Mobilized all equipment and materials for Buckhouse slide. Cut in roads above and below Buckhouse slide and removed all trees and brush from job site in coordination with the grading contractor. Repaired small creek crossing slide on Chestnut Ln. and dug out the remaining creek crossings.

Contracted:

Freeman’s Construction & CTS, LLC has replaced:

Damaged 40’ section of 24” pipe on Chestnut LN. Damaged 40’ section of 18” pipe on Oak Ridge LN. Damaged 40’ section of 18” pipe on Town Mountain Rd. Damaged 60’ section of 18” pipe on Oakridge LN. Damaged 40’ section of 18” pipe on Unakite LN. Damaged 40’ section of 18” pipe on Glenaire LN. Damaged 40’ section of 18” pipe on Birch Springs LN. Damaged 40’ section of 18” pipe on Chestnut LN. Damaged 40’ section of 18” pipe on Grouse Thicket LN.
Replaced three more so we are up to 12 culverts replaced.

Brown will look at the drainage budget and see if he will have more culverts replaced or stop at these 12.

In coordination with WLRM. WLRM located the damaged culverts, supplied 1- 16 ton load of gravel per damaged section of pipe, and supplied the pipe for each damaged section. “So far year to date WLRMS has invested $3,452 in pipe, $3,240 in gravel, and $3,600 in contracted labor and equipment a total of $10,292 plus tax into this drainage project taken out of the 2018 drainage budget”

Marshall Stone Company has repaired:

The 2017 slide on Chestnut Ln. by digging out the upper road bank in the RROW and using that material to fill in the lower road bank in the RROW where the slide originally was. By doing so the slide was stabilized and the road was widened and moved over up to 8 feet for safe vehicular travel. A total of a 20 foot road was achieved equaling a 4 ft. shoulder, 12 ft. road bed, and a 4 ft. ditch. The 2017 slide on Buckhouse Rd. , the same practice as above was used and the same outcome was achieved just on a much larger scale with a lot more rocks in coordination with WLRM. “So far year to date WLRMS has invested $6,480 in gravel, $1,500 in seed, matting, and hydro seeding, $840 in pipe, and $40,000 in contract labor and equipment totaling $48,820 into these 2 slide areas that will be taken out of the 2017 storm damage fund” Marshall Stone Company is planning to move to the Hotel pipe project on Valley View circle next week.

Kessler asked about the stop sign situation at the intersection of Mountainside Townhomes, Big Bald and Wolf Laurel Rd. Brown said that the road striper was going to paint a stop bar at the stop sign that is already there. He has also ordered a sign that will warn drivers of the hidden driveway going to Mountainside Townhomes which will be placed right above the mailboxes on Big Bald.

Kessler reported in 2015 WLRMS signed a contract with the N.C. Forest Service as part of a Community Protection Plan Grant whereby the NCFS would perform “fuel mitigation” work along the road rights of way to provide improved access for first responders and firebreaks. The contract described NCFS clearing brush and debris from the road right of way, including chipping materials already cut by RMS for not to exceed 65 miles of road or $70,000 worth of work. Kessler reported that RMS had performed their obligations under the contract and that she and Romero have been in contact with the NCFS to follow through on their part of the work described. There is some urgency to pursue the matter before fire season consumes the time of the NCFS. The grant has been funded and will expire this year.

Brown has received numerous complaints from people being run off Big Bald Road by dump trucks that are working on a big construction project on Granny Lewis. People are asking if the curves on Big Bald Road could be striped to keep the dump trucks on their side of the road. Brown said that the striping contractor would strip all of Big Bald for $1000. Simmons made a motion to have Big Bald stripped. Moeller seconded. A vote was taken: 8-yes, 0-no. Motion passed.

Brown reported he met with Andrew Moore from Water Quality about the hotel pipe project. The new pipe being installed will send the water straight down the creed whereas before the water was being sent into a bank and then down the creek. Mr. Moore approved RMS plans for the hotel pipe project. Mr. Moore said this would be an enhancement to the creek.

Mr. Moore found an issue on May Apple involving the newly constructed home and asked RMS to fix it. Brown informed him that it was an issue caused by the new construction and that RMS is not responsible for private property. Steve McKnight said that Bob Super, ARB Administrator, was aware of the problem and will be meeting with the property owner.

Brown said that Mr. Moore was on the mountain for about three hours and commented that he found all of RMS projects in compliance. He pointed out a few minor issues that needed to be dealt with, but RMS was aware of them and has plans to remedy them.