

NOVEMBER CATSPA W ROAD REPORT

November 4, 2010

At the end of October I arranged for and had a meeting with Wayne Lynch of Desoto Trails Construction. Wayne is the top supervisor for Desoto Trails and is very knowledgeable, especially pertaining to gravel mountain roads. He retired from the North Carolina D.O.T. before joining Desoto Trails. Desoto Trails also maintains many miles of U.S National Forest gravel roads.

I asked Wayne for an overall view of our roads and to take a special look at various trouble spots which several of our members had mentioned to Kice Stone.

In respect to the overall view, Wayne stated that our roads were in very good condition, adding that the dry weather we were experiencing at that time did cause more "washboarding" than usual. He also suggested that we clear and remove all leaves and debris from the ditches after the leaves finished falling.

His remarks on the various "trouble spots" were as follows:

INTERSECTION OF CATSPA W RD. AND WALNUT GAP RD.

The constant problem as you turn up Catspaw Rd. off of Walnut Gap Rd. is due to the steep grade during the first one hundred feet. It is also not helpful because some drivers continue to hug the inside right going up instead of sweeping wide to the left side. Wayne said the only way to rectify the situation is to reduce the grade by raising the road before the intersection and cutting it down above the intersection, thus reducing the overall grade. His rough estimate to do the work is as follows:

Dump Truck	\$1360
550 Dozier	\$2200
Large Track Hoe	\$2500
Gravel	\$ 880
* Total Estimated Cost	<u>\$6940</u>

*This estimate does not include cost for a rock hammer to remove solid rock which is always a possibility in the mountains. It also does not include reseeding of the banks.

INTERSECTION OF CATSPA W RD.AND CHIPS LANE

Again, this problem is due to the steep grade during that first one hundred feet, plus the steep bend. Wayne's opinion is that a large rock shelf is below the present road and would be very expensive to rectify....probably in the \$6000 to \$10000 price range. He again stated if we could get drivers, both going up and coming down, to swing wide it would help the situation.

GITTY-UP CURVE ON CATSPA W RD.

The recently washing of Catspaw Rd. is due to water coming down off the driveway at Lot 40 and onto Catspaw Rd.

STOPPED-UP CULVERT & DITCH @ Lot 38

Rocks in the ditch and at lower driveway culvert are causing the ditch to retain loose sand and gravel and stopping up the ditch. This causes water to jump out into the road. Wayne recommends removing the rocks, retrenching the ditch and re-grading the road so the water can not run down the road He also recommended that the rocks placed on the driveway that funnel water onto the road be removed along with anything that keeps the water from running off the road into the ditches.

ROAD TO MCCOLLISTER LOT

A more defined ditch needs to be dug on uphill side and remove large rocks under road bed where possible. Road needs to be re-graded and sloped to the uphill side of the redefined ditch and replace the lost gravel on the road bed. Estimated cost is:

550 Tractor	\$ 600
Gravel	\$2000
Total	<u>\$2600</u>

In addition, I asked about the cost of a turnaround at McCollister's gate. The estimated cost of a Turnaround using only the upper side of road to be approximately \$550. The estimated cost using both sides of the road would be \$300.

CATSPAW RD. NEAR END

Due to solid rock the only feasible thing to do is continue adding crushed stone to eventually raise the road enough to slope road to downhill side.

To provide a turnaround at end of the road would be extremely expensive due to solid rock on uphill side and steep drop-off on downhill side.

CLAYSON DRIVE

The constant deterioration of road at upper end is due to the steep grade along with the sharp turn in road where a gate was previously positioned. The recently extreme dry conditions have exacerbated the problem. The grade is so steep that vehicles that are not four wheel drive, and especially vehicles with light rear ends, will tend to churn up the road.

Wayne's only suggestion would be to reduce the grade by moving the road over, below where the old gate was, thus straightening the road which would also reduce the grade. Sadly, that property is not a part of Catspaw.

ROXY LANE

This road is used very infrequently but is very stable and not eroding. Whenever someone builds on that road, it will not be very expensive to re-gravel and remove a small number of trees. He also observed that this road will always be steep and narrow in places.

WALNUT GAP RD. NEAR THE END

This portion of the road was never finished by the original developer. To properly access lots 62 and 63 would not be very expensive to do.

To finish the road to the end of Catspaw property (where the new gate was installed) would be very expensive. A turnaround would be even more expensive.

Respectfully Submitted:

Bill Watts