

The “Department Head Reports” from DOT for February 22, 2023, are listed below:

- The Flashing Beacon system for the Weaverville Volunteer Fire Department has been repaired and tested by the electricians, and the eastbound flashing beacon is now operational.
- Dyer Construction is making progress on the rock anchor installation. The revised project completion date is expected in May 2023.
- DOT staff participated in a community meeting, with residents living past the Canyon Creek rock slide, along with Supervisor Carpenter-Harris and OES staff. The meeting was useful/productive and has led to the following:
 - Development of a new notification system (currently in BETA version). Working with IT, DOT staff has a new phone extension that is dedicated to sharing information with interested parties. A caller may call the main office line, select the ‘road updates’ extension and select from several items to receive current information (530-623-1635 Ext. 8). This is applicable not only to Canyon Creek Road (which will be updated weekly), but any number of disaster locations (e.g. Ruth Zenia Road) and general road condition updates that will be revised as new information is available.
 - This is the culmination of efforts to provide information to the public and aid in transparency that DOT/IT staff has been working on for months – all in relation to the Canyon Creek slide.
- Multiple storm damage sites have been discovered on Ruth Zenia Road. A draft geotechnical memo has been received for the site at post mile 7.7, which has a vertical drop of about 12 inches across the entire roadway. The geotechnical recommendations for “**temporary**” repairs may allow opening of the road by June, and possibly earlier. The temporary repairs would consist of grinding the existing surfacing, filling the depression and capping the road with grindings to make a temporary gravel driving surface. Additional protective measures are also recommended. The geotechnical engineer cautions that this temporary emergency re-opening “*may have the potential for immediate*

movement and settlement of the roadway embankment during storm events.” Several permanent options are detailed, but will require additional studies. Permanent reconstruction alternatives for this single site are anticipated to be between \$5 to \$7 million at current construction costs.

- Staff visited the storm damage sites on Lower South Fork Road west of Hyampom. Lower South Fork Road is closed due to the failure at post mile 10.6, at which most of the one lane road has slipped out. Vehicles are currently unable to pass the site, and three (3) homes are past the closure. Residents are able to walk or drive through the damaged area on off road vehicles (quads?) to a vehicle parked on the other side of the slide. The geotechnical engineer provided a draft memo on the site which recommends realignment of the roadway as an emergency re-opening alternative. Per the memo, the re-opening would require:
 - “a considerable length of cut and amount of soil removal,” and
 - “temporary reopening cut slopes at 1:1 could be achieved and **may** be temporarily stable. However, the road is generally located in an area that has prevalent earth flow and landslide potential due to the rock type and weathering characteristics.”Essentially, this is a continues problem area, as evidenced by two other slides within 500 feet of this one, that have occurred in the past several years.

- The Rush Creek Road High Friction Surface Treatment (HFST), and Guardrail Replacement project authorization for construction were received from Caltrans. Staff brought the plans to the Board on February 22, 2023, to request approval for advertising.

If you have any questions please let me know.