

RANCH MANAGER'S REPORT

#2

APRIL 19,2008

We had much heavier road expenses this year due to extraordinarily heavy snowfall this season. While we received record amounts of snow, the heaviest was on Feb.7th which was followed by 45 MPH winds. This gave us snowdrifts on our HOA maintained roads that completely closed all access.

Jeff Dennison, our snow plow owner, showed up and we attempted to open up Duckfoot Rd. to Mary's Path to reach Rd. K which was clear to above Pueblo Ruins Rd.

Judy Stone asked for help getting home from work so I went to her aid and promptly got stuck. Judy attempted to go across Mary's Path and got stuck.

At this point Curt Mangan brought in his Kabota Tractor and between Jeff and Curt, Mary's Path was opened and the stuck vehicles were freed.

We next tried to open up Pueblo Ruins Road so that the Mangans and the Stones could reach their homes. The drifts across Pueblo Ruins Rd. were over three feet deep. Curt, along with Jeff and his light weight snow plow, attempted to clear the deep drifts in order to widen out the path Curt had pioneered. This was a losing battle that ended about 10 PM with Curt hopelessly stuck in deep snow and Jeff high centered and stuck sideways across the road.

The Stones and the Mangans spent the night at our house and worried the whole time about their animals left at home.

The next day I took my bulldozer and pushed the snow into 5 ft. high piles to clear the road and retrieve stuck machinery.

The road was still so deep in snow that I had to bulldoze a path for Curt to walk on to reach his house.

Next, Indian Camp Road was bulldozed open to the entry on Road 23 and the traffic flow was restored except for Mary's Path which was still barely passable because of the narrow path that was still a problem for several more days.

Jeff spent several days widening out the roads but the piles of snow bulldozed as high as 5 feet along the roads were to remain a problem for at least 3 more days.

The vast amount of snow that melted each day turned every road into a muddy mess and trips up every road was a slippery one through 2 to 3 inches of gooey mud.

A new attempt was made every day for a week to push the mud off to the side so that the surface could dry and firm up.

The melting snow was so massive that we had torrents of water running off the fields so profusely that every water retention dam was filled and flowing over each spillway.

The front entrance at the mailboxes was a real swamp of mud and had to be drained by making a ditch to drain the water off and then install a small drain pipe and raise the ground level between the stone pillars by importing dirt and gravel.

As soon as the roads were firm enough to support heavy trucks, I had over 200 tons of three-quarter inch gravel imported to cover every road on the Ranch. This kept us up and out of the mud.

The gravel has worked into the road surface but some always works to the side. We graded any excess back to the center of road and, using a heavy drag with tires, smoothed the road into its final shape you are enjoying today.

The purpose of this lengthy report is for two reasons: To let you know the work entailed that had to be paid for, far exceeded our anticipated costs. The second reason is to keep you aware of the work and equipment required to repair and maintain a proper road.

Last year we had we had a few light snows that required several snow plowing sessions that were done mainly to keep our roads dry. By keeping the roads dry we did not need any new base and expenses were minimal.

Both last year and this year several of our residents lost complete sight of the snow covered roads and drove off across country until they recognized something familiar and regained the road. In order to have some sort of directional guide, I put up black stakes along the side of the worst roads so that during a "whiteout" you would still be able to ascertain the roadbed.

Now that the ground has thawed out, I have planted over 40 Yucca plants that will poke through the snow in the worst areas of concern.

During this time of extraordinary snowfall, all homeowners were having a problem of their own on their driveway. In anticipation of snow plowing a driveway, your Board decided at the last meeting to charge each homeowner a \$50 fee for snow removal. Remember, up to this time snow removal was an aid in keeping your road dry so it would not get muddy and need repair. No one had ever been "snowbound".

Suddenly everyone was immobilized and in need of aid to get out of his or her home. On top of this problem, I received a call from Fraley & Co.(our propane provider) requesting that I go to five residences that were not occupied and get a reading of the propane level in their tanks. I walked through the snow and returned with the levels and they asked me to have the roads cleared of snow to three of these locations because they would not send a truck out if there was a danger of getting stuck. I then had three residences snowplowed.

Because every occupied residence needed help and no provision had been made to discuss this problem in advance,, Porter said he believed it would be best if we just took the "Bull by the Horns" and snowplow all driveways that needed it done as an HOA expense. Not every lot has a driveway and the unoccupied homes did not need it done either. The 9 homes that would benefit from this were Glass, Kristin, Dillard, Hanson Kistler, Burdette/Sweezey, Shepherd, Stone and Mangan.

I thoroughly agreed with him and firmly believe an HOA should take care of the members in anyway it can. Some needed immediate help-not after the next Board

Meeting. I also believe the head of an HOA must be called upon occasionally to make decisions based on the immediate problem and in no way was to set a precedence.

To get prepared for the next snow season of 2009, a letter should be demanded of each landowner agreeing or disagreeing to pay a fee set by the Board for the service. All driveways are not the same and this could require fee differences. Liability is a problem—a sheared off faucet or damage to a propane tank could happen. We have time to create this Contract before it snows again.

We have had the sides of the roads sprayed with a pre-emergent herbicide and will have more spraying as needed.

Al Heaton put off bringing cattle to the Ranch as long as he could because the continuous cold weather has kept the Winter Wheat from growing. He finally brought cattle in on Friday, April 5th. His plan, at this time, is to remove the cattle around the end of April and allow the Wheat to mature so that he can harvest it. Due to the demand for crop fuel, Wheat has increased in value to the point that it is more profitable to have a crop than just be fed to cattle.

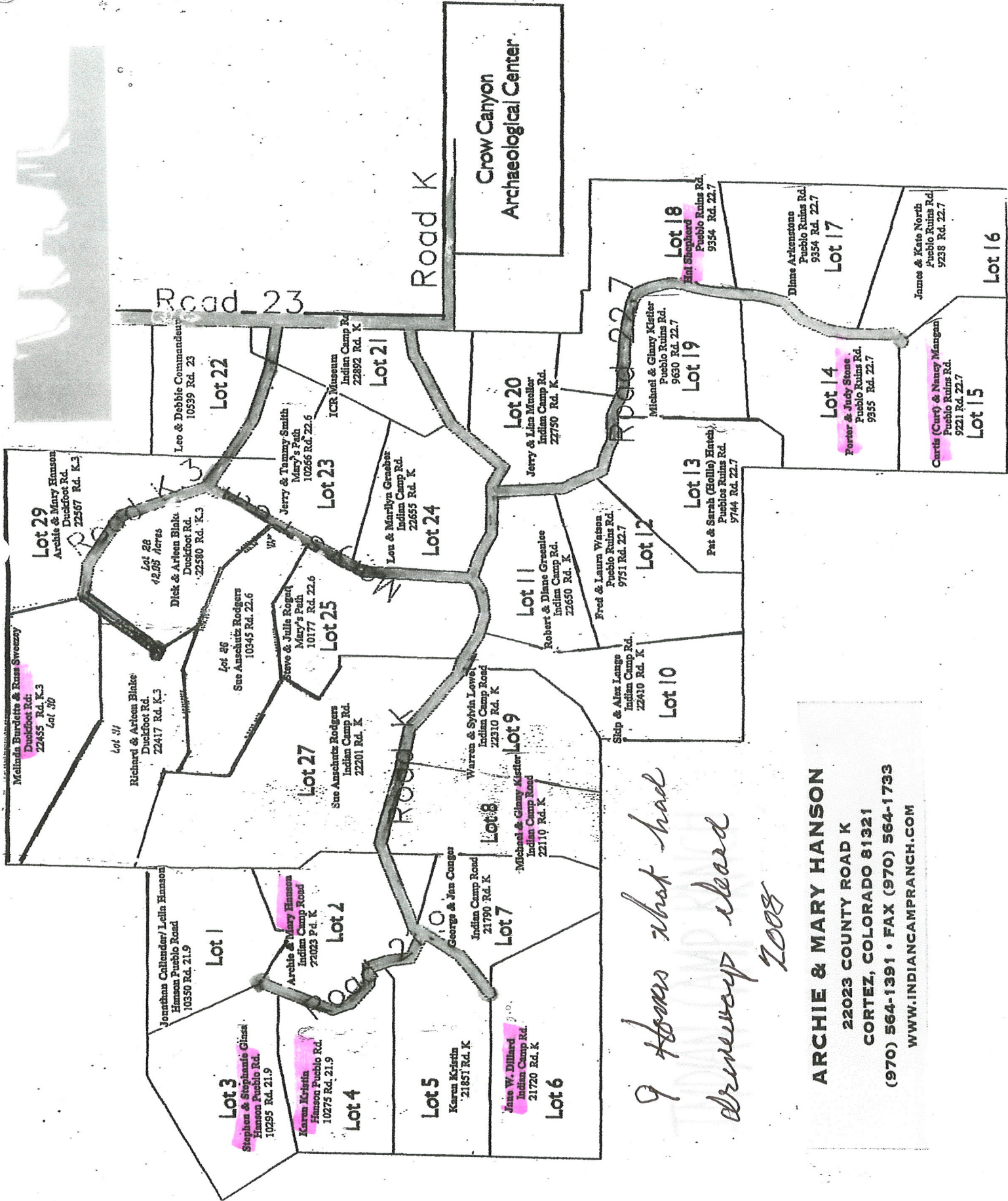
At the last Board Meeting, it was decided to install two signs at the entrances that said, “Open Range” to protect the cattle, also “Neighborhood Watch Warning”, and a “Video Surveillance”. The fake video cameras are ready, the Neighborhood Watch signs are here, but I am still struggling with the Bull Head that signifies cattle. The spirit is willing but the flesh is weak. It will be finished soon.

Ernie Maness, the surveyor, has finally finished the map of the entrance I requested and I now await the legal description to be written.

I am continually occupied with the Ranch upkeep and enjoy seeing the fruits of our labor. Everything costs more and takes longer, but we shall prevail.

Sincerely,

Archie E. Hanson, Jr.
ICR Ranch Manager



*9 hours that had
driveway cleared
2008*

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