

CMR HOA Roads Committee

Wednesday, March 9, 2022 Meeting Minutes

Attendance:

Chris Hinds – Meeting Leader   Terry Wheeler   Stan Mattingly   Robby Moy   Kathy Wyant  
Phil Mayor   Diane Cherbak   Doug Freddes   Stephanie Morton

Attendance via Zoom:   Phil Bock   Tim Bolyard   Roy Wilkinson   ?

Meeting was held at the Robby Moy residence garage and called to order at 6:00 pm. There was attendance capability via Zoom for this meeting. Thank you to Robby Moy for facilitating resolution of the Zoom technical issues as they arose during the meeting.

Road 35 hard surfacing investigations – Chris and Stan have been investigating costs and technical feasibility issues for potential hard surfacing installation on the first mile of Road 35. Many phone calls were made to contractors to attempt to acquire this information for different hard surfacing alternatives, including a process called Otta Seal. The basics of the Otta Seal process was explained to the meeting attendees. The Otta Seal costs can be displayed as an alternative in a life-cycle costs spreadsheet (among other hard surfacing alternatives) to compare long term costs versus the status quo alternative of applying mag chloride treatment or doing no road maintenance every year. For the length of road which would be hard surfaced, there would be a savings of the mag chloride application costs. Information and potential costs for Otta Seal specified bituminous binder/oil type product has been difficult to obtain but a cost figure of \$3.80/gal for the oil was obtained shortly before this meeting. This cost represents a radical increase from the cost of 10 days ago of \$2.50/gal for which costs financial feasibility of performing any hard surfacing was considered viable for the 2022 road maintenance annual cycle. An estimated CMR Road 35 (at mail boxes) traffic count figure of 400 vehicle/day has been used in preliminary discussions with contractors and material suppliers who were successfully contacted by phone and we have been advised that this traffic count figure is very large for a gravel road in our climate zone. On the basis of this cost increase to this key Otta Seal ingredient, a hard surfacing project will need to be deferred to the future. Asphalt millings placement as a hard surfacing alternative was also discussed and this alternative was shown to be infeasible as the only local resource for this material does not sell to the general public. Decreasing the mag chloride application rate or even outright eliminating it altogether for road maintenance cost savings was discussed but this alternative has many drawbacks chief of which are increased rate of road surface failure and fugitive dust.

There are some CMR HOA members who do not believe hard surfacing is warranted for various reasons chief of which are costs and potentially higher speeds on the hard surfaced segments. These concerns are recognized and certainly speed as an issue can be mitigated with traffic calming measures. The committee discussed the need to use Survey Monkey to attempt to get a better understanding of the consensus of the HOA as a whole on the issue of hard surfacing.

Road 35 upcoming work - Additional Road 35 work will involve rebuilding of the curve which is the broad sweeping curve two curves to the south of Road J.7. Flexible road delineator posts will be placed on the inside of this and other rebuilt curves to keep drivers from cutting the inside of the curve and causing breakdown of the rebuilt road surface shoulder and the widening of the travelway. Mag chloride road treatment application from the entrance oil mat hard surface to Road K.3 will occur in mid to late April.

Road K.3 will receive a lighter coating of mag chloride at the same time Road 35 is treated also. The east side bank of the road cut on the entrance oil mat segment will be moved further eastward, the slope made shallower and the lateral drainage ditch restored by a contractor.

The speed humps purchased by private donations to the HOA in 2021 will be reinstalled in locations to be determined. Additional sections to lengthen the speed humps will be purchased and added so that the speed humps will be as long as the travelway is wide. The sign posts marking the road sides of the speed hump locations will be moved to the very end of the speed humps so there will be no space for vehicles to avoid the speed humps as was seen in 2021. The committee discussed the need to use Survey Monkey to attempt to get a better understanding of the consensus of the HOA as a whole on the issue of speed humps and other potential traffic calming (speed control) devices.

Road J.8 work – It was discussed that both road prism and the lateral drainage ditches will be reshaped and some of the 2021 HOA budget carryover funding will be used to provide for the purchase and placement of material for needed additional surface roadbase.

General roadwork – pothole patching and culvert repair and maintenance (with unpaid HOA volunteer laborers and purchased materials), surface maintenance grading (with the unpaid volunteer operated HOA grader) after precipitation events, general dust abatement watering (with the unpaid volunteer operated HOA water truck) and adding roadbase (purchased materials spread with the unpaid volunteer operated HOA grader) to the surface of several road segments to provide more crown will be ongoing.

Equipment maintenance – will be performed on the HOA grader and water truck on an as needed basis by unpaid volunteers.

Budget and workplan - There is a new (new to 2022 HOA budget expenditures) budget protocol where contracted or purchased resources over a certain dollar threshold will need to have a requisition completed and submitted for HOA BOD approval. The CMR HOA budget road maintenance portion is roughly \$55K/year. A discussion before the BOD should mention the deferral of a hard surfacing project to a future annual road maintenance cycle and hence the need for a \$20K +/- road budget funding earmarked set aside/carry over should be established within the HOA budget.

Roads stakeholder meeting – the basics of a stakeholder meeting were explained and a consensus was reached that another meeting this spring of 2022 would be beneficial. No firm date was set.

Snow plowing – thank you to CMR resident Dave Oswald who operated the snow plow and cleared CMR subdivision roads during the late Feb/early March snow event in Chris Hinds' absence that week.

Next Roads Committee meeting - 6:00 pm Wednesday – May 11, 2022 at location TBD.

Today's meeting was adjourned at 8:00 pm.

Respectfully submitted.

3/10/2022

Stan Mattingly