

## 9/13/23 CMR Road Committee Board Meeting Presentation

### Discussion

The Committee would like the Board to consider a motion to protect Roads budget carryover from one HOA fiscal year to the next via a dedicated bylaw to this issue.

### HOA Roads Budget

Stephanie M. reported the following remaining amounts in the 2023 HOA budget remain for expenditure  
\$4900 for equipment maintenance  
\$20,700 for identified road maintenance projects  
Committee members request that a separate account be established for road maintenance

The technical and fiscal feasibility for Rd 35 hard surfacing capital project discussion coordination between the Committee and the Board is needed before an HOA dues increase issue is placed on the annual ballot

### Road Committee membership

Members are needed from Roads J.7 and J.8

### Projects

2023 Mag chloride applications – two mag applys have been completed in 2023. The 2<sup>nd</sup> mag apply was impacted by a rainstorm less than two weeks after the apply, reducing the effectiveness of that apply somewhat.

The following projects are in the current 2023 Roads Workplan Budget and Committee intends to complete these before winter season

Road J.7 repairs – culvert materials have been acquired and are on hand but contractor service acquisition for trackhoe needs to be finalized for the culvert at end of J.7. Committee will attempt volunteer equipment use to clear a plugged culvert on J.7.

Road K.1 West drainage improvement- this project needs further Committee scoping as the area is very flat but can be done by HOA volunteers and equipment with potential required culverts and roadbase purchased and haul services acquired from outside sources.

Rebuild Rd 35 cul-de-sac eastern ditch – this project can be done by HOA volunteers and equipment (HOA road grader) with roadbase purchased and haul services acquired from outside sources

Committee will experiment with a motion camera to record vehicular traffic count at the entrance.

### CMR Roads Maintenance and Use 101

Committee has Charter and Standing Administrative Process documents published and posted to CMR website

Committee and maintenance volunteers are unpaid. CMR owned equipment expenses incurred are reimbursed.

Current CMR owned equipment roster: small road grader and water truck, 2 road work signs, 2 water pumps, 700gallon water tank, misc suction and discharge hoses

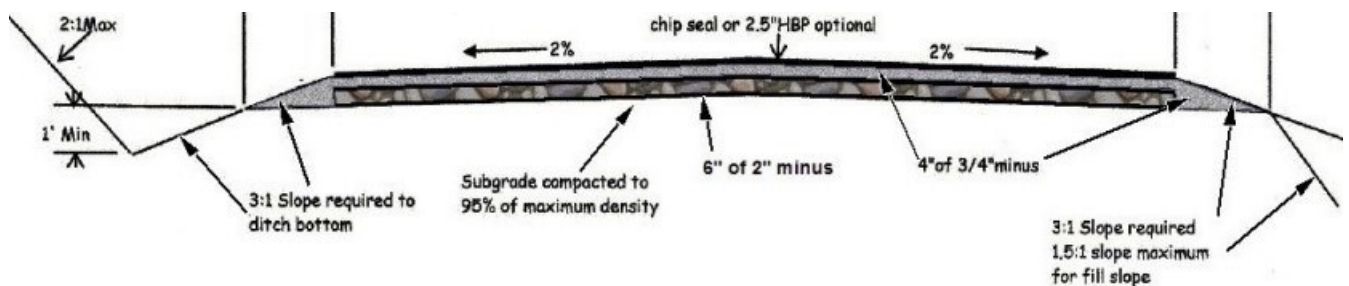
There are 10 miles of CMR roads to be maintained. Road ROW, drainage and surface maintenance issues are generally addressed in the warmer months through a CMR BOD approved Roads Workplan and Budget line item. Winter season snow plowing has a separate CMR HOA Budget line item and is coordinated by the BOD through a paid contractor, not by road committee volunteers.

The Roads Committee strives to maintain the CMR roads system through various strategies:

Since most CMR roads are currently gravel surfaced, the Committee has learned that the best way to maintain the gravel surface is through the use of magnesium chloride applied to the higher use road segments. Lower traffic segments are graded when weather will provide moisture so that the road surface will consolidate and pack with traffic. Using a contractor to roll the road surface can help jump start this process, but additional moisture through rain or the water truck is still necessary.

The existing hard surface at the entrance is one layer of chip seal. It was never meant to last 25 years without further applications of chip seal, but the time for those applications was 15 years ago. This segment is currently reaching the end of its service life. Committee will remain in the mode of patching this segment for the foreseeable future, until budgeting can be worked out to replace the hard surfacing of this segment, or possibly hard surface farther into CMR to reduce maintenance cost and time of the most heavily travelled segments of CMR roadway.

The ideal CMR road section:



The passage of traffic wears at the 3/4" minus road base layer constantly. Dust blowing away is this roadbase layer wearing and leaving the road. The heavier the traffic volume, the faster the loss of road base.

When larger rocks from the sub base become visible in the road driving surface, there is no 3/4" minus road base as the running surface. Grading becomes difficult if not impossible, mag treatment has less ability to sink into the roadway and remain effective. All 10 miles of roadway in Cedar Mesa have been surveyed and are at critically low levels of roadbase cover, with on areas found with more than 2" of cover, and almost all 10 miles at less than 1". With the present budget limitations, the roads cannot be brought up to the ideal standard in a timely manner if at all.

Adding just 3" of road base to all 10 miles of CMR roads would cost more than \$300k. While this would make CMR roads much better overall, it is simply not feasible. The roads committee will be working with the BOD in 2024 to try to figure out how to achieve our goal of further road improvement.

## Road Users

Cedar Mesa Ranches is a community where many residents hold values for outdoor activities and wildlife coexistence. Current and future residents should acknowledge that, since CMR subdivision does not have sidewalks nor recreational trails, there are non-vehicular uses of CMR roads and should expect these uses to occur at the same time a resident is using a vehicle. These uses include pedestrians (with and without pets), bicyclists, equestrians and wildlife. Vehicular users should observe speed limits with the expectation to adjust to lower speed around so as to be considerate of non-vehicular users.