

Greetings Cedar Mesa residents

With 2018 now behind us, the roads committee would like to convey our thanks for the help and positive feedback that we received from many residents over the past year. We hope that residents found the road conditions mostly favorable, and we will continue to strive to do our best to improve them as much as possible with the budget we have been provided.

We feel that it is important to point out right away that the roads committee has only limited affiliation with the Board. Our task is to take the money that is allocated by the board for road maintenance (Approximately 80% of the overall annual budget) and spend it in the most productive manner possible. We do not set policy, enforce covenants, etc. We are all volunteers, and in 2018, none of our members were reimbursed for time, fuel, equipment maintenance, etc. Any time you saw people working on our roads, they were volunteers, not paid workers. Please show them the respect they deserve and SLOW DOWN as you pass where they are working.

We'll cover the items for 2018, then get into more details for those interested.

2018 ACTIONS COMPLETED (See map too)

- Culvert on Road 35 just north of J.8 replaced; lengthened and raised for better outlet flow
- Two culverts on Road 35 extended to keep road from narrowing at culvert
- Numerous sections of washboard on Roads 35, K.3, J.8, and J.7 periodically groomed
- Gravel under guard rail on Road 35 recovered into roadway
- Road 35 from entrance to Road J.7 treated with mag chloride
- Steep part of hill on Road 35 (~3/4mi) treated with mag chloride
- Road 35 from Road J.7 to Road K.3 (~1.2mi) received 2" roadbase and treated with Earthbind
- Road Committee reps met with County Staff to explore green sign status
 - County would designate roads with green sign as seasonally maintained primitive
 - County Sheriff would then have authority to enforce speeding violations
 - Roads with green sign would be open for oil and gas activity and publics to access
 - At end of 2018, decision made to keep red sign status (Risk of oil/gas development a big factor)

Issues not resolved, carried into 2019

- All roads have little to no road base over sub base ("Gravel" is too thin.)
- Traffic continues to go faster than is ideal for our road conditions and volumes
- Ditch maintenance for drainage and safety (Ongoing, really)

- Secondary roads need more crown, 35 needs more crown in some places.
- Many roads are over-width, making them more expensive to maintain than is necessary
- Several culverts still need extending and/or cleaning
- Dust abatement will still need to be applied

KEY NEEDS

- More Roadbase everywhere (See map)
- Proper crowning everywhere
- Treatment for heavily travelled sections
- Note that all of the above require money and time!

2019 PRIORITIES

- Assessment of road surface treatments for cost and effectiveness, treatment of 2 miles of 35
- Extend and clean remaining short or plugged culverts
- Restore proper ditch along entrance road, widen to make a ~1' gravel shoulder outside the chip seal surface.
- Prep 35 from entrance to ~J.8 for eventual chip sealing.
- Continuation of internal roads assessment to provide direction for best use of available funds.
- Coordination with residents on untreated roads regarding application of fossil water if available

Expenses for 2018:

Water - RW Trucking	8,217.50
Grading -Dale Murphy	14,394.85
Roadbase - various	18,954.97
Trucking - various	5,066.25
Mag - GMCO	6,150.00
Earthbind - IWS	9,796.56

CMR 2018 Road Network Completed Maintenance Actions

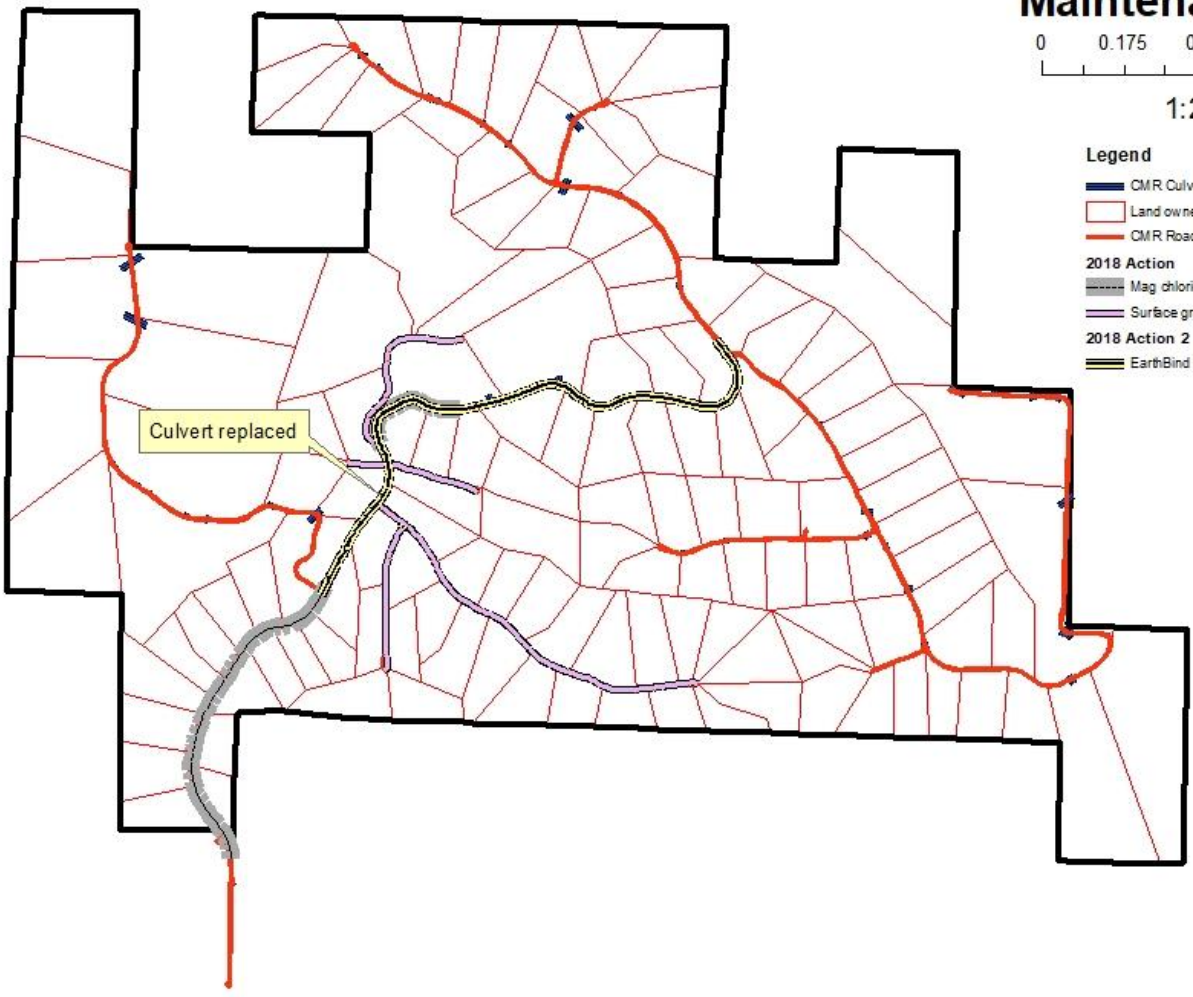
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Legend

- CMR Culverts
- Land ownership parcels w/in CMR
- CMR Roads
- 2018 Action
 - Mag chloride treated - May, 2018
 - Surface graded by anonymous
- 2018 Action 2
 - EarthBind treated - July, 2018



Culvert replaced