

## **Attendance and Opening Proceedings**

- Meeting opened in the morning with board members and community present; chair noted a full board was not in attendance.
- Pledge of Allegiance was recited.
- Chair made opening remarks emphasizing:
  - Board members are volunteers from the community trying to help the community progress.
  - The community is among the few road boards (and referenced water boards) in the state with this structure.
  - Prior period had low board participation (at one point only three board members), and appreciation was expressed for current volunteers stepping up.

## **Approval of Prior Minutes**

- Minutes from the prior meeting (referenced as February 19) were presented.
- Motion to accept the minutes was made and seconded; vote passed unanimously (recorded “Aye” votes).

## **Special Meeting and Website/Webmaster Items**

- A special meeting was referenced as having been properly posted (discussed as February 19 in the dialogue).
- Topic: concern that the community might have to pay \$1,000/month for a webmaster/website.
- Update: Darryl agreed to continue without charging, staying in place until a new webmaster is found.
- Immense Impact website services were approved (from the special meeting):
  - Annual subscription: \$421 (noted as “divided in half” between road and water boards).
  - Setup and transfer fee: \$529.50.
  - Site will remain largely the same; training will be provided remotely (company based in Texas).

## **Treasurer’s Report and Financial Position**

- Third quarter financials were reported:
  - Starting fund balance: \$237,000.
  - Ending fund balance: \$246,000.
- Road work bills:
  - No bills received yet from Cameron at time of report.
  - One bill noted from Perkins for \$786.
- Motion to accept the financial report passed unanimously.
- Annual funding mechanism and timing:

- Road district revenue comes from a line item on property tax bills (e.g., “Timberland Road”), routed through the county with strict controls.
- Approximate annual intake stated as about \$85,000/year, often requiring carryover/savings to fund larger projects.
- Total funds on hand discussed as about \$250,000 due to saving over time.
- Snow removal typically costs about \$20,000–\$30,000 in winter; this year was mild, reducing spend.
- Property tax second-half payments timing: funds generally appear about a month after due dates; surges occur around October and after the second-half payment period.

### **Budget (FY27) Status**

- FY27 budget proposal could not be located during the meeting.
- Plan stated to obtain it and have it ready for approval around July; chair indicated having already spoken with someone about the process/requirements.

### **Road Maintenance and Repairs: Current Conditions and Key Issues**

- Current state and approach:
  - Multiple speakers described roads deteriorating and “losing roadway,” with patching viewed as temporary and often ineffective.
  - Emphasis that water management is critical: bar ditches and drainage must move water off roads to prevent undermining and erosion.
  - Community noted as a “primitive road area,” with acknowledgement roads will not reach “downtown” standards, but maintenance must improve.
- Areas specifically referenced:
  - Old Elk: ongoing work; not complete and not fully to desired standard yet.
  - Bulldog: identified by chair as top priority to “finish,” make clean and drivable.
  - Juniper Ridge: concerns about undermining and shoulder loss; also a specific problem area where water runs into a property at the end of the road; need new culverts and bar ditches.
  - Wildcat (east end) cited as an example of severe deterioration.
  - Homestead Trail and Deer Run mentioned as having unpatched holes; a large hole on Deer Run was requested to be spray-marked again for visibility.
  - Ponderosa mentioned as particularly bad/crumbling.
- Property-owner responsibilities:
  - Chair stated homeowners should clean/maintain driveway culverts to support proper water flow; culverts that go through the road itself are not homeowners’ responsibility.

### **Contractor Discussion: CC Painting (Cameron) Contract and Performance**

- Chair expressed appreciation for some work completed but stated Cameron had not met requested commitments for dedicated, continuous work focused solely on the community.
- Contract renewal situation:

- Renewal was discussed as being late (dates referenced included January, March, and March 8).
- Chair initially proposed extending Cameron/CC Painting for a two-year renewal while keeping the option to cancel if commitments were not met.
- Contract termination clause was read into the record:
  - Agreement term: two years unless earlier terminated.
  - Termination possible with written notice (referenced as “90” with “(30 days)” in parentheses in the discussion).
  - Reasons include substandard work and inability to perform.
- After discussion and public comment, the board decided to table/hold off on extending the broader contract at this time.
- Concerns raised about current patching methods:
  - Reports that patches are being placed without adequate cleaning/prep and without sealing, leading to washout after rain.
  - Suggestion that equipment used (backhoe) is not ideal for bar ditch work compared to a larger/appropriate bucket (e.g., similar to county equipment).

## **Community Input and Alternative Approach: Road Preservation/Chip Seal Proposal**

- Mark introduced Jake Robinson (community-connected; family in the community since 1999; intends to build).
- Jake’s perspective:
  - Differentiated “patching” vs “maintaining/preserving” roads.
  - Advocated preservation treatments to prevent water entry and UV damage (seal coat/slurry/chip seal concepts).
  - Stated chip seal can add ~7–10 years of life if applied appropriately, but potholes should be addressed first (mastic/hot patch) and drainage issues resolved.
  - Noted many roads may be below ~60% PCI and “beyond repair” for simple preservation, implying mill-and-overlay would be needed in worst cases but is very expensive.
  - Proposed to survey all roads and deliver recommendations and budget estimates by road/service type.
  - Indicated staffing and realistic start timeline of 30–45 days for a project, noting the company is expanding into Arizona with 20 employees.
- Grant funding:
  - Chair noted uncertainty about grants; referenced prior discussion with “Blake” that grant opportunities may exist where water and road needs intersect.
  - Chair plans to set an appointment with Blake after a family medical situation stabilizes; intends to include Richard in meetings for accountability/oversight.

## **Motions, Decisions, and Next Steps**

- Road maintenance procurement:
  - Motion passed to put out a bid for road maintenance work (board vote recorded with “Aye” votes).

- Chair and treasurer indicated they will coordinate to ensure the bid process is done properly, including legal posting requirements (three written bids; posting in a newspaper for multiple consecutive weeks; set bid due date and scope).
  - Discussion included whether to advertise beyond the local area (e.g., down in the valley) to reach more contractors; decision was to follow legal requirements and consider broader advertising if appropriate.
- Snow removal:
    - Motion passed to move ahead with Cameron for snow removal only at this point (vote passed with “Aye” votes).
    - Board will work on developing a clearer proposal/contract approach for scope and standards, and consider separate bids for snow removal if needed.
- Cameron contract renewal (general maintenance):
    - The earlier motion to extend Cameron’s full contract was tabled/held off pending clearer scope/standards and bid process outcomes.
- Meeting adjournment:
    - Motion to adjourn was made and seconded; vote passed; meeting adjourned.

## **Risks, Constraints, and Considerations Highlighted**

- Budget constraints:
  - Approximately \$85,000/year inflow limits ability to fund major reconstruction; need to prioritize preservation and drainage to avoid escalating costs.
- Seasonal timing:
  - Summer cited as ideal for road maintenance due to curing conditions.
- Operational dependency:
  - Cameron is local and currently fulfills multiple roles (maintenance/prep and snowplowing); replacing all functions may require multiple vendors.
- Quality control emphasis:
  - Strong consensus that repeating failed patchwork increases costs; need standardized prep/seal steps and drainage-first approach (bar ditches/culverts) to protect investments.

### Meeting Summary

A community road/water board meeting opened with the Pledge of Allegiance and brief remarks emphasizing that board members are community volunteers trying to help maintain local infrastructure, noting the difficulty of staffing volunteer boards in the past. Minutes from the prior meeting were approved.

The board reviewed a recent special meeting regarding website management costs. Concerns about potentially paying \$1,000/month for a webmaster were resolved when the current webmaster agreed to continue temporarily at no charge until a replacement is found. The board previously approved switching to “Immense Impact” for website services: an annual subscription cost of \$421 (split across boards) plus a \$529.50 setup/transfer fee. The new site will largely

resemble the current one, with remote training (vendor based in Texas) enabling board members to post information themselves.

In the treasurer's report, the road fund balance increased from about \$237,000 to about \$246,000 for the quarter, with limited expenses recorded so far (including a \$786 Perkins bill). Additional contractor bills (not yet received) were expected. The financial report was approved. A budget document needed for later approval was not available at the meeting and was deferred, with intent to finalize around July.

The main discussion focused on road maintenance, repairs, and drainage. The current road contractor (Cameron/CC Painting) has been patching potholes and working on Old Elk, but multiple attendees criticized the approach as temporary "band-aid" work that lacks proper preparation and drainage control, leading to repeated failures after storms. Bar ditches and water runoff were emphasized as critical, with reports of road edge loss and undermining—particularly along Juniper Ridge—and concerns about culverts and ditch maintenance. The board also reminded residents that driveway culverts are homeowners' responsibility to keep clear, while culverts under the roadway are not.

A community member, Jake Robinson (connected to a road-preservation company with long experience), described preservation options for chip-sealed roads, including seal coats/slurry/chip-seal maintenance to protect against water intrusion and UV damage. He recommended a full road assessment and prioritization plan, arguing that preserving roads now is more cost-effective than ongoing patching and helps avoid eventual multi-million-dollar repaving. He estimated a potential 7–10 year life extension for roads with appropriate chip-seal work, paired with proper patching and drainage improvements, and said his team could potentially start in 30–45 days, though the district would need to follow formal procurement rules (multiple bids and required public notice). Grant funding possibilities were briefly discussed, especially where water and road work overlap, but no definite grant pathway was confirmed.

The board discussed that road funding comes from a dedicated line item on residents' property tax bills; collections are handled by the county and remitted monthly with seasonal "surges." Annual revenue was described as roughly \$85,000, with current reserves around \$250,000, while also needing to retain funds for potential winter snow removal (commonly \$20,000–\$30,000 in heavier snow years).

A motion to renew Cameron's broader road contract was ultimately tabled due to performance concerns and the desire to define scope and standards more clearly. The board voted to put road maintenance work out for bid. Separately, the board approved moving forward with Cameron for snow removal only (noting he performs well in that role), while exploring other contractors for preservation and maintenance work. Residents raised additional localized issues (unpatched holes on Deer Run and Homestead Trail, culvert-side deterioration, Ponderosa conditions, and damage from heavy construction traffic near Wildcat), and requested more effective equipment and methods for ditching and repairs.

The meeting concluded with public appreciation for a more proactive approach and the intent to pursue bids and a more structured maintenance strategy. Meeting adjourned.

53:00

Ask AI

Create

Share