

**HIGH LONESOME RANCH ESTATES  
ROAD COMMITTEE  
MEETING MINUTES**

Date/Time: 6 April 2021 / 4:30 PM

Location: 10647 N Stagecoach

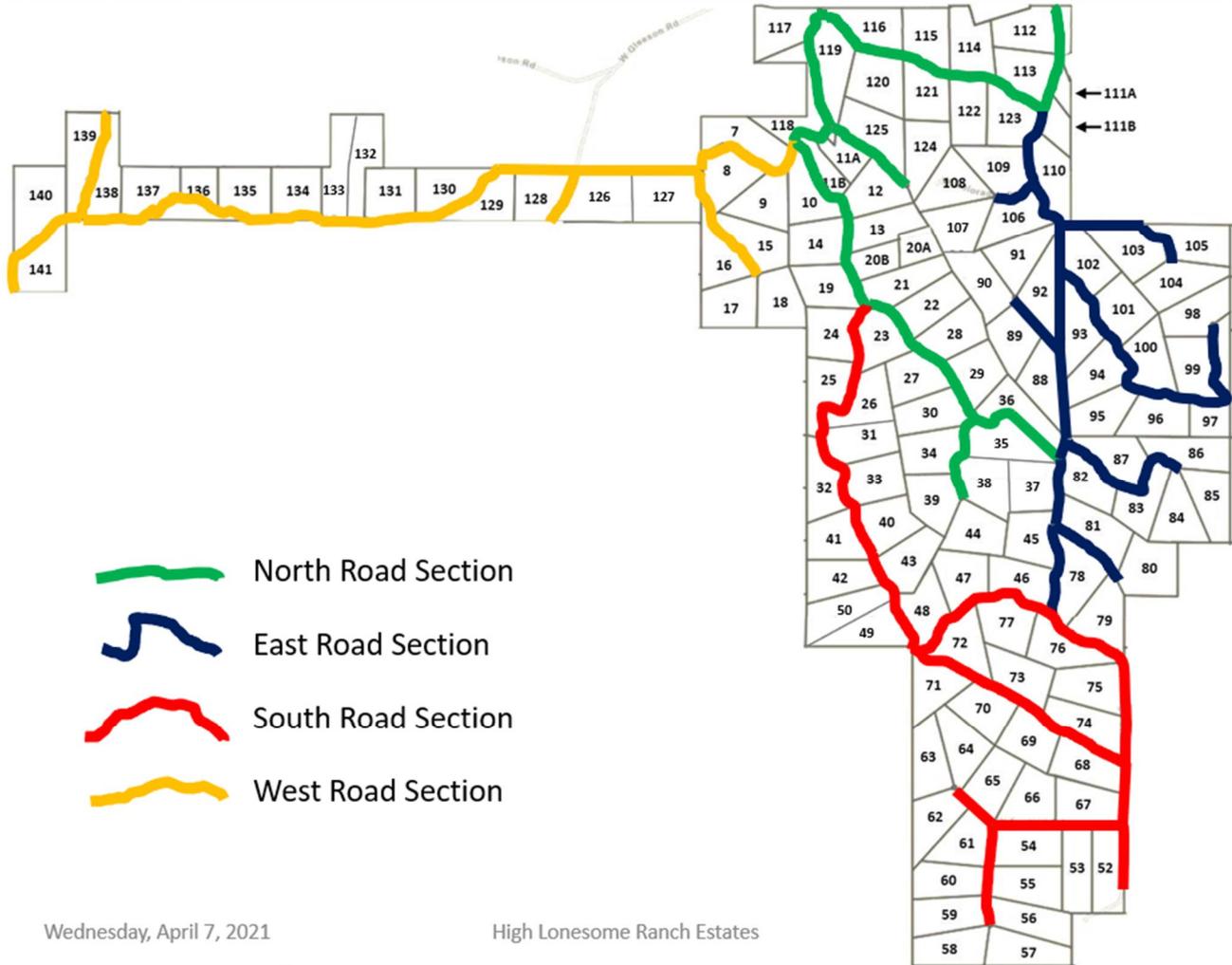
Attendees: Keith Stanford  
Nate Tribby  
Todd Miller  
Tommie Smith  
Randy Kling

1. The existence of three similar documents (Road Committee Mission, Road Committee Duties, and Road Committee Charter) was briefly discussed and there was consensus that consolidating into one revised document in the future would be appropriate.
2. Mr. Crosby was absent, so discussions regarding specific options regarding road grading arrangements with the current grading company were deferred to a future committee meeting.
3. Documents from the road committee website page were presented and discussed, and additional documents used in years past by the committee (presented by Mr. Stanford) turned the discussion to sections of roads with chronic problems that would most benefit from preventive measures. There are various preventive measures, and most are relatively expensive. Therefore, in sections where more than one preventive option is practical, the cost and duration of prevention for each option need to be calculated to provide a realistic estimate of the monetary return on investment that can be combined with road-damage avoidance projections to be presented to the association as justification.
4. The tendency to perceive road maintenance, road repair, and road issue prevention as competing interests for one pot of resources exposed the need to add road issue prevention as a separate and distinct budget item in future budgets, as road maintenance and road repair have been separate items in current and recent budgets. For all three elements of road service, there was consensus that the committee should provide options to the association that are accompanied with estimates built from researched factors.
5. The committee recognizes the need for long-range strategies. Our long-range strategy includes the committee's commitment to managing road costs efficiently and transparently, because association members deserve passable roads and confidence that their resources are not lost to waste or abuse. That strategy also recognizes that costs are driven by weather and that the mild weather of the recent past is likely an aberration, meaning that road-service costs of the past few years were significantly lower than we should expect (many information sources are predicting the 2021 monsoons to be more severe than in 2020 or 2019).

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6. The final topic of discussion centered on evaluations of the roads. The committee foresees periodic and/or scheduled evaluations both in advance of road work and after road work (to ensure contracted work was performed). To facilitate such evaluations, the committee divided the entirety of HLR roads into four sections (see map below) and will assign each section to a committee member for evaluation.



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High Lonesome Ranch Estates

Next meeting: TBD

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