

Neighborhood Meeting Minutes July 17, 2009

Re: Goldfield Ranch Road Maintenance or Road Improvement

Requested by Marty White and Janet Heekin, who co-chaired the meeting

Attendees: Phase I: Dottie Dudgeon, Jean Erkelens, Janet and David Heekin, Joey Patrizzi; Phase II: Theresa Franklin, Marty White; Phase V: Alan Glenister

Purpose of Meeting: Review road improvement and maintenance options researched and performed in the past and formulate an idea to present to the GPOA board at the next meeting for a new maintenance option.

Intended Outcome: Prepare a request for a new type of road maintenance and / or product to be presented to the GPOA board as one idea from the community.

A discussion ensued regarding options for road improvement and road maintenance. Some of the attendees had attended a recent workshop in May of 2009 sponsored by John and Suzanne Splettstoesser and several other residents at the home of Virgil and Anne Dutton and conducted by William Heiden, P.E., and an expert in dirt road maintenance programs.

It was noted that during that workshop, the engineer had stressed the importance of having the proper soils in the road base, necessary compaction, 4-5% slope from a center point, or 'A' shape contour of the road cross section, and proper side slopes are recommended to reduce the overall costs of a dirt road maintenance program. Using his proven formula, Mr. Heiden significantly reduced the costs for the Western Counties road districts that employed him for most of his career.

The next step, after preparing the road to the Heiden standards to compress the soil and keep the road base from blowing away was to use an additional treatment of Magnesium Chloride, (MgCl₂). A quotation was received from a Magnesium Chloride application company and is attached to these minutes.

It was noted by Mr. Heiden, that when average daily trips, (A.D.T.) exceed 448 per day, that the Magnesium Chloride application may require some surface treatment that could withstand the greater traffic loads, and the one he tested for the greatest economy was double chip seal. In those cases, the Magnesium Chloride over a Heiden standard prepared road base served as the base for double chip seal.

Questions were raised regarding the cost of a different (from our present) maintenance program and how it might be funded. The phase owners present agreed that whatever the maintenance or improvements may be, that it might be best to keep them separate and distinct for all phases since the soils and site conditions vary among the phases and each phase has different traffic loads which may require different intervals of maintenance. It was noted that there has been no grading in Phase V for 5 years on Overdrive and still the Phase 5 property owners are paying into the general maintenance fund.

The advantages and disadvantages of the new grading standard were discussed as well as the same for previously researched surface treatments and are listed below:

| | Advantages: | Disadvantages: |
|---------------------------------|---|--|
| Heiden Std. Grading: | Reduce grading costs over time Recommended for best economy for any ensuing surface treatment Directs traffic for best surface wear | Increased initial labor costs New base material cost, TBD |
| Present grading program: | Status Quo, no change needed | Washboards back within 7 days Existing roadbed has eroded away Dusts away with each vehicle trip |

Options for Surface Treatment:

| | Some Advantages: | Some Disadvantages: |
|---|---|--|
| None: | No change needed | Continues grading at \$60 K per year, erosion |
| Paving | County would maintain roads Ends grading program | Highest initial cost, \$1M per mile County standards apply for any paving project in PM-10 dust containment area funded through taxes. Hillside area requires additional engineering work Private easement constraints apply: Easements must be abandoned or condemned Paid through secondary taxes on assessed valuations |
| Double Chip Seal | Potential surface for present 450 A.D.T. count easements Ends grading program | \$100K per mile plus initial base prep (\$ TBD) Private easement constraints may apply Planning and Zoning approvals Drainage studies needed which may increase overall costs to treat wash or drainage areas differently due to chip seal being similar to non biodegradable asphalt. Reapplication intervals 3-4 years, (\$ TBD) |
| Polymers (Dust Shield) (Soil-Sement) (Soil-Tac) | Compact soil and suppress dust Ends grading program Biodegradable | \$17K – \$ 100K per mile plus base prep (\$ TBD) Private easement constraints may apply Planning and Zoning approvals, drainage studies Reapplication intervals, yearly, varies (\$ TBD) |
| MgCl₂ (Dust Gard) | Compacts soil and suppresses dust Economical product for lower than 450 A.D.T. easements Absorbs water, biodegradable Drainage approval likely Ends grading program | \$5K per mile plus initial base prep (\$ TBD) Private easement constraints may apply Planning and Zoning approvals Water intensive during yearly application, (\$ TBD) Two applications the first year, and decreases over time Yearly reapplication example: \$5K for 12 mi = \$60K |

Actions Items:

- 1) This group agreed to send out these minutes to the community and ask for additional feedback. If someone in the community has an idea that provides a solution for improved maintenance, it would be appreciated and noted prior to the regular board meeting of the GPOA meeting, Tuesday 7-21-09.
- 2) This group agreed to have the co-chairs of this meeting ask the GPOA board for a test strip of the MgCl₂ to be applied over a Heiden standard graded surface for one mile at the entrance of Vista del Oro and for one mile at the entrance of Goldfield Road to see if after 6 months this grading method and product application would help stabilize the surface of the road. No grading would be required for these areas during this test period. The MgCl₂ application company is offering one mile of product for no charge if the GPOA purchases one mile of product. The costs for the grading prep and fill dirt are being investigated and will need to be factored into the overall price for these two test strips.

It is this group's feeling that the MgCl₂ treatment is the most cost effective and efficient method of road improvement at this time for Goldfield Ranch. It is our understanding that GPOA has sufficient funds on hand to provide for the test strips.