

# Indian Rest South Meeting – Minutes

## 2020.06.11

Attendance: Michelle Buescher, James Buescher, Malisa Blessington, Steve Blessington, Mike Crawford, Julie Ruzcek, Nat White, Shanon Stuart, Scott Stuart.

**Pre-meeting.** The meeting began with introductions from all members, a welcome to the Bueschers as guests, and an invitation to join the meeting as members with a signed agreement. The Bueschers signed their copy at the meeting; the Stuarts submitted their previously-executed agreement. Mike explained that Tom and Kelly Kramer, owners of lot 135, had planned to attend as guests, but were quarantining due to a flight to Atlanta. They have a copy of the agreement as per email discussion.

Steve Blessington then opened with a thank-you to Mike Crawford for work done over the past six years, adding that while the standard of work was much appreciated, that members might be looking for a more economical standard moving forward. Mike thanked Steve, said he understood, and added that if the group decides on less work than has been done in the past, that will probably work for everyone – less expense for the group and less effort for the people doing the work.

**Agenda.** Discussion, modification, and approval. Agenda submitted via email approved unanimously.

**Agent.** Review agent tasks per agreement, pick a member for the role, vote. All agreed the Agent tasks were clear, no requests for changes. Mike said that he would be willing to serve as Agent, at least to get things started, but that he also had no specific goal of filling that role, and would be just as happy if someone else were to take it on. No volunteers. Julie nominated Mike for Agent, Nat seconded, passed unanimously with Mike abstaining.

**Maintenance - schedule.** Review the maintenance schedule, modify based upon discussion, vote. Mike summarized the maintenance plan shared via email. The plan's goal is not to keep things pretty, but to achieve the least effort and expense over time. Plan overview: a) cut brush to keep safe views during the year, and allow leaf blowing / raking in the fall, b) keep the ditches and culverts open, and c) keep the road surface and shoulders intact. Maintenance can be done more frequently with string trimmers and leaf blowers, or less frequently with brush cutters and large blowers and rakes; whoever does the work has the option to decide. Mike moved to approve the plan, Steve seconded, passed unanimously.

**Maintenance - grading.** Discuss and approve a frequency scheme that preserves the road without padding expenses. Prior to 2016, portions of the road would wash out and members would get together once or twice a year to fill the gullies with reclaim, pack them down, and rake them flat. Since that time Mike has been grading the road several times a year to smooth out the surface so gullies don't form. Wetty charged \$700 the last time he graded the road, and said "small grading passes" cost the same because they take the same time and labor.

Since using Wetty to keep the road graded would be expensive, and since his grader caused so much surface material to wash into the ditches, Mike offered to continue grading up to four times per year for a total of \$700. That way no one has to debate whether a grading run is worth paying for – all gradings (up to four) are covered. Money would not necessarily need to change hands; instead, Crawfords could pay a reduced share of other expenses. The Stuarts and Blessingtons will ponder the topic once the group has a plan on how to accomplish and share annual road maintenance expenses and labor.

**Maintenance - general - 2021+.** Discuss and approve a way of sharing/distributing the work and/or coming up with a value. Since it's difficult to get people's schedules synchronized for a single meeting, much less several work parties each fall, Mike and Steve suggested a scheme of taking turns per segment. Julie asked how this would work. For segments 1 and 2 to Julie's house, each current household would take care of that section once every four years. For segment 3, Blessingtons, Stuarts, and Crawfords would take turns, and so forth. This would change as more driveways go in. The Agent, whoever is serving at the time, will keep track of whose turn is when. Mike offered for the Crawfords to finish up 2020 since it's already June, and then we start fresh for 2021. All agreed.

Mike said that his family would want to do the work when it's a Crawford turn, but added as long as the maintenance schedule is followed, it obviously wouldn't matter if others hired the work out. Steve and Julie mentioned they would likely do the work themselves. Malisa asked roughly what this might cost. Mike said that from 17 Peboniwi out to the mailboxes has been taking between 20 and 40 hours per year depending up on rain, snow, and when the leaves fall. On a dry year when there's little erosion and the leaves are down before it snows, less time. On a snowy year with lots of rain, and an early snow fall while leaves are still on the trees, more time.

Steve said it would be nice to see what it would cost to have a landscaper do the work before making a decision. Mike offered to get two quotes from Wetty and Rodsco, the contractors who are providing quotes for upcoming reclaim work. Steve moved to get the quotes and then discuss at the fall meeting. Malisa seconded. Passed unanimously. **Mike will create a maintenance schedule and for the contractors in order to get a useful comparison, meet with them on-site to discuss the maintenance, and get two quotes.**

**Maintenance - general - past.** Mike said that while he's not asking for a check, it would be nice to find some way to address the maintenance the Crawfords have been doing from 2015 through 2021, adding that there was no rush, and anything we do would need work for everyone. Perhaps we could figure this one out over the next year or two as we gain more experience and see the results of the maintenance quotes. Item tabled until more information has been gathered.

**Maintenance - resurfacing - new material.** 274 Indian Rest and Peboniwi discussed new reclaim purchase. Mike and Scott explained that the gravel section of IR Extension and Peboniwi is almost out of surface material, with larger road bed rocks coming up with even very light regrading. Steve asked how often more material is needed. Mike said he had the road redone in 2005, and then a minor resurfacing with two truckloads of reclaim in 2012. So a full run perhaps every ten years. Blessingtons agreed to have the work done and moved to pick a contractor and move forward after the two current quotes come in. Passed unanimously. **Mike and Scott will continue gathering the quotes and will get back to the Blessingtons.**

**Maintenance - resurfacing - binder/stabilizer.** Mike mentioned that he had been doing research on road stabilizers and two have risen to the top: a) Non-ionic Polyacrylamide (PAM) as a periodic stabilizer that is used on cropland and irrigation ditches to cut down on up to 70% to 90% of runoff, and b) Polyvinylacetate (PVA) as a semi-permanent stabilizer that creates a repairable road surface. Both stabilizers are non-toxic to wildlife and fish, neither contribute to automobile corrosion, and both cost less than alternatives in their categories. The Crawfords are contemplating using the semi-permanent PVA solution on upper Peboniwi in the future, and will likely use the PAM once or twice a year until then. The Stuarts and Blessingtons said they looked forward to seeing how things worked out, and would consider using a stabilizer in the future based upon the results.

**Snow removal - expense sharing.** Discuss expense-sharing schemes based upon pro quotes, approve a solution. Mike went over quotes from Coastal, Jerrold's, and Wetty for the 2018/2019 plow season as outlined on the spreadsheet shared via email. The spreadsheet starts with pro quotes, averaged-out from full-season costs in order to provide apples-to-apples comparisons, splits the expenses according to segment footage, and then offers several cost scenarios.

Given the higher-than-expected expenses required to handle the sand barrels and turnarounds, all members agreed to remove these from the expense sharing plan.

For the remaining work, Mike offered to charge a pro-level rate for full runs, but then provide cleanup runs for free. The 18/19 season had 15 full runs and 12 cleanup runs. Reasoning: a) this keeps the road safe for all members without summer residents having to question the cost of plow runs needed by year-round residents, b) this allows additional runs to be made without having to question whether they are worth the expense, and c) it keeps the road scraped down after smaller storms and/or periods of warm weather that melt the surface. This way the road never builds up to a several-inch coating of ice as it has some years in the past. The road is kept safe for everyone, and no one has to wonder if other members or the plow contractor are benefitting from extra plow runs.

Scott mentioned that he looked at the spreadsheet said he was concerned that a multiple runs were listed on days where no snowfall occurred. Mike and Julie both noted that these runs would be free under the proposed system, and Mike explained that these were runs to either clean up after a storm or to scrape down the road as warmer weather turned the surface to slush. This keeps the snow/ice cover down to a minimum, and also prevents the slush from re-freezing into slick ice. Scott then asked why the comparison is with 70% of three quotes. Mike replied that the agreement suggests three quotes in order to prevent a premium quote from skewing member compensation too high, or a lowball quote from a contractor who doesn't show up from skewing it too low. But since we know we can trust Wetty to do good work, Mike said he didn't mind using Wetty as the basis. Scott added that he got a quote from Wetty for \$100, which is substantially lower than the Wetty costs shown on the spreadsheet. Mike responded that the \$100 quote was a bare-bones quote, and didn't include costs that affect the season total like additional runs to wing back snow banks, as well as sanding or chains when the hills are iced. Mike shared that the day he met Wetty, one of Wetty's trucks had slid off the road on the paved section across from Julie's house, and that Wetty inspected Mike's chains and said he should make sure he doesn't plow without them on days like that. Mike said he'd be happy to get a third quote from Wetty that skips sand barrels and turnarounds, while including any charges for sanding and winging. Steve suggested that both Scott and Mike meet with Wetty on-site. All agreed. Mike moved that he work with Scott to get the third Wetty quote, report back to the membership with a new expense-sharing spreadsheet based on that quote, and then discuss and vote at the fall meeting. Julie seconded. Passed unanimously. **Scott and Mike will get an additional quote from Wetty to discuss at the fall meeting.**

Sand barrels. Scott had a concern that sand barrels are placed in non-optimal locations. After discussion, all agreed that all sand barrels are needed in their current spots, and that it would also help to have one more barrel on the southern downhill slope of IR Extension. Scott added that it might be nice to compensate Mike for the barrels that have been built and placed to date. Tabled until the fall.

**Snow removal - past.** Discussion on past snow removal expenses tabled until after an expense sharing system is agreed upon for snow removal.

**Adjourn.** Steve moved to adjourn, Mike seconded. Passed unanimously.