

## 12/10/14 CREPOA Board Meeting Agenda

6:00 PM at Kern Residence

The meeting was called to order by President Jim O'Malley at 6:00 PM.

The board approved Vi Kono as the new secretary of CREPOA.

### **Treasurer's Report**

Treasure, Chuck Bean gave the treasurer's report. We currently have \$3,800.85 in checking. Outstanding bills to be paid include the PSE bill, \$1,600 to be spent for gravel for the connector road hill to Steinert's lot #33, and \$110.00 to John Wallace for spraying and some patching material. Part of the Van Hulle road bond was released for repairs to the chip coat. \$1,600 of his bond was left for gravel for the lower road.

### **Long Range Plan**

The Long Range Plan was discussed. This is a cost effective preventive maintenance plan. The plan will be modified and sent to the board for approval, and then sent out to the membership in a PDF file via e-mail, to encourage member attendance at the annual meeting. (The modified plan is attached for future reference.)

### **Review of Road Bond Policy and Lots 8 & 17 Road Bond**

The bonds for logging were discussed relative to all logging being done at Cherry Ridge, and specifically Chuck Bean's logging operation. At the July board meeting a motion was made Don Kono and seconded by Dan Kern, and approved by the board, to have the bond amount approved by the entire board. It was confirmed, once again, that the bond amount, and conditions, can only be set by the entire board. This amount will be determined by the time of year, and the surfaces on which trucks will be driven.

The bond accounts will only be accessible by a representative of the board, and the property owner, and may only be released by a vote of the board.

#### It was discussed that:

- 1) If a member of the board is having logging done, this property owner will not have a vote due to the conflict of interest.
- 2) It is the property owner's responsibility to make any necessary repairs to the roads, even if the amount exceeds the bond amount.

Note: Perry Monroe recommends that all logging traffic use gravel roads, not chip seal roads, wherever possible, because gravel roads are cheaper to repair.

Note: Road conditions after the recent freeze/thaw and current road conditions were discussed. Recommendations were made to minimize damage to the roads by preventive application of gravel.

It was discussed that the current damage to the lower road may be due, in part, to the prior logging operation of lots #9 and #16 by Van Hulle, of the Cherry Valley Logging operation. CVL still has to apply 2" of gravel on the north spur.

\$1,580 from Van Hulle's bond is still available in our checking account for the final resolution of the road issues. When the CVL logging operation is complete, CVL plans to add gravel for the roads through Meg Steed's north property line on lot #12, from Meg's South drive to the driveway to her well, the lower road, the steep part of the connector road, and across the Kono property on lot #15, and up to lot #16.

It was discussed:

- 1) Whether to use CVL's \$1,600 now to prevent further damage to the roads, or
- 2) To use the CVL and Bean's bond to do the final repairs, after both logging operations are finished.

The resolution to this discussion was:

- 1) Chuck Bean is to gravel the steep slope on the connector road, and the soft spots in the lower road now, and save the CVL's bond money to do the final repairs.
- 2) Jim O'Malley is to contact CVL regarding the steep slope, and the lower road repairs currently needed. When CVL is preparing to come back and complete the logging operation on lots #9 and #16, a new bond will be required.
- 3) Chuck Bean is to talk to Doug Bradley, his logger, and ask him to put 2" gravel on the steep part of the connector road, and to revisit the logger's using the upper road for any use. If the logger uses the upper, chip coated road, the bond will need to be increased in the event of damage to the chip coat.
- 4) Chuck Bean is to have all gravel trucks come in through the south gate, not on chip seal.

The road bond for Chuck Bean was discussed.

The resolution was that:

- 1) All logging and gravel trucks should use the lower road as gravel repairs are less expensive to repair than chip seal.
- 2) Chuck Bean increased his bond from \$2,500 to \$5,000.

Jim noted that:

The CVL bond was \$2,500. The chip seal just above 206<sup>th</sup> was damaged. CVL is obligated to regrade and gravel 206<sup>th</sup> from the connector road to the Kono gate.

Repair to the chip seal is \$1 per square foot if damaged.

Chuck Bean's bond of \$5,000 should be adequate, or more than adequate to repair the gravel road and a small portion of chip seal, to be done in conjunction with a larger project.

No resolution was made, further review is needed. John proposed that Perry Monroe be asked to come out and determine how best to solidify the steep hill.

**Jim's summary of the meeting:**

Bean is to talk to his logger regarding 2" gravel on the steep hill, and to improve egress through the south gate to prevent further damage to the lower road by using 2" clean gravel on the lower road to the cliff, and wherever Perry recommends.

Jim is to contact CVL. If \$1,600 is not enough to do final repairs, we will reserve the right to charge more. If additional logging is to be done, a standard road agreement will be made and a new bond will be set.

3) The chip seal above 206<sup>th</sup> will be measured for possible damage.

Note: Additional items were discussed without resolution.

The meeting was adjourned at 9:00 PM

Respectfully submitted by Vi Kono, Recording Secretary.

Minutes were corrected and approved at the January 5th board meeting

Vi Kono, Secretary