

TUNE DRIVE ROAD MAINTENANCE ASSOCIATION (TDRMA)

Annual Meeting 02/01/2025

Meeting Minutes

Attendees:

- Julie LeBlanc
- Hank King
- Beau Schoen
- Brian Boyd
- Josefine Borrmann
- Bonnie Goldman
- Gary Hartman
- Paula Hogan
- Charles Morris
- Terry Thompson
- Linda Thompson

9:09 am: Year Summary by Julie

Julie began the meeting with the introduction of the new Board-----Julie LeBlanc, Hank King, and Josefine Borrmann for 2 years and Beau Shoen and Brian Boyd for 1 year. This would allow staggering of board members for easier transition for new board members. Julie stated this would be her last two years, she has been doing this for more than 15 years and will be 85 years old in two years.

Julie then went to the documents that had been sent out to everyone before the meeting by email: Agenda, Balance Sheet for 2024 and Activities for 2024. She said they would stick close to the Agenda and hold the meeting for one hour because Stagecoach Hills Neighborhood Association was having a meeting at 10:00 am and some attendees to this meeting needed to attend that meeting at 10:00 am.

She reviewed the Balance Sheet----There were no unusual expenses for the year---Road work began on 1/17 with snow removal, \$800. Then on 5/6, grading to the Y in the road was done(no compacting, the roller was broken down), \$4250. Then on 8/16 grading was done to Beauty Way, \$2592 (no compacting, the roller was still broken). After that, on 11/7, snow plowing and grading of some washboarded areas was done, \$1250. The last work done was in December when material (pit run) was spread and added to a few washboard areas. A roller was rented from Eric Duran and the areas were compacted., \$6000.

2024 activities were hampered by the lack of having a roller/compactor and should be different in 2025.

Comments were made that the best material, that won't washboard was pit run:

- Hank didn't like it because it will get rough
- Decided to try it anyways to see if it can help with the washboarding
- May 6: first time we had Mark grade in 2024.
- Medina roller was broken and had to wait for parts from Australia
- Had to disassemble the roller and send it to Australia and mold the part
- Got it back in November
- Mark and his sons will reassemble that roller so it should be available this year
- 2024 was a tough year for us to coordinate
- Had to do something, so they graded up to the Y in May
- In August graded to Beauty Way
- In Nov had snow removal and asked Mark to grade the parts that were washboarded
- Then brought in the pit run in December and spread it on a couple of the washboarded areas on the front and rolled it
- Cost: \$250/hour either Mark or Eric; material costs vary
 - Transportation costs were usually \$400 to \$500. Rental of roller in December was \$636 (was based on an hourly rate)
- Mark and Eric Duran work together sometimes. When Eric was not available to do Calle Filiberto, Mark did it.
- Julie reaches out to Calle Feliberto whenever we do something on Tune to see if they want to coordinate activities.
- Hopefully this year goes better!
 - Goals:
 - Bring in material, grade more often, hopefully get more rain because it's hard to spread material if there's no rain. The long range plan has been to try to grade 3 times a year and spread four inches of material, starting at the beginning of Tune Drive to form a good base that will not pothole or washboard.
- Beau:
 - Pit run worked very well, less expensive (half the price per ton)
 - Ideally they get a water truck so they can compact the patron immediately
- New Year is starting
 - Julie's question: Do we stay with \$100 per unimproved property and \$300 per improved property? Do we raise it or stay?
 - Sent out 128 letters in 2024, several were returned with bad addresses (6).
 - 24 of 53 contributed without SHRMA tied to their deed
 - 57 of 69 contributed of the ones with SHRMA tied to their deed

- A total of 81 of 128 contributed, mostly the same people paid as last year.
- The people who don't pay are mostly people who live out of state and don't live here
- If you don't have it tied to your deed it's all voluntary
- Can probably expect about the same amount every year.
- **Total money raised: \$17,130 for 2024**
- Vote to stay or raise:
 - Beau: can request \$150 for unimproved properties (same as Calle Feliberto)
 - Julie confirmed, we will try for that this year. We'll keep \$300 for improved properties.
- Only change coming up: Jeff Huevel has a pending sale of his 40 acres, and he usually contributes \$400 per year. He had the SHRMA tied to his property so the new owners will be required to donate \$400/yr.
- We will wait until Spring and not do any real work until then
 - Wait for rain, then grade the entire road.
 - Haven't graded the total road in a couple of years
 - Hank thinks we need to do the total road one time at least
 - Julie wants to get as much work done in the spring as possible but we need a good rain to do this

8:23 am: Julie opens the floor to comments and questions

- Terry Thompson: big rocks in some sections, bang against the underside of the car —> should we have a 2 hour raking party?
 - Hank: bigger compactor should do a better job of crushing those rocks and breaking them down
 - Terry proposed a group raking effort.
 - Julie: We'll see how it goes this year and see if that's necessary and schedule it then if it is
 - We considered other options for the very washboarded spots (asphalt or chemical approach —> both had good reasons for why this isn't the best idea but pit run would work better)
 - Biggest thing: drive slower! Will improve road conditions
- Gary:
 - Big rocks are actually part of what makes pit run work, so we should wait until we have the right roller so that we don't miss out on the benefits
 - How much is the average cost per grading?
 - Julie: look at list of expenses on the balance sheet
 - \$4,250 graded to the Y
 - Whole road (all the way down to the gate, and the "airplane house"): added another \$500-1000 dollars

- Speed bumps possible?
 - Hank: difficult to build and maintain. End up with washboard on either side because of the deceleration and acceleration
 - Julie: tried it 10 years ago and it just deteriorated rapidly. It's just too hard on a gravel road to maintain a speed bump.
- Hank: observation on the signage
 - Have a lot of signage BUT don't have any signs between the highway and gravel pit —> need to put a speed limit sign right at the beginning
 - Also should put a sign up that says "please drive slowly to help us maintain this road"
 - Terry's suggestion: "Please help maintain the road and keep us all safe"
- Brian Boyd
 - Been talking to Tyler a lot and Tyler says he heard that some people are super dissatisfied with the road and therefore don't want to pay for the maintenance anymore. Julie comments that this defeats the whole purpose of trying to repair and smooth out the road. Money restricts what can be done. The more money we get the more that can be done to improve the road.
 - Brian asked – Why is Feliberto so much better?
 - Julie: We have so much more traffic on Tune than on Feliberto. Tune Drive has over 90 homes on it. Calle Feliberto has around 30 homes on it.
 - We get complaints every year, but complaints don't help. TRDMA tries to do the best we can given the circumstances, money, weather and equipment. If we have twice as much funding we could grade it every two or three months and this would eliminate most complaints
 - Brian Boyd: Feliberto has a 5 year plan to improve their road bit by bit (mile by mile)
 - Have we given any thought to implementing a long-term plan to make a serious improvement on sections of the road?
 - Julie: Yes, we have and we try to grade 3 times a year and add material. We are restricted by the amount of donations, weather, and equipment availability.
 - Road to the landfill seems like it's been improved a lot!
 - Hank: They started with pit run, then put down a lot of milled asphalt and compacted that. Will be interesting to see how it holds up over the winter
 - Beau: County may have a free place to get pit run etc!
 - If the County does have free pit run then we would need to plan it. Mark knows more about it than I
 - Beau said he will find out when pit run might be available and then get on the County list for accessing the pit run

- Hank
 - If people can tell their renters to maintain the speed limit that would help a lot
 - Josefine: we can encourage ppl who rent their properties out to maybe contribute more, but ask in a nice way
- Bonnie Golden
 - “Help Save Our Road” —> more education about why a low speed limit is important to maintain the road. Education is paramount to keeping our road in better condition.
 - Josefine: Make one sign in the beginning with the heading “Help Save Our Road” and then some fine print “Dirt roads degrade rapidly with fast driving, so please help us take care of this road and make it last by driving at the speed limit”
- Julie:
 - We should try to make this a county road.
 - Tried a few years ago and people were against it.
 - Julie will retire in the next 2 years so we HAVE TO get a treasure, president, etc. otherwise we cannot carry on like this
 - We should really try to get county commissioners on board and get this adopted as a county road
- Terry:
 - The head of county roads said if they took it over they wouldn’t make the road better than what it was at the time
 - Julie: They said we were doing a good job and that the road is in great shape. I will be gone in two years.
 - There is a LOT of work that goes into this job
 - I don’t see a long-term solution since we cannot demand people to pay. It’s all voluntary. Legally you can’t demand it.

ACTION ITEMS

- Add speed limit signs at the beginning of Tune (close to 64)
- Add signs encouraging ppl to stick to the speed limit
- Send out letter asking for contributions
- Think about how to make Tune a county road → continue brainstorming this idea in the future

ATTACHMENTS

- [Agenda](#)
- [Balance Sheet](#)
- [2024 Activities](#)