

## Timbercreek Canyon Property Owners Association Board Meeting

10/06/2020 VIA ZOOM TELECONFERENCE

Directors present:

Caroline Landry, Robert Wyatt, Mark Stewart, Larry Naiman, Ayne Sharp

Guests present: None

Meeting called to order at 7:10 pm.

1. Mark Stewart moved that the Minutes for the 8/04/2020 Board Meeting be Approved. Larry Naiman seconded the Motion and it passed unanimously.
2. Caroline Landry presented the financial reports (P/L, etc.). After discussion and clarifications, Larry Naiman moved that the reports be approved, Robert Wyatt seconded the Motion and it passed unanimously.
3. Mark Stewart gave an update on the culvert and roads and provided a written report which is attached and which he went over and answered questions and made clarifications. To help elucidate the problem, also attached are comments and pictures provided earlier by Mark Stewart to the Board. Regarding the culvert, Mark Stewart also added that the existing culvert was mostly constructed of two used oil field tanks turned on their side. After discussion and questions, Larry Naiman moved that expenditure of \$2500 (\$1500 for the topological study, and \$1000 toward the headwall design) be approved. Robert Wyatt seconded the Motion and it was unanimously approved. Regarding the roads, after going over the report and discussion of same, Robert Wyatt moved that bid packages be prepared including alternative tasks 2 (McAfee Road) and alternative 3 (crack sealing patch areas). Ayne Sharp seconded the motion and it passed by majority vote. Bids will be sought by the Board for blading work. It is hoped that bids will be received before the November 6 Board Meeting. It was also discussed that there is a split in the guardrail on the dam. Efforts will be made to contact property owners that have welding equipment to determine possible repair of the guardrail.
4. Ayne Sharp reported that all but about 25 residents have obtained window stickers and it is anticipated that most of those residents will soon obtain stickers. One hundred more stickers will be ordered. Comments regarding the new window sticker system have been almost entirely positive. The stickers are working properly at all three gates. Regarding the old island at the Osage Gate, Larry Naiman reported that it has been removed and the area paved and the contractor can be paid. The new key pad pole will soon be installed.
5. Robert Wyatt reported that the Architectural Committee has met and is considering various projects. Organizational matters/plans continue to be made and additional consultation with the attorney may occur to help clarify questions/issues.
6. Robert Wyatt reported that deeding of the gatehouse and the north and south walls of the Osage entrance (not the gates) from the TCPOA to the Village has been completed. This also involved the Howes deeding some property to the Village and the TCPOA deeding roughly equivalent property to the Howes, which insured that all of the gatehouse was owned by the Village, as well as some additional property south of the gatehouse. The Village will be deeding property to the TCPOA involving McAfee Lane. Additional work will be required to effectuate this.

7. EXECUTIVE SESSION (Collection efforts regarding delinquent Members and related legal issues/proceedings)
8. Caroline Landry moved to Adjourn. Ayne Sharp seconded the Motion and it passed unanimously. Meeting was adjourned at about 8:37 pm.

## **2020 TCPOA BOARD MEETINGS (7 pm via Zoom)**

November 3

## **Annual TCPOA Members Meeting December 13, 2020**

3:00 pm, Firehouse or via ZOOM

## TCPOA Road Report for Meeting 10-6-2020

Larry Naiman and I recently spoke to Joe Shehan with JSE about the progress of the Culvert project. JSE has inspected the structure and has also determined the drainage area involved and completed calculations to determine the proper sizing of a replacement culvert. The current size of the culvert is approximately 10 feet but the calculations show we only need a 4.5 foot corrugated metal pipe (CMP) to handle a 100 year storm event (1% chance). The new 4.5 foot CMP would be placed inside the current structure then headwalls would be placed around the new pipe and then a flow fill material would be pumped into the void between the two pipes. At this point a topographical study will need to be performed on both sides of the culvert in order to design the headwalls. The topographical study would cost \$1,500 and the headwall design would cost \$2,500. By spending \$1,500 for the topo and the first \$1,000 of the headwall design (\$2,500) would put us in a position to get solid estimates for the costs of construction. Although no metallurgy tests were run to evaluate the existing metal structure, it is estimated that we have 5-6 years to replace the current culvert.

Larry and I also spoke with DeAngelo Reyes with JSE about bid packages for the 2021 seal coat project. The spring 2020 package contained seal coating 45,027 sq-yds which represented all the roads not seal coated in 2010. In addition the package included 3 alternate tasks: 1. Blading 11,267 feet of road edge where the edge of the road is higher than the road which encourages water to pool. 2. Seal coating McAfee Road from the gate down to the bridge to protect the extensive road edge repairs. 3. Crack sealing patch areas that have opened up. During our discussions it was determined that we should remove tasks 1 and 3 and seek contractors for this work ourselves because it might cost us more to have the seal coat contractors subcontract this work. JSE is ready to send bid packages as soon as the TCPOA directors approve of this new approach.

There is a separation in the guardrail on the dam. It may have been struck by a vehicle or separated due to being a thin rusted pipe or both. A section needs to be cut out and replaced with newer pipe.



Mark Stewart

## **Culvert Project Pictures 6-2-2020**

This structure may be between 40 and 50 years of age and I suspect that some of procured materials were used oilfield tanks. The first two sections appear to be tanks laid on their side and have a poor fit. Concrete was used to fill in the gaps. Some of the gaps are not filled and soil can be seen through the cracks. The second section appears to be deformed from its original form. Rust abounds inside this structure which calls into question the integrity of the metal.

Upstream Entrance



Three Piece Structure: Tank-Tank-Pipe



Seam Between Tanks



Seam Between Tanks



Last Smaller Section



Rust In Numerous Places

