TRAPPERS CROSSING AT DURANGO HOMEOWNERS ASSOCIATION

Special Meeting of the Board of Directors

Wednesday, September 23, 2026 | 4:00 p.m.

Via Google Meet

meet.google.com/krg-unuy-mjo

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Open to members. Only the Board votes. Policy #4.

Why this meeting

Recorded action without a meeting — September 17, 2026

The Board unanimously waived ten-day director notice under Bylaws Article IV, Section 16, for this meeting only, and called this special session. Approvals: Larry Harris, Michael Poray, Tim Fargo.

Not a membership meeting. Not a Road Assessment levy under Amendment No. 1 §3.8. Board considers 2026 Consolidated budget additions, ready contractor awards, x5012 → x5239 transfer, and the September 17 Reserve Study update.

September 17 packet: Thunderbird was not a funding request that night. That is why this session exists.

Theme: these projects cost more if delayed — in some cases a catastrophic increase — and they pose a present safety and prudential risk.

Agenda

1. Call to order, quorum, recorded waiver
2. Public comment on action items (Policy #4 / CCIOA § 308(2.5))
3. Paved Road Committee roster and recommendation matrix
4. **Separate Board votes on six items above the $24,222 Consolidated plan**
   - V1 Planned overrun (Sunnyside, SET, SME) — $5,272.50
   - V2 Thunderbird keyway — 365 #1099 — $10,597
   - V3 Heritage fuel + spoils haul — 365 #1097 — $1,604.50
   - V4 975 Thunderbird ditch HOA 50% — $825
   - V5 H3 invert rehab — dual 42-in. / 6,000 PSI — book $15,000 high (cap $15,000)
   - V6 Thunderbird overlays + 500 ft crack seal — $30,000
5. Vote: transfer approved amounts, Consolidated x5012 → x5239
6. Vote: adopt September 17 Policy #9 Reserve Study update
7. Adjournment

Documents and cash on hand — August 31, 2026

August 31, 2026 YTD Balance Sheet

Account	August 31 cash	Role this week
x5239 Road Operating / Maintenance	$45,176.74	Pays adopted 2026 plan
x5012 Long-Term Road Reserves	$100,310.74	Source of Consolidated draw
x7987 General Operating	$20,074.44	Not used for these roads
x8011 General Operating Reserves	$54,757.39	Not used for these roads

x5012 is a pooled bank account. A 2026 Consolidated draw is a journal charge to Consolidated reserve equity only. Rendezvous and gravel-group balances stay tagged to those groups.

SET Culvert Condition Memo (packet Sept. 15–17)

Policy #9 update — use high-case figures ($63,299 draw / H3 $15,000), not the midpoint packet

August Treasurer Report

August P&L · Budget vs Actual

Paved Road Committee — recommendation tally

The committee recommendation. Columns match committee Recommendation Votes 1–6.

Role		V1 Overrun	V2 Keyway	V3 Fuel	V4 Ditch	V5 H3	V6 170ft and 419ft Section Fill
Larry Harris · Liaison		Supports	Supports	Supports	Supports	Supports	Supports
Carl Lindeman · Chair and Team		Recommend	Recommend	Recommend	Recommend	Recommend	Recommend
COMMITTEE TALLY Y–N		**Y**	**Y**	**Y**	**Y**	**Y**	**Y**

V1 = $5,272.50 planned overrun (Sunnyside / SET / SME). V2–V6 = unplanned. H3: dual 42-in., Invert-paving spec: 6,000 PSI, 365 inspects and may cut unsound invert. Book H3 at $15,000 high of range. Cap $15,000. 365 frame mid $12,500 / high $17,400. SET reviews the finished work in spring 2027.

Six items — cost and delay risk (V1–V3)

Vote	Item	Amount	If delayed	Safety / prudential
V1	Planned overrun: Sunnyside gravel/drainage +$1,433; SET $1,117.50; SME $1,444.50	$5,272.50	Agency window slips to 2027. Sediment stays in the barrels and invert corrosion continues through winter.	H3/H5/H6 outlets already plugged. Sunnyside TC-26 is the planned edge/drainage work. Wildcat Trail and Rendezvous already drain; large Heritage edges are not in this bid.
V2	Tbird keyway / edge fill 365 #1099	$10,597	Winter water in the crack; base loss	Edge support reduction at 975 Tbird is reason for longitudinal road crack now 23 feet long. Longitudinal cracking is a serious problem and must be immediately corrected.
V3	Heritage fuel + spoils haul 365 #1097	$1,604.50	Cannot finish cleanout if haul required	Keeps the 404 / Reg. 87 cleanout path. 365 evaluates haul vs. feathering after the exemption letter; Association verifies with agencies before haul.

Six items — cost and delay risk (V4–V6)

Vote	Item	Amount	If delayed	Safety / prudential
V4	975 Tbird ditch HOA 50% (owners $825)	$825	Overflow returns to the travel surface and keeps cutting the opposite-side fill (wrong soil, no keyway).	Known drainage defect. Primary source of runoff and fill loss on the opposite side of Thunderbird.
V5	H3 invert rehab: 42-in. barrels, 6,000 PSI, 365 may cut unsound invert	$15,000 high of range	Through-wall invert keeps taking water. Cleanout first (already bid). Invert paving is a separate job. Delay raises replacement risk.	Heritage is the only paved access. Replacing H3 is a ~$100K job and would send all traffic to northern CR 211.
V6	170 foot and 419 foot section lifts with hot-mix wedge + 500 ft rubber	$30,000	Freeze-thaw. Plow can catch the 2-in. lip and roll the chip.	2-in. lip is a plow and named-party risk, and a safety risk to drivers and bicyclists.

Vote 1 — 2026 planned-work overrun

Line	2026 Plan	YTD / invoice	YE forecast	Variance
Shoulder blading / ditch	$7,175	$0	$7,175	$0
Sunnyside TC-26 drainage / gravel bid	$4,517	$0	$5,950	+$1,433
WC Spur grading	$965	$0	$965	$0
Vegetation / spot spray	$2,065	$0	$2,065	$0
Heritage H3/H5/H6 + studies	$9,500	$3,949.50	$13,339.50	+$3,839.50
SET inv. 5329 (8/3–8/27)	—	$1,117.50	in Heritage	in +$3,839.50
SME inv. 1903618 (Jul–Aug)	—	$1,444.50	in Heritage	in +$3,839.50

Overrun = Sunnyside +$1,433 + Heritage studies +$3,839.50 = $5,272.50. Plan $24,222 YE $29,494.50

Rendezvous $1,003 stays on plan. Motion: accept $5,272.50 ($1,433 Sunnyside gravel/drainage + $3,839.50 Heritage) from x5012 if operating is short.

Votes 2–6 — unplanned work

Vote	Item	Amount	Status	Reserve Use: Whose?
V2	Tbird keyway / edge fill 365 #1099	$10,597	Quoted	Consolidated only, no cost-share
V3	Heritage fuel + spoils 365 #1097	$1,604.50	Quoted	Consolidated (+ cost-share path)
V4	975 ditch HOA 50% (#1097 line 8 / 2)	$825	Quoted	HOA's share $825; Consolidated only, no cost-share; DW owners $825
V5	H3 invert rehab (42-in. / 6,000 PSI / 365 inspects)	$15,000 high of range	Verbal and text: Frame to 365; delivery + pour rate. SET spring 2027 review cost	Consolidated (plus cost-share path); no award yet
V6	Asphalt overlays + 500 ft cracks	$30,000	Verbal Quoted and Text	Consolidated only, no cost-share
	Quote V2+V3+V4 (quoted)	**$13,026.50**	**Est. V5+V6 $45,000. Stack w/ V1 = $63,299**	

Stack beyond the $24,222 plan if H3 at $15,000 high and Kendall are both done: $63,299 reserve draw. Thunderbird (V2, V4, V6) is not billed to or impacting prior cost-share contributions of Wildcat Extension or UDVR.

Vote 6 — why Thunderbird 170 ft and 419 ft Section Lifts cannot wait

Section	Cost	Defect
170 ft × 10 ft overlay	$8,750	About 2 inches below opposite lane
419 ft × 10 ft overlay	$20,000	About 2 inches below opposite lane
~500 ft crack fill + hot rubber	$1,250	Opens in freeze-thaw if left

Advanced Design indicated they can plow these sections. If a blade catches the two-inch lip, the contractor will roll up the chip. Their agreement does not make them responsible for that damage. Risk increases with seasonal, lower experienced drivers.

A car or bike that pulls at the level drop is a present user hazard. An accident on a known, unaddressed defect likely names the Association as a contributor hence prudential risk weighting.

Chip seal will not correct a two-inch grade break. Kendall places a 3-inch mix that rolls to 2 inches and ties to existing chip at a ⅓–½ inch edge compacted, with 5/8-inch rock that keys into the chip binder. Seal coats 2027 and 2029 paved road budgets (est. ~$1,900 each).

Same order of magnitude as the 2025 lift underrun of $30K. Delay through winter raises cost and risk.

Implementation that must be in the Kendall award: heavy emulsion tack coat on the chip and on the cut faces; structurally notch or long-taper the ends so there is no bump; crack-seal or sand the joint against winter water; next community chip seal can go over this patch.

A multi-lift chip cannot safely build 2 inches of height. Hot-mix wedge is the municipal fix for this drop-off.

Reserve Study update — effect of the transfer

September 17, 2026 Policy #9 update

	May 2026 V3	This 9/17 update
2026 ending Consolidated reserve	$82,946	$19,647.00
2031 pre-lift balance	$252,946	$189,647.00
2031 lift cost	$321,994	$321,994
2031 gap	**$69,048**	**$132,347.00**
Supplemental / Consolidated lot	$1,381	$2,647
2026 Consolidated x5012 draw	**—**	**$63,299.00 if full package (H3 at $15,000)**

Figures on this slide are the high-case package (H3 at $15,000; draw $63,299; 2031 gap $132,347). Lift year stays 2031. §3.8 applies to a later levy over $50,000 in FY2031, not to spending reserves already collected. Charge Consolidated equity AND cost-share groups on non-Thunderbird work efforts. November planning considers rebuilds 2027–2030 assessment contributions and/or the 2031 supplemental.

x5012 and x5239 — how the transfer books

August 31, 2026 YTD Balance Sheet

	x5239 Road Operating	x5012 Road Reserves
Cash August 31	$45,176.74	$100,310.74
Pays	Adopted 2026 road plan	Long-term / capital
If Votes 1–6 all pass (high case)	Receives transfer	Consolidated draw ≈ $63,299
Cash after high-case draw	Plan + transfer	≈ $37,012 plus other groups (less UDRV 2026 usage)
Remain tagged in x5012	—	Rendezvous + gravel equity

Will not post Thunderbird or Wildcat Spur invoices to a generic reserve expense that hits every Consolidated group-share contribution in the pooled x5012 Road Reserve account. Vote 7 is the transfer in the total of Votes 1–6 actually approved — not a blank $63,299.

Motions — comment, then vote, one at a time

V1 Accept the $5,272.50 Consolidated planned-work overrun (Sunnyside, SET, SME).

V2 Award 365 Industries #1099 Thunderbird keyway, NTE $10,597.

V3 Award 365 #1097 fuel and spoils haul, NTE $1,604.50, if agencies require haul.

V4 Award 365 #1097 HOA share $825 for the 975 ditch (owners $825).

V5 Approve H3 Phase B path in the 365 letter: dual 42-in.; 6,000 PSI mesh invert; cut unsound floor steel so concrete can flow voids; inlet cutoff. Book $15,000 (high of range). Cap $15,000. No contract until 365 delivery / pour-rate figures are in writing. SET reviews the work in spring 2027.

V6 Award Kendall $30,000: 3-in. loose 5/8-in. hot-mix compacted to 2 in., tack coat, feathered/notched ends, joint seal, plus ~500 ft crack/rubber.

V7 Transfer the total of V1–V6 from Consolidated x5012 to x5239; revise the 2026 budget.

V8 Adopt the September 17, 2026 Policy #9 Reserve Study update.

Closing

We are not passing a blank $63,299 reserve Transfer. Each award stands on its own bid.

Book Thunderbird invoices to Consolidated reserve equity only.

SET memo

Reserve Study update

August 31 Balance Sheet

Next regular Board meeting: December 10, 4:00 p.m. November rebuilds 2027–2031 contributions against the new 2031 gap.

Adjournment.

Vote 5 — H3 dual 42-inch invert rehab (365 + 6,000 PSI)

Specified repair:

1. After cleanout: 365 inspects both barrels. Where a void exists, 365 may cut unsound invert steel so 6,000 PSI concrete can flow the void.
2. 6,000 PSI invert pavement both 42-inch barrels, full length: 3–4 inches over the corrugation crests, ≥120°, mesh or #3 bars on sound metal.
3. Cast a rebarred inlet cutoff bib keyed below invert, 42-in barrels.
4. Reset inlet rip-rap. Restore outlet grade through the shale-clay so both barrels drain. No sediment dam.

Spec: Planning range: 10–15 years if the barrels stay round and the spec is built. Not a warranty. 365 inspects and builds to the verified spec. SET site review in spring 2027.

Money: Board books $15,000. 365 frame low $8,600 / mid $12,500 / high $17,400 at taped 79 ft. Cap $15,000. If the high frame is real, a change order comes back. Vote 5 authorizes method and cap. Will not approve a contract until 365's delivery charge + pour rate are in writing.

Vote 5 — pricing frame: 365 (Phase B)

Phase B: ~79 ft H3 culverts incl. bib).

Expected Phase B bid (not a final contract estimate until approved):

A. Cleanout + shale-clay haul — already in winning 365 bid. Not in this table.

6–8 CY of 6,000 PSI delivered to 81326: mid $2,200. Mesh + anchors: mid $500. Cut unsound invert: mid $1,400.

Place / finish both 42-in. barrels: mid $3,500. Inlet bib: mid $1,800. Riprap + outlet drain: mid $1,000. Inspection package: mid $450. Contingency 15%: mid $1,600.

PHASE B TOTAL frame — low $8,600 • mid $12,500 • high $17,400 at 79 ft. Board cap $15,000. 2027 change order if high frame is real.

Price the taped 79 ft. Cap $15,000; change order if the $17,400 high frame is real. Do not bid a 15-inch unreinforced fill.

Return: bid on this table, named concrete firm, 6,000 PSI delivery charge, pour rate, taped length. Will not approve a Phase B contract until delivery charge and pour rate are in writing.

Vote 5 — SET reviews the finished work in spring 2027

365 will build this specification:

1. 6,000 PSI invert paving with mesh and void-fill through cut unsound invert steel for both 42-inch barrels.
2. Planning range 10–15 years if the barrels stay round and the spec is built. Not a warranty.
3. Steel-cut limits (unsound invert only; no cut above rust line or springline).
4. 6,000 PSI, 5–7% air, w/c ≤ 0.45, 3–4 in. over crests, ≥120°, inlet bib. 6,000 PSI is the overbuild for shale-clay.
5. Note Phase B separate bid: Is not on the Phase A 404 cleanout invoice. Shale-clay abrasion is assumed, But there are very small pebbles in sediment content.

Product: SET spring 2027 inspection of the finished spec invert, bib, and outlet grade. Will not award Phase B work until 365 delivery and pour rate are in writing. SET spring 2027 inspection.

Vote 6 — 170 ft and 419 ft Section Lifts (est.) Hot-mix Wedge

Specialist recommendation, and the municipal method for a 2-inch drop-off:

3-inch loose pour of 5/8-inch-rock hot-mix asphalt, compacted to 2 inches, laid as a wedge / skin patch. Full depth in the low 170×10 and 419×10 sections; feather to zero at the high edge so the vertical tire-tugging ridge is gone.

Chip seal cannot safely build 2 inches of height. The existing chip texture is the right bond surface if a liquid-asphalt tack coat is sprayed first. 5/8-inch rock is the right stone for a 2-inch compacted lift on a hilly section for 4-season use.

Plow: a roller-tight taper is a uniform plane. Advanced Design's blade glides. A sharp 2-inch lip risks catchIng the blade and rolls the chip; the plow contract does not make them responsible so Association bears risk. Same ridge pulls a bike or a car. Known, unaddressed, the Association is a named party.

Require in the award: heavy tack on the floor and the cut faces; notch or long-taper the ends past the measured 170 ft and 419 ft; seal the joint against freeze-thaw; next full-network chip can go over this patch. Then ~500 ft hot-rubber on the remaining cracks. Seal coats 2027 and 2029 (~$1,900 each).

Total ticket $30,000 ($8,750 + $20,000 + $1,250). Same order of magnitude as the 2025 lift underrun.