

**PROSPECT POINT MASTER ASSOCIATION  
BOARD MEETING  
September 9, 2006  
Dillon, Colorado**

Board members present were Scott Morlan, Tony Petersen, Carol Bartoletti and Bart Bartoletti. Kevin Lovett represented Summit Resort Group.

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**I. CALL TO ORDER AND ROLL CALL**

The meeting was called to order at 9:15 a.m. With three units represented, a quorum was reached.

**II. REVIEW ANNUAL MEETING MINUTES**

The 2006 annual meeting minutes were presented and reviewed.

**III. FINANCIAL REVIEW**

July 31, 2006 close financials report that we have \$11,589.07 in Operating and \$13,989.79 in Reserves. We have increased our overall Reserve fund by approx. \$4806 since last years reported July 31, 2005 financials.

July31, 2006 close financials also report that we are \$49.80 under budget for operating expenses.

**IV. MANAGING AGENTS REPORT**

**Discussion Items**

-Landscaping –gift certificates for Sean and Mary Cavens and Brenda Llyod for their volunteering of time and labor to create new landscape beds and improvements was approved.

-Landscaping “adopt a bed” program was approved. Owners are permitted to “adopt” an existing flower bed and make improves to such bed as long as the owners contact the property manager prior to completing any work. Owners may be reimbursed for materials up to \$100, but only if the owner has first discussed the project with the Property Manager. Any creation of a new bed will need board approval.

**Completed Projects**

- Preventative Mountain Pine Beetle Trees spraying and tree fertilization
- Requests made to Summit Stage to reinstate the bus stop in front of the property
- SB-100 compliance policies
- Summit Resort Group / Prospect Point Master Association Website

[www.summitreortgroup.com](http://www.summitreortgroup.com)

## **Possible Projects**

-Asphalt crack sealing – Spring 2007

-Landscape improvements – Funds in the reserve account for landscaping are allocated for major repairs to landscaping and / or improvements. Landscape improvements such as new tree planting are possible for 2007, but no formal plan is in place at this time. Discussion of the benefits of tree additions, such as beautification and barriers to the Dam Road, and the drawbacks of tree additions, such as tree additions may block snow storage areas, followed.

## **V. OLD BUSINESS**

### **Speed Bumps / dips**

Location – the proposed speed bump / dip is requested to be located between 1501 and 1505.

Suggested problem – a few owners at the annual meeting, report vehicles traveling too fast in this area.

#### Possible solutions-

Speed bump – one possible solution is to install a permanent asphalt speed bump – spanning just the drive = approx. \$1000

#### Advantages to permanent asphalt speed bump –

In place year round (thus more effective than temporary speed bump)

More effective and less maintenance than the speed “dip” (as reported by A - Peak Asphalt)

Will not have to cut into existing asphalt or roadbase.

#### Disadvantages to permanent asphalt speed bump –

May create ice dam in winter months

May create “pooling” of water in run off / heavy rain

May pose problem for snowplow (this is actually a minimal concern as the snowplow is able to plow with other speed bumps on site).

Speed dip – another possible solution is the installation of a speed dip. This would require cutting into the existing asphalt road, putting in a concrete “speed dip or pan” and caulking the gaps between the concrete and the asphalt. = approx. \$1900. This would span from the upper edge of the asphalt to the lower edge (including the parking spots, not just the drive).

#### Advantages to speed dip –

In place year round

Would move drainage, not creating an ice dam or pooling (however, we would have to complete some additional drainage work in the yard on the lower end of the speed dip to ensure proper movement of water / run off)

#### Disadvantages to speed dip –

Must cut into asphalt / road base, this could potentially create long term problems of settling, heaving, etc. that could be very costly in the long run

Regular maintenance (re-caulking of gaps) would be necessary

May create other drainage problems.

Temporary speed bump- another possible solution is the installation of a temporary speed bump. Approx. cost = \$800. this includes three, nine foot long speed bumps with installation hardware included and some labor time for install.

#### Advantages to temporary speed bump-

Inexpensive and non-committal (we can remove)

We can gauge the real “need” of a future possible permanent speed bump

They can be removed easily for snow plowing and put back after plowing is complete (ad states easy, may be more difficult)

I believe this will satisfy the owners request

Disadvantages to temporary speed bump

Not permanent

May only be used in non winter months

May need to completely remove in winter if too much trouble for snowplow

May be difficult to remove by snowplow contractor (may freeze to ground?)

May cause ice dam in winter

In addition to any of the above options, we will need to install a "speed bump" sign on each side of the speed bump; cost approx. \$100 (with posts)

Comments / concerns received from previous emails / on site discussions:

General need – "speed bump may be necessary, but is this the right place? Seems pretty close to entrance where people are either coming in at a slow speed or heading out and slowing down. Should we place it further towards the SW end of 1503?"

General – "we also see speeding on the outer road near 1517; do we need another speed bump here"

Speed dip – "must cut into asphalt and road base – could cause long term maintenance issues with road"

This has been validated by Apeak asphalt – they agree could be "structurally" bad for road

Speed bump – "may cause drainage and snow plow issues"

The above speed bump / dip items above were reviewed and discussed. Carol Bartoletti made a motion to decline the request for a speed bump / dip in the requested area; instead, management is instructed to install speed limit signs at the entrance and in the requested area and to monitor the speeding situation. Tony Petersen seconded the motion; the motion went to vote and passed. A speed bump / dip will not be installed in the requested area, but speed limit signs will be installed and the situation monitored. Owners are asked to report speeding problems to the Property Manager.

## **VI. New Business**

### **Snowplowing 06-07**

The Prospect Point Master Association will oversee the snow removal for the entire complex for the winter of 06-07 to include setting of the service level, contractor bid review and selection and billing. The Master Association will pay the entire monthly plowing service fee and bill back the Villas and Townhome Associations based on the following split:

PPM = 44%

PPT = 28%

PPV = 28%

Any additional services particular to one association, such as scraping, push backs or other special needs outside of the snow plow contract that an individual association desires, will be billed to the individual association requesting the additional services.

Management obtained five bids for snow removal for 06-07. These bids were presented to the Master Association board and they were reviewed. Discussion highlights are as follows:

Plow trigger – Snow plow services will be triggered after 3 inches of snowfall in a 24 hour period. If we receive 3 inches of snowfall in a 24 hour period, a snow plowing will occur. If we receive 2 inches on a Monday, we will not be plowed. If we receive another 2 inches on the next Wednesday, we will not be plowed. This type of a scenario does create snow pack build up on the drives; funds are available in the budget for driveway scraping and push backs for this reason.

Snow pack scraping and push backs are planned to occur in the Spring as driveway snow pack begins to melt and ruts form as a result of warm weather.

Service Level – Management presented service levels ranging from “Gold plated down to Bronze”. “Gold Plated” service was reported to consist of completely clean lots by 8:00 am while “bronze” level service was reported as clean lots by noon. A medium, “silver”, service level was preferred which will result in “mid-morning” plows (contractor will be on site between 8:00 am and 10:30 am).

Bid / cost structure – Bids were presented that included “unlimited plows” and bids were presented that included “35 plows per season with additional plows resulting in additional charges”. It was reported that last season, despite heavy snowfall, the average snow plow contractor only plowed 31 times. The board preferred proposals based on 35 plows per season with an hourly additional charge for any plows over 35 per season.

Equipment – the equipment the contractor will be using was also discussed. The Board agreed that the chosen contractor should have a variety of reliable equipment (plow truck, bobcat) and access to a front end loader and dump truck to haul snow away if needed.

After much discussion, Tony Petersen made a motion to accept the proposal from Independent Builders barring any bad references (Kevin Lovett instructed to retrieve references), barring any bad equipment (Kevin Lovett to inspect equipment) and that Bobby Cat is the second choice if Independent Builders fails on either of these items. Carol Bartoletti seconds, it went to vote and the motion passed. Kevin Lovett also instructed to have Independent Builders place times of when the complex will be plowed in the contract.

## VII. ADJOURNMENT

With no further business a motion was made and seconded to adjourn at 10:45 a.m.

Approved By: \_\_\_\_\_

Board Member Signature

Date: \_\_\_\_\_