

## Glastonbury Landowners For Positive Change

**This Summary/Interpretation of the GLA Road and Weed Meeting April 25, 2016  
is offered as a volunteer service by the GLFPC**

*Your suggestions are welcome, should there be oversights or errors.*

### Key Points

- This meeting of GLA's 11 member Road and Weed Committee included a lot of discussion. No decisions, motions, or votes happened on any of the four agenda items.
- Richard Mead, one of the original road construction workers, talked extensively about how the GLA roads were first established. Road history was not an agenda item.
- Discussion and questions about the legality and fairness of the Road Policy also took time.
- Ed Dobrowski handed out his newly proposed Road Districts Policy, also not on the agenda.

### Summary and Interpretation

The GLA Road and Weed Committee met Monday April 25, 2016 to address spring grading, assessing businesses, the Road Policy and RID's, and the bid for a dry well/sump on Capricorn in North Glastonbury (NG). It was a meeting without motions, votes, or decisions. Ed Dobrowski was the lead chair for the night. His focus was on a Road Districts Proposal for Glastonbury, which he submitted to the committee and handed out as people walked in the door. Throughout the entire meeting, he focused on his new proposal, repeatedly saying how fair it was.

Listening to two landowners' concerns, Paul Rantallo, one of the three co-chairs, agreed to get prices on two impending guardrails. The sinking guardrail on Hercules (aka Suicide Curve) in South Glastonbury (SG) needs to be stabilized right away. Another concern is the need for a new guardrail installation on Gemini in NG where there have been at least four accidents. The most recent involved a truck that rolled over the edge falling down a 20-foot embankment. The truck was totaled.

Discussion began about spring grading and graveling of our roads. Initial details followed: types of rock, machinery, water flow, contours, telephone lines, the contractor, drainage problems, lack of proper road crowning and mileage breakdowns. Treasurer Rudy Parker wanted to know the cost of spring grading.

A landowner communicated that it would be prudent to first consult with a professional engineer. Dobrowski declared, “A civil engineer would cost us \$1500-\$1800 for a road analysis and that it would be \$300,000 a mile to redo the old asphalt. Assessments will never cover it.” Following, another landowner asked, “When is the GLA going to develop a written plan that sets priorities for different road work and where it needs to be done?”

Charlene Murphy, the board secretary, detoured the discussion when she introduced Richard Mead, one of the first road contractors. He immediately stood, turned to the audience and began a discourse on the original construction of GLA roads. Among a number of points, he purported the roads were built to Park County Standards, including the ditches. He also stated how difficult it had been to work with the county officials.

Committee member Gerald Dubiel agreed, sharing that it has never easy for him to work with Park County because, “I know that they lie! They will tell you anything!” This fueled simultaneous comments, one of which was how the county's perceived past inadequate maintenance of Dry Creek Road, left the board to take it upon themselves to pave this county road at landowner expense.

To counter those misconceptions, Road Committee Member Kevin Newby, reminded everyone that Park County did keep their promise to crack seal Dry Creek Road last summer. A landowner pointed out that Newby’s efforts saved the landowners a great deal of money. Everyone applauded. Newby communicated that he has a really good rapport with Parks Frady, and has been given honest answers. Newby will soon call the official to confirm that Dry Creek Road is scheduled to be sealcoated this summer. No immediate action was taken for the committee to explore a “co-maintenance agreement” for Dry Creek Rd, as urged by Treasurer Rudy Parker and his wife, Clare. Instead, it appears that the Road Committee will wait to see if the county sealcoats this road during the summer.

Going on to more current concerns, Mead advised that all washboard patterning would have to be “bladed” or deeply cut, to achieve smoother roads. However, he acknowledged that with so little gravel left on most of the GLA roads, deep grading is not practical because the pit run base will be disturbed. He also urged the committee to withhold payment for any contracted road maintenance until they have inspected the work to determine that the work is satisfactory.

***GLFPC NOTE:*** *Mead’s detailed, time-consuming review of the church’s involvement with the original community road construction—along with his paid services—had nothing to do with the meeting agenda.*

Another digression ensued when a debate began regarding GLA's Road Policy, which has been in effect since 2008. This policy is now considered “illegal” because part of it contradicts our covenants. While the covenants guarantee road service to all landowners, the controversial policy prioritizes the service based on density; therefore it is

discriminatory to other paying landowners throughout the community. Some landowners in upper SG have plowed their own roads for years, driven on unmaintained mud trails, fixed ditches and mud bogs at their own expense. On the other hand, Dan Kehoe shared, "The covenants treat everybody equally and everybody owns the roads!"

Switching topics, Rantallo reported that he had spent about two hours driving around, inspecting the roads with Gene Lembcke of Lembcke Excavating in Emigrant. It appeared that Lembcke has already been hired to do the spring road graveling, grading, and ditching for \$135/ hour for labor alone. The water truck, roller, ditch filer and higher priced crushed angular rock are over and above the hourly rate. No report of any bidding process has yet been provided; neither has the total cost for this operation.

Adding that there is nothing a road engineer can tell Lembcke, Rantallo then contended there was no need to hire a professional to evaluate our GLA road network. New committee member, Richard Johnson, agreed with Rantallo. Following, numerous landowners insisted there is a definite need to have a professional objective analysis and maintenance plan before any money is poured into our roads.

Rantallo anticipates that the application of the crushed angular gravel with some clay binder will ease some of the washboard problems. As for cleaning out or cutting new ditches for all the GLA roads, Rantallo again contended it can be done fairly fast and that Lembcke has ways of getting around the areas where the utility lines run close to and along the road ways. Rantallo presented no comprehensive plan for the ditching project.

One clear question was how to prioritize the available \$31,000 for road maintenance this year. One landowner suggested that the funds be split on a per mile basis. He reminded the committee that there are 4.9 miles of gravel road in NG and 10.5 in SG. Overall, there is a total of 18.5 miles in Glastonbury, paved roads included. Rantallo took issue with the mileage total, claiming that former Road Committee Chairman, William Smith, said GLA maintained 22 miles of roads.

Once again referring to his newly submitted Road Districts Policy, Dobrowski stated that landowners could decide their specific level of road maintenance, as well as road captains. Acknowledging that details would need to be hammered out, Dobrowski suggested there could be three districts: North Glastonbury, Lower South Glastonbury and High South. No consensus or action followed.

Discussion moved to current road surface conditions, in particular how many roads are worn down to the road base. Some argued the roads they use were in the worst condition ever. Many others said the same for their areas. However, most agreed that the gravel is gone on nearly all of the GLA roads. Kehoe said that with a five-year plan, most roads could be graveled.

Reflecting on this, one landowner urged the group to face the financial limitations for road maintenance. Based on his own analysis, he concluded that if the current payment rate of 71% assessment collection continues, the 2016 Budget would have a \$25,000

shortfall at year's end. He invited the committee members and attendees to study his road analysis and data, available on the Glastonbury Community Forum. He has completed much of the work, pointing out that committee members should, "Stop talking! Do the work! And come to meetings prepared!" His comments went unacknowledged.

**GLFPC Note:** Please click on the link below to view the Comprehensive Road Plan data: <http://glastonbury.freeforums.net/thread/118/comprehensive-road-plan-work-progress>

Parker argued, "The sky is not falling!" while accusing this landowner of inaccurate statements, predicting that the payment rate would rise by the end of the year. In answer to the treasurer, volunteer financial consultant Regina Wunsch refuted, "No, I don't think so. Personally, if this were 'my' business, I would be worried."

To finish, a landowner warned the committee, "There is absolutely no Road Plan! It is a responsibility to landowners for this committee to come up with a comprehensive plan. You have to explore this and do the research. What criteria are you using to make it fair." As is routine, this comment was met with silence.

As the clock approached 9:15 pm, a landowner asked which of the agenda items had been addressed. No answers followed, either. Instead it was agreed that the committee would meet again on Wednesday, May 4 at 7 pm.

**GLFPC Note:** With the recent appointment of Richard Johnson to the Road and Weed Committee, the committee totals eleven members. Ed Dobrowski, Dennis Riley and Paul Rantallo serve as the three co-chairs. Other members are Newman Brozovsky, Mark Seaver, Gerald Dubiel, Kevin Newby, Charlene Murphy, plus landowners Clare Parker and Walter Wunsch. In terms of efficient group size and work production, there is substantial research to show that a smaller committee with 5 to 7 members would more efficiently serve GLA.

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