

# Eagle Ranch Messenger

Eagle Ranch Property Owners Association  
5000 Nolan Road, Box A-11  
Pueblo, CO 81004

*January 2010 — Issue 13*

The Official Newsletter of the Eagle Ranch Property Owners Association  
A Covenant Controlled Community

## **Presidents Message:**

It was originally intended that this newsletter be issued in late October, 2009 coincident with the anticipated completion of bridge repairs. However, those repairs were delayed due to weather, schedule conflicts, and contract and contractor employee problems. The repairs are now in the final stage of completion. In the Road and Bridge Report elsewhere in this newsletter, Alan Lucas will explain in more detail what was done.

Monitoring of the bridge repair process necessitated numerous Board meetings, including many that were impromptu. For this I would like to thank the Board members for their time, diligence and sacrifice.

Sincerely, Tom Ossner



## **Annual Meeting:**

The annual meeting held June 27, 2009 had poor attendance. There were not a sufficient number of property owners for a quorum; therefore no official business could be conducted. Since the 2010 meeting will include election of officers, we urge you to participate either by attending the meeting or returning your proxy, which will be included in a forthcoming newsletter.

**Advertisements:** The Board of Director's approved the use of Business Card size advertisements, in order to supplement the cost of publication of this newsletter. A business card size ad will be \$15 per issue or \$40 per year (3 issues). Please have any interested business contact the Newsletter Editor, Debby Graham, at 719-676-2964 or [news@erhoa.org](mailto:news@erhoa.org)

**Paid advertisements** accepted to offset the cost of newsletter production and should not be construed as endorsements. The mention of a product or service herein is solely for information to our readers.

Eagle Ranch P.O.A. 2009 Financial Report  
 January 1, 2009 - December 31, 2009  
 Cathi Scriven, Treasurer

<b>Income</b>	Dues, fees, special assess:		\$28,900.00
	2008 Dues (4 lots outstanding)	\$0.00	
	2008 Special Assessment (13 lots outstanding)	\$1,700.00	
	2009 Dues (12 outstanding)	\$19,000.00	
	2009 Special assessment (29 outstanding)	\$7,800.00	
	2009 Late fees paid	\$300.00	
	2010 dues partial prepayment	\$100.00	
	Bank Interest		
	Savings	\$132.32	\$132.24
	<b>Total Income</b>		<b>\$29,032.24</b>
<b>Expenses</b>	Roads		\$24,283.66
	Grading and repair	\$10,252.51	
	Snow removal	\$0.00	
	Weed control	\$975.00	
	Bridges repair	\$12,856.15	
	Engineer Consult (Reba Ct. bridge & erosion)	\$200.00	
	Association Expenses		\$1,217.33
	CO Registration	\$10.00	
	Newsletters-printing, mailing, mileage	\$171.91	
	Treasurer - envelopes, deposit slips, mileage	\$61.09	
	Annual meeting	\$130.33	
	Website domain name registration	\$15.00	
	Liability insurance	\$625.00	
	IRS taxes on 2008 savings interest	\$119.00	
	Attorney Consult *	\$75.00	
	<b>Total Expenses</b>		<b>\$25,500.99</b>
	<b>Net gain for 2009</b>		<b><u>\$3,531.25</u></b>
<b>Bank Balances</b>			
	1/1/2009 Checking	\$7,884.18	
	Savings	\$26,518.24	
	<b>Total</b>		<b>\$34,402.42</b>
	12/31/2009 Checking	\$9,433.19	
	Savings	\$28,500.48	
	<b>Total</b>		<b>\$37,933.67</b>
	<b>Net gain for 2009</b>		<b><u>\$3,531.25</u></b>

\* Attorney consulted about the Lot in bankruptcy (see 2008 Financial Report). ERPOA has a loss of owed income of \$584.00 as a result of the bankruptcy judgment: \$400 dues, \$100 special assessment, \$50 late fees, \$34 lien fees. By law ERPOA cannot collect this money or contact the debtors about it.

## Road and Bridge Report – by Alan Lucas

A national subcontractor was selected that deals specifically with railroad car bridges. They came out and examined the bridges. The subcontractor then proceeded with a visual inspection citing his concerns. A week later E.R.P.O.A. Board members received a packet with what was discussed including colored diagrams and pictures. These can be seen on the website. ([www.erhoa.org](http://www.erhoa.org))

The diagrams help illustrate how each bridge is comprised of two separate auto transport cars. The cars are supposed to be retrofitted to accommodate vehicular traffic as a bridge. Scrap metal such as brake lines are taken off, ramps properly removed, and places with thin gauge or no metal on the deck are plated with metal to cover holes in the decking. Then each car is welded together to form one uniform structure.

It was determined that each bridge suffered from three major issues of varying degrees. The first issue was the fact that the auto transport cars were not welded together to form one unified structure as described above. This left them more susceptible to damage when heavier loads traveled across them such as concrete trucks. Kaitlyn Bridge was most affected by this with its longer span.

Secondly, it appeared that several holes on the deck of each car had not been plated. At the time of the initial inspection the road base hid the majority of the holes. The severity would later be determined with the removal of the road base as evidenced by Nolan and Reba bridge.

Lastly, erosion to the abutments was taking place. The Reba Bridge abutment was actually being undermined. Continued erosion would have lead to the failure of the abutment and the eventual failure of the bridge.

Each bridge was stripped of what road base it had, followed by an unbelievable layer of dirt. Then the deck of each bridge was power washed clearly exposing the metal decking. Closer inspection revealed that little care was taken in the initial installation of the bridges. Coupler mounds and wheel wells were not plated. The center guide rails were mashed down instead of properly being removed. Other non-essential items on the underside of the bridges were left in place. Scrap metal appeared to be tacked arbitrarily to the deck. Many of these welds were cracked and had failed. Sharp metal protruded from the deck. The surface looked absolutely appalling as those who have driven over the bridges can attest to.

To address these problems the bridges had several pieces of 1/2 inch angle iron welded to their underneath from car to car. Then 1/2 inch plate metal was welded down the middle of the deck, tying the cars securely together. This ensures that the bridges will work as one, essentially making them much safer than they previously were while increasing their load capacity.

At the same time, holes in the bridge decking were covered with the same plate metal, eliminating any potential hazardous issues with vehicular traffic. A number of metal protrusions were torched off.

## Road and Bridge Report – Continued

Additionally, a concrete wing wall was tied into the east abutment of the Reba Bridge at the recommendation of a structural engineer. Its purpose is to stabilize erosion while adding to the support of the abutment that was beginning to be undermined.

A considerable amount of time and involvement has been spent on our bridges. The bridges are now structurally safer than they once were. The repairs have added extra safety margins to the capacity of our bridges. Their current life span has increased for years to come.



If you have an inquiry concerning activity at Eagle Ranch, please contact any member of the Board of Directors, or through The Eagle Ranch Property Owners Association Website at: <http://erhoa.org>.

### Board of Directors

Correspondence to board members, annual dues payments and change of address notices should be addressed to:

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**ERPOA Board Meetings:** Property owners can attend ERPOA Board Meetings; however, only board members participate in decision making. Should you wish to introduce a topic at an upcoming board meeting, you must contact a board member prior to the meeting to be included on the agenda.

Meetings have historically been held at the home of a board member. If a large number of property owners wish to attend board meetings, we may have to make other arrangements so that all can participate.

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