

13 May 2025

**Subject: Ammeter Heights ROG Meeting Minutes – 8 May 2025**

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**Attendees (11 of 17 owners)**

John Bullwinkel

Mike and Kathi Berg

**Gary** and Maggie Freudenberger

Katie Faryniarz

Peter and Kerry Graham

Danny Hahm and Jake Brown

Josh and Lisa Knapp

Lance and **Christine** Lawton, Derek Lawton

Frank McIntyre

David Stepp

James Rountree

Dan and **Angela** Schultz

By Proxy

Matt Greenberg

John Schultz

Dustin Stephens

***\*Bold Italic*** denotes  
current ROG officer

Underline denotes  
non-owner resident

**Discussion**

**1. Review of current RMS, Applicable Documentation and Owner Inputs**

Purpose of Meeting. Update Road Maintenance Standards in accordance with the Ammeter View RMA and in preparation for the required Owner Maintenance Work Party currently scheduled for May 10, 2025.

Green highlighting indicates owner approved language.

Introduction	Owner Vote to Accept
<p><b>Current Approved Language</b></p> <p>The goal of maintenance standards for Ammeter View roads is to ensure long term integrity and safe travel conditions for emergency vehicles and road users. This document outlines three road maintenance aspects: gravel road maintenance, vegetation control, and snow removal. Once approved by a majority of owners, this working document can be used to estimate annual road maintenance assessments and proposed road project costs.</p>	11
<p><b>Owner Input Received (2)</b></p>	
<p><b>Owner 1 suggested additional language to current approved language</b></p> <p>Clark County Road Standards &amp; RMA Requirements  <a href="https://www.codepublishing.com/WA/ClarkCounty/html/ClarkCounty40/ClarkCounty40350/ClarkCounty40350030.html">https://www.codepublishing.com/WA/ClarkCounty/html/ClarkCounty40/ClarkCounty40350/ClarkCounty40350030.html</a>  Private roads should have 30' right of way (easement) and 20' roadway width accommodating 2 10' travel lanes (table 40.350.030-2)</p>	2
<p><b>Owner 2 suggested changes &amp; additions</b></p> <p>The goal of maintenance standards is to ensure long term road surface integrity and safe travel conditions for emergency vehicles and road users. This document elaborates on maintenance defined in the Ammeter View RMA Section 5 and defines how and by whom it will be performed. This document is not intended to grant privileges or rights beyond those of existing easement agreements. The Ammeter View RMA shall not apply any standard more stringent than applicable state and local regulations.</p>	2

Proposed New Section	
<p><b>Contractors</b></p> <p>Contractors selected by the ROG to provide bids must comply with state regulations with respect to being licensed, bonded, and insured. Should a contractor not meet these requirements, the owner vote to approve them as a vendor must be a recorded vote (each owner's name and vote are recorded).</p> <p>In order for a contractor's bid to be considered by the ROG on behalf of Ammeter View RMA, a written scope of work must accompany the bid and written contract detailing the scope of work must be signed by the ROG at the time the contractor is engaged, and a copy shall be provided to all households.</p> <p><b>Volunteers</b></p> <p>Prior to any coordinated volunteer event on behalf of Ammeter View RMA (e.g. work party), the Managing Director must: 1 - Assemble a written scope of work outlining the activities that will be performed by volunteers during the work party. These activities should be closely aligned with the scope of this document. 2 - Obtain from each owner a statement of whether their property will be worked on as part of the event. 3 - Make this information available to volunteers and owners.</p> <p>Each volunteer at a work party accepts individual responsibility for performing only the activities outlined, on properties whose owners have given permission, and within any constraints defined by each property owner.</p> <p>Any volunteer road maintenance requiring heavy machinery (i.e. tractors, trucks, bulldozers) requires prior approval by a majority of owners. If state law would require a paid contractor performing the same work be licensed, bonded, and/or insured for the same activity, the owner vote will be recorded.</p>	<p>Proposed and accepted by all present to move this discussion to the end of the meeting, which was adjourned prior to this discussion.</p>

Gravel Road Maintenance	Owner Vote to Accept
<p><b>Current Approved Language</b></p> <ul style="list-style-type: none"> <li>Standard crowning of gravel roads is 4 to 6 degrees per side on flat sections.</li> <li>Sloped sections are sloped towards a well-maintained drainage swale without any crowning.</li> <li>Six or more inches of compacted gravel above the road base layer is a goal of long-term maintenance.</li> <li>The road surface should be free from potholes and rivulets of running water.</li> <li>Drainage ditches should remain free from obstruction with a target depth of twelve inches from the peak of road crown where practical.</li> <li>Culvert inlets and outlets are permanently marked with steel T posts.</li> <li>Culverts are to be cleared quarterly to ensure road drainage.</li> </ul>	<p>15 (with change from 4 to 8 degrees to 4 to 6 degrees)</p>
Owner Input Received (2)	
<p><b>Owner 1 feedback</b></p> <p>Based on the Gravel Roads Construction and Maintenance Guide I recommend we adopt a standard of ½ in. of crown per ft or 4% to 6% grade. See Federal Highway Administration document in link below for a very detailed description.</p> <p><a href="https://www.fhwa.dot.gov/construction/pubs/ots15002.pdf">https://www.fhwa.dot.gov/construction/pubs/ots15002.pdf</a></p> <p>Additionally, roads must be maintained to allow as close to 20 ft. driving surface as possible IAW Clark County Rural Private Road Standard.</p>	<p>0</p>
<p><b>Owner 2 suggested additions to current approved language</b></p> <ul style="list-style-type: none"> <li>Although the RMA expresses a 60' easement for roads and shoulders, including drainage ditches, the goal would be to maintain a 30' right-of-way per current rural standards. This allows for 2 travel lanes in most areas, shoulder parking and snow depository. It is understood that the topography of the area makes it impossible in parts of the road, but 30' should be the goal wherever possible or reasonable.</li> <li>Nothing should be placed or planted within the right-of-way that impedes these purposes. Exceptions are considered on a case-by-case basis where, for example, the potential impediment is legacy (existing there for a minimum of TBD years) or marks a hazard such as a drop-off in the road.</li> </ul>	<p>0</p>

<b>Vegetation Control</b>
<p><b>Current Approved Language (does not establish a standard)</b></p> <p>Continue to maintain vegetation along the road edges with the purpose of maintaining clearance for emergency vehicles and driver/vehicle line of sight. Specific vegetation work proposed for 2023 is to complete the select vegetation removal on Ammeter Road above the "Y" and as needed on 357th Ct. Coordination with and approval by any affected property owner is specifically required prior to any cutting activities.</p>
<b>Owner Input Received (7)</b>
<p><b>Owner 1 feedback</b></p> <p>We propose to add language to the RMS to encourage leaving the low vegetation on embankments adjacent to road edges and drainage ditches to help reduce soil erosion into the ditches. This low vegetation does not impede vehicle line of sight.</p>
<p><b>Owner 2 feedback</b></p> <p>I believe that this RMA agreement was formed &amp; agreed upon to uphold road easement footage, remove debris, grass, dirt, trees, whatever may be to maintain drainage, overhead hanging branches, etc. We would like the road requirement allowance to be uphold &amp; everyone get along to achieve this.</p>
<p><b>Owner 3 feedback</b></p> <p>At this point, clearer distinctions (say, weed whacker vs. chainsaw-level work) might be more useful. For what it's worth, you can't exactly weed-whack a tree. Not quickly, anyway.</p>
<p><b>Owner 4 feedback</b></p> <p>Vegetation along the road edges will be maintained to provide adequate clearance for emergency vehicles and driver/vehicle line of sight in accordance with the 10 MPH posted speed limit so that sight distance is not less than 100 feet in most areas and overhead clearance is at least 14 feet.</p>
<p><b>Owner 5 feedback</b></p> <p>It is one of definition, but I think quite important. There must be a clear distinction between private property that is part of the road easement and other private property. We all know the entire road easement is on "private property". However, the RMA should have power to maintain the road easement free and clear for 2-way traffic (albeit not 20' wide anywhere) no matter what the owner wants. That would include any tree or branch or rocks blocking the easement or 2-way traffic.</p> <p>I would suggest that private property that is part of the road easement be called "Road Easement land" to distinguish it from "Private Property" where owners can do whatever they want that's OK with the county and state.</p>

**Owner 6 proposed language**

Vegetation along the road edges shall be controlled with the purpose of maintaining clearance for emergency vehicles, driver/vehicle line of sight and snowplow safety. As a matter of practicality, it is necessary that the road be wide enough to temporarily park vehicles, especially large construction trucks and trailers, for when major work is being done either to a resident's property or to the road itself.

Vegetation that can be mowed or "weed-eated" should be kept at less than 6" high which also prevents hidden obstacles and reduces the chance of fire ignition. This can legally be enforced by anyone within the easement (40.350.030 C.g (3)).

Vegetation removal that would be usually managed by chainsaw (trees or large shrubs) must be coordinated with the homeowner and should be considered on a case-by-case basis.

Overhanging tree branches must be at least 15' above the road surface, and 5' away from the road edge.

**Owner 7 feedback**

If we do not set a defined distance of maintenance/clearing, the lack of definition introduces subjectivity and will continue to be a problem dividing our community. If we attempt to enforce the 60 ft. easement, it means we potentially have a ton of clearing to do. That is not what we personally want nor do I believe our neighbors prefer either. If we stick to the 60 ft. easement and begin voting as a neighborhood as to what specifically is allowed and not allowed within that easement, then it begins to look more like an HOA voting on who gets to keep what, which we are also against. Although our roads do not meet the 20 ft. standard width required by the county, we should not intentionally allow anyone to reduce the driving surface further and as a result make our roads even less compliant with county standards.

Our household opinion is that roadway shoulders be cleared of vegetation/debris 5 ft. back from current roadway edges and 15 ft vertically from roadway surfaces (IAW ECFR Recommendation). This includes mowing, trimming and removal (just as the county does) of everything to include weeds and natural vegetation, small trees, rocks, etc. Exceptions will need to be made due to terrain or larger establishes trees (*insert agreed upon diameter*).

Not only does this recommendation follow the standard set by Clark County but it further ensures that drainage ditches can be dug out with room for spoils to be deposited as needed without our community being forced to incur unnecessary charges. It also ensures vegetation control and snow plow operations can be conducted, all without concern for harming another owner's landscape. Most importantly, this ensures clearance and room for emergency service vehicles as needed to park while allowing enough room for a single lane of traffic to go around.

Furthermore, setting a measured distance from the current road edge defines a line to help encourage neighbors to plant, landscape and fence their properties in any way they like past the agreed upon distance (5 ft.) thus reducing the potential for damage to their property.

## **Vegetation Control**

A vertical clearance of 14 ft. from the road surface, was approved by a vote of the majority of owners.

Low lying vegetation should be cleared to a distance of three feet from the road edge and to a height of six inches, was approved by a vote of the majority of owners.

The RMA meeting was adjourned at this time.

**Please VOTE to approve the language below (or disapprove WITH feedback), via email.**

### **Proposed Road Maintenance Standard: Vegetation Control**

Vegetation along road edges must be controlled for the purpose of clearance for all ingress/egress to include emergency vehicles, to ensure driver/vehicle line of sight and to allow water runoff by helping to keep ditches clear of debris. Low lying vegetation (that can be trimmed with a mower/weed eater) should be cleared to a distance of at least three feet from the road edge and to a maximum height of six inches. Vegetation such as trees and large shrubs (that would be trimmed with a chainsaw) must be trimmed to allow a vertical clearance of 14 feet from the road surface.

## Approved Road Maintenance Standards (RMS) language (summarized)

The goal of maintenance standards for Ammeter View roads is to ensure long term integrity and safe travel conditions for emergency vehicles and road users. This document outlines three road maintenance aspects: gravel road maintenance, vegetation control, and snow removal. Once approved by a majority of owners, this working document can be used to estimate annual road maintenance assessments and proposed road project costs.

### **Gravel Road Maintenance**

- Standard crowning of gravel roads is 4 to 6 degrees per side on flat sections.
- Sloped sections are sloped towards a well-maintained drainage swale without any crowning.
- Six or more inches of compacted gravel above the road base layer is a goal of long-term maintenance.
- The road surface should be free from potholes and rivulets of running water.
- Drainage ditches should remain free from obstruction with a target depth of twelve inches from the peak of road crown where practical.
- Culvert inlets and outlets are permanently marked with steel T posts.
- Culverts are to be cleared quarterly to ensure road drainage.

### **Vegetation Control**

Vegetation along road edges must be controlled for the purpose of clearance for all ingress/egress to include emergency vehicles, to ensure driver/vehicle line of sight, and to allow water runoff by helping to keep ditches clear of debris. Low lying vegetation (that can be trimmed with a mower/weed eater) should be cleared to a distance of at least three feet from the road edge and to a maximum height of six inches. Vegetation such as trees and large shrubs (that would be trimmed with a chainsaw) must be trimmed to allow a vertical clearance of 14 feet from the road surface.

### **Snow Removal**

(discussion tabled until Fall 2025 meeting)