

Eagle Bend North Homeowners Association

Annual Meeting of the Board

September 3, 2026, at 11:00 a.m.

Eagle Bend Yacht Harbor Clubhouse

Call to Order: President Frank Charboneau introduced Board members Andy Phillips, Vice President; Derek Swank, Treasurer; and Sorin Juster. Absent from the meeting was Board member Will Lyons who was unable to get away from the office. He also introduced Property Manager Lindsay Frietas and Architectural Committee Chair Bill Smith who is a licensed Architect. Forty-eight members attended, and 21 proxies were submitted.

Approval of Annual Meeting Minutes: Dan Purcell moved to approve the minutes of the August 26, 2025, Annual Meeting. The motion passed unanimously.

Frank reviewed the annual meeting procedures, including the election of officers and Board members. Discussion of Eagle Bend Golden Bear Drive was tabled. If the golf course assumes control of the road, it will close the road to golf carts. Sorin will discuss Lower Bridger Drive. Members were asked to submit their surveys for the Board to review.

Board Election: Andy Phillips explained that two Board members were seeking reelection and one position was open. Frank Charboneau and Andy Phillips were eligible and running for reelection. Board member Ray Thibodeau has resigned from the Board and had one more year to serve. The nominating committee presented one volunteer, Nancy Sartor, who was nominated by Ray Thibodeau. Nancy has lived in the community for several years, held a position with Golden Eagle Townhomes Owners Association. In that capacity, she worked with two other Board members addressing conflicts related to converting golf-course water service to individual HOA service and townhomes exterior patios encroaching on the common areas. Nancy also worked with two Ladies Golf Association as Vice President and President. Nancy served in senior management at The Boeing Company and Microsoft Corporation. Nancy emphasized communication, collaboration, and sharing information with members. Andy invited nominations from the floor, no names came forward. Kathy Mouch moved to close nominations. With Frank, Andy, and Nancy as the candidates, Steve Armstrong moved to elect them by acclamation; David Adams seconded the motion. The motion passed unanimously.

Nagy Park: This common area is located at Bridger Drive and Cougar Loop. A few years ago, Buggy reported that its annual water bill was approximately \$14,000. After the golf course stopped providing water for the Association in 2020, the Association assumed

responsibility. Because the park has a separate meter, its water costs can be tracked independently. Andy and Bugsy inspected the irrigation timer, and Andy tested all 12 zones: one waters the entrance sign, while the other 11 water the park. They found that the system was running too long and that several sprinkler heads beneath spruce trees watered only the trees. Andy shortened the watering times and mapped the zones. The water bill increased again in 2025 after someone reprogrammed the timer; the control box could not be locked. That fall, the system was shut off to test whether natural moisture would keep the park green. After the grass browned this year, water service resumed in August, although some brown areas remain. Lindsay was asked to obtain bids to repair or replace the irrigation system and preserve the park as an attractive green space. A committee was proposed to oversee these issues and submit recommendations to the Board. One homeowner asked Frank to turn on the water in July and offered to pay that month's bill. Frank consulted the Board, which approved the request. The July water cost decreased from \$3,700 in 2025 to \$455 in 2026.

Financial Report: Derek reviewed the report previously distributed to all homeowners. He stated that the operating account held \$63,000. After spending \$36,000 on engineering for lower Bridger Drive, (from the intersection of Bridger Drive and Baylie Drive to the intersection of Bridger Drive and Golden Bear), \$27,000 remained for the rest of the year. The Board agreed to allocate \$20,000 in both 2026 and 2027 to the reserves. Annual dues generate \$90,000, which covers operating expenses and road reserves.

Annual Dues: The Board is evaluating how to fund the lower Bridger Drive project and is seeking member input. Since the survey was distributed, an additional funding option has been identified. The Board may increase annual dues by no more than 20%, approximately \$120 per year—dues increase alone would still leave a shortfall in the road reserve. Andy has discussed financing with a bank, which could allow the Association to borrow the funds needed and raise dues to repay the loan; however, no financing commitment has been made, and this option remains under review. Current estimates indicate that the Road Reserve of \$325,000 will be available in 2027 although the final figures are still being developed. The options to fund lower Bridger Drive include increasing dues over the next three years, in combination with a partial assessment, imposing a one-time assessment, or obtaining a loan and raising dues to repay it over the term of the loan. The Board wants members' approval before proceeding.

Lower Bridger Drive Road Report: The Board does not have a formal bid to repair lower Bridger drive. Once a bid is received the Board will review different ways in which to fund the project.

Sorin Juster has been a resident for three years. He is a civil and roadway engineer with 42 years of experience, is licensed in 12 states, and continues to work in the field. He explained that this section of road is visibly deteriorating. The road is about 40 years old, although roads typically last about 20 years. To identify the underlying problem, the HOA Board followed a professional evaluation process and hired Alpine, a soils engineering firm, to perform borings in January. The resulting report was distributed, and Sorin summarized its findings. Several factors are contributing to the failure: the subgrade contains unsuitable organic material, the road does not drain properly, and both the upper and lower ditches appear to have been filled in, preventing water from moving away from the roadway. Although no one can predict the exact timing of a failure, the appearance of potholes indicates that the road has entered an early deteriorating stage.

Crack sealing has extended the road's life, but it is only a temporary measure. The uneven surface collects water, which freezes in winter and accelerates deterioration; the road may last up to three more years. Alpine recommends removing the asphalt between Bailey Drive and Golden Bear, excavating the unsuitable material to a depth of about two feet, replacing it with properly draining material, and installing a suitable base to prevent further settling. Because the poor material occurs at varying depths, the final grading will be adjusted as needed. The Association hired an independent civil engineer, with Sorin coordinating the work to prepare preliminary plans and Order of Magnitude (OOM) cost estimates. The preliminary plans and OOM cost estimate are in the final stages and are scheduled to be completed by the end of September 2026. Initial figure of the estimate, as provided by the consultant is \$900,000 in 2026 market conditions. Final OOM Cost Estimate and preliminary plans will be posted on our website as soon as completed as described above. Costs could rise by as much as 10% each year if the project is postponed. Construction bids on the project can only be obtained once the Final Plans and Construction Documents are completed. This phase has not been approved by the membership. A ballot will be sent to determine if the membership approves this additional expense and the current course of action. Once the engineer completes bid-ready documents, the Association will seek bids; Derek's local-market experience will assist with the process, and the lowest qualified bid will be considered. The project schedule is tied to the available financing options and member approval.

Questions:

A member asked whether Eagle Bend Original HOA, which frequently uses the road as a bypass to Holt Drive, would contribute to the road repairs. Frank contacted the association, which offered to contribute \$100. The Board has not responded.

A member asked whether the project specifications were ready for bidding. Sorin said they were not; the Association will engage the Engineers to continue with the final plans and construction documents, as described above, if the membership approves this action. The preliminary plans and OOM Cost Estimate plan will be posted on the website. The engineer will then be retained to prepare final design documents, which are expected around December. Bidding could begin as early as January.

Sorin explained that approximately a depth two feet of the existing roadway would be removed. A geogrid layer would then be installed, followed by three feet of granular and material screened to ensure proper drainage.

From 2017 to 2022, A previous Board installed culverts along lower Bridger Drive to improve drainage using a pipe system on both sides of the road. In reality this was not an effective method and currently is not functioning.

A member asked whether the old asphalt could be repurposed. Sorin said the contractor would decide, but the material would need to be removed from the site and can be processed for recycling at additional cost. A member asked Sorin if applying for grants had been considered. Sorin shared that grants may be available for work in public rights-of-way, but not for private property.

Sorin said groundwater would remain an issue. The soil report identified permanent groundwater about four feet below the surface. He explained that the proposed design would allow the water to drain. The existing soil is predominantly sandy and drains quickly; although clay was found in some areas, Sorin said it was fill material. New drainage material and a stormwater system would collect the water and carry it away.

A member asked whether the project would allow for routine maintenance in the future. Current road maintenance consists of crack sealing, but long-term maintenance is a separate and important consideration. When asked how soon the new road would need further work, Sorin said its exact service life could not be predicted but estimated that it would last at least 25 to 30 years.

Sorin said construction would restrict access to approximately 12 homes. Contractor scheduling will be closely managed as part of the engineering project to minimize disruption and additional construction phasing details will be provided at completion of final design.

During the January water test, monitoring wells were installed to track water levels throughout the year and provide an accurate annual measurement.

A member asked who would manage the project. Sorin said that had not yet been determined, and this will be an additional cost. The member also asked what maintenance plan would accompany a \$900,000 road investment. Sorin explained that crowning the road was considered but would cause too much disruption. Instead, the design will use a reverse crown with a swale, and the water engineer is developing a plan for the water main and drainage. Reverse-crowned roads in the area are working properly, and runoff from the homes would flow toward the road. If constructed correctly, the road should require little maintenance for many years. Chip sealing could be performed periodically, but because it contains gravel, it would not solve the underlying problem. A long-term maintenance plan can be considered, but repairing the road is the immediate priority.

A member asked whether the Board could impose a special assessment. Article 4, Section 4 of the CC&Rs require approval from two-thirds vote of the members present or by proxy at an annual meeting or a meeting called for such purpose before a special assessment may be levied.

A homeowner said they had not seen the engineering report and questioned whether the road problem justified a \$900,000 project. They asked why the Association could not use chip sealing instead of full reconstruction. Alternate surface treatment methods were looked at by the Board, and its consultants were judged ineffective. The Board explained that it had commissioned a professional survey at a cost of \$8,000 to be used as base for the preliminary plans. Current crack filling is only a temporary repair, and chip sealing would not address the underlying problem.

Frank mentioned the possibility of creating a road committee to work with Board Members. Dana Severy, Leonard Stigliano, Jerry Johnson, Tom Draney, and Steve Molen volunteered to serve a Road Committee. Dana suggested waiting for the next recession, when contractors might offer significantly lower prices. Board will determine the composition of such committee following the result of the membership ballot.

A member asked how long temporary repairs could extend the road's life and whether the committee should plan for a three- or eight-year funding period. Sorin said the road likely has a few years remaining, giving the Association time to build its road reserve. He noted, however, that spreading funding over several years could expose the project to material and construction cost increases of about 10% per year depending on economic conditions. Costs may remain flat in some years, but they are unlikely to decline.

The group discussed the small pool of contractors likely to pursue the project. Derek, an owner of Swank Construction, said many firms view the job as too small while they are committed to multimillion-dollar state and federal work. Even if awarded the contract,

most may not be available to start for two to three years. We will be lucky if we can find two contractors who will bid on this small job. Some members would like to have more excavation companies look at the road and get more opinions if they feel the roadway is failing.

A member asked what road failure would look like. Sorin said the road is already failing; catastrophic failure occurs when potholes develop and the asphalt breaks apart in chunks. When asked whether temperature or season affects the timing, he said failures are most likely in late spring and early fall.

One homeowner called for greater Board transparency. The homeowner said in the past, periodic communication was shared with members through “News of the North” and that the Board should consider starting a similar communication to keep the members informed.

Regarding the road repairs Frank addressed the possible closure of Golden Bear Drive and explained that the Board did not release repair-cost figures earlier because the Board did not have reliable estimates. He said the Board was trying to act prudently and keep the HOA informed. Regarding the closure of Golden Bear, the Board does not want to sell Golden Bear Drive to the golf course if the sale could result in the road’s closure to golf carts. Preliminary discussions about a possible sale were intended to gather information before any decision was made.

Speed Bumps: A member inquired if Sorin would consider installing speed bumps. Sorin said speed study should be conducted first because most speeding concerns are based on perception. Radar data could establish the actual average speed. He also noted that speed bumps can create disruptive noise. Lindsay described a lawsuit involving a previous HOA where speed-bump noise became a significant issue. The study also found that drivers accelerated between bumps.

Board meeting dates should be published and communicated to members at least 60 days in advance.

Steve Armstrong, Nancy Sartor, Linda Kidd, and Andy Phillips will form a committee to review the CC&Rs.

Steve Armstrong and Mickey Sogard will form a committee to evaluate Nagy Park.

Dave Adams made a motion to adjourn. Meeting adjourned at 1:00 p.m.

Bugsy Yarbrough Recording Secretary