

SEPTEMBER 2014 NEWSLETTER

The Board of Directors of the Association would like to remind everyone that the election of two new board members to replace Lewis Daniels and Tom Eller will occur on September 30th. The nominating committee has provided an outstanding slate of candidates: Don Mathis, Becky McKnight, Charlie Potts and Fred Tygart.

Everyone should have received ballots in the mail, which must be returned before the 30 September deadline.

With the election of two of these nominees, Wolf Laurel will now have moved significantly towards the 2015 goal of a member-elected Board of Directors. With this election, a majority of the board will now be directly elected. Next year, the remaining three appointed Directors will be replaced and the process that was negotiated with Bald Mountain will be complete. This transition from a developer-controlled to a member-owned association has been a remarkably smooth process, considering the many “moving parts” that have required negotiation, coordination, and accommodation – all resulting from a lot of effort by many members of the community! Everyone should be proud of how far we have come.

At the same time, we all need to be aware of how far we still have to go. For example, on the first weekend of this month, we had torrential rains that caused 22 separate washouts on our roads! Why? Because we have much work to do to improve the condition of our road network to bring it up to acceptable standards. In that regard, the Board of Directors has engaged a consultant to update the survey of our roads that was conducted several years ago. That review is in progress and the Board anticipates that it will be used to develop a multi-year plan to correct, at the least, the most glaring deficiencies that exist. We have consulted with NC Department of Transportation officials and accessed NCDOT web pages that have pertinent information. Not surprisingly, we discovered a couple of big bits of data.

First, as both gravel and asphalt roads begin to degrade from a pristine level they go from one state of degradation to the next at an increasing rate of destruction. In other words, the worst the roads are, the faster they get even worse – so it is very much in our interests to keep the roads in the best shape possible! As every homeowner knows, the longer you delay, the more it costs to fix things, and our roads are no different.

Second, we discovered that the most damage to our roads comes from the “heavy loaders” – the dual axle dump trucks and the 18-wheelers. What surprised us, though, was that the impact of these vehicles, in relation to lightweight passenger vehicles and pickup trucks, is magnified by the state of disrepair of the roads. The NCDOT estimates that, on a good road, one heavy truck is equal in impact to about 100 light vehicles. For roads in a very bad state of disrepair, the impact of a heavy truck can equal as many as 250 trips by light vehicles. Roads Maintenance and Security is in the process of analyzing Wolf Laurel entry data to determine what percentage of our traffic is light vehicle and what is heavy vehicle.