

Dorado Country Club  
Master Road Committee Report  
August 18, 2025 @ the Dorado Clubhouse

The Master Road Committee met on Monday, August 18, 2025, to determine the budget for the roads in 2026.

It was determined that we would require \$3000 from the operating budget to maintain the roads. This budget would include the following:

- Purchasing the material to patch potholes.
- Labor to patch potholes three times throughout the year. The committee has found a licensed & insured handyman who can provide the labor. This work has been completed by volunteer labor in the past; however, it was difficult to find volunteers in 2025. While committee members will volunteer to assist in patching, there is not a member of the committee with the bandwidth to assemble volunteers when needed. The committee is looking for a volunteer to join the master road committee and take on this responsibility. If this individual cannot be found, hired labor will complete the work. The cost for this is minimal.
- Street sweeping two times per year.
- Painting speed bumps one time per year.
- Clearing the culverts. It was suggested that volunteer labor could use equipment loaned by Generation Golf to pull chains through the culverts following a massive rainstorm. Should this rainstorm not occur in 2026, the culverts will be put on hold for a further date. Hiring a contractor to complete this work is not within the operating nor road reserve budget at this time.

A budget amount of \$92,506 was requested from the road reserve to treat the master roads in 2026. The following information was considered to determine this amount.

- Two asphalt contractors inspected the roads and provided bids. It was stated the overall condition of the master roads is fair to good with a pavement condition rating of 73-76 PCI. Both recommended treatment before serious oxidation and loss of flexibility occur.
- Quotes for three types of treatment were recommended.
  - A standard sealcoat which is a thin liquid application consisting of a slow-setting asphalt chemical emulsion often mixed with sand. This prevents water from penetrating the surface. It has a two-year warranty and generally can last 2-3 years.
  - A premium sealcoat is like the seal coat listed, but it adds more sand, latex, and other fillers. This is the treatment performed on the master roads in 2023.
  - High Density Mineral Bond is a durable asphalt preservation treatment with a 5-year warranty and generally can last 7 years. It is comprised of a mixture of fine aggregates including corundum, slate, and quartz, combined with a non-ionic base emulsion specific for reflecting UV rays that accelerate oxidative damage.
- Two bids were received for a standard sealcoat, each around \$70,000. With a 2–3-year lifespan, and increased costs down the road, Dorado would require around \$150,000 to treat the roads in the next 5-6 years. Dorado paid around \$50,000 for a premium sealcoat in 2023, which shows how the cost accelerates in a few years.

- At this time, the committee recommends budgeting for the High-Density Mineral Bond at a cost of \$92,506 with a five-year warranty provided by the material manufacturer and the contractor.
- References from engineering professionals using this product as well as locations where this application has been used are attached to this report.

A budget for the parking lot at the Dorado Golf Course clubhouse will need to be determined for 2026.

- Brent Lingle with Generation Golf has “a guy” that has been providing this service at Rolling Hills. The cost of this has not yet been discussed with Brent.
- The committee received comparable bids from two contractors to complete this work.
- The committee recommends using the High-Density Mineral Bond treatment as previously discussed. Dorado’s cost for this treatment would be \$13,321.
- It will have a Five-year warranty with references stating up to 7-year effective preservation
- Includes crack repair
- Includes painting & Striping
- This quote is for a one-day project and a full lot closure. \$3500 per additional mobilization.

Tom Orr and Debbie Yob inspected the roads and recommend a price of \$300 to patch existing potholes. Tom will contact the handyman with the board’s approval.

Respectfully submitted  
Debbie Yob  
Master Road Committee Chair