

SELOA Special Roads Meeting – June 28, 2023

2023 Road Priorities:

1. Managing spring run-off by clearing culverts and ditches, using sandbags to control water flow.
2. Repairing surface of Basin Cyn Rd. – road below gate was scheduled to happen in 2022 by Ed Byer but he was unable to obtain material and RC could not schedule other contractors.
3. Repairing surface of upper sections of Kimball Cyn Rd. – only a test patch was completed in 2022
4. Repairing Hailes Loop Rd., residents were unable to access their houses several weeks each year.
5. Stabilizing Lower Cove Rd near lower guardrail section and widening.
6. Grading and adding drainage to Upper Cove Rd. near entrance to Basin Cyn Rd.
7. Preserving good sections of road with chip seal – lower Kimball Cyn Rd. and spots on Basin.
8. Widening narrow sections of road – prioritizing Basin Cyn Rd. and Upper Cove Rd.

2023 SELOA Road Budget: \$125,800 (\$32,775 from 2023 budget + \$93,025 roll-over)

How the 2023 Road Budget has been spent as of 6/26/2023 (priorities #1 – 4, funded and approved by SELOA board)

1. \$9,357 – Spring run-off work on Kimball side (Ed Byer, additional expenses expected*)
\$5,966 – Spring run-off work on Basin side (Riley Smith/resident volunteers)
- 2 & 3. \$74,400 – Repair the crumbling sections on the entire length of Basin Cyn Rd. and upper Kimball Cyn Rd. by pulverizing 4” deep, spreading 2000 additional tons of rotomill, grading, and compacting (Morgan Asphalt). Good section of roads will not be pulverized.
4. \$18,600 - Repair Hailes Loop Rd. by grading and adding drainage (Riley Smith/resident volunteers), spreading/grading sub-base and road base (Witt Excavating/Riley Smith)

Total spent/committed as of 6/26/2023: \$108,323

*Other expected costs are payments to Ed Byer that SELOA has not yet been billed for: ~\$3000 for additional spring run-off work on Kimball side; ~\$21,000 for grinding, grading, and compacting test patches on Lower Cove Rd. (residents contributed \$5000 to the work) and the top of Kimball Cyn Rd in summer 2022.

Result: By July 2023 all residents will have reliable access to their lots via SELOA roads

Road Committee’s “wish list” (priorities #5 - #8 that are unfunded and unapproved by SELOA board)

5. Stabilizing Lower Cove Rd near lower guardrail section and widening.
Road Committee acquired bid to build 50’ x 6’ engineered retaining wall from Lund X for \$37,000. Board would need to approve funding this project, potentially from reserve fund. Additional funds would also be needed to repair road above retaining wall.
6. Grading and adding drainage to Upper Cove Rd. near entrance to Basin Cyn Rd.
Minor work has been done by volunteers in 2022 and 2023 to grade out ruts but ditches need to be re-dug to prevent rutting, then regraded. Plan to spread unused gravel purchased for Ed Byer for Kimball side currently piled at the Y on Upper Cove Rd.
7. Preserving good sections of road with chip seal – lower Kimball Cyn Rd. and spots on Basin Cyn.
Obtained outside bid to chip seal 135,000 sqft of Kimball Cyn Rd. from Staker Parson for \$87,750. Currently do not have budget for this work. Suggest it as a priority for 2024.
8. Widening narrow sections of road – prioritizing Basin Cyn Rd. and Upper Cove Rd
Any widening needs to be done with lot owner consent and engineering. Suggest it as a priority for 2024.

Survey results

- 40 total received, 1 with duplicate lot number excluded.
- Results considered with and without 7 responses with no lot number or email/phone listed; some are potentially duplicates based on repeated responses and time stamps yet could be anonymous responses from owners of multiple lots.

What are your priorities for road improvements?



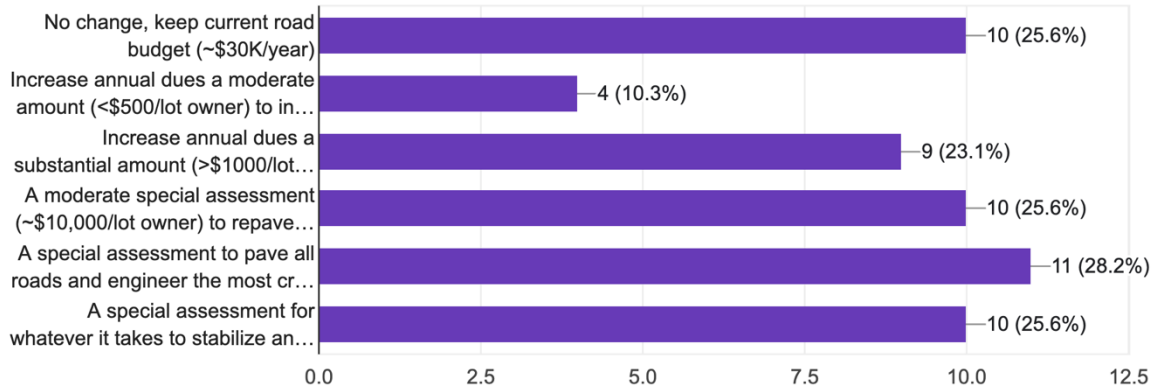
Response summary:

1. Access
2. Safety
3. Pave/paving/paved
4. Widening/wider/width
5. Rotomill

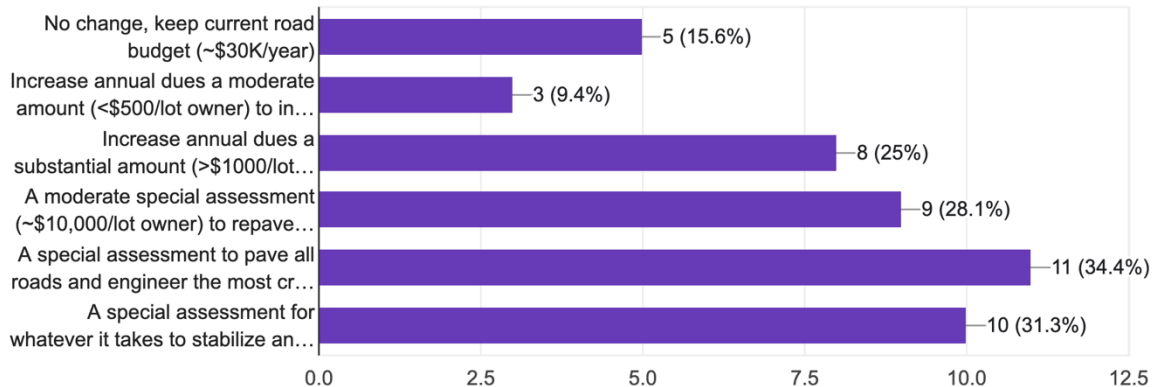
“road” and “roads” excluded

What is your preferred method to fund road improvements?

Survey results including all 39 unique responses (1 duplicate excluded)

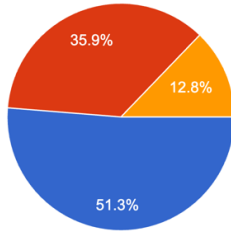


Survey results including 32 verified responses (1 duplicate and 7 unidentified excluded)

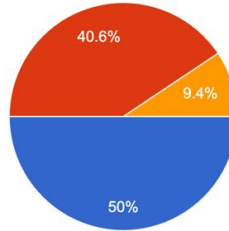


How do you access your property?

How do you access your property?
39 responses



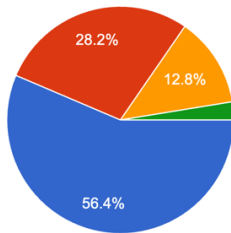
How do you access your property?
32 responses



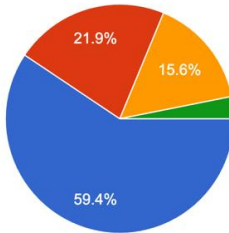
- Kimball Canyon Rd
- Basin Canyon Rd
- I use Kimball and Basin equally
- I do not access my property at all

How do you use your lot?

How do you use your lot?
39 responses



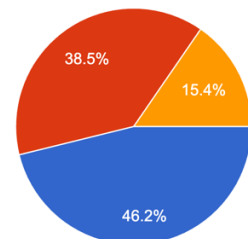
How do you use your lot?
32 responses



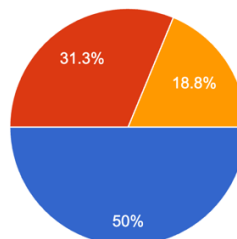
- It is my primary residence
- I have a seasonal cabin or vacation home on the property
- I am currently building on my lot or plan to build within the next 3 years
- My lot is undeveloped and I have no immediate plans to build

Do you support SELOA in taking over snow removal?

Do you support SELOA in taking over snow removal?
39 responses



Do you support SELOA in taking over snow removal?
32 responses



- Yes
- No
- I do not care

SELOA Roads Community Meeting

June 28, 2023

Call to order: Heidi Fisher, Road Committee chair at 6:22pm

Wrap at 8:04pm

Attendees and lot number

Lora and Graham (board) Anthony (119)

Connie (board) and Keith Barnhart (43)

Heidi and Caleb (board) Fisher (108)

Steve (board) and Erica Cuttitta (46)

Wim and Suzanne (board) deJager (117)

Lucy Jordan (board) (106, 79)

Kay, Ted and Laurie Packard (100)

Mark Deneau (16)

Wendy Grosvenor (28)

Rosie Moore (4)

Alina larva (22)

Casey Brown (84, 87)

Ralph and Kelly Brown (85)

Scott McClellan (39, 42)

Scott Ray (120)

Roger Bitner (74)

Briana and David Allred (78)

Casey Marsh (47, 63)

Natalie Shein (64)

Total: 6 board members plus members representing an additional 17 lots. Does not meet quorum requirements. No business transacted.

1. Welcome and thanks for coming. Introductions of attendees.
2. Road budget was \$128,800 for 2023. Some of this budget was rollover dollars from 2022 budget on work that didn't happen due to a very short working window and prior years when we were getting the road study done.
3. Priorities for 2023 work:
 - a. Spring run-off management = ~\$18,000
 - i. \$9,000 so far this year, + ~\$3,000
 - ii. Basin side management - \$5,000
 - b. Lower Basin below the gate
 - c. Repair surface of upper sections of Kimball
 - d. Repairing Hailes Loop
 - e. Stabilizing Lower Cove by guardrail section
 - f. Grading and drainage to Upper Cove (Note: Roger Bitner did this on his own in 2022)

- g. Preserving the good road we have - Lower Kimball
- h. Widening - Basin and Upper Cove
- 4. Next up in 2023:
 - a. Rotomill is much more difficult to get compared to years ago. Contractors are asking for payment and some are prioritizing their own work. Called over 12 paving companies.
 - b. Finally found 2,000 tons from Morgan Asphalt and they can do road repair for \$74,400.
 - i. They will pulverize the road first, before putting down rotomill. Some of the roads are very thick, so by grinding the top layer, we make our own rotomill and also keep the road from getting narrower due to build up of rotomill.
 - ii. Treat with oil or magnesium chloride in the future - when it's a bit softer, you can re-grade the road when it gets ruts. However, if the plow hits those soft spots, it can ruin the road, so it moves from a plow model to a blower model
 - iii. Q: when this work happens, will we be walking to our homes? A: No, but we must drive slow and with All Wheel Drive.
 - iv. Church Traffic: Signs on each gate - Road Restoration signs and contacting the church camp people to let them know. Suggested MPH = 10MPH.
 - v. Where the road curves and uphill, that's where the road gets torn.
 - vi. Start staging and spreading rotomill on July 5th
 - vii. As the roads get better, the speed gets faster. Tell your contractors, friends and family about our fragile roads and the speed requirements.
 - viii. Similar to what Ed did last year at the top of Kimball. If you skim off the hardened surface of the road so you have something to grade and new material will stick.
 - ix. We marked the lines of where we are going to pulverize. Morgan Asphalt said our rotomill will be high quality stuff. Will not be tearing up good road.
 - x. In a couple of areas, e.g. by steep part on Basin by Casey Brown's home, they will get some asphalt patches and steamroll those areas that are really bad (asphalt patches bought from Home Depot applied by Road Committee and volunteers).
 - xi. By mid-July we should have pretty decent roads. Yay!
 - c. Spring work plus Hailes work plus this work will clean out the \$125K road budget.
 - d. Hailes Loop Rd-
 - i. Could not drive it for several weeks out of the year. Mud.
 - ii. Went with the cheapest treatment which included lot owner volunteer labor on the rented equipment.
 - iii. Concrete sub-base down brought in by Witt Excavating in the parts that needed to be strengthened structurally, graded by Riley Smith in a rented skid, then road base over the entire length, graded and compacted with the skid by Riley. Total \$18,000.

- e. Ed Byer sent us a bill on June 27, 2023 for work done in 2022. If we pay that now, it will take up our budget.
- f. Barely did any road repair in 2020, 2021, or 2022. So 2023 is 3 years worth of work.
- g. Concern: Not spending money to finish it properly, oil it, finish it.
 - i. Casey Marsh did research on using water vs. oil. Driving on it and the heat of summer is what compacts it. Morgan is bringing up a water truck to water it. Water works just as well as oil, or better.
 - ii. Be patient with roads, when we hurried up with roads, then we ended up with sloughing off and it takes time for it to settle.
 - iii. Upper Kimball - over time, it has improved since the original fix Ed put on it. It's better now.
 - iv. Morgan Asphalt said it is good we will do this in early July so we have all summer for the roads to bake and harden from the heat.
 - v. Morgan told us we can wait to put the magnesium chloride treatment on it. If roads are horrendous, we can talk about some action to take in later 2023.

Q: For sections that aren't getting pulverized, are we doing rotomill or anything? A: No, we are not rotomilling. If you rotomill over top of other rotomill that has not been pulverized, it won't stick and won't work. We will do asphalt patching at the really bad isolated potholes.

Q: Timing/dates? A: Morgan will start on July 5th but they are hard to pin down on where and exactly when. Road Committee will share dates when we get them.

Q: Will Morgan bring resources to do both sides at same time, or separate them so we can route traffic? A: We don't know yet, pushing them for more details, will share when we get them. Be prepared to go around and be flexible from July 5th and beyond. At first they added an additional \$6,000 in case they would get delayed in Bitner Ranch Road traffic/stop lights. We said we couldn't afford that so they took it off.

Shared survey results:

- 40 responses total, removed 1 duplicate. So 39 results uniquely. Some responses without lot identifying information were suspiciously similar so results are presented two ways: 1) all responses, 2) potentially duplicate responses removed
- Heard over and over again - "Access" and "Safety" were top 2 words. Top responses in this order (excluding "road" and "roads"):
 1. Access
 2. Safety
 3. Pave/paving/paved
 4. Widening/wider/width
 5. Rotomill
- Rosie - People go too fast, it's so fast she doesn't want to walk her dog on Lower Kimball.
- Generally: People on Lower Kimball don't want more money spent and want people to slow down. People on Basin want it paved or rotomilled.
- Sizable response, viewed all together:

- No change - 10 responses (with possible duplicates and no lot identifier)
 - No change - 5 responses (with duplicates removed and lot identifiers)
 - Big mix of responses. We need to decide how to move forward.
- Steve: if we just take the \$30,000 a year we've historically had for a road budget, we would never reach our \$3M needed for the roads. If we want paved roads, we need a much bigger effort, might need us going to our neighbors and getting support for this effort.
- Casey Marsh: Filled it out in consideration of what's best for the neighborhood, not necessarily what is best for her as a full-time lot owner. Full timers shouldn't expect part-time lot owners to want the same thing. Not everybody wants to pay \$30K, maybe they would be willing to pay \$10K.
- Scott M.: Don't totally disagree, but even part time lot owners will get the benefit of a 'raised-ship'. Maybe some people pay \$30K, some pay \$10K, everyone raises the ship.
- Heidi:
 - Major problems with PEGP report - Widths are completely off. Not accurate. E.g report says Basin is wider than Kimball. Not true.
 - Heidi came out with a measurement for average:
 - Basin = 14' wide
 - Kimball = 22'
 - Upper Cove???
 - Lower Cove 14'
 - Hailes 13'???
 - Ideally you want 20 feet and soft shoulders. EMS calls for 20' of drivable road without corners they can't get around.
 - We don't have shoulders - would have to pay for engineers to design shoulders. Lower Kimball is within the platted road easement, so that's why it was easy to expand/widen.
 - Hailes dump trucks - Drivers refused to come up, except 1 driver, due to the steepness and narrow width of the road.
 - Engineering work for widening: don't have a quote on it. Natalie Shein suggested lot owner Lance Sterling is a civil engineer - could ask him for a ballpark of the work and engineering cost.
 - PEGP report - prices are high
 - Do all the roads - paving a minimum of 18' major roads, 14' minor roads, no engineering, no widening = \$2,700,000 which is about \$28K per lot
 - Do all the roads + widening = \$7M without engineering.
- CCR - Perpetual easement, and right of ways - 50 foot easement 14 under roads.
 - Why do we struggle with this easement and right of ways?
 - CC&Rs - very vague.
 - Mismatch between the lot lines and the road easements. Roads do not follow the lot lines exactly, so easement/right-of-way is not the same as other neighborhoods.
 - Some discussion about the lawsuit on Basin.
 - Better way forward:

- If we want to widen roads, we need to get lot owner approvals and legal documentation due to the vagueness in our documents.
 - We're not attempting widening now.
 - Proposal by Lucy Jordan:
 - On almost every lot, Basin Canyon Road is outside the platted right of way
 - Propose the board go to each lot owner that owns where the road needs to be widened, i.e. dangerous turns, pull outs in straight sections, with a proposal that we widen the road, but in the direction the lot owner wants it to go, meaning towards the platted right-of-way, not deeper into their property. Plan would have to be in writing, stakes on the ground.
 - Might be more expensive to go toward the platted ROW but that is the right thing to do.

How much would it cost to get the luxury version of what we're talking about?

- Sense from looking at the numbers, pave only the major arteries - maybe \$10K - \$15K per lot if we neglected Lower Kimball.

How many people have to agree to a special assessment to get this done?

- We will need to increase dues after this work
- We need Board Approval and up for General Membership, everyone in good standing can vote. Need a simple majority of those voting. If you don't vote, it's not an automatic No.
- With continued rotomill and chipsealing - should be good.
- Casey Marsh - A good real estate comp recently came up. A ~10 ac vacant lot in The Preserve with the same foliage but where there are better roads and 7x annual dues = \$1.5M. Lot with similar foliage for sale in Stagecoach = \$750,000. Essentially, better roads increase property value by 2x.
- Scott McClellan said in his research there is a 20% increase in property value with a paved road.
- But does the quality of life suffer because of the speeding? Or the quietness or expanse of development? Maybe to some, no to others.
- Put this to vote, ask people and do something - take action.

How much money do we think would pass a vote?

- Need a simple majority voting at an annual meeting. Historically, about 70 votes are cast at the annual meeting.

Bond Financing - Scott McClellan

- Talked with Zions, Chase and Wells Fargo banks.
- We have no collateral, assets, so they said sorry, cannot do.
- Glenwild - Clubhouse and empty lots owned by HOA.
- Water and Power companies can do bonds. They own and finance the infrastructure, if you don't pay, they turn it off.
- So a bond for the roads cannot happen in SELOA because we don't have assets.
- Asked Staker to finance. They declined.

Federal grants - Scott McClellan

- Unexplored option

- There have been a couple in Utah
- Have to prove why it's a great use and then meet the financing.
- Since our roads are private roads - they'd probably say no

Permanent Residents -

- County considers that we're seasonal residences.
- It says seasonal on some of our plats, but zoning trumps the plats. It would be good to look into this.

Turn roads over to the State -

- They will widen, pave, and plow them
- We would have to have it be a public road open to all

Bitner Ranch Road Association -

- Been debating this for years with the county. They would need to make their roads to county standards, and THEN propose it to the county, they could still say no. That's \$6M investment in Bitner Ranch and the county could still say no.

If people don't have \$30K to spend on a road special assessment, we should not consider this option. Do we know this? No/Yes? We do not know. Maybe do a more valid survey with actual numbers

- Secure, anonymous survey with one vote per lot can be done through Election Buddy.

Scott Ray: People drive SOOO fast on the paved road. Some people might not say no because of the high cost, just that they don't want the speeding.

Fire on Hailes - Fire truck could not find the fire, went up Upper Cove trying to find it.

Basin and Kimball - need to be good. Wide and safe. Could just be rotomill. Did that on Lower Cove, rotomill without binder.

Scott Ray - Lower Kimball was done with rotomill and no sealant, just rolled it.

Casey Marsh - Ed takes very good care of all of Kimball. Basin didn't do so during setup.

Straw poll vote of those present - Pave all roads for \$30K per lot - 10 votes yes of 23 present lot owners

Straw poll vote of those present - Upgrade quality of all roads - \$10K-\$15K per lot - 8 votes yes of 23 present lot owners

Casey M.: Paving increases the value of the property, rotomill does not.

Outline what we want. Include widening to safety standards. REQUEST: Engineering estimates. Scott Ray, Briana, and others can ask.

Volunteer sheet sent around. One item is to map culverts and clear them. Runoff will ruin the work we are doing.

Concerns with drainage still not right on some parts on both sides. But we don't have any more road budget to do that work.

Is there a way to figure out how to add drainage to the roads and make sure the runoff is going the right way? Plan on culvert assessment for next year, dues more than \$1,100/year would help here.

25% said yes on survey for substantial annual dues increase over \$1,000/year.

What are the priorities of spending that money? Which roads?

GPS the culverts - do waypoints.

Pros/Cons Survey voices - add on Volunteer (add no action)

Big Picture:

Priority numbers 5 - 8 on the handout: we don't have dollars in the Road budget to cover now.

We have researched the cost. Have not taken it to board yet. Want opinions.

What do we want to see in the future:

Other items noted:

Sea-to-Ski = \$20,000 but not out of Road Budget, but is part of the overall budget.

Roger: The bill from BRR Assoc. should be going down because they are cutting off 1 mile of Bitner Ranch Road management. However, they have asked us to pay more over many years and we have avoided this. Need to be handled delicately because we pay much less than other HOAs on Bitner. If they finally do that road, we should get the BRR rotomill for free.

Paving Estimates				
Length of road (ft) from PEPG	Ave est width	Min width	Ideal width	
Basin	11000	14	18	20
Kimball	9500	22	18	20
N Church	11300	14	14	16
Lower Cove	8500	14	14	16
Upper Cove	6400	13	14	16
Hailes	2700	13	14	16
Estimated costs following PEPG estimates from 2021				
Estimated cost to pave 3" HMA cap at \$8.5 sqft - no engineering included, no soft shoulders				
	20' width	18' width		
Basin	\$1,870,000.00	\$1,683,000.00		
Kimball	\$1,615,000.00	\$1,453,500.00		
Estimated cost to pave 2.5" HMA cap at \$7.5 sqft - no engineering included, no soft shoulders				
	16' width	14' width		
N Church	\$1,356,000.00	\$1,186,500.00		
Lower Cove	\$1,020,000.00	\$892,500.00		
Upper Cove	\$768,000.00	\$672,000.00		
Hailes	\$324,000.00	\$283,500.00		
Total est. cost to pave (NO engineering to widen) for all roads at min				\$5,904,000.00
Total est. cost to pave (NO engineering to widen) for all roads at ideal				\$6,953,000.00
Paving cost per lot owner (assuming 106) for all roads an min				\$55,698.11
Paving cost per lot owner (assuming 106) for all roads at ideal				\$65,594.34
Paving cost per lot owner (assuming 106) for only Basin/Kimball at 18'				\$29,589.62 could be reduce by skipping lower Kimball
Paving cost per lot owner (assuming 106) for only Basin/Kimball at 20'				\$32,877.36 could be reduce by skipping lower Kimball
Estimated costs following Eckles Paving quote in 2021 then updated in 2023				
Pulverize / Finish Grade / Compact 6" thick existing material. Furnish / Place / Compact 3" thick asphalt in one lift.				
	20' width	18' width		
Basin	\$770,000.00	\$693,000.00		
Kimball	\$665,000.00	\$598,500.00		
N Church	\$632,800.00	\$553,700.00		
Lower Cove	\$476,000.00	\$416,500.00		
Upper Cove	\$358,400.00	\$313,600.00		
Hailes	\$151,200.00	\$132,300.00		
Total est. cost to pave (NO engineering to widen) for all roads at min				\$2,707,600.00
Total est. cost to pave (NO engineering to widen) for all roads at ideal				\$3,053,400.00
Paving cost per lot owner (assuming 106) for all roads an min				\$25,543.40
Paving cost per lot owner (assuming 106) for all roads at ideal				\$28,805.66
Paving cost per lot owner (assuming 106) for only Basin/Kimball at 18'				\$12,183.96 could be reduce by skipping lower Kimball
Paving cost per lot owner (assuming 106) for only Basin/Kimball at 20'				\$13,537.74 could be reduce by skipping lower Kimball