

MOUNTAIN SHADOWS HOA Q&A re ROAD ASSESSMENT MEETING MINUTES

Date/Time: June 10, 2021/7:00 am – 8:00 am

Location: Virtual

Meeting called by: Bill Klevenberg

Board Members present:

Bill Klevenberg, President

Scott Anglim, Vice-President

Belinda Pond, Secretary/Treasurer

Bob Hammond, Director

Thor Oden, Director

HOA Members present:

Shannon Klevenberg, Linda Ruppel, Cherry VanCour, Mark MacGregor, Joe and Janet Hofstra, Ralph VanPaepeghem, Cindy Thompson, Stacy Perryman, Scott Brown, Bob Seal

Meeting Called to Order at 7:00 pm by Bill Klevenberg.

Member questions were addressed as follows:

Answers from Slender Paving re the following member questions:

Paving Questions:

What is the description of the asphalt mix to be used (aggregate, polymer modification for increased life & durability etc.)?

What road warranty will be provided by the paving company for premature failures?

What assurances do we have for the paving stability (permanent deformation resistance), durability – moisture damage and aging, fatigue cracking resistance, resistance to thermal cracking, permeability, flexibility?

Slender Paving's Answers:

Material Data Sheet is attached. Our warranty is a one year warranty which is the industry standard for new asphalt. As you have probably noticed from some of the driveways you have seen us install in your neighborhood, we believe in putting the asphalt in at the proper depth. In the case of the road overlay that will be two compacted inches. (2.5" pre compaction)

Your road has a quality sub base and the chip seal is very solid so we believe the 2 inches is more than adequate, and will last very well. Our company has a great reputation for handling repairs past the warranty time on a case by case basis. Our reputation is very important to us and we want to make sure that you are happy with the work performed for years to come.

The assurance I can give you for the longevity of the asphalt product is that we are buying the material from Sunroc Corp and we have a long lasting business relationship with them and have never had any issues or problems with their material. With the climate in Garden Valley, the grade percentages on your road, and considering the normal wear and tear just from using the streets You will have to expect normal wear and cracking over the next 15-20 years which is the expected life of the asphalt. This can be mitigated by routine maintenance such as crack filling and seal coating and is completely normal.

Question:

Is it reasonable to consider just doing Blue Shadow this time? It is the road EVERYONE uses and, as I remember, is about half of the total mileage in the subdivision. The rest of the roads are holding up much better and may be fine for a number of years. I know “money is cheap right now, but I assume you will have pushback on the assessment component.

Answer:

There has been a good deal of discussion and debate around doing a portion vs. the entire road. Some of the concerns raised were that there are portions throughout that are in various conditions, with several rough areas not on Blue Shadow. The other finding is that the base of the road is similar throughout and all will ultimately need repaving whether now or in the not so distant future. The other issue becomes coming back for another special assessment to do the rest of the road, it will still be a significant cost and the lower cost financing may not be available and the cost of the job will have likely increased. Another potential issue is if one portion gets voted through and then down the line the other portion does not have support due to high costs for the job and/or money or the fact that the portions proposed do not impact a large number of voting homeowners, it could put the rest of the homeowners in a position of having a very deteriorated road on there “street” while other that live on the “Main” road have a recently paved, smooth nice road in front of their property.

Any portion of the road not done would also require annual repairs and maintenance until such time that it would get re-paved, by doing everything together that money is essentially spent on the repaving upfront vs. ongoing repairs.

While no one can predict future costs, interest rates, supply and demand for contractors, etc., a case can be made comparing the long term total costs of doing it one way or the other. Comparing the cost of the entire road now, vs. a portion now plus repairs on the older sections and then the cost of repaving of the older sections at a later date (if an additional assessment was approved).

Member comments and questions regarding these issues followed.

MEETING ADJOURNED at 8:00pm.