

## Sevier Special Service District #1 Meeting Minutes

February 7, 2017

Meeting called to order by John Byars at 7:00 p.m. in the Sevier County Commission Chambers, Sevier County Administration Building.

In attendance:

- Commissioner Gary Mason, Board Member
- John Byars, Board Member
- Dennis Larson, Treasurer - Board Member
- Kary Monroe, Jones & DeMille Engineering (J&DE)
- Lyndon Friant, Jones & DeMille Engineering (J&DE)
- Bob Watts, Sevier County Road Superintendent
- Layne Torgersen, Staker Parson dba Hales Sand & Gravel
- Kevin Rasmussen, Rasmussen Excavation
- Kelly Cox, Mel Clark Construction
- JR Hernandez, Intermountain Slurry
- Trevor Bennett, Bennett Paving
- Trent Brown, Sunrise Engineering
- Ken May

**First point of business:**

### **BID OPENING – Cove View Road**

**Bennett Paving – Spanish Fork - \$212,490.00 – Apparent low**

*Rasmussen Excavation - \$227,608.00 – 2<sup>nd</sup>*

Staker Parson dba Hales Sand & Gravel - \$244,416.25

*Mel Clark Inc. - \$239,558.00 – 3<sup>rd</sup>*

The apparent low was Bennett Paving. Bennett Paving has worked for us before up Lost Creek and in Redmond. Some issues were involved and some grinding and repairs needed to be done, but no major structural issues. Part of the issue was the use of end dumps.

Kary recommended that the board do due diligence, get updated references and information from Bennett Paving and review notes from past jobs by Bennett Paving. If bid was awarded in March there would still be enough time for contractor to get the contracts and bonds in place before starting work. It was decided to wait to award the bid upon the completion of the bid tabulations and pending review of past meeting minutes. Dollar figures will be left in-tact if need to move to second contractor.

Commissioner Gary Mason motioned to table bid award until March, Dennis Larson seconded. All approved.

## **BID OPENING - 2017 Sevier County Chip Seal**

**Geneva Rock - \$854,180.00 – Apparent low**

*Mel Clark Inc. - \$862,500.00 – 2<sup>nd</sup>*

*Staker Parson dba Hales Sand & Gravel - \$898,763.75 – 3<sup>rd</sup>*

Intermountain Slurry Inc. \$1,030,660.00

Geneva Rock is the apparent low bidder. They are located out of Orem and are a subsidiary of W.W. Clyde. Generally they manage their own product, but have used other contractors in the past to provide the product. Did they have issues when Geneva Rock used Lamb's? Lyndon stated that the Geneva Rock's superintendent maintains tight control of the project and is very good with quality control. Before award is made to the apparent low, Geneva Rock, will check to make sure that Geneva Rock is managing the project and not subbing it out.

John Byars suggested a normal motion be made. Commissioner Gary Mason motioned to award the bid to the low responsible qualified bidder, Geneva Rock, pending all reviews, tabulations and reference checks. Dennis Larson seconded. All approved.

Appreciated bids. Excused contractors.

## **Roto-Mill Stockpile**

Commissioner Gary Mason brought up an issue that Layne Torgersen reminded about him concerning the County's roto-mill that is being stored on Stake Parson's property. There is a large pile of the County's roto-mill on Staker's and they are interested in buying it from County. Rap is pretty valuable to Staker Parson right now and they want plenty on hand for their projects. Would like to buy the reserve from the County. (Currently the roto-mill is being stored on an area that Staker Parson is not mining and so they are not concerned about its storage, but interested in the value of the product to their organization.)

Talked about using the rap on RC Storage; will be using some, but not a lot.

Staker had their guys GPS the pile and they figure that there is approximately 25,000 ton sitting there, which has an approximate value of \$100,000. Bob does not have a use for it right now. He has been offered \$8 and \$12 a ton for it, but it is not worth that much to Staker. Base course is \$5.15 a ton at Staker's.

How many stockpiles? One pile in Sevier that is about the same amount as on Staker's property and a smaller pile on the mine road.

For the county to sell it, it has to be declared as surplus before it can be put up for bid. If there are city and towns in Sevier that needs it, they get first use. John Byers asked if the SSD#1 or the county should sell it. The County would have to sell it because the SSD#1 does not have assets. Currently it is not listed as an asset or surplus. It would first have to be declared as an asset or surplus before putting it up for bid. If it was sold, it would go back into the road department fund. That seems more prudent. It was suggested that putting it up for bid would be the best option.

The pile in Sevier could be used for Ross Lane and over into Poverty Flats. Also good for a base course and then grade and double chip-deal. The other pile on Staker's property could go to bid.

It is a good product to use. Commissioner Gary Mason suggested that we talk to Dale first. Bob wanted to make sure that we keep what we need.

We are going to have a ton of the roto-mill at the mine, but we will be using some of it on the road and the shoulders. This product is not as good as what is in the piles. To remove the excess from the mine can be put in the bid and it can be transported to where it would be most useful.

Commissioner Gary Mason suggested that we will look into the logistics a little more. Layne stated that he didn't want to stir things up, but eventually Staker will be mining in that area, in the future, and it would be good to address the situation now.

### **Bennett Paving**

Trevor, from Bennett Paving, felt that they weren't being given a "fair shake" concerning the Lost Creek job. The crack seal issue was an issue that was brought up when Jones & DeMille Engineering requested a leveling course be put over the entire project to eliminate possible bump problems. Bennett Paving turned the suggestion down because they didn't want to cause extra expense to the SSD#1. Bennett Paving didn't do a leveling course, just an overlay course because it wasn't in the original scope of work. Bennett did grind off the bumps and they felt that they had done due diligence on the project and there were no structural issues.

The SSD#1 Board will review minutes concerning past jobs and any issues with past performance. Board requested an updated reference list from Bennett Paving. Trevor said that he would provide one.

Trevor feels that them coming down and bidding that they are doing a service to the Board because he feels that it makes the competitors be more competitive with their bids. Lyndon was concerned whether or not they had bid the correct HMA specification. Lyndon was also concerned about how the end-dumps had been used in the past.

Lyndon asked if the bid reflected the use of Kol-cal as it is specified in the specs. Trevor did not see that Kol-cal had been required and bid it with end-dumps. A shuttlebuggy is preferred, but Kol-cal is the least required by specifications. The county is requiring this because of the end project quality.

SSD#1 Board asked Kary to get any minutes that would be relevant to Bennett Paving's performance for the Board members to review. Commissioner Gary Mason made it clear to Trevor that all of this review process did not mean that they weren't getting the job, but the Board did feel that it was important that they did review the minutes and do due diligence before officially awarding the bid. He made it clear that they would be fair about it.

Trevor from Bennett Paving left the meeting.

Some discussion about Bennett Paving's bid having been kicked out before. References have been used in the past, but Kary's concern is that that Bennett Paving doesn't realize the importance of the

smoothness spec. There has been a problem getting them back on past projects to grind. They buy their asphalt from Hales and so it is a good product, but the main problem is the ride and smoothness of the finished product. Let's find out about more of their recent jobs. If we were to go with another bidder we aren't leaving a lot of money on the table by using another contractor. Kary stated that we also need to review the specs with Bennett Paving concerning the transfer device and make sure they understand that it is a requirement of the job.

## **January 2017 Minutes**

Commissioner Gary Mason approved previous minutes, John Byars seconded the motion, All approved.

### **Financials**

Dennis Larson: We are starting out the new budget year and so there is no income yet, but we haven't spent money yet either.

No budget variance at this time. Planning on \$6 million in projects, \$2.5 million in debt service. The rest will be miscellaneous expense.

Total assets are \$11.5 million; around \$7.5m not tied up right now.

We are in pretty good shape right now. We are going to lose a 1/4<sup>th</sup> of our funding this year, but we will still be well within our budget. If we have to dip into the budget, we can and adjust the budget next year.

No income other than the interest. The payments that were paid out were all accounts payable from last year. Almost zero expenses this year. 2016 Chip Seal is closed. 7-mile, Crane Lane, 1605 North Elk Horn Wing Wall is encumbered.

Pretty straight forward. There were no questions. The financial report was initialed by Board

Commissioner Gary Mason moved to approve financial report as presented, John Byars seconded. All approved.

Question – John Byars: When other districts come on line, is that money going to be through an agreement and the State is going to manage that and ship it to the other districts?

Answer – Commissioner Gary Mason: Yes, it will not go through us.

### **Invoices**

- Commissioner Gary Mason - Reaper publishing invoice: legal and etc., etc.
- John Byar submitted expenses tonight. Those expenses were already approved last month per Commissioner Gary Mason.
- Bob submitted invoices. Kary (J&DE) also gave Bob the invoice for the box culvert at Cove View, but it was a little different than what was on the original contract that was signed. There was several hundred dollars difference.

- Kary, Jones & DeMille Engineering:
  - Crane Loop
  - Rocky Ford Canal
  - Convulsion Road
  - 1605 North weir structure
  - Cove View Road
  - 2017 Chip Seal
  - GIS archiving project (incorporates Google Earth)
  - Burrville roads
  - Intersection at Lost Creek in Aurora
  - Minutes and notes

Commissioner Gary Mason moved to approve invoices as presented, Dennis Larson seconded. All approved

### **Gooseberry Survey**

Gooseberry has been surveyed. Not enough snow, fences are not buried. Some places buried, some not.

### **2017 Chip Seal**

2017 Chip Seal project with Geneva Rock (apparent low bidder). Kary will find out what their plans are. They are a good company, but have never done chip seal with them before. There is a 30 calendar day time restriction on the project.

The chip seal on the mine road was scheduled to be done in June, but after discussing it with John, the mine will be closing in May (closing May 10 for 21 days), but it is too cold to chip seal that early.

If we waited until the first of August to chip seal, there would need to be three days that the road would be closed; two days to lay the chip seal and one day to cure. John will look at incorporating time to chip seal at the mine.

Want to make sure that there is enough traction, but not too much chip. (There was a head-on crash with coal truck and passenger vehicle recently). The trucks have pushed a lot of the chips off on the curves. Kary is actually talking about a stretch of road further down the road. John will meet with Kary about the needs and the dates.

Bob stated that Central Valley would like to piggy-back our Chip Seal agreement and do Landslide Road. They will pay their portion of the project. Kary said that it could be done, but the SSD#1 would have to pay the contractor and then bill Central Valley. Kary will check with the contractor to see if they are willing to do the additional work. If they are, we can have a change order made up for the new scope. If the contractor agrees they will have a meeting with Central Valley and the contractor to work it out.

### **Convulsion Canyon Road.**

Kary said that the plans are pretty well prepared. Sent someone up there to look at the sharp turn area and he said that there are several broken areas and those areas have been included in the bid package.

John wanted to know if J&DE had looked at the transition area of the Quitchupah Road. Kary said they hadn't had the chance yet, but they are going to look into it.

Kary pointed out that for the Convulsion Canyon Road project that they've got a little bit to do by the freeway interchange, into the cattle guard. The holes have already been patched so UDOT wasn't contacted.

Kary said that there is a little piece where shoulder has broken off; will do full area. It is right by the mine. Will roto-mill that area and put it back into the mine area. The end of it will be by the frontage road so that you will have an area that vehicles can pull off. Can back it down a little bit if needed, but will need it for their pilot car. Commissioner Gary Mason wanted to know where. It will be below the waste rock site.

The top 7" of the road will be milled off and will haul it down to the Salina Creek area, a mile up the mine road. That area is owned by UDOT or Forest Service. We will need to get permission. Kary will look into it.

The stockpiled 7" will then be run through a recycle plant. We will then roto-mill another 5" and that is what will be wasted. That is the stuff that is just crumbling under the road. We don't want it, but we can use some of it on the shoulders. It would make good base, but most of the oil is gone. Commissioner Gary Mason mentioned that Robinsons' stock pile gravel at Accord Lake and they use it for people to buy for the Accord Lake roads. I wonder if they would be interested in it. Kary said that this is the product that we want the contractor to haul it down to the Salina with our contract if we wanted. Some of it could be used on the frontage road by the mine.

We are going to have a lot of it; we might want to use it as surplus so that we don't have to re-handle it. Possibly have County store it for surplus.

The Forest Service has also shown some interest in it. We could also use some of it on the Skutumpah Road. Kary reminded them that anything we want to do with it, we need to figure it out now so that it can be included in the bid package.

More than likely the contractor won't use doubles unless they are hauling back to Salina because it is hard to turn the trucks around. Could turn around in a couple of spots, but it would be difficult. They will be loading directly off of the grinding machines.

County might want to use it on the Hickory Lake Road, Skutumpah Road, and other county roads, or some muddy bogs on Last Chance Road. Will give it a good look-over. It might be cheaper for us to do a separate agreement to get it out of there; using the contractor might not be the most efficient way to do it. Kary reminded them that whatever we do, we need to decide right away because it goes to advertising in 1 ½ weeks.

It sounds like the best option at this time would be to stockpile it. Remember that it turns hard in about a year's time. One thing is that it doesn't have much oil or as many chips so it won't stick together and be as big a problem.

Kary has confirmed that the road is solid and that there won't be any issue where the slide was. The road is not going anywhere. Everyone that he has talked to has stated that if the road hasn't moved with all of those coal trucks bouncing on it, it isn't going to move.

Ken May stated that it was a concern many years ago, but that he has been involved with the road for 25 years and he hasn't seen a problem. Rodney Rasmussen has some pictures of the Dugway area. The pictures are from about 1984 after some wet years. Mike Davis was the engineer on it and he would be a good resource. Rodney is in Yuma until March. Will get contact information for Mike Davis. He lives in Salina; he is retired. Ken Meacham would also be a good resource; he was around when it slid.

Kary said that if you look on Google Earth you can see the area that is being talked about, it has no trees. It is just below the top of the dugway.

Kary said that there are plans to put in French drains. Rodney said they put some drains in. We don't want to disturb the old drains.

Kary said that they will be ready to advertise for a bid opening on March 7<sup>th</sup> so that the contractor has enough time to get his bonds ready. John doesn't think that there will be any problems, but somewhat worried about traffic issues from mine traffic. Kary will make sure that the contractor is aware of the roads traffic issues and to plan around mine traffic and timing. On scheduling changes, a few days are fine, but know that for the contractors, a few weeks would not work. Contractor will be made aware of time change possibilities. Scheduling for the roto-mill can be difficult if delayed. Hoping the mine will be able to be ready and accommodate for the project. Should know the dates by April 18<sup>th</sup>. Could have flaggers for two or three days in the work area. Possible that mine might be able to route trucks another way.

Kary had John Byars sign title sheet.

### **Next Month's Agenda**

On next month's agenda do the Convulsion Road bid opening first and the review and award the Cove View bid.

Nothing going on with the flood channels study; remove from list. The work being done is good, but would eventually like to find a long-term solution. Take it off of the agenda for now.

Crane Loop is still moving forward. The pre-construction meeting with the contractor was held last week. The contractor will start closer to the 20<sup>th</sup> of this month. Notice to Proceed (NTP) has been received. John Byars signed the NTP; left the date blank. Can suspend time for when contractor moves up to Crane Lane. Crane Lane and Rocky Ford have been combined into one package.

### **1605 North Weir**

Carlisle Excavating is hoping to have the boxes and weir here sometime this week; will start bringing equipment in this week and start working on it next week. Completion date is anticipated at the end of March. Gave copy of agreement to board.

## **Burrrville**

Anticipate next month to go out to advertise, Lyndon will bring the title sheet to sign at next month's meeting. The modeling of the project is done. Took a road trip with Bob to make sure that we got everything that he needed done on that project. We will be maintaining the existing grade and add 6" of base, 4" of asphalt, widen it out to a 26' wide road going in to town and then the City streets will be a 24' road. Hot mix will be used. No striped shoulders, just using the minimum of the road width requirements.

We met with Kayde Burr and visited with him. We looked into a community mailbox, but there was a lot of opposition to that and so we will probably just replace the individual mailboxes. We will be meeting with the Phil Burr and the Garkane Energy engineer, for the utility company, tomorrow because there are a couple of poles that will need to be relocated.

There is also a right-of-way (ROW) issue and we will need to meet with the owners. We will let them know that we will be putting new fences in, but they will be pushed back to allow for the ROW.

A few years back, Flea Burr requested that a cattle guard be put in, but now with all of the work being done, they are requesting that the cattle guard be removed because they are having animals get stuck in it. Nobody ranges cattle in that area anymore and the gate is always left open. Lyndon still needs to talk to Flea and Kayde Burr concerning the disposition of the cattle guard.

The cost of the project is still being figured, but where we are widening portions of the road from 20' to 26' in places, we will have to bring in some borrow. There is about 10,000 yards of borrow that will need to be brought in. We will leave it up to the contractor to figure out where to get the borrow; there is no pit close by that can provide what is needed. It was first thought the cost would be close to \$650,000, but because of the borrow, the cost will be going up. Kary nearly has the cost completed, but we will know better next week what the final cost be.

Commissioner Gary Mason wondered what would be the consequences of hot mixing the main road and double chip sealing the town roads. There would be some savings, but as Kary pointed out that one of the problems you get in that area is that you get a lot more snow and moisture and it has the tendency to weaken the shoulders with the chip seal. It would hold up fine for a few years, but it would deteriorate a lot quicker over time with the moisture.

## **Mason Diesel Intersection**

Commissioner Gary Mason has been working with Scott Gurney on swapping maintenance on the road. The GIS lines used on Google Earth are somewhat arbitrary, but when you zoom in on that stretch of Center Street, it shows that it is in Aurora City limits. We have maintained that stretch of road for forever, but I'm not sure how accurate that line is. When I asked Dale to write up an inter-local agreement to swap maintenance, he suggested that we just deed that stretch of road to Aurora City. The problem is I don't know that Aurora wants it because they will have to maintain it. I need to discuss it with the mayor.

Kary stated that the only way to know for sure is to plot the deed descriptions. It probably follows a property line and when you plot that line, wherever it is – the city or the county, it will be based on their taxes.

Concerning the intersection, it is definitely within the City limits and so for us to do the work, we definitely have to do the maintenance swap or we are spending money in Aurora, which we don't want to do. Commissioner Gary Mason told Aurora City that they would come up with a preferred option and get their buy-off.

Lyndon has come up with three different scenarios to realign the intersection respectively at a cost of about: option(s) #1) \$60,000, #2) \$85,000 and #3) \$128,000 (high level estimate). Aurora City does own the railroad ROW and so there won't be any problems for the most part. Dirk Andreason, a local farmer, has a sliver of property that we would need from him. Mason Diesel, owned by Ferrell, will also need to update their county plat to show ownership. Those are the land owners. UDOT said that it is our decision what to do, but they would prefer for safety issues using option #3 (\$128,000) because everything is lined up and brought into a 90° into the highway. This does not equate any cost if we have to move that one power pole; it all depends on how we can squeeze under UDOT's agreement. UDOT would have to move it at a 50-50 split. A turn lane is not required at this time, but if option #3 is chosen there is room for a turn lane at a later date. Work out with the mayor.

The intersection is in Aurora City proper. If we do the maintenance swap then it becomes our responsibility; if we don't it is still Aurora City's responsibility. Commissioner Gary Mason commented that we first need to determine true ownership before proceeding. The property search will need to be conducted through a title company property search. The decisions for this will be tabled until next month.

Lyndon commented that when anything is annexed in the County, Quinn Davis, County Recorder, keeps all of the deeds and information and should have some answers. Lyndon and Commissioner Mason will visit with him this week and check out the county road plat.

### **RC Storage**

Commissioner Gary Mason suggested that it be tabled until next month. Meet next Monday and report results of the meeting next month. Will have some estimates at that time.

### **1300 South to Annabella**

Kary put on hold for tax issues. Possibly tackle in few months.

### **Cattle Guard vs. Snow Plow**

The cattle guard, where we have contracted with Robinsons' to snow plow, was raised and when they plowed over it, it damaged their plow and the cattle guard. The truck has been fixed, but the cattle guard needs to be fixed and the cost will be about \$3,500.

Commissioner Mason made the motion to pay for cattle guard repairs, Dennis Larson seconded the motion. All agreed

Lyndon mentioned that Old Castle might have some cheaper options if they don't care about spacing (4" vs. 5 ½"). It doesn't make any difference except aesthetics. In that area, it really doesn't make any difference at all. Just make sure that the section fits correctly. Figure it out, get the lowest price and get it done.

Kary stated that chip seal in that area would raise the road enough that it would solve the problem for the future after the new cattle guard was installed.

Robinson's would probably appreciate some help with the cost of the truck repair also.

### **Close Meeting**

John Byars made a motion to close the meeting; Dennis Larson seconded. All approved.

The next meeting will be held on March 7, 2017. Commissioner Gary Mason is leaving the Commission Board. He will continue attending the meetings until he is replaced. The Commissioner's meeting to appoint a new board member won't be held until March 13, 2017. Ralph Okerlund was on the Board before Gary. No special requirement for a board member. Gary stated that he will keep coming until another person has been appointed.