

Special Service District #1

March 7, 2017

Meeting called to order by Chairman John Byars at 7:00 p.m. in the Sevier County Administration Building. Also present at the meeting were board members Dennis Larsen and Gary Mason, Kary Monroe and Lyndon Friant from Jones & DeMille Engineering, Bob Watts from the Sevier County Road Department, along with Malcom Nash, Ken May, Tooter Ogden, Russell Curtis, Rich Curtis, Trent Brown, David Albrecht, Larry Cox and Margie Larsen.

Bid Opening - Convulsion Road Repairs

For the project there were 4 planholders but only 2 that were bidding.

Planholders include Harward & Rees, Staker Parson, Kilgore Companies, and Sunroc.

Staker Parson DBA Hales Sand and Gravel: \$3,389,637.00

Sunroc: \$3,146,612.00

Gary pointed out to Larry the juggling time frame on the project. Larry stated that they were aware of it. Larry said that Coughlin is doing the cold-in-place. John stated that the projected date was May but due to an unexpected fault in the mine, it is being estimated to be around the middle of June. In the next month they should be able to narrow timeframe within a week. Kary reiterated to Larry if the time frame shifted from what was in the bid package that they would need to work with that and Larry stated that they were aware of that.

Gary motioned to award the bid to the apparent low responsible bidder, Sunroc, pending bid tabulation and review of references. Dennis seconded the motion, all were in favor.

Larry stated that the asphalt for the project will be hauled from Cedar City. Kary pointed out that WW Clyde is the parent company of Sunroc.

Larry Cox's cell phone number is 435-559-0155.

Cove View Road Bid Opening

Bennett Paving is wanting to withdraw his bid as long as his bid bond isn't held. He missed the shuttle device and so he will have to rent or lease one. It would cost additional money that he didn't have in his bid. He said if he needed to he would still honor his bid but with all that has gone on, it would be better for him to let this project go to the second bidder. John felt that it would be in the best interest of the County. Gary agreed and stated that it would be a good idea to have the contractor, if they want to bid

projects in the future, to come and have a good discussion with the board prior to bidding the project. Kary stated that all plans are online and that he had completed his bid quickly. Kary did call on some of his references. Payson City and Santaquin city both gave good reviews on the contractor. Kary has done the bid tabulation and it has checked out without any errors. Dennis made a motion to release Bennett Paving as well their bid bond from their bid winning project price from last month and award the project to Rasmussen Excavating, the number 2 apparent low bidder on the project. Dennis also moved that Rasmussen Excavating be awarded the bid for the Cove View Road Improvements. John seconded the motion. All were in favor. Kary presented the completed notice of award for Rasmussen Excavating. Kary stated that he would call Rasmussen Excavating and let them know.

Financials

Dennis made a motion to approve the previous meetings minutes. Gary seconded. All were in favor.

Statement date should be changed to February 28 from January 31. The last 2 checks from the State sources have been about that amount and Dennis thought that is about where we are going to settle in with the low oil prices. Given that, we may lose $\frac{1}{4}$ of our income to the new Special Service District. Going forward this year, we are going to need to look to cut on some projects. We have budgeted \$9.6 million in income. We have spent \$6 million in construction, and the bulk of the rest will go to our debt service principal, and then paying our bills. The \$6 million dollar number is the variable for the year with the \$3.6 million contract being awarded today. The second page shows the cash investments and our capital projects fund and the note receivable. Those are the assets totaling \$21 million from the department and we have \$3 million in immediate liabilities. There is a fund equity of \$18 million currently. The next page shows the two checks from mineral lease payments as well as the listing of the checks paid in the last month. The reserve for encumbrances was listed on the front page. Dennis motioned to approve with the change of date. Gary seconded. All were in favor.

Invoices

Dennis presented an invoice for the Richfield Reaper for legal publishing.

Bob presented an invoice for the crushing that has been done on Denmark Wash.

Kary presented invoices for construction on the Rocky Ford Canal Culverts that are well underway, the Weir Structure, Cove View Road, the Chip Seal, GIS, Burrville Road, Lost Creek Road Intersection, minutes, & the RC Storage Road.

Kary also presented two contractor pay estimates for Carlisle Excavating. One is for the Weir structure for \$11,700 and one for Crane Loop Rocky Ford Canal for culverts (as of February 22) for \$22,900 with retainage being held out. On the weir the walls have been poured, the pipes are in and the floor for the structure was poured today. Kary also presented an invoice for the culvert project.

Kary mentioned that on the box culvert that was purchased for the Cove View road, the bill that was submitted to Bob was incorrect and should have been \$11,100. Kary wondered if it should be approved pending that bill to keep it from dragging on too long. We were billed \$11,600. Dennis stated that the bill should be paid on the corrected adjustment.

Chipseal

Awards have been made and the bids have been checked.

Convulsion Canyon Road

Bid will be reviewed and problems will be brought to the attention of the board. Kary stated that from his understanding Sunroc is a good company. They have complete two recent paving projects with Jones & DeMille and did a great job.

RC Storage Road

Kary, Lyndon, Gary, Bob and Richard met and talked about the different options. Lyndon reviewed some different scenarios for where the water comes under the freeway. The first option would be to do some grouted rip-rap cut-off walls and then put rotomill tailings on the rest of the project and doing concrete on the water crossing. The concrete waterways would be just over \$62,400 about \$2,000 more to put down the HMA putting it at \$64,400. The concrete would be owner supplied materials with the Curtis' doing the labor and with the paving there would be both labor and materials costs. Lyndon pointed out that a project similar in size was done 3 years ago by Dwight's Auto Wrecking and it cost approximately \$28,000. Jones & DeMille did verify that about 150 feet of the gravel road is within the city limits. It is a platted and the deeds do have less road right-of-way. It has been dedicated as a 66 foot county road right-of-way. When we met the low water crossing was discussed. It would be designed to be a 120 foot wide crossing the channel to minimize the cost. Concrete would be the longer lasting material to use.

John asked if there would be grouted rip-rap walls with the concrete option. Lyndon stated that the wall would be grouted rip-rap walls in both options. Tooter Ogden asked if the land owners (Hares) are aware of the project. Lyndon pointed out that everything at this point is conceptual and that the land owners are not aware at this point. The only drainage that would change is where the belly in the road is. A cross-culvert would be placed there for the small amount of water. Drainage should not be affected much. Gary stated that Richfield City hasn't been contacted yet.

John asked how the HMA would be tied to the grouted walls. Lyndon stated that it would have to be paved with a concrete top to tie it together. Lyndon stated that the concrete would look better. John asked how the concrete will be tied to the grouted wall. Lyndon explained that it would be a riprap apron and on the concrete we don't grout it. If HMA was done, it would be grouted because it would only be 4 inches thick vs the 8 inch thick concrete. John asked what has been typically happening with the floods. Lyndon wasn't sure. Rich Curtis stated that probably one time in the last 10 years there has been enough water that you cannot drive a pickup across and that they have just backfilled it in. For the most part it runs on both sides and has been channeled through both sides. Usually when it does flood, the road has been covered with silt. John asked if there is a reason for a lot of cut there. Lyndon pointed out that there would be a pretty substantial cut off wall. Lyndon pointed out that it is a 200 foot throat now and there is only a 120 foot to minimize cost. For cost savings the channel could be v'd into the concrete crossing and still be effective. The gravel hasn't been taken out yet. Bob stated that they are confident that there is enough rip rap there.

Rich stated that they had dug out for a building west of the three that are there and they pushed rock out for a couple of days with the back hoe.

Russ stated that on the bottom side about 6 years ago Hare's hired A&D Jensen to dig it out and that's why it drops off. The piles of separated rock are still right below there.

Rich stated that the concern of his is that he didn't want it channeled into one area. John asked if it came directly out of the canyon. Lyndon stated that there is no detention on it. Tooter Ogden suggested the city put a detention pond above the area. Tooter stated that this was an area that they considered for use with NRCS money but they did not have enough to make it happen. He was concerned about the gravel. He was ok if the Hare's will let it dump there but not if it goes down the canal due to flooding.

Gary asked if all the water now goes into the Piute Canal, which it is, so nothing would be changed there. Gary inquired about Rich and Russ's schedules were like. Rich said he is booked until Christmas but is willing to do what it takes to get the job done. He felt that once it is graded it wouldn't take long.

John asked what the master transportation plan does through the area. Lyndon stated that it cuts down past Lane Torgerson's house. John asked if it falls in the county right-of-way and if there is currently 66 feet set aside. The Curtis's are digging another foundation to the west and also own property below the canal.

Lyndon stated that the cost would be for the whole road and placement including 600 yards of owner furnished rip rap, 1000 yards of road way excavation, the pipe and \$9000 for freight and labor. John asked if it was a bicycle path as well. Gary stated that it wasn't and Tooter pointed out that there are quite a few people who do ride bikes on it.

Gary asked if the labor for the cement work was included. Lyndon state that labor was not included. He stated that the recently completed substation road cost \$28,000 and was an almost identical project. John wondered if the SSD should secure the right-of-way on the north road for future projects. Russ stated that the city plan shows a road going through there. John stated that he feels that we should go into it right instead of redoing it later. Gary suggested putting the labor into the estimate for a trade for the 66 foot deeded right-of-way. John suggested straightening out the right-of-way. Lyndon said the PUD plat would have to be amended. Lyndon didn't recall the dogleg in it and stated that it may already be that way. Russ stated that there is a big power line that runs through there but is probably far enough down that it won't be in the way. Lyndon said that only 32 feet of clearance is needed. Russ asked if the land was deeded would they still have a variance. Gary stated that it would still be legal due to the fact that the County would be taking the land. John asked if it had been surveyed and Lyndon stated that it has and it is on file at Jones & DeMille. Lyndon stated that the map being reviewed was likely off of County GIS and the boundary shown on the map reviewed was rough.

John made a motion to move forward with the design and work on the project to work on the flood control chanel and review the engineering. If possible, straighten out the right-of-way and the PUD and on the northern edge of the property down to the canal, do a quit claim deed on 66 feet of right-of-way.

Lyndon clarified that it would be the 120 foot and not the 200 foot crossing. Gary thought 120 feet was enough. Bob didn't want to run into problems in the future. John thought the 120 was fine but that it would have to be channeled properly.

A written inner local would have to be done with Richfield City with their section. Russ pointed out that Doug Peterson owns the 10 acre piece between Hare's and Curtis'. Gary stated that all land owners

would have to be worked with to be notified of what will take place as well as getting Richfield City's blessing. Lyndon asked if the SSD wanted to do a bid package or do an agreement with a contractor. John asked for 3-4 bids because of the project being under the limit of \$150,000. John asked about the safest timing to do the project. Lyndon stated that the contractor assumes the risk on the timing .

Gary seconded the motion. All were in favor.

Lyndon stated that it would have to be poured half at a time because of the size of the screed. It will be 24' wide and run a foot down from the of the roadway surface. There will not be nearly as much disturbance and will fit into the right-of-way. John asked if there are any known subgrade surface issues. Russ stated that the state road has placed road base in the area before.

Rich's phone number is 435-979-7256. Russ's phone number is 435-979-8166. There should be no geotechnical needs.

Crane Loop

Culverts were all in yesterday. The snow made it muddy for a few days and they still need to clean up. They wanted to do an inspection at the end of this week or the first part of next week. Kary asked who would like to be involved in the inspection. Gary said that he would be around and would like to go. Kary said he would schedule it after they have had a few days to clean up.

1605 North Weir Structure

Weir was poured in place today and pipes are all in. Kary let Bob know that the pipe that was under the road was not very good. About 6 or 7 feet in there was a joint that had been added onto. A new section was put on, so there will be a little more pipe used than was planned on. The pipe is backfilled, the junction boxes aren't quite backfilled all the way and they are hoping to tie in the concrete ditch at the end of this week and have some more back fill next week and then it will be wrapped up.

Cove View Road

Kary will get in touch with Kevin and will let him know he has the award and will be sending him the contracts. Kary will get his schedule for work.

Burrrville

The title sheet was presented by Lyndon. He did not have an estimate because they are still running final quantities. It will be advertised next week for a bid opening on April 4. John signed for advertisement. Lyndon stated that there has been a lot of interest in the project from contractors.

Mason Diesel Interchange

Gary met with Aurora's mayor and he likes option 3 the best. It is by far the safest. He has a lot of semi trucks going in and out of there too. We agreed to move ahead with the inter-local agreement to swap maintenance on Center Street and Cynthia is drafting the legal description of both of the roads as well as the inter-local. Gary also stated that we would have to meet with Mason's to see if they would be willing to give up the corner. Gary stated that even if the intersection isn't touched, the inter-local agreement will go through. Aurora owns the east side, and Andreason will be affected slightly by a pipe or diversion structure. Jones and DeMille Engineering is trying to design the project to avoid moving the power pole. At this point a Google Earth design is all that has been done. There has been no survey work done at this point. John asked if there were any lights in the area. Gary stated that there aren't. Lyndon suggested asking UDOT about it like was done on Chris' Auto. Gary stated that it would be safer. Lyndon wondered who would sign off on the power bill. John pointed out that Salina City wanted the light there and that they are currently paying the bill and would need to be resolved. John asked if there was a light at the other intersection and Gary thought that there was. The light at the north intersection and it is unknown who pays the power bill on it because it is outside of Aurora's city limits. John suggesting asking about that. Lyndon stated before survey is done Ferald Mason will be shown preliminary outline. Gary pointed out that it makes it safer for them as well. Ken May suggested a 90 degree intersection and John verified that option 3 was a 90 degree intersection. Kary asked that since we are swapping maintenance, if the project needs to be taken around the corner of the river and tie in with Lost Creek Road. Gary stated that they were both chip sealed last summer and evidently there is about 100 feet that got missed. Kary stated that part of the road has been widened and part is narrow and has a drop off by the river and not in the best shape around there. Ken stated that the road was functional and drivable. Ken stated that it is not a high speed road. Gary suggested looking at the road. Ken asked about the intersections that will not match up at the 4 way. Kary stated that it will because both sides will be modified. The option three makes both roads a true 90 degree road which will be a lot safer.

Elk Horn Lane Wing Wall

Kary reported that the wall was poured yesterday and that it is covered waiting for it to cure and then will be backfilled. In about a week it should be done. The work was done by A&D Jensen

Miscellaneous

Ken stated that there have been two roads that have been brought to the attention of the commission this week. Jesse Nielson is coming to talk about economic development possibilities from the salt mine from the perspective of helping him with power as well as the possibility of improving the road similar to Redmond Salt Mine which he used as an example when talking to Ken. He has not been in to talk with the commission yet. Ken suggested driving the road to become familiar with it. Lyndon stated that the road was on the inventory that he has previously presented. The road was reviewed on Google Earth. John asked how close Jesse was to starting. Ken said that he is producing salt now. Ken stated that is the old Willow Creek Road. Ken stated that Jesse would like to bring power straight up from across the

highway. Ken assumed we would just extend it. Gary asked about the power to Fierce Firearms. Malcom Nash said Fierce Firearms didn't need any road. By Robinson's property, they will be developing a shooting range that goes about 20 feet and they are concerned over power. They have an agreement with Mickelsen's to build a facility but they have to get power there. They are talking about bringing power from Redmond to make it cheaper. They are concerned about putting in a substation. John stated that any business and entrepreneurial efforts will help the county.

Ken stated that there was another concern that came up regarding access to homes. Gary stated that when the subdivision was put in place they signed as a private road. It is a subdivision development with a private road. Gary stated that they did not want to bring the roads up to the County standards so to get the approval it was deemed a private road. Gary suggested double checking with the recorder's office but that it should be on the plats.

Tooter stated that Wilma Coates wanted the road that is by the yard on Aurora put on the list for consideration. Gary stated that there is no school bus that accesses the road. John and Gary reviewed the numerous projects that individual people have asked for in the recent past

Gary made a motion to adjourn the meeting. John seconded. All were in favor.

Meeting ended at 8:30 pm.