**Minutes of the Meeting of 3 Canyons Ranch**
**Master Homeowners Association (MHOA)**
**Quarterly Board of Directors (BOD) Meeting**
**December 2, 2009, 5:30 PM, at La Purisima Center**
**(Rescheduled from October due to the lack of a Quorum)**

**Board Members Present:**
Linda Gleason (19), Connie Foust (20E), Lois Bloom (20W), Harvey Zeligman (21), Greg Chouinard (22), Ron Slyter (23), Frank Diaz (26), Carl Bromund (27)

**Officers:**
President, Carl Bromund
Vice President, Frank Diaz
Secretary, Greg Chouinard
Treasurer, Connie Foust

**Call to Order**
The meeting was called to order at 5:35 PM by President, Carl Bromund

**Acceptance of Agenda**
*A motion was made and seconded to adopt the meeting agenda. The motion to adopt the meeting agenda was carried unanimously.*

**Acceptance of July 18, 2009 MHOA Board Meeting Minutes**
*A motion was made and seconded to accept the minutes from the Board of Directors (BOD) meeting of July 18, 2009. The motion to accept the minutes was carried unanimously.*

**Call to Membership**
No members requested the floor.

**Committee Reports:**

**Gate Committee**
A verbal report was given by Chairman Tom Pickering. Mr. Pickering said all of the lighting was stolen from the West gate as well as the lighting from Castle & Cookes nearby gates, and that an announcement will be placed at the West Gate seven days prior to its activation.

**Road Committee**
A report was given by Chairman Jim Dobis. (See Attachments, pages 3-10)

**Master Design Committee (MDC)**
A report was given by John Hightower. (See Attachments, page 11)

**New Business:**

Gate Activation
- Bicycle, Motorcycle, Pedestrian Access south side of Gate
*A motion was made and seconded to install fencing from the West Gate structure to the South fence line. The motion was carried unanimously.*

- Warnings: Rumble Strips, Flashing Lights, Stop Signs, Lighting
*A motion was made and seconded to install rumble dots near the West Gate.* (Subject to Castle & Cookes approval) *The motion was carried unanimously.*
*A motion was made and seconded to install stop signs, for both East, and West bound lanes at the West Gate. The motion was carried unanimously.*

Castle & Cooke
*A motion was made and seconded to adopt the Draft Resolution pertaining to Castle & Cooke. The motion was carried unanimously.* (See Attachments, page 11)

**Call to Membership**
One member requested the floor.

**Adjournment:**
The meeting was adjourned at 7:35 PM.

**Submitted By:** Greg Chouinard, Secretary

**Attachments:**

**3 Canyons Road**
**Maintenance and Repair Project**
1 November 2009

**3 Canyons Road is 7 miles long**

**6 miles of 3 Canyons Road are in need of repair**

**3 miles of 3 Canyons Road are 24 feet wide**

**3 miles of 3 Canyons Road are 22 feet wide**

**6 miles of 3 Canyons Road has 15 intersecting roads**

**6 miles of 3 Canyons Road has 15 intersecting driveways**

1 mile = 5280 feet

**Maintenance and Repair Options:**

Blacktop versus Chipseal

Background of paving materials:

Historically chipseal has been less than half the cost of blacktop, however due to the type of oil used in chipsealing (now more expensive) and the type of oil used in the blacktop (now less expensive) blacktop is more economical than chip-seal.

Brief explanation of processes:

Existing road surface is leveled where needed using hot asphalt for blacktop and cold patch for chip-seal.

Blacktop arrives in heated dump trucks and material is loaded into a paving machine and dispensed at the desired thickness. Vibratory rollers compact and finish the road.

When the rollers are finished rolling the surface the road is ready for use.

The original ¾" chip surface and the 1 ½" blacktop surface yields a 2 ¼" layer of oil and stone.

The last step is to taper the shoulders with a compacted gravel / ab mix.
(ab mix is crushed stone and stone dust)

The blacktop road process is complete.

Chip-sealing is a multi-step process. This repair job will be a double shot chip application.

The first step is stockpiling the chip at intervals along 3 Canyons Road. Stockpiling at short intervals allows fewer trucks to supply the chip spreader.

The ambient temperature must be 70 degrees (F) and warmer to apply a chip-seal. Chip-sealing is temperature dependant and typically is applied in late spring, summer (not in the monsoon as the oil is an emulsion and is dispersed by water), and early fall.

The chip spreader, the hot oil truck and dump trucks must move together in one continuous operation.
The hot oil truck sprays the oil, the chips drop into the hot oil and are immediately rolled into the existing surface with a wobbly wheel roller.

If the chips are stored too far from the chip spreader the trucks are not able to maintain a steady supply of chips to the spreader and the operation is halted. Additional trucks may be used however there is an additional cost.

The last chip-seal operation for 3 Canyons Road used 5 chip stockpiles for 5 miles of chip-sealing.

This process is repeated two times hence double shot chip seal. The chips used are approximately 3/8" in size and a double application will produce a ¾" layer of oil and stone. The existing road is ¾" thick.

With the original chip seal application and the new application there will be approximately 1 ½" of oil and stone on the road.

Upon completion of the chip-sealing a sweeper is used to remove the loose chips as they will destroy the road if not removed within a few days of completion. The extra chips will remain on the shoulder of the road and help fortify it. The extra chips on the shoulders are used for repairs in later years and should not be removed. We have had members and non members use the chips for their personal use.

The chip-seal road process is complete.

.

PROS AND CONS OF EACH PROCESS

**PROS**

Blacktop: Can be applied throughout most of the year.
Overall thickness is 1½ inches plus existing surface for a total surface of 2 ¼ inches.
Maintenance is minimal.

Chip-seal: Can be applied in a thinner layer.

**CONS**

Blacktop: Should be applied in 1½" layers, upfront cost.

Chip-seal: Stockpiling locations, logistics.
Application is weather/temperature sensitive.
Two applications only yield 1½" layer of surface.
More maintenance.

COSTS

**3 miles of 3 Canyons Road are 24 feet wide**

**3 miles of 3 Canyons Road are 22 feet wide**

One mile equals 5280 feet.

5280 per mile
x 24 feet wide
126,720 square feet per mile of road

5280 per mile
x 22 feet wide
116,160 square feet per mile of road

Blacktop
126,720 square feet per mile of road 24 ft wide
x $.6765 cost per square foot 1½" thick
$ 85,726 cost per mile of 24 ft wide road

Chipseal
126,720 square feet per mile of road 24 ft wide
x $.3454 cost per square foot ¾" thick
$ 43,769 cost per mile of 24 ft wide road

Cost difference between 1½" blacktop and ¾" chip-seal road 24 ft wide per mile is: $41,957
($ 85,726 minus $ 43,769 = $41,957)

Blacktop
116,160 square feet per mile of road 22 ft wide
x $.6765 cost per square foot 1½" thick
$ 78,582 cost per mile of 22 ft wide road

Chipseal
116,160 square feet per mile of road 22 ft wide
x $.3454 cost per square foot ¾" thick
$ 40,121 cost per mile of 22 ft wide road
Cost difference between 1½" blacktop and ¾" chip-seal road 22 ft wide per mile is: $38,461
($78,582 minus $ 40,121 = $38,461)

Blacktop 1½" thick, cost per square foot is $ .6765

Chip-seal ¾" thick, cost per square foot is $ .3454

Cost difference between 1½" blacktop and
¾" chip-seal is: $ .6765 minus $ .3454 is
$.3311 per sq ft.

## Driveway and Road Aprons

An apron or turnout is the area adjacent to an intersecting driveway or road and will prevent damage to the road pavement caused by vehicles accelerating and turning onto 3 Canyons Road.

Differences between a driveway and a road intersection.

**Driveways have 30 foot long culverts.**

**Roads have 60 foot long culverts.**

Driveways will be paved 20 ft wide with a 25 ft radius and will be 30 ft long or to 3 Canyons Road easement line.

Roads will be paved 30 ft wide with a 25 ft radius and will be 30 ft long or to 3 Canyons Road easement line.

**Driveways 20 ft x 30 ft with 25 ft radius = 1225 sq ft.**

Roads 30 ft x 30 ft with 25 ft radius = 1531 sq ft.
Prior to paving the driveway and road intersections the aprons / turnouts need a prepared base installed. The area is excavated and a minimum of 4 inches of processed gravel / ab mix is placed. The surface (blacktop or chip-seal) is then applied to the apron / turnout area.

.

Driveway and road apron / turnout <u>preparation</u> cost.

***Driveway prep = 1225 sq ft of prep @ $1.00 / sq ft.***

Cost per blacktop driveway $1225
Cost per chip-seal driveway $1225

***Road prep = 1525 sq ft of prep @ $1.00 / sq ft***

Cost per blacktop driveway $1525
Cost per chip-seal driveway $1525

***Driveway and road apron / turnout <u>paving</u> cost.***

***Using blacktop 1½" thick or chip-seal ¾" thick:***

***Driveway = 1225 sq ft of blacktop @ $.6765 / sq ft.***

1225 sq ft X $.6765 per sq ft = $ 828.71
Cost for 1½" blacktop per driveway $ 828.71

***Driveway = 1225 sq ft of chip-seal @ $.3454 / sq ft.***

1225 sq ft X $.3454 per sq ft = $ 423.16
Cost for ¾" chip-seal per driveway $ 423.16
.
.
.

***Total per driveway and road apron / turnout cost.***

Blacktop and chip-seal

Driveway prep cost $ 1225.00
Driveway paving cost 1½" blacktop cost <u>$ 828.00</u>
Total blacktop driveway cost $ 2053.00

Driveway prep cost $ 1225.00
Driveway paving cost ¾" chip-seal cost <u>$ 423.00</u>
Total chip-seal driveway cost $ 1648.00

Cost difference between blacktop and chip-seal driveways: $ 2053.00 minus $ 1648.00 = $ 405.00

***Road apron = 1525 sq ft of blacktop @ $.6765 / sq ft.***

1525 sq ft X $.6765 per sq ft = $ 1031.00

Cost for 1½" blacktop per road apron $ 1031.00

***Road apron = 1525 sq ft of chip-seal @ $.3454 / sq ft.***

1525 sq ft X $.3454 per sq ft = $ 526.00

Cost for ¾" chip-seal per road apron $ 526.00

***Total per road apron / turnout cost.***

Blacktop and chip-seal

Road apron prep cost $ 1525
Road apron paving cost 1½" blacktop cost $ 1031
Total blacktop road apron cost $ 2556

Road apron prep cost $ 1525
Road apron paving cost ¾" chip-seal cost $ 526 Total chip-seal driveway cost $ 2051

Cost difference between blacktop and chip-seal road apron: $ 2556.00 minus $ 2051.00 = $ 504

The cost of paving the 3 Canyons Road will vary by mile due to road width as well as road and driveway intersections.

**Mile 1** (24 feet wide) to be paved has 0 driveways and 0 roads.

Blacktop cost: $85,726
Shoulder fill $ 3,000
Total backtop cost $88,726

Chip-seal cost: $43,769

**Mile 2** (24 feet wide) to be paved has 4 driveways and 3 roads.

Blacktop cost: $ 85,726
Shoulder fill $ 3,000
Driveways 4 x $ 2,053 = $ 8,218
Roads 3 x $ 2,556 = $ 7,668
Total for mile 2 = $104,612

**Chip-seal cost: $ 43,769**
Driveways 4 x $ 1,648 = $ 6,592
Roads 3 x $ 2,051 = $ 6,153
Total for mile 2 = $ 56,514

**Mile 3** (24 feet wide) to be paved has 7 driveways and 4 roads.

| | | | |
|---|---|---|---|
| Blacktop cost: | | | $ 85,726 |
| Shoulder fill | | | $ 3,000 |
| Driveways 7 x | $ 2,053 = | $ 14,371 | |
| Roads 4 x | $ 2,556 = | $ 10,224 | |
| | Total for mile 3 = | $ 113,321 | |

| | | | |
|---|---|---|---|
| Chip-seal cost: | | | $ 43,769 |
| Driveways 7 x | $ 1,648 = | $ 11,536 | |
| Roads 4 x | $ 2,051 = | $ 8,204 | |
| | Total for mile 3 = | $ 63,509 | |

**Mile 4** (22 feet wide) to be paved has and 1 driveway and 2 roads.

| | | | |
|---|---|---|---|
| Blacktop cost: | | | $ 78,582 |
| Shoulder fill | | | $ 3,000 |
| Driveways 1 x | $ 2,053 = | $ 2,053 | |
| Roads 2 x | $ 2,556 = | $ 5,112 | |
| | Total for mile 4 = | $ 88,747 | |

| | | | |
|---|---|---|---|
| Chip-seal cost: | | | $ 40,121 |
| Driveways 1 x | $ 1,648 = | $ 1,648 | |
| Roads 2 x | $ 2,051 = | $ 4,102 | |
| | Total for mile 4 = | $ 45,871 | |

**Mile 5** (22 feet wide) to be paved has 2 driveways and 4 roads.

| | | | |
|---|---|---|---|
| Blacktop cost: | | | $ 78,582 |
| Shoulder fill | | | $ 3,000 |
| Driveways 2 x | $ 2,053 = | $ 4,106 | |
| Roads 4 x | $ 2,556 = | $ 10,224 | |
| | Total for mile 5 = | $ 95,912 | |

| | | | |
|---|---|---|---|
| Chip-seal cost: | | | $ 40,121 |
| Driveways 2 x | $ 1,648 = | $ 3,296 | |
| Roads 4 x | $ 2,051 = | $ 8,204 | |
| | Total for mile 5 = | $ 51,621 | |

**Mile 6** (22 feet wide) to be paved has and 1 driveway and 2 roads.

| | | | |
|---|---|---|---|
| Blacktop cost: | | | $ 78,582 |
| Shoulder fill | | | $ 3,000 |
| Driveways 1 x | | $ 2,053 = | $ 2,053 |
| Roads | 2 x | $ 2,556 = | $ 5,112 |
| | | Total for mile 6 = | $ 88,747 |

| | | | |
|---|---|---|---|
| Chip-seal cost: | | | $ 40,121 |
| Driveways 1 x | | $ 1,648 = | $ 1,648 |
| Roads | 2 x | $ 2,051 = | $ 4,102 |
| | | Total for mile 6 = | $ 45,871 |

If 6 miles of road is repaired the total cost is:

| | Blacktop | Chip-seal |
|---|---|---|
| Mile 1 | $ 88,726 | $ 43,769 |
| Mile 2 | $ 104,612 | $ 56,512 |
| Mile 3 | $ 113,321 | $ 63,509 |
| Mile 4 | $ 88,747 | $ 45,871 |
| Mile 5 | $ 95,912 | $ 51,621 |
| Mile 6 | $ 88,747 | $ 45,871 |
| Totals | $ 580,065 | $ 307,155 |

Difference between blacktop and chip-seal for entire project: $272,910

Contingency $5K per 2 miles.

Questions?
Ideas?
Suggestions?

## Master Design Committee Report
## 14 October, 2009

The Master Design Committee (MDC) received and approved three (3) applications this quarter (August – October).

The MDC has collected $105.00 in fees this quarter. MDC expenses for this quarter were $81.00.

The MDC effort to clean up the CC&Rs is progressing.

The MDC welcomes the opportunity to assist the Association's members, our neighbors, to improve their property while complying with the Association CC&Rs.

Jack Lang
MDC Chairman

## Castle & Cooke Resolution

Resolution is to acknowledge that Castle & Cooke has completed their obligation of the "Gate Location, Lease and Reciprocal Easement Agreement" dated August 6, 2008 and the "First Amendment" with the exception of repairing and top coating the roadway between the gate monument and Highway 92 as detailed in paragraph 7 of the agreement.

The Board and members of the 3 Canyons Master HOA wish to thank Castle & Cooke for their excellent leadership and cooperation in bringing this project to completion and look forward to a long and mutually satisfactory relationship.