

SPECIAL MEETING

PALOMINO VALLEY GENERAL IMPROVEMENT DISTRICT
9732 Pyramid Hwy #407, Sparks, NV 89441

Thursday, September 29, 2022

MINUTES

Trustee John Patterson called the special meeting of the Palomino Valley General Improvement District (PVGID or GID) to order at 6:04 p.m. Thursday, September 29, 2022 at 21555 Pyramid Highway, Reno, Nevada.

1. **Roll Call:** Trustees present were John Patterson, Larry Johnson, Don Otto, and Greg Dennis (arrived at 6:10 p.m.). Trustee Dan Helton was absent. Also present were Cathy Glatthar, Assistant to the Board (by phone); and Patrick Mansfield, Legal Counsel.

2. **Public Comment:**

Trustee Patterson asked if there were any public comments? Hearing no requests, he moved to the next agenda item.

3. **Possible Approval of Additional Funding for the 2022 Road Restoration Project (Partially Funded by the American Rescue Plan Act (ARPA) Subgrant from Washoe County):**

Trustee Patterson explained we advertised and sent out a bid to do some pavement restoration work on Right Hand Canyon, Broken Spur, and Sharrock Roads. We received only one bid [from Sierra Nevada Construction (SNC)] (see attached) and that bid came in at \$284,007, which was higher than the \$250,000 subgrant. In order to move forward with this bid, the Board would have to approve additional funds.

Trustee Johnson stated getting this work done for an additional \$34,000 to \$50,000 of our own money was a Godsend to the District. The great majority of the project costs would be coming from the subgrant - an outside source - and in his opinion, it was something they couldn't pass up. He said he believed he had potentially made a mistake in quantities for patching Right Hand Canyon Road, and he expected to see an overage in material quantities for that project item.

Trustee Johnson made a motion to approve additional funding of up to \$50,000 for this project. Trustee Patterson seconded the motion.

Trustee Johnson stated the Right Hand Canyon patching was scheduled to begin tomorrow morning. He reiterated that the only bid came from SNC, who had done the great majority of our chip seal and Cape seal, and all of our edge paving. SNC had provided good quality work and good quality products. He said he would be meeting with the patching crew first thing in the morning to layout the work and provide periodic input as needed as the work progressed. The overall schedule, at this time, was for patching to occur tomorrow, the application of a double coat of the micro-pave would be late next week, the edge paving was scheduled for October 10th and the chip seal would follow quickly after that but he did not have an exact date yet. He stated Trustee Patterson had signed the contract with SNC for Items 3 and 4 which were just the Right Hand Canyon portions of the work which totaled up to far less than the grant amount, so we were covered. He said this special meeting was necessary to approve the overage for the total project.

In answer to Trustee Otto's question, Trustee Johnson explained the bid documents for the project specify what the "Type 3 micro-pave slurry seal" [to be used on Right Hand Canyon] consists of.

Note: Trustee Dennis arrived.

In answer to Trustee Otto's follow up question, Trustee Johnson explained there are three grades of slurry, as follows:

- Type 1 has sand in it, it's 1/4-inch; for parking lots
- Type 2 has up to a 3/8-inch aggregate in it; what's normally put down on streets
- Type 3 has up to a 1/2-inch aggregate in it; it's the coarsest and requires a very heavy application for the first coat

Trustee Johnson stated the Type 3 micro-pave would probably be 3/4 of an inch thick after the two layers were put down.

Trustee Dennis asked if the extra money was worth it, or just do two layers of chip seal [on Right Hand Canyon]?

Trustee Johnson said we'll have two layers of the micro-pavement going down.

Trustee Johnson informed Trustee Dennis that the motion [made and seconded] was to approve up to \$50,000 in additional funding above the \$250,000 grant.

Trustee Dennis asked if we would get more for our money if we just did two layers of chip seal everywhere, or add the additional dollars and do what's written in the contract?

Trustee Johnson explained there was a reason they were using micro-surfacing on Right Hand Canyon; because it was an emulsion and it was squeegeed on, it was self-leveling and would fill in the holes.

Trustee Dennis said he was thinking about how Pyramid Highway was done with two layers of chip seal and it has lasted over 10 years.

Trustee Otto commented that the Highway was smooth, whereas Right Hand Canyon is not.

Trustee Patterson explained that on Broken Spur and Sharrock, just the chip seal on that length of roadway, if we doubled that it would be more money than if we just do the edge paving and a single layer of chip seal.

Trustee Johnson reiterated, for the Right Hand Canyon folks, that the micro-pave was going to *attempt* to even out that terrible surface; nothing was going to even out that terrible surface. It was not going to be as smooth as Whiskey Springs, but it was a lower speed road. It was the best bang for the buck; we never have enough money to do things absolutely right. He said he thought the Right Hand Canyon people would be very happy.

Trustee Dennis said with Right Hand Canyon, they were setting a precedence for specificity on old roads and he was leery of that.

Trustee Johnson said it was the best approach.

Upon a vote, the motion passed unanimously.

4. Public Comment:

Trustee Patterson asked if there were any public comments? Hearing no requests, he moved to the next agenda item.

5. Board Member and Staff Items:

- Trustee Dennis stated he was moving forward trying to work with Washoe County on issues he had brought up at previous meetings.
- Trustee Otto apologized for missing the last meeting. He explained that he messed up and came out last Thursday instead of the Thursday before.
- Trustee Johnson stated for the next agenda, Ms. Cydney Harding wanted to appear before the Board; she has a couple of issues that she would like to address and have Board action on regarding her property adjoining Sharrock Road.
- Trustee Patterson said there was mention about replacing some faded signage around the Valley and asked to have that item on the next agenda.

6. Adjournment: Trustee Dennis made a motion to adjourn the meeting. Trustee Patterson seconded the motion, and hearing no opposition, the meeting adjourned at 6:20 p.m.

2022 Road Restoration Project - Sierra Nevada Construction Bid Proposal

Submitted by Cathy Glatthar, Assistant to the Board and Reviewed by Trustee John Patterson

ATTACHMENT: 09/29/2022 Special Meeting - Agenda Item 3

Palomino Valley
General Improvement District

PWP-WA-2022-466

2022 Road Restoration Project
Construction Documents

BID PROPOSAL

Gentlemen:

The Undersigned, as Bidder, declares that he has carefully examined the location of the proposed work and the plans and specifications. Therefore, if this proposal is accepted, the Bidder will contract with the PVGID, at his own cost and expense, furnish all materials, labor and equipment necessary to completely perform said contract in the manner and the time prescribed by said contract, plans and specifications, and in accordance with the requirements of the PVGID, and to do all things provided or called for by said contract. He will also execute and/or provide all insurance certificates required by law and/or by said contract, all in accordance with and subject to all applicable laws, and that he will take in full payment, therefore, the following prices:

BID SCHEDULE			
Item No.	Description of Work	Quantity	Price
1a.	Placement of Type 3 plantmix asphalt concrete as edge reinforcement to existing Cape seal surfacing, with tack/prime coat, compaction and finishing, including all labor, material, and equipment, complete in place on portions of Sharrock and Broken Spur Roads.	1 Day	\$ <u>14,000.00</u> /Day
			\$14,000
1b.	Type 3 asphalt concrete plantmix	Approximately 400 tons	\$ <u>115.00</u> /ton
			<u>\$46,000</u>
2.	Chip and fog seal, including all labor, equipment, and materials, complete in place on portions of Sharrock and Broken Spur Roads.	138,000 SF	\$ <u>75,900.00</u> Lump Sum
			1. \$60,000
3.	Patching with Type 3 plantmix asphalt concrete on Right Hand Canyon Road, including all labor, equipment, and materials, complete in place.	70 tons	\$ <u>21,000.00</u> Lump Sum
			2. \$75,900
4.	Application of double (2) coats of Type 3 micro-pave slurry seal on Right Hand Canyon Road, including all labor, equipment, and materials, complete in place.	1.35 miles	\$ <u>127,107.00</u> Lump Sum
			3. \$21,000
			4. \$127,107

*The PVGID may, at its sole discretion, add to or subtract from the "Quantity" listed above.

TOTAL: \$284,007