

Holiday Shores  
Board of Directors Meeting Minutes

**Date:** October 25th, 2017

**Attendance**

Board Members

**Present:** Bob Lowrance, Jeanne Abert-Martin, Michael Hawks, Dave Decker and Steve Yates Jr.

**Absent:** Monte Thus and Shaun Diltz

**Quorum Present:** Yes

Others Present

Glenn Dalton and Rob Frey from the Holishor Office.

**Holishor Members Present:** 5

Non-members Present: Curt Westrich with Heneghan & Associates

**Proceedings**

Meeting called to order at 7:30 PM

Pledge of Allegiance Recited

**Minutes of September 27th, 2017**

**Dave Decker** -Motions to approve the minutes as submitted. **Jeanne Abert-Martin** - Seconds

**All in Favor**

**Action:** Motion Carries

**Transfers of Property**

There was 1 transfer of property and it triggered initiation fees.

**Old Business**

**Road Remediation**

**Curt Westrich with Heneghan & Associates** - I just wanted to take the opportunity to present the preliminary information to you so that we can get your thoughts and comments on it in order to present to you the final plan within the next few weeks. Tonight is really just to review things. I realize that you just got the documents at 7 p.m. I apologize for that. What I really wanted to do is just go over the plan and get your general comments, then make revisions as needed and compose the final document presented at your next meeting or whenever you would like to do that. Do you all have a copy of the map that was sent? (Board confirms they do.) Just to let you all know that first sheet there it has a label sheet number 5 it has a PCI rating which is a pavement condition index that is what was done by pave Vision as they went through taking the videos and analyzing the cracks and the problems in the roads. They rated each Road. The green roads are the best roads with a PCI value of 90 to 100%. The blue roads are the next best roads followed by yellow orange red and finally burgundy with those being the worst roads. As far as improvements go we were looking at trying to make the repairs on the worst roads first our plan was also to pretty much all of the roads that have the highest traffic on them. If there was a Green Street on here and it was just a cul-de-sac or a loop Road we didn't plan on doing much to those except for repair drainage if needed and oil and chip. The other roads that serve more houses or maybe connect more Street we plan on doing more upgrades. This could include full depth reclamation with cement which we looked at doing that this fall and then you decided to do that in 2018. That's the main recommendation for most of the roads. There are some asphalt roads Caribbean Biscay SuTwan, that we have recommendations of doing a 2 inch overlay of asphalt. those were the major improvements that were planned I would say that 90% of the roads would have major improvements over the next 10 years and that's just a journal plan as we have it laid out

Holiday Shores  
Board of Directors Meeting Minutes

on the spreadsheet there are three spreadsheets the very first one it has a basic overview of the drainage plan by year that it would be completed. **Dave Decker** - The things you said or not documented in this paperwork about the asphalt or the 2 inch overlay that's not anything that we were given tonight I don't know whether or not that something you've sent to Glenn. That high level overview is just good overview to have documented in front of us as opposed to be buried down deep and some of this. **Curt Westrich with Heneghan & Associates** - Right now there will be a written report that kind of summarizes all that but for purposes of tonight I just wanted to kind of let you look at this information and try to get it give you an overview of it and get some feedback on what you would like to be put into the final report **Dave Decker** - Are we going to see that report? **Curt Westrich with Heneghan & Associates** - I mentioned earlier that is something that we would like to present it to next meeting or whichever meeting you would like us to present that at. There are a lot of revisions that we need that you guys want. **Dave Decker**- I'm sorry but you're not going to get any revisions from us tonight because we got this less than an hour ago. What we need is the information given to us in advance so that we have the opportunity to review it instead of sitting here trying to write down notes of what you're saying so that we have an opportunity to make a management decision you can't make a management decision the way we're giving this information. **Curt Westrich with Heneghan & Associates** - My intention was that there would not be any decisions made here tonight that this would just be presenting information to you and that you would be able to take this back and look at it and then you would understand what you were looking at and that there could be decisions made at the next meeting. **Dave Decker** - I'm sorry. I'm going to interrupt you again you're not going to get a decision at the next meeting. This all needs to be documented and given to the Board before we start talking about any kind of plan. I may be talking out of school for the rest of the Board members, but just a minute ago when you said the report would be based upon whether or not we make any changes or anything, you need to give us the report so that we have an opportunity to review it, to figure out what we want to put forward. I guarantee you that this isn't going to be an up or down on whether we do this, at least not from my perspective. I don't know if the rest of the board members are willing to work that way, but my understanding is that this is something we were supposed to have some time ago and what you're giving us verbally is worthless, because it's not in writing and if it's not in writing, it doesn't mean anything to me. **Curt Westrich with Heneghan & Associates** - Okay, as you look at the spreadsheets, there are recommendations on there for these types of improvements. I'll go over that in more detail. Let's just start off talking about the 1<sup>st</sup> page I mentioned. It's about 10 columns by 10 rows. 2018-2028 is on the left side. As you go through the costs, we have listed different types of improvements for the roads. The 1<sup>st</sup> item there is chip and seal, which is just your typical coat of oil and chip. The next one is a double chip, so 2 coats of oil and chip with a full depth reclamation. Then you have crack, seal and distress repair, which would be on roads that were hot mixed asphalt, it would be a maintenance type thing that you would do on those roads. The chip and seal with crack seal would be an oil and chip that is in worse condition, so you would do some preliminary improvements before you would chip and seal. The chip and overlay would be the hot mix asphalt for the existing asphalt roads. The last item would be a double chip seal with crack sealant. This just shows a summary of what we expect would be done each year. Those are the different types of improvements that we're recommending. Just to give you a rough idea this includes the two roads that you wanted to do full depth Reclamation on as of a few months ago that would be Tampico and the north part of sextant and the oil and chipping on some roads which would have been about \$154,000 when you add The drainage cost to attend the contingency and Engineering there's a total of about \$321,000. I'm not going to go through all these and all that detail but in 2019 is really when your 10 year plan would start through 2028. What we have laid out on the sheet we just summarized the amount of improvements that would be done each year and the drainage improvements that we are recommending. The summary at the very end for 2019 we're talking total construction cost of about \$800,000 that includes all the street work the drainage work the construction contingencies and engineering. **Bob Lowrance** - Just so everybody is aware we're looking at the 10-year plan in the total of the 10-year plan comes 2 about eight and a half million dollars so while that first year is like you said \$321,000 the second years

Holiday Shores  
Board of Directors Meeting Minutes

800000 there's ones as high as one 1.2 million dollars so the average each year is about \$850,000 a year which is well beyond anywhere near where we budget for roads at this point in time. **Curt Westrich with Heneghan & Associates** - As you said there's not really funds available part of what we were looking at was making recommendations to the board as some funding options. Some things could be just as simple as adding assessments on a yearly basis or you can get loans or could there to be some type of bonding financing that you can do to pay for that and you can use the assessments to pay back the bonds. Again we will summarize that in the report and I understand that you don't have that information to look at it this point but like I said we just wanted to give you something that you could take a look at 4 overall cost and type of improvements and to see if you had any questions at this point. Before finalizing I felt that it would be good to get your preliminary information on it to see if we were headed in the right direction. I realize nobody had time to look at this ahead of time and I apologize about that. **Bob Lowrance** - How many members do we have Glenn? **Glenn Dalton** - 1,258 members. Dave - \$675 per member per year for 10 years. **Curt Westrich with Heneghan & Associates** - The next spreadsheet after that has all the roads listed on the left side of the page and it has it by quadrant. It has yours It also has years 2018 through 2028. It shows by Road when we're anticipating that you would need to do roadway improvements to it and when to do drainage improvements. On the right side it shows the cost that would be for the road and drainage improvements, contingencies and engineering for each particular Road. It doesn't show the particular type of construction that we need to be done on each Road if you look at it Brigatine for example it shows that it will be \$50,000 for Roadway Improvement in 2020. The next sheet however shows the detail on what that \$50,000 would entail. The detail is in here it's just a lot to absorb. Can I answer any more questions or go over anything you would like me to at this point? **Bob Lowrance** - Like Dave said, I think at this point we were really need a chance to look at this before we can ask intelligent questions that will get us the answers we were looking for. **Glenn Dalton** - I'd like to throw in is that this is as of today. But within a 10-year period it does become Dynamic when you're talking about different drainage issues being by a lake it can change in a heartbeat we just have to understand that this 10 year plan is a dynamic plan. from our perspective with the number of years we've been doing this out here and I don't know if Curt will agree with me but the biggest issue we have of course is the drainage and that's going to be one of our biggest concerns and fixing that drainage We Believe will make it so that we don't have this much in the future. What we would like to do more rapidly than anything is get the drainage fixed. **Curt Westrich with Heneghan & Associates** - I would agree with that but we're trying to do is to figure out when to get the drainage done for each particular Street. We were looking at making sure the drainage was corrected for each individual street that needed drainage correction before we actually started the road work so as not to waste our time fixing the roads so they would just get damaged again. Our plan was to complete the drainage improvements either before that time or at the same time in order to reduce construction time and make sure the improvements were complete. **Bob Lowrance** - Do you know what the average width of the road is now based on that study you did? **Curt Westrich with Heneghan & Associates** - It's in the range 18 ft. We didn't actually do survey for all this at this point. My understanding from working with Glenn is and looking at all these roads it's probably in the 16 to 18 feet range. **Bob Lowrance** - The only reason why I asked that is for the township to take rows over they've got to be 24 feet wide with the drainage and everything so the cost for them to take them over would be even substantially higher. **Curt Westrich with Heneghan & Associates** - We were not even considering that but we were considering was keeping the roads at about the same size so if you wanted to go to that size, it would be considerably higher. **Bob Lowrance** - If we got the roads up to our standards based upon this at the end of 10 years what would be the cost to maintain the roads over the next 10 years beyond that? I couldn't give you a dollar amount off the top of my head but it would basically consist of continuing to do the oil and chipping and maintenance of it every four years is what we're recommending. That cost is a lot cheaper than full depth Reclamation and full asphalt cost. there are a couple things you could do to the streets right now we're showing the ones that are getting full depth reclamation to improve the base are having 2 Coats of oil and chip voice over the top of them and continuing to maintain that every four years after that with oil and chip. If in the future you

Holiday Shores  
Board of Directors Meeting Minutes

would want those roads to do an asphalt overlay, with that there is a big cost up front but you don't have to continue to do the maintenance every 4 years. That's an option you can look into in the future but I wouldn't probably recommend doing that until this 10-year period is done... you can do that or just continue to oil and chip the streets. The oil and Chip right now is running \$2.40 per linear foot. That's based on a 20-foot Road basically it would be... **Bob Lowrance** - about \$300,000 if you did ever Road total. **Curt Westrich with Heneghan & Associates** - You got roughly about 21 Miles Road. Yeah. It would be around \$270,000 over every 4 year period. If you did the more expensive asphalt overlay you would not have to do those oil and chip overlays every 4 years. **Dave Decker** - It appears you have the ongoing maintenance in this plan. **Curt Westrich with Heneghan & Associates** - That is correct. From this point on we look at what Rob and Glenn had given us as a maintenance plan over the last 10 to 20 years here. If a road was done 2 years ago we were trying to keep so that we would do the oil and chip in 2 years so we can keep a pattern. We did take that into account and then we included maintaining that over the entire tenure... **Steve Yates** - When you got that 20 year history did you happen to notice any correlation between the worst drainage and the condition of the roads? Did you look at that and say maybe these roads are deteriorating at a faster rate because of the drainage issues? These issues. Tell me if I'm wrong, but I think maybe you're just looking at how bad the roads are today and assuming that they are going to deteriorate at the same rate. If Glenn's stating that we might have a huge drainage problem, then we might have roads deteriorating a little faster that potentially this plan, if we didn't take into account what is actually happening at this point. I mean look at Sextant. We've had drainage problems there and they just redid that road 8 years ago or close and notice that it deteriorated 10 times faster than every other road. **Glenn Dalton** - Here's the issue that we had Steve. Up until 3-4 years ago, we did not have any authority to do ditching. We went to the Building Committee and they came up with rules for filling in the ditch in your front yard and how to do it. Anybody that was putting pipe underneath there or just filling in their front yard was required to put something in there. We did that through Building Committee Rules. Again, we look at the money and that's why we haven't pursued the rest of the drainage until now. **Steve Yates** - Okay. What I'm looking at is, you've got hotspots where you know we have drainage issues, if you'd take those areas into account, and look at the history of the repairs that we've done and if maybe those areas are deteriorating 3 times faster because of the drainage, then maybe we should be putting those roads off until 2025, are they going to last that long and did that go into account in this plan. That's what I'm asking. **Glenn Dalton** - Curt will have to jump in on that. All the roads we've done in the last 2 years have been done to buy us time to get a program in place. That's what we were looking at. **Curt Westrich with Heneghan & Associates** - Most of the streets that are red in the drawings have had drainage problems on them. Our plan was to get the streets done with the worst damage and drainage problems 1<sup>st</sup> just to get those done. **Steve Yates** - My question goes back to this and I would ask that you'd check this, if you haven't, if those roads haven't been reconditioned within a certain time and it's because they're not a big thoroughfare or if we just did them and they're in bad condition because they have drainage issues. We need to make sure that addressing the issues by matter of importance other than just judging current condition. Not just saying 'Yeah, that road's bad. We've got to do it faster.' Maybe it's been bad for 10 years and it's stayed bad, but it's not getting much worse, then we might be able to do the drainage and approach some other things and save a little money over this 10-year plan. **Curt Westrich with Heneghan & Associates** - That's something I would have to look into and take into account. **Steve Yates** - Thank you. **Denny Vanstead, 970** - I own 5 houses out here. I've been out here for 35 years. The roads haven't gotten any better. And a lot of people are going to be mad at me for this, but I don't think our dues have went up enough to support any new construction. We probably should be paying more. Hawk Island Road that comes down to my house is down to a cow path. Two cows couldn't pass each other going down my road. I wish it would be better. I would be willing to pay somewhat more to get the roads better and I think other people would too and that seems to be the jest of this whole conversation this evening. We need better roads. I think our property values would increase and that we would have a better community if we had better roads and better drainage. I would be willing to pay a little bit more, not a whole lot more to get better roads out here. **Bob Lowrance** - \$700 a

Holiday Shores  
Board of Directors Meeting Minutes

year more? **Denny Vanstead, 970** - Maybe. I don't know. We're a very nice community. We're one of only 2 lake communities in the area. We could be a much nicer community if we had better roads, better accommodations and things like that. I'm not saying to double or triple our dues, but I think everyone would agree that we need better roads and this may be one of the biggest detriments that we have. I think everyone would accommodate a little bit more money, a little bit better roads and I think we could go forward with this and not have all these little squabbles. Like I said, I'm down to a cowpat right now and I live in a \$300,000 house. I just wish things could get better in that respect and I think everybody would be better off if we could just agree on stuff like this. I'm all for what you guys are doing. Don't make everything to the point where we can't afford to live out here, but every community around here has better roads than us. **Bob Lowrance** - I think everybody would agree with the fact that we need better roads. **Jerry Theodore, 1346** - This conversation had things rolling around in my mind. When you start talking about that kind of money, which I'm not opposed to, I thought 10 years ago our assessments should have been \$1,000, but that's just me. One thing that runs through my mind is that the cheapest time to do it is right now. That tells me that you should get a loan and take it over 10-20 years and pay it back with the additional assessment so we can get the cheapest rates right now. Another thing is that if you start levying a \$600-700 increase that ties you up for years to get no more increases, so how bad will other things deteriorate at the expense of that if you do not have additional monies to take care of other things. The last thing that rolls around in my mind is that if you're going to be trying to get more money from people, why not get money that's already there? It makes incorporation look awfully good. If the Board's really considering doing all this, maybe you should all jump in and start supporting the incorporation. The fact of the matter is that incorporation does have some unknowns in what other taxes could be levied, but appearances from other small communities that have incorporated, there's no large tax levies in almost all of them. Right now we pay taxes that go into road funds and various things that the county gets and we don't get a penny of it, except what the county decides to spend out here which is only on certain roads, which are St. James, the dam road and Prairie town Road. They spend nothing on our Holiday Shore roads. I know this is somewhat of a biased opinion, but you just made incorporation look better with all this discussion tonight. Maybe people should not just arbitrarily rule it out. Because an ex-board member I know put it pretty well because there's 3 ways to spend money on roads out here, Incorporate and get some tax money back out here, raise the assessments or let the roads go and the costs then go into the devaluing of your home. **Bob Lowrance** - Jerry, we as a Board looked into taking this to the membership last year for a dues increase with respect to roads, but we did not have concrete numbers. The numbers that we were thinking about throwing around at that time were about \$300/member. Obviously with this plan, \$300 would not even come close to covering it. Even if you look at lopping off 25% of it, taking off \$2.4 million of the \$8.5 million if we did something alternatively, that would still only take it down to around \$500. So it's a good thing that we did not propose the \$300 last year because it would still not be enough to make the repairs. My assumption is that we will more than likely take it to the membership now that we do have numbers we can work with and we can refine before the annual meeting and leave it up to the membership to vote on the new assessment. We have to leave it up to them and if they say 'no', our only other logical choice would be to incorporate, and you already know that I'm all for incorporating. **Ray Garber, 1822** - I would like to thank the Board for getting this presentation to get an idea of what it might cost so we can put this before the membership. Having been on the Board, I know it's rough to get anything done like this. For 12 years, a lot during those years and nothing more as has made it as far as actually getting a plan together. Hopefully now we can get a good presentation and take it to the community and see where they stand as far as wanting to spend some money to improve the roads or not. I've been here for 30 years and I look around the community and almost everywhere I look, I can honestly say that the beach looks better, the parking lot looks great. I can go down the list. The tennis courts and the new clubhouse. There's been a lot of improvements in the last 30 years. If you set aside some asphalt roads, a few cul-de-sacs and a few other roads, overall the quality of the roads has not been as good as what it used to be. Because we did a lot of oil and chipping back in those days. In looking at the cost and you just alluded to the fact of maybe using some

Holiday Shores  
Board of Directors Meeting Minutes

alternatives that might make it less expensive like making it not as high of quality and cutting some corners, it might get it down about \$100 less than the \$675. I think that it's important to look at some financing options. If I understand the presentation, that includes maintenance cost for these roads. If that's true, the current ~\$100K that we spend to maintain them now would be included in that. If you take that away and look at a loan and spread that out over 20 years, that would bring that payment down also. I guess my point of view, hopefully it will not be an all or nothing presentation that we have at the annual meeting this year and we will have a multiple plan alternative. Maybe give the people some alternatives. My initial reaction is that the \$675 might be a steep hill for some people as far as doubling what they are paying, but I don't know. I have been surprised many times by these people. You never know how they are going to vote. It depends on who shows up. Bob - Those are some of the alternatives that we have looked at as far as getting a loan or bonding. We'd have to go through Madison County if they were willing to help with that. **Denny Vanstead, 970** - I should have also included in my earlier statement. I am also in favor of incorporation if it would help us get the road issues taken care of. I'm sorry if I didn't include that. Bob - My assumption is that Kurt will be back here next time and the Board will look at this and get any other questions that we have together. **Curt Westrich with Heneghan & Associates** - Do you want more information that you could look at before the meeting or do you want me to just leave you with the information that you have and just get any questions you have at that point? Bob - Personally, I would like to work with something that's evolving. I don't know about the rest of the Board, but I kind of like the question and answer session as opposed to just trying to give us more information than we can decipher, especially since we are not full-time Board members. Anybody else? **Curt Westrich with Heneghan & Associates** - Another option could be me coming in and meeting with you for an hour or 2 and getting into more detail rather than doing it in this format. **Bob Lowrance** - We probably still need to do it in this format so that it's open to the members in a regular Board meeting. I would let us say to let us decipher this and maybe we'll have more informed questions to ask you next time. **Curt Westrich with Heneghan & Associates** - Okay. Again I apologize for getting this all to you so late today. I just wanted to get you the information so you could think about it. I wasn't expecting decisions or anything tonight. I know you need to go back and talk about it.

### **Public Safety Chair**

**Bob Lowrance** - Glenn has informed us that Joe Goulash has stepped up to be the chair. He is a retired Madison County Deputy with over 30 years experience.

### **New Business**

#### **Public Safety Event Coverage**

This subject is to take place during executive discussion due to personnel.

### **Holiday Times –**

**Glenn Dalton** - We are working on finding a vendor that is going to get us the type of product that we currently have. Edwardsville Publishing has sold the press that currently makes our paper. We are looking into a new format. I will have that information soon. **Dave Decker** - Didn't we have a Communications Committee that was looking at alternatives? **Bob Lowrance** - Yes. And the communications Committee is still active. As a matter of fact Justin & Rich are part of the Committee and they are here. They are not the Chairs of the Committee, so please pass that on to the Chair if you would Justin or Rich. Maybe see if the Chair can get together with Glenn to look at alternatives. **Justin and Rich agreed to talk to the Chair.**

### **Texting**

Holiday Shores  
Board of Directors Meeting Minutes

**Tabled for next meeting**

**Computer Status**

The IT Committee gave a status on the server upgrade. Everything has been completed with regards to the new server and back-up system. Everything is working as planned. Information to access server and router will now be given to AceTech.

**Open Session**

**Nothing Discussed**

**Dave Decker**– Motions to adjourn to executive sessions.

**Steve Yates** –Seconds.

**All in Favor.**

**Action:** Motion Carries.

**Meeting adjourned at 8:35 p.m.**