

Minutes

Special Meeting of Briny Breezes Inc. Board of Directors

2:00 PM Friday November 18, 2016

Briny Breezes Community Center

AGENDA

- I. Pledge of Allegiance was recited and a moment of silence observed.
- II. Vice President Tom Oglesby called the meeting to order at 2 PM. Present in the community Center were Directors Goudreau, Gross, Oglesby and Weir. Present via phone were Directors Brannen and Gallacher. Absent Directors Coyner and McMorrow. GM Pussinen was present
- III. Proof of Notice was posted November 16, 2016 at 2 PM
- IV. Reading/Approval of minutes of previous meeting (none)
- V. Reading of Correspondence to the Board if it directly relates (none)
- VI. Committee Reports
- VII. Unfinished Business:

Board discussion /approval Increased cost of Bay Drive road project. **Vice President Oglesby moved that the Board approve the additional work and costs of \$33,101 for the Bay Drive road project. This amount is an addition to the previously approved project costs of \$64,115 (but not including the Bay Drive storm drain pipe and pump basin infrastructure replacement project - \$10,700.)** Seconded.

The additional costs as detailed on the estimate in your folder and sent by email on Wednesday is to

1. Excavate and dispose of the volume of asphalt that is thicker than the 4 inches max thickness specified in the contract.
2. Lay a road foundation of 6 inches of lime rock to support the new asphalt
3. Extend the road work another 70 feet around the corner of Bay Drive to a point beyond the intersection of Bay and Eagle where a sink hole has formed. The \$5000 discount makes this additional work a bargain. The discount is being offered, in part, because the heavy equipment is already on site and because our GM is a tough negotiator.

When Trident dug up Bay Drive, they found (*and Theresa, Omar and I verified*) that the original asphalt was laid over native soil/sand without a 6" bed of lime rock as currently required by building codes. We observed that there were 3 layers of asphalt suggesting that the road has been "repaved" at least twice. This has resulted an overall asphalt

thickness of 6 inches plus in most areas. The original contract called removal and disposal of 3-4" of asphalt.

The significance of the lime rock bed is that this material hardens to form a cement-like underlay that resists compacting under load (cars/trucks etc.). Asphalt laid down over our soil (sand, silt and organic clay) has little resistance to compaction under load and deforms with the underlying soft soil. Trident's expectation is that laying asphalt without a proper lime rock foundation will result in a "road life" of no more than 4 years. They also told us that without the 6" lime rock bed, the road will not comply with state code and Trident will not give us a warranty on their work.

So why wasn't the removal of additional asphalt and lack of a lime rock road foundation known in advance and accounted for in the contract?

Trident assumed in the proposal that they gave us that, like the vast majority of roads they work on, there have a continuous lime rock bed under the asphalt and that they would only have to add a small amount of lime rock to the existing road foundation before grading and compacting. Neither Trident, the other company proposals we received suggested coring the road to determine if it had a foundation or if the asphalt was abnormally thick.

Discussion: Primarily the concern was why we did not know this and will this be true for all of our roads. Compared a bid from a previous vendor to show that Trident continues to come in as the best price. We really have no choice but to do it right. **President Gallacher called the question.** Seconded. ***Vote was unanimous.*** Motion carried.

VIII. New Business- none

IX. Shareholder Forum no one needed to make comments.

X. Adjournment Motion made by director Gross to adjourn the meeting at 2:36 PM. Seconded. *Unanimous.*

Respectfully submitted by,

Susan J. Brannen, Secretary
Approved 2/22/2017