

# Response to questions and comments submitted at the October 2021 Annual Meeting

Below this list of the written questions and comments submitted at the meeting, please find a KFAMA response to each.

1. *Certified letters are an excessive cost - Wish to propose an amendment to the budget for mailings.*
2. *Why are roads only being fixed by new houses?*
3. *Does KFAMA & Keyes Crossing meet to discuss building etc. before money is spent on road repair?*
4. *Culverts? Ours are clogged.*
5. *How much did all the paving cost vs. patching on Cedar Hill?*
6. *Thoughts on asphalt millings for roads – it would be cheaper than gravel.*
7. *Snow removal – Kable Construction put the road down & then [plowing] scraped it up.*
8. *Speed bumps?*
9. *What is the plan for minor repairs before they become big ones?*
10. *Why did they stop construction at top of Scarlett Oak? (above Wagon Trail)*
11. *Are all Board members actually living in Keyes Ferry Acres? Lee Snyder?*
12. *Could developer work with others [nearby residents] about moving mailboxes?*

1. ***Wish to propose an amendment to the budget for mailings.*** Certified letters are an excessive cost and should be reserved for sending notices to delinquent homeowners. The savings could go towards snow removal which is a variable cost.

Starting with the final point first: winter road care during 'usual' recent years has a reasonably predictable record of cost. But that could change dramatically with a major storm. As a buffer against uncertainty and to cover any such unexpected cost, an Emergency Fund has been set up. A bank account has been established to hold this dedicated emergency reserve and each year funds have been added to the account. The accumulated total is presently \$50,000.

Re. sending annual mailings by certified mail: the Board acknowledges the excessive cost. The high cost is more than just monetary since the mailings require burdensome hours to assemble and process. The practice is intended to ensure that every KFAMA lot owner is reached to receive vital Association information. (The requirement may actually be counter-productive since many recipients are reluctant to sign for certified mail.) If there were a way to sidestep the cost and inconvenience of certified mailings, the Board would embrace it. However, the legal framework of the KFAMA Association stipulates that budget updates must be distributed by certified mail. In short, sending the proposed budget and annual meeting announcement by certified mail is a legal mandate KFAMA must abide by.

## ***2. Why are roads only being fixed by new houses?***

It may seem that road repair/upgrade projects are being determined by the location of new home construction. But actually, synchronicity has worked to our advantage. Areas that had already been prioritized for work can now be upgraded sooner and more thoroughly than possible before.

The most visible and durable road work this year is undeniably near new home sites. A major project to widen and pave Wagon Trail Road (between Cedar Hill Drive and Walnut Hill Drive) has begun. A portion of Cedar Hill Drive and Sprouse Road are newly paved. But Sprouse Road was paved by the home building company, Keyes Crossing, at no cost to KFAMA. The most prominent new road projects are indeed located close to new homes. But please be aware that road care (amounting to \$19,850), has also been ongoing throughout KFA, as follows:

- Graded and stone spread – Beverly Place
- Stone delivered and spread at these roads – White Dogwood, Old Chestnut, Lakeview, Rollison
- Removal of downed tree blocking Lakeview
- Ditch cut, grading, and stone spread – McArthur
- Grading and stone spread – Kelly Drive
- Along Hill Top Loop roadside, removal of bushes encroaching into the road and blocking sightlines; drainage channel re-cut and disturbed ground re-seeded

New home construction has been given a jumpstart by Covid. Though a few individuals have started/completed homes in Keyes Ferry Acres, most are being built by Keyes Crossing, LLC, a home building company established by Lee Snyder. For each of their new homes built in KFA, Keyes Crossing has committed to donating \$5,000 to a Road Care Escrow Fund established with a dollar-for-dollar matching contribution from KFAMA funds. This will provide a major cash infusion into road care resources.

But prior to even a hint that home construction was planned for any particular area, certain roads had already been assigned priority for a significant upgrade. Wagon Trail Road is a good example. Due to traffic volume, a costly upgrade and restoration project at one section was completed in 2020 by Kable Excavating. At that time, the adjacent section of Wagon Trail (between Walnut Hill and Cedar Hill) was recognized as seriously deteriorated and needing repair. But such an extensive project would have to be postponed until funds were available.

Likewise, upgrading Lakeview and Burkett has been considered a priority as soon as funds permit. Keyes Crossing has informed the Board that the next section of proposed building sites is expected to be along

Lakeview Drive and Burkett Road (contingent on a robust housing market). The entire community in that vicinity will benefit by the anticipated widening and paving of that road section, which will be possible in part from the additional joint funds available from the Road Care Escrow Fund.

Keyes Crossing contributions that benefit the whole community are—

- Paying for work required to raise and prepare the roadbed prior to paving Wagon Trail Road. This includes grading, ditching, installing driveway culverts, spreading and rolling gravel. The considerable incurred expense is above and beyond the \$5,000 deposit made to the Road Care Escrow Fund for each new home erected along that road section.
- \$75,000 total donation this year from Keyes Crossing to the KFAMA Road Care Escrow Fund.
- \$66,762.50 in road fees paid this year by Oak Meadow and Keyes Crossing, more than half of total annual income.
- Keyes Crossing will contribute toward the goal to enhance the KFA entrances at Short Drive and Cedar Hill Drive (One primary objective is to improve driver safety at the intersections which exit onto Chestnut Hill Road) .

**3. Does KFAMA & Keyes Crossing meet to discuss building etc. . . . before money is spent on road repair? (So it's not repaired then torn up to install water line like they did on Wagon Trail at Cedar Hill).**

If KFAMA is asked, prior to water line installation they make an effort to alert the residents who may be affected by construction. Otherwise, the Association has no input into the Jefferson Utilities (JUI) schedule for water line work. Improved water service is clearly in the best interest of the community. To tremendous community advantage and the Board's satisfaction, JUI has demonstrated its commitment to improving those roads disturbed by water line projects so that, when work is complete, roads are in better condition than prior to the start of the project. This road restoration is done solely at JUI expense. The following is a list of roads greatly improved subsequent to water line upgrades:

- After installation of a new 6" water line, the Scarlet Oak Drive section from its intersection with Wagon Trail Road through to the end of Scarlett Oak Place was improved significantly. New culvert was installed and major re-channeling was cut into roadside embankments to properly direct water runoff; the road was re-graded then spread with gravel.
- As part of a 6" water line installation between Scarlet Oak Place and White Dogwood Road, a brand-new connector road was created. Especially in winter, this should offer a much safer travel corridor during snowy conditions.
- After installing a 6" water line, a new culvert was installed under Greentree Road and the road was re-graded.
- A new 6" water line installed along Wagon Trail from Cedar Hill to Greentree Road was followed by Keyes Crossing improvements that included grading the road and re-digging ditches.

**4. Culverts? Ours are clogged along with many others because of the way they "fixed" road.**

To knowledgably answer this question, identifying which culverts are referred to would be necessary. Perhaps one example is at the juncture of Greentree and Wagon Trail Road? Keyes Crossing's work to widen and re-grade Wagon Trail will be followed by cleaning out the silt infused pipe to ensure proper drainage flow.

Gravel roads built on a mountainside will be always be subject to erosion and sedimentation. With or without maintenance, culverts will inevitably become clogged with silt and fallen leaves. A regular schedule of culvert and ditch maintenance needs to become established.

Alerting the Board about clogged or damaged culverts would be a tremendous assistance. A group or even a few individuals committed to monitoring and reporting culvert needs would be a valued community asset and great benefit to the Board. If interested, please call or email Emily at 304-725-3278 or [support@kfama.org](mailto:support@kfama.org).

## **5. How much did all the paving cost vs. patching on Cedar Hill?**

The cost of asphalt patching done along Cedar Hill Drive in 2020 was **\$9,630** (\$135 per ton).

The cost of the recent paving at Cedar Hill was **\$38,574**. Of that total, only half was paid from KFAMA funds, in the amount of **\$19,290**. The other half was paid by Keyes Crossing through escrow funds. Extensive initial preparation was necessary to widen Cedar Hill Drive and prepare a paving bed. That significant portion of the project was paid by Keyes Crossing. None of the newly paved section of Cedar Hill is in the area of the asphalt overlay ("patching") previously done in 2020.

At the newly paved section, the road was widened four feet. Both for best value and greatest durability, a first layer was applied to fill in the low spots and create a level surface. That initial scratch coat of hot mix asphalt was followed by a 3" thick course of asphalt to create a new even surface averaging over 4" thick.

## **6. Thoughts on asphalt millings for roads – it would be cheaper than gravel.**

[Millings are asphalt remnants produced by a milling machine that cuts up existing asphalt roads.] KFAMA has had a stockpile of millings purchased at an economical price and this year they've been used on certain road sections. Under the right conditions (very warm sunny days) they are most effective if enough residual tar mixed in them provides a cohesive quality that potentially binds to an underlayment such as an existing asphalt layer. Even without benefit of the adhesive binding, millings can still serve as a substitute for gravel at less cost. Cohesive quality is difficult to predict and availability is sporadic so millings cannot be sourced on demand. An additional limitation is that they contain chunks of pavement which make them difficult to spread with a dump truck tailgate. If the additional expense of extra equipment needed to spread them evenly is factored in, the cost for millings may be more than gravel.

## **7. Snow removal – Kable Construction put the road down & then [plowing] scraped it up.**

Gravel roads are vulnerable to damage from snow plowing. There actually is a device (called an adjustable shoe) that can keep the plow blade a certain height above the road surface. While using a 'spacer' could mean less gravel scraped away when plowing, the result would surely not please drivers: the snow layer left within tire depressions becomes a compacted strip of ice. Unlike the level surface of a paved road, gravel roads cannot be cleared as 'cleanly' without removing some road surface along with the snow. Due to the depressions formed by tire tracks and ruts carved by water runoff, gravel roads have a perpetual maintenance cost. If not for the far greater initial cost, roads would ideally all be paved.

## **8. Speed bumps?**

Research shows that finding an effective way to encourage reasonable vehicle speed is an elusive and widespread quest: it's a rural issue; it's an urban issue; it's an issue at home; it's an issue abroad. A number of Board meetings have included discussion about finding a practical strategy to subdue vehicle speed. Speed bumps have been included in the debate. Since they can't be installed on gravel surfaces, they offer no solution for so many of our roads. On paved surfaces, proper installation requires literally tons of asphalt making speed bumps very costly. Though installed at considerable expense, they're often subsequently torn out (largely in response to complaints from annoyed drivers). Given that some of the roughest KFA roads don't slow drivers, it's reasonable to doubt that a speed bump would calm speed. There are no obvious easy solutions. The issue is worthy of citizen initiative to explore workable recommendations and lobby the Board to prioritize action. Those interested should call **304-725-3278** or email Emily at [support@kfama.org](mailto:support@kfama.org).

## **9. Happy with repairs – What is the plan for minor repairs before they become big ones?**

Issues presently brought to the Board's attention are visited on site by one or more members to assess comparative road condition and amount of local traffic. That is the basis for a recommended action or response. Resident representatives who would help make road assessments and offer recommendations would be a tremendous assistance to the Board and be a valuable community contribution. A few residents at the Annual Meeting committed to assist in just this way—driving roads to identify problem areas and recommend action based on assessed priority. If interested in helping, please contact Emily at **304-725-3278** or [support@kfama.org](mailto:support@kfama.org) to connect you to this group.

**10. Why did they stop construction at top of Scarlett Oak? (above Wagon Trail)**

Jefferson Utilities' plan to replace the water line along Scarlet Oak Drive also included upsizing to accommodate fire hydrant placement along this strip. The hill section that connects to White Dogwood Road was not included in that phase of work. Jefferson Utilities has an overall plan to upgrade the Wagon Trail Road water line, but as yet no timetable has been set. Future assessment will determine whether the line at that hill section shall be re-laid or decommissioned.

**11. Are all Board members actually living in Keyes Ferry Acres? Lee Snyder?**

Lee Snyder is not a KFA resident. Two Board members—the president and vice president—currently reside in Keyes Ferry Acres. To serve as a Board member, Association documents contain no requirement that a candidate must reside within KFA (see insert below). If the size of the Board expands to seven members—when the Bylaws amendment is passed— both new vacancies are intended to be filled by KFA residents. Representatives for Oak Meadow, LLC, have pledged to abide by election results provided that each candidate is fair and constructive, committed to governing in the best interest of the entire community, and shares a vision for continual improvements that make Keyes Ferry Acres an ever more desirable community in which to live.

Owning a 'unit' (lot) is the sole requirement for a candidate to serve on the Board, as stipulated by the KFAMA Bylaws written in accordance with **WV Code Chapter 7, Article 12-A**. When lots are owned by an 'entity' (such as a corporation, i.e., Oak Meadow, LLC, which has extensive holdings) it states that representative/s may be appointed to serve on its behalf.

**12. Could developer work with others [nearby residents] about moving mailboxes from Cedar Hill to Short Drive? Cedar Hill is a bad entrance to see when exiting. [A related comment was also submitted: More locked boxes (stolen mail).]**

Keyes Crossing has reached out to the postal office and is determining the best location for a new mailbox cluster. Keyes Crossing is committed to providing secure mailboxes for the residents of new homes it is constructing. Other residents are welcome to arrange an adjoining mailbox. Cedar Hill Drive residents interested in a new location for their mailbox, please reach out to Stephanie Reel at [sreel@snyderenv.com](mailto:sreel@snyderenv.com) or **304-725-9140**.