Sundance Mt. South Association

2025 Reports

Roads and Wells

Wells Committee Report

SMSA 2025 WELLS COMMITTEE REPORT

2025 has been a bad year for leaks and maintenance on several wells. Multiple leaks were found on Wells R-14 and R-17 and both had to have their pumps replaced. Both pumps were over 20 years old, so replacement was timely. Well R-17 also had a new pressure tank and pressure valve installed. These plumbing repairs have been a major expense for both owners and for the Association, since the Association pays the plumbers invoices and then bills owners to be reimbursed. As of early November, there were over $7,500 in unpaid well bills, which drastically lowers the Association's checking account, so owners were asked to pay well bills as soon as they are received.

Our plumbers are promptly paid by the Board when they submit their bills and in return we get outstanding service with prompt response, and they are going to great effort to get the work done as fast and efficiently as possible. We appreciate owners staying in touch though the hotline to keep up informed and reporting problems quickly.

Two separate leaks were repaired on Well S-35 with quick response from the plumbers.

One private well is expected to be dug soon on a vacant lot and another vacant lot recently sold may also have plans to dig a well. One shared-owner on Well S-13 is planning to have a private well dug, so that well will have one less shared owner. Well S-13 has had a long history of low water pressure since waterlines have to run up steep grades in two locations to get to several houses. Removing one owner at the top of the line should benefit all.

The new SMSA Construction Policy makes owners responsible for all construction activities, including using licensed and bonded contractors, and ensures that repairs of damage to roads and private properties and done at no cost to and to the satisfaction of SMSA or owners. Well drilling noise will no doubt be an issue and hours of operation will be set for each drilling site. The average well takes around two weeks to complete, depending on the depth of the well.

We continue to replace filters and do maintenance on a Chlorination Unit every two months. Water tests are done once a year and no problems have been found.

Three of our six wells have had pumps replaced in the last year and a half that were over twenty years old and several have had pressure tanks replaced. Pumps are expensive items and are expected to last about 15 years maximum. It would benefit everyone on shared wells to quickly report wet ground or obvious leaks. We now have eight (8) hot tubs that we are aware of and two above-ground pools. We continue to ask these owners to have water delivered for these units to help save the pumps from running excessively, to prevent filters from clogging up and to protect our water table. But as we discussed at last year's annual meeting, there is no easy way to ensure that happens.

2025 SMSA ROADS COMMITTEE REPORT

After the annual roadwork was completed, heavy rains took a toll on our roads this year washing gravel off and into ditches and culverts. Both Macanie and Dinges and Sons were called multiple times to pull gravel back up onto Sundance Rd. after being washed onto Smith Creek Road. Deep ruts were repaired on several roads and culverts were recleaned.

Blue Smoke Hill was in urgent need of repair of ruts and adding gravel. In addition, the ditches are washing out and narrowing the main road. The estimate for repair, by adding riprap to the ditches to prevent further erosion is about $4,000. Reserve funds would be needed for this.

We contacted the owners at the end of Blue Smoke Lane to add an emergency fire exit road that will have a locked gate and have not heard back from them yet. The exit would allow quick access for emergency vehicles to enter the Association and provide a second exit for owners to escape in case of emergency. The cost would be for some clearing of brush for a path to an existing driveway, a metal gate, a lockbox and lock. Estimate: $2,500. Reserve funds would be needed for this job if approved.

Two collapsed culverts that need to be replaced have been delayed due to added expenses of roadwork caused by the heavy spring rains. The first culvert is before you get to the first intersection on Sundance and Blue Smoke roads. Estimated cost: $4,500. The second culvert is just before the Association's sign as you enter on Sundance Road. Estimated cost: $3,500. Reserve funds would be needed for this work.

We had road damage caused by private driveways with drainage problems. Several driveways need to be graded, adding a crown, have ditches dug and culverts either installed or replaced. Letters were sent to owners, stating the need for them to fix their drainage problem, adding SMSA will initially repair the road, but after 30 days, if the driveway work is not done, further damage caused by their drainage will be repaired at their expense.

We have received more speeding complaints this year than any other year and have even received complaints from non-members who own houses as you enter the Association. We have asked owners to provide us with vehicle information, including license numbers, so we can contact those people. Since our roads are private, there's not much recourse without publishing a Board regulation stating that speeders will be given warnings and if continued will be fined. The Association can fine $50 per violation. In 2024 we added additional speed limit signs that were larger, but there are still some very small signs that need to be replaced. The cost of the signs and poles is $110 each.

Each year we provide the attached handout with the road report since there are always driveways needing repaired and new owners that may not know of this option. Conveyor Belt Diversion is a solution for low traffic areas, like driveways, to divert water to one side. Macanie Trucking has installed these for several SMSA owners as it's an inexpensive way to solve a drainage problem. It uses a rubber conveyor belt, attached to a 2"x6" pressure treated board, which is buried in the driveway and an angle. You can drive over it with no problem and it catches the water and channels it off to one side. You just need to be sure you have good ditches for the water to run down the hill and a working driveway culvert. **Macanie Trucking provides driveway grading and culvert cleaning / repair and can be reached at 540.325-5301.**

Technical Bulletin

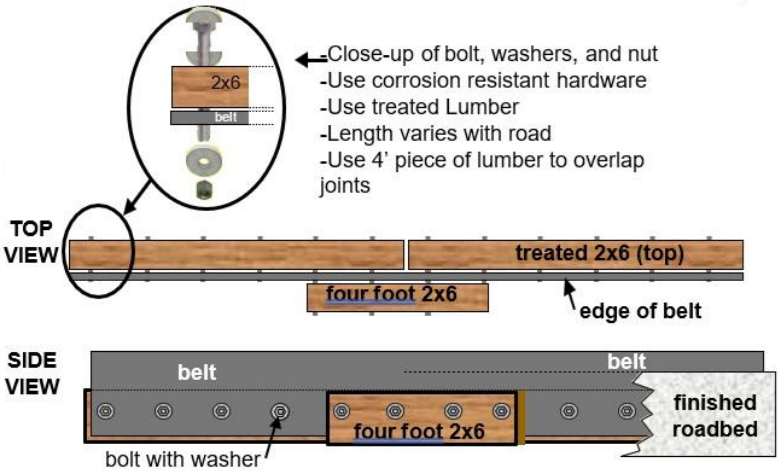
Conveyor Belt Diversion

2/2019

PennState
Center for Dirt and Gravel Road Studies

CONVEYOR BELT DIVERSION – A structure, consisting of a wide belt attached to treated lumber and buried in the road, that is used on unpaved access roads to divert water and prevent run-on to the main road.

Completed Conveyor Belt Diversion



PURPOSE

To reduce erosion on an unpaved road by diverting concentrated flow off of the road surface, and to reduce negative impacts to public roads caused by uncontrolled run-on flow from unpaved access roads. Generally, Belt Diversions benefit both the private access and the public road.

BENEFITS OF A CONVEYOR BELT DIVERSION

- Forces water off the road, similar to water bars or grade-breaks, to reduce erosion on the road surface.
- Functions when road crown is lost (provided Belt Diversions are properly installed and properly spaced).
- Belt Diversions give and spring back when run over and will not deform under heavy hauling.
- Can have a long life expectancy with relatively low maintenance.
- Belt Diversions are inexpensive and easy to install.

WHERE TO USE A CONVEYOR BELT DIVERSION

- **On low volume access roads**, to prevent run-on to public roads (consider for driveways, farm lanes, and camp lanes). Belt Diversions are NOT suitable for roads that receive high traffic volume, fast traffic, routine grading, or snow plowing. They are a tool for "off right of way" water issues
- Where there is evidence of flowing water damage to the surface of an upslope access road near the intersection with a public road.
- On unpaved roads that do not receive sufficient surface maintenance to maintain proper crown or cross-slope.

Figure 1 Low volume access lanes such as this are ideal candidates for diversions.

CONSIDERATIONS

- Belt diversions require a stable outlet. A rock dissipater may be needed at the end of the diversion to slow water and disperse flow.
- Multiple Conveyor Belt Diversions can be used to prevent the buildup of erosive water volume. Spacing between each diversion is determined by the grade of the road, the stability of the surface material, available outlets, and the amount of water entering the road drainage system (including run-on sources).