



**A SUBDIVISION ROADS
EVALUATION AND REPAIR
ANALYSIS**

**Roads Evaluation
&
Action Plan**

*Roads Committee
Hunter Bend Board of Directors*

SUMMER 2008

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SUMMARY

The Hunter Bend Subdivision on Lake Wedowee is entering its ninth year of development, having formed in August of 2000. The development now consists of four phases, which include a total of 254 lots. Currently there are approximately 60 homes built in the development. The development is managed by the Hunter Bend Home Owners Association. The Association elects a Board of Director's annually at the June meeting. The elected Board then elects the officers.

The 2007-2008 Board of Directors established a Roads Committee. This committee was tasked to evaluate of the current condition of the roads in the development. The purpose of this report is to summarize the findings and evaluations of the committee. The report then outlines potential options and recommendations to the Board of Directors.

ROAD EVALUATION

Hunter Bend currently consists of approximately three miles of roads. The roads are constructed of asphalt over loose gravel. None of the roads are storm drained and none have any type of curbing. There was no type of base road bed constructed anywhere in the development.

The roads in Phase I and II are constructed of just two inches of aggregate asphalt over loose gravel. This phase has a number of patches and overlay repairs. Many of the repairs are faulty and significantly damaged.

The roads in Phase III and IV are constructed with a higher grade of asphalt and include a one inch overlay over the two inch base. These roads are also laid over loose gravel and will develop problems over time.

There are no mandatory 'road specifications' in this area of Alabama. In the past, Randolph County has refused to accept the roads as a part of the county system due to the construction and overall poor condition of the roads.

The roads installed in the development were not properly constructed. This was a significantly less expensive construction than the generally accepted method for road construction. It is now up to the Association to determine the best course of action to repair and maintain the roads.

POTENTIAL REPAIRS

The key objectives of the Committee are as follows:

1. To spend the Associations resources wisely.
2. Develop an ongoing plan of road repairs.
3. Protect the property values of the development.
4. Always be 'Innovative and Practical' in our efforts.
5. Always inform all association members.

The Committee will track and review these objectives at meetings and discuss our critical issues. These objectives will serve as our foundation for all decisions.

The Committee has identified four potential courses of action. They are as follows:

Option A - Do nothing at this time.

Option B - Patch damaged areas only. This option would cut the existing roads damaged areas, lay down a base of crushed stone and lay an asphalt patch in the repaired area.

Option C - Overlay Roads. This option has two considerations. The first would be to reseal the existing road with a spray sealant coating, lay down a binder (leveling) coat layer and then finish off with a top coat of higher quality asphalt. The second consideration would be to 'tar & chip' on the existing asphalt roads. This would

have the appearance of a country gravel road. Currently the roads in the Tranquility development are of this type, of course without any asphalt.

Option D - **Remove and install** new Roads correctly.

COST ESTIMATES

Estimating cost on this project is difficult at best. Currently, asphalt paving prices are running approximately \$38 per square yard. This is \$10 to \$12 more per yard than last summer. Currently, most quotations from contractors are made with only a two week price commitment.

The committee's best guess at the amount of money involved is based on the following information. A quote was received last year for patch repairs to Phase I. A total of 5,136 yards were calculated for repair and the total amounts for the repairs were \$136,566. Based on today's increased price of asphalt, we believe those same repairs would cost approximately \$195,000.

Option A would cost us nothing.

Option B can be as much as we would budget to the project. This option would allow for small repairs to the worst of areas each year as the association's funds allow. However, a number of contractors would not even move their equipment out for less than 1,000 yards, or approximately \$25,000.

Option C can potentially contain a few possibilities. The first would be to pick certain sections for repair, primarily in Phase I and II. The second would be to completely overlay Phase I of the development at this time and schedule out remaining sections in 2009, 2010 and so on. The best estimate for the cost to overlay is approximately \$110,000 per mile. Currently there is almost two miles of road that needs to be overlaid. In that estimate of two miles, there are a number of areas that will need work prior to the overlay coating, and the estimate for those repairs is approximately \$25,000. In total, the amount for this option is approximately \$250,000. If the other 'tar & chip' method is used, the cost would be approximately 60% of the cost of an asphalt overlay. This would be unusual to use this method as in a normal case; this type is utilized prior to the asphalt surface being applied. As before mentioned, this type method would still require the estimate for damaged area repair of approximately \$25,000.

Option D would certainly be the most expensive. This would require demolishing and removing the roads as they are today. Then build a new base road bed correctly and asphalt pave over the new beds. This option would also be extremely difficult to complete and keep access to all homes. This option's best estimate would be in excess of \$1 million.

TIMETABLE

The Board would like to begin work during the late summer and fall of 2008. By starting this late summer significant repairs can be accomplished prior to the colder temperature shutdown during December.

RECOMMENDATIONS

- ***Annual Meeting Presentation***

1. Present Summary of Road Analysis.
2. Ask for Member input and concerns.
3. Give Board of Directors recommendation.
4. Association acceptance and approval of plan.

- ***Priority of Repairs and Schedule***

1. Repairs to Phase I - Hunter Bend Drive.
2. Repairs to Phase I – Bobwhite Drive
3. Repairs to Phase I – Hummingbird Drive
4. Repairs to Phase I – Gold Finch Lane
5. Repairs to Phase I – Bluebird Drive
6. Repairs to Phase II – Primrose Lane
7. Repairs to all other sections as needed.

- ***Budget Options for Board Consideration***

1. Spend available funds under current dues structure.
2. Raise dues the annual maximum amount provided in bylaws (25% per year) and spend available funds on roads. This strategy of a 25 % annual dues increase would occur each year over the next several years.
3. Ask for a vote on a special assessment as provided for in the bylaws and spend the funds on the roads. A separate escrow 'Roads' account would be established for these funds to insure their use on road repairs only.

ACTION PLANS

- Use a qualified contractor.

Contact weekly and discuss project status. Maintain strong relationship and require reports on all work as it progresses. Makes sure all agreements are in writing and costs are estimated.

- Implement Systems and Inspection Procedures.

Install procedures for inspections and timetables as work progresses.

- Build strong relationship with all asphalt manufacturing plants.

Insure that all vendors and contractors are paid and funds are properly dispersed.

- Schedule all work and post schedule on Web Site.

Insure that all schedules and plans are posted on web site for everyone's review. Always keep access to all areas of the development –one lane open at all times.

APPENDIX

PHASE I PICTURES



Bobwhite Drive





Hunter Bend Drive



APPENDIX B

PHASE II PICTURES



Primrose Lane



APPENDIX C

HUNTER BEND MAP

