



Road Options on Middle Island

Background- Road Option Process

- **Goal: Present balanced presentation to Property Owners citing initial and ongoing cost and pros and cons for each road option**
 - Assumptions underlying modeling of impacts on reserves, special assessments, annual reserve contributions and annual operating expenses
 - Impact on annual dues
- **Gravel/Chip Seal and Asphalt Paving Working Groups**
 - Identified issues
 - Clarified Village specifications
 - Received updated road proposals
 - Clarified scope
 - Experimented with ways to improve the gravel roads
- **Finance Committee**
 - Determined estimated special assessments and estimated annual dues for each road option

Current gravel roads

- The rebuilding of the gravel roads created a solid base course for all of our gravel roads east of the Sanctuary gate
- The aggregate recommended by the contractor created a solid roadbed, but contains too many $\frac{3}{4}$ " to $1\frac{1}{2}$ " stones that rise to the surface and need to be swept or re-rolled into the roadbed
- Our gravel roads will require:
 - ongoing routine maintenance to deal with potholes
 - periodic sweeping, grading, addition of aggregate, and re-rolling by a road contractor
 - annual application of calcium or magnesium chloride for dust suppression

All Paving Options

- The projected cost for all options shall not exceed the approved special assessment
- None of the options allow the Association or Village to initiate condemnation of property belonging to Lot owners.
- 67% of Forest lot owners must approve the special assessment for paving

Private paved roads: Chip seal and asphalt options

- **Triple layer chip seal** is less expensive initially, but requires an additional surface layer every 7-12 years or so. Since it's a tar based product that softens in the summer heat, it is more easily damaged by heavy vehicles, particularly if tires are turned while the vehicle is stationary.
- The existing roadbed provides an excellent base for either option but will require grading and re-rolling before paving
- **Asphalt paving** is more expensive initially. Its useful life before resurfacing is estimated to be 25 years. Some damage of roadway edges from heavy vehicles can be expected.

Public Asphalt Roads Assumptions

- The Association paves to Village standards, with whatever exceptions to its ordinances the Village allows
- 80% of all Middle Island lots voted to convey the roads and road rights of way to the Village, and the Village accepts the conveyance
- The Village will adjust its Public Works budget and work plan to accommodate the addition of Middle Island roads
- The Association dues will be adjusted to reflect the lower cost of maintaining the remaining amenities

Public Asphalt Roads: Requirements before paving starts

- The Village Council agrees, in advance of paving, to accept the road paving plans including the necessary exceptions to Village ordinances governing:
 - The width of the required deeded right of way;
 - The width of the paving and base course in sections where specimen trees or bulkheads make that impractical;
 - The width of the cleared area next to the roadway; *and*
 - The elevation of the roads
- An engineer has agreed to provide the engineer's certification required by Village ordinance as a requirement of turnover

Initial cost of each option

	ESTIMATED SPECIAL ASSESSMENT ON EACH FOREST LOT (86)	ESTIMATED TOTAL SPECIAL ASSESSMENT FOR PAVING
PUBLIC ASPHALT	\$ 11,145	\$958,500
PRIVATE ASPHALT	\$ 8,176	\$703,100
PRIVATE CHIPSEAL	\$ 4,687	\$403,100
PRIVATE GRAVEL	\$ -	

Net initial cost after proposed partial return of road reserves

	SPECIAL ASSESSMENT ON FOREST LOTS	SPECIAL ASSESSMENT LESS RETURN OF RESERVES			
		IMPROVED		UNIMPROVED	
		Forest	East Beach	Forest	East Beach
PUBLIC ASPHALT	\$ 11,145	\$ 10,213	\$ (512)	\$ 10,679	\$ (256)
PRIVATE ASPHALT	\$ 8,176	\$ 8,176	\$ -	\$ 8,176	\$ -
PRIVATE CHIPSEAL	\$ 4,687	\$ 4,687	\$ -	\$ 4,687	\$ -
PRIVATE GRAVEL	\$ -	\$ -	\$ -	\$ -	\$ -

- If Public Asphalt is adopted, 100% of the East Beach Drive reserves and 50% of the Gravel Road Reserves are returned to the property owners, based on their contribution rate for each of the reserves.

Assumptions behind dues

- In the public road option:
 - No employee is necessary
 - \$25,000 is budgeted to replace the employee's services
 - The Association does not retain the truck, the golf cart, the tractor, or any equipment
 - The Village satisfactorily maintains the canopy and roadside
- In all private road options, we retain an employee
- In private paved options, we budget for repairs assuming that any road damage from construction is repaired using the construction deposit
- In the private gravel road option, we budget for periodic grading and re-rolling of the road and for additional, finer gravel for maintenance
 - Annual contributions to reserves are increased by \$2000
 - Operating expenses are increased \$4000

ESTIMATED ANNUAL DUES FOR THE FOUR ROAD OPTIONS

ANNUAL DUES				
IMPROVED			UNIMPROVED	
	Forest	East Beach	Forest	East Beach
PUBLIC ASPHALT	\$ 991	\$ 991	\$ 495	\$ 495
PRIVATE ASPHALT	\$ 1,834	\$ 1,834	\$ 917	\$ 917
PRIVATE CHIPSEAL	\$ 2,068	\$ 2,068	\$ 1,034	\$ 1,034
PRIVATE GRAVEL	\$ 2,194	\$ 1,686	\$ 1,097	\$ 843

CURRENT DUES \$ 2,081 \$ 1,637 \$ 1,040 \$ 819

Upcoming Vote of Middle Island Property Owners

Voting will be by written ballot in late July