

WLLA Road Committee Report June 20, 2020

The WLLA Road Committee met on June 12, 2020 via Zoom. In attendance were Darlene Challacombe, Ed Zimmermann, and Michael DeVita. John Weber and Janice DiMaio were unavailable to attend. Bill Boehme was invited to attend as the Beach and Grounds chairperson as Roads and Beach and Grounds have been working together to try to better manage the storm water runoff on Walker Lake Road near Clubhouse Beach.

Asphalt Roads

- Warner Paving was scheduled to start the pothole repair, pavement repair and paving of Seminole Road between Maple Drive and White Spruce Road on Monday, June 22, 2020. However, Michael was notified by Vince Bassini from Warner Paving on June 18, 2020, that due to an equipment breakdown he needs to move our start date back to June 29, 2020, as he awaits parts for the equipment repair.
- One the current awarded work is started it is anticipated that the work will take about three days to complete.
- We will need to seek bids to do a pavement repair on a portion of White Spruce Road between Cree and Seneca. Poor drainage has caused the asphalt on this section of roadway to start washing out severely. This area goes down a short but steep hill so if we don't take care of it we risk a much larger problem of road damage.
- As part of the White Spruce pavement repair project we will also need to ensure the water runs properly off the road. Michael has discussed the roadway drainage issue with the property owner of 114 Cree Road because certain upgrades on his property will need to be done to ensure we don't cause him a larger water problem than he already experiences. The property owner said he is willing to pay for the work that needs to be done to his property. It is important that both of these projects, ours and the owner's property are done simultaneously.

Gravel Road Regrading 2020 Proposal

- The gravel roads were regraded by Empire State Excavating on June 4 and 5, 2020. The work done this year was part of an ongoing process to improve the gravel roads over the next few years with the hope to get them where they can be tar and chipped. This year's focus was to grade the roads to put a crown back into the roadways so the road is pitched correctly to drain water. We also added a total of 221.59 tons of A2 Modified stone to the roadways. The stone was added to worst condition roads.
- Barring any unforeseen emergency the plan for next year to is continue adding stone to roads where needed most. The hope is for next year that we will be able to bring in 400 to 500 tons of stone.
- At the May 2020 meeting the Board approved the purchase nine tandem truck loads, up to 200 tons, of A2 Modified stone at a cost of up to \$2,750.00. On June 4, 2020, nine loads totaling 199.30 tons at a cost of \$2,657.12 were delivered. Seven loads were dropped directly on the roads where it was being used, while the other two loads were placed at our stockpile spot on Birch.

On June 5, 2020, as Empire was moving the stockpiled stone around to the other roads where smaller quantities were being used this year it became apparent that we were going to be about a 1/2 of truck load short to finish some areas where the rain cut a path in the roadway due to lack of proper drainage. Michael knew we couldn't leave the road like that so he ordered one additional load of A2 Modified stone to finish that roadway with the rest of the unused material stored at the stockpile for future use or small emergencies.

Michael ordered the additional load of A2 Modified stone using the authorized monthly roadway emergency spending allowance. This load was 22.29 tons and cost \$295.27. This put the stone budget of \$2,750 for the project over by \$202.39. The \$202.39 cost overrun is within the \$250 per month emergency expenditure allowance. Michael sent an e-mail to the Board on June 5, 2020, notifying them of the emergency expenditure.

- After the regrading was done a couple of landowners contacted the WLLA office saying that they saw other roads get additional stone but their roads did not. Michael contacted each of those and explained that the

gravel road improvement is an ongoing process that will take several years and that stone was added to the worst roads based on priority order.

- Neversink Road between Birch Road and the woods towards Maple Drive will need additional work this summer. The roadway is very narrow and the drainage is non-existent on the middle portion of the roadway. The sides of the roadway are already washing out with the few rain storms we received since June 5, 2020.

Snow Plow, Road Grading, and Snow Plow Impeded Tree Branch Trimming Contract

- Empire State Excavating has been told that he has been awarded a two year contract. Empire did purchase workers comp from the Commonwealth of Pennsylvania and had the Commonwealth e-mail the certificate to the office.
- Michael made sure the workers comp was in effect before Empire was allowed to start the gravel work regrading.
- As for the ***Snow Plow, Road Regrading and Snow Plow3 Impeded Tree Branch Trimming*** contract. The agreed upon terms of the contract are being put into a formal contract and will be available soon for John Weber and RJ from Empire to sign.
- WLLA will be including a clause in the contract that Empire State Excavating will be back-billed if they allow their workers comp policy to lapse and WLLA is charged by the Commonwealth on behalf of Empire.

Signs at Walker Lake Entrance Points – Actionable Item (see updated sign below)

- **The Road Committee is seeking an approval vote to add an entrance point sign to three locations Pear at Parker Glen; Eastshore at Maple; and Onandaga at Lee. The Committee is recommending the following sign and wording. If the signs and wording is approved the Road Committee will seek quotes on making the signs and then seek approval for funding prior to ordering them.**

Cleaning out of Storm Drains by Clubhouse

- We received two bids for the cleaning of the storm drain inlets around the clubhouse area including the parking lot using a vacuum -jet rod truck. The bids are as follows:
 - McVac home office in New Haven, CT - \$3,250 plus \$165.00 per ton for disposal of sediment plus tax
 - TAM Enterprises from Goshen, NY - \$2,800 includes the disposal of sediment plus sales tax \$168
- We decided to hold off on awarding any bids at this time as we try to come up with a viable plan to try to better manage the storm water runoff in the area.

Walker Lake Road Water Runoff around Lakeview Park, Tennis Courts and Clubhouse – Actionable Item

- The Road Committee continues to work with the Beach and Grounds Committee to formulate a plan to improve roadway drainage into grass area (see work list below prepared and submitted by Bill Boehme, BG Chairperson)
- Ed Zimmermann so graciously shot grades of the area and provided a diagram of area (see below) and he explained the grades and the drainage system during the June 12th Road Committee meeting. It shall be noted that Ed's vast knowledge, both of the WLLA community and technical skills relating to roads is truly a welcomed addition and very valuable to the Road Committee.
- It is felt that because this project to try to better manage the storm water runoff is not only important but we don't want to waste any money with doing things that wouldn't help manage the water runoff better, the Road Committee is asking to the Board to hire an civil engineer with storm water management to come up with a management plan that would use the drainage system that is already in place.
- **The Road Committee is asking Board approval to seek hourly rates from several engineers and/or engineering companies that have experience in storm water runoff management. This first phase would be informational only in nature with hourly costs and experience along with other information to be brought back to Board. When the information is brought to the Board, the Board can decide at that time whether to move forward to approve funds to hire an engineer and/or firm do assist in this matter.**

Oneida off of Lee Road Update

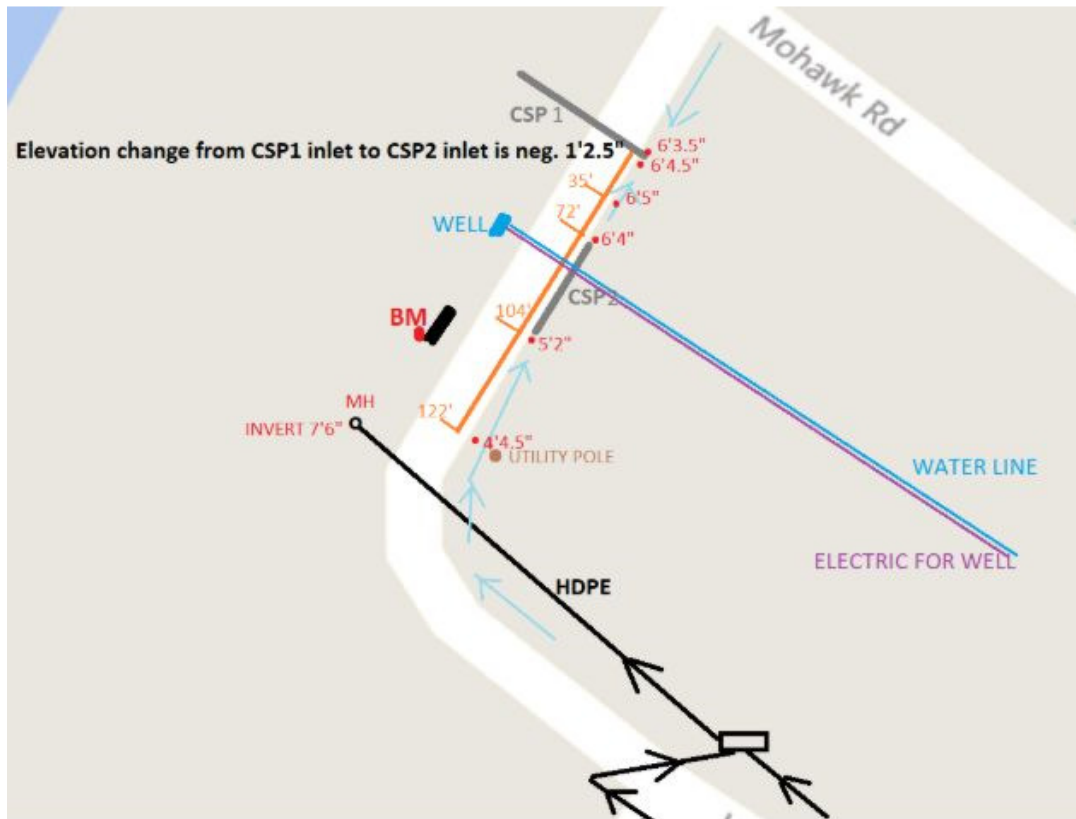
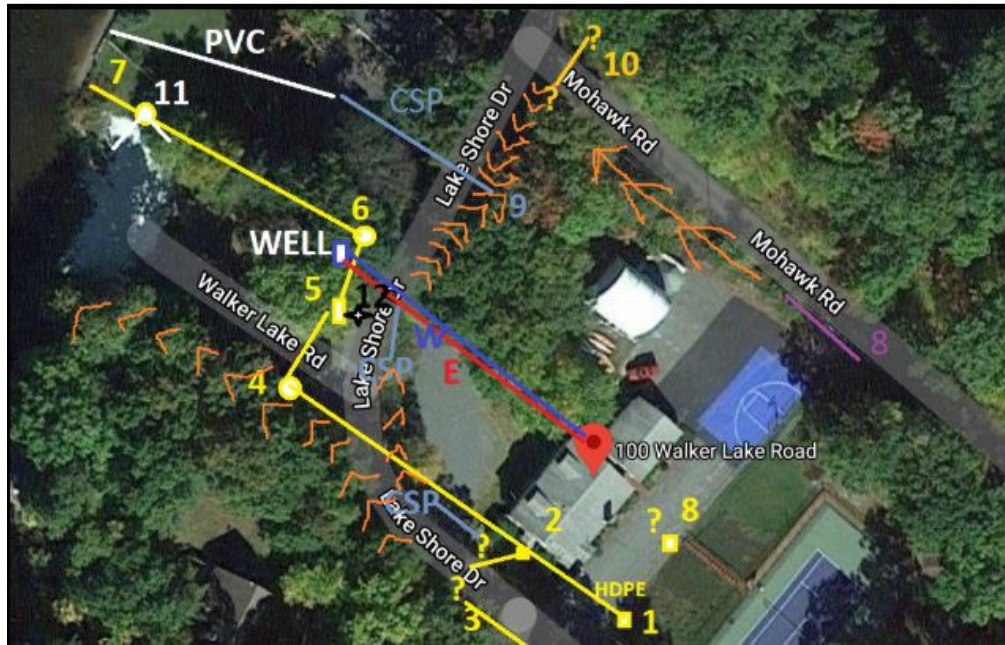
- It was previously reported in May 2020 that the new owner of 109 Oneida asked for repairs of this road.
- On June 2, 2020, Michael provided the WLLA office with a letter that was sent to the owners stating this section of road has never been improved by the any previous landowners and approved for acceptance by a WLLA Board of Directors as stated in the **Rules and Regulations of Walker Lakeshores Landowners Association** Red Book under **V. Common Areas I. Roads Paragraph 2 (page 37)** "**After initial completion of the road according to Walker Lakeshores Landowners Association road guidelines, the Association will assume the responsibility for the maintenance of the road**". WLLA has never maintained or plowed this road as it hasn't been accepted to assume maintenance. Owner does pay road assessments and so do other owners on undeveloped or underdeveloped roads.

Signs



**Walker Lake Road Water Runoff Improvement Proposal
Area Around Lakeview Park, Tennis Courts and Clubhouse**

Elevations and Diagrams Provided by Ed Zimmermann



Plan proposal by Bill Boehme, WLLA Beach and Grounds Chairperson

Drainage Plans

Plans start from the top of WLLA property on Walker Road:

- There are two areas that have swales to allow water to go into Lakeview Park woods absorption area (this is good here - just blow leaves).
- Lakeview Park gravel road with culvert (culvert leaves need to be blown out).
- Above the Tennis Court there is a swale ditch (two feet deep) that drains into the first concrete basin inlet (this swale needs leaves blown out and we may also want to trim some bushes).
- Leaves need to be blown out along top tennis court fence and behind cement retaining blocks.

All these above items can be done during spring cleanup by Keystone Landscaping and will be reported by Beach and Grounds

Contractor Drainage Tasks: Note this was updated from the earlier version of the May 2020 Road Committee Report

- Starting from the top tennis court concrete basin inlet we need to slant grassy area from Walker Lake road into ditch all along to second cement basin inlet. This will let water to flow into basin inlet and not flow down the road.
 - The parking lot concrete basin inlet by tennis court staircase needs to be cleaned out (totally filled). Not sure if this drains to anything. May be like a dry well.
 - Starting from behind and in front of the mailbox telephone pole we need to slant the grassy area from Walker Lake road into ditch all the way around the curve to the bottom of the gravel parking lot. We also need to raise ditch grade to be level with concrete basin (by clubhouse side door) and block sides so water flows into catch basin.
 - The top gravel parking lot culvert should be cleaned out.
 - At the bottom of the parking lot drain ditch a culvert needs to be added across Lakeshore road and then tied into the big catch basin at the top of the beach. Ideally, we should tie into the southern side of this siltation chamber, so basin catches sediment as designed. We should also make the ditch around the parking lot deeper with a small retention pond at culvert entrance.
 - Along Lakeshore road the Clubhouse ditch (northern side) needs to be dug out to proper depth.
 - At the corner of Lakeshore and Mohawk road a culvert needs to be put across Mohawk thus tying the drains together.
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