

**WLLA Road Committee Report  
June 18, 2022**

**The Road Committee met on the morning June 11, 2022, via Zoom.  
Four of the six committee members were in attendance.**

**Actionable items are in Red**

**Winter Operations**

**Winter Material**

- We will need to buy more salt and anti-skid before the winter. We would have to look to get some at the end of the season at this year's prices but since the tent is being replaced it was not a viable option.
- We will need to move some budget money out of road repair to accomplish this to keep this year's budget balanced.
- Need a few days prior notice of when tent replacement will start so Frenchman has time to move the materials.

**2022 Road Plan**

- The Road Committee briefly discussed at their June meeting a possible tentative plan for the remainder of 2022 at their June 11<sup>th</sup> meeting. Will take some of these discussions' ideas into the Special Road Committee to sharpen ideas, and then back to the Road Committee for approval before the July meeting.
- Will present recommended plan at both the Annual General Membership and the Board of Directors meetings in July.

**Dan Murphy Request from May Meeting**

- Dan Murphy requested that the Road Committee look into spending the remaining \$66,000 or so from the 2022 budget to resurface as much as Lakeshore Road as possible. Dan spoke to Warner Paving who told Dan you can pave over the existing pavement which is riddled with cracks, delaminations, and numerous pothole repairs.
- Michael spoke with Vince from Warner Paving and Vince said sure you can pave it. Vince said for the money available he could do a leveling course of variable thickness up to ½ inch, then pave over that with 1 ½ inch of asphalt for \$2.05 per square foot.
- Can it be done? Yes, but the real question to be asked is "are we doing it properly and being wise in spending of WLLA funds? "
- Entire length of Lakeshore is approximately 2,500 feet long by 15 feet wide which equals 37,500 square feet. 37,500 x \$2.05 = \$76,875. For \$66,000 approximately 2,150 feet in length would be able to be paved using this process.
- It must be noted money must be moved from roads repair to winter materials as we will need to purchase more salt and anti-skid before year end so less than \$66,000+/- will be available in road repair
- Road Committee unanimously (majority attended meeting) recommends **not** to pave over the existing pavement of Lakeshore
  - Paving over existing pavement with as new surface will only last an estimated maximum 3 to 5 years before major reflective cracking, delamination, and significant potholes start to reappear meaning the cost if we did spend \$66,000 would cost average between \$13,200 to \$22,000 a year for the work
  - Paving without addressing drainage improvements (WLLA Responsibility) such as new ditch lines and added culvert pipes were needed would only accelerate the deterioration of a new paved surface
  - To do the work correctly by would cost an estimated 2 ½ to 3 times as much for the same area but would provide 18 to 20 years or more out of it if we effectively maintained the roadway when it came to drainage and doing items such as crack sealing and other minor repairs at the right times as needed.
  - Road Committee member Ed Zimmermann had an informal conversation with Kiely Engineering about the roads, focusing on Lakeshore and East Shore and possibly using a reclamation process of existing surface and using that material through a machine to be reapplied as new pavement. Kiely said you need 6 inches of existing materials to do it or add new material. The cost would be estimated around \$300,000 per mile to do so.
    - Noted from Ed when verifying his meeting comments: *"That was an estimate based on similar conditions in another community that they worked in. Current costs would be higher at this point, as I am not sure how long ago it was performed. Also, I am not sure if I mentioned it or not, but*

*representative core samples would be needed for a contractor to know what the depth of asphalt is and possibly the depth of base. This is important in determining required additional material needed.”*

- Lakeshore and East Shore combined are approximately 8/10 of a mile
- Additional costs drainage improvements would need to be added.
- Chart below from the Virginia Asphalt Association for **Residential Street Design** (vaasphalt.org) is an example of what is needed to the job properly. Michael and Ed concur, based on what we have seen when deep potholes occur, that the subgrade condition is poor and was never properly installed initially.

**Table 1 – Full-Depth Asphalt Pavement**

MINIMUM PAVEMENT THICKNESS - FULL DEPTH ASPHALT			
SURFACE SM-9.5	1.5"	1.5"	1.5"
BASE IM-19.0 or BM-25.0	3.5"	4.5"	5.5"
SUBGRADE CONDITION	Good (DCBR >10)	Fair (DCBR 6-10)	Poor (DCBR 3 - 6)

## Gravel Roads

- Field and Forest, LLC started work on the gravel roads on May 31, 2022. They are progressing and doing an excellent job. Field and Forest, LLC has also corrected some issues to allow better drainage on a few roads.

## Asphalt Roads

### Potholes

- Warner Paving patched the potholes on the asphalt roads on June 3, 2022

### Crack Sealing

- This may be looked into again later this year to extend life of existing roads. More information to come.
  - *From May 2022 Report With prices rising excessively we may not have enough funding for tar & chip this year, so in lieu of suggested to hot crack seal three recently paved sections of road (Algonquin between Maple & Birch; Seminole between Maple & White Spruce; and White Spruce between Cree & Seneca;) and two other roads (Iroquois between Maple and Lake Shore; and Pear) that live can be extended on. Bids were requested from Warner Paving & Excavating; Black Rock & Son Paving and Sealcoating, E Sprague & Sons Paving, Vaughn Sealcoating & Paving, Mead Sealcoating & Paving, KJB Sealcoating, and Pingotti Asphalt Maintenance.*
    - *Pingotti came to look at both the pothole patching and crack sealing and decided not to place a bid*

## Special Ad-Hoc Road Committee

- This committee will meet be meeting July 9, 2022, at 9:00 am via Zoom.

## Signs

Seems the sign is missing at the end of Pear Drive and  
Parker Glen Rd. Too bad ... it looked so nice.



- The entrance sign at Pear and Parker Glen was stolen sometime between May 25 and May 28, 2022, Sign was in place on the afternoon of May 25<sup>th</sup> during an inspection by Michael. Michael made a report with the PA State Police.
  - On May 30, 2022, it was also reported that the Slow Down 15 MPH, the Left Curve with side street, and the entire post was stolen from its location on Pear
  - The Road Committee unanimously approved to recommend replacing these signs with same type signs
  - When replacing the entrance to the community sign at Pear we will glue a piece of ½ thick outdoor plywood on the back to make it much more resistant in being removed by breaking it at the bolts, which is what happened to the previous one.
- **Recommend that we purchase a new Slow Down 15 MPH and Left Curve sign for Pear from Road Traffic Signs for a cost not to exceed \$100**
  - **Recommend that we purchase a new entrance sign with the same design as the original from signs.com for a cost not to exceed \$325. Sign cost is \$160 the remaining amount is for sales tax and shipping.**

## Roadside Drainage

- Letters of notification are being sent to landowners. Michael working road by road.
- Even landowners without actual ditches must rake leaves back from the roadside. Leaves rot away and turn into dirt and over time the dirt buildup becomes higher than the road surface and doesn't allow water to drain.
- Another article on this responsibility in the June 2022 newsletter

## Unimproved Roads Requests

- We need to provide landowner on a portion of undeveloped Delaware about the requirements to improve the road in order for WLLA to assume maintenance.

## Trees

- No trees reported as down on roads