

# INFORMATIONAL ROAD UPDATE

Walker Lake Shores Landowner Ass'n

August 19, 2021



## Opening Remarks

- The reason for this meeting is so both the Board and community better understand the WLLA owned road situation
- Also, this will enable the Board to be better informed for this Saturday's meeting as to deciding on what will we do this year
- The roads are a vital and important asset to our community
- The condition of the roads affect our real estate values
- The condition of the roads affect our quality of life such as walking and biking
- We must ensure the roads do not fall into such disrepair where it wouldn't be safe for an ambulance or fire truck to get through

## Road Budget Items

- Snowplowing and Ice Control
  - Cost of Contract
  - Cost of Salt and Anti-Skid
    - WLLA purchases directly so no contractor mark-up
- Maintenance, Repair, and Improvement of Gravel Roads
  - Cost of Contract
  - Cost of Materials
    - WLLA purchases directly so no contractor mark-up
- Maintenance, Repair, and Improvement of Asphalt Road
- Drainage issues that fall within the responsibility of WLLA
- Signage
- Trees that fall into or block WLLA owned roads

## Important to Understand

- Not all roadway drainage issues are WLLA's responsibility
- Under Watershed Responsibilities on Page 13 of the Red Book

### **E. WATERSHED RESPONSIBILITIES**

1) Responsibility for the watershed. WL landowners (and tenants) are responsible for maintaining proper drainage from contiguous roads and culverts contiguous to their property, as well as from their own lawns and property. This includes avoiding the dumping of leaves, dirt, sand, or other debris into the culverts and drainage ditches. Culverts adjacent to one's own property should be cleared on an "as needed" basis.

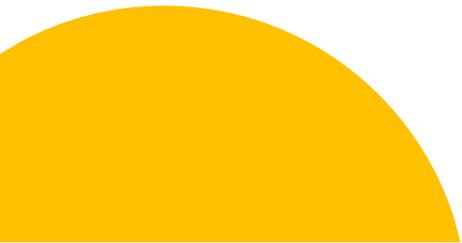
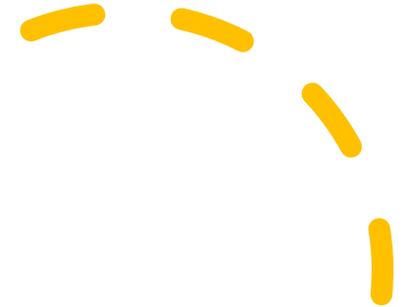
## Important to Understand

- Some roadway drainage issue that are WLLA's responsibility
  - Drainage adjacent to WLLA owned land
  - Culvert pipes run underneath the road
  - Stormwater management around WLLA owned property just as other landowners are responsible for theirs
- It is still important to realize that any exist culvert pipe that cuts under a roadway is still the responsibility of the adjacent landowner to ensure leaves and debris are cleaned from and not blocking the opening of the culvert pipe

## Important to Understand

- Not all tree issues hanging in the road are WLLA's responsibility

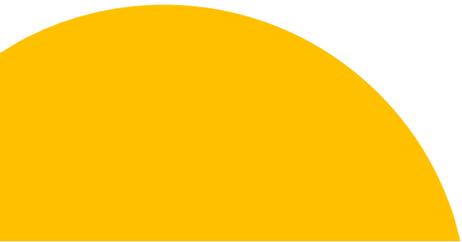
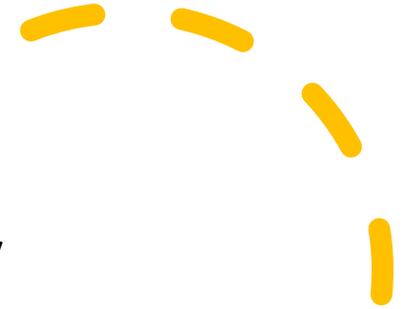
YES – WLLA's Responsibility



## Important to Understand

- Not all tree issues hanging in the road are WLLA's responsibility

NO- This is the landowner's responsibility



## Impacts on Road Budget

- Snowplow contract
- Winter material usage – anti-skid and salt
- Abnormally high accumulation of snow
  - This past winter February we had more snow than we get in a normal year
  - We had to get extra equipment because roads became to dangerously narrow for emergency equipment such as ambulance or fire truck to get through
  - Fixed this problem in new contract as contractor will have a larger truck equipped with a 10-foot road plow as part of the plowing package
  - However, an unforeseen extraordinary storm or storms could still cause the need for extra equipment
- Unexpected storm damage to roads

## GRAVEL ROADS

### Since 2018

- We have regraded the gravel roads after each winter
- Added material each year with the worst roads getting stone
- We have continually made erosion repairs
  - This includes a major repair improvement of several roads after the 2020 “Christmas” heavy rains.
    - The area that was improved has eliminated much of the continual erosion problems that plagued us for years
  - We added large stone as a base to a portion of Neversink between Birch and the woods towards Hinkel Estates
- We added a new culvert pipe at Erie and Birch
- Improved the ditch line to handle more water on Birch from Seneca to Pawnee

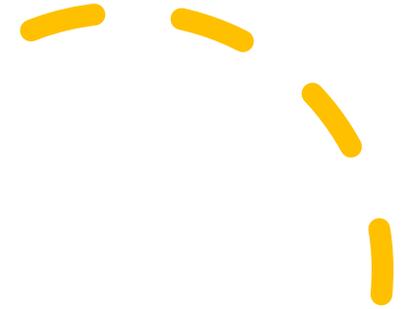


## **GRAVEL ROADS**

- We need to continue to find a way to improve stormwater management coming off Seneca at Birch
  - We need to add a culvert pipe on Pawnee at the end of Birch
  - We need to add smaller stone to top Neversink between Birch and the woods towards Hinkel Estates
  - We must ensure landowners manage and maintain proper drainage from roads adjacent to their properties as required in the Red Book as stated on Page 13 under Watershed Responsibilities
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## **GRAVEL ROADS**

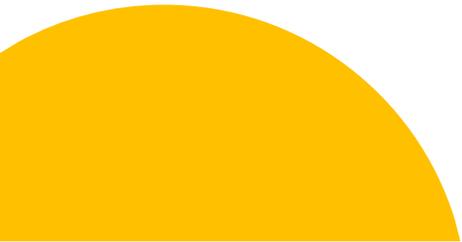
- We will continue to regrade the gravel roads as needed after the winter
- We will add stone as needed to make erosion repairs
- We will also add additional stone to the gravel roads on a priority basis
- We will look to add several more culvert pipes in certain areas and improve ditch lines if necessary to help alleviate stormwater from causing erosion to the roads
- We will look down the road to tar and chipping the roads when the funds are available



## ASPHALT ROADS

Since 2018

- We have resurfaced
  - Algonquin from Birch to Maple
  - Seminole from Maple to White Spruce
  - White Spruce from Cree to Seneca



## ASPHALT ROADS

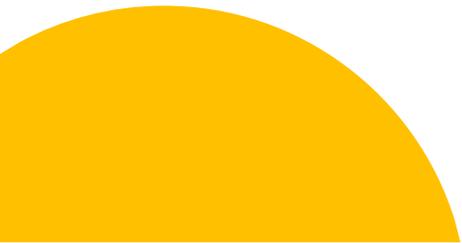
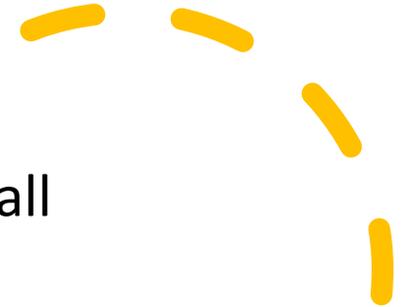
Since 2018

- We have done designated permanent patch pavement repairs on
  - Onandaga between Lee to White Spruce
  - White Spruce between Seminole and Onandaga
  - Walker Lake Road between Birch and Pear
  - Algonquin between Maple and Lake Shore
  - Maple between Blackfoot and Neversink
- These designated permanent patch projects repair larger areas than potholes but covers significantly less area than resurfacing
- These pavement repairs have eliminated numerous potholes
- Extended the life of those sections of roadway

## ASPHALT ROADS

Since 2018

- We have patched potholes twice a year in spring and fall
  - We have done the potholes correctly
  - If you look closely at the road, you will see many potholes that have remained patched.
- We added a culvert pipe at Mohawk and Lake Shore
- Improved the ditch line in that area to help manage stormwater runoff around the clubhouse parking lot



## ASPHALT ROADS

- We will continue to patch potholes on the asphalt roads twice a year as needed
- We will continue to look for cost effective ways to repair, maintain and improve our asphalt roads
- We must ensure landowners manage and maintain proper drainage from roads adjacent to their properties as required in the Red Book as stated on Page 13 under Watershed Responsibilities

## ASPHALT ROADS

### 2021

- Plan was to look into tar and chip (Chip Seal) after the potholes were patched
- Once potholes were patched it was discussed with the treasurer how much available funds, we had left in the 2021 Road Budget for Chip Seal
  - Had to take into account a broken culvert pipe replacement project on Birch at Iroquois which was previously approved
  - Had to take into account a November and December payment to the Snowplow Contractor
- That left \$25,000 available for Chip Seal with several thousand left for emergency

## ASPHALT ROADS

### Chip Seal Proposal

- Did a reverse Request for Proposal (Bid)
- Instead of asking how much for a certain piece of road it was asked of contractors “how much chip seal can I get for \$25,000”
  - One contractor emailed and said 20,000 sq ft which equates to 1300 linear feet on Lake Shore
  - The second contractor did a site visit and asked, “what do you want one layer of chips.” Our reply “yes”. They measure and said 25,600 sq ft which equates to 1600 linear feet
  - The third contractor showed up and spent two hours with me riding through all the asphalt roads

## ASPHALT ROADS

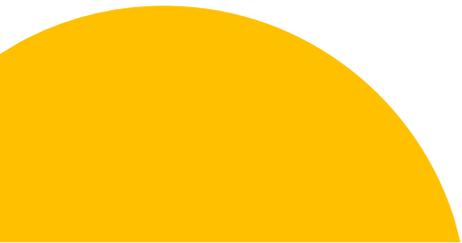
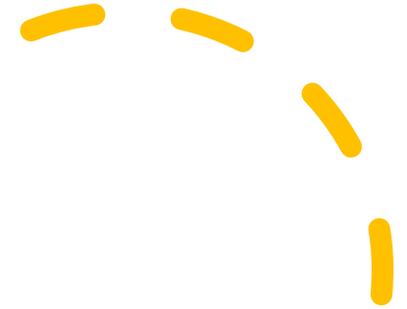
### Chip Seal Proposal

- First two contractors were small paving contractors and the third was a company that does chip seal as it is their main focus
- They do work for PennDOT, Municipalities, Counties, and other communities
- They assessed all our asphalt roads
- He told me no matter what we paid him he would not do some roads because they were too far gone for chip seal
- He said the chip seal process would not last and it would be a waste of money. He did not try to sell me anything else.
- This included Lake Shore which the second contractor said no problem one layer of chips for our \$25,000.

## ASPHALT ROADS

### Chip Seal – Roads Recommended too Far Gone

- Lake Shore
- East Shore
- White Spruce between Lake Shore and Cree
- Algonquin between Maple and Lake Shore
- Cahoonzie between Maple and Birch
- Mohawk between Maple and Lake Shore



# ASPHALT ROADS

## Chip Seal – Information Provided By the Third Contractor

### Tar and Chip 2021 Quote & Recommendation By Contractor

Road	From	To	Spray Patch Prep	Chip Seal	Total Cost	# Lifts	Comments
Lake Shore Dr	Walker Lake Rd	White Spruce Road	\$6,000	\$15,940	\$21,940	2	Not Recommended
Birch Dr	Walker Lake Rd	Pawnee	\$3,100	\$20,550	\$23,650	2	
White Spruce	Lake Shore	Cree	N/A	N/A	N/A	N/A	Not Recommended
White Spruce	Cree	Seneca	\$0	\$1,100	\$1,100	1	
Seminole	White Spruce	Maple	\$0	\$2,859	\$2,859	1	
Maple	Seminole	Mohawk	\$2,100	\$9,014	\$11,114	2	
Pear	Walker Lake Rd	Parkers Glen	\$800	\$3,808	\$4,608	2	
Cahoonzie	Birch	Maple	N/A	N/A	N/A	N/A	Not Recommended
Cahoonzie	Maple	Lake Shore* (East)	\$0	\$2,016	\$2,016	1	
Iroquois	Maple	Lake Shore* (East)	\$1,100	\$2,016	\$3,116	1	
Walker Lake Rd	Pear	Lake Shore	\$4,200	\$18,064	\$22,264	2	
Mohawk	Maple	Lake Shore	\$4,200	\$2,988	\$7,188	2	Not Recommended
East Shore	Walker Lake Rd	Maple	\$6,300	\$9,632	\$15,932	2	Not Recommended
Algonquin	Birch	Maple	\$600	5,108	5,708	1	
Algonquin	Maple	Lake Shore	\$4,200	\$3,750	\$7,950	2	Not Recommended
Onandaga	White Spruce	Lee	\$900	\$3,980	\$4,880	2	

#### Not Recommended

Contractor recommends not to chip seal as road is too far gone and chip seal will not last.

Spray Patch Prep

Contractor would use a spray patch machine to first fix all potholes and other areas as needed before chip seal

# Lifts

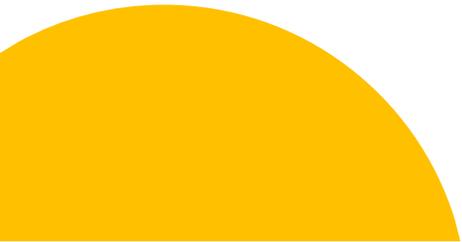
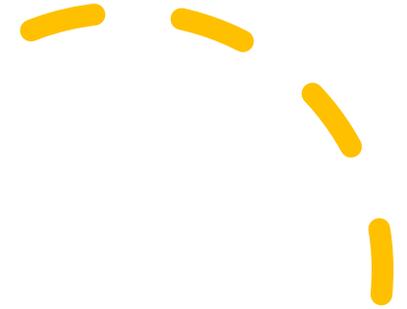
Number of times road surface would need to be tar and chipped in the process. Cost shown are total costs for road not per lift.

## **ASPHALT ROADS**

### **Chip Seal – The Question**

#### **What to do this year?**

- Do we take the \$25,000 and chip seal other roads that can get chip sealed to extend the life of those and have less money impact in the future?
- Do we not do anything and save the \$25,000 towards future repairs?
- If yes, chip seal other roads which roads should we do?



# ASPHALT ROADS

## Chip Seal – The Question

What to do this year? If yes, which do we do? \$25,000 available

Road	From	To	Spray Patch Pre	Chip Seal	Total Cos	# Lift:
Birch Dr	Walker Lake Rd	Pawnee	\$3,100	\$20,550	\$23,650	2
Walker Lake Rd	Pear	Lake Shore	\$4,200	\$18,064	\$22,264	2
Maple	Seminole	Mohawk	\$2,100	\$9,014	\$11,114	2
Onandaga	White Spruce	Lee	\$900	\$3,980	\$4,880	2
Pear	Walker Lake Rd	Parkers Glen	\$800	\$3,808	\$4,608	2
Iroquois	Maple	Lake Shore* (East)	\$1,100	\$2,016	\$3,116	1
					\$23,718	

## OR DO WE DO SOMETHING ELSE?

This question needs to be decided by the Board this Saturday

## **ASPHALT ROADS**

### **GETTING ROADS CHIP SEALED THIS YEAR IS WEATHER RELATED**

- Even if the board approves a chip seal contract for this year getting the work done will be based on the weather
- As we will be near the end of the queue every rainy day pushes back the contractor schedule
- If it gets too late into the season or gets cold early, they will need to stop doing the chip seal because it will not hold in cold when put down in cold weather

## ASPHALT ROADS

### Plan to Plan for Roads Not Recommended for Chip Seal

- We will get a larger contractor to come to give us ballpark figures for the following items on the Not Recommended Roads
- Will see ballpark figures for each road to address in three different ways
  - To mill up old asphalt, do any prep work such as grading, addition of stone, etc. then tar and chip
  - To mill up old asphalt, do any prep work such as grading then pave with a 19mm stone binder course then come back and tar and chip following year
  - To mill up old asphalt, do any prep work such as grading then pave with a 19mm stone binder course then a 9.5mm wearing top course of asphalt

## ASPHALT ROADS

### Plan to Plan for Roads Not Recommended for Chip Seal

- By getting this information in three different ways of going forward it will help us choose a method and plan financially how to achieve that goal
- Must keep in mind that the figures will only be ballpark and more than likely be higher than the figures first attained
- These would not be quotes but only planning figures
- Prices for oil-based products such as tar are very volatile

## ROADS FUTURE FUNDING

- Once we have all the ballpark figures for the Not Recommended Roads, I would like to propose a temporary committee to create a long-term road plan
  - Would include some Road Committee members, some Finance Committee members, and I would hope a couple of different volunteers from the community who currently aren't serving on the board or a committee.
  - This temporary committee will only be for a short period and would be tasked to bring a report to the Board along with recommendations on a plan and what it would the approximate cost to execute that plan yearly.

## **ROADS FUTURE FUNDING**

- Once the plan is complete and reviewed by the Board discussions can take place on how we fund the plan
- There is no point to have discussions now on any funding scenarios since we have no idea of what the plan or its cost

## ROADS FUTURE FUNDING

- If a temporary committee to create a proposed plan is not acceptable the other option is to continue the path we are have been going.
- Piecemealing it together by patching potholes, doing designated pavement repairs, and a little resurfacing in the years funds are available
- Sections of asphalt roads that are not improved during this process will continue to deteriorate and over time possibly become almost undriveable

**THANK YOU FOR YOUR TIME**  
**QUESTIONS???**

