

## WLLA Road Committee Report April 18, 2026

### One Actionable Item

#### Winter Operations

- Winter contract season ended April 15, 2026. The second year of contract will go into effect on October 15, 2026. The second-year cost is \$41,800.

#### Winter Materials

- We will be good to start winter season 2026-2027 with the materials we now have on hand.

#### Gravel Roads

- Gravel roads will be inspected for spring repairs over the next few weeks.
- Need to fix holes, ruts, and erosion on many roads after this harsh winter

#### Asphalt Roads

- Email vote was done on April 2, 2026, to approve pothole patching on asphalt roads. Warner Paving patched the potholes on April 6, 2026 at the bid price of \$8,600.

#### Actionable Item

- Chip Sealing Bids were received from Pocono Spray Patching for Lake Shore, Eastshore, and Hemlock, the three roads WLLA completed last year. Keep in mind parts of Eastshore and Lake Shore were paved over 4 years ago and are starting to crack. However, because the pavement is still in good shape for chip sealing only one (1) layer of chip seal will be needed. Unlike the older roads we have chip sealed in the past which required two layers of chip seal, while some roads were so far gone the company refused to chip seal them.

If we delay the chip seal process by not doing it this year, we will run into a double-barreled issue: (1) we would be chip sealing older and more cracked pavement (2) we would likely have to pay more than double what the bids are now to preserve older pavement.

The wise and more prudent decision is to be able to seal better pavement at a lower cost which would give the pavement longer life, as well as it is more monetarily efficient for the WLLA road budget going forward.

Bids prices are only good until May 1, 2026, at which they will be honored due to the volatility of the oil market which drives stone and asphalt prices. If we approve at this April meeting, they will honor the bids regardless of prices when they come to do the work.

Lake Shore \$14,425

Eastshore \$11,235

Hemlock \$13,125

**Total \$38,785**

**The WLLA Vanguard account has \$28,000 of the road money, meaning it would only cost us \$10,785 of the 2026 Road budget to get this done. Which will leave this year's road budget money to do the gravels roads and pave small portions of the worst parts of Birch. There is also the WLLA Road Reserve Fund at Wayne Bank holding \$12,000, which would not be touched.**

**There is no need to move the Vanguard right now but can be moved later this year as we do the other projects.**

**A motion to award Pocono Spray Patching a contract in the amount of \$38,785 to chip seal Lake Shore, Eastshore, and Hemlock**

- After we get bids to fix the gravel roads will see what we have left and then we will be getting bids for some asphalt resurfacing smaller areas starting with areas on Birch. We will need to piece together the resurfacing on Birch and continue doing Maple Drive like we did with Lake Shore and East Shore. Doing the worse areas of roadway first which has been the practice since 2018. What and how much gets awarded will depend on the cost of bids and WLLA available road funds.
- As a planning guide, as we have asked in the past on Lake Shore and East Shore, Warner Paving was asked to give an estimate on the areas of Birch that would complete the road in similar fashion to Lake Shore and East Shore. This was not an actual bid, and he was told that WLLA understood it was an estimate and not something we could hold him to honor. The ask was just for asphalt resurfacing in areas that have not been done in the past five years, with 2 ½ inches thick asphalt loose and variable. Loose and variable is before the asphalt is compacted with a roller. The idea is to place 2 ½ inches of asphalt (loose part) and the variable means depending on the existing road surface the actual amount placed loose can be more or less than the 2 ½ inches to make a smooth surface.

**The estimate provided by Warner Paving without considering any prep work out of the ordinary is \$84,000.**

### **Culvert Bridge over Walker Lake Creek**

- From the March 2024 Report John R has brought up the need to include the culvert bridge over Walker Lake Creek in next year's reserve study. Not thought of until John's insight, this is a major asset that must be planned for future repair as it a vital egress and ingress of the community and the only access point on the northern end.

### **Signs**

- From the 1/17/2026 report: Must come up with a plan to clean the street name blade signs of the lichen growth
- From 9/20/2025 report: In the Spring we will need to purchase street sign blades for Cedar and Elm. Will also need some posts and other hardware.

### **Unimproved Roads Requests**

- None of these roads have been approved for takeover by WLLA. Builders were previously notified that roads that roads must be approved for WLLA to take over maintenance. None of these roads and/or portions of these roads have been completed satisfactorily for takeover.
  - Cedar off of Walker Lake Road
  - Elm off of Walker Lake Road
  - Iroquois off of Birch
  - Iroquois off of Maple
  - Maple past Onandaga

**Trees**

- Nothing new to report

**Drainage**

- Nothing to report