



ANNUAL MAINTENANCE FEES SUMMARY

Why do we need to double our Road Maintenance Fees?

In 2005, around 60 lot owners donated \$3000 to as much as \$10,000 each to generate about \$200,000 and paved the three miles of roads we have now. With their generosity the Association was able to keep the annual maintenance fees down to \$218 in 2006 escalating to \$450 in 2023, a real bargain. Unfortunately, during those 18 years little concern was paid to the reality that the advertised 20 year life of the road would expire. In about 2006 the Association agreed to put away \$5000 a year for a replacement fund. By 2023 that fund had only grown to \$53,000, clearly far short of the approximately \$400,000 it would currently cost to overly the entire system. We were not very consistent with our savings program.

The Roads look pretty good, why now?

In June of 2022, we last inspected the paved roads and measured the areas where cracking was apparent (which means 2-5 years before pot holes develop.) We found 22% of the Bywater Way, and N Bywater Way core road showing what we call "Alligating". Again, in January 2024, we measured and discovered that the percentage had grown to 38% in just 19 months. Olympic Ridge Drive and Parkview seem to be holding up much better; and with some maintenance, should be OK for a few more years. (*see Road Inspection Sheet*)

Costs:

An estimated cost to repair the damaged sections on Bywater Way and N Bywater Way, using patching and short overlays, would be approximately \$166,000. Additionally, we would still have the other 62% of roads to repair in the next few years. Clearly, continuing with a patch and overlay program is not tenable. The longer we wait to do a major resurfacing, the more expensive it will be, both in terms of inflation and repairs, to keep the roads in condition to be eligible for resurfacing with either Chip Seal or Overlay.

Why not let it go back to gravel . . . it will be much cheaper?

In 2023, we got two bids to do the needed work on our total 1 mile of gravel roads. One came in at \$23,000, the other bid was \$50,000. Let's say we could get that cost down to \$20,000/mile; then multiply that by 4 to maintain gravel on our entire four mile private road system. That means we would be spending \$80,000 per year (\$1000/year/lot owner) to maintain all gravel roads, resulting in pot holes and mud in the winter and dust and washboard surfaces in the summer. This means that we would be paying about the same to maintain our existing private roads.

Read on to see how the volunteer LRC Committee was able to develop some options to manage our private road system over the next 30 years