

Mount Royal Subdivision Roads Committee Pavement and Drainage Review

At the 2009 General membership meeting, a committee was formed to study the following items:

1. What is the condition of roads in lower Mount Royal (LMR)?
2. Life expectancy of current roads ?
3. Should we repair roads?
4. Should we replace roads?
5. Special Assessment District (SAD) information and process.
6. Cost of each option.

Committee members: Rusty Rosman and Jack Holden

It was the committee's decision to get expert advice that we could use regardless of the decision of what course of action was taken.

The Mount Royal Board had approved a preliminary engineering and cost analysis to be performed by Giffels-Webster at a cost of \$5,000. This cost will be subtracted from the administrative costs of an Special Assessment District (SAD) in the event LMR votes to create an SAD.

The preliminary engineering is required by Commerce Township before consideration of a SAD would be given.

Inspections were held the week of August 17th, 2009. Charlie Lodge, Rusty Rosman and Jack Holden participated in the inspection conducted by Jay James of Giffels-Webster.

Current Conditions

Roads are approximately 22 years old with the exception of Creedmoor, Rondelay and Foxbury which were paved in 1998.

The roadways are considered in fair condition for the most part and are considered drivable. However, even with the preventive maintenance being performed, the roadways are beginning to experience deterioration, which will begin to worsen at a higher rate due to the age of the roadway.

A significant amount of storm water is conveyed to North Commerce Lake by the LMR Storm water system. The storm water system in LMR in many areas is undersized to handle this amount of storm water. Our roads have experienced flooding conditions which has significantly contributed to the road deterioration.

Life expectancy as presently maintained: 4 years per engineering report.

Water Control Problem Locations



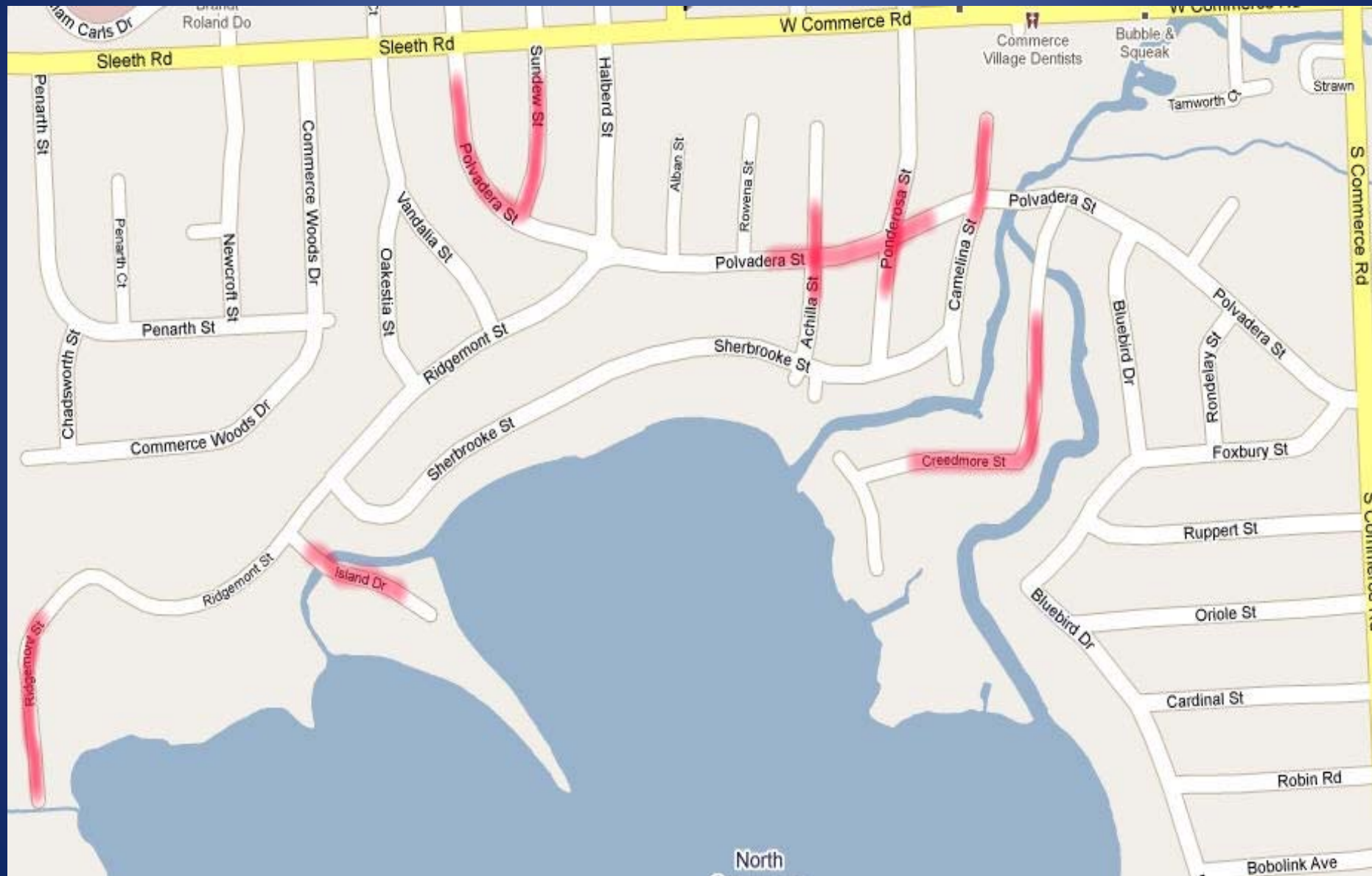
Water Control Details

1. Water collects at the intersection of Vandalia and Oakstra – The existing storm sewer in this area needs to be further analyzed to determine if it is function properly. Add spillways, possibly add some storm sewers, ditching and curbs along Oskstra, change at least one storm sewer cover.
2. Ditching and culverts required along the east side of Polvadera.
3. Add ditching and culverts along both sides of Sundew, culverts need to be added to get water to the south side of Polvadera. Add catch basins to pick up water at the Sundew / Polvadera intersection.
4. Add culverts and a spillway at this intersection.
5. Make sure that water gets to the south side of Ridgemont through the drain area. Change one storm sewer rim to a grated cover. Make sure water gets to the low point by regarding slightly, possibly add a new catch basin.
6. Make sure existing culvert and ditch to the channel is functioning properly and that water is directed to it. Install edge drain near the intersection with Ridgemont.

Water Control Details – Cont.

7. Install curbs along Achilla to get water to the intersection inlets. Install spillway and increase culver size in this area. Possibly a good area to install a sediment removing structure downstream of this intersection.
8. Add ditching and culverts in this area. Make sure water gets to lake.
9. Verify that the storm sewer is functioning properly. Possibly add a culvert to get water to the channel.
10. Add edge drain along Creedmoor.
11. Increase culver size to the channel, re-grade the road so that drainage works – but not as much slope. Install edge drain in some areas.

Worst Areas of Pavement



Worst Area Pavement Details

1. Sundew / Polvadera intersection to Sleeth - crumbling road bed (crocodiling), water over road.
2. Island Drive - crumbling road bed & standing water.
3. Ridgemont - crumbling road bed.
4. Creedmoor - crumbling road bed, standing water.
5. Achilla , Polavadera and Ponderosa - water over road, crumbling edge.
6. Camilina - crumbling road.

Possible Solutions

1. Pave all roads and correct all water control problems (SAD).
2. Pave worst areas limited water control corrections (SAD).
3. Increase maintenance on roads and water control issues (Road Dues).

Pave all Roads and Correct all Water Control Problems.

2010 Estimated Cost

1. Cost 2.3 Million Dollars - \$650.00 per LMR home owner per year for 10 years.
2. SAD would be required with 10+ volunteers to work on SAD petition. 51% of home owners / road frontage required.
3. Pave Sundew, Wakefield and Mt Royal Ave.
4. Life expectancy of 25 years on roads and drainage updates.
5. Widen roads where possible.
6. Significant neighborhood disruption.

Pave Worst Areas and Limited Water Control Corrections.

2010 Estimated Cost

1. Cost \$425,000 Dollars - \$225 per LMR home owner per year for five years.
2. SAD would be required with 10 + volunteers to work on SAD petition. 51% of property owners road frontage required for approval.
3. 25 year life expectancy on repaired areas, four years on balance of the roads.
4. Option to pave Sundew, Wakefield & Mt Royal Ave (additional cost).
5. Some of the larger water control issues remain (uncontrolled water volume from Sleeth road, water over some roads in heavy rain conditions).
6. Additional road repair or replacement would be required again in five years.

Increase Dues for Maintenance on Roads and Water Control Issues.

2010 Estimated Cost

1. Cost \$113,000 Dollars - \$60.00 per LMR home owner per year for five years.
2. Begin with water control repairs and corrections first.
3. Repair roads based on need as identified by the engineers.
4. Include Sundew, Wakefield and Mt Royal for water control.
5. General membership approval required.

Committee Findings

1. The majority of the roads do not need to be paved at this time and should last an additional 4 to 5 years.
2. Inadequate storm water control is causing most of the damage to the roads.
3. Current economic conditions and road conditions make either SAD approval seem unlikely.
4. The amount of work to get a repair SAD approved is equal to complete repaving.
5. Certain road areas are in very bad condition and repairs will be needed immediately.
6. Current road budget and dues are inadequate to handle repairs.

Committee Recommendations

1. Increase road dues by \$60.00 per year for a period of five years (\$300.00 total).
2. Increase budget for road repairs to match the expected revenue collected.
3. Include unpaved road properties in road dues collections for water control projects only.
4. The Committee has spent considerable time and effort in both reviewing the present conditions of our roads and viable solutions. It is our educated opinion that, in these economic times, as well as the needed road repairs, the increase in road dues for lower Mt. Royal makes the most economic sense. We recognize that not everyone will agree with our conclusion; however, this is the most viable approach to address our most pressing road needs as agreed upon by your Board of Directors.

Thank you for listening to our presentation.

The next steps are for you to decide what course of action to take.

The Mount Royal Board will now instruct you on how to select a option, propose a motion and vote on a solution.