

COST TO PAVE OUR CUL-DE-SACS

CULDESAC COSTS

Steve Marvin is a civil engineer with a career in road design, construction, repair. He is a nationally renowned and highly sought after expert witness and has testified in numerous cases from local to federal. He has decades of experience in this field and others often refer to him as “Mr. Asphalt” because of his profound knowledge and experience. He is currently one of the key members of the LCPOA Road Committee.

Culdesacs have been a heated topic within our community leaving many wondering what the costs of bringing the culdesacs up to standards might be. Steve has agreed to provide a rough estimate of these costs. His original estimate of \$22million is likely close if you factor in ALL costs which are not included in his estimates below. He used aerial maps and in-person visits to our culdesac roads to come up with lengths, widths and level of asphalt distress to calculate these estimates. Steve emphasized the proposal to pothole patch and slurry coat is a non-sustainable and unacceptable method of caring for our roads. If LCPOA were to consider accepting responsibility for these roads, his expert opinion and advice is they should first be at a basic county standard, similar to the condition of our primary road system before considering their acceptance. That expense would need to fall on the homeowners abutted to each culdesac, as it would not be possible for the POA to bear the \$14 million dollar price tag (plus the additional expenses outlined below) to upgrade these roads.

It is important to remember that the POA has an obligation to maintain the primary 26 miles of roads shown on the tract maps when our association was established in 1969. Roads (culdesacs) constructed by developers since that time are maintained by the property owners who own the lots those roads serve. LCPOA has no obligation to maintain culdesacs (please refer to CDS COURT ORDER on this post). To allow the POA to maintain culdesacs, a Maintenance Easement, similar to that applied to our primary roads would be required. Additionally, the culdesac roads would need to be insured by the POA.

A maintenance easement would remove the private road status of the culdesacs and it would also allow LCPOA's management company to patrol those roads when looking for violations. Currently Powerstone does not inspect or patrol the private culdesac roads. Last, the assignment of this easement would require the approval of all property owners whose homes abut on the culdesac road.

Below are Steve's estimates for the roughly NINE miles of culdesac roads in our POA. The following estimates do not include costs for easements, legal, survey, insurance, drainage/culverts which can add millions more to the following numbers below. There will also be ongoing maintenance costs which are not factored in here.

Below offers two options:

1. **Cosmetic** – Includes only the roads which are already paved. This estimate would include cosmetic repairs making the culdesac roads **APPEAR** consistent with the beauty of our primary road system. This option would not bring the roads to any required/legal standards. Specifically, they would not be widened nor sloped to meet legal requirements, they would not include a turnaround radius (required for fire safety), and the estimate does not include any of the many other expenses such as drainage/culverts, legal, easements, insurance, engineering, environmental impact, etc. requirements.

ESTIMATE: **\$2,325,700 - \$4,651,00**

2. **County Standard** – This estimate would bring the culdesac roads to a standard consistent with our primary road system, both in asphalt thickness, width, and turnaround radius. Despite this budget including the construction costs, engineering, contingency, it does not include many other expenses which can increase this estimate by millions (required slopes, surveying, legal, easements, insurance, culverts/drainage/environmental mitigation impact, etc).

ESTIMATE: **\$14,606,000**