

CTBEA Road Maintenance Expenditure

Complete Reconstruction:

- Based on discussions with various Paving Companies it was determined that our roads are in terrible shape to continue to patch/overlay. And some would not even give us an estimate to do that work as they have a reputation to maintain.
- Suggestion was made to bring in a Site Work Company to provide the initial work needed before Paving can be done.
- Cost of \$550,000 based on latest estimates from the Site work Company (L.A.Drew) and Paving Company (Bryant Paving) which would be handled through a special assessment to Lot Owners. This assessment may be paid over several years. The Association will be taking out a loan to pay for this project.
- Assessments to our non-association neighbors who use the roads (Senter Cove Rd Assoc. and Upper Mason Road) will be made based on their agreements. Discussions have taken place with them.
- Work involved is extensive which will provide for a proper base and control/direct water into the culverts for proper drainage (keeping water off the roads). This work includes:
 - Bring in all equipment
 - Remove existing soil 12" below asphalt and eliminate any rocks
 - Install roadway filter fabric
 - Install a 12" layer of 1" ledge pack road base
 - Fine grade the gravel material in preparation for paving
 - Install a 2" base course of compacted asphalt to the area (Install 2 ½" compacted to 2")
 - Install a 1" wearing course (topcoat) of compacted asphalt to the area
 - Install ¾" shoulder gravel after base coat
 - Any steel culvert pipes that cross the road will be replaced with plastic ones which includes removal and disposal of old pipes; bed culvert in ¾' stone and cover with screened sand; and compact all around culvert as being installed
- Discussions have been had with White Mountain Survey and Engineering Company regarding the road construction project and the need for any permits or wetland science mgmt..
- Does not require any NH approvals/fees as not doing a "new" construction but a replacement in kind. Keeping the same blueprint.
- Following NHDOT Road Maintenance Manual
- The Site Work Company and the Paving Company are working and managing the project together. (Not the first project they have worked together on).
- All work would be coordinated so there will be minimal disruption to Lot Owners
- With proper drainage of water off the roads will help extend the life of the roads and would require less plowing and sanding since no snow/ice build-up.
- Once completed the road should last at least 20 years with very minimal repairs (such as cracks) or added costs.

Continue to Patch/Overlay:

- Difficult to find any Paving Company to do this work as our roads are in terrible condition.
- Roads are beyond repair.
- Roads will continue to get worse.
- Doesn't fix underlying issues - No drainage/culvert replacement; not eliminating the rocks that are breaking through the surface; not getting the water off the roads
- Not a permanent fix, just a bandage.
- No return on investment
- Will cost more in the long run
- Patchwork (filling potholes) performed by Association members the past few years have kept cost down but this cannot continue as the roads are completely breaking up.
- Patch/Overlay work done in 2019 for \$10,000 has already begun to fail with much breaking up already.
- An annual \$10,000 is not going to fix anything with the major cost increases that have occurred.
- With over 3700 ft of roadway – doing less than 100 ft a year for \$10,000 a year will take you more than 37 years to do all as the road continues to deteriorate. Never ending.....

Town Takeover:

- Roads must be brought up to Town standards.
- Based on the Town specifications – cost would be close to \$1.0 million
- Requires roads to be dug down by 24" and be at least 24 ft wide.
- Property tax increase
- Strong potential Town would not want to take over.