

Hillcrest Village
Property Owner Association

To: Hillcrest Village Board of Directors
From: Road Survey Committee
Subject: Recommendation for Road Maintenance
Date: November 3, 2020

Late in 2019, the Board of Directors authorized the hiring of an engineering firm to study the 1.7 miles of roads within Hillcrest Village. The recommendation at the time was to retain the service of Pigeon-Roberts and Associates, LLC., Ocala, Fl.

Since Pigeon-Roberts have been used extensively by the Meadowcrest Association and possesses an in-depth working knowledge of the Community they were contacted. Mr. Chuck Pigeon indicated that they would be willing to provide detailed information to the BOD but would not be available until after the new year.

Enter 2020, Covid -19 strikes, with all it's ramifications. Pigeon-Roberts report they will not be available to conduction engineering work in the foreseeable future.

June 2020, I was notified by "PR" that they are beginning the survey work and have retained Universal Engineering Sciences, Gainesville, Fl, to drill core boring samples. Also, to present an evaluation of the site conditions based on geotechnical procedures. (10) pavement cores and shallow test borings for proposed roadway improvements

October 2020, as Chairperson of the committee, I spoke to Mr. Pigeon and accompanied him and an associate on a ride around the village during which time we discussed his findings.

I requested that he provide Options, based on his report. Mr. Pigeon provided 4 options for consideration by the Association. They are summarized as follows.

Option # 1 - complete mill and repave. Removal of the existing pavement and repave with 1.25" SP-5 Super pave asphalt. This option should provide a roadway improvement that should last for 20+ years with the implementation of a proper pavement maintenance plan. Current estimated cost \$424,000. dollars.

Option #2 - Localized Patch and Complete Seal. This process includes saw cutting and removal of the asphalt at each noted problem area and in some cases removal of the lime rock base for a complete road structure rebuild. (see map attached) Final finish would include laying a 1.5" SP 9.5 Superpave asphalt in the patch area.

The next step would involve applying a treatment of crack filler to all observable cracks 1/4" or wider. This treatment provides a 2 to 3 year life cycle and possibly up to 5 years. Localized cracking may appear within 1 to 2 years due to pavement fatigue caused from normal wear and tear and environmental conditions.

Current estimated cost \$53,000. dollars.

Option #3 - Localized Repair and Patch. This option is similar to Option #2 however it does not include the complete sealing of the Hillcrest Village pavement. This is a minimal option. As time passes, environmental factors as well as vehicle wear and tear will continue to deteriorate the existing pavement. This option provides for a lower upfront capital cost. It is typically considered to allow time to develop project funding and more specific project scheduling. This choice is in preparation for complete and comprehensive rehabilitation program in the future.

Current estimated cost \$21,000. dollars

Option #4 - Do Nothing. In the case of Hillcrest Village, the overall roadway condition has not received a failed or excessively poor condition classification. The current roadway condition is classified as "fair/poor" and has a few failed areas and potholes but does not have noticeable rutting or base structure failure. The base course materials are in good condition and have not been compromised by severe water penetration into the underlying limestone roadbed.

Engineers Conclusion and Recommendations.

Although pavement Management Option # 1 is recommended, the schedule and timing of the implementation of work activity is not immediate and somewhat flexible. PR&A recommends that the association schedule and plan on a pavement management plan that implements Option #1 within the next 3 to 4 years and is contingent on the association proceeding relatively soon with the work of Option #3 to correct failed pavement areas as noted. If the association needs more time to fund Option #1 and the time frame exceeds five years then as a minimum the association should proceed with Option #2

Hillcrest Road Committee Report and Recommendation.

Members of the committee are, Ken Erickson. Howard O'Connell and Kevin Kelly

Each member of the committee was provided with a copy of the Engineer's report and asked to thoroughly read and review the material. After reviewing the materials, the committee conducted an in- depth ride around to review all the roads in Hillcrest Village with an emphasis on the areas noted by the engineer for repair.

The areas recommended for repair are: Bath Point, (2) Chapelcross Loop, Hawick Point, (2) Hunterston Point

Committee Recommendation: It is the unanimous recommendation of the committee to implement Option #3. Furthermore, to follow the recommendations of the engineer and to take the following action. (see map attached)

Bath Point - 10'x50' full reconstruction. Roots have begun pushing the base and topcoat up causing multiple bumps in the roadway.

Chapelcross Loop - saw cut, remove, and repave a 20'x50' section of the roadway. *Saw cut and remove a 20x25 section of roadway as it intersects with Douneray Loop.

Hunterston Point - saw cut, remove, and repave a *6'x12' section of the roadway as it intersects with MacVicar Road. Also, remove and repave the entire circle at end of the street.

Note: * provided cost estimates do not exceed engineers estimate of \$21,000. Dollars.

In conclusion, the committee as previously stated believes Option #3 is the best option at this time. The committee further recommends that all the roadways in Hillcrest should be monitored at a minimum of every 2 to 3 years thereby building the road reserve and eliminating the need for a Village wide assessment. Currently the road reserve account has \$365,000. dollars. Each year \$ 35,000. is set aside from the dues each member pays.

Respectfully submitted,

Kevin M. Kelly
Chairperson

