

FCHOA Roads Project
2015 Annual Meeting Update

The Landscape and Roads Committee

- We've been meeting since February 2015.
- We are Irene Barg, Brian Bickel, Robert Gonzales, Bob Reuss, and Kirsten Wallace. Dale Prescott, Joe Mucenski, and Jo Goodman have contributed.
- **The Board of Directors tasked the Committee to research options for improving our roads and to make a recommendation to the Board.**

Information Gathering

- In February, The committee met with David Cummings (no-cost consultation), an engineer with Pima County Department of Transportation for an independent assessment of our roads.
- Mr. Cummings indicated how our roads have failed and suggested replacement as the most cost effective treatment. For comparison, he gave us a **rough** cost estimate for replacement (\$750k) as well as two repair strategies which he stressed would not fix the underlying problems with the asphalt nor did he think our membership would be happy with the results of either repair (\$280k chip seal, \$560k recoat).
- For an understanding of how another, similar, HOA managed their re-pavement project, the committee met with David Garrett of Casas la Ventana. They told us that communication with the neighborhood was key and provided suggestions for writing contracts with pavers.
- The committee made a presentation at the April 2015 FCHOA Board, after which a preliminary quote was solicited from Bates Paving in July for pavement replacement not including engineering (\$735k).
- During our information gathering campaign, the committee received different opinions regarding the subsurface base (supporting ground under the roads).
- **To move forward and bring road improvement options for discussion, the Landscape and Roads Committee acknowledges that the age and nature of our roads necessitates we receive a third party Engineering Assessment.**

Contractor Proposal Evaluation

- The committee solicited bids from three Engineering firms for a Phase 1 Engineering Assessment.
- Two firms submitted proposals; the committee interviewed both firms and submitted a recommendation for approval by the FCHOA Board at the October 2015 meeting
- After hearing community input at the October 2015 meeting, the Board approved hiring PSOMAS to perform the Engineering assessment (\$17k). PSOMAS only provides engineering services, they do not do paving work.

Phase 1: Technical – Engineering Assessment

- Ongoing as of November 15, 2015
- The Engineering Assessment will include:
 - A geotechnical survey to assess the base. Drilling was done 11/11/15, soil samples are being analyzed;
 - Cost/benefit analysis to cover a 30-year period;
 - An objective road improvement recommendation.
- If you have information pertinent to improving our roads, please submit it by email to FhCHOA.Board@gmail.com subject:ROADS, no later than December 15, 2015 for consideration by the engineers.
- After a storm, photos of ponding on the roads were submitted to the engineers.
- The Engineering Assessment is expected mid-December to early January.
- **Look for final scheduling of a presentation of the Engineering Assessment by PSOMAS. All neighbors are encouraged to attend!**

Phase 2: Financial Planning

- The Engineering Assessment will provide us with realistic costs of improving our roads.
- The Financial Committee will be meeting to address options for funding road improvements given the costs identified in the Engineering Assessment.

Phase 3: Communication

- Concurrent with Phase 2, the Landscape and Roads Committee will be working with the Communications Committee to communicate to all our neighbors the results of the Engineering Assessment, the Financial Committee, and the next steps to improving our roads.

Phase 4: Approval

Phase 5: Construction

- Construction phase will include soliciting bids from three contractors, contractor proposal evaluation and selection.
- Construction will be managed (perhaps by a third party, perhaps PSOMAS) to minimize both cost and inconvenience.

Phase 6: Maintenance

- The engineering recommendation and financial plan will include maintenance necessary to extend the life of the road to at least 30 years.