

# **FY2024 Double Knob POA Road Maintenance Project Plan**

## **Overview**

Following is a proposed plan and budget to address several issues on Big Ben Road. Until now, this roadway has been graded and over coated with Crusher Run and M-10 Fine Mix on an as-needed basis without a comprehensive look at the entirety of need for Big Ben's problem areas. This outline proposes an overall plan with the full knowledge that currently available POA funds will not cover the full cost of the project. If this plan makes sense, problem areas can be addressed at the same time normal 'touch-up' maintenance is conducted on a regular basis.

One mile of Big Ben Road from the mailboxes to the bottom of Gobbler Knob Rd is comprised of four hills and five other relatively flat areas that have been scraped down to the bedrock. In this one-mile stretch, there are eight areas of concern identified on maps on pages 3 & 4 and one area on the other side of the Gobbler intersection making a total of nine areas in this strategic plan. Marek Bass, our Road Contractor, estimates that one-day equipment and labor (cost \$1200) would cover grading 'touch-up' on all of Big Ben and distributing appropriate rock to the area of greatest need. Using this method will take advantage of maintenance grading equipment being on site and applying labor costs more efficiently.

## **FY2023 Activity Highlights**

During this past year, the POA spent approximately \$12,000 grading and distributed rock on 1.5 miles of Big Ben Road. In order to prevent road erosion and to prevent downhill erosion into neighboring property, a culvert was added to Big Ben Rd about one-half mile up from the mailboxes. Labor and material cost for this culvert was \$16,000 making the total amount paid for maintenance on Big Ben approximately \$28,000.

In addition to regular grading maintenance, the first 0.1 mile from Mailboxes to top of first hill was treated with one truckload of M10 Fine Rock Mix as a test to determine the effectiveness of M10 on Big Ben's hills. The test was successful and this method was used on the other three hills. The section of Big Ben on the other side of Gobbler was treated with Crusher Run rock in August when the drainage ditches and culvert catch basin at the bottom of Gobbler were excavated and cleaned out.

In addition to Big Ben grading, \$16,810 was spent on asphalt patching of Gobbler Knob Road and \$2,625 on brush overgrowth trimming on Big Ben and Gobbler.

## **FY2024 Plan**

Using a 5 week maintenance schedule, we can estimate 10 visits from Marek Bass Construction for the 2024 fiscal year. If it's assumed that 90% of FY2023 contributions from property owners will be made in FY2024, approximately \$27,500 would be added to the POA checking account reserve. This would give the POA working capital of \$49,500 for FY2024. The chart below contains a projection of \$18,300 in FY2024 expenses for road maintenance reflecting 10 visits from Marek and 6 distributions of rock on areas of concern on Big Ben Rd.

Area	Rock Type	Rock Cost	Equipment & Labor	Total
Area 1 – Mailboxes to top of first hill	1 load – M10 Fine Mix	\$700	\$1,200	\$1,900
Area 2 – 0.1 mile up from top of First Hill	1 load – M10 Fine Mix	\$700	\$1,200	\$1,900
Area 3 – 500 feet on left side from Area 2	Regular Maintenance		\$1,200	\$1,200
Area 4 – 0.1 mile up the hill	1 load – M10 Fine Mix	\$700	\$1,200	\$1,900
Area 5 – 0.1 mile from Area 4 – re-crown	2 loads – Crusher Run	\$1,400	\$1,200	\$2,600
Area 6 – 0.2 mile from end of Area 5	Regular Maintenance		\$1,200	\$1,200
Area 7 – 0.1 mile from end of Area 6	3 loads – Crusher Run	\$2,100	\$1,200	\$3,300
Area 8 – 0.2 mile from of Area 7	Regular Maintenance	\$700	\$1,200	\$1,900
Area 9 – 0.3 mile from Gobbler Knob	Regular Maintenance		\$1,200	\$1,200
1.5 miles of Big Ben Road	Regular Maintenance		\$1,200	\$1,200
			<b>Total</b>	<b>\$18,300</b>

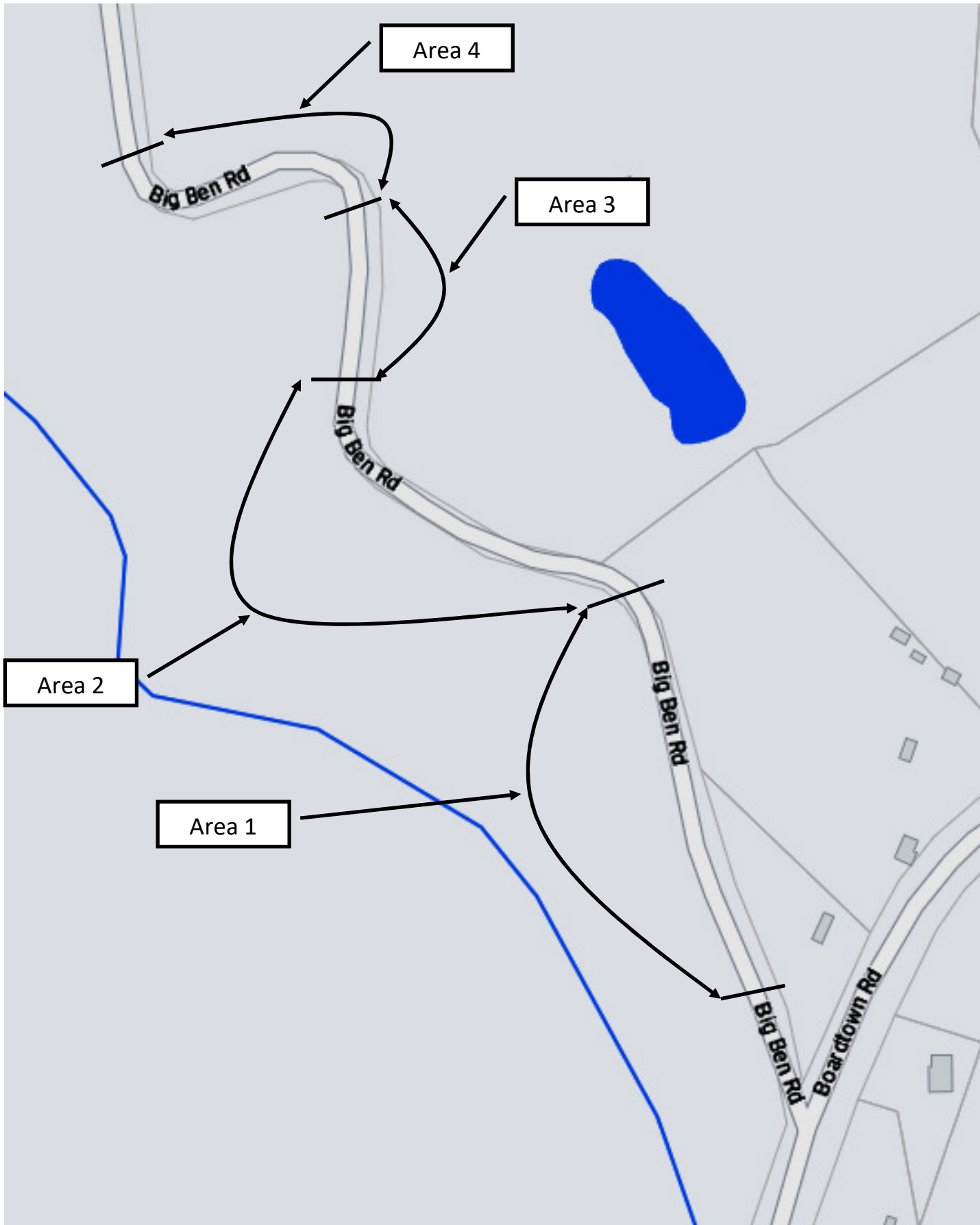
In addition to the grading of Big Ben and associated rock distribution, the culvert on Big Ben at the hairpin turn on the way to Highland Dr at the end of POA maintenance is in dire need of attention. The existing culvert is damaged and is not draining the catch basin on the uphill side. During heavy rainfall the catch basin overflows causing erosion both on the roadway and the downhill side mouth of the culvert. Cost of this high priority culvert replacement is estimated to be \$4,000 - \$4,500.

Maintenance of the tar-and-chip surface of Gobbler Knob is projected to cost approximately \$2,000

## Summary

The chart below indicates the impact of the proposed Road Maintenance activities for FY2024.

<b><u>Projected Funds</u></b>	
FY2024 Projected Capital	\$49,500
<b><u>Projected Expenses</u></b>	
Big Ben Road Maintenance	\$18,300
Culvert Replacement	\$16,000
Gobbler Knob Maintenance	\$2,000
<b><u>Total Projected Expenses</u></b>	<b>\$36,300</b>
<b><u>Projected Surplus</u></b>	<b>\$13,200</b>



Area 4

Area 3

Area 2

Area 1

Big Ben Rd

Big Ben Rd

Big Ben Rd

Big Ben Rd

Boarstown Rd



