

MTPOA BOARD ROAD UPDATE JUNE 12, 2018

MOUNTAIN TOPS PROPERTY OWNERS ASSOCIATION (MTPOA)

In an effort to inform all members following is an update from the Mountain Tops Road Committee.

The MTPOA owns and maintains Mountain Tops Road from Bullen Gap Road to the Pump House (excluding the side roads in that area), and then all roads from the pump house on Mountain Tops Road. This includes the side roads to the back of the development. These roads are private roads and neither the City of Blue Ridge nor Fannin County maintains any of the roads we own. We own approximately 9.17 miles of roadways in Mountain Tops.

When you ask contractors and consultants the life expectancy of an asphalt road in the mountains you get various answers. The common answer to the question of life expectancy is between 20 to 30 years – depending. The one thing that they do agree on is that you must perform continuing maintenance to extend the life of our roads.

Parts of Mountain Tops Road system are now 20 plus years old and a recent consultant review found that we are experiencing distressed asphalt in many areas. Flat roads last longer than mountain roads and when you have substrata (underneath the asphalt) issues more maintenance is required. The Road Committee is in the process of crafting a long-range plan that will address the road issues and present recommendations to the MTPOA Board for review.

The Road Committee has met with 4 paving contractors and one excavator regarding the condition of our roads and devised a plan to correct various “hot spots” scattered throughout Mountain Tops. We are using a “worst first” process and have prioritized 12 locations that we plan to repair this year, money allowing. These are not all of the spots that are in need of repair but are the worst of the lot. Each spot is unique and due to the unknowns below the surface, a price per unit is an estimate. There are sections of roads in Mountain Tops that have organic debris pits in the middle of the road beds. One of these pits on Hiawatha Trail was 32 feet deep and had stumps and trunks.

You will also see distressed asphalt exhibited by alligating, sections that look like the skin of an alligator or scales. This is generally caused by water intrusion, or subsurface issues such as lack of compaction, debris pits or expansion/contraction issues, traffic (heavy trucks in particular) and general wear and tear. These areas, depending on the cause, must be corrected by digging out, debris removal and/or refilling with rock, dirt, petroleum fabric, gravel and finally asphalt caps or patches.

Some sections of the road have slippage or caving on the edges, particularly in banked and/or turn areas. Surface water (rain water) can, over time undermine parts of the roadbed, so ditches and culverts must be cleaned and cleared periodically. Going

forward, we will review surface water runoff and consider installing culverts in additional areas.

We have quotes from three paving contractors and that range from \$80K to \$163K. All three have looked at the same sites and their estimate is based on what they think best to correct each "hot spot". We have revisited with each contractor and asked for clarification in an attempt to compare apples to apples. We asked for quotes using the Georgia State Asphalt Mix Standard so all three are using the same type of asphalt. We also have an alternative to asphalt. There is a process called tar and gravel known as "chip seal" that is approximately 30% less in cost. We visited Goose Island subdivision in Gilmer County last week. They have used chip seal and say they are happy with it.

Our current plan is to spend \$75K-\$80K this year and get as many of these "hot spots" fixed as possible. Any "hot spots" we do not get to will be on the list for repair as soon as the asphalt plants open next year. We will constantly review our total expenditure levels for the development. We also believe it fiscally prudent to set aside \$20K to \$25K for emergency/contingency dollars for the November thru February cold weather months.

The roads will require maintenance every year and somewhere in the future we will reach a point where we need to resurface and that will require additional funding. Currently we believe we can get another 4 – 6 years before we have to resurface sections of our roads. At today asphalt prices, resurfacing one mile of asphalt road is approximately \$120,000 and we have a little over nine miles of roads to maintain. This is not as bleak as it sounds as we are currently bringing in fees that will pay a substantial part of the future costs.

We experienced a particularly harsh winter this year and all of the Paving Companies are very busy so there will be a lag time between the Contractor signing and then starting in Mountain Tops. We will alert you as soon as we know when the contractors will be working on the roads. Please drive carefully.

Mountain Tops Property Owners Association Board of Directors