

STERLING PARK SOUTH TOWNHOUSE ASSOCIATION Infrastructure Committee

A Summary of the 8/25/2010 Report to the Board of Directors

Background

On April 12, 2010, the Sterling Park South Townhouse Association held a well advertised, and relatively well attended “special meeting” of the Board during which many views were expressed on the condition of our community. Some of the membership in attendance expressed strong opinions as to why the Board has not acted to repair the community. Some suggested that if something is not done soon we could experience adverse legal repercussions. The membership was reminded that the Board attempted to act in 2008 by passing a special assessment resolution to begin raising the funds necessary to repair our community. That assessment was rescinded by the membership.

Also at the April meeting, a presentation was given by one of the Board members showing photographs of the poor condition of our sidewalks and parking lots, and setting forth past engineer reports warning us of the danger and safety hazards if we don’t act to repair and replace our deteriorating infrastructure (i.e. concrete curbs, gutters, sidewalks, and asphalt parking lots).

At the May 12, 2010 Board of Directors meeting, the Board voted unanimously to establish an “Infrastructure Committee” for the purpose of studying the infrastructure problems, obtaining contractor estimates, and to make recommendations to the Board as how to best remedy the poor condition of our community. The Infrastructure Committee was established and the work began.

The Infrastructure Committee Members

Tom Tobin, Board Member/Chairman
Jeff DeWeese, Board Member/Co-Chairman
Sven-Ake Platemar, Board Member
Julio Luna, resident
Ken Quinn, resident

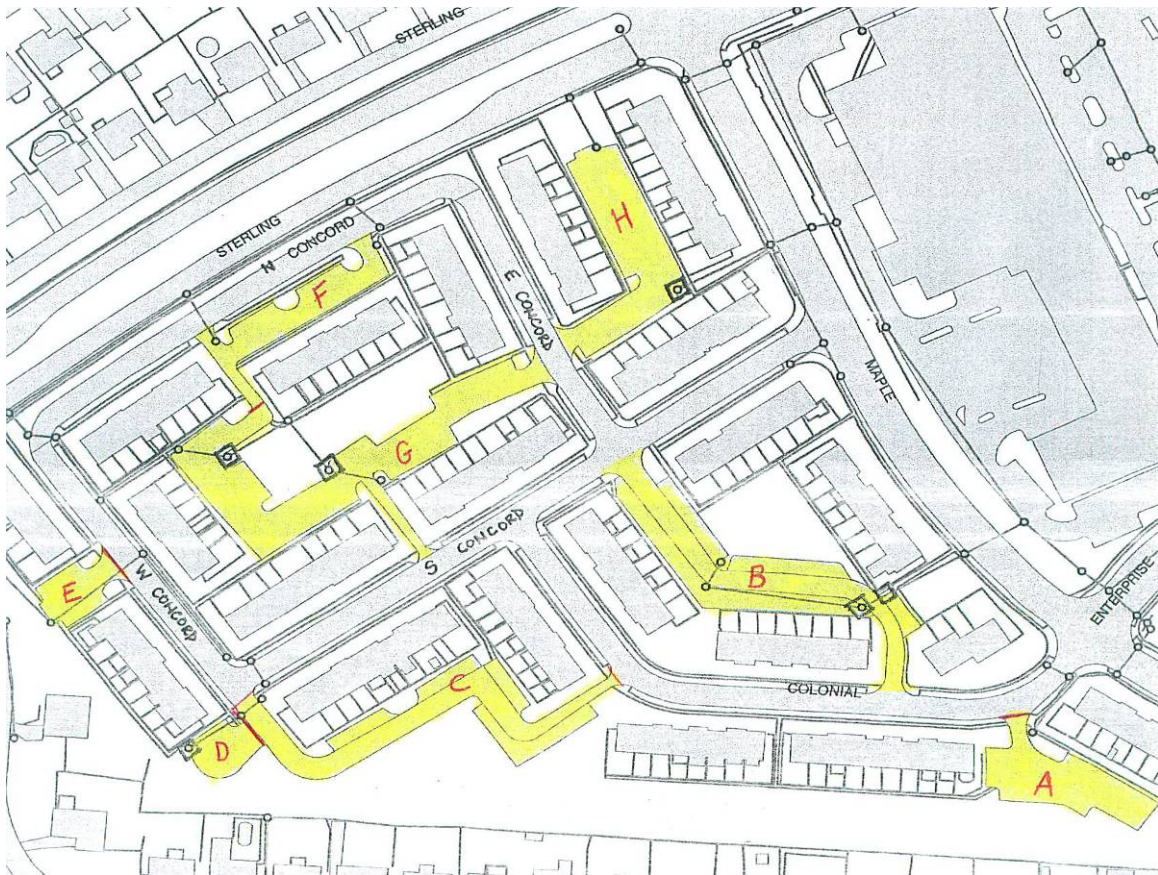
Report to the Board & to the Membership

The Infrastructure Committee gave a report of its findings to the Board at the August 25, 2010 meeting, in the form of a Power Point presentation for all in attendance to view. The report identified the common areas of financial responsibility to the community, and labeled the parking lots “A” through “H” (see exhibit below), included photographic evidence of the deteriorating concrete curbs, gutters, sidewalks, and asphalt pavement (see photos below), and presented contractor estimates and the Engineering & Technical Consultants, Inc. (ETC) report, to arrive at the committee’s overall estimated cost to repair the community.

Because the Sterling Park South Townhouse Association does not have a reserve fund anywhere near sufficient to pay for capital expenditures, the Infrastructure Committee recommended a special assessment to both fix the community, and to establish a reserve fund.

There was open discussion about a possible special assessment by the Board and the membership in attendance at the August 25th meeting, as well as at the annual meeting on September 29, 2010.

Sterling Park South Townhouses Common Parking Lots A-H:



Examples of Asphalt Deterioration:



Examples of Sidewalk Displacement & Trip Hazards



Excerpt from the ETC engineer's report commissioned by the Board

PAVEMENT

Vehicular access and parking are provided by asphalt paved roadways and parking areas. Surface drainage is facilitated by concrete curb and gutter assemblies that discharge into the storm sewer system. We understand that the main roadways throughout the community are owned and maintained by the county and that Sterling Park South has responsibility only for certain roadways and parking areas that branch out from the main roads.

Observations

The asphalt pavement was in generally poor condition. Severe distress (in the form of interconnected cracking, or alligatoring) was noted in numerous locations. Interconnected cracking constitutes broken pavement, the pieces of which will eventually dislodge, forming potholes. Such potholes were also evident in a number of areas.

Conclusions

The asphalt pavement has reached the end of its serviceable life. The severity of the distress would also preclude overlayment as a rehabilitative strategy and full-depth reconstruction is probably necessary. Given that overlayment is not practicable, additional damage would not affect the cost of rehabilitation; therefore that work could be deferred for a few years. It should be noted that some interim repairs (such as filling potholes) would be necessary to limit potential for personal injury and vehicle damage.

Recommendations

The asphalt pavement should be completely removed and replaced. The design profile would depend upon such factors as soil bearing and drainage properties, wheel loads, etc. Accordingly, the services of a qualified engineer (such as ETC) should be retained to better evaluate existing conditions and develop an appropriate design. If replacement is deferred, conditions that could be potentially hazardous or damaging (such as potholes) should be corrected.

Numerous additional photos & exhibits were included in the August 25th Power Point presentation given by the Infrastructure Committee.

Summary of Contractor Estimates & Engineer Report

Members of the Infrastructure Committee personally met with representatives from three different paving companies, and obtained detailed estimates from two of those companies. This was helpful because owners from the South Townhouse HOA were able to describe the exact nature of the work that we want performed in our community. We expressed to the contractors that we want the job done correctly, with several inches of old pavement milled and removed, concrete curbs and sidewalks replaced where necessary, and paving to be done according to VDOT standards.

The detailed estimates were analyzed together with previous estimates from 2008, and also together with cost estimates presented in ETC's report. The adjusted average total cost from all of the aforementioned data sources is \$348,439.

Summary of Estimated Total Cost to Repair Community & Establish Reserve Fund:

Adjusted Average of Contractor Estimates/Engineer Report	\$348,439
Add Signs & Retaining Walls	\$12,300
Add On-going Parking Lot Maintenance for 5 Years	<u>\$10,000</u>
Total Estimated Cost to Repair Infrastructure	\$370,739

The Infrastructure Committee recommended at the August 25, 2010 Board meeting that this total amount of **\$370,739** (in terms of present dollars) be obtained as soon as possible to facilitate the repair and replacement of our deteriorating infrastructure. The Committee further recommended that the infrastructure repair & replacement project be accomplished within five (5) years, and that a special assessment of the 172 unit owners be enacted as necessary to obtain the required funds.

It is recognized that the Board might find it necessary to adjust the total cost estimate figure to account for the time value of money for any non-present-value payment plans.