

Roads Committee Report

1/23/2024

1. Burns has completed the Fall 2023 paving project. The following roads have been paved: Dakota Lane, Montauk Lane, Ottawa Lane, Sequoia Lane, Creek Lane, the 103 cul-de-sac, and the 86-cul-de-sac. In addition, Chickasaw Lane has been patched, two driveways have been paved, and other driveways have been patched. The project came in on budget, and Burns will be paid in January using the remaining money from the Milford Bank loan, on which we were able to earn several thousand dollars in interest.
2. The drainage issues on Dakota Lane have been remediated. Our Oronoque maintenance team was able to successfully clear a blockage from the main pipe. Burns dug up the other pipe, and replaced several sections that had deteriorated. After these repairs were done, we were able to determine that the remaining drainage system was in relatively good shape. When Burns paved Dakota Lane, they contoured the asphalt so that the water would run away from the lower levels and garages, and down the center of the road into Freeman's Brook. Since the repairs were complete, there have been several very heavy rainstorms, and we have found that the road is draining correctly. The overall cost of the infrastructure repairs was significantly less than we had planned.
3. The Roads Committee and the Executive Director are looking at how the remaining roads in the South Village can be paved. Over the next four and half years, we will be repaying the Milford Bank loan at a rate of \$271K a year, which means we will not be able to proceed as rapidly as in the past. We will be paving the worst roads first, using the available funds to get as much of the needed work done as possible. Further details will be provided in April when we have more definite plans.
4. The Roads Committee has looked into our overall reserve position, including how we should be reserving for the 2030-50 paving cycle. With proper planning, we should be able to put aside sufficient money so that we can pave the roads and still have a sufficient reserve for unexpected contingencies. In the current cycle, we will have spent about \$5 million. However, if we had paved all the roads at 2024 prices, we would have spend about \$8-9 million. This implies that we should be budgeting at least \$400K a year in 2024 dollars for road paving, whether the money is used immediately or added to the reserve funds.
5. The Roads Committee acknowledges that the remaining roads that require paving are a significant problem, However, our overall condition has some strengths. Of the 57 roads in the Village, 25 have been paved in the last 5 years, and 41 have been paved in the last 10 years. These roads are a valuable asset to the Village, and will probably not need to be repaved until after 2040. This should give us time to catch up on paving, and put aside additional reserves during the early part of the 2030-50 repaving cycle.