

By **Bill Parsons**, Vice Chairman, Seven Oaks CDD

Roads Get a Seal Coating

During November 6-20, Ancient Oaks Blvd from S.R. 56 to the north traffic circle and Summergate Blvd will have a seal coat which is an asphalt base covering that seals cracks and extends the life of the pavement. This will cause temporary road closures during this period. In October, the defective parts of these roads were repaired (see pictures on this page). The repairs are being done first so when the seal coating is applied, it covers up these repairs as well as previous repairs.

The Board received three bids for this project. We selected the lowest bidder which was DuraSeal Asphalt Sealing and Paving Company who bid \$30,458 to repair 15 areas and to do the seal coating for \$44,466. This is the first of many maintenance projects that will be required to keep the Seven Oaks roads in good condition.

The resident controlled CDD Board started planning for these projects when it first took over the CDD Board in November 2008.

One of the first acts of the CDD Board was to ask the engineer to conduct a reserve funding study to determine how much the Board needed to put into reserves to cover the cost of future major repairs to the CDD infrastructure, club house, etc. Since the first study was completed in 2009, it has

been revised several times. Based on this study, the CDD Board determined in 2009 that they would add \$217,000 to the reserve fund. For future years, the amount would be increased by 1 percent each year (see chart on next page).



Repairs to an area of Ancient Oaks Blvd in front of Shoregrass on October 13, 2011.



DuraSeal Asphalt Sealing and Paving Company repairs an area of Ancient Oaks Blvd in front of Brookforest on October 8, 2011.

Seal coating is one of three levels of repairs that our engineer recommended in the reserve study. After several seal coating applications, he recommends that the roads receive a thin layer of asphalt which is usually about 3/8 inch. This is called micro-surfacing. After several more applications of a seal coating, the roads will have to be milled down and a new coat of asphalt applied. This is called mill and resurfacing. Of course, seal coating is the least expensive followed by micro-surfacing and then the very expensive mill and resurfacing.

By now, you may be asking when will the rest of Ancient Oaks Blvd, Mystic Oak Blvd, and all the streets in the Seven Oaks neighborhoods be improved. The engineer's recommendation was based on when these streets were built and how much traffic they handle in determining when they would be repaired. The chart on this page shows the engineer's estimated cost data of repairing these roads. He used a 4 percent annual inflation factor to determine the cost of the construction and materials. There are five aspects of this chart that are worth noting.

First, the amount added to the reserves increases 1 percent per year. This has the effect of significantly higher CDD assessments in future years.

Second, there is \$40,800 each year which is \$29,800 for non road repairs such as clubhouse, amenities, ponds, etc and \$11,000 for miscellaneous repairs.

Third, there is a major maintenance expense each four years (2012, 2016, etc) that is added to the \$40,800. In these years, the engineer is recommending a combination of the three levels of repairs on the roads.

Fourth, in 2014 and 2015, the \$40,800 increased to \$355,800 because the engineer recommended that \$315,000 in each of these years be added to replace the pavers.

Fifth, with the current reserve funding, the CDD will not have enough funds for major repairs of roads, clubhouse, etc starting in 2040. Our engineer suggested at a previous CDD meeting that the amount being added to reserves be increased. ❖



Reserve Study allocates funds to repair nature trail. The CDD Board will approve necessary repairs soon.

Year	Amount Added to Reserves	Maintenance Expenses	Reserve Balance
2012	\$221,361.70	\$395,222.63	\$933,551.58
2013	\$223,575.32	\$40,800.00	\$1,134,997.93
2014	\$225,811.07	\$355,800.00	\$1,027,708.96
2015	\$228,069.18	\$355,800.00	\$920,532.32
2016	\$230,349.87	\$461,548.80	\$707,744.03
2017	\$232,653.37	\$40,800.00	\$913,752.29
2018	\$234,979.91	\$40,800.00	\$1,126,207.24
2019	\$237,329.70	\$40,800.00	\$1,345,261.09
2020	\$239,703.00	\$665,707.98	\$946,161.33
2021	\$242,100.03	\$40,800.00	\$1,166,384.59
2022	\$244,521.03	\$40,800.00	\$1,393,433.31
2023	\$246,966.24	\$40,800.00	\$1,627,468.22
2024	\$249,435.90	\$1,218,605.76	\$690,847.72
2025	\$251,930.26	\$40,800.00	\$915,794.94
2026	\$254,449.57	\$40,800.00	\$1,147,760.41
2027	\$256,994.06	\$40,800.00	\$1,386,909.67
2028	\$259,564.00	\$1,172,177.11	\$502,034.76
2029	\$262,159.64	\$40,800.00	\$733,435.10
2030	\$264,781.24	\$40,800.00	\$972,085.04
2031	\$267,429.05	\$40,800.00	\$1,218,155.79
2032	\$270,103.34	\$873,444.64	\$639,177.61
2033	\$272,804.37	\$40,800.00	\$883,965.53
2034	\$275,532.42	\$40,800.00	\$1,136,377.26
2035	\$278,287.74	\$40,800.00	\$1,396,592.55
2036	\$281,070.62	\$1,616,394.97	\$89,200.05
2037	\$283,881.33	\$40,800.00	\$334,065.38
2038	\$286,720.14	\$40,800.00	\$586,666.83
2039	\$289,587.34	\$40,800.00	\$847,187.51
2040	\$292,483.21	\$2,016,216.85	(\$859,602.38)
2041	\$295,408.05	\$40,800.00	(\$622,186.38)
2042	\$298,362.13	\$40,800.00	(\$377,067.98)
2043	\$301,345.75	\$40,800.00	(\$124,063.59)
2044	\$304,359.21	\$5,295,364.83	(\$5,117,550.48)