

Rolling Oaks Improvement Project Frequently Asked Questions

Why is the Township considering reconstructing the road at this time?

The road surface has extensive cracking, potholes and is in very poor condition. This project is needed such that continued property access can be maintained.

If this project moves forward, will we have access to our property at all times during construction?

Yes, the Township will require the Contractor to maintain access to all properties at all times. However, there will be certain time periods when access is delayed or is less than ideal.

How long would the road be under construction?

If this project advances, construction should begin in summer of 2015 and will continue for approximately 4 – 6 weeks until substantially complete.

What is the expected life of the new road?

The roads are based upon a 20-year design with a 7 Ton load limit and proper maintenance. The Township will likely consider an overlay after 15 - 20 years to extend the life expectancy to 30 years or more.

Will the Township schedule regular maintenance on the roads if they are reconstructed?

Yes, crack filling will be scheduled every 2 to 3 years and a seal coat will be scheduled in 5 to 7 years (100% Township funded).

Has the Township done any major maintenance in the past?

The Township performed little maintenance on all Township roads until recently.

Why can't we just seal coat or overlay the roads at this time?

Seal coating does not add any structural strength. The subgrade will not provide adequate support for an overlay.

How much is the estimated project cost, and how much will the Township pay?

Per the Feasibility Report prepared in 2014, the total estimated project cost is \$137,500 assuming that it would be bid with other similar improvement projects (if it were bid as a stand-alone project the costs could be expected to be 15% - 25% higher). The Township policy is to pay 40% of the project costs and assess the remaining 60% to the benefitting properties. The total Township contribution is estimated at \$55,000.

What is the estimated amount of the assessments?

Per the Feasibility Report prepared in 2014, the estimated assessment amount is \$11,000 per full unit and \$5,500 per half unit.

I understand the Township generally pays 40 percent of the total estimated cost for reconstruction projects....is there a possibility the Township would pay more?

No, the Township contribution is based upon the levy and the other roadway needs. If this project does not advance the funds will be applied to other needs within the Township.

We have been provided with an estimated cost. When will we know the final amount that will be assessed? What is the interest rate?

The final amount to be assessed and associated interest rate is determined at the Assessment Hearing. Interest rates are generally favorable, on the order of 5%. Separate notice for the Assessment Hearing will be provided assuming this project advances.

If the project goes forward, when would we have to pay the first installment of the assessment (tax year)?

The first installment would be payable in 2016. However, if you choose you can pay off your assessment in full prior to November 15, 2015.

On a per-unit assessment, is every property owner assessed the same amount?

Yes, every like property is assessed the same. It is proposed that properties that receive their direct access from the proposed improvements will be assessed one full unit. It is proposed that properties that receive secondary access from the proposed improvements will be assessed one half unit.

Why does the Township assess on a per-unit basis instead of charging the individual properties by feet of road frontage?

The Township prefers to assess on a per-unit basis because all properties generally use the road equally in a residential district. Front footage assessments are more common with commercial properties, or lots with significant development potential.

What happens if nothing is done now, and we wait a few more years?

The condition of the roads will continue to worsen. The damage to the subgrade will become more extensive and the costs will likely increase.

Is the timing favorable?

Yes, the market is still very competitive for construction and financing.

Do we have any other options?

Yes, although it is not very popular. If there is not adequate support for the project the residents could request that the remaining pavement be reclaimed and the road turned back to gravel.