

## CORAL BAY ROADWAY RENOVATION PROJECT

### IMPORTANT INFORMATION YOU NEED TO KNOW

**WHAT?** Re-paving and renovating of **ALL** Coral Bay roadways and parking lots. This is the largest project Coral Bay has ever done!

**WHEN?** Pre-construction work and planning starts in mid April, with actual construction is to begin soon after. Paving will progress on a street by street basis. For more information see the other articles in this issue.

Specific dates for your street will be available soon.

**PARKING?** During construction, you may be unable park or drive on your street for one or two days. Alternate parking areas will be designated in your area while your street is being worked on.

**HOW LONG?** Weather permitting, this project should take about a month from the date when construction starts.

**COST?** There will be no increase in your yearly assessment. See the Public Hearing article in this issue for full financial details.

### OTHER INFORMATION IN THIS ISSUE

This issue of the Buzz is to provide you with:

- Plans for keeping you up to date on the work schedule and how it affects you
- Information conveyed at the February 16<sup>th</sup> Public Hearing
- More detail on decisions made to date

The schedule, photos, maps, and other project information will be available for viewing at the Coral Bay Clubhouse office and soon on the CDD website, **[www.coralbay.com](http://www.coralbay.com)**.

If you have questions or concerns, please contact Coral Bay's Field Manager, Julio Padilla of GMS South Florida, at telephone number (954) 721-8681, extension 213, or at the Coral Bay Clubhouse office during the posted hours of operation.

# Resident Communications

Throughout the planning and preparation for this project, the Board has had two main goals:

- Minimize the financial impact on Coral Bay's residents
- Minimize the disruption in the community by ensuring that all residents received timely and pertinent information on the project's progress, in particular as it affects both their immediate neighborhood and their ability to come and go.

At the March 8 Board meeting, the Board reviewed and committed to these plans for communicating with residents:

- There will be flyers and special Buzz issues that will notify you, about two weeks in advance of when the construction will be in your area, where you can park during that construction, and the hours when no traffic will be allowed in the area
- There will be maps and schedules of the entire project posted at the Coral Bay Clubhouse. These schedules will normally only cover two week periods.

Remember that adverse weather conditions may cause delays and changes to the schedule. In the event of delays, updates will be made as quickly as is possible.

- The same information posted at the Clubhouse will be available on [www.coralbay.com](http://www.coralbay.com)

Construction is anticipated to last for one month. The contractor for this project has been vetted and has ample experience in communities with challenging situations. They will work with the Board to make sure you know everything from the day your street will be done, where you can park during construction, the hours when it will be impossible to travel on the roads (construction will never inhibit access by emergency responders such as the Police, the Fire Department or EMS), and what days to leave your sprinklers turned off (very important).

Of course, a project of this size and importance rarely goes off without a hitch, but good and timely communication should help to minimize any disruptions.

## Information and Decisions to Date

A presentation was given by management during the February 16<sup>th</sup> public hearing on this project as part of the open discussion between the Board, District Management, the contractor and the residents in attendance.

The following general information about Coral Bay's roadways was provided:

- Coral Bay has about 8.5 miles of roadways or 123,600 square yards of pavement
- The original roadway construction began in 1989
- The average life expectancy of any roadway is about 20-25 years
- No major replacement or seal coating has been done over this time

In 2010, Coral Bay's then District Engineer, Craven Thompson & Associates, produced a Pavement Assessment Report stating:

"As you can see, the asphalt pavement life expectancy drops very rapidly as the pavement at Coral Bay is approaching 20 years old. Significant failures can be expected within the next three to five years at Coral Bay. At the present time most repairs can be done by milling and resurfacing. Left unrepaired, some areas may then require replacement of the asphalt subgrade and base. This would double the cost of the repairs."

At that time, Craven Thompson estimated the cost to mill and resurface Coral Bay's roads to be approximately \$1.5 million. These are some of the photographs that were provided as part of this report documenting the condition of Coral Bay's roadways:



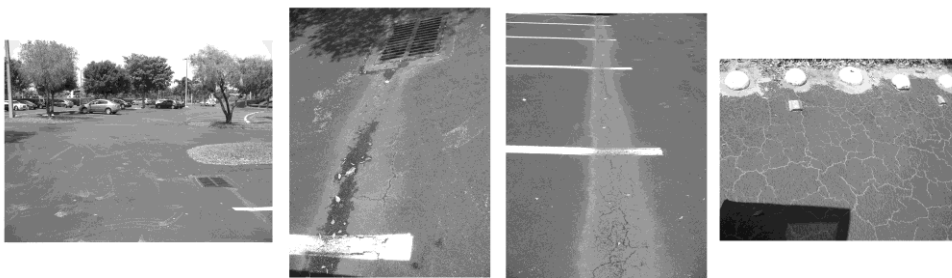
To assess alternatives, the Board sought input from the City of Margate and other sources about their roadway projects. As a result, the Board met with KMS, an engineering firm specializing in roadway evaluation and maintenance that the City of Margate used to assess the condition its roadways before the City started its roadway project. The Board then approved a small contract with KMS to perform an on-site analysis of Coral Bay's roadways, assess roadway condition, and provide alternatives to the mill and resurface approach. The KMS report can be summarized as follows:

- Repair only portions of the roadways were necessary (currently 63 locations, see map)
- Mill and resurface where necessary (currently Cape Drive, Cape Circle and Indian Key Boulevard)
- Seal coat all other roadways
- Repeat every 4 to 5 years, including repairing, milling and resurfacing where necessary



The proposed cost of the KMS approach was approximately \$220,000 every five years, this amount included time and materials, supervision and contingencies. This estimate did not include adjustments for inflation and assumed that Coral Bay would need approximately the same amount of repairs and milling and resurfacing every five years, each time in different locations. After ten years (applying the KMS approach in 2011, 2016 and 2021), Coral Bay would have spent \$660,000 and would **not** have all new roads; that is, most roads would be extensively patched, a few would be milled and resurfaced, and all roads would have at least one seal coat. To further evaluate the KMS approach, the Board tasked Coral Bay's current District Engineer, Keith & Schnars, with reviewing the KMS report, visiting some sites that had used KMS' approach, and providing recommendations.

These are some of the pictures taken at the sites outside the CDD where sealcoat has been applied in the last couple of years:



As can be seen, the appearance of the seal coated roads began deteriorating within the first year; tire marks became clearly visible and repairs were still very visible under the seal coat.

The District Engineer took those key evaluation factors related to the KMS approach - cost over time, estimated longevity of the roadways, and aesthetics (appearance) - and compared them to the following revised cost estimate for milling and resurfacing all of Coral Bay's roadways and the result of having all new roadways now:

ITEM	COST
Project Mobilization	\$10,000
Maintenance of Traffic	\$10,000
Patching	\$40,000
Milling of 123,600 square yards of pavement	\$247,200
New pavement for the 123,600 square yards	\$865,200
Striping	\$20,000
Estimated Contractor Subtotal	\$1,192,400
Engineering/Inspection (5%)	\$59,620
Contingency	\$119,240
<b>GRAND TOTAL ESTIMATE</b>	<b>\$1,371,260</b>

Based on this analysis, the District Engineer recommended that Coral Bay mill and resurface all the roads in the community, and the Board accepted the District Engineer's recommendation.

The District Engineer then:

- Produced a bid package and advertised the project consistent with Florida Statutes
- Met with the interested contractors to provide them with a copy of the bid document, address any questions, and required them to tour the proposed project site
- Received and reviewed the bids from the following five qualified contractors:

CONTRACTOR NAME	BID TOTAL
M&M Asphalt	\$911,370
Community Asphalt	\$1,083,235
Five Star Sealing & Paving	\$1,107,856
H&R Paving	\$1,519,500
Hardrives	\$1,427,495

The Board invited a representative from M&M Asphalt, the lowest qualified bidder, to attend the Public Hearing. That representative satisfactorily addressed questions from the Board, District Management, the District Engineer, and the residents in the audience.

The District Manager then reviewed financing options for the estimated \$1,371,260 project:

- The project would be partially paid for with \$599,622 from Coral Bay's reserves
- The remaining \$771,638 would be paid from the proceeds of a tax exempt bond negotiated, subject to Board approval, by the District Manager after extensive investigation of funding sources. The proposed bond amount is \$890,000 (including \$118,632 in interest and fees), to be paid back over 15 years. The interest rate is an extremely favorable interest rate of 5.50%. The maximum annual assessment per unit for bond repayment will be \$91.55.

Most importantly, the Board:

- Included the estimated 2012 bond repayment in the 2011-2012 fiscal year's budget,
- Discussed the implications of the repayment in the budgets for future years, and
- Anticipates that ***no increase will be needed*** to future budgets to repay this bond.

As a result of the information presented and the questions raised and answered, the Board unanimously voted to approve the project as discussed, to be paid for as described. At the March CDD meeting, the Board retained M&M Asphalt as the contractor for this project since they were found to be the lowest qualified bidder.