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ROAD RESURFACING Frequently Asked Questions

The purpose of this FAQ Sheet is to inform effected residents of views that may help you understand the proposed road-resurfacing petition.

What is the petition and special assessment district?

The petition is to create a special assessment district to pay the costs incurred in resurfacing all of the roads in the neighborhood. The district will includes all properties along Gallagher, Lisch, Strawberry Hill and Indianola.

A special assessment district is established by the Hamburg Township Board of Supervisors following specific procedures contained in Michigan law. Ms. Brittany Campbell is the Hamburg Township Utilities Coordinator and a letter from Ms. Campbell outlining that procedure has been circulated. A copy may be obtained from each member of the Steering Committee. The first step in the formal process is to submit petitions signed by the owners of over 50% of the total number of feet of road frontage in the proposed district.

How are the petition signatures counted?

Every parcel of land in the proposed district (whether or not it corresponds to a lot number) has been assigned a Tax ID number. The total number of feet of road frontage included in a specific parcel is what is counted. To have that number of front feet counted as being in favor of establishing the district, the petition must be signed by each person who is named on the tax bill for that parcel - one owner may not commit the other owners regardless of the relationship between them. The petition will be accepted and presented to the Township Board for action if petitions have been properly signed by the owners of over 50% of the total number of feet of road frontage in the proposed district.

For example a home along Gallagher may have 75 feet of frontage and a home on Indianola may have 150 feet of frontage. The home on Indianola with 150 feet will have twice the voting clout as the home on Gallagher.

Why must the residents decide and pay for road resurfacing?

According to Mike Crain, Livingston County Road Superintendent, the county has not and does not plan to resurface subdivision roads. The Livingston County Road Commission only receives about \$30 per household; per year from vehicle registrations and fuel taxes to support all road maintenance activities in Livingston County. The LCRC will fill potholes from time to time. However, when the surface deteriorates to a point where patching is not cost effective, the LCRC will return the surface to gravel and maintain the road as a gravel surface.

What will the Livingston Country Road Commission do for the project?

The LCRC has already prepared letters, visually surveyed the roads, estimated costs, attended a special meeting to answer questions, and walked the roads with residents. Additionally, LCRC personnel have re-estimated costs and prepared a comparison with the bids received in April 2003 for similar roadwork.

Should the special assessment district be established, the LCRC will prepare all the project documents including bid specifications, advertise for bidders and calculate bids. The LCRC will supply all engineering and oversight duties for the project at no cost to residents.

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How many properties are in the Special Assessment District?

There are 75 members of the Strawberry Point Bluffs Homeowners Association, 50 members of the Strawberry Hills Estates Homeowners Association and 7 properties falling within the district that are not part of either sub-division for a total of 132 properties.

How many linear feet of road frontage will be in the project?

Gallagher Road has 1260 l.f. of road with curb and gutter and 1730 l.f. with ditches for a total of 2990 l.f.; Indianola has 2800 l.f.; Lisch 2425 l.f.; Strawberry Hill 1130 l.f. for a total of 7345 l.f. Valid signatures representing 3673 l.f. will be required to submit the petitions.

Why is the project not being assessed on a front foot basis instead of a per parcel basis?

There are two reasons. One is that we have been informed that the Township is not likely to approve a district based on a linear foot allocation because it is more difficult for the township to administer. The other is that every parcel that is included in the district will benefit from the proposed road work. That benefit includes the fact that we all use all the roads – some more than others – and we all benefit in terms of the value of each parcel which results from having a good road system. The benefits to a specific homeowner are unrelated to the number of front feet contained in any given parcel.

How much is this going to cost me?

Based on the current estimate from LCRC (which are the same as the 2002 cost estimate) the projected cost will be about \$222,000 with a standard contingency of 10%. The total is estimated to be \$244,200. The cost per property will then be between \$1,682 and \$1,850.

How will we pay for this?

Hamburg Township will sell bonds to cover the cost for the 15 years. Current bond rates are very low and should result in a payment of \$112.13 to \$125.00 per year plus interest. If you escrow your taxes, your payments would be in the range of \$9.34 to \$10.41 per month. This assessment for new roads will result in a payment of about 30¢ to 35¢ per day.

Will new roads increase my property value?

No one knows for sure. The housing market is competitive and most realtors believe that nice roads and well maintained properties in your neighborhood may make it easier and quicker to sell a property. Smooth and maintained roads will be enjoyed by all persons who regularly walk and run on the roads, bike ride, roller blade and skate, walk pets, or just driving home.

What will happen to my driveway?

The LCRC will prepare details for each drive. However, each homeowner, with the exception of curb and gutter sections, may have a 2 to 3 inch road height increase. The new surface is planned to blend into the existing driveways without an abrupt edge.

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Why do the project now?

The LCRC estimates the subdivision is within 1 to 4 years of developing large potholes. When large potholes form the road base is destroyed. When the road base is destroyed much more extensive and costly repairs are needed to repair the base before resurfacing. Many residents don't want to live with unsightly potholes and cracks for 3 or 4 more years.

Repairing a road at the moment when the life has been 100% used and no damage to the base has occurred would be ideal. The reality is that base damage has occurred in some areas and the useful life of the road in other areas may last more than 4 years. The LCRC has prepared an estimate of our roads having 1 to 4 years left based on their walk through with residents on April 12, 2003.

Additionally, interest rates for the bonds are at the lowest level in years. Resurfacing now is a cost effective decision.

How long have the existing roads lasted?

Indianola, Lisch and Strawberry Hill Roads are 26 years old. Gallagher was paved in 1988 and is 15 years old.

What is the design life of the roads?

According to the LCRC, roads have a 15 year design life.