

Assumptions
Expected Reserve Expenditures

“Reserve” Expenditures		
Time	Amount	
2011-2012	40,000	repair twin pipes culvert headwalls and road crossing (20 year frequency?)
2011-2012	14,000	add 2 inch asphalt lift to Lower Hollow – this will however, keep this road off of sealing schedule for ten years.
2011-2012	10,000	Add gate, etc at Terry toad entrance (note Scenario 2 – paid out of Ops)
2012-2016	30,000	repair Chardonnay Lake Dam, road crossover
2011-2013	60,000	repair main (Hickory Lake) Dam
2014-2015	150,000	Seal roads per Road Sealing schedule column 2
2016-2017	50,000	Dredge Main Lake
2018-2021	180,000	Seal roads per Road Sealing schedule column 3
2021-2024	175,000	Seal roads per Road Sealing schedule column 4
2025-2028	195,000	Seal roads per Road Sealing schedule column 5
2028-2031	180,000	Seal roads per Road Sealing schedule column 6
???	40,000	finish repair Cedar Lake Dam, road crossover

Street	Sq. Yds.	Augusta Shores – Estimated Street Square Yards					
		Sealing Frequency					
		1	2	3	4	5	6
		2011					
Augusta Shores Drive	16,202	16,202		16,202		16,202	
Berg Crossing	11,828	11,828		11,828		11,828	
Berg House Road	1,140	1,140		1,140		1,140	
Lookout Point Dr.	3,195	3,195		3,195		3,195	
Lower Hollow Lane	1,790				1,790		1,790
Arrowhead Ridge	946		946		946		946
Augusta Shores Court	3,143		3,143		3,143		3,143
High Post North	5,469		5,469		5,469		5,469
High Post South	3,545		3,545		3,545		3,545
Killdeer Drive	6,645		6,645		6,645		6,645
Kingfisher Court	3,258		3,258		3,258		3,258
Murdoch Court	1,725		1,725		1,725		1,725
Murdoch Lane	3,297		3,297		3,297		3,297
Total	62,183	32,365	28,028	32,365	29,818	32,365	29,818

Generally, 2.5% inflation on Operating Expenses.

Scenario 1

Raise Maintenance Assessment (MA) to \$900 - \$600 Operating, \$300 Reserve

Special Assessment (SA) of \$500 Fall 2011 - \$64,000

2011-12	\$40,000	Repair Twin Pipes
2011-12	\$14,000	2" Asphalt Lift Lower Hollow
2011-12	\$9,000	Terry Road Gate

2.5% inflation on Operating Expenses

Analysis:

Operating funds would be "flush" until 2018, would need to raise MA

Reserve Funds would allow:

2013-14	\$60,000	Repair Hickory Dam
2014-15	\$30,000	Repair Chardonnay Dam
2016-17	\$150,000	Seal Roads Column 2 (Some would be 15 years old)
2018-19	\$50,000	Dredge Lake
2022-23	\$180,000	Seal Roads Column 3 (11 years after first NovaChip)
2026-27	\$175,000	Seal Roads Column 4 (10 years after first NovaChip)

This scenario would knock out a lot of problems quickly, but probably would not be enough to keep up with roads.

Would require raising MA in 2018 (see 1A), may need to raise Res then too for roads

Scenario 1A

Like above, except raise MA \$100 in 2016-17 (\$50 Ops, \$50 Res)

Analysis:

Operating Funds would be good until 2022, possibly longer, if inflation is overstated previously)

Road resurfacings Columns 3 and 4 would move up one year sooner.

Scenario 2

Raise Maintenance Assessment (MA) to \$1000 - \$600 Operating, \$400 Reserve

\$9,000 Terry Road Gate would be paid for 2011-12 and 2012-13 by “squeezing” operating funds.

2.5% inflation on Operating Expenses

Analysis:

Operating funds would be “flush” until 2015-16, would need to raise MA

Reserve Funds would allow:

2011-12	\$40,000	Repair Twin Pipes *
2012-13	\$14,000	2” Asphalt Lift Lower Hollow **
2013-14	\$60,000	Repair Hickory Dam *
2014-15	\$30,000	Repair Chardonnay Dam *
2016-17	\$150,000	Seal Roads Column 2 (Some would be 14 years old) *
2017-18	\$50,000	Dredge Lake ***
2020-21	\$180,000	Seal Roads Column 3 (9 years after first NovaChip) *
2023-24	\$175,000	Seal Roads Column 4 (7-8 years after first NovaChip) ***

This scenario would knock out a lot of problems quickly, and would accrue more to Reserve for Roads than Scenario 1, but would test the roads in the second sealing.

Would require raising MA in 2019.

* - same as Scenario 1

** - one year later than Scenario 1

*** - one year earlier than Scenario 1

**** - two years or more earlier than Scenario 1

Scenario 2A

Like above, except raise MA \$100 in 2017-18 (\$75 Ops, \$25 Res)

Analysis:

Operating Funds would be good until 2025, possibly longer, if inflation is overstated previously)

Chardonnay Dam Repair would move up one year sooner, rest would stay the same, but with a little more cushion everywhere.

Scenario 3

Raise Maintenance Assessment (MA) to \$1,100 - \$600 Operating, \$500 Reserve

\$9,000 Terry Road Gate would be paid for 2011-12 and 2012-13 by “squeezing” operating funds.

2.5% inflation on Operating Expenses

Analysis:

Operating funds would be “flush” until 2015-16, would need to raise MA

Reserve Funds would allow:

2011-12	\$40,000	Repair Twin Pipes *
2011-12	\$14,000	2” Asphalt Lift Lower Hollow *
2012-13	\$60,000	Repair Hickory Dam ***
2013-14	\$30,000	Repair Chardonnay Dam ***
2015-16	\$150,000	Seal Roads Column 2 (Some would be 14 years old) *
2016-17	\$50,000	Dredge Lake ***
2018-19	\$180,000	Seal Roads Column 3 (7-8 years after first NovaChip)***
2021-22	\$175,000	Seal Roads Column 4 (6-7 years after first NovaChip)***

This scenario would knock out a lot of problems VERY quickly, and would accrue more to Reserve for Roads, allow second sealing of roads early and you could make the case it would almost build up too much reserve for expected expenses in out years.

Would require raising MA in 2018.

* - same as Scenario 1

** - one year later than Scenario 1

*** - one year earlier than Scenario 1

**** - two years or more earlier than Scenario 1

Scenario 3A

Like above, except Leaving MA at \$11,00 change Ops to \$700 and Res to \$400

Analysis:

Operating Funds would be good until 2025, possibly longer, if inflation is overstated previously)

Road Column 3 would move back a year to 2019-20, 8 years after first NovaChip

Road Column 4 would move back a year to 2022-23, 8 years after first NovaChip

This makes more sense than leaving Scenario 3 and raising the MA – the MA increase could be redirected from the Reserve. Note that there may still be an excess building in Reserve Year 15 that could be redirected to Operating.

