

Road Committee Report on the Proposed Conversion of Eldorado Drive into a County Road

At the annual POA meeting in October 2008, it was agreed that a committee be formed to study the feasibility of converting Eldorado Drive to a county road.

The committee members are: Dave Bertram, Dan Fillo, Jim Hiegel, Bill Miranda, Joe McElhaney, Daryl Thomas, Anne Simms and Sue Ward.

After two meetings (one with Sam Young our County Road Commissioner, Precinct #4) and numerous email communications, the following outline has been developed for POA member information purposes.

The road committee welcomes feedback and would be happy to answer questions.

Pros:

1. Save each lot owner up to \$76.00 per year. (\$10,000 maintenance cost / 131 lots).
2. The roads for the Panther Creek subdivision were turned over to the county. They now have a beautiful road. This is especially impressive when you compare it to what they had.
3. Panther Creek has numerous 20 MPH signs. This is a carryover from when it was a private road and, while not the law, they do have an influence. (The county can remove them at any time they so choose.)
4. Long term exposure to expenses for roads and associated work will be eliminated.
5. Aesthetics of roads would be improved with a chip-seal coating.
6. Maintenance and removal of trees too close to the roads would be a plus.

Cons:

1. The decision to turn over the roads is irreversible. The roads could never be reclaimed by the POA. On the other hand, if we keep the roads, we always have the option to turn them over in the future.
2. No gates can ever be installed on a county road.
3. The transfer would require a current survey of the entire development at the POA expense. This could be in the range of \$10,000.
4. The POA would have to bring Lois Drive up to standards. The county will do this but will assess the POA for the cost. A ball park estimate is \$15,000.
5. Pine Valley will need to relinquish to the county the land that they own and for which Eldorado Bay subdivision has an easement.
6. Access to the subdivision is available to the general public.
7. All sections of the divided road would be eliminated since county maintenance will not accommodate working around them. The ends of the road could possibly be converted to cul-de-sacs without the trees.
8. In order to service the road, such as to dig culverts, the county has the right to come onto all parts of the right of way even if the homeowner has improved the right of way in front of their house.
9. The speed limit would increase to 35 MPH.

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10. Golf carts would be illegal on the road. They would need to be made street legal (i.e. seat belts, lights, horn, minimum speed capability, etc). However, enforcement is up to the discretion of the Sheriff.
11. El Dorado Cove, Pine Valley or any future adjacent development could petition the county to connect their roads to Eldorado Drive, further increasing the traffic.
12. All vehicles now allowed on public roads would be allowed on Eldorado Drive. This means motor cycles, dirt bikes, etc.
13. The right-of-way for the existing road is not well defined; hence, the path of the county road could be different from what we have now.
14. El Dorado voting power in the county is minimal so our power to resolve problems is limited.

For questions or comments send e-mail to roads@lakecypresssprings.org