



**INDIAN WELLS COUNTRY CLUB COMMUNITY
FIRE ACCESS MAINTENANCE DISTRICT (FAMD) NO. 1**

**BOARD OF DIRECTORS MEETING
January 11, 2024
10:00 A.M.**

This Meeting will be held In-Person at
The City of Indian Wells City Council Chambers
44950 El Dorado Drive Indian Wells, CA



FAMD #1
Fire Access Maintenance District
An Agency of the City of Indian Wells
Indian Wells Country Club Community

BOARD OF DIRECTORS 2024

Director	Term Ends
Name: Kurt Yeager (Chairperson) Phone: (949) 632-6157 Email: ekurty01@gmail.com	February 28, 2025
Name: Margaret "Marge" Barry (Vice Chair) Phone: (760) 772-0404 or (760) 219-3100 cell Email: iwmarge@gmail.com	February 28, 2026
Name: Charlie Jones (Secretary) Phone: (760) 200-0491 Email: COJ1939@gmail.com	February 28, 2025
Name: Tony Trocino (Director) Phone: (760) 610-1751 Email: trotony7@dc.rr.com	February 28, 2026
Name: Steve Nozet (Director) Phone: (925) 698-4632 Email: nozetsteve@gmail.com	February 28, 2025
Name: Dennis Coker (IWCC Rep) Phone: (760) 345-2561 Email: Dennis.Coker@clubcorp.com	Appointed (No Term)



FIRE ACCESS MAINTENANCE DISTRICT NO. 1 INDIAN WELLS COUNTRY CLUB COMMUNITY

Board of Directors Meeting Agenda

January 11, at 10:00 A.M.

**Board will Meet in the City Council Chamber of the
City of Indian Wells at 44950 El Dorado Indian Wells CA**

1. CALL TO ORDER OF THE FAMD, ROLL CALL

Chairman - Kurt Yeager

Vice Chairman – Margaret “Marge” Barry

Secretary – Charlie Jones

Director - Tony Trocino

Director – Steve Nozet

IWCC Representative – Dennis Coker

2. PLEDGE OF ALLEGIANCE

3. APPROVAL of the FINAL AGENDA

January 11, 2024

Page(s) 4-5

4. PUBLIC COMMENTS

All persons wishing to address the FAMD Board will be called on during this section of the meeting by the Chairman. At the appropriate time, please come forward to the podium and state your name for the record. Speakers are limited to three minutes. Parties are encouraged to submit their comments in writing with any attachments or exhibits they wish for the FAMD Board to review, preferably 24 hours prior to the meeting. Speakers can then use their three-minutes to summarize the key points of their comments. Please note that you may address the FAMD Board on an agenda item at the time it is discussed, but only after being recognized by the Chairman.

Under the Brown Act, the FAMD Board should not take action on or discuss matters raised during the public comment portion of the agenda which are not listed on the agenda. FAMD Board Members may refer such matters to staff for information or to be placed on a subsequent agenda for consideration. Notwithstanding the foregoing, FAMD Board Members and staff may briefly respond to statements made or questions posed during public comment, if such responses do not constitute any deliberation.

5. CLOSED SESSION

- a. Conference with Legal Counsel Regarding Anticipated-Litigation-Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4). One (1) or More Cases. Potential Case.

6. CONSENT CALENDAR

All matters listed on the Consent Calendar are routine and will be enacted by one vote. There will be no separate discussion of these items unless members of the FAMD Board or audience request that specific items be removed from the Consent Calendar for separate discussion and action. Financial matters will be indicated as budgeted or non-budgeted below.

- a. Minutes; December 14, 2023
- b. Financials; December 2023

Page(s) 6-7

Page(s) 8

7. SECURITY REPORT

- a. December 2023 Security Report

Page(s) 9-12



8. OLD BUSINESS

- a. Electrical Reimbursement Agreement with Sandpiper Cove #3 & Manitou Springs HOA for Bridge Lighting
- b. Report on Street Safety Suggestions

Page(s) Verbal
Page(s) 13-17

9. NEW BUSINESS

- a. Financial Overview and Ballot Measure Consideration
- b. Discussion on whether to proceed with Priority 4 Street Rehabilitation
- c. Discussion on whether to proceed with a Manitou Guard House Remodel

Page(s) 18-22
Page(s) 23-43
Page(s) 44

10. FAMD DISTRICT MANAGERS REPORT

- a. Priority Three Update
- b. RFP for Drainage Analysis
- c. RFP for 5-Year Pavement Management Plan

11. BOARD MEMBERS COMMENTS

12. ANNOUNCEMENTS

Next Meeting February 8, 2024

13. ADJOURNMENT

**INDIAN WELLS COUNTRY CLUB COMMUNITY
FIRE ACCESS MAINTENANCE DISTRICT NO. 1
BOARD OF DIRECTORS OPEN MEETING**

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE SENIOR BUILDING INSPECTOR OR THE RISK MANAGER AT (760) 346-2489. A 48-HOUR NOTIFICATION PRIOR TO THE MEETING WILL ENABLE THE CITY TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING (128 CFR 35.102.35.104 ADA TITLE III).

AFFIDAVIT OF POSTING

I, Angelica Avila, certify that on January 8, 2024, I caused to be posted a notice of a FAMD #1 Board Meeting to be held on Thursday January 11, 2024, at 10:00 A.M., in person in the City Council Chamber's.



BOARD OF DIRECTORS MEETING

MINUTES **December 14, 2023**

1. CALL TO ORDER

Chairman Kurt Yeager called meeting to order at 9:30 A.M.

ROLL CALL

PRESENT: Chairman - Kurt Yeager
Secretary – Charlie Jones
Director - Tony Trocino
IWCC Representative – Dennis Coker

ABSENT: Vice Chairman – Margaret “Marge” Barry
Director – Open

ALSO, PRESENT: District Manager (DM) Scott Matas (Desert Resort Management/ Associa),
Ken Seumalo (City of Indian Wells, Public Works Director),
Jill Tremblay (Best, Best & Krieger, City Attorney),
Paul Stotesbury (Allied Universal, (DOS) Director of Security),
Jennifer Aguilar (City of Indian Wells, Administrative Assistant)

2. PLEDGE OF ALLEGIANCE

3. APPROVAL OF THE FINAL AGENDA

A motion was made by Director Tony Trocino and a 2nd by Director Charlie Jones to approve the agenda for the December 14, 2023, FAMD board meeting. Motion carried 4/0.

4. PUBLIC COMMENTS

Comment made to support better street stripping and flashing sign placement.

5. CLOSED SESSION

- a. Conference with Legal Counsel Regarding Anticipated-Litigation-Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4). One (1) or More Cases. Potential Case. See Closed Session Notes in File – Restricted Information

6. CONSENT CALENDAR

- a. Minutes; November 9, 2023
- b. Financials; November 2023

A motion was made by Director Charlie Jones and a 2nd by Director Tony Trocino to approve the Consent Calendar. Motion carried 4/0.

7. SECURITY REPORT

a. November 2023 Security Report

Director of Security Paul Stotesbury updated the Board of Directors on the past month's security report.

8. OLD BUSINESS

a. Electrical Reimbursement Agreement with Sandpiper Cove #3 & Manitou Springs HOA for Bridge Lighting

Tabled

b. Open Board Seat Subcommittee Recommendation for Appointment

The Board of Directors reviewed a recommendation by the subcommittee to appoint Steve Nozet to the open board seat.

A motion was made by Chairman Kurt Yeager and a 2nd by Director Dennis Coker to appoint Steve Nozet to the open board seat and to serve the remainder of the term that will end in 2025. Motion carried 4/0.

9. NEW BUSINESS

a. On Call Drain Services

The Board of Directors were given an update by the District Manager that on call services for maintenance are a part of the contract with AOC and will continue for storm issues.

b. Flashing Stop Signs

The Board of Directors reviewed the proposal for flashing street signs. Direction was given to the District Manager to bring back a report showing the intersection that would be in most need of signs, better street labeling and traffic calming devices.

10. DISTRICT MANAGER REPORT

The District Manager reported and answered questions regarding on the progress on the Priority 3 road rehabilitation project, RFP for the street drainage and a future financial review.

11. BOARD MEMBER COMMENTS

Board members wished everyone Happy Holidays.

12. ANNOUNCEMENTS

The next regularly scheduled meeting of the Fire Access Maintenance District Board of Directors will be held at 10:00 A.M., on January 11, 2024, in person at the City of Indian Wells council chambers.

13. ADJOURNMENT

There being no more business the meeting was adjourned by Chair Kurt Yeager at 10:33 A.M.

Respectfully Submitted, Scott Matas, District Manager

Attested to: _____ Date: _____
Charlie Jones, FAMD Secretary

YEAR-TO-DATE BUDGET REPORT
NOV 2023

FOR 2024 05

ACCOUNTS FOR:		ORIGINAL APPROP	REVISED BUDGET	YTD ACTUAL	MTD ACTUAL	ENCUMBRANCES	AVAILABLE BUDGET	PCT USE/COL
209	F.A.M.D. #1							
2090000 F.A.M.D. #1								
2090000	411100	CYSecPrpTx	-325,000	-3,213.14	.00	.00	-321,786.86	1.0%
2090000	411200	CYUnsPrpTx	-8,170	-9,451.72	.00	.00	1,281.72	115.7%
2090000	411300	PYPrpTx	-2,050	-30.11	.00	.00	-2,019.89	1.5%
2090000	411400	Ro11PrpTx	-1,850	.00	.00	.00	-1,850.00	.0%
2090000	421100	Fire Acces	-1,194,000	-11,533.03	.00	.00	-1,182,466.97	1.0%
2090000	431100	Const Pmt	-1,080	.00	.00	.00	-1,080.00	.0%
2090000	451100	Invst Earn	-48,000	.00	.00	.00	-48,000.00	.0%
2090000	461500	ProptxRelf	-1,830	.00	.00	.00	-1,830.00	.0%
2090000	465100	Gr & Reimb	0	-15,804.00	-15,804.00	.00	15,804.00	100.0%
2090000	486300	Misc Rev	-3,450	-960.00	-480.00	.00	-2,490.00	27.8%
TOTAL F.A.M.D. #1		-1,585,430	-1,585,430	-40,992.00	-16,284.00	.00	-1,544,438.00	2.6%
2098601 F.A.M.D. Program								
2098601	531000	Prof Svcs	168,750	34,432.01	214.11	98,012.36	36,305.63	78.5%
2098601	533000	Contr Svcs	996,750	346,709.78	78,895.29	731,628.01	18,033.21	98.4%
2098601	542000	Utilities	32,950	13,056.35	3,115.88	15,693.71	4,199.94	87.3%
2098601	544000	Bldg&GrMnt	137,650	21,459.08	8,156.08	72,486.48	43,704.44	68.2%
2098601	545000	Infrastruc	130,000	.00	.00	.00	122,400.00	.0%
2098601	552000	Communicat	18,750	5,945.47	540.92	14,058.19	6,246.34	76.2%
2098601	561000	Office Exp	9,500	513.35	.00	8,486.65	500.00	94.7%
2098601	563000	Opr Matrls	1,500	682.50	136.50	917.50	.00	100.0%
2098601	565000	MinorEquip	2,500	.00	.00	.00	2,500.00	.0%
2098601	591600	IndrctCost	15,000	.00	.00	.00	15,000.00	.0%
TOTAL F.A.M.D. Program		1,513,350	1,612,971	422,798.54	91,058.78	941,282.90	248,889.56	84.6%
2099929 FAMD Capita								
2099929	673100	ConstContr	0	774,241	23,301.00	.00	750,940.00	3.0%
TOTAL FAMD Capital		0	774,241	23,301.00	23,301.00	.00	750,940.00	3.0%
TOTAL F.A.M.D. #1		-72,080	801,782	405,107.54	98,075.78	941,282.90	-544,608.44	167.9%
TOTAL REVENUES		-1,585,430	-1,585,430	-40,992.00	-16,284.00	.00	-1,544,438.00	
TOTAL EXPENSES		1,513,350	2,387,212	446,099.54	114,359.78	941,282.90	999,829.56	
PRIOR FUND BALANCE 6/30/2023:			1,691,981.28					
CHANGE IN FUND BAL - NET OF REVENUES/EXPENSES:			-405,107.54					
ENDING FUND BALANCE 11/30/2023:			1,286,873.74					

FAMD #1

INDIAN WELLS COUNTRY CLUB COMMUNITY

SECURITY REPORT

**Paul A. Stotesbury
Site Security Director
December, 2023**

December 15 - Report of suspicious person in center divider dancing in Santa hat. Patrol located gardener happily trimming bushes in Santa hat

FIRE DEPARTMENT/ PARAMEDICS

RESPONSES -13

TRANSPORTS -7

RSO

ROUTINE PATROL – 10

CALLS FOR SERVICE – 5

OPEN GARAGE DOOR – 36

OPEN OTHER DOORS – 5

TRANSPONDERS SOLD – 83

Stats for 2023

Event	Jan.	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Access Denied	0	0	0	0	0	0	0	0	0	0	0	0	0
Alarm Checks-Security	4	5	3	5	5	3	5	3	3	4	3	5	48
Animal Control on site	2	0	0	1	0	2	0	0	0	1	0	0	6
Animal Issues	0	0	2	2	0	2	0	0	0	0	0	0	6
Burglaries	0	0	0	0	0	0	0	0	0	0	0	0	0
Thefts	0	0	0	1	0	1	0	0	0	0	0	0	2
Garage Doors Open	39	54	60	18	13	19	12	5	5	52	45	36	358
A Shift up to 1400 hrs	0	1	4	13	2	2	3	0	1	0	0	1	27
B Shift up to 2200 hrs	38	47	50	5	11	16	9	5	4	48	43	34	310
C shift after 2200 hrs	1	6	6	0	0	1	0	0	0	4	2	1	21
Doors Open (Other)	0	1	0	0	0	0	0	0	0	8	7	5	21
Golf Cart Issues	0	0	0	0	0	0	0	0	0	0	0	0	0
Homeowner Assist/Welfare Check	3	3	1	2	0	3	1	0	1	1	1	0	16
Landscape/Light Issues	0	2	0	0	0	1	3	11	0	0	0	0	17
Medical Response / Fire Dept.	9	17	11	22	6	4	10	6	4	6	8	13	116
Noise Issues	1	0	2	8	1	3	0	1	0	1	0	0	17
Other - Domestic Issue	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Issues	1	0	0	0	0	1	0	0	0	0	0	0	2
Public Utility Issue	0	0	0	0	0	0	4	1	0	1	0	0	6
Process Servers	3	5	1	6	9	2	1	8	5	0	8	0	48
Property Issues/Damage	1	2	1	2	3	3	0	2	1	2	2	0	19
Realtor Issues	0	0	0	0	0	0	0	0	0	0	0	0	0
Sheriff on Site	18	13	15	12	18	10	19	4	4	16	6	15	150
Alarm Response/Call In	9	8	10	6	11	7	10	3	1	9	3	5	82
Routine Patrol	9	5	5	6	7	3	9	1	3	7	3	10	68
Suspicious Events	2	2	0	0	1	1	0	1	2	1	1	1	12
Traffic/Street Issues	0	0	0	1	2	0	0	1	0	0	1	1	6
Vandalism	0	0	0	1	0	0	0	0	0	0	0	0	1
Vendor Issues	0	0	0	0	0	0	0	0	0	0	0	0	0
Water Issues	2	1	4	2	12	5	18	13	4	9	7	3	80

Indian Wells Country Club FAMID #1

Security Staffing Report

December, 2023

	Employee Name	Length of Service at Allied Universal in Months	Length of Service at IWCCC in Months	Position	Scheduled Work Days	Scheduled Work Hours	Total Scheduled Hours/Day	Total Scheduled Hours/Week
1	Bonner, Betty	17	17	Security Supervisor	Tues/Sat	10pm-6am	8	40
2	Cabanilla, Danny	51	51	Security Officer/Supervisor	Fri/Mon	2pm - 10pm	8	32
3	Casarez, Jose	72	69	Security Officer	Sun/Thurs	2pm-10pm	8	40
4				Security Officer	Wed/Sun	2pm-10pm	8	
5	Gray, Ken	15	15	Security Officer	Mon/Tues	2pm-10pm	8	16
6	Hertwig, Robert	10	10	Security Officer	Thurs/Sun	10pm-6am	8	40
7	Hosamane, Mahinder	123	173	Security Supervisor	Sun/Thurs	10pm-6am	8	40
8	Lara, Marvin	124	121	Security Senior Supervisor	Mon/Sat	6am - 2pm	8	40
9	Mattern, Ian	6	6	Security Officer	Wed/Sun	2pm-10pm	8	40
10	McGarty, Patrick	4	4	Security Officer	Sat-Wed	Varies	8	40
11	Pennington, Sandra	17	17	Security Officer	Fri/Mon	10pm-6am	8	32
12	Penny, Max	22	22	Security Officer	Tues/Sat	2pm-10pm	8	40
13	Perea, Richard	2	2	Security Officer	Sat/Wed	Varies	8	40
14	Rios, Albert	15	15	Security Officer	Sun-Thurs	6am-2pm	8	40
15	Sandoval, Andrea	80	58	Security Officer	Sat-Wed	6am-2pm	8	32
16	Wright, Shawn	9	9	Security Supervisor	Tues/Sat	10pm-6am	8	40
17								
18	Stotesbury, Paul	100	64	Site Security Supervisor	Mon- Fri	Varies	8	40
19	Part Time(M. Rodriguez)	2	2	Security Officer	Fri/Sat	6am-2pm	8	16
	TOTALS	669	655					648
	AVERAGES	39.32	38.53					

Change Change

December, 2023

[illegible]

STAFF REPORT

DATE: January 11, 2024
TO: Honorable FAMD Board Members
FROM: FAMD District Manager
SUBJECT: Street Safety

SUMMARY:

On December 14, 2023, the Board of Directors discussed adding flashing street signs to help promote intersection safety. The discussion led to directing the District Manager to bring back a plan to identify intersections of concern and traffic calming options. A map is attached with certain intersections identified as high, medium, and low priority concerns. These intersections were determined from visual observation, consulting with security and board members with a goal to slow vehicle traffic and golf cart traffic for safety.

High Priority Intersections: Estimated Cost \$25,000.00

1. Add flashing street signs (stop and stop ahead)
2. Add/ rehab reflective painted street stenciling stop and stop ahead.
3. Add speed humps and/or Bot Dots or reflective pavement markers.
4. Enhance the street with ladder crosswalks.
5. Add golf cart/ bicyclist street painted stencils.

Medium Priority Intersections: Estimated Cost \$10,000.00

1. Identify certain intersections that will need 2-way stop signs.
2. Add Botts Dots or reflective pavement markers.
3. Enhance the street with stop bar stenciling.

Low Priority Intersections: Estimated Cost \$5,000.00

1. Identify certain intersections that will need 2-way stop signs.
2. Add Botts Dots
3. Enhance the street with stop bar stenciling.



Bot Dots



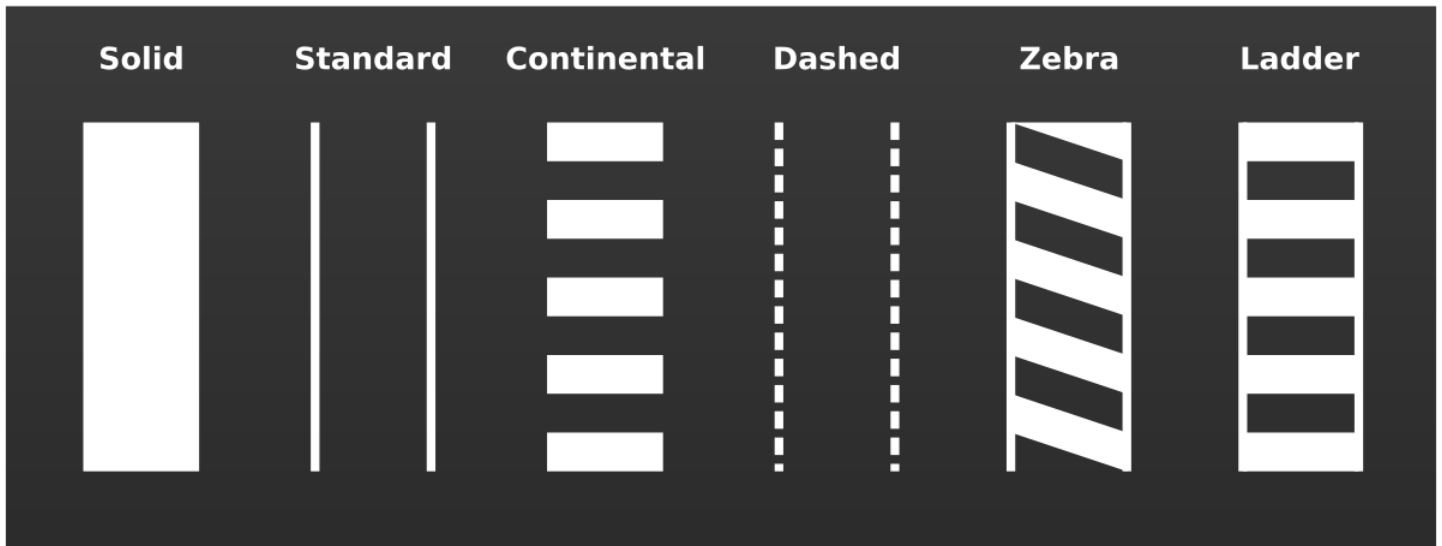
Speed Humps



Street Reflectors



Golf Cart & bicyclist street stenciling



Crosswalks



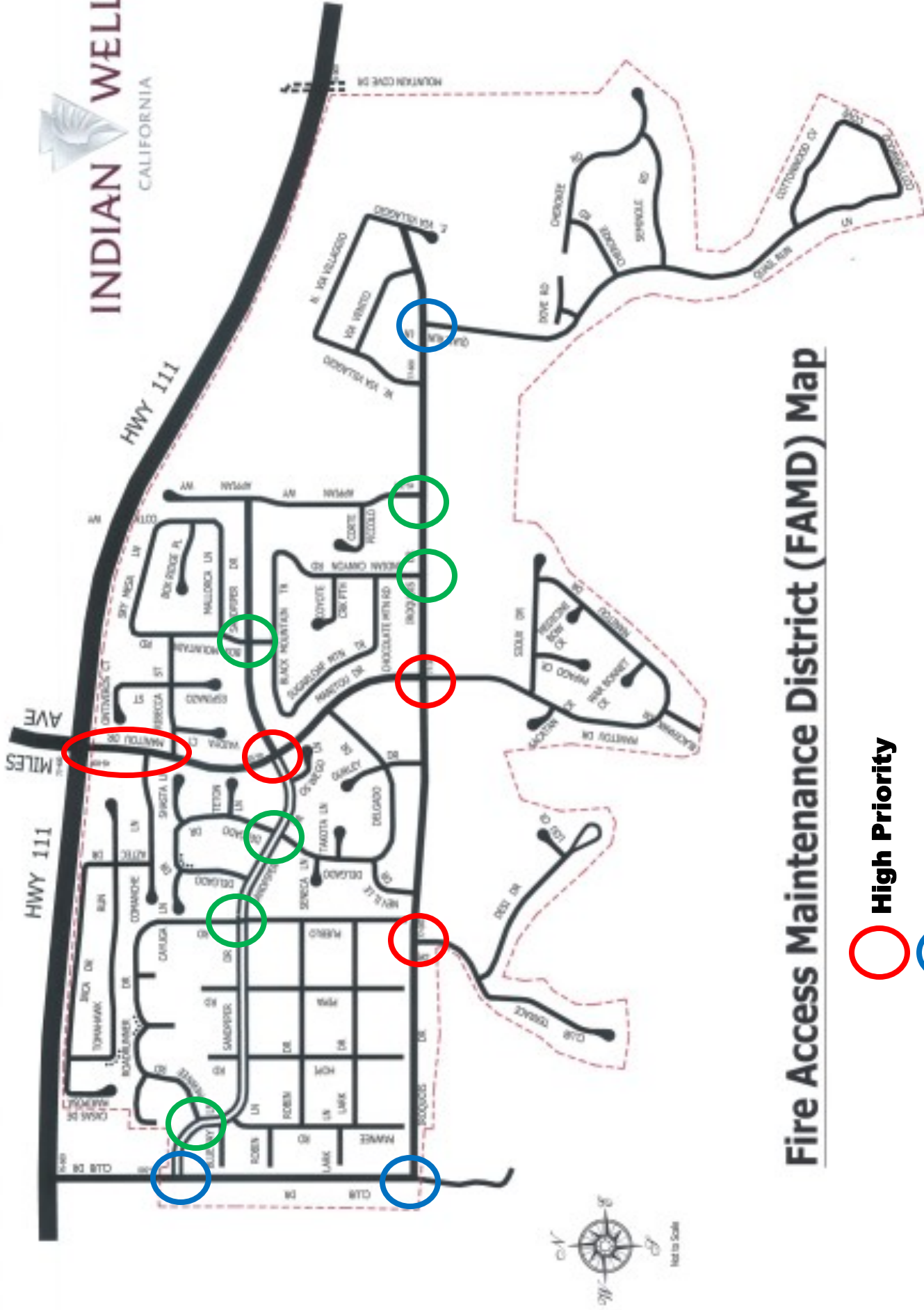
Flashing Street Signs

FISCAL IMPACT:

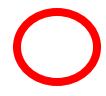


TBD

RECOMMENDATIONS

- The Board of Direction should discuss whether to move forward with an RFP to enhance intersection safety.



Fire Access Maintenance District (FAMD) Map

-  **High Priority**
-  **Medium Priority**
-  **Low Priority**

STAFF REPORT

DATE: December 14, 2023

TO: Honorable FAMD Board Members

FROM: Kevin McCarthy, City Finance Director

SUBJECT: Ballot Measure Consideration

SUMMARY:

Since 2020, the Fire Access Maintenance District (FAMD) has allocated approximately \$2,100,000, representing about 71% of its cash reserves, towards capital reinvestments within the District. Projections suggest that the FAMD may fall short of meeting the minimum cash-holding requirements stipulated by the City by the conclusion of the fiscal year 2023-24.

The foremost challenge that the FAMD is currently facing is related to the fixed voter-approved assessment, which has remained unchanged for the past 18 years despite any fluctuations in the Consumer Price Index (CPI). Since April 2005, the FAMD has maintained the same assessment of \$1,200,000 for the past eighteen years, as mandated by the voters. This fixed assessment constitutes the principal funding source and accounts for a significant proportion of the total FAMD revenues, amounting to nearly 76%.

While the fixed voter-approved assessment has proven effective during low inflation periods and minimal capital investment, recent developments, such as the need for community reinvestment in roadway and drainage projects and inflationary pressures on operating costs, necessitate reassessing this fixed amount.

Considering ongoing inflationary concerns, rising operational costs, and the Community's need for infrastructure improvements, the FAMD Board should carefully evaluate potential adjustments to ensure the organization's financial sustainability.

BACKGROUND:

Indian Wells Fire Access Maintenance District No. 1 (FAMD) maintains and operates access roadways, rights of way, and easements dedicated to fire protection. Established exclusively for the benefit of residents residing within the confines of the Indian Wells Country Club gates, the FAMD was instituted following a 1973 proposal to privatize public streets within the Indian Wells Country Club area.

Upon consideration of this proposal, the City Council endorsed the transition of public streets to private status by abandoning them and placing them under the jurisdiction of a Maintenance District. This formation granted the City Council the prerogative to levy a property tax to fund the district's operations.

The primary scope of the Indian Wells Fire Access Maintenance District No. 1 entails the continual maintenance and operation of access roadways, rights of way, and easements, crucial for effective fire protection. Maintenance activities encompass grading, paving, planking, macadamizing, graveling, oiling, or re-oiling pertinent structures, barriers, gates, or other facilities designed to regulate fire access usage.

FISCAL IMPACT:

Funding Sources and Expenditures

The FAMD sustains itself through two principal revenue streams: property taxes amounting to approximately \$365,000 and a voter-endorsed special assessment yielding around \$1,200,000. These revenues collectively contribute 98% of the essential funding for District operations and maintenance.

Notably, the special assessment is exempt from Consumer Price Index (CPI) adjustments and necessitates voter approval for any increase. Both property taxes and the voter-approved assessment are collected biannually by the County of Riverside, with approximately half remitted to the City in January and the remainder in June.

Given the semi-annual disbursement structure, the City mandates that the FAMD uphold a cash balance equivalent to at least 50% of the forthcoming fiscal year's budget at the fiscal year's commencement. This precaution prevents the complete depletion of cash reserves while awaiting the subsequent semi-annual payment. However, projections indicate potential challenges for the FAMD in meeting this requirement at the commencement of the fiscal year 2024-25.

Expenditures for the FAMD are categorized into operational costs and capital replacements. Operational costs encompass professional services, utility expenses, street sweeping, and minor repairs, with a substantial portion allocated to security services at the entrance gates and patrol. Capital replacements, generally project-based, cover street paving, slurry sealing, lane stripping, drainage improvements, and entrance gate enhancements.

Cash Flow and Capital Improvement Cycles

To aid FAMD Board Members, the staff has formulated a comprehensive cash flow analysis, encompassing four years of actuals, two years of budgets, and five years of forecasted expectations.

Over the past four fiscal years, the FAMD Board directed approximately \$2,800,000 towards capital repairs and replacements, resulting in a deficit spending of approximately \$2,100,000

through fiscal year 2023-24. While deficit spending during substantial capital improvement cycles is not uncommon, the Board should thoroughly deliberate on this aspect during the budget development and approval cycle.

RECOMMENDATIONS:

Strategic Initiatives for a Ballot Measure

The FAMD Board can consider an informal needs assessment as part of the ballot measure process. A needs assessment is critical for systematically identifying gaps between current conditions and desired outcomes. Through this process, the FAMD Board will comprehensively understand potential service deficiencies. It answers the question: “Why do we need to conduct a ballot measure?”

This informed approach enables efficient resource allocation and strategic decision-making. It fosters stakeholder engagement, enhances accountability, and prevents resource wastage by tailoring interventions to address specific needs. In summary, a needs assessment is valuable for communities to understand, prioritize, and address challenges or opportunities.

The City and the FAMD’s Role in the Ballot Measure

Ballot measures allow for direct citizen participation in decision-making, promoting the principles of democracy. This direct engagement can enhance public trust and satisfaction with the political process. The ballot measure can be further broken down into the City’s role and the role of the FAMD.

City’s Role:

- **Request for Proposal (RFP):** Initiate the process by updating and releasing a comprehensive RFP to solicit proposals from qualified firms with expertise in ballot measures.
- **Firm Selection:** Employ a rigorous evaluation process to identify and engage the most qualified firm, ensuring their proficiency aligns seamlessly with the FAMD's November 2024 Ballot Measure objectives.
- **Oversight and Responsibility:** Assume a proactive role in overseeing the selected firm throughout the ballot measure process, affirming accountability for the successful levy update upon approval.
- **Timeline Establishment:** Develop a viable November 2024 Ballot Measure timeline.

- **Staff Reports and Approvals:** Facilitate the creation of FAMD and City Staff Reports to endorse selecting the best-qualified firm and obtain the requisite approvals for the ballot measure.
- **Recommendation for Fiscal Year 2025-26 Levy Roll:** Propose the initiation of the first new levy in the fiscal year 2025-26 roll, strategically aligning with the financial objectives of the FAMD.

FAMD's Active Involvement and Decision-Making:

- **Board Approval:** Seek formal approval from the FAMD Board to proceed with the RFP process and subsequent firm selection, ensuring alignment with the overall strategic vision.
- **Rationale and Implementation:** Articulate a clear and compelling justification for the necessity of the levy modification, elucidating the implementation strategy and its impact on the district.
- **Levy Adjustment Analysis:** Undertake a thorough analysis of current costs, inflationary factors, and projected capital spending to determine the appropriate levy adjustment. Establish a decision-making process, considering potential political considerations that may necessitate a deviation from the calculated adjustment.
- **CPI Levy Modification Inclusion:** Deliberate on including an annual Consumer Price Index (CPI) levy modification, recommended to keep the levy concurrent with operational increases.
- **Education Campaign:** Spearhead directly or indirectly a robust education campaign elucidating the significance of the proposed measure and its positive impact on the residents residing within the district. Recognizing the pivotal role of strategic communication, a well-executed campaign is imperative to enhance the likelihood of voter approval.

ATTACHMENTS:

FAMD Cash Flow

City of Indian Wells
FAMD Cash Flows

	2020A	2021A	2022A	2023A	2024B	2025B	2026F	2027F	2028F	2039F	2030F
Beginning Balance	2,548,017	2,946,759	2,635,562	2,151,078	1,713,513	844,309	(61,761)	(115,265)	(209,469)	(346,617)	(529,047)
Revenues											
01-PROPERTY TAXES	359,492	286,275	351,978	385,778	337,070	345,500	354,138	362,991	372,066	381,367	390,902
03-ASSESSMENTS	1,202,292	1,176,430	1,191,000	1,202,039	1,194,000	1,195,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
12-LICENSE & PERMIT FEES	1,110	285	570	0	1,080	1,110	1,138	1,166	1,195	1,225	1,256
13-OTHER REVENUES	3,106	2,540	2,120	2,963	3,450	3,540	3,629	3,719	3,812	3,907	4,005
16-INTEREST INCOME	89,668	5,239	(99,258)	806	48,000	49,200	(1,544)	(2,882)	(5,237)	(8,665)	(13,226)
19-INTERGOVERNMENTAL	1,566	1,801	1,765	1,655	1,830	1,880	1,927	1,975	2,025	2,075	2,127
TOTAL - REVENUES	1,657,234	1,472,570	1,448,175	1,593,241	1,585,430	1,596,230	1,559,287	1,566,970	1,573,861	1,579,910	1,585,063
Expenses											
PUBLIC SAFETY	1,219,185	1,207,192	1,298,989	1,341,689	1,513,350	1,565,816	1,612,790	1,661,174	1,711,009	1,762,340	1,815,210
CAPITAL OUTLAY	39,307	576,575	633,670	689,117	941,284	936,484					
TOTAL - EXPENDITURES	1,258,492	1,783,767	1,932,659	2,030,806	2,454,634	2,502,300	1,612,790	1,661,174	1,711,009	1,762,340	1,815,210
TOTAL SURPLUS/(GAP)	398,742	(311,197)	(484,484)	(437,565)	(869,204)	(906,070)	(53,504)	(94,204)	(137,148)	(182,430)	(230,146)
Ending Balance	2,946,759	2,635,562	2,151,078	1,713,513	844,309	(61,761)	(115,265)	(209,469)	(346,617)	(529,047)	(759,194)
Minimum Cash Balance Per City	629,246	891,884	966,330	1,015,403	1,227,317	1,251,150	806,395	830,587	855,505	881,170	907,605
Overage/(Deficit)	2,317,513	1,743,679	1,184,749	698,110	(383,008)	(1,312,911)	(921,660)	(1,040,056)	(1,202,122)	(1,410,217)	(1,666,799)

STAFF REPORT

DATE: January 11, 2024
TO: Honorable FAMD Board Members
FROM: FAMD District Manager
SUBJECT: Priority 4 Street Rehabilitation Project

SUMMARY:

Priority 4 will be the next phase of road rehabilitation outlined in the pavement management plan. The project is estimated to cost \$880,000.00. Due to the current financial status of the FAMD the Board of Directors will need to decide to postpone the rehabilitation due to lack of reserves or scale the project down.

FISCAL IMPACT:

TBD

RECOMMENDATIONS

- Postpone the Priority 4 Road Rehabilitation Project until 2026.

						(L.F)	(Sq. Ft.)	
4	Sandpiper (Manitou to Appian)	44	1668	0	73,392	Surface Seal Coat	1000	\$27,267.60
4	Appian Way	36	1445	11316	63,336	Surface Seal Coat	1000	\$24,250.80
4	Box Mountain Road (Entrance to Mallorca)	40	145	0	5,800	AC Overlay	250	\$12,042.50
4	Box Mountain Road	28	586	0	16,408	AC Overlay	1000	\$35,604.80
4	Box Ridge Place	28	350	7992	17,792	AC Overlay	2000	\$43,415.20
4	Cota Way	28	440	0	12,320	AC Overlay	2000	\$33,292.00
4	Mallorca Lane	28	738	0	20,664	AC Overlay	2000	\$48,728.40
4	Sky Mesa Lane	28	752	0	21,056	AC Overlay	2000	\$49,453.60
4	Corte Picollo	36	282	9184	19,336	Surface Seal Coat	1000	\$11,050.80
4	Corte Picollo	57	72	0	4,104	Surface Seal Coat	1000	\$6,481.20
4	Manitou Dr. (Gate Entrance)	80	125	0	10,000	Surface Seal Coat	500	\$5,625.00
4	Manitou Dr. (Comanche to Iroquois)	46	1972	0	90,712	Surface Seal Coat	2000	\$37,713.60
4	Espinozo Street	32	186	8064	14,016	AC Overlay	1000	\$31,179.60
4	Ontiveros Court	32	699	6408	28,776	AC Overlay	1000	\$58,485.60
4	Tribeca Street	32	641	0	20,512	AC Overlay	1000	\$43,197.20
4	Vaidya Court	32	248	7200	15,136	AC Overlay	1000	\$33,251.60
4	Aztec Drive	36	269	0	9,684	Surface Seal Coat	1000	\$8,155.20
4	Casa De Mariposa	32	215	8342	15,222	Surface Seal Coat	1000	\$9,816.60
4	Comanche Lane	28	155	7395	11,735	Surface Seal Coat	1000	\$8,770.50
4	Comanche Lane	36	488	0	17,568	Surface Seal Coat	1000	\$10,520.40
4	Comanche Lane	36	74	0	2,664	Surface Seal Coat	250	\$2,111.70
4	Tomahawk Run	32	1418	9180	54,556	Surface Seal Coat	1000	\$21,616.80
4	Tomahawk Run	28	275	0	7,700	Surface Seal Coat	750	\$6,247.50
4	Inca Drive	28	1275	0	35,700	Surface Seal Coat	1000	\$15,960.00
4	Inca Drive	32	250	0	8,000	Surface Seal Coat	1000	\$7,650.00
4	Desi Drive	28	1008	0	28,224	Surface Seal Coat	1000	\$13,717.20
4	Desi Drive (Loop)	17	525	0	8,925	Surface Seal Coat	1000	\$7,927.50
4	Lou Circle	28	131	4860	8,528	Surface Seal Coat	1000	\$7,808.40
4	Iroquois Drive (Delgado to Club Terrace)	32	953	0	30,496	Surface Seal Coat	1000	\$14,398.80
4	Iroquois Drive (Manitou to Delgado)	42	570	0	23,940	Surface Seal Coat	1000	\$12,432.00
4	Iroquois Drive (from Manitou towards Black Mtn Tr.)	57	132	0	7,524	Surface Seal Coat	1000	\$7,507.20
4	Iroquois Drive (from Narrowing point to Appian Way)	47	965	0	45,355	Surface Seal Coat	1000	\$18,856.50
4	Iroquois (Club Dr. to Club Terrace)	47	1550	0	72,850	Surface Seal Coat	1000	\$27,105.00
4	E. Via Villaggio	36	374	9558	23,022	Surface Seal Coat	1000	\$12,156.60
4	Iroquois Drive (from Appian to E. Via Villaggio)	36	1525	0	54,900	Surface Seal Coat	1000	\$21,720.00
4	N. Via Villaggio	36	869	0	31,284	Surface Seal Coat	1000	\$14,635.20
4	Via Venito	36	652	0	23,472	Surface Seal Coat	1000	\$12,291.60
4	W. Via Villaggio	36	760	0	27,360	Surface Seal Coat	1000	\$13,458.00
						Misc. Repairs		\$38,795.11
						Total		\$814,697.31
						Engineering		\$24,440.92
						Construction Management		\$40,734.87
						Total		\$879,873.09



Associated Engineering Consultants, Inc.

Pavement Management Plan

Prepared for:

**Indian Wells Country Club Community-FAMD #1
Indian Wells, CA**

By

Associated Engineering Consultants, Inc.

**January 2021
Job No. 20033**



Associated Engineering Consultants, Inc.

January 11, 2021

Job No. 20033

Indian Wells
42635 Melanie Place
Suite 103
Palm Desert, CA 92211

Attn: Mr. John Walters-Clark
District Manager / FAMD #1

Subject: Pavement Management Plan
Indian Wells CC / FAMD #1

Dear Mr. Walters-Clark:

We have completed our evaluation of pavement conditions found throughout Indian Wells and have prepared a Pavement Management Plan (PMP). Our findings and recommendations are based on visual examinations of the various roads that were performed by our firm. Extensive measurements and photographs were taken throughout such that a thorough record might be kept by our office should the need for an additional review arise. The duration of the PMP is five years.

Overall pavement conditions throughout Indian Wells are poor to good. The existing condition is a function of age, traffic and previous maintenance and rehabilitation actions. Indian Wells maintains approximately 2,403,401 square feet of asphalt-concrete pavements.

Our PMP suggests the need for approximately \$3,476,403.38 in improvements to protect your current investment in pavements. This cost includes engineering and construction management. A list of repairs and maintenance, broken down on a yearly basis, is included in Table 1 of this report.

Thank you for the opportunity to be of service to Indian Wells. If you have any questions or comments, please contact us at your earliest convenience.

Very truly yours,
ASSOCIATED ENGINEERING CONSULTANTS, INC.

Jeff Pearson
Project Manager

EXECUTIVE SUMMARY

General Conditions

The pavements found throughout Indian Wells CC-FAMD #1 are generally in poor to good condition. Due to the age and conditions of AC pavements found throughout Indian Wells, various repairs, PCC curb & gutter, surface seal coat, AC overlays and AC reconstruction are recommended over the next five years. As a result of continued maintenance / rehabilitation, the pavements will continue to perform and the investment in AC pavements will be maintained.

Projected Costs

The following table provides our estimated construction costs and actions throughout the site for the next five years.

<u>Priority / Plan Year</u>	<u>Cost</u>	<u>Action</u>
Priority 1 / 2021	\$970,972.09	Conduct full-depth AC Reconstruction, AC Mill and Inlay, AC Overlay, PCC repairs, and re-striping on various streets.
Priority 2 / 2022	\$539,062.61	Conduct full-depth AC repairs, AC Mill & Inlay, AC Overlay with fabric interlayer, and re-striping on various streets.
Priority 3 / 2023	\$907,506.07	Conduct full-depth AC & PCC repairs, AC Reconstruction, AC Mill & Inlay, AC Overlay with fabric interlayer, surface seal coat, and re-striping on various streets.
Priority 4 / 2024	\$879,873.09	Conduct full-depth AC repairs, AC Overlay with fabric interlayer, surface seal coat, and re-striping on various streets
Priority 5 / 2025	\$178,989.52	Conduct surface seal coat and re-striping on various streets

BACKGROUND

A Pavement Management Plan (PMP) is a guideline that assists property managers, property owners and property users in making crucial financial decisions when reviewing current and future investments in asphalt concrete pavements and associated facilities. A PMP provides two primary benefits. First and foremost, the PMP provides funding guidelines for future years such that proper budgeting for future construction can be implemented. Secondly, the plan provides specific engineering guidelines for the prioritization of repairs and maintenance. The types of repairs and maintenance that are suggested in the PMP are based on the existing pavement characteristics, severity and extent of defects, and a predictive model of deterioration based on environment, sound engineering principles, professional experience, scientific study and historical record.

This PMP was developed by determining existing conditions of pavements and identifying the type, extent and location of all pertinent defects. In addition, existing utilities, current and future demands were factored into the plan. Also noted during the inspection were items that may constitute a hazard and thus pose a threat of liability and the potential of litigation.

The objective of this PMP is to optimize the current investment in pavements by scheduling maintenance and rehabilitation activities with a goal of achieving the maximum benefit at a minimum expenditure. This PMP is the result of a systematic approach by which responsive maintenance work, repairs and improvements can now be executed over a determined duration. In this case, the duration is five years. The final step of the plan is to prioritize improvements.

Indian Wells Country Club-FAMD #1 maintains approximately 2,403,401 square feet of asphalt concrete (AC) pavement roadway. Conditions and evidence throughout Indian Wells indicate that preventative maintenance and rehabilitation have been conducted in past years.

Mr. Jeff Pearson of Associated Engineering Consultants, Inc. (AEC) evaluated the various roads throughout the association in the Spring of 2020. During our evaluation measurements and photographs to enhance the record of his visit. Various selected photographs can be found in the **Appendix** of this report.

DESIGN METHOD

When older pavements are evaluated, two major criteria are examined. They are:

1. The structural requirements of existing pavements.
2. The potential for reflective cracking or duplicative defects.

The structural requirements of existing pavements are enhanced through the placement of an overlay. The thickness of the overlay is based upon the existing thickness of the pavement, the condition of existing pavements, the load or traffic that the pavement must sustain over its lifespan, and environmental factors such as weather and native soils.

Reflective cracking occurs when cracks or similar defects that were prevalent throughout the original pavement surface manifest themselves through a newly placed overlay. Typically, it takes several years for reflective cracks to appear. Placing an AC overlay that is at least one-half the thickness of the existing AC controls reflective cracking. A fabric interlayer may be used and a credit of 0.10-feet of AC may be applied. This credit can only be applied to the reflective cracking control criteria. It should be noted that when using a fabric interlayer, the AC overlay should be a minimum of 1.5-inches in thickness, regardless of the credit for the use of a fabric interlayer. This minimum requirement assures that there will be sufficient heat to assist the bonding of the fabric interlayer and AC, as well as making it less likely for slippage or shoving of the AC material due to a lack of thickness.

In some cases we have recommended the use of a fabric interlayer. As mentioned in the paragraph above, a fabric interlayer is typically used to help retard reflective cracking. The State of California guidelines for reflective cracking control is that at least one-half of the existing thickness of asphalt concrete be placed as an AC overlay. A 0.10-foot (1.2 inches) credit towards this requirement can be obtained by using a paving fabric. To date, there is no credit for using fiber additives. When any additive or other product is used, it is important that all manufacturer specifications are followed. Fabric should not be placed on steep grades, within 150-feet of busy intersections or anywhere where heavy braking or acceleration takes place

Reflective cracking is also controlled through applying a crack seal to transverse and longitudinal cracking and the rendering of proper AC repairs prior to the placement of an overlay. It is typically the recommendation of AEC, Inc., that a cold pour crack fill material is used when sealing cracks prior to placement of a thin AC overlay without a fabric interlayer. The hot pour crack fill materials will often reflect through a thin AC overlay. This reflection is caused by the heat of the AC overlay causing the material to expand and often causes a small bump in the new surface. Though these bumps are seldom visible, they are certainly noticed when driven over by a vehicle.

Prior to placement of any overlay we recommend performing full-depth repair of the wheel paths or any pavements that exhibit moderate to severe fatigue cracking, mud pumping or rutting. Any area that is rutted or is pumping mud cannot be repaired by overlay alone. Such defects are commonly signs of base failure, which requires removal and

replacement and/or the placement of an AC leveling course. (Typically, full-depth AC is used in these repairs.) We typically recommend a minimum depth of 4 or 6-inches placed in two equal compacted lifts. An 8-inch repair would occur in an area such as entrance, exit roads or construction routes as warranted. We also recommend a thorough cleaning of the pavement surfaces and an application of crack seal prior to the placement of an overlay. Again, as mentioned in the prior paragraph, the use of cold or hot pour crack fill material is typically recommended.

Prior to placing an overlay or AC leveling course, repairing a Portland Cement Concrete, (PCC) gutter, etc., drainage requirements need to be examined. Poor drainage is commonly associated with accelerated pavement degradation. Drainage is typically poor-to-fair throughout Indian Wells.

We recommend the use of ½" - Type A Maximum Medium aggregate for AC used for all overlays 2-inches or thinner. The size of aggregate is dependent on the thickness of the overlay. The overlay thickness should be at least 1-1/2 times the thickness of the largest aggregate. If this guideline is not followed the finished product may exhibit excessive and premature raveling, lack of compaction and surface segregation. These defects occur when the aggregate is allowed to roll over on other aggregate. Surface voids are the first major sign of this occurring. A larger, ¾" - Type A Maximum Medium aggregate is recommended for a thicker AC overlays and all full depth AC repairs. Each section of pavement should be evaluated on a case-by-case basis.

PLAN APPROACH

As discussed in our proposal, the development of this PMP report involves four primary functions:

- **Pavement Condition Evaluation** – Every paved road, street, parking area, etc., was evaluated to determine overall pavement conditions and identify the current extent and severity of pertinent defects such as alligator fatigue cracking, longitudinal cracking, transverse cracking, raveling, rutting, and surface profile. All paved areas were assigned a maintenance action for the duration of the PMP.
- **Analysis and Design** – After visual identification of pertinent defects, an analysis was performed to establish priorities based on classification and usage (travel lane, entrance/exit, parking area, staging area). A maintenance action was assigned to each uniform pavement segment.
- **Hazard and Liability Identification** – During the visual inspection at each site, hazards and or conditions contributing to possible hazards and liability issues were identified with recommended actions assigned to each noted and/or general hazard.
- **Pavement Management Plan** – Using sound engineering judgment, a rehabilitation/maintenance plan for future years was prepared. Work is projected over a five-year period.

The pavement condition evaluation is a systematic, objective methodology for rating defects so that two different people rating the same segment would produce the same evaluation. In deciding which projects to do when, AEC considered several other factors:

- **Combinations:** Build a larger project all at once instead of disrupting an area year after year or fragmenting the work so much that the mobilization cost increases.
- **Continuity:** Where the pavement is generally in the same condition through several adjacent areas, build them all to the same standard rather than having one section with a different treatment.
- **Economics of Scale:** In any given year, seal coat or overlay work is either not included at all, or is included in a large enough quantity to obtain a low unit price.
- **Delaying Actions:** The condition of all pavements will gradually deteriorate until a rehabilitation action is taken. For expensive overlay projects that cannot be budgeted until late in the plan, a seal coat is applied in one of the early years to prevent unacceptable deterioration until the overlay project is implemented.
- **Extending Service Life:** The service life for a slurry seal is expected to be seven to ten years. The service life of an AC overlay is considered to be ten to twelve years. The life of the overlay can be extended approximately five years by routine maintenance and applying a slurry seal or seal coat approximately five to seven years after the overlay has been placed.

DEFECTS AND MAINTENANCE OPTIONS

There are four basic levels of asphalt concrete pavement maintenance: routine maintenance, maintenance seal coat, rehabilitative overlay, and reconstruction.

Routine maintenance is performed where a pavement has no overall structural deficiency or failure. This type of maintenance involves full-depth dig-out repairs (i.e., areas with severe alligator cracking, mud pumping or rutting), isolated leveling of depressed or irregular profile areas, and cleaning and sealing pavement cracks. The pavement cracking (Block / Thermal Cracking) is one of the predominant types of defects at Indian Wells. These types of cracks are caused by thermal changes and / or absorptive aggregate found at local material quarries/plants. The severity of these cracks range from slight to severe (1.5" wide). They will be a maintenance issue in the future no matter what type of surface treatment is applied to the surface. Due to the expansion and contraction of the pavements during thermal changes these cracks will reflect through any type of surface treatment to the pavements. These types of cracks are normal for the desert region and maintaining them with a rubberized crack fill material would be the only way to treat them. An emulsified crack seal material would also be recommended when seal coat is the surface treatment, however it can be more costly. Routine maintenance is also performed before applying a maintenance seal or AC overlay.

A maintenance seal can be a parking lot type surface seal coat, highway application slurry seal, chip seal or micro paving. Maintenance seals are applied where there is substantial

EXISTING CONDITIONS & RECOMMENDATIONS

Within the confines of the property, there are approximately 2,403,401 square feet of AC pavement roadway. The overall pavement conditions throughout Indian Wells FAMD #1 is poor to good. This plan is set up to address all streets within the next five years.

The pavements were analyzed on a road-by-road basis. Basic dimensions and an assessment of the general conditions for each area were collected and maintained at the offices of Associated Engineering Consultants, Inc.

We have prioritized the roads based on condition, budget and constructability. Since this pavement management plan is for the duration of five years and are assigned based on priority. Priorities are as follows:

Priority 1, 2021 – Streets scheduled in this Priority are generally in poor condition. Continuous slight to severe block (photo 1) and intermittent to continuous slight to severe alligator fatigue cracking (photo 2) are evident throughout these streets. We are recommending isolated AC / PCC repairs, milling the previous overlay & fabric interlayer from the street and installing a new AC overlay with fabric interlayer, as well as full-reconstruction on the streets outlined in Priority One.

Priority 2, 2022 – Streets scheduled in this Priority are generally in poor condition, but are slightly better than those identified in Priority 1. Continuous moderate to severe block (photos 3 and 4) and intermittent slight-to-moderate alligator fatigue cracking (photo 5) are evident throughout these streets. We are recommending isolated AC repairs, milling the previous overlay & fabric interlayer from the street and installing a new AC overlay with fabric interlayer on streets outlined in Priority Two.

Priority 3, 2023 – Streets scheduled in this Priority are generally in poor-to-fair condition, yet are in slightly better condition than the streets identified in Priority 1 & 2. However, there were some major defects noted. Continuous slight to severe block (photo 6) and typical isolated-to-intermittent PCC repairs needed (photo 7) are evident throughout these streets. We are recommending isolated AC / PCC repairs, milling the previous overlay & fabric interlayer from the street and installing a new AC overlay with fabric interlayer, and surface seal coat, on streets outlined in Priority Three.

Priority 4, 2024 – Streets scheduled in this Priority are generally poor-to-fair, and are in similar condition to the streets identified in Priority 3. Continuous moderate to severe block (photo 8) and intermittent-to-continuous moderate-to-severe block cracking (photo 9) are evident throughout these streets. We are recommending isolated AC repairs, AC overlay with fabric interlayer, and surface seal coat, as outlined in Priority Four.

Priority 5, 2025 – Streets scheduled in this Priority will generally be in good condition, as they will have been fixed as needed, in Priority 1 and 2. These

streets will most likely not need any major repairs (photo 10) and simply require surface seal coat in order to protect Indian Wells' investment in pavements, which had been completed in the previous Priorities.

Please refer to **Figures 1 thru 5** for a visual representation and Table 1 for yearly cost for the various streets.

Other factors to consider when assigning tasks to particular years or level of priority are economies of scale, esthetics, and future usage and trends. In addition, you want to schedule your work such that the unit cost of a particular task is driven down to an absolute minimal.

Though the original intent of this PMP was to solely evaluate the condition of the existing pavements, several observations were made with regard to some of the contributing factors to pavement wear which include the quality of native soils, thermal changes of the region and garbage truck traffic.

SUMMARY

Based on the existing pavement conditions at Indian Wells Country Club-FAMD #1 many of the streets are in need of major rehabilitation and / or maintenance in order to prevent them reaching the next stage of failure. It is our belief that following the current plan will extend the service life of the pavement investment.

We have established a baseline of existing conditions for all streets throughout the Association. While rehabilitation treatments that are recommended for all of these streets are typically good for 10-12 year's we recommend starting a maintenance program immediately following Priority 5. Routine maintenance such as crack sealing, isolated asphalt repairs and surface seal coat will help extend the service life of the streets beyond 15 – 20 years.

1/6/2021

Priority	Street Name	Year 2022					PCC Repair (L+F)	AC Repair (Sq. Ft.)	Cost Total
		Width	Length	Cul-de-Sac	Total Sq. Ft.	Surface Treatment			
2	Black Mountain Trail	37	2054	5776	81,774	AC Overlay	1500	\$159,156.90	
2	Chocolate Mountain Road	37	401	5776	20,613	AC Overlay	1500	\$46,009.05	
2	Coyote Creek Path	33	269	8874	17,751	AC Overlay	1000	\$38,089.35	
2	Coyote Creek Path	57	72	0	4,104	AC Overlay	1000	\$12,842.40	
2	Sugarloaf Mountain Trail	37	694	5776	31,454	AC Overlay	2500	\$71,314.90	
2	Delgado Dr. (Sandpiper to Manitou)	28	1780	0	49,840	AC Overlay	1500	\$100,079.00	
2	Delgado Dr. (Sandpiper to Manitou) Lat. Parking	10	201	0	2,010	AC Mill and Inlay		\$4,321.50	
2	Neville Dr. Lateral Parking	10	120	0	1,200	AC Mill and Inlay		\$2,580.00	
2	Neville Drive	28	384	0	10,752	AC Overlay	1500	\$27,766.20	
							Misc. Repairs	\$36,972.74	
							Total	\$499,132.04	
							Engineering	\$14,973.96	
							Construction Management	\$24,956.60	
							Total	\$539,062.61	

Priority	Street Name	Width	Length	Cul-de-Sac	Total Sq. Ft.	Surface Treatment	PCC Repair (L.F)	AC Repair (Sq. Ft.)	Cost Total
3	Sandpiper Drive (Club Dr to Pueblo Rd)	60	1879	0	112,740	Surface Seal Coat		2500	\$33,822.00
3	Sandpiper (Parking within VG conform)	12	1105	0	13,260	AC Reconstruction	1105		\$127,738.00
3	Sandpiper (Club to Pueblo Lateral Parking)	20	387	0	7,740	AC Mill and Inlay			\$16,641.00
3	Sandpiper Dr.(Manitou to Pueblo)	44	1104	0	48,576	Surface Seal Coat		1000	\$19,822.80
3	Delgado Drive (Lateral Parking)	10	573	0	5,730	AC Mill and Inlay			\$12,319.50
3	Club Dr. (Gate Entrance)	50	118	0	5,900	Surface Seal Coat		500	\$4,395.00
3	Club Dr. (Sandpiper to Iroquois)	44	1463	0	64,372	Surface Seal Coat		1000	\$24,561.60
3	Club Terrace Drive	30	1323	6786	46,476	Surface Seal Coat		1000	\$19,192.80
3	Pawnee Rd. (Lateral Parking)	10	108	882	1,962	AC Mill and Inlay			\$4,218.30
3	Pueblo Rd. (Sandpiper to Roadrunner)	34	433	0	14,722	Surface Seal Coat		1000	\$9,666.60
3	Roadrunner Drive (incl. Lateral Parking and Driveways)	33	2626	0	86,658	Surface Seal Coat		1500	\$33,872.40
3	Gurley Drive	28	441	5244	17,592	Surface Seal Coat		1000	\$10,527.60
3	Oswego Lane	28	198	4896	10,440	Surface Seal Coat		750	\$7,069.50
3	Seneca Lane	28	78	5440	7,624	Surface Seal Coat		750	\$6,224.70
3	Takota Lane	28	94	5168	7,800	Surface Seal Coat		750	\$6,277.50
3	Pawnee Road	32	440	4050	18,130	Surface Seal Coat		1500	\$13,314.00
3	Cayuga Lane	28	214	4830	10,822	Surface Seal Coat	75	1000	\$14,121.60
3	Cayuga Lane (Lateral Parking)	10	80	0	800	AC Mill and Inlay			\$1,720.00
3	Delgado Drive (Sandpiper to Sandpiper)	28	1390	0	38,920	Surface Seal Coat		2000	\$22,176.00
3	Shasta Lane	28	211	6141	12,049	Surface Seal Coat		1000	\$8,864.70
3	Teton Lane	28	165	5184	9,804	Surface Seal Coat		1000	\$8,191.20
3	Cottonwood Cove	30	1477	0	44,310	AC Overlay		1500	\$89,848.50
3	Dove Road (Entrance)	27	125	0	3,375	AC Mill and Inlay		125	\$7,912.50
3	Dove Road (End-to-End)	19	307	0	5,833	AC Mill and Inlay		125	\$13,197.20
3	Quail Run Drive (Bridge to Seminole)	35	1036	0	36,260	AC Overlay		500	\$69,706.00
3	Quail Run Drive (Seminole to Cottonwood Cove)	29	1584	5248	51,184	AC Overlay		1500	\$102,565.40
3	Black Hawk Dr.	30	263	0	7,890	Surface Seal Coat		500	\$4,992.00
3	Cherokee Road (Quail Run to Cul-de-Sac)	27	1478	7031	46,937	Surface Seal Coat		1000	\$19,331.10
3	Cherokee Road (Dead End)	19	194	0	3,686	Surface Seal Coat		500	\$3,730.80
3	Manitou Drive(from bridge back to itself near Sacatan)	31	3154	5963	103,737	Surface Seal Coat		2500	\$44,246.10
3	Medicine Bow Circle	31	40	4556	5,796	Surface Seal Coat		500	\$4,363.80
3	Papago Circle	31	250	6365	14,115	Surface Seal Coat		1000	\$9,484.50
3	Sacatan Circle	31	75	9430	11,755	Surface Seal Coat		1000	\$8,776.50
3	Seminole Road	27	855	0	23,085	Surface Seal Coat		1000	\$12,175.50
3	War Bonnet Circle	31	100	5494	8,594	Surface Seal Coat		500	\$5,203.20
								Misc. Repairs	\$40,013.50
								Total	\$840,283.40
								Engineering	\$25,208.50
								Construction Management	\$42,014.17
								Total	\$907,506.07

Priority	Street Name	Year 2025					Surface Treatment	PCC Repair (L.F)	AC Repair (Sq. Ft.)	Cost Total
		Width	Length	Cul-de-Sac	Total Sq. Ft.					
5	Blue Jay Drive	24	280	2612	9,332		Surface Seal Coat			\$2,799.60
5	Lark Drive (Pawnee to Pueblo)	20	1210	0	24,200		Surface Seal Coat			\$7,260.00
5	Lark Dr. (Pawnee to Dead End)	24	463	0	11,112		Surface Seal Coat			\$3,333.60
5	Robin Dr. (Pawnee to Pueblo)	20	1210	0	24,200		Surface Seal Coat			\$7,260.00
5	Robin Dr. (Pawnee to Dead End)	24	254	2898	8,994		Surface Seal Coat			\$2,698.20
5	Hopi Road	32	1134	6853	43,141		Surface Seal Coat			\$12,942.30
5	Pima Road	32	1126	15936	51,968		Surface Seal Coat			\$15,590.40
5	Pueblo Road (Sandpiper to Dead End)	30	1017	0	30,510		Surface Seal Coat			\$9,153.00
5	Pueblo Road (Sandpiper to End Lat. Parking)	10	264	0	2,640		Surface Seal Coat			\$792.00
5	Pawnee Rd (Sandpiper to Dead End)	36	1119	0	40,284		Surface Seal Coat			\$12,085.20
5	Club Drive (Outside of Gate)	46	400	0	18,400		Surface Seal Coat			\$5,520.00
5	Black Mountain Trail	37	2054	5776	81,774		Surface Seal Coat			\$24,532.20
5	Chocolate Mountain Road	37	401	5776	20,613		Surface Seal Coat			\$6,183.90
5	Coyote Creek Path	33	269	8874	17,751		Surface Seal Coat			\$5,325.30
5	Coyote Creek Path	57	72	0	4,104		Surface Seal Coat			\$1,231.20
5	Sugarloaf Mountain Trail	37	694	5776	31,454		Surface Seal Coat			\$9,436.20
5	Delgado Dr. (Sandpiper to Manitou)	28	1780	0	49,840		Surface Seal Coat			\$14,952.00
5	Delgado Dr. (Sandpiper to Manitou) Lat. Parking	10	201	0	2,010		Surface Seal Coat			\$603.00
5	Neville Dr. Lateral Parking	10	120	0	1,200		Surface Seal Coat			\$360.00
5	Neville Drive	28	384	0	10,752		Surface Seal Coat			\$3,225.60
								Misc. Repairs		\$14,528.37
								Total		\$159,812.07
								Engineering		\$7,191.54
								Construction Management		\$11,985.91
								Total		\$178,989.52
								Total		\$3,476,403.38

APPENDIX

PHOTOGRAPHS



PHOTO 1

This photo represents intermittent slight to moderate block cracking. This is also an example of a previously sealed smooth surface.



PHOTO 2

This photo represents intermittent to continuous moderate alligator cracking.



PHOTO 3

Continuous moderate block cracking is depicted in this photo. This street was recently sealed and is in fair to good condition.



PHOTO 4

Another example of moderate to severe block cracking.



PHOTO 5

This is an example of isolated moderate alligator fatigue cracking.



PHOTO 6

Continuous moderate to severe block cracking is depicted in this photo.



PHOTO 7
Typical PCC repair needed is depicted in this photo.



PHOTO 8
Continuous slight to severe block cracking is depicted in this photo.



PHOTO 9

This photo is another example of continuous severe block cracking.



PHOTO 10

A street which requires surface seal coat is depicted in this photo. This street was recently reconstructed with new asphalt.

STAFF REPORT

DATE: January 11, 2024
TO: Honorable FAMD Board Members
FROM: FAMD District Manager
SUBJECT: **Manitou** Guard House Remodel

SUMMARY:

The Manitou guardhouse is in need of a remodel. The initial project was placed on hold and to be reevaluated after the first of the year. A basic remodel for the guardhouse is estimated at under \$100,000.00 and would include new flooring, painting, new cabinets, and desk space. This would not change the footprint but reorganize the space to be more useable.

FISCAL IMPACT:

TBD

RECOMMENDATIONS

- Direct the District Manager to send out an RFP for future consideration.