

# Quail Creek

## Homeowners Association



Newsletter- *Repair & Maintenance Edition*

### Facts & Figures

#### *Street Lights*

There are eighteen street lights in Quail Creek; six on Quail Creek, eight on Pheasant Hill, and four on Partridge. We lease these lights from FEC at a total annual cost of \$4,553, which includes maintenance. So if a street light is out, *e-mail us* with the the number on the pole and its location, so that FEC can be notified.

#### *Landscaping & Water Costs*

Quail Creek spends \$4,800 (\$400 each month) on landscaping and the water bill for the last fiscal year totaled \$662.86.

#### *Clint Packer Park*

Our neighborhood boasts the only park in McIlendon-Chisholm. The Developers of Quail Creek, Jerry & Shirley Packer, gave the land to the Association to build a park in 2006, where more than \$24,000 was raised to fund the playground equipment and picnic tables.

However, the park is in a state of disrepair and needs updating; estimated to be as much as \$10,000. The Board is working to find gifts of cash and materials to minimize the use of funds from the capital improvement account.

The Board is grateful that Brett & Shirley Packer have already volunteered to help with restoration efforts as well as donate some funds. **If you can contribute money, materials, or labor to this effort please e-mail us.**

Go to [www.quailcreekrockwall.org](http://www.quailcreekrockwall.org) to read more about the history of Clint Packer Park. Homeowners can also find updated financial statements and reports under menu item "HOA Records."

## Our Streets: Our Problem

There's no way to miss the escalating damage to our streets, especially at the entrance to our subdivision. However, the burden to repair and maintain them is not the City's, but ours to bear!



Concrete damage at the entrance to Quail Creek where more than \$8,000 was spent last year to repair other damage.

### *Damage to Quail Creek Road*

Quail Creek Road serves as the sole artery in-to and out-of our neighborhood. Yet the reason for the damage, compared with other streets, has to do with the building standards that were in effect when the street was installed, standards that changed just before Phase II began. So after turning on to Pheasant Hill Drive, the color of the concrete is observably different, which is the demarkation point of the newer street with thicker concrete and rebar, which significantly increases its strength and durability.

### *How Damage Occurs*

Damage occurs when water gets under the pavement through cracks or from the side of the road, especially when culverts are blocked or hold water, instead of draining it away. Over time, the water can cause the material under the pavement to erode, causing the pavement to sink down and break. During the winter, the water under the pavement freezes then thaws (contracting and

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## Will There Be Quail Creek “Phase III???”

A future Phase III was envisioned by Quail Creek’s Developer, who still owns adjoining property, to connect where both Quail Creek Road and Mockingbird Hill Lane ends. While currently no plans have been



revealed, should Phase III move forward a Developer may have rights to continue using Quail Creek Road as the sole ingress and egress point, without obligation to either improve or make repairs to the street.

### *Ballot Initiative Inhibits Phase III*

An important benefit of the ballot initiative is the proposed removal of all authority granted to the “Declarant” [aka. “Developer”].

Should it pass then the Association has greater leverage with a court to inhibit Quail Creek Road’s use as an entry point for a Phase III development. Additionally, a future developer would have neither the right to grant variances, nor be entitled to four votes for each lot owned, a clause that originated in the original deed restrictions and has carried forward in our current CC&Rs.

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expanding). This freeze/thaw cycle can cause the pavement to crack so that it deteriorates quickly under the weight of traffic, and then streets can seem to break out in potholes overnight. Expect to see more potholes in the winter and spring, following periods of cold temperatures and rain or snow.

### *Temporary Fixes*

The black asphalt repairs that can be observed at the entrance, known as “cold patch,” is the work of homeowners David Fuller & David Hoyer, both of whom serve on the ARC. Since last year these men have taken the initiative to personally purchase the cold patch material and fill-in the holes. These repairs are temporary, intended to maintain safety and minimize damage to vehicles. More permanent repairs must wait until spring.

### *Preventative Maintenance*

Once spring arrives, more permanent street repairs may need to be made. Filling in existing cracks with black tar may be a necessary next step to retard the erosion process. The Board is leaning toward this preventative solution as it is demonstrated to be one of the more durable and cost effective options.

### *Keep Your Drainage Culvert Flowing*

As homeowners, we are responsible for the maintenance of the drainage culvert, which run along the street and under our driveways at the fronts of each lot. These are intended to direct water away from the roads and out of the subdivision. Be sure that water is following freely to help mitigate water seepage under our streets, which erodes the substrata.

### *Do the Math*

There are no easy solutions when it comes to solving our long-term road problems. Our capital improvement account has just \$22,300, which is not much (the cost to cut out and replaced the three damaged areas at the entrance cost over \$8,000 last year).

At some point, homeowners will need to make a greater investment to repair our roads. Whether it is through a vote by members to increase the annual assessment to help grow the capital improvement account over time or waiting until the needs arise to face large special assessments, it is a coming reality.