



Volcano Cymbidium Acres  
Road Maintenance Corporation

## 2025 VCARMC Road Maintenance Plan

### Mowing, Ginger Cutting:

Mowing and ginger cutting will be done by our contractor quarterly – generally in March, June, September, and December – weather permitting. Grass is cut for the first four feet from the pavement edge. Members should ensure that there are no obstructions in the right-of-way in front of their property.

### Spraying:

Spraying of vegetation on the roadways will be done once per year during the summer. Signs will be posted at the subdivision entries, and notification will be posted on our website. If you do not want spraying done in front of your property, please place a sign in front of your property and you must agree to maintain the right-of-way that you do not want sprayed; otherwise, spraying will be performed in front of the property if it appears to not be maintained. Vegetation growing on the road can damage the asphalt over time, therefore it is important to keep the road edges clear of all vegetation.

### Pothole Repairs:

In late spring, all roads will be assessed for winter pavement damage, and locations of potholes will be identified. Association members can and should participate in identifying potholes. When weather permits, a load of bulk asphalt will be brought to the subdivision to be spread and compacted by volunteers.

### Roadway Paving:

A road condition survey, and report, was completed in April 2024, and is posted on our website. For the survey, each of the subdivision roads were divided into sections. The condition of each section was assessed by Board members based on an Asphalt PASER Manual. In the Manual, ratings range from 10 (new road) to 1 (must be totally rebuilt). The Board determined that the worst sections of roadway should be addressed first, as available funds allow. The road **sections** in worst condition are:

Ke Koa Nui Section 1: ... 2.6 (from Olomea to end of 19-4251)	\$ 40,000
Liko Lehua Section 1: .... 2.8 (from Olomea to beginning of 19-4245)	\$ 40,000
Ke Koa Nui Section 2: ... 3.0 (from end of 19-4251 to beginning of 19-4225)	\$ 38,000
Liko Lehua Section 2: .... 3.2 (from beginning of 19-4245 to end of 19-4229)	\$ 38,000
Kawailehua Section 3: ... 3.2 (from end of 19-4231 to center of 19-4207)	\$ 38,000
Kawailehua Section 2: ... 3.4 (from beginning of 19-4246 to end of 19-4231)	\$ 38,000

Again, based on the survey, the **average** road ratings, and estimated costs, are:

Olomea, 4 sections:..... 5.65	All four sections	\$ 136,521.00
Ke Koa Nui, 5 sections ..... 3.56	All five sections	\$ 171,070.00
Liko Lehua, 5 sections ..... 3.84	All five sections	\$ 171,070.00
Kalaninauli, 5 sections ..... 6.36	All five sections	\$ 171,070.00
Kawailehua, 5 sections:..... 3.92	All five sections	\$ 171,070.00
Laukapu, 4 sections: ..... 6.2	From Liko Lehua to Kawailehua	\$ 68,938.00



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As written in the PASER Manual, a rating of 3 “indicates that roads must be strengthened with a structural overlay (2” or more). Will benefit from milling and very likely will require pavement patching and repair beforehand. Cracking will likely be extensive. Raveling and erosion in cracks may be common. Surface may have severe block cracking and show first signs of alligator cracking. Patches are in fair to poor condition. There is moderate distortion or rutting and occasional potholes.”

**Ke Koa Nui**: It would be more cost effective to address two adjacent sections, where Sections 1 and 2 are some in the worst condition in the subdivision. Work on Section 2 cannot commence until the row of trees planted adjacent to the pavement in front of 19-4248 are cut down and stumps removed. The cost of tree and stump removal is not included in the paving estimate, and is the responsibility of the property owner. If the trees are removed, these would be the first sections of roadway to be addressed. The tree removal must also be completed before the two sections, and/or the entire roadway can be addressed.

**Liko Lehua**: It would be more cost effective to address two adjacent sections, where Sections 1 and 2 are some in the worst condition in the subdivision. There are no current physical conditions that preclude work on these two sections. If the trees and stumps beside the road on Ke Koa Nui are not removed, these would be the first sections of roadway to be addressed. If the entire roadway is to be addressed, there are a number of junk vehicles in front of 19-4183 that must first be moved out of the right-of-way.

**Kawailehua**: It would be more cost effective to address two adjacent sections, where Sections 3 and 2 are some in the worst condition in the subdivision. There are no current physical conditions that preclude work on these two sections. These would be the next two sections of roadway to be addressed, after Ke Koa Nui and Liko Lehua.

The Board continues to seek cost-effective solutions for roadway repairs and rebuilding that can be achieved within the limited available funding; however, we are having a challenging time finding a paving contractor that is still willing to perform the chip seal application that has been used for our road improvements in the past. Most paving contractors only want to quote for new asphalt pavement overlay, and while it would be nice to have more paved roads in our community, it simply isn't practical for the small budget that we have to work with.

We are in communications with a couple of Big Island paving contractors that might be willing to give us a quote for chip seal, but the contractor that gave our association a quote three years ago for Chip-Seal, is resistant to again provide us a quote for it due to having unsatisfactory results with Chip-Seal at other road associations here on the east side of the island. We believe that Cymbidium Acres is different from other associations by being much smaller and therefore having much less traffic volume, at lower speeds, and not having any through traffic to streets that aren't part of our community. All the roads in this neighborhood (except for half of Laukapu) are constructed from layers of Chip-Seal applications, and it has mostly proven to be sufficient for the low volume of traffic that this community receives, and it is also the best fit for our small budget since the Chip-Seal costs less than the standard asphalt pavement application that a typical public road is made from.



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**Notes:**

- The Association currently has about \$120,000 available for road repair/paving work. Realistically, it will take annual assessments of \$80,000 - \$100,000 to restore the system of all subdivision roads over an 8-to-10-year period, due to labor and material inflation costs.
- Association volunteers continue to patch potholes, but roadway conditions continue deteriorating at an accelerating rate. The last 'chip-seal' performed was completed on Ke Koa Nui and Kalaninuali in 2018. All roads were 'fog-sealed' in 2015. Paving contractors that have responded have stated that 'chip-seal' is no longer possible due to the condition of the roadways.
- Estimates received include mobilization, layout of work, road cleaning and prep, 2" asphalt overlay paving, and re-establishing the original 14 feet wide roadways.
- These estimates are based on a December 22, 2023 Willocks Construction proposal on a cost/square foot basis for the sections of roadway, and have been adjusted for inflation. The adjustment may, or may not, now be accurate.
- The December 22, 2023 Willocks Construction proposal of 16-foot width for cleaning, prep, and 2" asphalt paving was \$171,070 each for Ke Koa Nui, Liko Lehua, and Kawailehua, for a total of \$513,210. These are the three roads currently in the worst condition. The estimated costs for Olomea and Laukapu total \$205,360 (paving only a portion of Laukapu).
- The subdivision does not qualify for County financial help under Ordinance 24-1 regarding Private Roads.
- The bank used by the Association may provide unsecured business loans up to \$100,000 with a current interest rate exceeding 10%. To pave all roads now would require a \$700,000 loan at 10% interest over 10 years, which has monthly payments of \$9,250.55, or \$111,006.60 annually – greatly exceeding the current Association annual assessments.