**Civic Association Road Maintenance**

**Responsibilities for non-VDOT (State) Roads**

At the recent civic association membership meetings held on June 12, questions were raised about the civic association responsibilities for maintenance of non-VDOT roads in the community. Why do the associations have to maintain these roads, and where/how was this responsibility levied on the associations? No one had answers.

It appears that each developer (Glebe, Inc. and Cabin Point, Inc.) intended to dedicate the roads or to transfer the responsibility to a successor organization or to State and County jurisdictions. When such transfers of responsibility did not take place, the civic associations stepped in and assumed responsibility to address the community’s needs. Over time, the costs for maintenance of the non-VDOT roads increased and the membership of the voluntary civic associations decreased, resulting in insufficient funding to maintain these roads in the manner members expect.

As things stand now, the civic associations maintain roads that do not fall under VDOT’s maintenance (less than three houses per street) by repairing potholes and periodic gravelling of the road surfaces. VDOT maintains roads that have at least three houses on them and that have been brought up to VDOT standards. For VDOT to take over maintenance from a civic association, the civic association must first bring the road up to VDOT standards which can be costly, depending on the road’s length and condition and the accompanying drainage along the road. There has been a revenue sharing program among the civic associations, the County, and the State. However, we are informed that any current county funds for this program have been transferred to the Hampton Roads transportation region, and VDOT has increased the application period for the transfer of roads and participation in the revenue-sharing program from one year to two. The transfer of county funds does not affect previous VDOT-approved plans to bring Egret Court and Anchor Court into the State Road system.

Each civic association has maintenance responsibility for approximately 10 streets, but with recent increased building, we may soon be faced with roadways that could be transferred to VDOT. However, given the current procedural and financial situations – including the health of each civic association treasury – we are more likely to remain in “pothole repair” and periodic gravelling mode for the foreseeable future. Time will tell and things may change, but this is where we stand at present. Thus, it is important for the community to understand the limitations the civic associations face.

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