INFRASTUCTURE COMMITTEE REPORT:

**Ponds:**

The summer drought of 2025 was challenging in many ways, including the restoration work of our ponds. Work on Ponds 12, 14, and 16 is complete. Sod, ground cover and littoral plantings were all stressed. The recent rains have helped; however, plantings will take time to recover. We have increased water storage capacity in these ponds for flood control and for irrigation. Pond banks have been stabilized and restored. The barrier across Pond 16 (Aqua Range) will stay in place for now to allow the sapling littoral plants to take hold and not be further distressed by golf balls and their removal.

Current plans for next year are to expand pond restoration work to Ponds 10, 11, 13, 15, and 19; and sections of Pond 16 and Pond 1. (See pond map below). We may be able to do work on additional ponds. Before work commences next year, meetings will be set up with HOA’s bordering ponds to be restored to review planned work and schedule.

For anyone curious about stormwater ponds in Florida, the link below from the St John’s River Water Management District lays out key points such as why we need stormwater ponds, how they work, who’s responsible for maintaining them, how to maintain them, and why we need littoral plantings.

https://aws.sjrwmd.com/SJRWMD/education/StormwaterPondsNeighborhood.pdf

**Estuary:**

The permitting process for addressing the issues in our estuary is taking longer than we had anticipated, and is much more complicated than what we encountered with our ponds. We have engaged an environmental consulting company with experience in obtaining permits with state and federal agencies to assist us in the permitting process. Additional data needs to be collected and detail plans developed in order to obtain permits. At this time, it appears we will not receive permits in time to begin estuary restoration next year.

**Roads**:

We engaged Pavement Management Group (PMG) to assess all the roads in Grand Harbor and Oak Harbor. The purpose of the assessment was to grade the condition of our roads to assist us in setting aside appropriate financial reserves for road maintenance and repairs.  The condition grading data will be shared with individual HOA’s and clubs.  If we can coordinate road maintenance and repair work across our community, we can take advantage of economies of scale cost savings rather than doing the work piece meal.

We have 21 centerline miles of roads encompassing a little more than 2.5 million square feet of pavement area that we maintain. The assessment divided our roads into 411 sections, grouping each section into condition categories:  Excellent, Good, Fair, Poor, and Failed.  Our average Pavement Condition Index (PCI) is a 76 (on a scale of 0 – 100) which is considered “Good”.  Approximately 72% of our roads are in Good to Excellent condition, whereas only about 25% are Fair to Poor.

Because pavements deteriorate naturally over time, we have sections of roads graded Good that are close to falling into the Fair category.  It is important to address the sections of our roads that are deteriorating sooner rather than later. Why? Because doing a complete removal and replacement of the poorer condition pavements is expensive compared to other preventive maintenance methods that can be used strategically to extend the life of road sections in better condition.

