

Questions about the 2018 Road Rehabilitation Budget

Union Road (Section One)

The 2017 D.M. Wills (DMW-17) report shows Union as a 1.6 km long LCB road (Hwy 2 to Dead End) with a structural adequacy of 1-5 years. DMW-17 lists a cost of \$152,000 for an improvement consisting of ST2A Double Surface Treatment with granular. The 2018 Cramahe budget on the other hand shows an estimate of \$42,500 to do work on Union Road. What constitutes “Section One” and what is the proposed work that is to be done?

Herley Road

The DMW-17 report shows Herley Road as a 1.9 km long LCB road (Telephone Rd to Purdy Rd) with a structural adequacy of 1-5 years. DMW-17 lists a cost of \$180,000 for an improvement consisting of ST2A – Double Surface Treatment with granular A. The 2018 Cramahe budget shows an estimate of \$47,700. What is the proposed work for Herley Road?

Ontario Street (Section One)

DMW divides Ontario Street into three sections:

- Section 172 (0.4 km) Robertson St to Toronto St (Recon 1S – Full Reconstruction + 1 Lift @\$144,000
- Section 173 (0.6 km) Robertson St to House #1108 (Recon 1S – Full Reconstruction + 1 Lift @\$216,000
- Section 177 (0.5 km) House #1108 (end of HCB) to County Road 31 (gravel @\$7000)

The 2018 Cramahe budget lists \$700,000 for “Ontario Street (Section One)”. What constitutes “Section One”? What work is proposed? **Note:** In a Facebook post, Mayor Coombs indicated that “It is also proposed that Ontario Street be upgraded which would include full services south of the Waste Water Treatment Plant.” What does this mean? Does this mean that water and sewer services would be extended to County Road 31? Would the cost of this “upgrade” be in addition to the \$700,000 estimate?

William Street

In 2017 William Street was pulverized reducing it to a gravel road (0.6km). As such DMW-17 lists the structural adequacy as “ADEQ”. Previously DMW had recommended an improvement of ST2 – Double Surface Treatment at a cost of

\$24,000. The Cramahe budget lists an estimate of \$15,600. What is the proposed work on William St?

Colton Street (Section One)

DMW lists two sections for Colton Street:

- Section 85 (1.9 km) HWY 2 to Victoria Beach Road (ST2A - Double Surface Treatment with Granular A) @\$180,000
- Section 125 (0.1 km) Victoria Beach Road to Dead End (ST2PAW – Widening by 1 m. Double Surface Treatment with Pulverization of Existing and Granular A) @\$13,000

The 2018 Cramahe Budget lists \$55,200 as the cost of rehabilitating Section One. What constitutes Section One and what work is planned?

Arthur Street (Section One)

DMW lists two sections for Arthur Street:

- Section 151 (0.2 km) Victoria Street to Division Street (Recon 1S – Full Reconstruction + 1 Lift) @\$72,000
- Section 156 (0.3 km) Division Street to Dead End (Preventative Maintenance)

The Cramahe budget lists a cost of \$67,500. Is there a reason for the difference?

Burnham Street

DMW lists this 0.4 km stretch of road as requiring Recon 2U – Full reconstruction + 1 Lift @\$144,000. The 2017 Cramahe budget showed money for the reconstruction of Burnham, Park and Cedar. Park and Cedar were apparently completed in 2017 and Burnham was to be completed in 2018. Why does the 2018 Cramahe budget not show any money for Burnham Street reconstruction?

Cedar Street (Castleton & Colborne)

Apparently there are two Cedar Streets in Cramahe. Cedar Street in Colborne was rehabilitated in 2017 and shows a 2017 actual of \$420,377.38 in the 2018 budget document. Why is there an identical amount listed for Cedar Street in Castleton?

Old Percy Road (Castleton) Section 1

DMW divides Old Percy Road (Castleton) into two sections:

- Section 50 (0.8 km) Gould Rd to Dead End (Recon 1R – Full Reconstruction + 1 Lift @\$288,000
- Section 58 (0.6 km) Old Shelter Valley Rd to Dead End (ST2 – Double Surface Treatment @\$24,000

The 2018 Cramahe budget shows an estimate of \$21,000 for “Section 1”. What constitutes Section 1 and what is the proposed work for this section?

Park Street

Park Street was rehabilitated in 2017 as part of the Burnham, Park, Cedar project. The 2017 actual is listed as \$104,226 (\$48,858.75 + \$55,370.87). Does this reflect the total money spent on Park Street?

Branscombe Road

Back in 2011 Branscombe Road was on the DMW shortlist for Surface Treatment in order to stop surface erosion during storms on the hill. DMW-17 shows Branscombe as “ADEQ” since it is a gravel road. The DMW improvement is shown as \$12,000 for G – gravel (75 mm).

The 2018 Cramahe budget shows an estimate of \$20,800 to rehabilitate Branscombe Road. What work is planned for Branscombe Road?

Little Lake Road Section 1

DMW divides Little Lake Road into several sections:

- Section 102 (2.2 km) Purdy Road to HWY 2 (Recon 1R – Full Reconstruction + 1 Lift @\$792,000
- Section 175 (1 km) Lake Rd to Purdy Rd (Preventative Maintenance)
- Section 180 (1.8 km) Brighton-Cramahe Boundary Road to Trenear Rd (ST2 Double Surface Treatment @\$71,000 in 6-10 years
- Section 181 (1.3 km) Trenear Rd to Lake Rd (RMP1 – Mill & Pave 1 Lift @\$360,000) in 6-10 years

The 2018 Cramahe Budget shows an estimate of \$61,200. What work is covered by this budget amount?

All Construction (Contracted Out)

The cost estimate for this line item is \$64,500. What is this money for?