Road Improvement Committee report

A review of current road conditions and recommendations for work and financing

Committee members
Rolf Olsen
Sam Gifford
Bob Harmon
Nathan White

September , 2012

Background

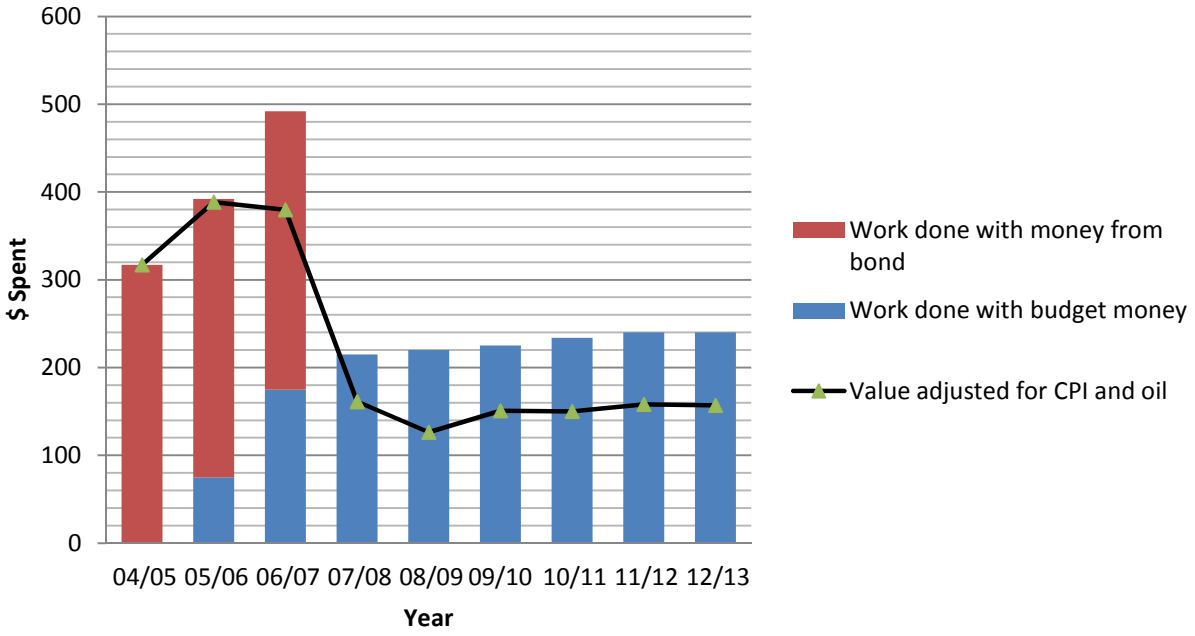
The town of Raymond has over 50 miles of Town owned roads that it has the responsibility to service and maintain. The Current and projected conditions of those roads has been identified as an area of concern by Town populace and Town leadership. Responding to those concerns, the 2011 annual Town meeting approved a warrant article to establish a Road Improvement Study Committee (Committee). The purpose of the committee would be to evaluate the current condition of Raymond's public road system and to make recommendations for financial strategies to achieve necessary capital improvement work. The committee would investigate the use of long and short-term construction bonds, annual Capital Improvement funding, and any other funding mechanisms available.

The Board of Selectmen (BOS) solicited interested individuals to serve on this committee, from those expressing interest appointed, commissioned a committee consisting of Rolf Olsen, Sam Gifford, Bob Harmon and Nathan White to perform the study, and reports its findings to the BOS for action by the BOS.

The following summarizes the research and give the committee's recommendations on work and financing.

History

Historically, the Town of Raymond has utilized a pay as you go financing model for road maintenance and construction. With the lone exceptions of a $950,000 bond in 2004, the annual budgeted allotment for road construction and maintenance has been less than 240,000 per year. In several years, the amount allocated was reduced to less than $100,000 in order to minimize total budget. The bond was issued to pay for work beyond maintenance and was initiated because the annual funding was both inadequate to fund major reconstruction and was continually subject to reduction. From 2008 to present the annual funding has increased year-to-year, but when the price of materials and inflation is factor in, the amount budgeted has remained relatively flat. This level of funding, while sufficient for maintenance, does not allow for reconstruction.



The chart above shows the annual expenditures from 2004 thru the currently proposed budget. Based on LD1 and the desire to keep the municipal budget within LD1 limits, bringing the roads in town back to reasonably expected standards cannot be accomplished at the current funding levels. As can be seen, even with increases in funding year to year, when compared to 2004 dollars, the effective road maintenance capabilities is less than that spent in 2007/2008. The committee was established to review current conditions and make recommendations on work to be done and ways to finance that and ongoing maintenance of the road network.

Process

The committee set three major tasks to be accomplished; a determination of current condition of the road inventory, a priority of roads to be worked on, and ways of funding the proposed work. In each of the tasks, the committee drew on expertise from both town employees and outside experts.

Current road conditions

The committee reviewed two reports generated under the pavement management program (attachments I and II). The first is a listing of all roads in the town identifying them as private, town or state. The second report lists the town roads, the type work required, the priority and the year reconstruction work was performed.

We reviewed a presentation from Nathan White highlighting current condition of town roads and needed maintenance. The highlights of the presentation are:

The town is responsible for only for the maintenance and reconstruction of the town accepted roads. The town is responsible for plowing the state routes [85, 121]. The state is responsible for maintenance for Route, 85, 121, & 302. Roads designated as commuter roads that the town maintains are Valley Rd., Plains Rd., and Main Street for a total of 4.440 miles. Priority roads in developments [subdivisions] are Panther Pond Pines, Patricia Ave., Canal Road & Salmon Run, Tarkiln Hill to the "t", and Tenney Hill Road for a total of 2.975 miles. Tenney Hill and Tarkiln are presently in the worst shape. Major problems come from alligator edging on the road edges which makes the roads difficult to maintain. The cost is $160,000 per mile for reclaiming and $2.50/ft for ditching. Culverts purchase and installation are $74/ft. One mile of overlay at 1.5 inches depth is $65,000. He felt Raymond should be completing 4 miles per year in order to have a 10 year turn around schedule. Asphalt maintenance mulch of 1" depth will give about 10 years of service at $30,000/mile. The plan is to do 1 mile of Valley Road this year and next year the second mile and then overlay it to keep it for a long time. He thought working this schedule should have by 2015 all roads to a point where they will need only overlay to keep them serviceable on a 4 to 5 year cycle. Mr. White added that beyond the cost of asphalt they should consider the additional cost of $30,000 per year for construction costs i.e. ditching, surface preparation, patching, cracking sealing etc. He noted that they were going to use a computer Local Road Program developed by the state to track Raymond's road work.

While the state has the responsibility for repair and maintenance of Route 85 and 121 we have seen historically that they are unwilling to fully fund any major work on these roads. Currently the MDOT is scheduled to apply 5/8" maintenance mulch to the south end of Rte 85 and the Egypt road and to do pave with the 5/8" mix route 85 from Raymond Hill toad to Route 11 and on Route 121 from Tower Road to Route 11 without any co-funding from the Town, any major reconstruction on these roads would be done under a plan where the State pays 50% and the Town pays 50%, but the Town administers the project.

Financing

The committee reviewed four methods of financing the reconstruction work; pay as you go, bonding thru Maine Bond Bank, local bank loans, and the town issuing its own bond.

Pay as you go

The pay as you go approach would entail budgeting $667,000 per year for 3 years to cover major reconstruction. To ease the full impact this could be extended to four years so the annual amount would be 500,000. This amount is in addition to the maintenance funding of $275,000 per year.

The drawback to this approach is there is not a mechanism for committing this annual expenditure and the annual amount is subject to modification during the budgeting and town meeting process. Modification of the amount affects what work can be done and is less efficient from a scheduling standpoint. In all likelihood this approach would lead to less work being done as the probability is high (as demonstrated historically) that downward adjustment would be made in the funding and simply moving the problem down the road and, due to material and labor increases, increase the total cost of reconstruction.

Local bank financing

Local banks currently are offering low and competitive rates and can be responsive to local needs and projects. The application process is straight forward and the application and approval time are short. For loans under $500,000 and a payment term of 5 years or less the current rates are in the 3% range. However, for loans larger than $500,000 and payment terms greater than 5 years, the rates will vary with only the first 5 years guaranteed and the subsequent year rates tied to a variable index.

Maine Municipal Bond Bank

The MMBB issues bonds in May and October and applications are due 4 months prior to the sale of the bonds. The only cost associated with the bond is for bond counsel in the amount of $2,500. This cost is rolled into the bond. Current rates for a 10 year bond are 3% which increase year to year and ends at 4% in year 10. There is no flexibility in tailoring payments over the life of the bond. Funds received must be spent within 3 years of receipt of the funds

Town issue Bond

Accessing the bond market as an individual town takes approximately 8-12 weeks. Issuance costs are a function of the size of the issue, and typically will be in the range of $40,000. Typically the issuance cost is “built into” the financing. The issuance cost includes costs for a bond rating from Moody’s and/or S&P, the preparation of the bond tender documents and the sale of the bonds. Part of the evaluation

criterion for the bond rating is a review of current town assets including capital items to determine potential unanticipated or unplanned capital expenditures that could impact repayment capabilities.

The issue can take place at any time and there is some flexibility in structuring the payment terms. Based on the current market and a reasonable rating, interest rates on a 10 year bond are about 2%

Committee Recommendations

It is recommended that maintenance and rebuilding be handled separately. The maintenance should be handled under the annual budgeting at a rate of $275,000 indexed to COLA. The rebuilding should be financed by a 10 year town issued bond. The priority on rebuilding should be driven by the paving management program as the primary prioritizing document but approved by the Select Board. Work on Routs 85 and 302 should be included in the management program from a timing standpoint, but work not undertaken unless the State pays a minimum of 50% Maintenance similarly should be prioritized through the paving management program. The paving management program should be a guiding document (program) and not an absolute as deviations will naturally occur due to accelerated wear, environmental and other factors. However deviations from the prioritized list once approved by the Select Board should be minimized and done with the minimum compromise to the plan.

The rebuilding of the roads will be initially funded thru the $2 million bond with the anticipation of rebuilding of 13.9 miles of road in the 3 years of spending on the bond. With the rebuilding of roads and continuing ongoing maintenance, it is anticipated that a similar amount (indexed) will be required when the bond expires. Funding for the new expenditure will need to be evaluated near that time to determine the optimal funding mix.

Summary

The current conditions of the town owned roads in Raymond are currently in fair to poor condition, the amount appropriated in the past and current budgets allow for some maintenance and very limited amounts of reconstruction. If this trend continues, we will experience high rates of road failure and emergency funding will be required to bring them back to good condition. By maintaining our maintenance budget while bonding $2 million for reconstruction and properly planning the timing of reconstruction and maintenance, we will prevent the situation from getting ahead of us and costing us more due higher levels of reconstruction that would be required. Town bonding has been recommended for the rebuilding work because of the historically low rates on bonding currently available and the flexibility offered us when compared to using the Maine Bond Bank. Bonding allows us to spread the cost of the work over the 10 year span and thus leveling year-to-year funding in the Town budget.

Attachments

Attachment I
Road Inventory

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Paved Network Inventory

By Surface Status

Raymond 2012

(Prio) Road/Section Name	S	From Road/Section	To Road/Section	Lengt	division	Import	Traffic	Drainage Status
No Maint								
(10) North Raymond Road	2	Ledge Hill Road	Pond Road	1.29		high	high	Good
(10) North Raymond Road	3	Pond Road	Town Line (Gray)	1.35		high	high	Poor
(9) Raymond Hill Road	1	Route 85	Stage Coach	1.60		med-	high	Good
(8) Cape Road	4	CMP Pole 95	Wild Acres	1.58		med-	med-	Good
(8) Ledge Hill Road		North Raymond Road	Valley Road	0.76		med-	med-	Good
(7) Cape Road	1	Town Line	34 Cape Road	0.33		medium	med-	Good
(7) Deep Cove Road	1	Route 302	Grandview Lane	0.69		medium	med-	Good
(7) Deep Cove Road	2	Grandview Lane	Dead End	0.88		medium	med-	Good
(5) Ball Drive		Brown Road	Dead End	0.20		medium	low-med	Good
(5) Elizabeth Ave		Route 302	Pipeline Road	0.18		low-med	medium	Good
(5) Martin Heights		Route 85	RTB	0.67		medium	low-med	Good
(5) Mountain Road	1	Raymond Hill Road	Tenny Hill Road	0.84		low-med	medium	Good
(4) Conesca Road	1	Mountain Road	CMP Pole 11	0.24		low-med	low-med	Good
(4) Conesca Road	2	CMP Pole 11	Hancock ROad	0.78		low-med	low-med	Good
(4) Spiller Hill Road	2	149 Spiller Hill	Spring Valley Road	0.52		low-med	low-med	Good
(4) Spiller Hill Road	3	Spring Valley Road	Raymond Hill Road	0.79		low-med	low-med	Good
(2) Birch Road		Lyn Court	Peterson Road	0.21		low	low	Good
(2) County Road		Route 302 (Marina)	Route 302 (Bank)	0.23		low	low	Good
(2) Lloyds Lane		Martin Heights	Dead End	0.16		low	low	Good
(2) Lyn Court		Ridge Road	Birch Road	0.10		low	low	Good
(2) Peterson Road		County Road	Ridge Road	0.18		low	low	Good
(2) Ridge Road		Peterson Road	Lyn Court	0.16		low	low	Good
(2) Tenny Hill Road	2	Black Cat	Dead End	0.16		low	low	Good
				13.90				
Routine								
(10) North Raymond Road	1	Town Line (Poland)	Ledge Hill Road	1.04		high	high	Poor
(7) Cape Road	2	34 Cape Road	Lombard Road	1.16		medium	med-	Good
(7) Cape Road	3	Lombard Road	CMP Pole 95	1.65		medium	med-	Good
(7) Mill Street	1	Route 121 (Main)	Bridge	0.15		medium	med-	Poor
(4) David Plummer Drive		Route 121	Dead End	0.14		low-med	low-med	Good
(2) Adams Post Road		Route 121 (302)	Route 121	0.06		low	low	Good
				4.19				
Preventive								
(7) Viola Ave		Route 302	Pipeline Road	0.23		medium	med-	Poor
(5) Raymond Hill Road	2	Stage Coach	Swans Road	0.91		low-med	medium	Good
(4) Raymond Hill Road	3	Swans Road	Mountain Road	0.84		low-med	low-med	Good
(4) Spiller Hill Road	1	Ledge Hill Road	149 Spiller Hill	0.52		low-med	low-med	Good
(2) Gay Ave		Mill Street	Route 121 (Main)	0.10		low	low	Poor
				2.60				
Rehabilitate								
(8) Brown Road		Route 85	Town Line (Gray)	0.96		med-	med-	Poor
(8) Valley Road								

	1	Raymnd Hill Road	FL 233	0.77	mod-	mod-	Poor
(5) Mountain Road							
	2	Tenny Hill Road	Conesca Road	1.21	low-mod	medium	Good
(4) Conesca Road							
	3	Hancock Road	Raymnd Hill Road	0.48	low-mod	low-mod	Poor
(3) Wawenock Road		Cape Road	Private Way	0.39	low	low-mod	Good
(2) Caton Road		Peterson Road	Crockett Road	0.18	low	low	Good
(2) Crockett Road							
	1	Dead End	Caton Road	0.12	low	low	Poor
(2) Crockett Road							
	2	Caton Road	Peterson Road	0.21	low	low	Good
(2) Pine Lane							
	2	Elizabeth Ave	Viola Ave	0.15	low	low	Poor
(2) Tassel Top Drive		Route 302	Dead End	0.06	low	low	Good
				4.53			
Reconstruct							
(10) Main Street		Route 121	Route 302	0.56	high	high	Poor
(8) Gore Road		Route 85	Dolimont Road	0.70	mod-	mod-	Poor
(8) Hawthorne Road		Cape Road	Route 302	0.41	mod-	mod-	Poor
(8) Valley Road							
	2	FL 233	Winding Way	0.75	mod-	mod-	Poor
(8) Valley Road							
	3	Winding Way	Ledge Hill Road	0.66	mod-	mod-	Poor
(7) Mill Street							
	2	Bridge	Route 85	0.71	medium	mod-	Poor
(7) Plains Road							
	1	Route 85	Timanous Road	1.05	medium	mod-	Poor
(7) Plains Road							
	2	Timanous Road	Route 121	0.65	medium	mod-	Poor
(7) Shaker Woods Road		North Raymond Road	Town Line (Gray)	0.25	medium	mod-	Good
(7) Tower Road		Route 121	Dead End	0.43	medium	mod-	Poor
(5) Patricia Ave							
	1	Route 302	EOP	0.66	medium	low-mod	Poor
(5) Tarklin Hill Road		Route 85	Dead End	0.24	medium	low-mod	Poor
(3) Canal Road		Route 302	Dead End	0.40	low-mod	low	Poor
(3) Panther Pond Pines		Route 121	Dead End	0.23	low	low-mod	Good
(2) Chapel Street		Main Street	Dead End	0.14	low	low	Good
(2) Clare Lane		Patricia Ave	Dead End	0.09	low	low	Poor
(2) Giselle Lane		Route 121	Dead End	0.12	low	low	Good
(2) Harmon Street		Patricia Ave	Dead End	0.12	low	low	Good
(2) Pine Lane							
	1	Dead End	Elizabeth Ave	0.02	low	low	Poor
(2) Pond Road		Town Line (Gray)	North Raymond Road	0.54	low	low	Poor
(2) Presidential View		Route 85	Private Way	0.23	low	low	Good
(2) Salmon Run		Canal Road	RTB	0.09	low	low	Poor
(2) Shaw Road		Cape Road	Private Way	0.27	low	low	Poor
(2) Tenny Hill Road							
	1	Raymond Hill Road	Black Cat	0.86	low	low	Poor
(2) West View Drive		Route 85	Dead End	0.25	low	low	Poor
				10.40			
				35.62			

Attachment II
Road Conditions

Surface Status	(Prio) Road/S	Sec	From Road/Section	To Road/Section	Length	Division	Import	Traffic
Good								
(10) North Raymond Road	2	Ledge Hill Road	Pond Road		1.29	high	high	No Maint
(9) Raymond Hill Road	1	Route 85	Stage Coach		1.60	med-high	high	No Maint
(8) Cape Road	4	CMP Pole 95	Wild Acres		1.58	med-high	med-high	No Maint
(8) Ledge Hill Road		North Raymond Road	Valley Road		0.76	med-high	med-high	No Maint
(7) Cape Road	1	Town Line	34 Cape Road		0.33	medium	med-high	No Maint
(7) Cape Road	2	34 Cape Road	Lomabard Road		1.16	medium	med-high	Routine
(7) Cape Road	3	Lomabard Road	CMP Pole 95		1.65	medium	med-high	Routine
(7) Deep Cove Road	1	Route 302	Grandview Lane		0.69	medium	med-high	No Maint
(7) Deep Cove Road	2	Grandview Lane	Dead End		0.88	medium	med-high	No Maint
(7) Shaker Woods Road		North Raymond Road	Town Line (Gray)		0.25	medium	med-high	Reconstruct
(5) Ball Drive		Brown Road	Dead End		0.20	medium	low-med	No Maint
(5) Elizabeth Ave		Route 302	Pipeline Road		0.18	low-med	medium	No Maint
(5) Martin Heights		Route 85	RTB		0.67	medium	low-med	No Maint
(5) Mountain Road	1	Raymond Hill Road	Tenny Hill Road		0.84	low-med	medium	No Maint
(5) Mountain Road	2	Tenny Hill Road	Conesca Road		1.21	low-med	medium	Rehabilitate
(5) Raymond Hill Road	2	Stage Coach	Swans Road		0.91	low-med	medium	Preventive
(4) Conesca Road	1	Mountain Road	CMP Pole 11		0.24	low-med	low-med	No Maint
(4) Conesca Road	2	CMP Pole 11	Hancock ROad		0.78	low-med	low-med	No Maint
(4) David Plummer Drive		Route 121	Dead End		0.14	low-med	low-med	Routine
(4) Raymond Hill Road	3	Swans Road	Mountain Road		0.84	low-med	low-med	Preventive
(4) Spiller Hill Road	1	Ledge Hill Road	149 Spiller Hill		0.52	low-med	low-med	Preventive
(4) Spiller Hill Road	2	149 Spiller Hill	Spring Valley Road		0.52	low-med	low-med	No Maint
(4) Spiller Hill Road	3	Spring Valley Road	Raymond Hill Road		0.79	low-med	low-med	No Maint
(3) Panther Pond Pines		Route 121	Dead End		0.23	low	low-med	Reconstruct
(3) Wawenock Road		Cape Road	Private Way		0.39	low	low-med	Rehabilitate
(2) Adams Post Road		Route 121 (302)	Route 121		0.06	low	low	Routine
(2) Birch Road		Lyn Court	Peterson Road		0.21	low	low	No Maint
(2) Caton Road		Peterson Road	Crockett Road		0.18	low	low	Rehabilitate
(2) Chapel Street		Main Street	Dead End		0.14	low	low	Reconstruct
(2) County Road		Route 302 (Marina)	Route 302 (Bank)		0.23	low	low	No Maint
(2) Crockett Road	2	Caton Road	Peterson Road		0.21	low	low	Rehabilitate
(2) Giselle Lane		Route 121	Dead End		0.12	low	low	Reconstruct
(2) Harmon Street		Patricia Ave	Dead End		0.12	low	low	Reconstruct
(2) Lloyds Lane		Martin Heights	Dead End		0.16	low	low	No Maint
(2) Lyn Court		Ridge Road	Birch Road		0.10	low	low	No Maint
(2) Peterson Road		County Road	Ridge Road		0.18	low	low	No Maint
(2) Presidential View		Route 85	Private Way		0.23	low	low	Reconstruct
(2) Ridge Road		Peterson Road	Lyn Court		0.16	low	low	No Maint
(2) Tassel Top Drive		Route 302	Dead End		0.06	low	low	Rehabilitate
(2) Tenny Hill Road	2	Black Cat	Dead End		0.16	low	low	No Maint
20.97								
Poor								
(10) Main Street		Route 121	Route 302		0.56	high	high	Reconstruct
(10) North Raymond Road	1	Town Line (Poland)	Ledge Hill Road		1.04	high	high	Routine
(10) North Raymond Road	3	Pond Road	Town Line (Gray)		1.35	high	high	No Maint
(8) Brown Road		Route 85	Town Line (Gray)		0.96	med-high	med-high	Rehabilitate
(8) Gore Road		Route 85	Dolimont Road		0.70	med-high	med-high	Reconstruct
(8) Hawthorne Road		Cape Road	Route 302		0.41	med-high	med-high	Reconstruct
(8) Valley Road	1	Raymnd Hill Road	FL 233		0.77	med-high	med-high	Rehabilitate
(8) Valley Road	2	FL 233	Winding Way		0.75	med-high	med-high	Reconstruct
(8) Valley Road	3	Winding Way	Ledge Hill Road		0.66	med-high	med-high	Reconstruct
(7) Mill Street	1	Route 121 (Main)	Bridge		0.15	medium	med-high	Routine
(7) Mill Street	2	Bridge	Route 85		0.71	medium	med-high	Reconstruct
(7) Plains Road	1	Route 85	Timanous Road		1.05	medium	med-high	Reconstruct
(7) Plains Road	2	Timanous Road	Route 121		0.65	medium	med-high	Reconstruct
(7) Tower Road		Route 121	Dead End		0.43	medium	med-high	Reconstruct
(7) Viola Ave		Route 302	Pipeline Road		0.23	medium	med-high	Preventive
(5) Patricia Ave	1	Route 302	EOP		0.66	medium	low-med	Reconstruct
(5) Tarklin Hill Road		Route 85	Dead End		0.24	medium	low-med	Reconstruct
(4) Conesca Road	3	Hancock Road	Raymnd Hill Road		0.48	low-med	low-med	Rehabilitate
(3) Canal Road		Route 302	Dead End		0.40	low-med	low	Reconstruct
(2) Clare Lane		Patricia Ave	Dead End		0.09	low	low	Reconstruct
(2) Crockett Road	1	Dead End	Caton Road		0.12	low	low	Rehabilitate
(2) Gay Ave		Mill Street	Route 121 (Main)		0.10	low	low	Preventive
(2) Pine Lane	1	Dead End	Elizabeth Ave		0.02	low	low	Reconstruct
(2) Pine Lane	2	Elizabeth Ave	Viola Ave		0.15	low	low	Rehabilitate
(2) Pond Road		Town Line (Gray)	North Raymond Roa		0.54	low	low	Reconstruct

Attachment III
Proposed Capital Plan

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2:29:54 PM

Capital Financial Plan

Raymond 2012

2014

Road Section Name	#	From	To	Lenght	Recommended Repair	Other	Budget	Actua
Paved								
Cape Road	1	Town Line	34 Cape Road	0.33		1.5" Overlay	25,950	0
Cape Road	2	34 Cape	Lombard	1.16		1.5" Overlay	91,250	0
Cape Road	3	Lombard	CMP Pole 95	1.65		1.5" Overlay	129,785	0
Cape Road	4	CMP Pole 95	Wild Acres	1.58		1.5" Overlay	124,253	0
Cape Road	1	Town Line	34 Cape Road	0.33		Construction	700	0
Cape Road	2	34 Cape	Lombard	1.16		Construction Cost	2,500	0
Cape Road	3	Lombard	CMP Pole 95	1.65		Construction Cost	3,500	0
Cape Road	4	CMP Pole 95	Wild Acres	1.58		Costruction Cost	3,350	0
Mountain Road	1	Raymond Hill	Tenny Hill	0.84		1.5" Overlay	60,069	0
Mountain Road	1	Raymond Hill	Tenny Hill	0.84		Construction Cost	8,200	0
Mountain Road	2	Tenny Hill	Conesca Road	1.21		1.5" Overlay	86,512	0
Mountain Road	2	Tenny Hill	Conesca Road	1.21		Construction Cost	11,800	0
North Raymond Road	1	Town Line	Ledge Hill	1.04		1.5" Overlay	81,789	0
North Raymond Road	2	Ledge Hill	Pond Road	1.29		Construction Cost	7,050	0
North Raymond Road	3	Pond Road	Town Line	1.35		1.5" Overlay	106,182	0
North Raymond Road	1	Town Line	Ledge Hill	1.04		Construction Cost	5,650	0
North Raymond Road	2	Ledge Hill	Pond Road	1.29		1.5" Overlay	102,248	0
North Raymond Road	3	Pond Road	Town Line	1.35		Construction Cost	7,325	0
Plains Road	1	Route 85	Timanous	1.05	Full depth reclaim with 2" base, 1.5"		262,605	0
Plains Road	2	Timanous	Route 121	0.65	Full depth reclaim with 2" base, 1.5"		163,532	0
Spiller Hill Road	1	Ledge Hill	149 Spiller Hill	0.52		1.5" Overlay	41,450	0
Spiller Hill Road	1	Ledge Hill	149 Spiller Hill	0.52		Construction Cost	2,900	0
Spiller Hill Road	2	149 Spiller	Spring Valley	0.52		1.5" Overlay	42,450	0
Spiller Hill Road	2	149 Spiller	Spring Valley	0.52		Construction Cost	2,900	0
Spiller Hill Road	3	Spring Valley	Raymond Hill	0.79		1.5" Overlay	62,182	0
Spiller Hill Road	3	Spring Valley	Raymond Hill	0.79		Construction Cost	4,300	0
Total								
Paved							1,440,432	0
Total 2014							1,440,432	0
							1,440,432	0

Note: $ amounts are expressed in 2012 dollars. Factoring for increases in paving cost over the life of the project as well as unforeseen repairs the total expenditure for the program will be $2 million