The Corporation of the Town of Cobourg

MOTION

Date: April 30, 2018 **No.** 117-18

Moved by: Scott Reynolds **Seconded by:** Aaron T

WHEREAS the Committee of the Whole considered a Memo from the Director of Public Works, regarding the Capital Sidewalk Extension Program Priority Guidelines.

NOW THEREFORE BE IT RESOLVED THAT Council approve the proposed Sidewalk Priority Guidelines for the Town of Cobourg to clearly identify the criteria by which new sidewalk locations will be evaluated and prioritized.

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March 29, 2018

RE: Sidewalk Priority Plan

1 Background

The Town of Cobourg has an annual sidewalk capital program where new sidewalk is installed by Public Works staff or a private contractor. The budget for the program ranges from $75,000 - $100,000 which would typically cover the cost of construction for 250 to 500 linear metres of sidewalk and includes labour, equipment, and materials for the sidewalk as well as any restoration of disturbed areas as needed.

In 2017, Council requested that Town staff prepare a master list of priorities for new sidewalk locations in order to eliminate subjectivity and dispute in the future.

The purpose of the enclosed master sidewalk plan is to clearly identify the criteria by which new sidewalk locations will be evaluated and prioritized.

The objective of the plan is for the Town to have a justifiable long term list of priority sidewalks endorsed by Council.

1.1 Transportation Master Plan

The Town of Cobourg's Official Plan (OP) and Transportation Master Plan (TMP) recommend that all collector and arterial roads have sidewalk on both sides and local roads have sidewalk on at least one side. Cul-de-sacs and short streets are the exception, unless the sidewalk forms part of a connecting link to a destination (ie. a sidewalk which leads to a walkway into a park).

2 Approach and Methodology

2.1 Criteria One: Existence of Sidewalk

a) No Sidewalk: The highest priority roads are those with no sidewalk on either side.

   Scenario: All roads with no sidewalk on either side will have priority over roads with sidewalk on one side or partial sidewalks.

b) Partial Sidewalks on One Side, None on the Other: Sidewalks that end mid-block have been considered in the analysis only if the subject block has residential units existing on the entire side of the road with the partial sidewalk. However, if the sidewalk ends at a destination and no buildings exist beyond the end of the sidewalk then this block has been excluded from the analysis.

   Scenario: Anne Street between College Street and University Street is included in the analysis whereas Furnace Street between the Curling Club and Ontario Street has been excluded from the analysis.

c) Partial Sidewalks on One Side, Complete Sidewalk on the Other: Roads that already have a complete sidewalk on one side of the road but are missing part of a sidewalk on the other side have been considered as long as there is a necessity to complete the partial sidewalk for existing adjacent residences.

   Scenario: Munroe Street between Ryerson Commons and Division Street is considered a partial sidewalk that will be considered in the analysis where as King Street East between Coverdale Avenue and Maplewood Boulevard, the sidewalk on the north side ends at the last residence and will only be extended upon development of the vacant lands to east. This section between Coverdale and Maplewood has not been included in the analysis.

2.2 Criteria Two: Road Classification

The second highest priority of roads is based on the volume of traffic or classification. Those that are classified as Arterial are the highest, followed by Collector, and then Local roads.

Scenario: An arterial road with no sidewalk will have priority over a collector or local road with no sidewalk.

2.3 Criteria Three: Proximity to Various Entities

The third consideration is how close a road is to important community infrastructure that exists within the Town's GIS database. The following are what have been considered in the analysis:

a) Schools
b) Major Pedestrian Generators/Destinations ie. Hospital, library, YMCA, shopping, employment areas, downtown, etc.
c) Transit Stops
d) Parks
e) Local roads that Intersect with arterial or collector roads

It should be noted that specific private businesses such as medical clinics, nursing homes, dental offices, etc. are not identified in the Town's GIS. The major pedestrian generator/destination category typically encompasses the institutional and commercially zoned areas of the Town.

GIS can also identify which classes of roads intersect with other classes of roads so the data extracted for the final entity of Criteria 3 included local roads that start or end at arterial or collector roads. These local roads were assigned a higher weighting because they connect lower density areas to higher density areas where sidewalk is more likely to already exist.

2.3.1 Buffer Distance

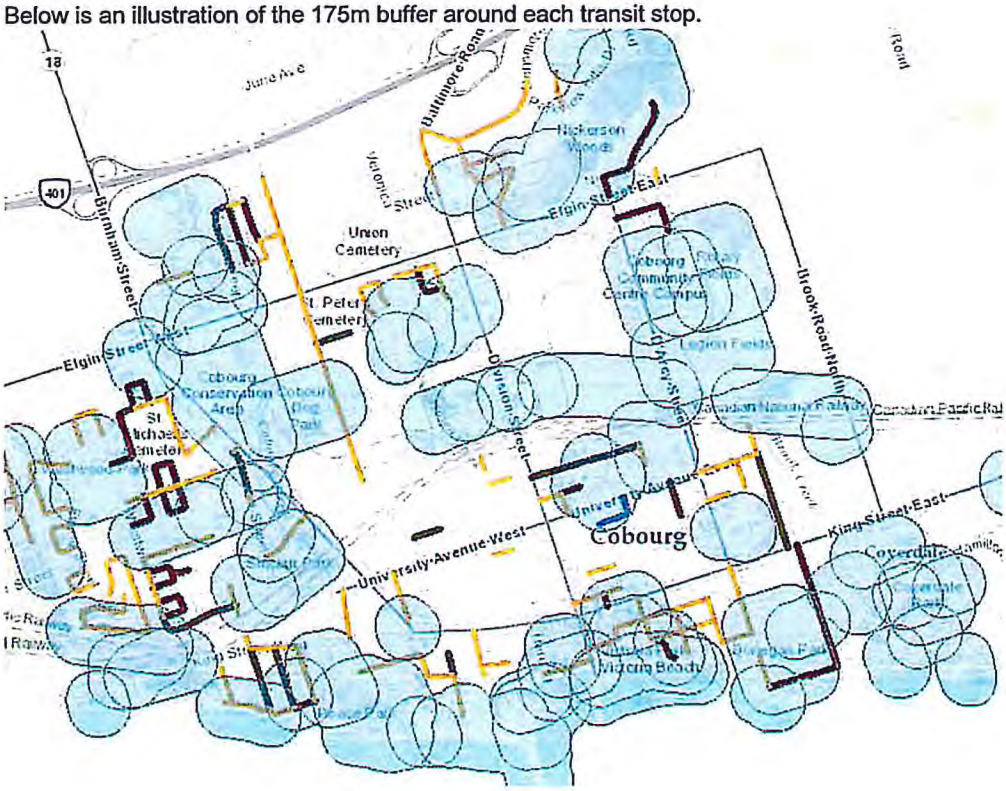
In order to identify the streets that are in close proximity to important community infrastructure, a buffer distance (radius) was assigned to all schools, major pedestrian generators, transit stops and parks. The buffer is essentially like drawing a circle around an object and then noting all of the streets that intersect with that circle.

The community infrastructure categories were assigned the following buffers and each scenario has been illustrated on a map below:

	Category	Buffer Distance
a)	Schools	250 m
b)	Major Pedestrian Generators/Destinations	250 m
c)	Transit Stops	175 m
d)	Parks	150 m

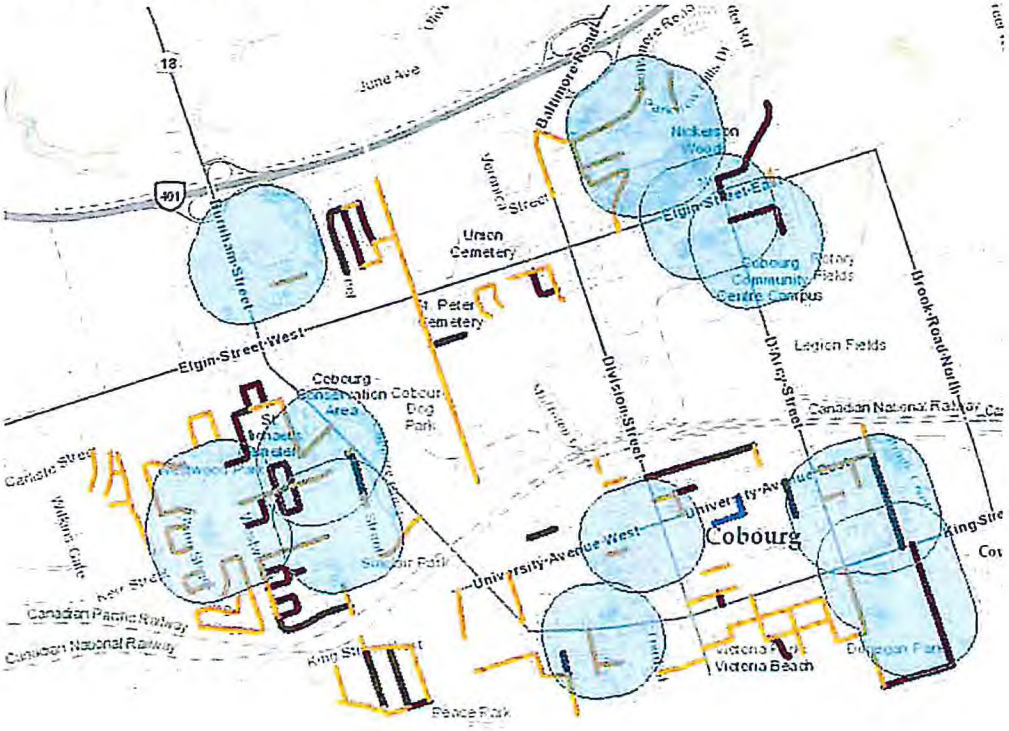
The transit stop buffer distance is based on the Town's Wheels service restrictions and/or requirements for users who are not able to travel a distance of 175 metres to reach a transit stop.

Below is an illustration of the 175m buffer around each transit stop.

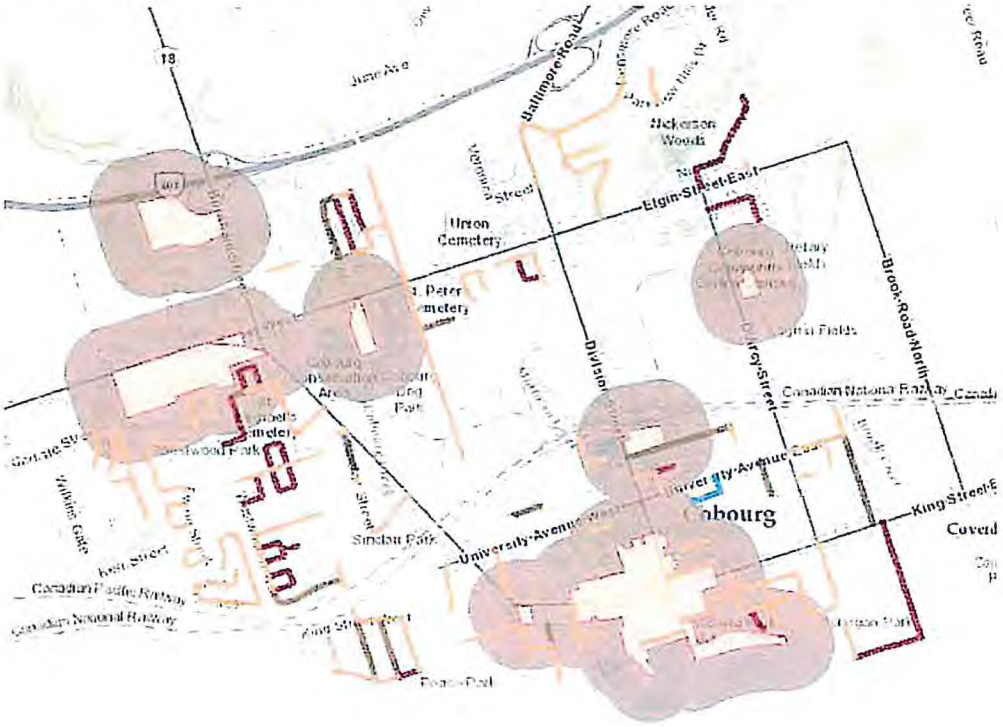


Typically, a block length in Cobourg is less than 250m or approximately a 3 minute walk, which indicates that pedestrians on local roads will almost always be within 250m of a more major road where sidewalk is more likely to exist.

Below is an illustration of the 250m buffer around schools.

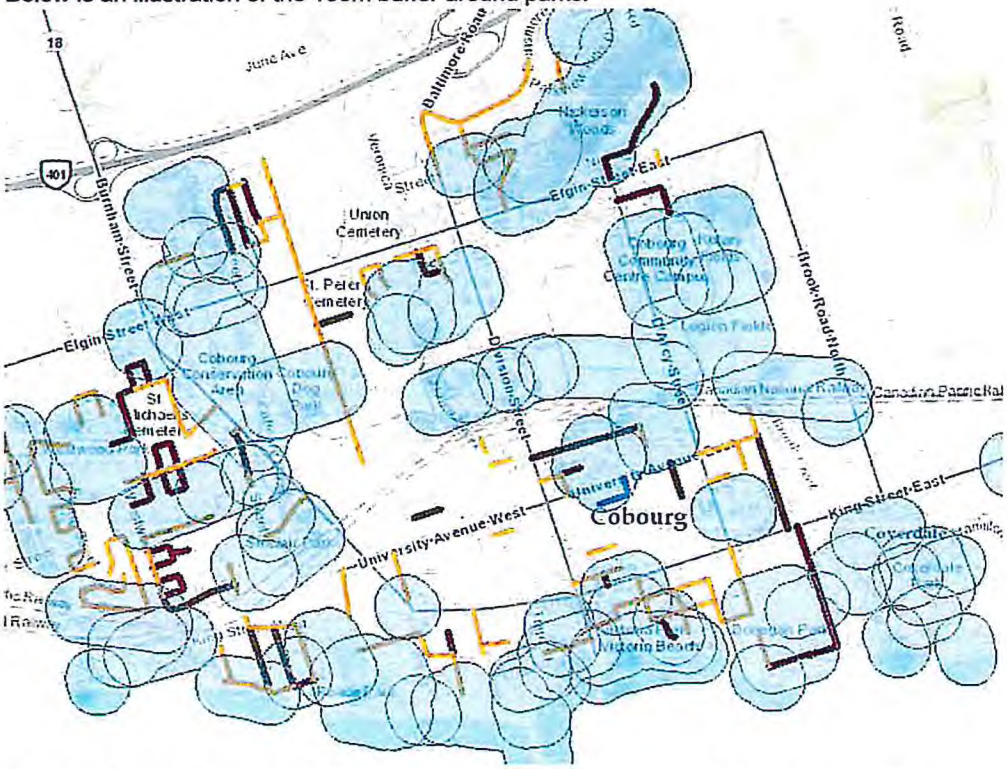


Below is an illustration of the 250m buffer around major pedestrian generators/destinations.



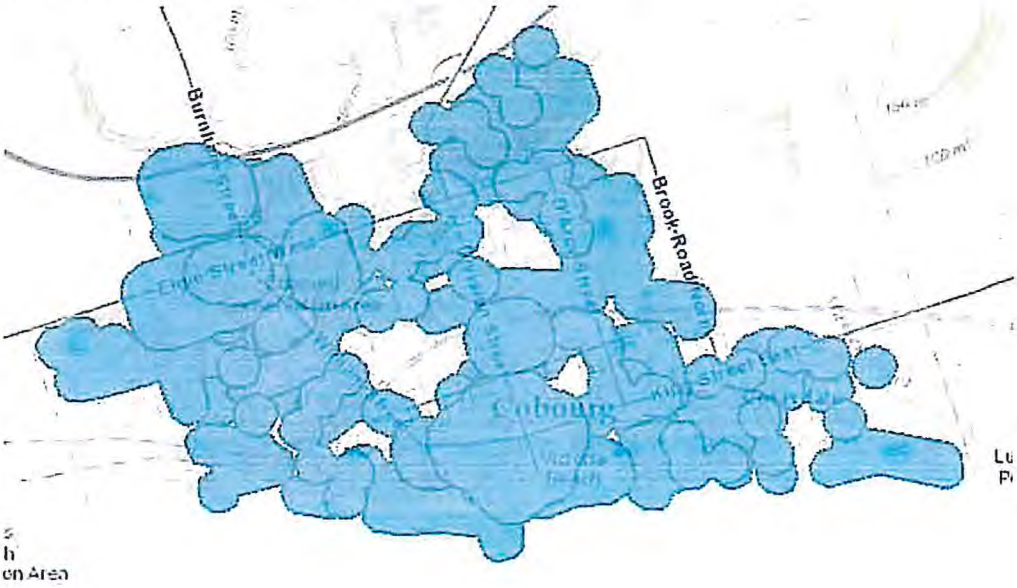
The buffer around parks was reduced to 150m (2 minute walk).

Below is an illustration of the 150m buffer around parks.



Once all of the buffers were established and mapped, they were overlapped onto each other and the data for each layer was exported to a spreadsheet for analysis.

Below is an illustration of the buffers superimposed.



2.4 Exclusions

For this study, the following roads have been excluded from the analysis:

1. Local roads that already have sidewalk on one side.
2. All roads that do not have curb and gutter.
3. Dead end streets or cul-de-sacs.
4. Special circumstances ie. Furnace Street there is an existing sidewalk from Victoria Street to the entrance of the curling club on the north side. There are no other residences or buildings on the north side of Furnace Street between the Curling Club and Ontario Street and therefore the extension of the sidewalk to Ontario Street will not be considered. Typical scenarios such as this have been excluded from the study.

The Sidewalk Priority Plan does not include repairs. Existing sidewalks that is in need of repair are identified and repaired by the Public Works Department and costs associated with the repairs are included in the annual operations budget. New sidewalks are only included in the Town's capital works budget.

Road reconstruction projects are also not included in the Sidewalk Priority Plan. Where ever possible, all streets that are reconstructed or rehabilitated will also be considered for new or replacement sidewalk.

Costs associated with the construction of new sidewalk in accordance with the Sidewalk Priority Plan do not include engineering fees, if required. Some of the more challenging streets in Town

that require substantial restoration and/or retaining walls may require a topographic survey and detailed engineering plans for construction and these costs have not been included in the financial analysis of this plan.

Along with the implementation of new infrastructure comes increased maintenance costs. Operations and maintenance costs associated with new sidewalks have not yet been considered in this plan. A subsequent investigation and report will be conducted to determine the current costs associated with all sidewalk maintenance in order to determine the required annual operating budget increases associated with the new infrastructure.

3 Evaluation

In order to evaluate all of the roads in Town that require sidewalk, each of the criteria were assigned a corresponding weight. Weighting is a common way to assess the relative merits of a range of options as opposed to a rating which is typically a score of results. Criteria that receive a higher weight are considered to have a higher priority to be serviced by a sidewalk.

The criteria were assigned the following weights for analysis:

	Criteria	Description	Assigned Weight
1	**Existence of Sidewalk**		
	No Sidewalks on Either Side	Roads with curb and gutter	25
	Sidewalk on One Side Only	Roads with curb and gutter	15
	Partial Sidewalk on One Side No sidewalk on Other side	Roads with curb and gutter	10
	Partial Sidewalk on One Side Complete Sidewalk on Other side	Roads with curb and gutter	5
2	**Road Classification**		
	Arterial (4 lanes)	Roads with curb and gutter	15
	Arterial (2 lanes)	Roads with curb and gutter	10
	Collector	Roads with curb and gutter	5
	Local	Roads with curb and gutter	1
3	**Proximity to Various Entities**		
	School Zone	Within 250m of a school	20
	Major Pedestrian Generators/Destinations	Within 250m of Hospital, library, YMCA, Downtown, Beach, Shopping	15
	Transit	Within 175m of transit stop	10
	Parks	Within 150m of Parks	5
	Intersecting with Arterial or Collector Roads	Any road classification	10

It should be noted that the weightings for Criteria 1 and 2 were specifically assigned, through an iterative process, so that the following circumstances would always be met if road classification and sidewalk existence were the only considerations:

1. An arterial (2 lane) and collector with no sidewalk on either side must always score higher than a local road with no sidewalk on either side.
2. A local road with no sidewalk must always score higher than an arterial (2 lane) or collector with sidewalk on one side.

4 Although the TMP recommends sidewalk on both sides for arterial and collectors and one side for locals, this strategy will ensure that local roads receive one sidewalk before a two lane arterial or collector receives a second sidewalk. However, any collectors or arterials that also fall under Criteria 3 may result in a collector or arterial receiving a second sidewalk before a local road receives one sidewalk. Analysis

All roads with curb and gutter have been mapped within the Town's Geographic Information System (GIS) and can be assigned their weighting for Criteria 1 and 2. For each of the entities of Criteria 3, a buffer was created to capture all of the roads within the buffers in order to assign an associated weight. Data was then extracted from GIS into a spreadsheet to sum up all of the weighting assigned to each section of road.

Constructability

This evaluation has been completed strictly based on spatial GIS data that does not consider topography and the fact that there are often obstructions in the road allowance that will make building a sidewalk challenging and more costly. Obstructions such as overhead utilities and poles, fire hydrants, and trees will significantly add to the cost of constructing a sidewalk. Having to construct a retaining wall to make up a grade differential is not ideal, expensive and typically not desired on municipal property.

At any given time, there may be several streets that have the same total score on the priority list. Staff will inspect the subject streets to identify any additional factors that may determine which street should be the higher priority for the upcoming year of construction. The cost to construct the sidewalks may also impact its priority ie. If it is a very expensive section with many challenges, it may require additional funding before it can be constructed or it may have to be constructed over two or more years.

Complete Streets

As illustrated in the priority list, the sections of road that are being evaluated are actually block lengths (intersection to intersection) and all connecting blocks on a single street have been grouped together and highlighted with the same colour. This is so that a single block will not be constructed in isolation. The block with the highest score in a grouping is what indicates the street's priority.

How to Choose Which Side

For roads with no sidewalk, there are many factors involved in deciding which side of the road the new sidewalk will go on. This decision will be provided by staff recommendation after a thorough review of road.

Considerations will include but not be limited to the following:

1. Overhead utilities – avoid having to relocate hydro poles and hydrants due to costs.
2. Underground utilities – avoid building sidewalk over top in case buried utility requires maintenance in the future and sidewalk has to be removed and replaced.
3. Driveways – ideal to have sidewalk on the side with the least amount of driveways.
4. Trees – ideal to construct sidewalk where there are fewer trees impacted.
5. Transit stops – ideal to construct sidewalk on the same side as a transit stop, if possible.
6. Retaining walls – ideal to avoid any if possible due to safety and capital/maintenance costs.

5 Implementation

Based on a typical unit rate for construction of a linear metre of sidewalk, the priority list is also showing the cost estimate of each section of road and a cumulative cost estimate to complete all of the sidewalks on the priority list. In summary, with an annual budget of $100,000, it will require over 27 years to complete the list of sidewalk priorities based on current market rates. This estimate is variable based on bid prices, time of year and weather, and difficulty or ease of construction.

Funding and government grants may arise from time to time that allow for additional construction projects and Town staff will continue to watch for these opportunities as well as identifying other budget alternatives.

The top priorities will be physically assessed in the fall of the preceding year to determine any constraints or extenuating circumstances that are unique and particular to the street that may otherwise change its priority ie. a street that is slated for reconstruction in the near future as part of the Town's Asset Management Plan would be deferred until that time. An annual report to Council will be prepared to document the results of the assessment in support of the next priority sidewalk.

Town of Cobourg Sidewalk Standards

The following standards will apply for all new sidewalks constructed on existing streets.

1. All new sidewalks will be constructed parallel to the curb line and are not to be constructing around trees with the exception of any trees that are designated to be preserved by the Town Arborist.
2. The Town will not be constructing around private obstructions that have been installed on municipal property. Any private works must be relocated prior to sidewalk construction or they will be removed and disposed of by the Town or the Town's contractor. The Town will provide one site visit and one written notice to home owners at least ninety (90) days in advance of the sidewalk construction if private works are to be relocated.

3. Boulevards will be maximized where possible. All new sidewalks will have a minimum setback of 1.2m from the back of the curb as a boulevard between the road and the sidewalk is required for snow storage.
4. Sidewalks will be 1.5m wide and constructed in accordance with Ontario Provincial Standard Specifications and Drawings.
5. Tactile walking surface indicators will be installed on all curb ramps where new sidewalk is installed at an intersection.
6. Existing driveways and private walkways will be restored in kind. Private walkways are not permitted between the sidewalk and the curb.

6 Closing and Next Steps

The Sidewalk Priority Plan is a tool to implement the recommendations of the Transportation Master Plan, Official Plan, and make Cobourg a more accessible and pedestrian friendly town in a systematic and rational manner. The Plan will be reviewed and updated regularly to ensure that the criteria and weightings remain relevant and applicable. New criteria can also be added as data becomes available.

The next steps will be for the Town to develop an official policy for the implementation of new sidewalks in the Town of Cobourg, based on the subject Sidewalk Priority Plan.

Street Name	Location / Road Section	Road Class	Sidewalk Location	Sidewalk Weight	Road Class Weight	School Weight	Major Ped Gen Weight	Transit Weight	Parks Weight	Intersects with Art/Cltr	Total Road Section Score	Total Road Score	Road Section Length (m)	Total Road Length (m)	$ / Road Section	$ / Total Road
Northwood Drive	NORTHWOOD DR FROM WESTWOOD TO CARLISLE	LCL	NONE	25	1	20	15	10	5	0	76	76	339		$ 67,800	
Spencer Street East	SPENCER ST E FROM JOHN TO RYERSON COMMONS	LCL	NONE	25	1	20	15	10	5	0	76	76	104		$ 20,800	
Lakeshore Drive	LAKESHORE DR FROM DARCY TO BAYVIEW	CLCT	NONE	25	5	20	0	10	5	10	75	75	267	378	$ 53,400	$ 75,600
Lakeshore Drive	LAKESHORE DR FROM BAYVIEW TO ABBOTT	CLCT	NONE	25	5	0	0	10	5	0	45		111		$ 22,200	
Abbott Boulevard	ABBOTT BV FROM LAKESHORE TO CORONATION	LCL	NONE	25	1	20	0	10	5	10	71	71	119	350	$ 23,800	$ 70,000
Abbott Boulevard	ABBOTT BV FROM CORONATION TO KING	LCL	NONE	25	1	20	0	10	0	10	66		161		$ 32,200	
Abbott Boulevard	ABBOTT BV FROM CORONATION SOUTH TO CORONATION NORTH	LCL	NONE	25	1	20	0	10	5	0	61		70		$ 14,000	
D'Arcy Street	D'ARCY ST FROM ELGIN TO NICKERSON	LCL	NONE	25	1	20	0	10	5	10	71	71	485		$ 97,000	
Hayden Crescent	HAYDEN CR FROM BURWASH EAST TO BURWASH WEST	LCL	NONE	25	1	20	0	10	5	0	61	61	213		$ 42,600	
Nickerson Drive	NICKERSON DR FROM DARCY TO END	LCL	NONE	25	1	20	0	10	5	0	61	61	51		$ 10,200	
Spragge Crescent	SPRAGGE CR FROM WESTWOOD TO BURWASH	LCL	NONE	25	1	20	0	10	5	0	61	61	251		$ 50,200	
Barbara Street	BARBARA ST FROM SHIRLEY TO SANDMERE	LCL	NONE	25	1	20	0	10	0	0	56	56	113		$ 22,600	
Curtis Crescent	CURTIS CR FROM EAST CARLISLE TO WEST CARLISLE	LCL	NONE	25	1	0	15	10	5	0	56	56	330		$ 66,000	
Murray Crescent	MURRAY CR FROM BURWASH EAST TO BURWASH WEST	LCL	NONE	25	1	20	0	10	0	0	56	56	91		$ 18,200	
Sandmere Crescent	SANDMERE CR FROM WESTWOOD TO BARBARA	LCL	NONE	25	1	20	0	10	0	0	56	56	517	887	$ 103,400	$ 177,400
Sandmere Crescent	SANDMERE CR FROM BARBARA TO WESTWOOD	LCL	NONE	25	1	0	0	10	0	0	36		370		$ 74,000	
Burnham Street	BURNHAM ST FROM WESTWOOD TO BURNHAM MANOR	CLCT	ONE COMPLETE	15	5	20	0	10	5	0	55	55	158	331	$ 31,600	$ 66,200
Burnham Street	BURNHAM ST FROM CN ROW TO WESTWOOD	CLCT	ONE COMPLETE	15	5	0	0	10	5	0	35		120		$ 24,000	
Burnham Street	BURNHAM ST FROM KING TO CP ROW	CLCT	ONE COMPLETE	15	5	0	0	10	0	0	30		53		$ 10,600	
D'Arcy Street	D'ARCY ST FROM ROCKINGHAM TO QUEEN	CLCT	ONE COMPLETE	15	5	20	0	10	5	0	55	55	160	1421	$ 32,000	$ 284,200
D'Arcy Street	D'ARCY ST FROM PERRY TO ROCKINGHAM	CLCT	ONE COMPLETE	15	5	20	0	10	5	0	55		191		$ 38,200	
D'Arcy Street	D'ARCY ST FROM QUEEN TO KING	CLCT	ONE COMPLETE	15	5	20	0	10	0	0	50		315		$ 63,000	
D'Arcy Street	D'ARCY ST FROM LAKEVIEW TO PERRY	CLCT	ONE COMPLETE	15	5	20	0	0	5	0	45		516		$ 103,200	
D'Arcy Street	D'ARCY ST FROM BAY TO LAKEVIEW	CLCT	ONE COMPLETE	15	5	20	0	0	5	0	45		86		$ 17,200	
D'Arcy Street	D'ARCY ST FROM LAKESHORE TO LAKE	CLCT	ONE COMPLETE	15	5	0	0	0	5	0	25		15		$ 3,000	
D'Arcy Street	D'ARCY ST FROM LAKE TO WATER	CLCT	ONE COMPLETE	15	0	0	0	0	0	0	15		138		$ 27,600	
Heath Street	HEATH ST FROM WILLIAM TO BURNHAM	CLCT	ONE COMPLETE	15	5	20	0	10	5	0	55	55	259		$ 51,800	

Street Name	Location / Road Section	Road Class	Sidewalk Location	Sidewalk Weight	Road Class Weight	School Weight	Major Ped Gen Weight	Transit Weight	Parks Weight	Intersects with Art/Cltr	Total Road Section Score	*Total Road Score*	Road Section Length (m)	Total Road Length (m)	$ / Road Section	$ / Total Road
University Avenue East	UNIVERSITY AV E FROM DARCY TO CAMPBELL	ART	ONE COMPLETE	15	10	20	0	10	0	0	55	*55*	166	468	$ 33,200	$ 93,600
University Avenue East	UNIVERSITY AV E FROM CAMPBELL TO MAJOR	ART	ONE COMPLETE	15	10	20	0	10	0	0	55		161		$ 32,200	
University Avenue East	UNIVERSITY AV E FROM MAJOR TO COTTESMORE	ART	ONE COMPLETE	15	10	20	0	0	0	0	45		141		$ 28,200	
Anne Street	ANNE ST FROM COLLEGE TO UNIVERSITY	LCL	ONE PART	10	1	0	15	10	5	10	51	*51*	108		$ 21,600	
Bagot Street	BAGOT ST FROM SYDENHAM TO ALBERT	LCL	ONE COMPLETE ONE PART	5	1	20	15	10	0	0	51	*51*	224		$ 44,800	
Queen Street	QUEEN ST FROM CHURCH TO GREEN	CLCT	ONE COMPLETE	15	5	0	15	10	5	0	50	*50*	237	1143	$ 47,400	$ 228,600
Queen Street	QUEEN ST FROM MCGILL TO CHURCH	CLCT	ONE COMPLETE	15	5	0	15	10	5	0	50		329		$ 65,800	
Queen Street	QUEEN ST FROM GREEN TO HENRY	CLCT	ONE COMPLETE	15	5	0	15	10	0	0	45		577		$ 115,400	
Booth Street	BOOTH ST FROM GLENHARE TO FREI	LCL	NONE	25	1	0	15	0	5	0	46	*46*	142		$ 28,400	
Paul Currelly Way	PAUL CURRELLY WAY WY FROM PERRY TO BAY	LCL	NONE	25	1	0	15	0	5	0	46	*46*	351		$ 70,200	
Chapel Street	CHAPEL ST FROM JOHN TO COLLEGE	CLCT	ONE COMPLETE	15	5	0	15	10	0	0	45	*45*	177		$ 35,400	
Division Street	DIVISION ST FROM VERONICA SOUTH TO VERONICA NORTH	ART	ONE COMPLETE	15	15	0	0	10	5	0	45	*45*	94		$ 18,800	
Heenan Street	HEENAN ST FROM FAIRBANKS TO HEENAN CRT	LCL	NONE	25	1	0	0	10	5	0	41	*41*	63	207	$ 12,600	$ 41,400
Heenan Street	HEENAN ST FROM HEENAN CRT TO FAIRBANKS	LCL	NONE	25	1	0	0	10	5	0	41		144		$ 28,800	
Henry Street	HENRY ST FROM JAMES TO UNIVERSITY	LCL	ONE COMPLETE ONE PART	5	1	20	0	10	5	0	41	*41*	121		$ 24,200	
Monk Street	MONK ST FROM STUART TO TREMAINE	LCL	NONE	25	1	0	0	10	5	0	41	*41*	388		$ 77,600	
Sinclair Street	SINCLAIR ST FROM KERR TO BOULTON	LCL	ONE COMPLETE ONE PART	5	1	20	0	10	5	0	41	*41*	27		$ 5,400	
Willow Crescent	WILLOW CR FROM WESTWOOD NORTH TO WESTWOOD SOUTH	LCL	NONE	25	1	0	0	10	5	0	41	*41*	322		$ 64,400	
Cottesmore Avenue	COTTESMORE AV FROM KING TO UNIVERSITY	LCL	ONE COMPLETE ONE PART	5	1	20	0	10	0	0	36	*36*	48		$ 9,600	
Munroe Street	MUNROE ST FROM DIVISION TO WALTON	LCL	ONE COMPLETE ONE PART	5	1	0	15	10	5	0	36	*36*	100		$ 20,000	
King Street West	KING ST W FROM TREMAINE TO SINCLAIR	CLCT	ONE COMPLETE	15	5	0	0	10	5	0	35	*35*	110	717	$ 22,000	$ 143,400
King Street West	KING ST W FROM SINCLAIR TO STUART	CLCT	ONE COMPLETE	15	5	0	0	10	0	0	30		274		$ 54,800	
King Street West	KING ST W FROM STUART TO BURNHAM	CLCT	ONE COMPLETE	15	5	0	0	10	0	0	30		333		$ 66,600	
Ontario Street	ONTARIO ST FROM SUTHERLAND TO HUYCKE	CLCT	ONE COMPLETE	15	5	0	0	10	5	0	35	*35*	93	1037	$ 18,600	$ 207,400
Ontario Street	ONTARIO ST FROM MCGUIRE TO SUTHERLAND	CLCT	ONE COMPLETE	15	5	0	0	10	5	0	35		340		$ 68,000	
Ontario Street	ONTARIO ST FROM ELGIN TO ADELE	CLCT	ONE COMPLETE	15	5	0	0	10	0	0	30		122		$ 24,400	
Ontario Street	ONTARIO ST FROM HUYCKE TO ELGIN	CLCT	ONE COMPLETE	15	5	0	0	10	0	0	30		327		$ 65,400	

Street Name	Location / Road Section	Road Class	Sidewalk Location	Sidewalk Weight	Road Class Weight	School Weight	Major Ped Gen Weight	Transit Weight	Parks Weight	Intersects with Art/Cltr	Total Road Section Score	*Total Road Score*	Road Section Length (m)	Total Road Length (m)	$ / Road Section	$ / Total Road
Ontario Street	ONTARIO ST FROM ADELE TO WHITE	CLCT	ONE COMPLETE	15	5	0	0	0	0	0	20		155		$ 31,000	
Carlisle Street	CARLISLE ST FROM CURTIS TO NORTHWOOD	LCL	ONE COMPLETE ONE PART	5	1	0	15	10	0	0	31	*31*	389		$ 77,800	
Frei Street	FREI ST FROM GLENHARE TO BOOTH	LCL	ONE COMPLETE ONE PART	5	1	0	15	0	5	0	26	*26*	66		$ 13,200	
Glenhare Street	GLENHARE ST FROM ADELE TO FREI	LCL	NONE	25	1	0	0	0	0	0	26	*26*	178		$ 35,600	
Burnham Street	BURNHAM ST FROM MONKS COVE TO KING	LCL	ONE COMPLETE ONE PART	5	1	0	0	10	5	0	21	*21*	150		$ 30,000	
Stuart Street	STUART ST FROM MONK TO KING	LCL	ONE COMPLETE ONE PART	5	1	0	0	10	5	0	21	*21*	434		$ 86,800	
Westwood Drive	WESTWOOD DR FROM BURNHAM TO WILLOW	LCL	ONE COMPLETE ONE PART	5	1	0	0	10	5	0	21	*21*	52		$ 10,400	
Huycke Street	HUYCKE ST FROM BATTELL TO ONTARIO	LCL	ONE COMPLETE ONE PART	5	1	0	0	10	0	0	16	*16*	307		$ 61,400	
Delanty Road	DELANTY RD FROM CARROLL TO WILLMOTT	LCL	ONE COMPLETE ONE PART	5	1	0	0	0	5	0	11	*11*	220		$ 44,000	
Furnace Street	FURNACE ST FROM BALL TO VICTORIA	LCL	ONE COMPLETE ONE PART	5	1	0	0	0	0	0	6	*6*	120		$ 24,000	

*Colour grouping indicates a 'Total Road' ie. Sandmere Crescent has two sections/blocks that make up its total road. The section/block with the highest score is how the total road is prioritized.

Total

$ 2,638,600