

MPHA Annual General Meeting – August 7, 2010

Report of the Road Committee

Members: Paul Clark, Janice Mitchell, Lori Wood, Ralph Tomilson, Sean Parker and Adrienne Malloy

Background: Mandate of Roadwork Committee: The road committee was struck at the AGM in 2008. Its mandate was to develop a plan for a major upgrade of the roadways that comprise public roads in Maritime Parklands. The committee was instructed to consult with contractors with specific experience in road building, devise a plan of action and report back to the board of directors and the AGM in 2009 with a recommended course of action. Contact was made with a number of contractors and the committee issued a formal request for proposals to 4 companies in the fall of 2008 with a deadline of Dec 1, 2008. No responses were received and in the spring members of the committee took the opportunity to speak with contractors on an individual basis. The committee reported to the 2009 GM that not much had been accomplished but undertook to have a full plan in place and communicated to the membership through the website/email before the next AGM. A spreadsheet was posted on the website on July 23, 2010 and also sent with the 2nd notice of the AGM to members sent by Jeanne Douglas.

History of Road Maintenance

The MPHA board has endeavoured over the last 20 years to maintain the condition of approx. 5.7 km of roadway through the forest reserve. This has included almost annual grading and addition of gravel in areas. From time to time this has also included major work to the bridge. In the last 10 years, depending on the severity of winters and spring, the money spent on the road has varied from a low of \$863.00 to a high of \$4800. Since 2000, \$21,233 has been spent on roadwork, culverts, and this also includes some brush control (early budgets put the two activities together). It does not include approx. \$17,450 on snow removal since 2004-2005.

However, the overall condition of the road has been deteriorating steadily and the efforts, while well intentioned, have been inadequate. There was no intention to short change the road maintenance but more of a lack of understanding of the consequences of inadequate upkeep. We've been living with a false economy with regards to road maintenance and much of what has to happen now is catch up. Based on the observations of the contractors we spoke with, some of the problems relate back to the original construction of the road such as:

- Absence of ditching or adequate ditching
- Inadequate crowning of the road
- Quality of gravel used to build the roadbed

Weather conditions, particularly in recent years, have been a contributing factor and the simple fact is that a dirt road requires upgrading and significant maintenance – more than it has received.

Recommended Course of Action

The Road committee met twice by conference call and once in person since the 2009 AGM. We have taken Orley Rafuse and Colin Hughes on tours of the road, getting their advice and input to help guide our deliberations. Lori Wood consulted with a person she knows is experienced in these matters. We have had input from RJ Dickey as well on such things as the size and nature of material to use for culverts.

It has been impossible to get these contractors to give us a formal bid for the overall project but we have discerned from their projections and advice what the individual components would cost and have pieced together a fairly detailed spreadsheet – see attached.

The committee is recommending a major upgrade to the road involving ditching, the placement of 7 additional culverts, grading, shrub cutting and gravel placement.

The work would take place over two seasons beginning in 2011 and completed in 2012.

This will restore the road to the condition of quality that will then allow annual work to maintain it in good condition. Annual work on the road will continue to be a necessity as will snow removal, brush clearing, gate and bridgework.

The road will continue to be susceptible to catastrophic weather but a complete upgrade and regular appropriate maintenance will protect the investment the road represents. The road is the signature of our properties – important for ease of access and integral to resale value. On average the land value of a lot is \$50,000 and properties with cottages or homes range from \$100,000 to more than \$300,000. The road is a worthwhile and essential investment.

The projected cost outlined in the spreadsheet is just under \$1000 per lot- Lot owners would be invoiced in November 2010 for the work to take place in 2011 and again in November 2011 for work in 2012. Payment would be required in January 2011 and January 2012. Work cannot proceed without the necessary funds being in the bank. Owners will be invoiced for each lot they own.

At this juncture the costs are as close a projection as we can present. We would hope to bring the project under budget if possible. It is also important to point out the advantage of having members such a Paul Clark to watch over this activity carefully. He is also willing to be here to meet contractors, saving time and money for the association.

Motion

The motion therefore is: To accept the recommended course of action to undertake a major upgrade of the roads that comprise Maritime Parklands. Each lot would be assigned an equal portion of the total cost through a special assessment due in two payments – one of \$500 – to be invoiced in November 2010 and due in January 2011 with the balance invoiced in November 2011 and due in January 2012.

Moved by: Adrienne Malloy; seconded by: