

Township of East Garafraxa

R.J. Burnside & Associates Limited 15 Townline Orangeville ON L9W 3R4 CANADA

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R.J. Burnside & Associates Limited

Report Prepared By:

Arunas Kalinauskas

Business Manager - Asset Management / GIS

AK:sr

Executive Summary

This report contains the Asset Management Plan for the Township of East Garafraxa (Township). The report has been organized as follows:

- Chapter 1: Introduction;
- Chapter 2: State of Local Infrastructure;
- Chapter 3: Expected Levels of Service;
- Chapter 4: Asset Management Strategy;
- Chapter 5: Financing Strategy; and
- Chapter 6: Recommendations.

The "state of local infrastructure" chapter provides an overview of the capital assets owned by the Township. This includes detailed information on asset inventory, including asset attributes, accounting valuations, replacement costs, useful life, age and asset condition where available. This information provides the foundation for other sections of the asset management plan.

Based on data provided by the Township and discussions with Township Staff, it is believed that the Township's assets have a weighted average condition (with the weighting based on asset replacement cost) of the following table. Please note that weighted average conditions do not fully reflect the many assets that need to have capital improvement investments, but provide an overall perspective of all the assets found in that asset grouping / network.

Asset Type	Asset Sub-Type	Condition (weighted average)	Risk (weighted average)
	Road Surface	Average	Moderate
	Road Base	Average	Moderate
	Bridges & Culverts	Average	Moderate
Roads	Cross Road Culverts	Average	Moderate
	Street Lights	Good	Low
	Signs	Average	Moderate
	Barriers	Good	Low
	Marsville Community Centre	Average	Moderate
Facilities	Public Works	Good	Moderate
raciilles	Salt Dome	Good	Moderate
	Gravel Pit Storage Shed	Average	Moderate
Vehicles		Good	Low
	Storm Mains	Average	Moderate
Storm Water	Catch Basins	Average	Moderate
	Storm Ponds	Good	Low
Equipment & Machinery		Good	Low
Land Improvements		Good	Low
Software & Hardware		Average	Moderate

"Expected levels of service" compares the current level of service provided by the Township, and the recommended levels of service that will help extend the life of the above mentioned asset types. East Garafraxa Township takes great care in the service levels they offer their constituents and public. This report has made a few additional Levels of Service (LOS) recommendations that can extend the life of Township's tangible capital assets and therefore reduce the total lifecycle costs of Township assets.

The "asset management strategy" provides a long term operating and capital forecast for asset related capital costs, indicating the requirements for maintaining, rehabilitating, replacing / disposing and expanding the Township's assets, while moving towards the specified expected levels of service identified above. The goal of the asset management strategy is to have the Township moving towards a more sustainable asset management position over the 20 year forecast period. We have also taken into consideration the potential risk of each asset by identifying the asset consequence of failure and probability of failure.

Asset risk was assessed based on the asset's age, condition, consequence of failure, and probability of failure. The following have been identified based on Township data as assets that need to be replaced or improved as soon as practicable:

Roads

- 10th Line from East Garafraxa / Erin Townline to County Road 3. Application of reclamite to rejuvenating agent for asphalt roads (approximate cost \$40,000; 2017).
- 17th Line from East Garafraxa / Erin Townline to Greenwood Pit Entrance. Asphalt surface to finish off 17th Line paving project (approximate cost \$80,000; 2018).
- Hilltop Crescent Requires re-surfacing the paved road with some additional base support (approximate cost \$80,000; 2018)

Bridges

- Bridge 7 This bridge requires a major rehabilitation. As a heritage bridge it is vital
 that work is completed on this bridge as soon as practicable (approximate cost
 \$433,000; 2018).
- Bridge 17 Based on the bridge inspections this bridge is scheduled to be replaced (approximate cost \$50,000; 2018).

Facilities

- Marsville Community Centre Heating system The heating system is very old and has regular maintenance completed on it but it is understood that it is not going to last long with a high risk of failure rating (approximate cost \$3,000; 2017).
- Public Works Septic System This old system in the Spring at times has issues with saturation, and capacity form Spring melt. This could turn into a Health & Safety

issue and is identified as a high risk of failure asset. It is recommended that it be replaced (approximate cost \$20,000; 2017).

Vehicles

• 1988 Champion Grader Unit 75 – Is well past its expected life and is recommended to be replaced. These types of vehicles are critical to ensuring that Township roads are in good repair and safe to drive (approximate cost \$425,000; 2017).

Water System

- Marsville Well There are two wells drilled at the pump house however only one is commissioned and in production. The second well needs to be commissioned and put in service to lower the probability of failure as well as provide for the current well to be replaced in the next 5 years (approximate cost \$75,000; 2019).
- Marsville Water Main This system is old and not operating at Fire Pressure. This is below a safe standard. It is expected that the water main needs to be replaced if there is going to be any growth potential in the area; (approximate cost \$400,000, 2020).
- Marsville Hydrants If the water main will be replaced so should the hydrants. As
 the water pressure is not to fire standard it is expected that the hydrants need to be
 replaced at the same time as the water mains (approximate cost \$25,500; 2020).

The above clearly identifies a growing gap in infrastructure funding, which is found not only in the Township of East Garafraxa but throughout Ontario and across Canada. The Township has continued to make steps to close this funding gap. If the Township would be successful at obtaining an OCIF funding grant this would assist with the rehabilitation of one of the Township's beautiful heritage Bridge 7 this would really help. However, more needs to be done to ensure that the Township can offer appropriate levels of service to the public. We have recommended that further more detailed inspections (e.g., Road Needs Study, Storm Sewer Inspections) of some assets be undertaken to provide a more accurate asset condition, remaining life and potential risk of failure. We also recommend that the bi-annual bridge inspections provide additional information that can assist with better long term asset management analysis.

The "financing strategy" described in Chapter 5 of this report identifies a funding plan for the recommended asset management strategy, including a review of historical results and recommendations with respect to the required amounts and types of funding (revenue) annually over the forecast period. Also, any infrastructure funding gaps are identified and recommendations are made regarding potential approaches to reduce and mitigate these gaps over the 20 year forecast period.

Overall, this asset management plan is a tool to be used by the Township for capital and financial decision making. It can be tied to various existing reports (such as budget,

official plan and strategic planning reports) to ensure the asset management plan can be updated to reflect any changes in the Township of East Garafraxa's priorities.

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Appendices

- Appendix A Township Asset Inventory & Asset Management Plan Assumptions
- Appendix B Draft Data Verification and Condition Assessment Policy
- Appendix C 20 Year Detailed Asset Management Strategy & Financing Strategy

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1.0 Introduction

1.1 Overview

R.J. Burnside & Associates Limited (Burnside) was retained by the Township of East Garafraxa (Township) to prepare an asset management plan. This plan is intended to be a tool for the Township to use during various decision making processes, including the annual budget process and Provincial / Federal capital grant application processes. This plan will serve as a road map for sustainable infrastructure planning going forward.

Assets included in this asset management plan are the following:

- Roadside Barriers:
- Bridges & Culverts;
- Cross Road Culverts;
- Equipment & Machinery (Office, Public Works, Other);
- Facilities (Marsville Community Centre, Public Works Garage, Salt Dome, and Gravel Pit Storage Shed);
- Land Improvements (Playing Surfaces, Parking Lots, Parks, Playground Equipment, Shelters);
- Roads (Bases and Surfaces Asphalt, Gravel);
- Signs:
- Software & Hardware;
- Storm Water (Catch basins, Mains, Storm Ponds);
- Street Lights;
- Vehicles; and
- Water (Facilities, Mains, Hydrants, Wells).

It is recommended that this plan be updated on an annual basis to ensure that it is kept up to date. As water system assets have their own sustainable financing plan as per Provincial Guidelines, they are grouped and discussed separately. All other assets listed above are tax supported and are discussed more thoroughly in this report.

1.2 Plan Objectives

The Township's goals and objectives with respect to their capital assets relate to the level of service being provided to Township constituents. Services should be provided at expected levels, as defined within this asset management plan. Township infrastructure and other capital assets are anticipated to be maintained at condition levels that provide for a safe and functional environment for its residents and visitors. Therefore, the asset management plan and its implementation will be evaluated based on the Township's ability to meet these goals and objectives.

1.3 Plan Development

The development of the Township's asset management plan was based on the steps summarized below:

- Develop a complete listing of capital assets to be included in the plan, including attributes such as useful life, age, accounting valuation and current replacement valuation. Update the replacement cost of assets to 2016 dollars, and where required, using applicable inflationary indices.
- 2. Assess current condition of the assets, based on a combination of the following:
 - Existing reports;
 - Burnside field and/or desktop assessments;
 - Staff assessments; and
 - Asset age analysis.
- Assess the risk of asset failure for each asset, based on determining the
 probability of each asset failing, as well as, the consequence of the asset failing.
 This risk analysis is one of the components used to identify priority projects for
 inclusion in the asset management plan, as well as, asset risk levels that require
 mitigation.
- 4. Determine current levels of service, based on standard practices and discussions with Township staff. Further analysis of the practices and identification of additional maintenance measures that can be applied to the assets to extend their lifecycle and potentially provide a lower asset total lifecycle cost.
- 5. Prepare an asset management strategy (i.e., operating and capital forecast) based on the asset inventory, identified priorities, forecast scenarios and level of service analysis discussed above.
- 6. Determine a financial strategy to support the asset management strategy, thus determining how the operating and capital related expenditure forecast will be funded over the plan period.
- 7. Prepare a final report, summarizing the process, strategy and results of the asset management plan.

1.4 Maintaining the Asset Management Plan

The asset management plan should be updated as the capital needs and priorities of the Township changes. This can be accomplished in conjunction with the Township's budget process. The Township will have the tools available to perform updates to the plan when needed.

When updating the asset management plan, note that the state of local infrastructure, expected levels of service, asset management strategy and financing strategy are integrated and impact each other. Looking at these components in reverse order, one can see the financing strategy outlines how the asset management strategy will be funded. The asset management strategy illustrates the costs required to maintain expected levels of service at a sustainable level. The expected levels of service component summarizes and links each service area to specific assets contained in the state of local infrastructure section and thus determines how these assets will be used to provide expected service levels.

This report covers a forecast period of 20 years; however, it is suggested that more focus and attention be put on the first 5 years of the asset management plan, to ensure accurate capital planning in the short term.

1.5 Plan Integration

The municipal environment is continually changing and demanding when it comes to legislation and other responsibilities. Integrating the asset management plan with Township's budget process, as well as, Public Standards Accounting Board Handbook Section 3150 (tangible capital asset) requirements can make updates in all three areas more efficient.

With respect to integrating the Township's budget process with asset management planning, both require a projection of capital and operating costs over a future period. The budget outlines total operating and capital requirements for the Township, while the asset management plan focuses in on specific asset related requirements. With this link to the annual budget, the budget update process can also become an asset management plan update process.

Both asset management and PSAB 3150 require a complete and accurate asset inventory. The significant difference between the two lies in valuation approaches (PSAB 3150 requires historical cost valuation, while asset management requires future replacement cost valuation). Using a single asset inventory as the developed Township asset management spreadsheets contain both historic and current replacement valuation methods as an effective approach to maintaining the Township's asset data (digital spreadsheets of all Township assets are provided in Appendix A).

2.0 State of Local Infrastructure

2.1 Scope and Process

This section of the plan provides an opportunity to develop a greater understanding of the capital assets owned by the Township. The state of local infrastructure analysis includes:

- An asset inventory documenting asset types, sub-types including quantities, materials and other similar asset attributes (where available);
- Financial accounting valuation (where available);
- · Replacement cost valuation;
- Asset age distribution analysis and asset age as a proportion of expected useful life;
- Asset condition information (mostly based on report and/or staff assessment as well as the age of the asset, except where field or desktop assessments were completed);
- Draft Data Verification and Asset Condition policies (see Appendix B); and
- Documentation of assumptions made in creating the asset inventory.

Burnside developed a detailed asset inventory listing for the Township which was used as a starting point in fulfilling the requirements for this report. This inventory provides current financial accounting valuations (i.e., historical cost, accumulated amortization and net book value), as well as, attributes such as replacement cost, useful life, and age). With respect to replacement cost, the Township provided various recent valuations, which were inflated in order to estimate current 2016 replacement costs. Other valuations were made using a current 2016 replacement cost and deflating the value to the year or estimated year that the asset was constructed and/or acquired.

The following data and reports were used to develop the Township's asset inventory during this project:

- Township PSAB 3150 asset inventory;
- Township reports;
- Township 2016 Bridge Inspection Report;
- Recent purchases information from the Township; and
- Discussions with Township staff.

Some adjustments to asset useful lives has been made but further analysis may reveal that the Township will want to update some useful life values so that they better reflect the lifecycle and remaining life of the Township's assets. Burnside engineers and the Township staff have reviewed the useful lives of the asset types identified in this project and believe they now reflect the conditions, maintenance practices and management of Township assets.

2.2 Capital Asset Overview

Township of East Garafaraxa presently owns capital assets with a 2016 replacement value of approximately \$44.5 million. Tax supported assets compose approximately \$43.5 million or \$22.5 million excluding the road base assets for tax supported assets. Table 2-1, Figure 2-1 and Figure 2-2 outline the breakdown of these tax supported totals into the Township's asset categories. The Water assets owned by the Township have a

2016 replacement cost of approximately \$1.0 million, as listed in Table 2-2 and Figure 2-3.

The capital asset inventory was organized in a Microsoft Excel spreadsheet and delivered to the Township in digital form in Appendix A. Each of the asset types were assessed for their age, condition (where available) and for data accuracy and completeness. The Township reviewed the asset inventory over the course of this project.

Table 2-1 and Figure 2-1 show the Township's financial accounting valuation summary by asset type for tax supported and water supported assets. Since 2009, municipalities have been required under the Public Sector Accounting Board Handbook Section 3150 (PSAB 3150) to maintain asset listings complete with historical cost (i.e., the original cost to purchase or construct an asset), accumulated amortization and net book value. These values were to be reported on the municipality's audited financial statements each year. Burnside has done the additional work of developing the Opening / Historic Cost for assets that have been added to the Township's asset inventory. If the Township chooses to use the asset inventory developed in this project to report the PSAB 3150 values the data / information is found in Appendix A.

Including all Township assets, the total tangible capital asset historical cost is approximately \$18.3 million. This is approximately 41% of the total replacement cost of all the assets or 53% without road base replacement costs included. It is expected that historical cost totals are less than replacement cost totals, given inflationary adjustments that would occur between the original asset purchase/construction date and 2016. Total accumulated amortization for the Township's assets is \$6.1 million or 33% of the total asset historical cost and \$4.9 million accumulated amortization or 39% without road base amortization costs included. This represents the proportion of tangible capital assets that have been amortized (i.e. used up) to date from a financial valuation perspective.

Clearly Township owned road assets have the greatest percentage tax supported replacement cost if the road base values were included in the calculation (see Figure 2-2). Road bases are considered assets that will never be totally replaced, but will from time to time be improved and in specific locations reconstructed on an as needed basis. Therefore by excluding road base asset values, Township bridges percentage replacement costs are close to 50% of any other tax supported asset type. Other major tax supported asset types are Roads (made up of Road Surfaces, Barriers, Cross Road Culverts, Signs, and Street Lights) with 22%, Vehicles with 13%, and Facilities with 8%. More in depth discussion of these asset types follows below.

The Township water assets are critical to the Marsville community. Figure 2-3 provides the percentage replacement cost breakdown of these asset groups.

Township of East Garafraxa 2016 Asset Management Plan June 16, 2017

Table 2-1: Township Tax Supported Asset Summary

Asset Type	Asset Sub-Type	Historic Cost	2015 Accumulated Amortization	2015 Net Book Value	2016 Replacement Cost		dition d average)	Useful Life (years)	Age (weighted average)	Remaining Life (weighted average)		isk d average)
						Value	Text				Value	Text
	Road Surface	\$2,623,871	\$1,339,362	\$1,500,862	\$3,981,000	7.0	Good	20, 6, 3	10	12	2	Moderate
	Road Base	\$5,821,784	\$1,262,010	\$3,806,542	\$20,956,905	6.0	Average	60	106	14	2	Moderate
	Bridges & Culverts	\$4,510,147	\$1,040,930	\$3,601,253	\$11,092,521	6.8	Average	75, 50, 30	55	24	2	Moderate
Roads	Cross Road Culverts	\$279,905	\$96,466	\$183,440	\$501,852	4.7	Average	40	28	18	2	Moderate
	Street Lights	\$67,835	\$27,902	\$39,934	\$82,078	7.8	Good	25	10	15	1	Low
	Signs	\$125,855	\$95,425	\$30,431	\$138,460	5.4	Average	15	13	2	2	Moderate
	Barriers	\$214,183	\$61,703	\$152,481	\$226,011	8.3	Good	50	10	40	1	Low
	Marsville Community Centre	\$85,067	\$57,673	\$27,394	\$518,000	5.1	Average	75, 40, 20	66	8	2	Moderate
Facilities	Public Works Garage	\$203,340	\$128,622	\$74,717	\$926,000	7.9	Good	100, 50, 40, 25, 20, 15	25	70	2	Moderate
	Salt Dome	\$211,439	\$92,234	\$119,204	\$295,000	8.0	Good	75, 25	18	33	2	Moderate
	Gravel Pit Storage Shed	\$21,632	\$20,334	\$1,298	\$140,000	5.0	Average	50	47	3	2	Moderate
Vehicles		\$2,264,393	\$1,136,155	\$1,138,553	\$2,945,000	7.7	Good	20, 14, 12	10	10	1	Low
	Storm Mains	\$32,466	\$8,955	\$23,511	\$95,195	5.6	Average	75	33	42	2	Moderate
Storm Water	Catch Basins	\$41,415	\$13,326	\$28,089	\$141,500	5.2	Average	75	35	40	2	Moderate
	Storm Ponds	\$648,507	\$115,936	\$532,571	\$684,307	8.3	Good	100	18	82	1	Low
Equipment & Machinery		\$133,570	\$66,627	\$66,943	\$194,102	7.7	Good	40, 25, 20, 15, 10, 5	13	10	1	Low
Land Improvements		\$473,927	\$180,817	\$293,111	\$515,750	8.2	Good	50, 40, 30, 25, 15	10	18	1	Low
Software & Hardware		\$215,491	\$203,806	\$11,686	\$53,451	5.7	Average	10, 5, 4, 3	8	1	2	Moderate
	Total	\$17,974,828	\$5,948,282	\$11,632,020	\$43,487,132	7.0	Good		56	21	2	Moderate
		Total without	out Road Base Re	pacement Costs	\$22,530,227	7	Good		41	25	2	Moderate

Calculated for Asphalt Roads Only

Figure 2-1: Township Tax Supported Asset Distribution Replacement Costs (2016)

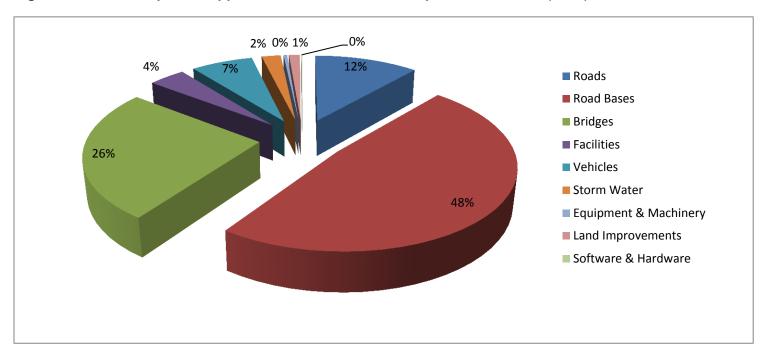


Figure 2-2: Township Tax Supported Asset Distribution Replacement Costs, Without Road Bases (2016)

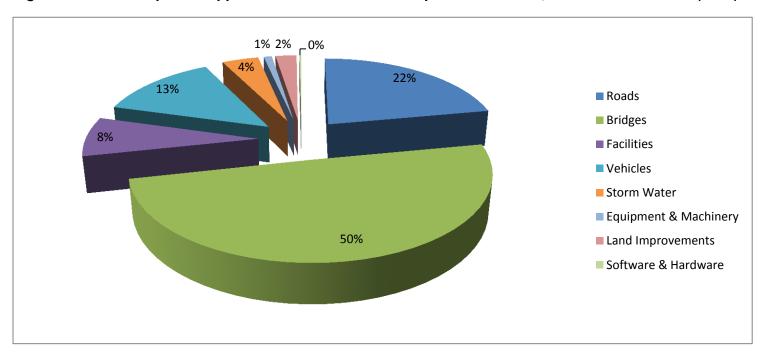


Figure 2-3: Township Water Supported Asset Distribution Replacement Costs (2016)

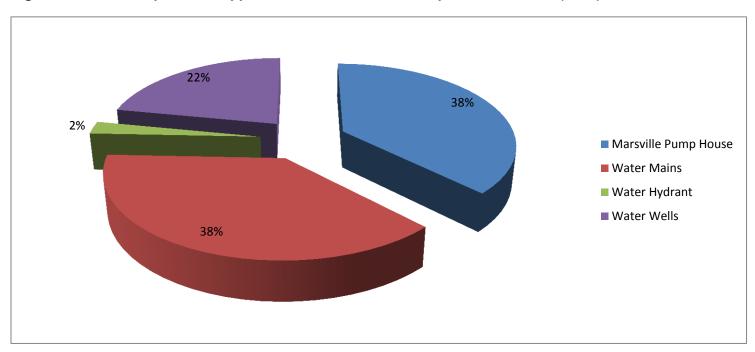


Table 2-2: Township Water Supported Asset Summary

Asset Type	Asset Sub-Type	Historic Cost	2015 Accumulated Amortization	2015 Net Book Value	2016 Replacement Cost		dition d average)	Useful Life (years)	Age (weighted average)	Remaining Life (weighted average)		isk d average)
						Value	Text				Value	Text
Water Facilities & Components	Marsville Pump House	\$136,070	\$101,917	\$34,153	\$394,182	5.2	Average	75, 50, 25, 15	39	27	3	High
Water Mains		\$113,720	\$50,037	\$63,683	\$400,000	6.0	Average	100	44	56	3	High
Water Hydrant		\$7,367	\$6,483	\$884	\$25,500	5.0	Average	75	44	6	3	High
Water Wells		\$93,142	\$29,438	\$63,703	\$230,063	5.7	Average	25	14	19	2	Moderate
	Total	\$350,299	\$187,875	\$162,424	\$1,049,745	6.0	Average		36	36	3	High

The Storm Water assets account for close to \$1 million; 4% of the Township replacement costs, not including road bases. These assets are reviewed and seem to be working well. One area of some concern is the Marsville storm main as it is getting older. To ensure that the storm main is functioning well and still has the opportunity to be lined for additional asset life, it is recommended that a closed circuit TV (CCTV) scan of the main be completed in a few years. The CCTV scan cost will be minimal due to the short length of the storm main.

The Equipment & Machinery assets are mostly composed of Public Works equipment and some equipment from the Marsville Community Centre. These assets are numerous and a standard requirement for general operations of these department areas of the municipality. These assets also are used and/or tested for safety on a regular basis by Township staff and therefore maintained or replaced on a regular schedule or when required.

Land Improvements assets are mostly made up of parking lots and playing surfaces, as sports fields and park equipment. Township staff regularly inspect these assets to ensure they are well maintained. It is recommended that the Township review the lifecycles of these assets to ensure that they are appropriate for the Township environment.

The Software & Hardware asset group is also regularly used by Township staff. Assets as computers are replaced when required to ensure staff effectiveness. Therefore this asset group is well maintained and controlled via appropriate timely replacements.

The Township actually owns one short length of sidewalk located in the Orton Village area. This has been identified as an asset that has been grown over and potentially more difficult to remove than to just leave. Staff inspect the area for any safety concerns.

The Township has many street signs throughout the community which include both regulatory and non-regulatory signs. With over \$138,000 replacement value this asset type is critical to safe travel through the Township. Township signs are regularly reviewed by the Township staff and are replaced when necessary, and only require an annual budget of \$10,000 to ensure proper signage is maintained.

Township street lights have been replaced with new LED lights which effectively reduce the Township's electrical energy consumption and light bulb replacements. The Township will have some minor bulb replacements as the main investment has already been made.

2.3 Road Environment Assets

The Township's road assets make up a key service that reflects the economic and social development of the community. The road environment assets are made up of the following asset types:

- Road Surface Asphalt 21% of the total Township Road asset replacement costs;
- Road Surface Gravel 4% of the Total Township Road asset replacement costs;
- Bridges 69% of the total Township Road asset replacement costs;
- Cross Road Culverts 3% of the total Township Road asset replacement costs;
- Street Lights 1% of the total Township Road asset replacement costs;
- Signs 1% of the total Township Road asset replacement costs; and
- Barriers 1% of the total Township Road asset replacement costs.

Below we provide more detail on the two key asset groups in the Road Environment group of assets, Roads, and Bridges.

2.3.1 Roads

At the current replacement cost the road environment assets account for \$16.0 million dollars or 72% of the Township's tax supported assets excluding road bases. The composition of the road surfaces are outlined in Table 2-3.

Table 2-3:	Road	Surface	Com	position

Road Surface	Length (m)	Condition (weighted average)	Condition (Text)	Replacement Cost	
Asphalt	37,774	7.0	Good	\$3,366,000	
Gravel	107,907	5.3	Average	\$615,000	
Total	145,681		Average	\$3,981,000	

Burnside completed a desktop review of all Township roads to establish the road inventory. Many discussions with the Township Director of Public Works, helped to identify the road conditions, and identified needs for both asphalt and gravel surface roads.

It was identified that the Township is falling behind in trying to maintain good asphalt road surfaces, which can and eventually do affect the road bases. Figure 2-4 outlines cross section of a standard road. It is very important to maintain the road surfaces which are comparatively a minor replacement cost to the major cost to replace a road base. Due to other major projects, such as bridge replacements / rehabilitations, funding has not been as readily available to re-enforce some road bases and replace their asphalt surfaces. For a few asphalt roads it is recommended that the asphalt surface be ground

into the base along with some additional gravel. This will help to develop a more secure road base. Once the road base becomes soft it cannot economically support a hardtop road surface and it can be best to convert it to a gravel road until the base has been reinforced.

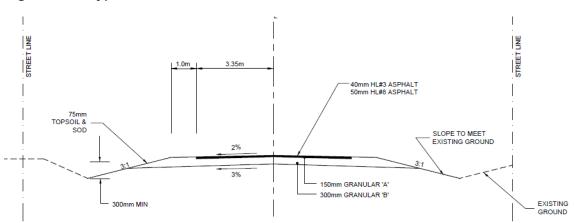


Figure 2-4: Typical Road Cross-Section

The gravel surface roads are on an approximate three year rotation, of surface gravel replacement / top-up. In some locations additional gravel is at times required to help reinforce the road base. This rotation is recommended to continue to ensure that these roads remain safe.

To gain a better understanding of the road conditions it is recommended that the Township complete a Road Needs study. This will provide a more detailed report of condition related deficiencies, and other deficiencies that may impact longevity or operations of Township roads, including road widths, drainage, surface type, alignment, and brushing maintenance where required.

2.3.2 Bridges & Culverts

The Township had their 32 bridges and culverts structures over the span of 3.0 m inspected in 2015. Three of these structures are Townline structures that are to be inspected by a neighbouring municipality. The inspection reports were reviewed and information incorporated into this asset management analysis. Visual inspections are required to be carried out every two years in accordance with the Ministry of Transportation – Ontario Structure Inspection Manual (OSIM). The inspections were to be completed under the direction of a Professional Engineer to assess their condition and identify any material defects, performance deficiencies, maintenance needs, additional studies and/or repairs / rehabilitation work required on a structure by structure basis.

The Township has a total of just over \$11 million replacement cost of bridge and culvert assets. Figure 2-5 provides the distribution of the types of bridges that the Township owns.

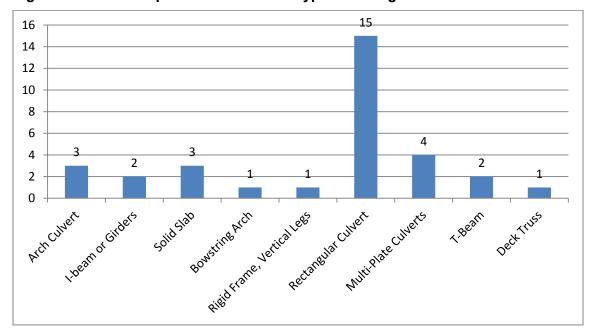


Figure 2-5: Township of East Garafraxa Types of Bridge Structures

The inspection report made recommendations based on the data. Depending on the condition of each structure, the remedial needs were provided in three classifications; routine maintenance, additional investigations and repairs and rehabilitations (Capital Works).

The routine maintenance work often requires a minimal scope of work, and in most cases can be carried out by Township staff. The Township tries to complete as much of these recommendations as possible.

The capital works needs include any repair, rehabilitation or replacement work which would typically be completed by a Township hired Contractor, to assist in extending the service life of a structure and increasing the Bridge Condition Index (BCI). In accordance with the OSIM, the capital works required are based on a priority of six to ten years, one to five years, within one year, and urgent. We have incorporated this information along with further prioritization suggestions from the Public Works Director.

It should be noted that the Capital Works costs include recommended replacement or rehabilitation costs for structures in need.

Taking into consideration the structures calculated BCl's, several structures have been identified for rehabilitation. Within the next six years, three structures have been identified for rehabilitation capital works.

Based on the biennial inspection of each structure, the Bridge Condition Index (BCI) is calculated for each structure. The Bridge Condition Index Distribution graph, shown in Figure 2-6 below, provides a summary of the current state of the Township's structures.

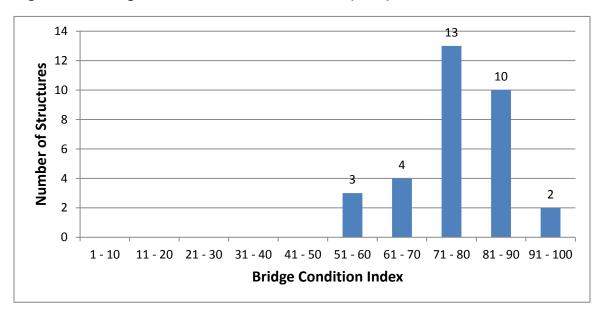


Figure 2-6: Bridge Condition Index Distribution (2016)

Currently, only approximately 78% of the Municipality's structures are within the "good" range (over 70 BCI), with 22% of the structures classified as "fair" (50 - 70 BCI) and 0% classified as "poor" (under 50 BCI), as illustrated in Figure 2-6. Of interest, the MTO has established a goal to have 85% of their structures in "good" condition (BCI ≥ 70) by the year 2021, and to maintain that condition moving forward by addressing rehabilitations and replacements as necessary. Burnside recognizes that the above goal was not established by the Township, but it is noted that, with the rehabilitation of Bridge 8, reconstruction of Bridge 18, and replacement of Bridge 3 over the last few years, the state of the inspected structures will be improving. There will be 7 more bridges that will need some improvements or replacement to achieve the Province MTO's established goal.

Continued maintenance and completion of rehabilitative or replacement works as recommended in the Bridge report will help to continue a trend of overall improvement of the Municipality's bridge assets.

2.4 Facilities

Facilities account for \$1.9 million or 8% of the Township's assets replacement costs excluding the Road Bases. Figure 2-7 shows the distribution of this \$1.9 million across the asset type owned by the Township. A total of 4 facilities were identified as requiring an opinion of remaining life and replacement cost.

16%

Public Works

Salt Dome

Gravel Pit Shed

Figure 2-7: Facilities Replacement Cost Distribution

2.4.1 Facilities Condition Rating

A rating system consisting of five categories, Very Good, Good, Fair, Poor, and Very Poor, was utilized in order to provide a general description of the condition of each facility or component thereof as compared with the average life expectancy of that facility or component. Condition ratings for individual components or groups of components within a facility was provided by the Township, or assumed based on age and average life expectancy where no rating was provided. Table 2-4 provides a weighted average condition to replacement cost perspective of the Township facilities.

Facility	Condition (weighted average)	Replacement Cost		
Marsville Community Centre	5.1	\$518,000		
Public Works	7.9	\$926,000		
Salt Dome	8.0	\$295,000		
Gravel Pit Storage Shed	5.0	\$140,000		
_	Total	\$1 879 000		

Table 2-4: Facility Weighted Average Condition

2.5 Vehicles

The Township, as most municipalities, maintain their vehicles very well. This is potentially due to staff's regular hands-on use of these assets. When vehicle assets are

used regularly the end users want to ensure that they are maintained to their manufacturer's specifications. Even though there are many vehicles that have exceeded their identified useful lives they are still safe to use. This does not mean that they will never have to be replaced.

It should not be surprising that all of the Township's vehicles have been identified for replacement over the 20 year period of this study. Some of these are currently only being used to cover more busy periods, and will eventually be replaced.

The Township owns \$2.9 million in replacement cost vehicles. This is 13% of the Township's assets (without road bases included), however they are a key functional asset used to provide clear drivable roads, and safe recreational fields and facilities.

Over the next 20 years it is recommended that the Township invest approximately \$194,500 annually to overcome the Township's vehicle needs.

2.6 Water Supported Assets

The Township water supported assets provide potable water to the Marsville community. These assets total over \$1 million in 2016 replacement cost value which is 4% of all the Township assets excluding the Road Bases. Table 2-3 provides a summary of all of the water supported assets. A more detailed review of these assets can be found in Appendix A.

Each water supported asset component identified in Table 2-3 is critical to the acquiring, treating and distributing potable water to the community with sufficient quantity and pressure. As this is a water supported asset grouping we shall only comment on the condition and capacity of the system.

In general the Marsville water system is aging and in need of some greater attention, as three of the four asset groupings indicate a High weighted average risk score. These asset types are the actual pump house, which is expected to exceed the identified useful life of the building. The identified condition of the water assets are average. There are two main concerns:

- The water production well and pump is aging and needs to be better assessed for potential remaining service life, and expected replacement in the next five years.
- Water distribution capacity, will be challenged if additional development is added to the system. For new development to proceed there will need to be a second production well commissioned, as well as the current distribution main and hydrants replaced. A new system will have to be able to provide full fire pressure which currently is not available.

2.7 Asset Condition

Each asset was tracked based on estimated total useful life and remaining service life. Using this data, along with staff information, and age analysis of Township assets assisted in identifying potential areas of focus where inspected asset condition was not available. We do wish to state that asset condition is always best defined via engineering best practices. Engineering based condition assessments can provide more realistic estimates of an asset's remaining service life, which can then be used to establish rehabilitation and/or replacement schedules. Age related condition values can be problematic if the asset's useful life is not appropriately defined. For example, if a useful life of an asset is defined shorter than the assets true performance, this will result in a lower / poorer age assessed condition rating. This method of condition approximation was only used when inspected or staff commented conditions were not available.

A rating out of 10 was established for all assets and was based on a combination of past reported physical inspections, current inspections, staff assessment, and asset age analysis. This rating was then converted to a condition description of "Very Poor" to "Very Good" as shown in Table 2-5.

Condition (Value 0-10)	Condition
9 – 10	Very Good
7 – 8	Good
5 – 6	Average
3 – 4	Poor
1 – 2	Very Poor

Table 2-5: Asset Condition Format for All Assets

The condition of the assets is an important element of any lifecycle assessment process. The condition assessment process also identifies maintenance and operating practices that can be applied to ensure appropriate service, as well as extending the life of the asset to its maximum service life.

A draft policy has been proposed that will ensure all the Township's assets are reviewed using established engineering methods and practices. Appendix B contains the draft Data Verification and Condition Assessment Policy, which identifies how often the Township tax supported assets are recommended to be assessed.

A high level summary of the average conditions for the Township assets are shown in Table 2-1 and Table 2-2. The conditions listed in Table 2-1 and Table 2-2 are for weighted average conditions. The weighting was against the asset replacement costs so that the greater the cost the greater the weighting of that asset's condition is used to

determine the average. Using this method provides for more emphasis on the more expensive to replace assets. However please note that averages are a composition of many assets in a group. Averages can be misleading with respect to immediate needs as new assets offset the old assets requiring urgent replacement.

2.8 Data Accuracy and Completeness

An important element of this asset management plan is ensuring that tools and procedures are in place to maintain accuracy and completeness of the asset data and calculations moving forward. As time passes, assets are used, maintained, improved, disposed of and replaced.

All of these lifecycle events can trigger changes to the asset database used within the asset management plan. Therefore, tools and procedures are essential to ensure the asset data remains accurate and complete. Please refer to Appendix B of this report for the draft "Data Verification and Condition Assessment Policy" for the Township. This policy illustrates how the asset data can be updated and verified going forward. This includes the timing of condition assessments for each asset type and what should be included within the condition assessment procedures.

3.0 Expected Levels of Service

The Township of East Garafraxa has been offering and maintaining for its municipality good service levels, during challenging economic times. The Province has become more demanding of all municipalities requiring residents to invest more and more into replacing older infrastructure. Reviewing past records has shown that the Township has continued to investment annually into maintaining and replacing Township infrastructure. The last few years have seen improvements with greater investments in retaining proper service levels on Township assets. It is important to note that the long term objective of the Township needs to be infrastructure sustainability. In general the Township is performing maintenance activities when required, however with the potential of more new developments will require the Township to hire more staff and acquire more equipment to be able to maintain expected levels of service.

3.1 Scope and Process

A Levels of Service (LOS) analysis gives the Township an opportunity to document the levels of service that are currently being provided and compare it to the levels of service that will ensure the assets achieve their full lifecycle potential. This can be done through a review of current practices and procedures, an examination of trends or issues facing the Township and/or through an analysis of performance measures and targets that staff can use to measure performance.

Expected LOS can be impacted by a number of factors, including:

- Legislative requirements (e.g., minimum maintenance standards for roads, water guidelines, etc.);
- · Strategic planning goals and objectives;
- Resident expectations;
- Visitor / Constituent expectations;
- · Council expectations; and
- Financial or resource constraints.

The previous task of determining the state of the Township's local infrastructure establishes the asset inventory and condition, as well as asset management policies and principles to guide the refinement and upkeep of asset infrastructure. The LOS analysis will utilize this information and factor in the impact of asset service level targets. It is important to document an expected LOS that is realistic to the community. It is common to strive for the highest LOS; however, these service levels usually come at a cost. It is also helpful to consider the risk associated with a certain LOS. Therefore, expected LOS should be determined in a way that balances both level of investment and associated risk to the Township.

Burnside received verbal confirmation of maintenance practices that the Township undertakes. The only additional practices that we recommend are to complete more rigorous condition assessments on Township owned assets, as this will help better determine the remaining life of the municipality's assets. This then will provide the Township staff with time to find / develop appropriate funding to improve or replace these assets.

Figure 3-1 illustrates the recommended strategy of investing more often in smaller amounts provide higher levels of service and better asset condition with an overall lower total cost over the lifecycle of the asset.

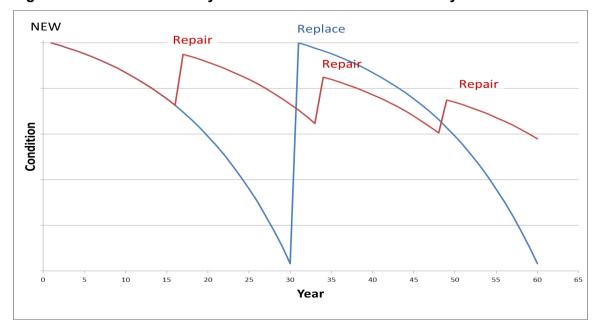


Figure 3-1: Small and Timely Renewal Investments Save Money

3.2 Current Levels of Service versus Expected Levels of Service

The Township's current LOS has resulted in the current state of infrastructure as discussed in the previous section of the report. This current LOS also relates to the risk assessment discussed in later report sections. Regarding the cost of this LOS, the municipality has established an operating and capital budget for the current year that includes the cost of providing this LOS to residents. Therefore in moving from the current LOS to an expected LOS, consideration has to be made for the associated cost (or impact on the Township's current budget) in moving to an enhanced or expected LOS.

Table 3-1 outlines broad LOS descriptions (both current and enhanced LOS). This analysis was noted through discussions with the Township and engineering best practices. Based on the information provided there are a few enhanced maintenance related LOS identified. The Levels of Service cost impact analysis was factored into the financial strategy discussed in Chapter 5 of this report. To ensure that current activities are not missed we attempted to include these costs into the analysis.

3.3 Level of Service Performance Measures

As mentioned above, using performance measures in the LOS review can also be helpful in measuring the Township's goals and objectives when it comes to capital assets. The municipality currently tracks specific performance measures as part of their Minimum Maintenance Standards for Roads. The Township also follows the Provincial water guidelines which are tracked and documented. It is recommended that the

Township start tracking some other key performance measures as this will assist the municipality to better define and achieve their desired LOS and asset strategies. As the municipality's asset management plan evolves over time, performance measures can be introduced to further measure the LOS being provided in each service area. It is expected that the Province will be asking municipalities to incorporate more performance measures to ensure that appropriate service levels are being offered to the public.

Table 3-1: Township Expected Levels of Service

	Expected Strategic	Level of Service (LOS) Analysis							
	LOS	Current LOS	Expected LOS	Benchmark (if Applicable)	Estimated Cost of Expected LOS	Cost Description			
	Safe Roads	Meet "Minimum Maintenance Standards" as defined by Ontario Regulation 239/02.	Meet "Minimum Maintenance Standards" as defined by Ontario Regulation 239/02.	Regulation Standard		Township may want to incorporate a system that will assist in proving compliance to the Provincial Regulation.			
	Fix Public Identified Issues Quickly	Track complaints and resolve then as quickly as possible.	Track complaints by road segment.	Respond to Public Inquiry within 7 days		Township delivers the Level of Service well.			
Roads &	Maintain Road System Network Condition for Safe Use	Road Maintenance is completed regularly and when required.	Maintain adequate road network condition index to ensure safe roads.	Assess Road Conditions every 10 years with Internal assessment annually	\$20,000 + \$15,000 + \$8,000 + \$3,500	Roads Needs Study every 10 years to include Network Condition analysis, and crack seal program and line painting.			
Related Assets	Asphalt Roads are Clean and Clear	Street sweeping and flushing are completed annually.	Roads are swept and flushed to ensure they are clear of debris and safe.		\$6,500	Township delivers the Level of Service well.			
	Gravel Roads are Well Maintained and Dust Inhibited	Gravel roads are smoothed when required, and Calcium Chloride applied to control dust.	Gravel roads are smoothed when required, and Calcium Chloride applied to control dust.		\$110,000	Township delivers the Level of Service well.			
	Safe and Well Maintained Roadsides	Township provides brushing, ditching, grass mowing, and shoulder maintenance to ensure roadsides are safe and well maintained.	Roadsides are clear of obstructions and well maintained for safe road travel.		\$45,000	Township delivers the Level of Service well.			
	Signs can be Seen Clearly	Signs: Visual inspections done in the evening. Replaced when required / needed.	Signs: Visual inspections. Replace when needed.	Reflectivity Standard	\$10,000	Township delivers the Level of Service well. Replacements are completed when required.			
	Safe Well-lit Urban / Semi-Urban Street Areas	Maintenance activated by Public Notice for Street Lights.	Maintenance activated by Public Notice for Street Lights.	Correction of Issues within MMS		Township delivers the Level of Service well.			

	Expected Strategic LOS	Level of Service (LOS) Analysis					
		Current LOS	Expected LOS	Benchmark (if Applicable)	Estimated Cost of Expected LOS	Cost Description	
Bridge & Culvert	Safe Bridges	Maintain good bridge condition and 8 bridges with load limits.	Maintain good condition and no load limits.	MTO bridge guides		Township is working towards completing this LOS. Closed Bridge 17 will be re-opened after new construction in 2017, and Bridge 15 will be replaced.	
Assets	Bridges Maintained	Follow Bridge Inspection Report recommendations for Bridge and Culvert maintenance.	Proactive Bridge and Culvert maintenance (based on bridge report).		\$40,000	Township is completing this LOS, with improving the maintenance issues identified in the Township's Bridge Inspection Report by completing what they can within their identified budget annually.	
	Proper Bridge Spring Maintenance	Blowing out Expansion Joints & Washing of Bridges in Spring.	Blowing out Expansion Joints & Washing of Bridges in Spring.			Township is completing this LOS.	
	Bridge Inspections	Bridge inspections (i.e., using OSIM reports) required every 2 years.	Bridge inspections (i.e., using OSIM reports) required every 2 years.	Completed every 2 years	\$10,000	Township is completing this LOS.	

	Expected Strategic	Level of Service (LOS) Analysis					
	LOS	Current LOS	Expected LOS	Benchmark (if Applicable)	Estimated Cost to Move to Expected LOS	Cost Description	
	Safe Buildings	Meet legislative requirement (Building Code, Fire Code, Health & Safety, etc.).	Meet legislative requirement (Building Code, Fire Code, Health & Safety, etc.)	Provincial Guidelines		Township is completing this LOS.	
	Facility are Well Maintained	Condition assessments performed when needed.	Facility Condition Assessments showing remaining life of major asset components and required improvements completed.			On-Site inspections completed when required.	
Building Assets	Health & Safety Equipment is in Good Working Order	Health & Safety component assessments to ensure emergency alarms, lighting, generators, etc. are functioning to specifications.	Health & Safety component assessments to ensure emergency alarms, lighting, generators, etc. are functioning to specifications.	Provincial Guidelines		Township is completing this LOS.	
Assets	All Facilities Meet Accessibility Standards	All facilities meeting current accessibility standards.	All Facilities meet accessibility standards.	Provincial Guidelines		Township is completing this LOS.	
	Maximizing Energy Savings	Energy Audit has been undertaken by the Township.	Resource Efficiency: Energy Audit – for all facilities.			Township does not have any outstanding issues to complete from the Energy audit for buildings.	
	Township Office Water is Safe to Drink	Reverse Osmosis and water coolers are used to ensure safe drinking water.	Water is tested regularly and safe to drink.	Provincial Guidelines		Township is completing this LOS.	
	Mechanical Systems are Inspected and Maintained	HVAC systems are inspected and maintained annually.	Assess efficiencies in Maintenance contracts (i.e., generators, HVAC).			Township is completing this LOS.	
	Clean and well Maintained Facilities	Township has well maintained facilities.	Proactive facility maintenance.			Township is completing this LOS.	

	Expected Strategic LOS	Level of Service (LOS) Analysis					
		Current LOS	Expected LOS	Benchmark (if Applicable)	Estimated Cost to Move to Expected LOS	Cost Description	
	Safe & Accessible Parks	Meet legislative requirement (Inspections, Health & Safety, etc.).	Meet legislative requirement (Inspections, Health & Safety, etc.).	Provincial Guidelines		Township Staff complete inspections.	
Land	Parks are well Maintained	Condition assessments performed when needed. Monthly inspections of playground equipment.	Monthly inspections of playgrounds and equipment.	Provincial Guidelines		Township is completing this LOS.	
Improvements	Playgrounds are in Good Working Order	Health & Safety component assessments twice a year to ensure functioning to specifications.	Health & Safety component assessments to ensure functioning to specifications.	Provincial Guidelines	\$19,500	Appropriate maintenance measures are being undertaken by the Township.	
	Parking Facilities are in Good Condition	Maintenance for Parking areas when required.	Annual Inspections for maintenance for Parking areas.			Township staff to complete and report.	
	Sports Fields are Safe and Maintained	Appropriate Maintenance for safe use.	Appropriate Maintenance for safe use.		\$10,000	Township is completing this LOS.	
	Township Trails are Safe and Maintained	Appropriate Maintenance for safe use.	Appropriate Maintenance for safe use.			Township is completing this LOS.	
	Fencing Is Safe	Responding to Public complaints.	Annual inspection and fixing of maintenance issues.	Annual Review		Township to review when complaints submitted. Inspections are completed by staff.	

	Expected Strategic LOS	Level of Service (LOS) Analysis					
		Current LOS	Expected LOS	Benchmark (if Applicable)	Estimated Cost to Move to Expected LOS	Cost Description	
Vehicles & Equipment	Safe & Well Maintained Vehicles	Proactive maintenance plan, as per Manufacturer's Guidelines.	Proactive maintenance plan, as per Manufacturer's Guidelines.			Township is completing this LOS.	
Assets	Safe & Well Maintained Equipment	Proactive maintenance plan, as per Manufacturer's Guidelines.	Proactive maintenance plan, as per Manufacturer's Guidelines.			Township is completing this LOS.	
	Optimal Replacement of Vehicles & Equipment	Replace Equipment / Vehicles as required (some areas based on legislated replacements, others minimum safety).	Replace Equipment/Vehicles as required (some areas based on legislated replacements, others minimum safety).			Some concern over the age of some of the vehicles / equipment the Township uses, however they are safe to use. The older vehicles are being used sparingly.	

	Expected Strategic LOS	Level of Service (LOS) Analysis					
		Current LOS	Expected LOS	Benchmark (if Applicable)	Estimated Cost to Move to Expected LOS	Cost Description	
Storm Water	Effective Storm Water Management	Investigate and respond based on public complaints / concerns.	Proper flows and clear system with little to no inhibitors.	No storm water back-up incidents		Township is completing this LOS.	
Assets	Catch Basins are Clear and Well Maintained	Annual Catch Basin cleaning.	Annual Catch Basin cleaning.		\$2,000	Township is completing this LOS.	
	Storm Water Mains are Clear and Well Maintained	No identified issues.	CCTV review and assessment completed every 15 years. Implement plan for repairs & maintenance that result in system efficiencies.		\$5,000	CCTV program every 15 years.	

	Level of Service (LOS) Analysis Expected Strategic					
	LOS	Current LOS	Expected LOS	Benchmark (if Applicable)	Estimated Cost of Expected LOS	Cost Description
	Source Water is well Protected	Maintaining appropriate Zoning and Planning to ensure Source Water Protection	Maintaining appropriate Zoning and Planning to ensure Source Water Protection			Township is completing this LOS
	Production Wells are well Maintained	Appropriate maintenance is undertaken when required	Appropriate maintenance is undertaken when required			Township is completing this LOS
	Treatment Processes Meet Legislative Requirements	Meet all legislative requirements.	Meet all Provincial legislative requirements.	Provincial Guidelines		Township is completing this LOS
Water Assets	Well Maintained Generator	Tested monthly	Tested and well maintained generators		\$3,000	Township is completing this LOS. Annual service maintenance
	Appropriate Water Storage for Distribution Network	Water Storage is sufficient for currently approved developments. Beyond that the system may be reaching capacity levels	Water Storage meets the needs of the Water Distribution Network			Need to address capacity if the Township wishes to grow. Costs for upgrades and water main replacement is built into the Capital costs
	Efficient Water Distribution System	Water losses are tracked and at a minimum	Water Losses are tracked and minimized		\$1,000	Township is completing this LOS. Annual effort to gain access to exersize main valves.
	Sufficient Water pressure for Fire Protection	Water pressure does not meet Fire Protection Standards and new water main and hydrants will need to be installed with more water pressure generated at the pump house	Water Pressure meets Fire Protection Standards of 50psi			Township is working up a plan to upgrade the system to ensure Fire Pressure
	Hydrants are Flushed and Swabbed	System is flushed twice a year, and annual refirbishing program	Flushing Program meets Guideline Standards			Township is completing this LOS. Annual referbishing program

4.0 Asset Management Strategy

4.1 Scope and Process

The asset management strategy provides the recommended course of actions required to maintain (or move towards) a sustainable asset position while delivering the levels of service discussed in the previous chapter. The course of actions, when combined together, form a long-term operating and capital forecast that includes:

- Non-infrastructure solutions: Reduce costs and/or extend expected useful life estimates;
- Maintenance activities: Regularly scheduled activities to maintain existing levels of service levels, or repairs needed due to unplanned events;
- Renewal / Rehabilitation: Significant repairs or maintenance planned to maintain the levels of service and increase the remaining life of assets; and
- Replacement / Disposal: Complete disposal and replacement of assets, when renewal or rehabilitation is no longer an option.

Priority identification becomes a critical process during the development of an asset management strategy. Priorities have been determined based on assessment of the overall risk of asset failure, which is determined by looking at both the probability of an asset failing, as well as, the consequences of failure. The consequences of the municipality not meeting desired levels of service must also be considered in determining risk. As discussed in Chapter 3, adding enhanced levels of service results in both operating and capital budget impacts over the 20 year forecast period. This has to be taken into consideration, with the overall objective of reaching sustainable levels while mitigating risk.

4.2 Risk Assessment

The risk of an asset failing is defined by the following calculation:

Risk of Asset Failure = Probability of Failure X Consequence of Failure

Probability of failure has been linked to the condition assessment for each asset, assuming that an asset in "very good" condition has a "rare" probability of failure. The following table outlines the probability factor tied to each condition rating:

Table 4-1: Probability of Failure Matrix

Condition (Value)	Condition	Probability of Failure
9 – 10	Very Good	Rare
7 – 8	Good	Unlikely
5 – 6	Average	Possible
3 – 4	Poor	Likely
1 – 2	Very Poor	Almost Certain

Consequence of failure has been determined by examining each asset type separately. Consequence refers to the impact on the municipality if a particular asset were to fail.

Types of impacts include the following:

- Cost Impacts: the cost of failure to the Township (i.e., capital replacement, rehabilitation, fines and penalties, damages, etc.);
- Social impacts: potential injury or death to residents;
- Environmental impacts: the impact of the asset failure on the environment; and
- Service delivery impacts: the impact of the asset failure on the Township's ability to provide services at desired levels.

Each type of impact was reviewed and consequence of failure for each asset type was determined by using the information contained in Table 4-2 as a guide to assess the level of impact. Levels of impact were documented as ranging from "significant" to "insignificant".

Table 4-2: Consequence of Failure Matrix

	Cost	Social	Environmental	Service Delivery
Significant	Significant Cost – Difficult to Recover	Death, Serious Injury	Long-term Impact – Permanent	Major Interruptions
Major	Substantial Cost – Multi-year Budget Impacts	Major Injury	Long-term Impact – Fixable	Significant Interruptions
Moderate	Considerable Cost – Requires Revisions to Budget	Moderate Injury	Medium-term Impact – Fixable	Moderate Interruptions
Minor	Small / Minor Cost – Within Budget Allocations	Minor Injury	Short-term / Minor Impact – Fixable	Minor Interruptions
Insignificant	Negligible or Insignificant Cost	No Injury	No Impact	No Interruptions

With both probability of failure and consequence of failure documented, total risk of asset failure was determined using the matrix contained in Table 4-3. Total risk has been classified under the following categories:

- Extreme Risk (E): Risk beyond acceptable levels;
- High Risk (H): Risk slightly beyond acceptable levels;
- Medium / Moderate Risk (M): Risk at acceptable levels, monitoring required to ensure risk does not become high; and
- Low Risk (L): Very little risk.

Table 4-3: Total Risk of Asset Failure Matrix

Probability		Cons	sequence of F	ailure	
of Failure	Significant	Major	Moderate	Minor	Insignificant
Almost Certain	Е	Е	н	Н	M
Likely	Е	Н	Н	M	M
Possible	Е	Н	M	M	L
Unlikely	Н	M	M	L	L
Rare	Н	M	L	L	L

Risk levels can be reduced or mitigated through planned maintenance, rehabilitation and/or replacement of an asset. An objective of this asset management plan is to reduce risk levels where they are deemed to be too high, as well as, ensure assets are maintained in a way that keeps risk at acceptable levels.

4.3 Priority Identification

Through a review of the asset risk of failure assessment, the assets / categories listed below were identified as being priorities of the Township for over the next few years.

Roads

- 10th Line from East Garafraxa / Erin Townline to County Road 3. Application of reclamite to rejuvenating agent for asphalt roads (approximate cost \$40,000; 2017).
- 17th Line from East Garafraxa / Erin Townline to Greenwood Pit Entrance. Asphalt surface to finish off 17th Line paving project (approximate cost \$80,000; 2018).
- Hilltop Crescent Requires re-surfacing the paved road with some additional base support (approximate cost \$80,000; 2018)

Bridges

- Bridge 7 This bridge requires a major rehabilitation. As a heritage bridge it is vital
 that work is completed on this bridge as soon as practicable (approximate cost
 \$433,000; 2018).
- Bridge 17 Based on the bridge inspections this bridge is scheduled to be replaced (approximate cost \$50,000; 2018).

Facilities

- Marsville Community Centre Heating system The heating system is very old and has regular maintenance completed on it but it is understood that it is not going to last long with a high risk of failure rating (approximate cost \$3,000; 2017).
- Public Works Septic System This old system in the Spring at times has issues with saturation, and capacity form Spring melt. This could turn into a Health & Safety issue and is identified as a high risk of failure asset. It is recommended that it be replaced (approximate cost \$20,000; 2017).

Vehicles

• 1988 Champion Grader Unit 75 – Is well past its expected life and is recommended to be replaced. These types of vehicles are critical to ensuring that Township roads are in good repair and safe to drive (approximate cost \$425,000; 2017).

Water System

- Marsville Well There are two wells drilled at the pump house however only one is commissioned and in production. The second well needs to be commissioned and put in service to lower the probability of failure as well as provide for the current well to be replaced in the next 5 years (approximate cost \$75,000; 2019).
- Marsville Water Main This system is old and not operating at Fire Pressure. This is below a safe standard. It is expected that the water main needs to be replaced if there is going to be any growth potential in the area; (approximate cost \$400,000, 2020).
- Marsville Hydrants If the water main will be replaced so should the hydrants. As
 the water pressure is not to fire standard it is expected that the hydrants need to be
 replaced at the same time as the water mains (approximate cost \$25,500; 2020).

This list of capital asset replacements are only for the next few years, and do not limit the needs that the Township requires to become fully sustainable. The Finance Strategy will further outline the needs for investing in assets annually via reserves to ensure that funds are available for future asset replacements.

4.4 Long-term Forecast

For many years, lifecycle costing has been used in the field of engineering to evaluate the advantages of using alternative materials in construction or production design. The method has gained wider acceptance and use recently in the management of capital assets. By definition, lifecycle costs are all the costs which are incurred during the lifecycle of a capital asset, from the time it is purchased or constructed, to the time it is taken out of service for disposal.

In defining the long-term forecast for the Township's asset management strategy, costs incurred through an asset's lifecycle, the assets condition, expected LOS, and risk were considered and documented. Asset Replacement Analysis in forecasting the municipality's asset replacement needs are summarized in Figure 4-1, which we are calling Asset Strategy Scenario 1 based on expected levels of service. This asset strategy was further developed into a Scenario 2a, and 2b. This second developed scenario takes the developed asset strategy and applies a Capital Phased-In Approach as shown in Figure 4-2. Scenario 2 is fully discussed in Chapter 5.

The asset strategy incorporated all of the information discussed above in this report and based on the information provided by the Township, the completed field asset assessments, past reports, staff input, and understanding of the asset's reaction in their current environment as well as the expected asset maintenance levels, and the current asset condition, which is expected to produce a reduced asset potential risk of failure. The outcome of this scenario approach was to provide appropriate asset service levels, and assets are expected to meet or exceed their useful life which reduces expected infrastructure deficits. In total, \$26.4 million in assets (inflated to appropriate year) are shown as replacement and LOS needs in the 20 year forecast. This is the recommended asset strategy for the Township of East Garafraxa.

Assets like Bridges, Storm Water, and Facility Structures, are not expected to be replaced for usually over 50 years. It needs to be stated to ensure that these assets have reserve funding for their replacement schedule in the future. These assets will need to be replaced beyond the 20 year analysis period and not having reserve funds to do so will elevate the risk of failure to extreme levels in the future. Scenario 2b makes an attempt at providing the Township with an investment plan into Township reserve accounts.

For the recommended scenario to be feasible, the expected level of service adjustments discussed in Chapter 3 are needed in conjunction with the current level of service amounts in order to effectively maintain and rehabilitate the assets as required.

The financing strategy discussed in the next chapter will incorporate the level of service adjustments into the recommended financing analysis. Please refer to Appendix C for the full 20 year details.

4.4.1 Water Supported Assets

A representation of the water supported assets is being presented here for completeness. As noted above these assets undertake their own sustainability Financing Plan and Rate Studies. Based on the information provided Figure 4-3 shows the 20 year distribution of water supported asset strategy.

Figure 4-1: Scenario 1 – Proposed Tax Supported Asset Strategy Based on Expected Levels of Service

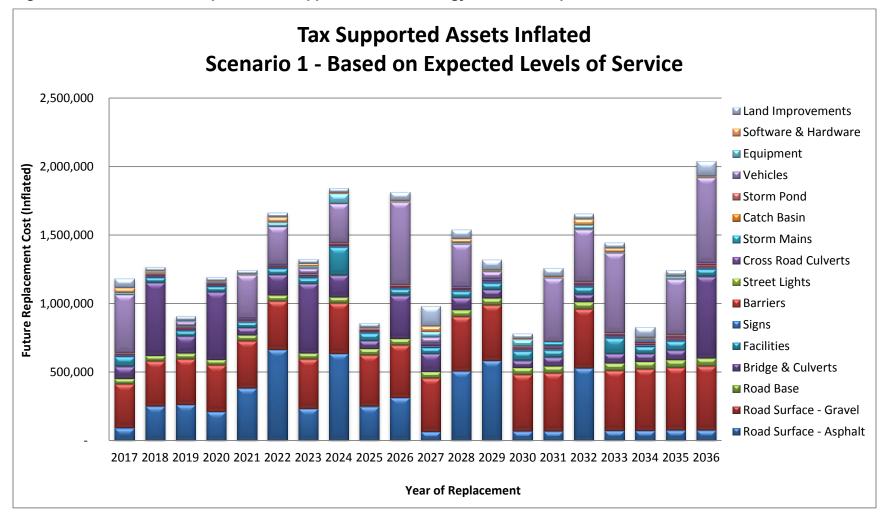


Figure 4-2: Scenario 2 – Tax Supported Assets Capital Phased In Approach

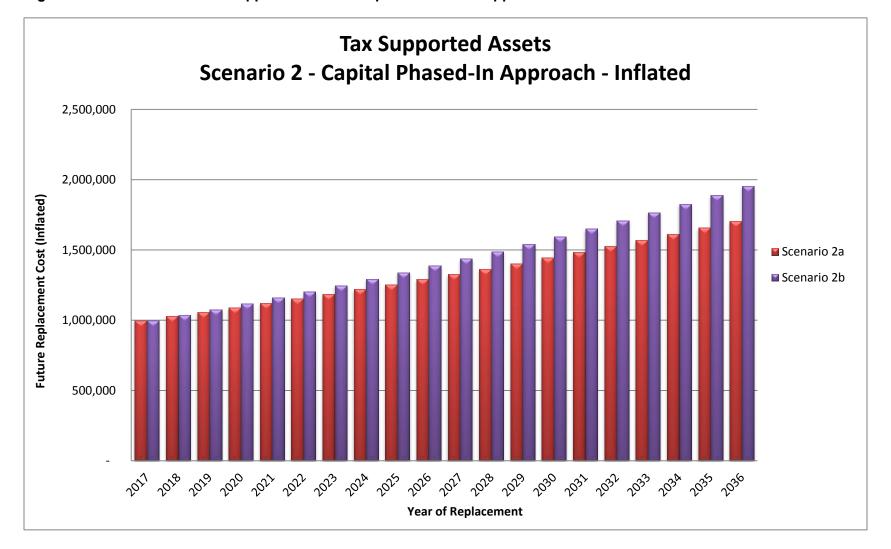
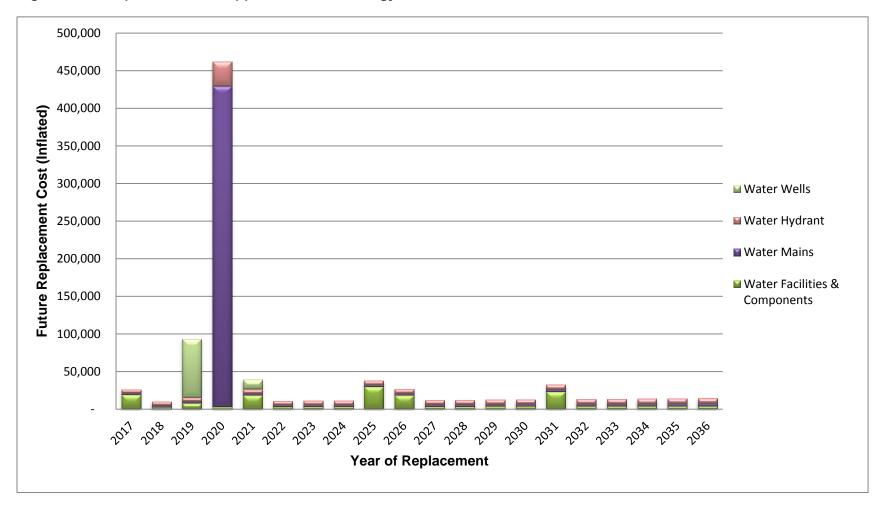


Figure 4-3: Proposed Water Supported Asset Strategy for 20 Year Period



5.0 Financing Strategy

5.1 Scope and Process

The financing strategy outlines the suggested financial approach to funding the tax supported asset management strategies outlined in Chapter 4, while utilizing the Township's existing budget structure and available funding sources. This section of the asset management plan includes:

- Annual expenditure forecasts broken down by lifecycle cost, including:
 - Maintenance / non-infrastructure solutions;
 - Renewal / rehabilitation activities;
 - Replacement/disposal activities; and
 - Expansion activities.
- Actual expenditures in the above-named categories for 2015 and 2016, and budgeted expenditures for 2017;
- An approximation of the annual funding devoted to Capital improvements / Replacements;
- Identification of the funding shortfall and the infrastructure gap, including how the impact will be managed; and
- All key assumptions documented.

The financing strategy forecasts (including both expenditure and approximate capital revenue sources) were prepared consistent with the Township's budget structure so that it can be used in conjunction with the annual budget process. Various financing options, including user fees, reserve funds, debt, and grants were considered during the process.

For all financing strategy scenarios, a detailed 20 year plan was generated. The plan identifies specific lifecycle costs and associated funding sources required for the asset management strategies described in Chapter 4.

5.2 Historical Results

Discussions with Township staff identified that

Historical results for 2015-2016 and the 2017 budget for Township services (all tax supported), including all capital (i.e., renewal / rehabilitation, replacement / disposal, and expansion) were reviewed. Over the last three years the Township seems to have been trying to increase its efforts to close the infrastructure gap. Based on the past three years and discussion with Township staff a value of \$1,000,000 is the approximate capital funding the Township has provided to capital and related LOS annually. This includes the use of development charges for growth (expansion) related costs, reserve funds, Gas Tax funds, and grants / subsidies. Please note that the Township was

unsuccessful in obtaining the one-time Ontario Community Infrastructure Fund (OCIF) funding in 2016 for the rehabilitation of Bridge 7. If funding like was obtained by the Township it would help but not eliminate the infrastructure gap.

5.3 Tax Supported Financing Strategies

As discussed in Chapter 4, two asset management strategies were developed to provide different avenues of moving towards sustainable asset management planning. Scenario 1 outlines the preferred approach, allocating rehabilitation and replacement needs based on asset condition, risk and expected levels of service. Scenario 2, the recommended approach, provides for the same capital needs as Scenario 1 over the 20 year forecast period, however, some potential capital deferrals are used to phase-in the impact over earlier years to assist with affordability. Included in this chapter are three distinct financing strategies, one for Scenario 1 and two for Scenario 2 (referred to as 2a and 2b), that attempt to move the Township towards asset management sustainability.

Table 5-1 below provides a costing overview of the three financing strategies and the cumulative, non-inflated and inflated capital expenses over five, ten, and twenty years of the forecast. Please note that the totals below include not only rehabilitation and replacement needs identified in Chapter 4, but also levels of service and expansion related capital costs for tax supported assets. Scenarios 2a and 2b provide the same capital forecast; however provide different options on how to finance the recommended asset management scenario. As noted above, Scenario 2 ensures all capital identified in Scenario 1 is completed by the end of the 20 year forecast, but achieves so at a marginally higher price due to capital inflation.

Table 5-1: Tax Supported Financing Strategy Scenarios

Capital	Over 5 Years	Total Potential Added to Reserves	Over 10 Years	Total Potential Added to Reserves	Over 20 Years	Total Potential Added to Reserves
Non-Inflated						
Scenario 1	\$5,578,259	\$0	\$12,120,905	\$0	\$21,910,198	\$0
Scenario 2a	\$5,090,000	(\$488,259)	\$10,405,000	(\$1,715,905)	\$21,710,000	(\$200,198)
Scenario 2b	\$5,180,000	(\$398,259)	\$10,810,000	(\$1,310,905)	\$23,420,000	\$1,509,802
Inflated						
Scenario 1	\$5,802,283	\$0	\$13,311,251	\$0	\$26,407,125	\$0
Scenario 2a	\$5,299,568	(\$502,715)	\$11,409,274	(\$1,901,977)	\$26,518,404	\$111,278
Scenario 2b	\$5,395,095	(\$407,188)	\$11,868,827	(\$1,442,424)	\$28,739,437	\$2,332,312

Several methods of funding capital expenditures are utilized across all three financing strategy scenarios, in particular:

- Taxation funding is suggested for all maintenance costs, reserve fund transfers, as well as levels of service adjustment related costs related to operations;
- Formula based Ontario Community Infrastructure Fund (OCIF) proceeds and Gas
 Tax proceeds are expected to be stable and long-term funding sources for capital
 projects;
- External Debt financing may be an additional measure required to help smooth capital financing in years where there are increases in funding requirements. This is in particular a good method over the first five years of the 20 year plan;
- Internal debt issued from the Township's Reserve Fund (when accumulated) can be
 utilized to help fund annual capital needs Understanding that these Reserve Funds
 need continuous investment to provide for potential unexpected capital needs as well
 as long term capital needs; and
- The portion of newly acquired or constructed assets that are growth (DC) related can be financed by development charges.

The Township will be dependent upon maintaining healthy capital reserve funds in order to provide the remainder of the required funding over the forecast period. This will require the Township to proactively increase amounts being transferred to these capital reserve funds during the annual budget process. Scenario 2b is the most applicable for the Township to implement and increase the capital reserve accounts, as beyond the 20 year plan there will be additional capital needs that will need funding.

5.3.1 Scenario 1: Expected Levels of Service

Figure 5-1 below presents the first 10 years of the capital forecast for Scenario 1. This forecast ensures that capital assets are rehabilitated or replaced as identified, based on levels of service, risk and condition (see Chapter 4).

Table 5-2 shows the tax supported expenditure forecast for maintenance, renewal / rehabilitation, replacement / disposal and expansion for the first 10 years of the forecast. While this summary only shows high-level cost classifications, further detail (including the full 20-year forecast) can be obtained from Appendix A and Appendix C.

Items in Table 5-3 labelled as "Levels of Service" refer to the expanded levels of service analysis discussed in Chapter 3 and found for the 20 year period in Appendix C.

Figure 5-1: Tax Supported Assets Scenario 1 – Based on Expected Levels of Service

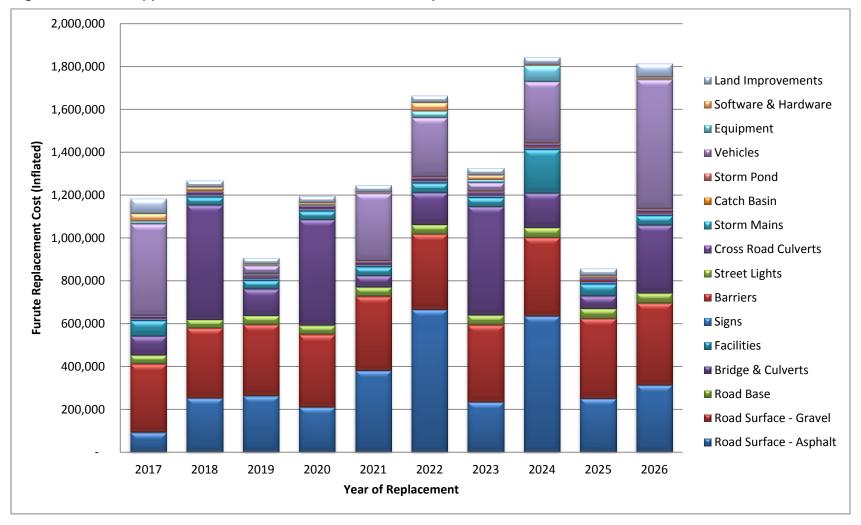


Table 5-2: Tax Supported Capital Expenditure Forecast Scenario 1: Expected LOS

Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Total Scheduled Capital – Inflated	1,184,049	1,268,135	907,749	1,195,388	1,246,962	1,665,008	1,326,575	1,843,758	858,240	1,815,386
Road Surface – Asphalt	93,000	252,960	263,221	210,650	381,557	665,761	234,242	635,223	249,563	313,592
Road Surface – Gravel	320,000	326,400	332,928	339,587	346,378	353,306	360,372	367,579	374,931	382,430
Road Base	40,000	40,800	41,616	42,448	43,297	44,163	45,046	45,947	46,866	47,804
Bridge & Culverts	89,000	533,460	124,848	493,462	54,122	149,051	506,773	160,816	58,583	316,700
Facilities	72,000	37,740	38,495	39,265	40,050	44,163	41,668	203,317	55,068	44,218
Signs	10,000	10,200	10,404	10,612	10,824	11,041	11,262	11,487	11,717	11,951
Barriers	5,000	5,100	5,202	5,306	5,412	5,520	5,631	5,743	5,858	5,975
Street Lights	_	_	_	1	1	1	-	_	_	_
Cross Road Culverts	10,000	10,200	10,404	10,612	10,824	11,041	11,262	11,487	11,717	11,951
Storm Mains	_	_	5,202	_	_	_	_	_	-	_
Catch Basin	2,000	2,040	2,081	2,122	2,165	2,208	2,252	2,297	2,343	2,390
Storm Pond	_	_	_	-	-	-	-	-	1	_
Vehicles	425,000	_	36,414	-	313,905	276,020	39,416	287,171	_	603,522
Equipment	13,000	3,060	3,121	3,184	3,247	30,914	14,640	73,059	3,515	3,585
Software & Hardware	35,549	16,085	3,121	6,835	3,247	39,249	20,790	5,743	3,515	6,135
Land Improvements	69,500	30,090	30,692	31,306	31,932	32,570	33,222	33,886	34,564	65,133

Table 5-3: Identified and Expected Levels of Service

Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Total Scheduled Capital – Inflated	392,500	425,850	413,559	405,912	424,855	422,311	442,019	439,372	459,876	457,123
Road Surface – Asphalt	53,000	89,760	55,141	56,244	57,369	58,516	59,687	60,880	62,098	63,340
Road Surface – Gravel	170,000	173,400	176,868	180,405	184,013	187,694	191,448	195,277	199,182	203,166
Road Base	40,000	40,800	41,616	42,448	43,297	44,163	45,046	45,947	46,866	47,804
Bridge & Culverts	50,000	40,800	52,020	42,448	54,122	44,163	56,308	45,947	58,583	47,804
Facilities	37,000	37,740	38,495	39,265	40,050	40,851	41,668	42,501	43,351	44,218
Signs	_		-	_	-	ı	1	ı		_
Barriers	5,000	5,100	5,202	5,306	5,412	5,520	5,631	5,743	5,858	5,975
Street Lights	_		-	_	-	ı	1	ı		_
Cross Road Culverts	-	_	_	_	_	_	_	_	_	-
Storm Mains	_	_	5,202	_	_	_	_	_	_	_
Catch Basin	2,000	2,040	2,081	2,122	2,165	2,208	2,252	2,297	2,343	2,390
Storm Pond	-	_	-	-	-	-	1	-	_	-
Vehicles	_	_	-	_	_	ı	1	ı	_	_
Equipment	3,000	3,060	3,121	3,184	3,247	3,312	3,378	3,446	3,515	3,585
Software & Hardware	3,000	3,060	3,121	3,184	3,247	3,312	3,378	3,446	3,515	3,585
Land Improvements	29,500	30,090	30,692	31,306	31,932	32,570	33,222	33,886	34,564	35,255

In order to fund the recommended asset requirements over the forecast period using the Township's own available funding sources (i.e., using taxation, Gas Tax funding, OCIF funding, reserves / reserve funds, and internal and external debentures), an increase in the Township's taxation levy of approximately 1% - 2% annually would be required. However, if other funding sources become available (i.e., grant funding) or if maintenance and rehabilitation practices allow for the deferral of capital works, then the impact on the Township's taxation levy would decrease under Scenario 1 implementation.

5.3.2 Scenarios 2a and 2b

As previously mentioned, Scenarios 2a and 2b present different funding options to finance the recommended asset management strategy. The major difference between these two approaches is the extent to which capital assets are either financed through external debt, or deferred until funds are available as well as the resulting impact on projected taxation rates. Scenario 2b opts to use less external debentures, resulting in higher taxation rates, while Scenario 2a utilizes more potential external debentures, which has the effect of reducing the impact on taxation (by spreading capital costs out over many years). Note that even with a 1% annual tax increase towards capital funding it will take over 10 years in Scenario 2b to attain a positive investment into Capital Reserves.

Figure 5-2 below presents the first 10 years of the capital forecast for the recommended Scenario 2 asset management strategy. In this figure, the different Scenarios 2a and 2b are shown.

This forecast gradually increases the investment in capital assets over the forecast period. Both Scenario 2a and 2b start at \$1,000,000. The difference between Scenario 2a and 2b is that Scenario 2b has a higher annual increase in annual taxation. Scenario 2a increases by 0.5% tax increase and Scenario 2b increases by 1% tax increase, each year over the 20 year period.

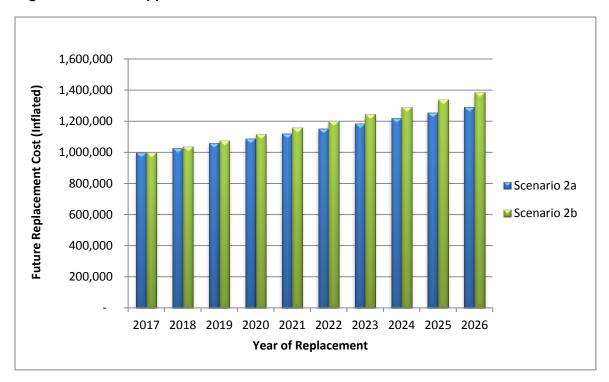


Figure 5-2: Tax Supported Assets Scenario 2a and 2b

The Scenario 2 asset management strategy defers the timing of some of the capital assets identified in the early years of Scenario 1 to assist in implementing sustainable funding. Please note that if additional funding is identified (i.e., grants) or cost efficiencies are found through annual budget processes going forward, this infrastructure gap could be reduced further.

Table 5-4: Tax Supported Capital Expenditure Forecast

Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Scenario 2a	1,000,000	1,029,180	1,059,127	1,089,861	1,121,400	1,153,764	1,186,975	1,221,053	1,256,019	1,291,895
Scenario 2b	1,000,000	1,038,360	1,077,854	1,118,513	1,160,367	1,203,448	1,247,788	1,293,420	1,340,378	1,388,698

Table 5-4 shows the tax supported expenditure forecast for maintenance, renewal / rehabilitation, replacement / disposal and expansion for the first 10 years of the forecast. While this summary only shows required investment, further detail (including the full 20 year forecast) can be found in Appendix C.

In order to fund the recommended asset requirements over the forecast period using the Township's own available funding sources (i.e., using taxation, Gas Tax funding, OCIF funding, reserves / reserve funds, and internal and external debentures), an increase in the Township's taxation levy (which includes inflationary operating adjustments, assumed to be 2.0%). Scenario 2a and 2b have a starting point at \$1,000,000 in year

2017, and increasing at a lower rate than Scenario 2b, starting at \$1,000,000 but increasing at a higher rate each year. The objective of these two scenarios was to ensure that the total funding required was in place to complete the capital works over the 20 year period.

This Scenario 2 may require some debt or initial draining of reserve funds or capital project deferral. It is important to point out that debt would be a short term need as the tax levies catch up with the capital requirements of the Township in the second half of the 20 year forecast period. However, if other funding sources become available (i.e., grant funding) or if maintenance and rehabilitation practices allow for the deferral of capital works, then the impact on the Township's taxation levy would decrease.

5.3.3 Financing Strategies Summary

The main differences between the scenarios:

- The deferral of capital within the 20 year forecast period in Scenarios 2a, and 2b;
- The use of external debentures to help finance capital in the early years of the forecast period; and
- The year-over-year increases to the taxation rate.

Assuming the Township maintains adequate capital reserve funds, both financing strategies will fully fund all capital identified for replacement via their expected levels of service. While the annual funding requirement may fluctuate, it is important for the Township to implement a consistent, yet increasing annual investment in capital so that the excess annual funds can accrue in capital reserve funds.

5.4 Infrastructure Funding Gap

A fundamental approach to calculating the cost of using a capital asset and for the provision of the revenue required when the time comes to retire and replace it is the "sinking fund method." This method first estimates the future value of the asset at the time of replacement, by inflating the current value of the asset at an assumed annual capital inflation rate. A calculation is then performed to determine annual contributions which, when invested in a reserve fund, will grow with interest to a balance equal to the future replacement cost. The contributions are calculated such that they also increase annually with inflation. Under this approach, an annual capital investment amount is calculated where funds are available for short-term needs while establishing a funding plan for long-term needs. Annual contributions in excess of capital costs in a given year would be transferred to a "capital replacement reserve fund" for future capital replacement needs. This approach provides for a stable funding base, eliminating variances in annual funding requirements, particularly in years when capital replacement needs exceed typical capital levy funding. Please refer to Figure 5-3 for an illustration of this method.

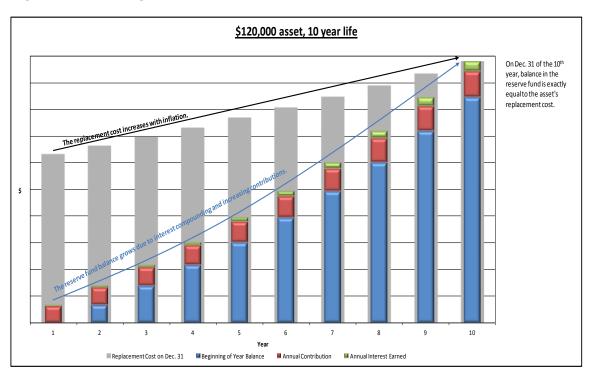


Figure 5-3: Sinking Fund Method

This is the recommended approach to developing the optimal capital investment amounts that feeds into the Financing Strategy and infrastructure funding deficit calculation below.

5.4.1 Tax Supported Services

Capital investment is hereto referred as the sum of annual contributions to fund capital asset rehabilitation, replacement, and/or expansion. For the purposes of the Township, this can take the form of contributions to capital reserves/reserve funds, internal and external debt payments and consistent capital grant funding. This differs from the Township's annual budget and forecast, which includes asset maintenance from an operating perspective and one time funding for capital projects. The annual capital investment represents ongoing and constant investments in capital over the forecast period. From a tax supported asset base perspective, the estimated optimal annual capital investment is identified to be over \$1.1 million (not inflated based on a 20 year period). Based on the Township's past expenditures and 2017 budget, annual capital investment is approximately \$1,000,000. This would provide a high-level estimate of the Township's annual tax supported infrastructure funding gap at approximately \$100,000.

5.4.2 Improving the Annual Funding Deficit

Under the recommended financing strategies (2a or 2b), the Township would be making proactive attempts to mitigate these funding gaps over the forecast period.

To further mitigate the potential infrastructure funding deficit, the Township could consider:

- Decreasing expected levels of service to make available capital funding;
- Issuing more debt for significant and/or unforeseen capital projects, in addition to the
 debt recommended within this report, while staying within the Township's debt
 capacity limits (this would have the impact of spreading out the capital repayment
 over a defined term);
- Actively seeking out and applying for grants;
- Consider approaching the community for funding assistance with respect to growth/ expansion related projects;
- Rate increases, where needed (i.e., taxation); and/or
- Implementing net operating reductions or efficiencies. For example:
 - Reduced operating costs to allow for more capital investment.

6.0 Recommendations

The following recommendations have been provided for the Township of East Garafraxa consideration:

- That this Asset Management Plan be received and approved by the Township of East Garafraxa Council; and
- That consideration of this Asset Management Plan be given as part of the annual budgeting process to ensure sufficient capital funds are available to fund capital requirements over the long-term.

The current level of funding for asset replacement and renewal at the Township will not sufficiently fund required capital needs or close the infrastructure funding gap. As such, it is recommended that the following be considered:

- That Council approve one of the recommended financing strategy scenarios, for Township staff to implement moving forward;
- That the "Levels of Service" strategies discussed in this report be approved;
- That the Township use "reserve funds" for asset management planning purposes;
- That this Asset Management Plan be updated and improved as needed over time to reflect the current priorities of the Township; and
- That the Township consider the capital priorities identified within this report when applying for future grants or deciding on how to utilize Gas Tax, OCIF funding and/or other funding that becomes available.

Substantial investment in asset capital needs will be required over the 20 year forecast period and beyond. Through the recommendations provided above, proactive steps will be made to increase capital investment, as well as, reduce the annual infrastructure funding gap for Township assets. Enhanced maintenance plans will assist in

maintaining adequate asset conditions, mitigate asset risk as well as potentially defer capital needs within the forecast period. In addition, the Township of East Garafarxa is recommended to pursue all available capital grants wherever possible to further reduce the infrastructure funding gap.

Through the creation of this plan, the Township has been provided with Excel spreadsheets in which amendments and revisions can be made as needed by the Township. It is anticipated that this plan adopted by Township Council will be monitored and updated frequently as part of the budget process, with refinements and specific recommendations being provided with respect to the priority of each individual project.



Appendix A

Township Asset Inventory & Asset Management Plan Assumptions

APPENDIX A: ASSET MANAGEMENT PLAN ASSUMPTIONS

The following assumptions were made and applied during the creation of the Township of East Garafraxa's asset management plan.

1. STATE OF LOCAL INFRASTRUCTURE

- a) All replacement costs were estimates based on current 2016 pricing.
- b) Historic Costs of assets that were added to the Township's asset inventory and did not have a historic cost identified made use of deflation tables from estimated current 2016 costs back to the installation date of the asset. Indexes were using Non-Residential Building Construction Price Index (NRBCPI).
- c) Amortization of assets was using a straight line amortization, starting the year after the year of acquisition.
- d) Useful life of an asset were provided by the Township, discussed with Township Staff and/or obtained from similar assets in other communities/municipalities.
- e) Condition was from asset inspections (live and/or desktop), from staff's understanding of the asset's relative condition, and finally via estimation from the asset's age were used to provide estimated remaining life to the assets.

2. ASSET MANAGEMENT STRATEGY

- a) Capital inflation rate was assumed to be 2.0% annually.
- b) Operating budget inflation rate was assumed to be 2.0% annually.
- c) Regarding operating expenses included in the Township's current budget, it is assumed that they will increase at an operating inflation rate annually.

3. FINANCING STRATEGY

- a) Gas Tax and OCIF Formula Based Funding revenue have been identified as a funding source for the purposes of this analysis (i.e. for asset replacement purposes), and has been assumed to continue throughout the forecast period.
- b) Interest rate earned on a Capital Replacement Reserve Funds will be 1.0% annually.
- c) Township of East Garafraxa past Annual Capital Investment was identified as \$1,000,000.

East Garafraxa Water - Facilities & Components Current Leveles of Service

																						Replacemen	t/Improvement Ye	ar Based on Curi	ent Levels Service							Replacement/Impr	ovement Year Bas	ed on Expected	Levels Service
Fixed Asset Identific	cation	Location	Asset Name - Facility Components	Description		eful Remaini ife Useful L		Historic Cost	Amortization	Book Value		Condition Based On Useful Life	Condition	Condition Used for Analysis	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure	Numerical Value of Ris of Failure	Year Replacement due to minimmal maintenance practices	Levels of Service	Revised Levels of Service Replacement Ye	Year Replacement Applying Risl ar Score	Subsequent Replacement Year	Revised Remaining Useful Life	Proposed Rehabilitation Cost (2016 \$)	Year for Rehabilitation	Subsequent Rehab (cost 2016 \$)	Subsequent Year for Rehal	Extended Life (Years) due to Betterment	Expected Levels of Service % benefit over Current	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score - or Staff Override		Revised Remaining Useful Life
						27	39	\$136,070	\$101,917	\$34,153	\$394,182			5.2					3							\$ 13,000									
			Marsville Pumphouse																																
2723 Facilities - Bui					1972	75 31	44	\$56,670	\$56,670	\$0	\$310,000	4	5	5	Average	Possible	Major	Н	3	2040	10	204	48 204		27						0	2048	2040	2115	ر 24
2720 Facilities - Bui			Driveway - Marsville Pumphouse		1972	30 0	44	\$218	\$218	\$0	\$5,000	0	5	5	Average	Possible	Major	Н	3	1999	10	200	02 201	7 2062	1						30	2011		2047	/ 1
2763 Water - Chem				Chlorine	2008	20 12	8	\$7,576	\$3,030	\$4,545	\$7,576	6		6	Average	Possible	Major	Н	3	2026	10	202	28 202		11						0	2028	2026	2046	10 ز
3058 Water - Chem	ical Injector		Online Chlorine Analyzer	Chlorine	2006	10 0	10	\$3,489	\$3,489	\$0	\$3,489	0	5	5	Average	Possible	Major	H	3	2015	10	201	16 201	7 2028	1	\$5,00	2021			10	30	2031	2031	2041	i 15
3059 Water - Chem	ical Injector		Prominent Chemical Feed Pump	Chlorine	2008	10 2	8	\$4,807	\$3,846	\$961	\$4,807	2	5	5	Average	Possible	Major	Н	3	2017	10	201	18 201	8 2028	2	\$3,00	2021			10	10	2031	2031	2041	15
4031 Water - Netw	ork Structure		Pumphouse Upgrades	Pump Station	1972	50 6	44	\$11,334	\$9,974	\$1,360	\$11,334	1	5	5	Average	Possible	Major	Н	3	2017	10	202	22 202		4						20	2032	2017	2067	/ 1
4032 Water - Netw	ork Structure		Pumphouse Upgrades	Pump Station	1980	50 14	36	\$22,548	\$16,235	\$6,313	\$22,548	3	5	5	Average	Possible	Major	Н	3	2025	10	203	30 202	2078	12						5	2033	2025	2075	9 د
3233 Water - Pump)		Replacement Pump	Unknown / Generic	2012	10 6	4	\$6,469	\$2,588	\$3,882	\$6,469	6		6	Average	Possible	Major	Н	3	2021	10	202	22 202	2032	6						0	2022	2021	2031	i 5
4045 Water - Scada				SCADA Sensor	2006	50 40	10	\$10,200	\$2,040	\$8,160	\$10,200	8		8	Good	Unlikely	Major	M	2	2051	10	205	56 205	6 2106	40						0	2056	2056	2106	š 40
5000 Water - Water	r Structure		Water Tank	Storage Basin	2013	10 7	3	\$12,759	\$3,828	\$8,931	\$12,759	7		7	Good	Unlikely	Major	M	2	2022	10	202	23 202	2033	7	\$5,00	2019	\$5,00	00 2026	11	0	2037	2037	2047	21
			Sub-Total					\$136,070	\$101,917	\$34,153	\$394,182			#REF!	#REF!																				

East Garafraxa Water - Hydrant Inventory

Current Leveles of Service Expected Levels of Service Expected Levels of Service
Replacement/Improvement Year Based on Current Levels Service Service Replacement/Improvement Year Based on Expected Levels Service

																								replacemenum	iiproveilielit re	ear Based on Curre	IIIL Levels Service						Service	
FIXEI ASSE ID	D ET Subtype	Asset Name	Asset Type Road GIS II	D Road Name	Road From	Road To	Install Year Lit	ful Remaini e Useful L	ng Age	Historic Cost Acci	2015 umulated ortization	2015 Net F book Value	Replacement Cost	Condition Based On Useful Life	Staff Assessed Condition	Condition Used for Analysis	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure	Numerical Value of Risk of Failure	Year Replacement due to minimmal maintenance practices	Current Levels of Le Service R % benefit	Revised evels Service Replacement Year	Year Replacement Applying Risk Score	Subsequent Replacement Yea	Revised Remaining r Useful Life	Proposed Rehabilitation Cost (2016 \$)	n Year for Rehabilitation	Extended Life (Years) due to Betterment	Expected Levels of Service % benefit over Current + Condition better then	Revised Levels Re Service Ap Replacement Sta	Year eplacement plying Risk Score - or aff Override	t Revised at Remaining Useful Life
								6	44	\$ 7,367 \$	6,483 \$	884 \$	25,500			5.0					3							\$ -						
313	38 Water - Hydrant	Fire Hydrant - Grand Cresent, Marsville		Grand Cresent			1972	50 6	44	\$2,456	\$2,161	\$295	\$8,500	1	5	5	Average	Possible	Major	Н	3	2017	10	2022	2017	2067	1				30	2037	2020 207	0 4
314	40 Water - Hydrant	Fire Hydrant - Victoria Boulevard, Marsville		Victoria Bouleva	rd		1972	50 6	44	\$2,456	\$2,161	\$295	\$8,500	1	5	5	Average	Possible	Major	Н	3	2017	10	2022	2017	2067	1				30	2037	2020 207	0 4
314	42 Water - Hydrant	Fire Hydrant -Maple Street, Marsville		Maple Street			1972	50 6	44	\$2,456	\$2,161	\$295	\$8,500	1	5	5	Average	Possible	Major	Н	3	2017	10	2022	2017	2067	1				30	2037	2020 207	0 4

East Garafraxa Water - Well Inventory

Current Leveles of Service Expected Levels of Service
Replacement/Improvement Year Based on Current Levels Service Replacement/Improvement Year Based on Expected Levels
Service

																																Servi	.ce	
FIXED ASSET ID	Subtype	Asset Name	Asset Type	Road GIS ID	Road Name	Install Year	Useful Rema Life Usefu	ning Age Life	Historic Cost	2015 Accumulate Amortization	2015 Net Book Value	Replacement Cost	Condition Based On Useful Life	Staff Assessed Condition	d Condition Used for Analysis	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure	Numerical Value of Risk of Failure	Year Replacement due to minimmal maintenance practices	Current Levels of Service % benefit	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score	Subsequent Replacement Yea	Revised Remaining Useful Life	Proposed Rehabilitation Cost (2016 \$	Year for Rehabilitation	Extended Life (Years) due to Betterment	Expected Levels of Service % benefit over Current + Condition better then	Revised Levels Service Replacement Year S	Year Replacement S Applying Risk F Score - or Staff Override	Subsequent Replacement Year	Revised Remaining Useful Life
							19	14	\$ 93,142	2 \$ 29,43	\$ 63,703	\$ 230,063			5.7					2							\$ 12,000							
3050	Water - Well	Marsville Production Well	Municipal Production Well			2001	25 10	15	\$6,539	9 \$3,924	\$2,616	\$75,000	4	5	5	Average	Possible	Moderate	M	2	2024	10	2027	2027	2053	11	\$12,000	2021	25	5	2046	2046	2071	30
4033	Water - Well	Marsville Well Upgrades re: Walkerton	Municipal Production Well			2001	50 35	15	\$19,368	B \$5,81	\$13,558	\$19,368	7		7	Good	Unlikely	Moderate	M	2	2046	10	2051	2051	2101	35				0	2051	2051	2101	35
4034	Water - Well	Marsville Well Upgrades re: Walkerton	Municipal Production Well			2003	50 37	13	\$60,695	5 \$15,78	\$44,914	\$60,695	7		7	Good	Unlikely	Moderate	M	2	2048	10	2053	2053	2103	37				0	2053	2053	2103	37
5032	Water - Well	Marsville Production Well	Municipal Production Well			2001	25 10	15	\$6.539	9 \$3.92	\$2,616	\$75,000	4	5	5	Average	Possible	Moderate	M	2	2024	10	2027	2027	2053	11				5	2028	2019	2044	3

East Garafraxa Water Mains Inventory

Subtype	Street Name	Street I.D.	From	То	Asset Name	PIPE ID#	DIA (mm) LEI	NGTH MATERIA	Condition based on Age	Staff Condition	Condition Used	DATE OF CONSTRUCTIO	N Useuful Li	fe RSL (2016)	Age	Historical Cos	2015 Accumulated Amortization	2015 Net Boo Value	k Replacment Cost	Probability of Failure (Based on Condition)	Consequence of Failure	f Total Risk of Failure	Numerical Risk Rating		Current Levels of Service % benefit	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score	Subsequent Replacement Year	Revised Remaining Useful Life	Proposed Rehabilitation Cost (2016 \$)	Year for Rehabilitation	Extended Life (Years) due to Betterment	Expected Levels of Service % benefit over Current + Condition better then expected for age	Revised Levels Service Replacement Year	Year Replacement Su Applying Risk Score - or Staff Override	ubsequent placement R Year U	Revised Remaining Useful Life
											6			56	44	\$113,720	\$50,037	\$63,683	\$400,000				3														
Water - Pressurized Ma	in				Distribution Main		150			6		6 19	72 10	00 56	44	\$113,72	0 \$50.03	7 \$63.68	3 \$400.00	0 Possible	Major	H	3	2062	10	2072	2062	2162	46				0	2072	2020	2120	4

East Garafraxa Vehicles Inventory Current Leveles of Service Expected Levels of Service Replacement/Improvement Year Based on Current Levels Service Replacement/Improvement Year Based on Expect

																					керіа	cement/improve	ment rear Bas	sed on Current L	eveis Service					Kep	Jiacement/impr	rovement rear	Based on Expec	ted Levels Ser	vice
Fixe Ass	ed Subtype	Asset Name - Vehicles	Asset Type	Install Year	Useful Remaini Life Useful L	ng Age	Historic Cost	2015 Accumulated Amortization	2015 Net Book Value	Replacement Cost	Condition Based On Useful Life	Staff Assessed Condition	Condition Used for Analysis	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequenc of Failure	Risk of Failure	Numerical Value of Risk of Failure	Year Replacement due to minimmal maintenance practices	Current Levels of Service % benefit	Revised Levels Service Replacement Year	Year e Replacement Applying Risk	Subsequent Replacement Year	2nd Subsequent Replacement Year	Revised Remaining Useful Life	Proposed Rehabilitation Cost (2016 \$)	Rehabilitation	2nd Rehab (Cost 2016)	Extend Year for Rehab (Years) Better	it over Replac	vels Replacement R		/oar Replac	equent Rev	naining
					10	10	\$ 2,264,393	\$ 1,136,155 \$	\$ 1,138,553	\$ 2,945,000			7.7					1								\$ 80,000									
26	96 Equipment - Rolling S	S 1988 Champion Grader - Unit #75	1988 Champion 740 Grader 11L VIN - 127	7 1988	20 0	28	\$146,702	\$146,702	\$0	\$425,000	0	5	5	Average	Possible	Minor	M	2	2006	10	2008	8 2017	2046	2075	1						0	2017	2033	2049	1
26	97 Equipment - Rolling S	S 2001 Champion Grader - Unit #74	2001 Champion 740 VHP Grader 11L VIN		20 5	15	\$266,436	\$222,030	\$44,406	\$425,000	3	7	7	Good	Unlikely	Moderate	M	2	2019	10	2021	1 2021	2041	2061	5						2021	2026	2046	2066 1	10
26	98 Equipment - Rolling S	S 2007 Volvo Grader - Unit #73	2007 Volvo 960 Grader 7L Vin VCEOG960	2007	20 11	9	\$259,362	\$129,681	\$129,681	Disposed 2016																									
27	01 Equipment - Rolling S	S 1996 Ford Truck - Unit #77	1996 Ford Truck - Unit #77	1995	20 0	21	\$94,776	\$94,776	\$0	disposed 2015																									
27	02 Equipment - Rolling S	S 2005 International Truck - Unit #78	2005 International 5600 14L Truck VIN - 1	2004	20 8	12	\$186,380	\$139,785	\$46,595	\$250,000	4	7	7	Good	Unlikely	Minor	L	1	2022	10	2024	4 2024	2044	2064	8						2024	2022	2042	2062	6
27	03 Equipment - Rolling S	S 2001 GMC Truck - Unit #70	2001 GMC Truck - Unit #70	2001	12 0	15	\$22,863	\$22,863	\$0	Disposed 2015																									
27	04 Equipment - Rolling S	S 2007 Ford Truck - Unit #71	2007 Ford F150 4wd 4.6L Truck - VIN - 18	F 2006	12 2	10	\$24,584	\$24,584	\$0	\$35,000	2	5	5	Average	Possible	Minor	M	2	2017	10	2018	8 2018	2030	2042	2						2018	2019	2031	2043	3
		S 2008 Volvo Loader - Unit #72	2008 Volvo Loader - Unit #72	2008	20 12	8	\$226,526	\$100,678	\$125,848	\$275,000	6	9	9	Very Good	Rare	Moderate	L	1	2026	10	2028	8 2028	2048	2068	12	\$40,000	2021	\$40,000	2026 5		2031	2031	2051	2071 1	15
29	59 Equipment - Rolling S	S Sweeper	Sweeper	2009	20 13	7	\$32,940	\$15,372	\$17,568	\$40,000	7	7	7	Good	Unlikely	Moderate	M	2	2027	10	2029	9 2029	2049	2069	13						2029	2029	2049	2069	13
	04 Equipment - Rolling S		Excavator	2010	20 14	6	\$114,895	\$38,796	\$86,415	\$250,000	7	7	7	Good	Unlikely	Moderate	M	2	2028	10	2030	0 2030	2050	2070	14						2030	2021	2041	2061	5
40	35 Equipment - Rolling S	S 2011 GMC Truck	2011 GMC Sierra Nevada 4wd 4.8L Truck	2011	12 7	5	\$27,931	\$8,728	\$19,202	\$35,000	6	8	8	Good	Unlikely	Minor	L	1	2022	10	2023	3 2023	2035	2047	7						2023	2023	2035	2047	7
40	36 Equipment - Rolling S	S 2013 Western Star	2013 Western Star 4700 SBA 13L VIN - 5k	2012	20 16	4	\$211,087	\$52,772	\$158,315	\$250,000	8	9	9	Very Good	Rare	Minor	L	1	2030	10	2032	2 2032	2052	2072	16						2032	2032	2052	2072 *	16
40		S 2009 Volvo Truck - Unit 79	2009 Volvo VHD 13L Vin - 4V5KC9EH99N	2 2008	20 12	8	\$196,173	\$98,087	\$98,087	\$250,000	6	8	8	Good	Unlikely	Minor	L	1	2026	10	2028	8 2028	2048	2068	12						2028	2028	2048	2068 1	12
50	39 Equipment - Rolling S	S 2015 WESTERN STAR	2016 WESTERN STAR	2014	20 18	2	\$226,033	\$28,254	\$197,779	\$250,000	9	10	10	Very Good	Rare	Minor	L	1	2032	10	2034	4 2034	2054	2074	18						2034	2024	2035	2046	8
50	88 Equipment - Rolling S	S 2015 Sierra 1500 GMC Pickup Truck	Sierra 1500 GMC Pickup Truck	2015	12 11	1	\$31,707	\$3,171	\$28,537	\$35,000	9	10	10	Very Good	Rare	Minor	L	1	2026	10	2027	7 2027	2039	2051	11						2027	2027	2032	2037	11
	Equipment - Rolling S	S 2012 Volvo 976 - Grader	2012 Volvo 976 - Grader	2016	14 14	0	\$196,000	\$9,878	\$186,122	\$425,000	10	9	9	Very Good	Rare	Moderate	L	1	2029	10	2030	0 2030	2044	2058	14	\$40,000	2026	\$40,000	2031 5		2036	2036	2050	2064 2	20

East Grafraxa

Current Leveles of Service Expected Levels of Service replacement/minor teal passed on Evine Replacement/minor teal passed on Evine

-4	,																						керіасешени	inprovemen	t Tear Daseu Un Cur	Helit Feans					Replacement		Year Based on Exp		service
FIXED ASSET ID	Subtype	Asset Name - Equipment	Asset Type	Make	Model		seful Rema Life Usefu		Historic Cost		2015 Net Book Value	Replacement Cost	Condition Based on Age	Condition (from Staff Assessment)	Condition Used for Analysis	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or		Failure Val	umerical ue of Risk f Failure	rear eplacement due to		Levels Service Re Replacement App	rear placement plying Risk		Revised maining Useful Life	Proposed Rehabilitation Cost (2016 \$)			Levels of Service %		Replacement Applying Risk		bsequent	Revised emaining seful Life
							1	0 13	\$ 133,570	\$ 66,627 \$	66,943	\$ 194,102	2		7.7					1							\$ 10,000	4							
275		uit Mig Welder Public Works Garage	Large Tools			2007	15 €	9	\$3,258	\$1,955	\$1,303	\$5,00	.0	4 8	8	Good	Unlikely	Insignificant	L	1	2021	7	2022	2022	2037	6					2022	2022	2037	2052	6
275		uir Arc Welder Public Works Garage	Large Tools			1980	15 (36	\$1,432	\$1,432	\$0	not to be replace	ed															1							
275	Equipment - Equ	uir Tools Public Works Garage	Small Tools			2000	5 (16	\$8,456	\$8,456	\$0	\$10,00	0	8 0	8	Good	Unlikely	Insignificant	L	1	2005	9	2005	2017	2034	1					2015	2037	2042	2047	21
275	Equipment - Equ	uit Pressure Washer Public Works Garage	Large Tools			2006	15 5	10	\$5,500	\$3,667	\$1,833	\$7,50	0	3 5	5	Average	Possible	Insignificant	L	1	2020	10	2022	2022	2038	6					2022	2023	2038	2053	7
275	Equipment - Equ	uir Gravel Compactors - 3 units Public Works G	Large Tools			2007	20 1	1 9	\$49,155	\$22,120	\$27,035	\$60,00	0	8 8	8	Good	Unlikely	Insignificant	L	1	2025	10	2027	2027	2047	11					2027	2024	2044	2064	8
276	Equipment - Equ	uit V-Plows - 3 units Public Works Garage	Plowing Equipment			1976	40 (40	\$6,685	\$6,685	\$0	\$30,00	10	7	7	Good	Unlikely	Insignificant	L	1	2012	10	2016	2017	2058	1	\$10,000	2017	10		2027	2027	2067	2107	11
306	Equipment - Equ	uir Tri Axle Trailer	Trailers			2010	20 1	4 6	\$27,972	\$9,324	\$18,648	\$35,00	.0	7 8	8	Good	Unlikely	Insignificant	L	1	2028	10	2030	2030	2050	14					2030	2030	2050	2070	14
	Equipment - Equ	uir Laser Level	Other Equipment			2007	15 €	9	\$2,063	\$1,238	\$825	\$2,50	.0	4 8	8	Good	Unlikely	Insignificant	L	1	2021	10	2023	2023	2039	7					2023	2023	2038	2053	7
403	Equipment - Equ	uir Shank Ripper for Grader 74	Grading Equipment			2012	10 €	6 4	\$8,062	\$3,225	\$4,837	\$20,00	0	9	9	Very Good	Rare	Insignificant	L	1	2021	10	2022	2022	2032	6					2022	2022	2032	2042	6
508	Equipment - Equ	uir Tilt Ditch Bucket	Other Equipment			2015	40 3	9 1	\$9,158	\$229	\$8,929	\$10,00	0 1	9	9	Very Good	Rare	Insignificant	L	1	2051	10	2055	2055	2095	39					2055	2055	2095	2135	39
2914		CHAIRS - MARSVILLE COMMUNITY CENTRE				2009	25 1	8 7	\$4,806	\$3,364	\$1,442	\$5,00	0	7 6	6	Average	Possible	Insignificant	L	1	2032	10	2035	2035	2061	19					2035	2035	2060	2085	19
		Tables - Marsville Community Centre				2009	25 1	8 7	\$2,400	\$672	\$1,728	\$3,50	0	7 7	7	Good	Unlikely	Insignificant	L	1	2032	10	2035	2035	2061	19					2035	2035	2060	2085	19
4046	404	6 DIRECTOR OF PW - WORKSTATION				2002	25 1	1 14	\$4,020	\$4,020	\$0	\$5,00	0	4 5	5	Average	Possible	Insignificant	L	1	2025	10	2028	2028	2054	12					2028	2028	2053	2078	12
503	Other - Support	Chairs for Council Chambers	Unknown			2014	10 2	2 2	\$602	\$241	\$361	\$60	2	2	2	Very Poor	Almost Certain	Insignificant	M	2	2023	10	2024	2024	2034	8					2024	2024	2034	2044	8

East Grafraxa Software Inventory

Current Leveles of Service Expected Levels of Service

																					Replacemen	nt/Improvement	Year Based on Co	rrent Levels Servic	9					R/	eplacement/Imp	rovement Year F	Based on Expec	cted Levels Service	;e	
FIXED ASSET ID	Subtype	Asset Name	Asset Type In	nstall Year		emaining seful Life	Age (Am	nortization	ook Value	Replacement Cost	Condition Based On Useful Life	Staff Assessed Condition	Condition Used for Analysis	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure	Numerical Value of Risk of Failure	due to L minimmal	Current Revised Levels of Levels Service % benefit Replacement Year		nt Subsequen sk Replacement '		Proposed Rehabilitation Cost (2016 \$)	Year for (Extended Life (Years) due to Betterment	Expected Levels of Service % benefit over Current + Condition better then	Service Replacement Year	Year Replacement Applying Risk Score - or Staff Override	t Subsequent k Replacement Year	2nd Subsequent Replacement Year	3rd Subsequent Replacement Year	4th Subsequent Si Replacement Re	Subsequent	Revised Remaining Jseful Life
						1	8 \$ 2		203,806 \$	11,686	\$ 53,451		_	5.7				0	2						\$ -				4		4					4
	Other - Support	Council Laptops	Computer Hardware	2010	4	0	6	\$6,903	\$6,903	\$0	\$6,900	0	5	5	Average	Possible	Minor	M	2	2014	20	14 20	17 2024	1				40	2016	2017	2022	2027	2032	2037	2042	1
	Other - Support	GIS Software - Year 1 Billing	Computer Software	2001	5	0	15	\$12,512	\$12,512	\$0	Not to be Replac	ed																				 '				
	Other - Support	GIS Software - Year 2 Billing	Computer Software	2002	5	0	14 :	\$10,125	\$10,125	\$0	Not to be Replac	ed																								
3055	Other - Support	Geosmart - Colour Printer	Computer Hardware	2003	5	0	13	\$3,441	\$3,441	\$0	\$3,441	0	5	5	Average	Possible	Minor	M	2	2008	20	08 20	17 2031	1				40	2010	2020	J 2028	2033	2038	2043	2048	4
3056	Other - Support	Geosmart	Unknown	2004	5	0	12 \$	124,255	\$124,255	\$0	Not to be Replac	ed																	1	1		1	ĺ			
3057	Other - Support	GIS Software	Computer Software	2005	5	0	11	\$2,134	\$2,134	\$0	\$2,134	0	5	5	Average	Possible	Minor	M	2	2010	20	10 20	17 2029	1				40	2012	2017	2022	2026	2031	2036	2041	1
4039	Other - Support	GIS Mapping	Computer Software	2001	5	0	15	\$3,757	\$3,757	\$0	Not to be Replac	ed																	,	1						
	Other - Support	GIS Mapping	Computer Software	2002	5	0	14	\$13,816	\$13,816	\$0	\$13,816	0	5	5	Average	Possible	Minor	M	2	2007	20	07 20	17 2032	1				40	2009	2017	2022	2027	2032	2037	2042	1
	Other - Support	Geosmart - Doc Management Software	Computer Software	2004	5	0	12	\$11,455	\$11,455	\$0	Not to be Replac	ed																				T				
	Other - Support	Director of PW - GPS Radio System	Cell Phone/Pager	2004	5	0	12	\$9.699	\$9,699	\$0	\$9,699	0	7	7	Good	Unlikely	Minor	L	1	2009	20	09 20	17 2030	1				60	2012	2017	2027	2027	2032	2037	2042	1
5037	Other - Support	Workstation	Unknown	2014	10	8	2	\$2.692	\$538	\$2,153	\$2,692	8		8	Good	Unlikely	Minor	L	1	2023	20	23 20	23 2033	7				0	2023	202*	3 2028	2033	2038	2043	2048	7
	Other - Support	Computer Software	Computer Software	2014	4	2	2	\$11.969	\$4,788	\$7,182	\$11,969	5		5	Average	Possible	Minor	M	2	2018	20	18 20	18 2022	2				0	2018	201/	8 202?	2028	2033	2038	2043	2
	Other - Support	Record Management Software	Computer Software	2015	10	9	1	\$2.013	\$201	\$1.812	\$2,000	9		9	Very Good	Rare	Minor	L	1	2024	20	24 20	24 2034	8				0	2024	202/	4 2029	2034	2039	2044	2049	8
	Other - Support		Computer Hardware	2015	3	2	1	\$719	\$180	\$539	\$800	7		7	Good	Unlikely	Minor		1	2018	20	18 20	18 2021	2				0	2018	201/	8 2022	2028	2033	2038	2043	2
3147	a aapport		and the second	-013				4	+100	4000	4000	· · · · · ·		· ·	2000										1 1						4	Loro		2000		

East Grafraxa Facilities Components Inventory Current Leveles of Service

Expected Levels of Service Improvement Year Based on Expec ovement Year Based on Current Levels Service Year for Rehabilitation Rehabilitati Probability of Failure Consequence of Failure Consequence of Failure Teacher of Condition or Con Install Useful Remaining Year Life Useful Life Historic Cost 2015 Accumulated Amortization System Condition
Used for Analysis

Asset Condition (As per Priority Rating) Proposed Rehabilitation Cost (2016 \$) 2015 Net Book Value System Asset Name - Facility Components Location Description Subtype 28 39 \$ 521,477 \$ 298,863 \$ 222,613 \$ 1,879,000 6.5 \$ 12,000 Marsville Community Centre 2089 2074 1978 urnace - Marsville Community Heat Generating Systems Moderate Community 2918 Facilities - No Centre \$699 **\$57,673** Poor Likely Minor 2006 2064 \$699 **\$85,067** 1991 building with 2191 \$158,261 \$113,933 \$44,32 Major Public Works Garage 2006 Well that feeds Garage Good Public Works Well
Public Works
Garage 1980 50 14 36 2080 \$2,148 \$2,148 Average Possible Moderate 2 2025 14 14 and Marsville Hall 2762 Facilities - Nd Garage NL4 Oil Furnace Public Works Gal Heat Generating Systems 2004 20 8 12
Public Works \$5,719 \$3,432 \$2,288 \$20,000 2065 Public Works
2919 Facilities - Nd Garage Weeping Bed - Public Works Gal Sanitary Waste
Public Works 1969 40 0 47 \$3,380 \$3,380 Poor Likely Moderate H 3 2005 5053 Facilities - Nd Garage RADIANT HEATER PUBLIC WORK Heat Generating Systems 2014 20 18 2 2054 \$10,000 9 Very Good 2 2032 18 \$8,359 \$836 \$7,523 9 9 Rare Major 2034 0 2034 2025 2045 9 2035 2055 2018 2034 2041 2091 2043 2069 2015 20 19 1 \$
2002 15 1 14
1021 55 25 25
2017 25 26 0
70 25 8,000.00 \$ \$2,670 \$4,802 8,000.00 \$ \$178 \$2,401
 10
 10
 Very Good
 Rare
 Moderate

 7
 7
 Good
 Unlikely
 Minor

 5
 Average
 Possible
 Moderate

 10
 Very Good
 Rare
 Moderate
 L 1 2033 10 L 1 2016 10 M 2 2036 10 L 1 2040 10 2055 19 2047 16 2091 25 2068 27 Public Works Propane Furnace 8,000.00 \$3,000 Public Works Propane Furna
olid Potable Diesel Generator
Oil/Water Separator
Propane Generator
Sub-Total
Sand Domes \$203,340 \$128,622 \$74,717 1987 79 46 29 \$171,439 2010 25 19 6 \$ 40,000.00 33 18 \$211,439 \$250,000 6 8 8 Good Unlikely Moderate
45,000.00 8 8 8 Good Unlikely Moderate
\$295,000 8.0 M 2 2055 M 2 2033 2055 2130 2033 2058 2134 43 2058 17 8 Facilities - Bu Sand/Salt Dome Salt Dome \$88,804 Sand/Salt Dome \$82,634 1 5 5 Average Possible Moderate M 2 2014 2 5.0 1969 50 3 47 3 47 2017 2067 4001 Facilities - Bu Gravel Pit Storage Shed at Gravel Pit Sub-Total

East Grafraxa Land Improvements

Current Leveles of Service Expected Levels of Service Expected Levels of Service

Replacement/Improvement Year Based on Current Levels Service Replacement/Improvement Year Based on Expected Levels
Service Service

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FIXED ASSET ID	Subtype	Asset Name	Asset Type	Install Year	Life Usef		Cost	2015 Accumulated Amortization	lue	Useful Life	Staff Assessed Condition	Condition Used for Analysis	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure	Numerical Value of Risk of Failure	Year Replacement due to minimmal maintenance practices				Subsequent Replacement Yea	Revised Remaining If Useful Life	Proposed Rehabilitation Cost (2016 \$)	Extended Life (Years) due to Note Betterment	Expected Levels of Service % benefit ow Current + Condition better the	Replacement Year	Year Replacement Applying Risk Score - or Staff Override		Revised Remaining Useful Life
						18 10	\$ 473,927	\$ 180,817 \$ 293	,111 \$ 515,7	50		8.2					1							\$ -						
		Tot Haven Park fencing	Fence	2005	25	14 11	\$4,229	\$1,861 \$	2,368 \$4,	00 6	8	8	Good	Unlikely	Insignificant	L	1	2028	10	2031	2031	2057	15			10	2034	2034	2059	18
270	cilities - Line	Orton Park back stop	Fence	2005	25	14 11	\$11,392	\$5,012	3,379 Dispoded																					
2708	cilities - Line	Garfraxa Woods back stop	Fence	2005	25	14 11	\$11,392	\$5,012 \$	3,379 Dispoded																					
2709	cilities - Line	Brookhaven back stop	Fence	2005	25	14 11	\$11,392	\$5,012 \$	5,379 \$12,	00 6	8	8	Good	Unlikely	Insignificant	L	1	2028	10	2031	2031	2057	15			10	2034		2059	18
		Brookhaven park fencing - protection from Storm Wat		2005	25	14 11	\$3,282	\$1,444 \$	1,838 \$4,		8	8	Good	Unlikely	Insignificant	L	1	2028	10	2031	2031		15			10	2034	2034	2059	18
271	cilities - Line	Brookhaven park fencing - around Basketball Court	Fence	2005	25	14 11	\$3,900	\$1,716	2,184 \$5,	00 6	8	8	Good	Unlikely	Insignificant	L	1	2028	10	2031	2031	2057	15			10	2034	2034	2059	18
20	cilities - Buil	Playground - Rayburn Meadows	Playground	2003	15	2 13	\$41,274	\$35,771 \$	5,503 \$45,	00 1	7	7	Good	Unlikely	Insignificant	L	1	2017	10	2019	2019	2035	3			50	2027	2027	2042	11
23	cilities - Buil	Providence Cemetery - Property 313600	Cemetery	1869	50	0 147	\$2,939	\$2,939	\$0 Not to be replace																					
271	cilities - Buil	Tot Haven Playground	Playground	2005	15	4 11	\$23,733	\$17,404 \$	5,329 \$25,	00 3	7	7	Good	Unlikely	Insignificant	L	1	2019	10	2021	2021	2037	5			30	2026	2026	2041	10
2714	cilities - Buil	Orton Park Driveway / Parking	Parking Lot	1996	30	10 20	\$2,926	\$1,951	\$975 Disposed in 2013																					
271	cilities - Buil	Orton Park Parking Lot	Parking Lot Parking Lot	1996	30	10 20	\$16,979	\$11,319 \$	6,660 Disposed in 2013																					
2716	cilities - Buil	Orton Village Park Storage Building	Storage Building	1996	30	10 20	\$3,912	\$2,608 \$	1,304 Disposed																					
271	cilities - Buil	Brookhaven Park Parking Lot	Parking Lot	2005	30	19 11	\$12,604	\$4,622 \$	7,983 \$15,	00 6	9	9	Very Good	Rare	Insignificant	L	1	2032	10	2035	2035	2065	19			20	2041	2041	2071	25
2718	cilities - Buil	Brookhaven Basketball Court	Playground	2005	30	19 11	\$8,751	\$3,209	5,543 \$40,	00 6	8	8	Good	Unlikely	Insignificant	L	1	2032	10	2035	2035	2065	19			10	2038	2038	2068	22
2719	cilities - Buil	Brookhaven Playground	Playground	2005	15	4 11	\$42,719	\$31,327 \$1	1,392 \$45,	00 3	8	8	Good	Unlikely	Insignificant	L	1	2019	10	2021	2021	2037	5			40	2027	2027	2042	11
272:	cilities - Buil	Basketball Court - Marsville Park	Playground	1972	30	0 44	\$3,178	\$3,178	\$0 \$40,	0 0	6	6	Average	Possible	Insignificant	L	1	1999	10	2002	2017	2062	1			50	2017	2017	2047	1
272	cilities - Buil	Playground - Marsville Park	Playground	1972	15	0 44	\$6,064	\$6,064	\$0 Disposed																					
2920	cilities - Buil	Parking Lot - Marsville Community Centre	Parking Lot	2006	30	20 10	\$7,929	\$2,643 \$	5,286 \$10,	00 7	7	7	Good	Unlikely	Insignificant	L	1	2033	10	2036	2036	2066	20			0	2036	2036	2066	20
292	cilities - Buil	Parking Lot - Marsville Community Centre	Parking Lot	2006	30	20 10	\$31,832	\$10,518 \$2	l,313 \$35,	100 7	7	7	Good	Unlikely	Insignificant	L	1	2033	10	2036	2036	2066	20			0	2036	2036	2066	20
294	cilities - Buil	Cemetery - 12th Line - roll number 214100	Cemetery	1869	50	0 147	\$3,025	\$3,025	\$0 Not to be replace																					
400	cilities - Buil	Marsville Park - Playground	Playground	2010	15	9 6	\$23,794	\$9,518 \$1	1,277 \$25,	00 6	8	8	Good	Unlikely	Insignificant	L	1	2024	10	2026	2026	2042	10			10	2028	2028	2043	12
5090	cilities - Buil	Orton Village Park Pavilon	Picnic Shelter	2015	40	39 1	\$106,645	\$2,666 \$10	3,979 \$110,	100	10	10	Very Good	Rare	Insignificant	L	1	2051	10	2055	2055	2095	39			0	2055	2055	2095	39
5148	cilities - Buil	Gravel Pit - Operations Driveway	Parking Lot	2015	15	14 1	\$3,053	\$204 \$		00 9	9	9	Very Good	Rare	Insignificant	L	1	2029	10	2031	2031	2047	15			0	2031	2031	2046	15
		Orton Village Park - back stop	Fence	2016	25	25 0	\$15,000	\$0 \$1	5,000 \$15,	00 10	8	8	Good	Unlikely	Insignificant	L	1	2039	10	2042	2042	2068	26			0	2042	2042	2067	26
		Orton Village Park Parking	Parking Lot	2013	30	27 3	\$8,832	\$883.20		00 9		9	Very Good	Rare	Insignificant	L	1	2040	10	2043	2043		27			0	2043	2043	2073	27
		Orton Village Playground	Playground	2013	15	12 3	\$29,439	\$5,888 \$2	3,551 \$30,	00 8		8	Good	Unlikely	Insignificant	L	1	2027	10	2029	2029	2045	13			0	2029	2029	2044	13
		Brookhaven Park Trail/Path		2005	00	19 11	\$500	\$183.33	\$317 \$	50 6		6	Average	Possible	Insignificant	L	1	2032	11	2035	2035	2065	19			0	2035	2035	2065	19
		Woodland Walkway (Asphalt) approx 125 m Woodland Walkway Fencing (total 250m)	Fence	2005	40	29 11	\$1,840	\$506.00 \$,334 \$2,	00 7		7	Good	Unlikely Possible	Insignificant Insignificant	L	1	2041	12	2046	2046	2087	30 15			0	2046	2046	2086	30
		Parking Lot Public Works Garage	Parking Lot	2005	25	20 0	\$9,850	\$4,334.UU \$	5,516 \$10, 524 \$25			10	Average Very Good	Possible	Insignificant		1	2028	13	2031	2031	2057	15	+	 	0	2031	2031	2006	15
		raiking Lot rubiic works Garage	raiking Lut	2016	3U .	30 0	\$21,524	\$U \$2	\$25,	10		10	very Good	rare	irisignificant	L	1	2043	14	2047	2047	2078	31	1		0	2047	2047	20//	31

East Grafraxa Roads - Street Light Inventory Current Leveles of Service
Replacement/Improvement Year Based on Current Levels Service Expected Levels of Service
Replacement/Improvement Year Based on Expected Levels Service

																		Replacement	t/Improvemen		on Current Levels Se	ervice			Replac			on Expected Lev	els Service		
Fixed Asset #	Subtype	Asset Name	Asset Type S	Street ID Inst	tall Useful ear Life	Remaining Useful Life		toric ost Accumulate Amortization		Replacement Cost	Condition Based On Useful Life	Assessed Condition	Condition Used for Analysis	Asset Condition (As per Priority	Probability of Failure (Based on Condition or	Consequence of Failure	Risk of Failure	Numerical Value of Risk of Failure			Revised Levels Service Replacement Year	Year Replacement Applying Risk Score	Subsequent Replacement Year	Revised Remaining Useful Life	Rehabiliation Year	Rehabiliation Cost (2016) Extended (Years) of to Bettern		Levels Serv Replaceme	Year ce Replacement nt Applying Risk Score - or	Subsequent Replacement Year	Revised Remaining Useful Life
						15	10 \$ 6		2 \$ 39,934	\$ 82,078	1		7.8					1								\$ 9,000					
		ht Street Light - Rayburn Meadows			004 30	18	12	. ,	42 \$1,454	\$3,500		7	7	Good	Unlikely	Minor	L	1	2031	10	2034	2034	2064		2029	500	20 0	2049	2049	2079	33
		ht Street Light - Rayburn Meadows			004 25	13			42 \$1,454	\$3,500		7	7	Good	Unlikely	Minor	L	1	2027	10	2030	2030	2056		2030	500	20 0	2050	2050	2075	34
		ht Street Light - Rayburn Meadows			004 25	13	12	. ,	42 \$1,454	\$3,500	0 5	7	7	Good	Unlikely	Minor	L	1	2027	10		2030	2056		2031	500	20 0	2051	2051	2076	35
		ht Street Light - Rayburn Meadows @ Y intersection			004 25	13	12	. ,	42 \$1,454	\$3,500	0 5	7	7	Good	Unlikely	Minor	L	1	2027	10	2030	2030	2056	14	2032	500	20 0	2052	2052	2077	36
		ht Street Light - Rayburn Meadows / A Line			004 25	13	12		42 \$1,454	\$3,500		7	7	Good	Unlikely	Minor	L	1	2027	10	2030	2030	2056		2033	500	20 0	2053	2053	2078	37
		ht Street Light - Woodland Heights - Woodland Dr. / B Line			004 25	13		. ,	42 \$1,454	\$3,500		7	7	Good	Unlikely	Minor	L	1	2027	10	2030	2030	2056		2034	500	20 0	2054	2054	2079	38
		ht Street Light - Woodland Heights - Woodland Dr.			004 25	13		7-11-00	42 \$1,454	\$3,500	0 3	7	7	Good	Unlikely	Minor	L	1	2027	10	2030	2030	2056	14	2035	500	20 0	2055	2055	2080	39
		ht Street Light - Woodland Heights - Woodland Dr.			004 25	13			42 \$1,454	\$3,500	0 5	7	7	Good	Unlikely	Minor	L	1	2027	10	2030	2030	2056	14	2036	500	20 0	2056	2056	2081	40
		ht Street Light - Marsville - Maple St			972 25	0	44		67 \$0	Disposed																					+
		ht Street Light - Marsville - Maple St			972 25	0	44	400.	67 \$0	Disposed																					!
		ht Street Light - Marsville - Grand Crescent			972 25	0	44	400.	67 \$0	Disposed																					├
		ht Street Light - Marsville - Victoria Boulevard			972 25	0	44	\$567 \$5		Disposed																					
		ht Street Light - Marsville - Victoria Boulevard			972 25	0	44	400.	67 \$0	Disposed																					
		ht Street Light - Marsville - Victoria Boulevard			972 25	0	44	\$567 \$5		Disposed																					
		tht Street Light - Marsville - Victoria Boulevard			972 25 972 25	0	44	\$567 \$5		Disposed																					
		tht Street Light - Marsville - Grand Crescent				0		400.	67 \$0	Disposed			7			1.0			0000	40	0005	2005	0004	10				0005	0005	0000	10
		ht Street Light - 46 Old Carriage Road / A Line			009 25	18		φ1,000 ψ1,0	, .	\$5,000				Good	Unlikely	Minor	L	1	2032	10	2035	2035	2061	13			0	2035	2035	2060	19
		tht Street Light - 47101 A Line / East Grafaraxa / Erin TL			009 25	18	7	\$4,895 \$1,3 \$698 \$	71 \$3,524 14 \$684	\$5,000 \$698			7	Good	Unlikely	Minor	L	1	2032	10	2035	2035	2061 2067				0	2035	2035	2060	19
		tht Street Light - Marsville - Maple St @ County Rd 3			015 25	24	1	4000		\$698			10	Very Good	Rare	Minor	_ L	1	2038	10	2041	2041		-			0	2041	2041	2066	25 25
		tht Street Light - Marsville - Maple St @ Victoria					4		14 \$684	φυσι	0 10			Very Good	Rare	Minor		1	2000	10			2067				0			2066	20
		tht Street Light - Marsville - Grand Crescent @ County Rd 3			015 25 015 25	24	1	4000	14 \$684 14 \$684	\$698 \$698			10	Very Good Very Good	Rare Rare	Minor	L.	1	2038	10	2041	2041	2067 2067	-			0	2041	2041	2066 2066	25 25
		tht Street Light - Marsville - Victoria Boulevard east of Drainage			015 25	24	4	4000	14 \$684	\$698			10	Very Good	Rare	Minor		1	2038	10	2041	2041	2067	-			0	2041	2041	2066	25
		tht Street Light - Marsville - Victoria Boulevard @ drainage			015 25	24	4	4000	14 \$684	\$698	0 10		10	. ,	Rare	Minor		1	2038	10	2041	2041	2067				0	2041	2041	2066	25
		tht Street Light - Marsville - Victoria Boulevard west of drainage			015 25	24	1	4000	14 \$684	\$698			10	Very Good Very Good	Rare	Minor	-	1	2038	10		2041	2067				0	2041	2041	2066	25
		ht Street Light - Marsville - Victoria Boulevard @ Grand Cresent ht Street Light - Marsville - Grand Cresent @ Park			015 25	24	1		14 \$684	\$698	0 10			Very Good	Rare	Minor	-	1	2038	10	2041	2041	2067				0	2041	2041	2066	25
			rocont		015 25	24	1	, ,	14 \$684	\$698	0 10		10		Rare	Minor	-	1	2038	10	2041	2041	2067				0	2041	2041	2066	25
		tht Street Light - Marsville - County Rd 3 south side @ east of Grand Cr tht Street Light - Marsville - County Rd 3 south side @ west end of old the				24	1		14 \$684	\$698				Very Good Very Good		Minor	-	1	2038	10	2041	2041	2067				0	2041	2041	2066	25
		tht Street Light - Marsville - 13th Line south of County Rd 3 @ Town Ha			015 25	24	1		14 \$684	\$698				Very Good	Rare	Minor		1	2038	10	2041	2041	2067				0	2041	2041	2066	25
		tht Street Light - Marsville - 13th Line south of County Rd 3 @ Town Rd 3			015 25	24	1	4000	14 \$684	\$600	8 10		10	Very Good	Rare	Minor	-	1	2038	10	2041	2041	2067				0	2041	2041	2066	25
		tht Street Light - Marsville - County Rd 3 south side @ across from chur			015 25	24	1	4000	14 \$684	\$698			10	Very Good	Rare	Minor	-	1	2038	10	-	2041	2067				0	2041	2041	2066	25
2905	Street Light	1 BROOKHAVEN CRES	i cii		05 25	14	11	\$2.207 \$971		\$3.500		9	8	Very Good	Rare	Minor	-	1	2028	10	2031	2031	2057		203	0 \$500	20 0	2050	2050	2075	34
2906	Street Light	68 BROOKHAVEN CRES			05 25	14		\$2,207 \$971	4.,=00	\$3,500	0	8	8	Very Good	Rare	Minor	i	1	2028	10	2031	2031	2057	15	203	1 \$500	20 0	2051	2051	2076	35
2907	Street Light				05 25	14		\$2,207 \$971	Ψ1,200	\$3,500	0 0	8	8	Very Good	Rare	Minor	i	1	2028	10	2031	2031	2057	15	203	1 \$300	20 0	2052	2052	2077	36
2908	Street Light	52 BROOKHAVEN CRES			05 25	14		\$2,207 \$971		\$3,500	-	8	8	Very Good	Rare	Minor	ī	1	2028	10	2031	2031	2057		203	• • • • •	20 0	2053	2053	2078	37
2909	Street Light				05 25	14	11	\$2,207 \$971	4.,=00	\$3,500	0 6	8	8	Very Good	Rare	Minor	ī	1	2028	10	2031	2031	2057	15	203	υ ψουυ	20 0	2054	2054	2079	38
2910	Street Light				05 25	14	11	\$2,207 \$971	4.,=00	\$3,500	0 6	8	8	Very Good	Rare	Minor	i	1	2028	10	2031	2031	2057	15	203	5 \$500	20 0	2055	2055	2080	39
2911	Street Light	44 BROOKHAVEN CRES			05 25	14		\$2,207 \$971		\$3.500		8	8	Very Good	Rare	Minor	ī	1	2028	10	2031	2031	2057		203		20 0	2056	2056	2081	40
5149	Street Light	BROOKHAVEN PARK			05 25	14		\$2,207 \$971	. ,	\$3,500	0 6	8	8	Very Good	Rare	Minor	ī	1	2028	10	2031	2031	2057		203	7 \$500	20 0	2057	2057	2082	41
5150	Street Light	BROOKHAVEN PARK			05 25	14		\$2,207 \$971	Ψ1,200	\$3,500	0 0	8	8	Very Good	Rare	Minor	ī	1	2028	10	2031	2031	2057	15	203	8 \$500	20 0	2058	2058	2083	42
5151	Street Light				05 25	14		,_,	08 \$1,236			8	8	Very Good	Rare	Minor	T	1	2028	10		2031	2057	15	203		20 0	2059	2059	2084	43
0.0.	Ollook Eight			200	25			,	Ψ1,200	ψ0,000				70,7 0000	naio			· · · · · ·	2020	.0	2001	2001	2007	13	200	- 4000		2000	2000	200-1	

End Genthese Reads - Egysterenberg Florid Annual Robigs dassi Name	Annel Type Breet D Breet Leading of Brage	Sign Type	Sign Size (co) Sign Singu	Eign Colour	Endoublity Common (Strin) Comm	nin Invitel	Durké Remaining Age Waler's Co	2011 Annomical di Annotation Spain	2018 Nati mid Value Spriner	end Condition Base On Duelol Life	Bull Condition Janua Condition Failure States on Condition (States on Condition Condition Condition on Condition Conditi	Consequence of Fallow	Enginement Agreement Vac Enginement Agreement Vac Fallow Mark State of Section of Sectio	Levelins of En- Based on Car d Levels rise semant Apply ser	rein reni Levih Brein Faplannesi jing Ein Bare Yan	Revised Sensiving Control Line Revised Line	Rejain Salamin Salamine Li Casi (SIS) Salamine Salamine Li Salamani	Especial Levels Especial Levels Especial Especia	rad Bervine Taper histories Bervine Tae Tae Taping more Replanment Belowgene Bervine Staff Year Owelde Vac Owelde
1814 Mash. San Senderkarah 1884 Mash. San Senderkarah 1896 Mash. San Senderkarah 1896 Mash. San Senderkarah 1896 Mash. San Senderkarah 1896 Mash. San Senderkarah	Sundednach: Warrier Inc. Stiller Sundenach: Warrier Inc. Stiller Sundenach: Warrier Inc. 15th Str. Sundenach: Warrier Inc. 15th St. Sundenach: Sundenach: Sundenach: St. Sundenach: Sundenach: Sundenach: St. Sundenach: S	Anderination Anderination Anderination Anderination Anderination				200	2 0 100 0 1 1 1 1 0 1 1 1 1 0 1 1 1 1 0 1 1 1 1	9 500 1 500 2 500 3 500 4 500 4 500 4 500	\$10 and \$1 to \$1 t	DN 0 DN 0 DN 0 DN 0 DN 0 DN 0 DN 0	1 1 Annuae Paulie 1 1 Annuae Paulie	Name Name Name Name Name Name	3 201 11	0 0 0 0	207 20 207 20 207 20 207 20 207 20 207 20			2017 2017 2017 2017 2017 2017 2017	2007 2002 2007 2002 2007 2002 2007 2002 2007 2002 2007 2002 2007 2002 2007 2002
2008 Sandr-Sign Sandardsmarch	Senderbusch: Warste Egn: Lam Belge Senderbusch: Warste Egn: 17th late Senderbusch: Warste Egn: Lat Enchanz / En Ti Senderbusch: Warste Egn: Senderbusch: Send	Designation of the control of the co				200 200 200 200 200 200 200	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9 D19 9 D19 9 D19 9 D19 9 D19 9 D19	55 55 55 56 56 56 56	DH 0 DH 0 DH 0 DH 0 DH 0 DH 0	6 6 Annage Penalis 1 1 Annase Penalis 2 2 Annase Penalis 3 2 Annase Penalis 5 3 Annase Penalis 5 5 Annase Penalis	None None None None None None None	# 3 2010 19 201 # 3 2010 18 201 # 3 2010 18 201 # 3 2010 19 201 # 3 2010 19 201 # 3 2010 19 201 # 3 2015 19 201	0 0 0 0	247 26 247 26 247 26 247 26 247 26 247 26 247 26			2017 2017 2017 2017 2017 2017 2017 2017	2017 2012 1 2017 2012 1 2017 2012 1 2017 2012 1 2017 2012 1 2017 2012 1 2017 2012 1
200 Sandi-Sign Selektranis 200 Sandi-Sign Selektranis	Contribution States gap Notice Device Senses Sentence States States gap Notice Device Senses Sentence States gap Notice Device Senses Sentence States gap to set on the Contribution Senses Sentence States gap to set on the Contribution Senses Sentence States gap to set on the Contribution Senses Sentence States gap to the Sentence Senses Sentence Senten	Anterioris Anterioris Anterioris Anterioris Anterioris Anterioris Anterioris				200 200 200 200 200 200 200 200 200	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9 574 9 574 9 574 9 574 9 574	10 10 10 10 10 10 10 10	DH 0 DH 0 DH 0 DH 0 DH 0 DH 0 DH 7	Company Problem Company C	No.	# 2004 19 2004 10 2004 10 2004 10 2004 10 2004	0	2017 201 2017 201 2017 201 2017 201 2017 201 2017 201 2017 201			2017 2017 2017 2017 2017 2017 2017 2017	2017 2652 1 2017 2652 1
2021 Sandr-Sign Sandrashnanis 2021 Sandrashnanis 2022 Sandrashnanis 2022 Sandrashnanis 2023 Sandrashnanis 2024	Destationed: Not Per light, "Levi Labous (Labous Ti. at Done Greek Destationed: No. Per light, 11th Control of County 84.1 Destate Based: 2018: 1.50 Line Under Based: The Line Line Destate Based: The Line Line Line Line Line Line Line Lin	Dederlanets Dederlanets Dederlanets Desterlanets Descentification Descentification Descentification Descentification				201 201 201 201 201 201 201	0 11 4 D 0 11 4 D 0 1 5 D 0 1 1 1 1 0 1 1 1 1	50 507 66 543 77 54 77 58 77 58	\$145 \$145 \$141 \$74 \$74 \$74 \$74	DIG 7 DIG 7 DIG 8 877 6 877 6 877 6	7 Smal Ustracy 7 Smal Ustracy 8 Very Smal Rare 9 Very Smal Rare 9 Very Smal Rare 9 Very Smal Rare 0 Very Smal Rare 0 Very Smal Rare	How How How How How How How	200 10 20		208 20 200 20 203 20 204 20 205 20 207 20 207 20	0 0 1 1 1 1		203 203 203 200 200 200 200 200 200	2008 2063 12 2008 2065 12 2008 2066 13 2077 2066 18 2077 2066 18 2077 2066 18 2077 2066 18
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354 Roads - Culvi 356 Roads - Culvi 362 Roads - Culvi 367 Roads - Culvi 370 Roads - Culvi	e e		c	Avert Corrugated Steel - East Garafrasa / West Garafrasa Ti. Avert Corrores - East Garafrasa / West Carafrasa Ti. Avert Corrores - East Garafrasa / West Carafrasa Ti. Avert Corrugated Steel - East Garafrasa / West Garafrasa Ti. Avert Corrugated Steel - East Garafrasa / West Garafrasa Ti. Avert Corrugated Steel - East Garafrasa / West Garafrasa Ti. Avert Corrugated Steel - East Garafrasa / West Garafrasa Ti.	NULL NULL NULL NULL	MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE	1960	40 0 56	\$ 187 \$ 18	4 S -	\$ 1,226 \$ 1,387 \$ 1,403 \$ 1,257 \$ 1,279		5 5 5	5 0 5	Very Poor Almost Average Pos Average Pos	sible Moderate Certain Moderate sible Moderate sible Moderate sible Moderate	M 2 H 3 M 2 M 2	1936 1936 1936 1936 1936 1936 1936 1936	10 10 10 10	2000 2000 2000 2000 2000	2017 2017 2017 2017					30 0 30 30 30	2012 201 2000 201 2012 201 2012 201 2012 201	7 2057 1 7 2057 1 7 2057 1 7 2057 1 7 2057 1
371 Roads - Culve 372 Roads - Culve 374 Roads - Culve	et et		0	John't Corrugated Steel - 10th Line John't Corrugated Steel - 10th Line John't Corrugated Steel - 10th Line John't Corrugated Steel - 10th Line John't Corrugated Steel - 10th Line	NULL NULL NULL NULL	MORE NORE NORE MORE NORE NORE MORE NORE NORE MORE NORE NORE	1960 1960 1960 2009	19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 206 \$ 20 \$ 150 \$ 15 \$ 173 \$ 17 \$ 5,887 \$ 1,30	3 \$ -	\$ 1,543 \$ 1,124 \$ 1,293 \$ 5,800 \$ 1,357	0	5	5	Average Pos	sible Moderate	M 2 M 2	1996 1996 2045	10	2000 2000 2049	2017	2074	33			30 30	2012 201 2012 201 2049 204 2012 201	7 2057 1 7 2057 1
376 Roads - Culve 377 Roads - Culve 380 Roads - Culve 384 Roads - Culve 385 Roads - Culve 390 Roads - Culve	-		C	John Market State Company of the Com	NULL NULL NULL NULL	NORL NORL NORL NORL NORL NORL NORL NORL	1960 2009 1960 1960	40 0 55 40 33 7 40 0 55 40 0 55	\$ 5,887 \$ 1,33 \$ 181 \$ 18 \$ 183 \$ 18 \$ 5,887 \$ 1,33 \$ 208 \$ 20 \$ 190 \$ 15	8 5 -	\$ 1,366 \$ 5,800 \$ 1,558 \$ 1,481	0	5 5 5 5 5	5 5 5	Average Pos Average Pos Average Pos Average Pos	sible Moderate sible Moderate	M 2 M 2 M 2 M 2	1996 2045 1996 1996	10 10 10	2000 2049 2000 2000	2017 2049 2017 2017	2089 2074 2074 2089 2074 2074	1 33 1			0 30 30 0 30 30 30	2012 201 2049 204 2012 201 2012 201	2057 1
390 Roads - Culvi 391 Roads - Culvi 396 Roads - Culvi 399 Roads - Culvi 401 Roads - Culvi 401 Roads - Culvi			-	Avert Corrugated Steel - 13 Line Avert Corrugated Steel - 13 Line Avert Corrugated Steel - 13 Line Avert Corrugated Steel - 13 Line	NULL NULL NULL NULL NULL	MULL MULL NULL MURL MURL NULL MURL MURL NULL MURL NULL NULL MURL MURL NULL MURL NULL NULL	1960 1960 1960 1998 1998	40 0 55 40 0 55 40 0 55 40 22 18 40 22 18	\$ 163 \$ 16 \$ 211 \$ 21 \$ 209 \$ 26 \$ 1,361 \$ 85 \$ 1,142 \$ 68	3 5 · · · · · · · · · · · · · · · · · ·	\$ 1,223 \$ 1,582 \$ 1,566 \$ 1,716 \$ 1,419		5 5 5 5 5 5 5 5	5 5 5 5 5	Average Pos Average Pos Average Pos Average Pos Average Pos	sible Moderate sible Moderate sible Moderate sible Moderate sible Moderate sible Moderate	M 2 M 2 M 2 M 2 M 2	1996 1996 1996 2034 2034	10 10 10 10	2000 2000 2000 2038 2038	2017 2017 2017 2018 2038	2074 2074 2074 2074 2074 2078 2078	1 1 22 22			30 30 30 0	2012 201 2012 201 2012 201 2038 202 2038 202	7 2057 1 7 2057 1 7 2057 1 8 2076 22 9 2076 22
415 Roads - Culv 420 Roads - Culv 451 Roads - Culv 452 Roads - Culv 454 Roads - Culv 454 Roads - Culv	t t		- 6	Avert Corrugated Steel - 13 Une Avert Corrugated Steel - 13 Une Avert Corrugated Steel - 13 Une Avert Corrugated Steel - 13 Une Avert Corrugated Steel - 13 Une Gardrana / West Garafrana Ti. Avert Corrugated Steel - 13 Une Gardrana / West Garafrana Ti. Avert Corrugated Steel - 13 Une Gardrana / West Garafrana Ti.	NULL NULL NULL NULL	MORE NORE NORE MORE MORE NORE MORE MORE NORE MORE MORE NORE MORE MORE NORE	1960 1960 1960 1960 1960	40 0 56 40 0 56 40 0 56 40 0 56 40 0 56	\$ 183 \$ 18 \$ 192 \$ 15 \$ 187 \$ 18 \$ 181 \$ 18 \$ 194 \$ 15 \$ 205 \$ 26	15 -	\$ 1,368 \$ 1,436 \$ 1,401 \$ 1,358 \$ 1,454	0	5 5 5 5				M 2 M 2 M 2 M 2 M 2	1995 1995 1995 1995 1995	10 10 10 10	2000 2000 2000 2000 2000		2074 2074 2074 2074 2074 2074	1			30 30 30 30 30 30 30	2012 201 2012 201 2012 201 2012 201 2012 201	7 2057 1 2057 1 7 2057 1 7 2057 1 7 2057 1
456 Roads - Culve 458 Roads - Culve 460 Roads - Culve 462 Roads - Culve 463 Roads - Culve			6	Avert Corrugated Steel - Fast Garafean / West Garafean TL Avert Corrugated Steel - Fast Garafean / West Garafean TL Avert Corrugated Steel - Fast Garafean / West Garafean TL Avert Corrugated Steel - Fast Garafean / West Garafean TL Avert Corrugated Steel - Fast Garafean / First TL Avert Corrugated Steel - Fast Garafean / First TL Avert Corrugated Steel - Fast Garafean / First TL	NULL NULL NULL NULL NULL	MURL NURL NURL MURL NURL NURL MURL NURL NURL MURL NURL NURL MURL NURL NURL	1960 1960 1960 1960 1960	40 0 55 40 0 55	\$ 205 \$ 25 \$ 193 \$ 15 \$ 195 \$ 15 \$ 165 \$ 16	3 \$.	\$ 1,538 \$ 1,448 \$ 1,461 \$ 1,233 \$ 1,233	0	5 5 5	5 5 5	Average Pos Average Pos Average Pos Average Pos Average Pos	sible Moderate sible Moderate sible Moderate sible Moderate sible Moderate	M 2 M 2 M 2 M 2 M 2	1996 1996 1996 1996	10 10 10 10	2000 2000 2000 2000 2000	2017 2017 2017	2074 2074 2074	1			30 30 30 30 30	2012 201 2012 201 2012 201	
665 Roads - Culve 667 Roads - Culve 668 Roads - Culve 670 Roads - Culve 671 Roads - Culve 675 Roads - Culve	9		0	Johns Corrugated State I - East Grandway I Frin TL short Corrugated State I - Shi Line short Corrugated State I - Shi Line short Corrugated State I - Shi Line short Corrugated State I - Shi Line short Corrugated State I - Shi Line short Corrugated State I - Shi Line short Corrugated State I - Shi Line	NULL NULL NULL NULL	MOLL MOLL NOLL MOLL MOLL NOLL MOLL MOLL NOLL MOLL MOLL NOLL MOLL MOLL NOLL MOLL MOLL NOLL	2960 2960 2960 2960 2960	40 0 55 40 0 55 40 0 55 40 0 55 40 0 55	\$ 178 \$ 17 \$ 163 \$ 16 \$ 176 \$ 17 \$ 160 \$ 16 \$ 160 \$ 16 \$ 179 \$ 17	3 5 -	\$ 1,334 \$ 1,221 \$ 1,319 \$ 1,265 \$ 1,266	0	5 5 5 5 5		Average Pos Average Pos Average Pos Average Pos Average Pos	sible Moderate sible Moderate sible Moderate sible Moderate sible Moderate	M 2 M 2 M 2 M 2 M 2	1996 1996 1996 1996	10 10 10 10	2000 2000 2000 2000 2000	2017 2017 2017 2017 2017	2074 2074 2074 2074 2074 2074 2074	1			30 30 30 30	2012 201 2012 201 2012 201 2012 201	2057 1
475 Roads - Culvi 479 Roads - Culvi 480 Roads - Culvi 481 Roads - Culvi 484 Roads - Culvi			- 6	when Cornigated Steel - Shi Line when Cornigated Steel - Shi Line when Cornigated Steel - Shi Line when Cornigated Steel - Shi Line when Cornigated Steel - Shi Line when Cornigated Steel - Shi Line when Cornigated Steel - Shi Line	NULL NULL NULL NULL	MOLL MOLL MULL MOLL MOLL MULL MOLL MOLL MULL MOLL MOLL MULL MOLL MOLL MULL MOLL MOLL MULL MOLL MOLL MULL	1960 1960 1960 1960 1960	40 0 55 40 0 55 40 0 55 40 0 55 40 0 55		2 5 -	\$ 1,341 \$ 1,364 \$ 1,239 \$ 1,242 \$ 1,676	0	5 5 5	5 5	Average Pos Average Pos Average Pos Very Poor Almost Average Pos	shibis Moderate shibis Moderate	M 2 M 2 M 2 H 3	1998 1998 1998 1998 1998 1998 1998 1998	10 10 10 10	2000 2000 2000 2000 2000	2017 2017 2017 2017 2017	2074 2074 2074 2074 2074	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			30 30 30 30 0		2057 1
490 Roads - Culve 491 Roads - Culve 491 Roads - Culve 493 Roads - Culve 500 Roads - Culve	t t		č	Aver Corrugated Steel - Sth Line Aver Corrugated Steel - Sth Line Aver Corrugated Steel - Sth Line Aver Corrugated Steel - Sth Line Aver Corrugated Steel - Sth Line Aver Corrugated Steel - Sth Line	NULL NULL NULL NULL	MURL NURL NURL MURL NURL NURL MURL NURL NURL MURL NURL NURL	1960 1960 1960	40 0 56 40 0 56 40 0 56	\$ 182 \$ 18 \$ 181 \$ 18 \$ 200 \$ 20	8 S - 2 S - 11 S -	\$ 1,315 \$ 1,359 \$ 1,357 \$ 1,495	0	5 5	5	Average Pos	sible Moderate sible Moderate sible Moderate sible Moderate Certain Moderate sible Moderate	M 2 M 2 M 2 H 3	1996 1996 1996 1996 1996	10 10 10	2000 2000 2000 2000	2017 2017 2017	2074 2074 2074 2074 2074				30 30 30 0 30	2012 201 2012 201 2012 201 2012 201 2000 201	7 2057 1 7 2057 1 7 2057 1 7 2057 1 7 2057 1
507 Roads - Culv 508 Roads - Culv 513 Roads - Culv 515 Roads - Culv 517 Roads - Culv 521 Roads - Culv 521 Roads - Culv	rt .			June Connigned Starl Shikine June Connigned Starl Shikine June Connigned Starl Shikine June Connigned Starl Shikine June Connigned Starl Shikine June Connigned Starl Shikine June Connigned Starl Shikine June Connigned Starl Shikine June Connigned Starl Shikine June Connigned Starl Shikine	NULL NULL NULL NULL	MURL NURL NURL MURL NURL NURL MURL NURL NURL MURL NURL NURL	1960 1960 1960 1960	40 0 55 40 0 5	\$ 194 \$ 15 \$ 248 \$ 24 \$ 207 \$ 25 \$ 208 \$ 26 \$ 201 \$ 25 \$ 201 \$ 25 \$ 198 \$ 15	8 5 -	\$ 1,449 \$ 1,854 \$ 1,547 \$ 1,542	0	5			Certain Moderate sible Moderate sible Moderate sible Moderate sible Moderate sible Moderate sible Moderate			_		2017	2074	1			0 30	2000 201 2012 201 2012 201	
517 Roads - Culve 528 Roads - Culve 528 Roads - Culve 531 Roads - Culve 535 Roads - Culve 529 Roads - Culve			C C	Julier Congrated State - 18th Line Julier Congrated	NULL NULL NULL NULL NULL NULL NULL	MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE	1960 1960 2007 2007 2007	40 0 56 40 0 58 40 31 9 40 31 9 40 31 9	\$ 198 \$ 15 \$ 1,529 \$ 45 \$ 1,311 \$ 35 \$ 1,410 \$ 43 \$ 1,486 \$ 44	2 \$ 1,071	\$ 1,503 \$ 1,481 \$ 1,556 \$ 1,333 \$ 1,435	0 8 8	5 5 5 5 5	5 5 5	Average Pos Average Pos Average Pos Average Pos	ubie Moderate uble Moderate uble Moderate uble Moderate uble Moderate uble Moderate	M 2 M 2 M 2 M 2 M 2	1936 1936 1936 1936 1936 2043 2043 2043 2043 2043 2044 2043 2044 2043 2044 2044	10 10 10 10	2000 2000 2047 2047 2047	2017 2017 2047 2047 2047	2074 2074 2074 2074 2087 2087 2087 2087	1 31 31 31			30 30 0 0	2012 201 2012 201 2047 20 2047 204 2047 204	7 2057 1 7 2057 31 7 2067 31 7 2067 31 7 2067 31
541 Roads - Culve 541 Roads - Culve 550 Roads - Culve 551 Roads - Culve	e e e		- C	ulvert Corrugated Steel - 20th St. Whert Corrugated Steel - 20th Line Whert Corrugated Steel - 10th Line Whert Corrugated Steel - 10th Line	NULL NULL NULL NULL	MORE MORE NORE MORE MORE NORE MORE MORE NORE MORE MORE NORE MORE MORE NORE	2007 2007 2007 1960 1960	49 331 9 42 311 9 42 31 9 42 31 9 43 0 556 44 0 556 45 0 556 45 0 556 46 0 556 47 0 556 48 0	\$ 1,456 \$ 44 \$ 1,454 \$ 43 \$ 1,479 \$ 44 \$ 170 \$ 17 \$ 177 \$ 17	6 \$ 1,018 4 \$ 1,035 0 \$ -	\$ 1,512 \$ 1,479 \$ 1,504 \$ 1,271 \$ 1,328	8 8 0	5 5	5 5	Average Pos Good Uni Average Pos	sible Moderate kely Moderate sible Moderate	M 2 M 2 M 2 M 2 M 2	2043 2043 2043 1996 1996	10 10 10 10	2047 2047 2047 2000 2000	2047 2047 2017 2017	2087 2087 2074 2074	31 31 1			0 0 0 30 30	2047 204 2047 204 2047 204 2012 201 2012 201	7 2087 31 7 2087 31 7 2057 1 7 2057 1
552 Roads - Culvi 561 Roads - Culvi 562 Roads - Culvi 563 Roads - Culvi 568 Roads - Culvi	1		0	Alvert Corrugated Steel - 19th Line Alvert Corrugated Steel - 19th Line Alvert Corrugated Steel - 19th Line Alvert Corrugated Steel - 19th Line Alvert Corrugated Steel - 19th Line Alvert Corrugated Steel - 19th Line Alvert Corrugated Steel - 19th Line	NULL NULL NULL NULL NULL	MORE NORE NORE MORE NORE NORE MORE NORE NORE MORE NORE NORE MORE NORE NORE	1960 1960 1960 1960 1960	40 0 56 40 0 56 40 0 56 40 0 56 40 0 56	\$ 182 \$ 18 \$ 195 \$ 19 \$ 167 \$ 16 \$ 228 \$ 22 \$ 186 \$ 18	5 5 -	\$ 1,362 \$ 1,461 \$ 1,253 \$ 1,707 \$ 1,306	0	5 5 5 5	5 5 5	Average Pos Average Pos Average Pos Average Pos Average Pos	uble Moderate uble Moderate uble Moderate uble Moderate uble Moderate uble Moderate uble Moderate uble Moderate uble Moderate uble Moderate uble Moderate	M 2 M 2 M 2 M 2 M 2	1996 1996 1996 1996 1996 1996 1996 2043 2032 2032 2032	10 10 10 10	2000 2000 2000 2000 2000	2017 2017 2017 2017 2017	2074 2074 2074 2074 2074	1 1			30 30 30 30 30	2012 201 2012 201 2012 201 2012 201 2012 201	7 2057 1 7 2057 1 7 3057 1
570 Roads - Culv 571 Roads - Culv 572 Roads - Culv 572 Roads - Culv 579 Roads - Culv 578 Roads - Culv 588 Roads - Culv	t t t		-	view Compagned Xees - Zini Line John Compagned Xees - Zini Lin	NULL NULL NULL NULL	MOLL MOLL NOLL MOLL MOLL NOLL MOLL MOLL NOLL MOLL MOLL NOLL MOLL MOLL NOLL MOLL MOLL NOLL	1960 2007 1996 1996 1996	40 0 58 40 31 9 40 20 20 40 20 20 40 20 20	\$ 185 \$ 18 \$ 1,733 \$ 50 \$ 1,420 \$ 94 \$ 1,260 \$ 84 \$ 1,215 \$ 81 \$ 774 \$ 77	0 \$ 1,213 7 \$ 473 0 \$ 420	\$ 1,383 \$ 1,762 \$ 1,815 \$ 1,610 \$ 1,552		5 5 5 5	5 5 5	Average Pos Average Pos Average Pos Average Pos	Moderate Moderate Moderate Moderate Moderate Moderate	M 2 M 2 M 2 M 2	2043 2032 2032	10 10 10	2000 2047 2036 2036	2017 2047 2036 2036	2074 2087 2076 2076	31 20 20			0 0 0	2012 201 2047 203 2036 203 2036 203	7 2057 1 7 2087 31 2076 20 6 2076 20
588 Roads - Culve 589 Roads - Culve 513 Roads - Culve 514 Roads - Culve 524 Roads - Culve	# #		c	where Connegated Steel - 127h Line - Cross Road where Connegated Steel - 105 Carrage Road where Connegated Steel - 105 Carrage Road where Connegated Steel - 105 Carrage Road where Connegated Steel - 105 Carrage Road where Connegated Steel - 1000 Carrage where Connegated Steel - 1000 Carrage where Connegated Steel - 27th Line Connegated Steel - 27th Line Connegated Steel - 27th Line Connegated Steel - 27th Line Connegated Steel - 27th Line Connegated Steel - 27th Line Connegated Steel - 27th Line Connegated Steel - 27th Line Connegated Steel - 27th Line Connegated Steel - 27th Line Connegated Steel - 27th Line Connegated Steel Steel - 27th Line Connegated Steel - 27th Line Conne	NULL NULL NULL NULL	MURL NURL NURL MURL NURL NURL MURL NURL NURL MURL NURL NURL MURL NURL NURL	1980 1980 1980 1980 1996	40 4 36 40 4 36 40 4 36 40 4 36 40 20 20	\$ 774 \$ 77 \$ 617 \$ 61 \$ 610 \$ 61 \$ 500 \$ 56 \$ 1,227 \$ 81	7 S - 0 S -	\$ 2,059 \$ 1,642 \$ 1,623 \$ 1,571 \$ 1,566	1	5 5 5	5 5	Average Pos Average Pos Average Pos	sible Moderate sible Moderate sible Moderate sible Moderate sible Moderate sible Moderate	M 2 M 2 M 2 M 2 M 2	2016 2016 2016 2016 2016	10 10 10 10	2020 2020 2020 2020 2020 2036	2020	2060 2060 2060 2060 2076	4			20 20 20 20 20	2028 203 2028 203 2028 203 2028 203 2036 203	2068 12 2068 12 1 2068 12 2068 12 2068 12 2076 20
625 Roads - Culve 629 Roads - Culve 632 Roads - Culve 641 Roads - Culve 648 Roads - Culve 650 Roads - Culve	4			Joint Compagned Start - 37th Line Joint Compagned Start - 37th Line Joint Compagned Start - 37th Line Joint Compagned Start - 37th Line Joint Compagned Start - 37th Line Joint Compagned Start - 37th Line Joint Compagned Start - 38th Line Joint	NULL NULL NULL NULL NULL	MOLL MOLL NOUL MOLL MOLL NOUL MOLL MOLL NOUL MOLL MOLL NOUL MOLL MOLL NOUL MOLL MOLL NOUL	1996 1996 2007 1960 1960	40 20 20 20 40 20 20 20 40 20 20 20 40 31 9 40 0 56	\$ 1,194 \$ 75 \$ 1,376 \$ 91 \$ 1,450 \$ 44 \$ 172 \$ 17 \$ 183 \$ 18	6 \$ 398 7 \$ 459 4 \$ 1,036 2 \$ -		5 5 8 0	5			uble Moderate uble Moderate kely Moderate kely Moderate Certain Moderate Certain Moderate Certain Moderate Certain Moderate Uble Moderate	M 2 M 2 M 2 H 3	2016 2016 2016 2016 2032 2032 2032 2043 2043 1926 1926 1926	10 10 10 10	2036 2036 2047 2000 2000	2006	2076 2076 2087 2087 2074 2074	20			0 0 0 0 0	2036 203 2036 203 2047 204 2000 201 2000 201	2076 20
				Avert Congrete - 18th Line Avert Conggated Steel - 18th Line Avert Conggated Steel - 18th Line	NULL NULL NULL	MORE MORE NORE MORE MORE NORE MORE MORE NORE MORE MORE NORE	1960 1960 1960 1960	49 200 200 200 449 200 200 200 449 200 200 200 200 449 200 200 200 200 449 200 200 200 200 200 200 200 200 200 20	\$ 193 \$ 15 \$ 180 \$ 18 \$ 229 \$ 22 \$ 181 \$ 18	0 S - 9 S -	\$ 1,443 \$ 1,344 \$ 1,715 \$ 1,352	0	5	0 1 5 0 1	Very Poor Almost Average Pos Very Poor Almost Average Pos	Certain Moderate sible Moderate Certain Moderate sible Moderate	H 3 M 2 H 3 M 2	1996 1996 1996 1996	10 10 10	2000 2000 2000 2000 2000	2017 2017	2074 2074				0 30 0 30	2000 201 2012 201 2000 201 2012 201	2076 20 2087 31 7 2057 1 2057 1 7 2057 1 7 2057 1 7 2057 1 7 2057 1
652 Rosela - Cubv 655 Rosela - Cubv 657 Rosela - Cubv 658 Rosela - Cubv 662 Rosela - Cubv 665 Rosela - Cubv 665 Rosela - Cubv 673 Rosela - Cubv 675 Rosela - Cubv	t t		0	when Corrugated Steel - 18th Line when Corrugated Steel - 18th Line when Corrugated Steel - 18th Line when Corrugated Steel - 18th Line when Corrugated Steel - 18th Line when Corrugated Steel - 18th Line	NULL NULL NULL NULL	MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE	1960 1960 1960 1960	40 0 55 40 0 55 40 0 55 40 0 55	\$ 178 \$ 17 \$ 192 \$ 15 \$ 190 \$ 15 \$ 185 \$ 18 \$ 185 \$ 18 \$ 201 \$ 20 \$ 196 \$ 15	2 \$. 0 \$. 5 \$.	County owned Cuive \$ 1,436 \$ 1,421 \$ 1,383 \$ 1,502 \$ 1,469	0	5 5 5 5 5	5 5	Average Pos Average Pos Average Pos Average Pos	Incia Moderate ubile Moderate ubile Moderate ubile Moderate ubile Moderate ubile Moderate ubile Moderate ubile Moderate ubile Moderate ubile Moderate	M 2 M 2 M 2 M 2	1935 1936 1936 1936 1936 1936 1936 1936 1936	10 10 10	2000 2000 2000 2000	2017 2017 2017 2017	2074 2074 2074 2074 2074	1			30 30 30 30 30 30	2012 201 2012 201 2012 201 2012 201	7 2057 1 7 2057 1 7 2057 1 7 2057 1 7 2057 1
679 Roads - Culvi 679 Roads - Culvi 680 Roads - Culvi 683 Roads - Culvi	n n n		0000	overs Corrugated Steel - 1601 Line When Corrugated Steel - 1601 Line When Corrugated Steel - 1601 Line When Corrugated Steel - 1601 Line When Corrugated Steel - 1601 Line	NULL NULL NULL NULL	MORE MORE NORE MORE MORE NORE MORE MORE NORE MORE MORE NORE	1960 1960 1960 1960 1960	40 0 55 40 0 55 40 0 55 40 0 55 40 0 55	\$ 203 \$ 26 \$ 196 \$ 15 \$ 197 \$ 15 \$ 177 \$ 17	0 \$ - 6 \$ - 7 \$ -	\$ 1,519 \$ 1,484 \$ 1,475 \$ 1,327	0	5 5 5 5	5	Average Pos Average Pos Average Pos	sible Moderate sible Moderate sible Moderate	M 2 M 2 M 2 M 2 M 2	1996 1996 1996 1996	10 10 10 10	2000 2000 2000 2000 2000	2017 2017 2017 2017	2074 2074 2074 2074	1			30 30 30 30	2012 201 2012 201 2012 201	7 2007 1 7 2007 1 7 2007 1 7 2007 1
688 Roads - Culve 689 Roads - Culve 690 Roads - Culve 692 Roads - Culve	e e e		c	Avert Corrugated Steel - East Garafana J Erin TL Avert Corrugated Steel - East Garafana J Erin TL Avert Corrugated Steel - East Garafana J Erin TL Avert Corrugated Steel - East Garafana J Erin TL Avert Corrugated Steel - East Garafana J Erin TL Avert Corrugated Steel - East Garafana J Erin TL Avert Corrugated Steel - East Garafana J Erin TL Avert Corrugated Steel - East Garafana J Erin TL	NULL NULL NULL NULL NULL	MULL NULL NULL MURL NULL NULL MURL NULL NULL MURL NULL NULL MURL NULL NULL MURL NULL NULL	2007 2007 2007 2007 2007 2007	40 31 9 40 31 9 40 31 9 40 31 9 40 31 9	\$ 1,493 \$ 44 \$ 1,497 \$ 44 \$ 1,442 \$ 43 \$ 1,420 \$ 43 \$ 1,532 \$ 46	8 \$ 1,045 9 \$ 1,048 2 \$ 1,009 6 \$ 994	\$ 1,519 \$ 1,522 \$ 1,465 \$ 1,445 \$ 1,550	8 8 8	5 5 5	5 5	Average Pos Average Pos Average Pos Average Pos	kaly Moderate sible Moderate sible Moderate sible Moderate	M 2	2043 2043	10	2047 2047	2047 2047 2047 2047 2047	2087 2087 2087 2087 2087	31 31 31 31 31			0 0 0 0	2047 204 2047 204 2047 204 2047 204 2047 204	
699 Roads - Culvi 703 Roads - Culvi 706 Roads - Culvi 709 Roads - Culvi 713 Roads - Culvi 715 Roads - Culvi 716 Roads - Culvi				Avert Corrugated Steel - East Garafrass / Erin TL Avert Corrugated Steel - East Garafrass / Erin TL Avert Corrugated Steel - East Garafras / Erin TL Avert Corrugated Steel - East Garafrass / Erin TL Avert Corrugated Steel - East Garafrass / Erin TL Avert Corrugated Steel - East Garafrass / Erin TL Avert Corrugated Steel - East Garafrass / Erin TL Avert Corrugated Steel - East Garafrass / Erin TL Avert Corrugated Steel - East Garafrass / Erin TL	NULL NULL NULL NULL NULL	NORL NORL NORL NORL NORL NORL NORL NORL	2007 2007 2007 2007 2007 2007	40 0 58 40 31 9 40 31 9	\$ 1,469 \$ 43 \$ 1,466 \$ 43 \$ 1,502 \$ 45 \$ 1,503 \$ 45 \$ 1,503 \$ 45 \$ 1,507 \$ 46	8 \$ 1,021 4 \$ 1,012 0 \$ 1,051 2 \$ 1,056	\$ 1,484 \$ 1,471 \$ 1,527 \$ 1,534 \$ 1,944	8	5	5 8	Average Pos Good Uni	sible Moderate kely Moderate	M 2 M 2 M 2	2043 2043 2043 2043 2043 2044 2044 2044	10 10 10	2047 2047 2047	2047 2047 2047	2087 2087 2087	31 31		#	0 0	2047 204 2047 204 2047 204	7 2067 31 7 2067 31 7 2067 31
711 Roads - Culve 716 Roads - Culve 718 Roads - Culve 719 Roads - Culve 729 Roads - Culve 721 Roads - Culve 722 Roads - Culve 722 Roads - Culve			-	John Corrupation State 1 - Fact Gorden State 1 - To The Management of the Management	NULL NULL NULL NULL NULL	MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE	2007 2007 2007 2007 2007 2007	40 31 9 40 31 9 40 31 9 40 31 9 40 31 9	\$ 1,622 \$ 54 \$ 1,607 \$ 46 \$ 1,540 \$ 46 \$ 1,551 \$ 46 \$ 1,553 \$ 45 \$ 1,553 \$ 45	3 5 1,086	\$ 1,634 \$ 1,566 \$ 1,576 \$ 1,535 \$ 1,535	8	5 5 5 5	5	Average Pos Average Pos Average Pos	sible Moderate sible Moderate sible Moderate sible Moderate sible Moderate sible Moderate sible Moderate	M 2 M 2 M 2 M 2 M 2	2043 2043 2043 2043 2043	10 10 10 10	2047 2047 2047 2047 2047 2047		2087 2087 2087 2087 2087 2087			#	0 0 0 0	2047 204 2047 20 2047 20 2047 20 2047 20	7 2067 31 2067 31 7 2067 31 7 2067 31 7 2067 31
725 Roads - Culve 726 Roads - Culve 728 Roads - Culve 731 Roads - Culve	et et et		6	John Corrugated Steel - East Carathasa / Caledon TL John Corrugated Steel - East Carathasa / Caledon TL John Corrugated Steel - 15th Line John Corrugated Steel - 15th Line	NULL NULL NULL NULL NULL	NORL NORL NORL NORL NORL NORL NORL NORL NORL NORL NORL NORL NORL NORL NORL	2007 2007 2007 1960 1960	40 31 9 40 31 9 40 0 56 40 0 56 40 0 56	\$ 1,533 \$ 46 \$ 1,747 \$ 53 \$ 1,538 \$ 46 \$ 193 \$ 15 \$ 191 \$ 15 \$ 506 \$ 50	94 \$ 1,223 11 \$ 1,077 13 \$ -	\$ 1,777 \$ 1,564 \$ 1,441 \$ 1,432 \$	8 8 0	5 5 5	5 5	Average Pos Average Pos Average Pos Average Pos	sible Moderate sible Moderate sible Moderate sible Moderate	M 2 M 2 M 2 M 2	2043 2043 1996 1996	10 10 10 10	2047 2047 2047 2000 2000 2020	2047 2047 2017 2017	2087 2087 2087 2074 2074 2080 2080	31 31 1 1			0 30 30	2047 204 2047 204 2047 204 2012 201 2012 201 2028 203	7 2007 31 7 2007 31 7 2007 1 7 2007 1
746 Roads - Culve 748 Roads - Culve 751 Roads - Culve 753 Roads - Culve 762 Roads - Culve 762 Roads - Culve	-		0	Invert corruptates zeel – Usi Carrupp Road Avert Corruptated Steel – Stef Carrupp Road Avert Corruptated Steel – Springview Court Avert Corruptated Steel	NULL NULL NULL NULL	MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE MORE MORE NOTE	2980 2980 2980 2980 2980 2980	49 331 9 49 49 31 9 49 49 31 9 49 49 31 9 9 49 49 31 9 9 49 49 31 9 9 49 49 31 9 9 49 49 31 9 49 49 31 9 49 49 31 9 49 49 31 9 49 49 49 49 49 49 49 49 49 49 49 49 4	\$ 506 \$ 60 \$ 544 \$ 54 \$ 622 \$ 60 \$ 675 \$ 60 \$ 680 \$ 68 \$ 620 \$ 60	4 5 .	\$ 1,612 \$ 1,448 \$ 1,654 \$ 1,797 \$ 1,811		5 5 5 5 5	5 5 5	Average Pos Average Pos Average Pos Average Pos Average Pos	shible Moderate shible Moderate	M 2 M 2 M 2 M 2 M 2	2016 2016 2016 2016 2016	10 10 10 10	2020 2020 2020 2020 2020	2020 2020 2020 2020 2020 2020	2060 2060 2060 2060 2060	4 4 4			20 20 20 20 20 20 20	2028 203 2028 203 2028 203 2028 203 2028 203 2028 203	1 2005 12 1 2005 12 1 2005 12 2005 12 2005 12 2005 12
762 Roads - Culve 771 Roads - Culve 798 Roads - Culve 800 Roads - Culve 801 Roads - Culve 841 Roads - Culve	e e		6	ulvert Corrugated Steel - Mayarood Strive Whert Corrugated Steel - Old Corruga Road Whert Corrugated Steel - Old Corruga Road Whert Corrugated Steel - Woodland Dr Whert Corrugated Steel - Woodland Dr Whert Corrugated Steel - Royburn Mandows	NULL NULL NULL NULL	MORE NORE NORE MORE NORE NORE MORE NORE NORE MORE NORE NORE MORE NORE NORE	1980 1980 1980 1980 2980 2008	4 36 40 4 36 40 4 36 40 4 36 40 32 8	\$ 620 \$ 62 \$ 611 \$ 61 \$ 625 \$ 62 \$ 728 \$ 72 \$ 1,660 \$ 44 \$ 1,550 \$ 62	1 5 -	\$ 1,650 \$ 1,625 \$ 1,689 \$ 1,937 \$ 1,937	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5 5 5 5	5 5 5	Average Pos Average Pos Average Pos Average Pos	Moderate sible Moderate sible Moderate sible Moderate sible Moderate sible Moderate	M 2 M 2 M 2 M 2	2016 2016 2016 2016 2016 2014	10 10 10 10	2020 2020 2020 2020 2020 2048	2020 2020 2020 2020 2020 2048	2060 2060 2060 2060 2060 2060 2060 2060	4 4 4 4 32			20 20 20 20 20	2028 203 2028 203 2028 203 2028 203 2048 204 2049 204	2000 12 0 2000 12 1 2000 12
2943 Roads - Culve 3070 Roads - Culve 3071 Broads - Culve	4		0	other Corrugated Steel - Labot Grantenacy West Garafrasa TL south of 10th SR object Corrugated Steel - Labot Line - County Rd 109 object Corrugated Steel - Labot Line - County Rd 109	NULL NULL NULL NULL	MORE MORE NORE MORE MORE NORE MORE MORE NORE MORE MORE NORE MORE MORE NORE	2003 1960 2000 2000 2000	40 27 13 40 0 56 40 34 6 40 34 6 40 34 6	\$ 1,559 \$ 67 \$ 164 \$ 16 \$ 4,621 \$ 52 \$ 4,621 \$ 52 \$ 4,621 \$ 52	4 \$ 4 \$ 3,697 4 \$ 3,697 4 \$ 3,697	\$ 1,226 \$ 4,600 \$ 4,600 \$ 4,600	9 9	5 5 5	5 5	Average Pos Average Pos Average Pos Average Pos Average Pos	sible Moderate sible Moderate sible Moderate sible Moderate sible Moderate	M 2 M 2 M 2 M 2 M 2	2039 1936 2046 2046 2046	10 10 10 10	2043 2000 2050 2050 2050	2050 2050	2090 2090 2090	34			30 0 0	2012 201 2050 205 2050 205	2090 34
2072 Roads - Culve 2073 Roads - Culve 2074 Roads - Culve 2075 Roads - Culve 2180 Roads - Culve 2181 Roads - Culve	n d			Annual Control (1997) (NULL NULL NULL NULL NULL	NULL NULL NULL NULL NULL NULL NULL NULL	2010 2010 2010 2011 2011	40 34 6 40 34 6 40 34 6 40 35 5 40 35 5	\$ 4,621 \$ 90 \$ 4,621 \$ 90 \$ 4,621 \$ 90 \$ 5,799 \$ 96	6 \$ 4.832	\$ 4,600 \$ 22,400	9	5 5 5 5	5 5 5	Average Pos Average Pos Average Pos Average Pos Average Pos	uble Moderate sible Moderate	M 2 M 2 M 2 M 2 M 2	2046 2046 2046 2047 2047	10 10 10 10	2050 2050 2050 2051 2051	2050 2050 2050 2051	2090 2090 2090 2091	34 34 34 35			0 0 0	2050 205 2050 205 2050 205 2051 205 2051 205	2091 35
1180 Foster - Cubv 1181 Roads - Cubv 1182 Roads - Cubv 1182 Roads - Cubv 1183 Roads - Cubv 1184 Roads - Cubv 1185 Roads - Cubv 1185 Roads - Cubv 1185 Roads - Cubv 1187 Roads - Cubv 1187 Roads - Cubv			6	Altern Compagned State - Rish Liser - 2005 SE. Avent Compagned State - Rish Liser - 2005 SE. Avent Compagned State - 2005 SE. exact of 900 Liser / avent of rurse Avent Compagned State - 2005 SE. exacted avent of 1190 Lise. Avent Compagned State - 2005 SE. exit value of 1190 Liser Avent Compagned State - 1100 Liser and 1909 Avent	NULL NULL NULL NULL NULL	NULL NULL NULL NULL NULL NULL NULL NULL	2001 2001 2001 2001 2001	40 35 5 40 35 5 40 35 5 40 35 5 40 35 5	\$ 5,799 \$ 96 \$ 5,799 \$ 96 \$ 5,799 \$ 96 \$ 4,484 \$ 74	7 \$ 3,736 6 \$ 4,832 6 \$ 4,832 6 \$ 4,832 7 \$ 3,736 7 \$ 3,736	\$ 5,800 \$ 5,800 \$ 5,800 \$ 5,800 \$ 4,500 \$ 4,500	9	5 5 5	5	Average Pos Average Pos	sible Moderate	M 2	2047 2047 2047	10 10	2051 2051 2051	2051 2051 2051	2091 2091 2091	35 35 35		1	0	2051 205 2051 205 2051 205 2051 205	2091 35 1 2091 35 1 2091 35
1187 Roads - Culve 1197 Roads - Culve 1192 Roads - Culve 1193 Roads - Culve 1194 Roads - Culve 1195 Roads - Culve 1196 Roads - Culve			- 6	John Contragated Seed - 1100 List on Contragated Seed - 1100 List of Contragated Seed - 1100 List of Contragated Seed - 1100 List of Contragated Seed - 1100 List of Contragated Seed - 1100 List on Contragated Seed - 1100 List on Contragated Seed - 1100 List on Seed - 1100 List of Contragated Seed - 1100 List on Seed - 1100 List of Contragated Seed - 1100 List of Contragated Seed - 1100 List of Contragated Seed - 1100 List on Seed - 1100 List of Contragated Seed - 1100 List on Seed - 1100 List of Contragated Seed - 1000 List on Seed - 1100 List on Seed - 1100 List of Contragated Seed - 1000 List on Seed - 1100 List of Contragated Seed - 1000 List on Seed - 1100 List of Contragated Seed - 1000 List on Seed - 1100 List of Contragated Seed - 1000 List on Seed - 1100 List of Contragated Seed - 1000 List on Seed - 1100 List of Contragated Seed - 1000 List on Seed - 1100 List of Contragated Seed - 1000 List on Seed - 1100 List of Contragated Seed - 1000 List on Seed - 1100 List of Contragated Seed - 1000 List on Seed - 1100 List of Contragated Seed - 1000 List on Seed - 1100 List of Contragated Seed - 1000 List on Seed - 1100 List of Contragated Seed - 1100 List on Seed - 1100 List of Contragated Seed - 1100 List on Seed - 1100 List on Seed - 1100 List of Contragated Seed - 1100 List on Seed - 1100 List of Contragated Seed - 1100 List on Seed - 1100 List of Contragated Seed - 1100 List on Seed - 1100 List of Contragated Seed - 1100 List on Seed - 1100 List of Contragated Seed - 1100 List on Seed - 1100 List of Contragated Seed - 1100 List on Seed	NULL NULL NULL NULL NULL	NULL NULL NULL NULL NULL NULL NULL NULL NULL NULL NULL NULL NULL NULL NULL NULL NULL	2011 2012 2012 2012 2012	40 35 5 40 36 4 40 36 4 40 36 4 40 36 4	\$ 4,484 \$ 74 \$ 1,654 \$ 27 \$ 2,094 \$ 22 \$ 4,024 \$ 53 \$ 2,094 \$ 22 \$ 2,094 \$ 22 \$ 2,094 \$ 22	7 \$ 3,736 7 \$ 3,736 8 \$ 1,378 9 \$ 1,815 7 \$ 3,467 9 \$ 1,815 9 \$ 1,815 9 \$ 1,815		9	5 5 5 5	5 5 5	Average Pos Average Pos Average Pos Average Pos Average Pos	sible Moderate sible Moderate sible Moderate sible Moderate sible Moderate sible Moderate sible Moderate	M 2 M 2 M 2 M 2 M 2 M 2 M 2	2047 2045 2045 2045 2045 2045 2045	10 10 10 10	2051 2052 2052 2052 2052	2051 2052 2052 2052 2052	2091 2092 2092 2092 2092	35 36 36 36 36 36 36			0 0 0	2051 205 2052 205 2052 205 2052 205 2052 205	2091 35 2092 36 2 2092 36 2 2092 36 2 2092 36 2 2092 36 2 2092 36
5001 Roads - Culve 5002 Roads - Culve 5002 Roads - Culve	n n		- 6	ulvert Corrugated Steel - 11th Line (roll no 226 100000211075) - oval 1.6m x 600mm x 1.4m ulvert Corrugated Steel - 15th Line (Hillis East Line) ulvert Corrugated Steel - 15th Line (Hillis West side)	NULL NULL NULL NULL	MORE MORE MUSE MORE MORE MUSE MORE MORE MUSE MORE MORE MUSE	2002 2002 2002 2003 2003	40 36 4 40 36 4 40 37 3 40 37 3	\$ 2,094 \$ 27 \$ 3,669 \$ 46 \$ 554 \$ 5 \$ 554 \$ 5	9 \$ 3,180 5 \$ 499 5 \$ 499	\$ 2,859 \$ 500 \$ 500	9	5 5 5	5	Average Pos	sible Moderate	M 2 M 2 M 2 M 2	2045 2045 2049 2049	10 10 10	2052 2052 2053 2053	2053	2093	37			0 0	2052 205 2053 205 2053 205	2 2092 36 2 2092 36 2 2092 36 3 2093 37 3 2093 37
5004 Roads - Culve 5005 Roads - Culve 5006 Roads - Culve 5007 Roads - Culve 5008 Roads - Culve	1 1 1		C C	Johert Corrugated Steel - 11th Line (Burdettes Gallery) Johert Corrugated Steel - 11th Line (Burdettes Gallery) Johert Corrugated Steel - Orton Park Johert Corrugated Steel - Orton Park	NULL NULL NULL NULL NULL	MORE NORE NORE MORE NORE NORE MORE NORE NORE MORE NORE NORE MORE NORE NORE	2013 2013 2013 2013 2013 2013	40 36 4 40 37 3 40 37 3 40 37 3 40 37 3 40 37 3 40 37 3 40 37 3 40 37 3 40 37 3 40 37 3 40 37 3 40 37 3 40 37 3 40 37 3 40 37 3 40 37 3 40 37 3 40 37 3 40 37 3	\$ 2,286 \$ 22 \$ 1,603 \$ 16 \$ 369 \$ 3 \$ 369 \$ 3	9 \$ 2,059 0 \$ 1,443 77 \$ 332 77 \$ 332 77 \$ 332	\$ 2,285 \$ 1,603 \$ 400 \$ 400 \$ 400	9 9	5 5 5 5 5	5 5 5	Average Pos Average Pos Average Pos Average Pos	uble Moderate ubble Moderate	M 2 M 2 M 2 M 2 M 2	2048 2049 2049 2049 2049 2049 2049 2049 2049	10 10 10 10 10	2053 2053 2053 2053 2053	2053 2053 2053 2053 2053	2093 2093 2093 2093 2093	37 37 37 37 37 37 37 37 37 37 37 37			0 0 0 0 0	2053 205 2053 205 2053 205 2053 205 2053 205 2053 205	2000 36 2000 37 2000 37 2000 37 2000 37 2000 37 2000 37 2000 37 2000 37 2000 37 2000 37 2000 37 2000 37 2000 37 2000 37 2000 37 2000 37 2000 37 2000 37 2000 37
5009 Roads - Culve 5010 Roads - Culve 5011 Roads - Culve 5011 Roads - Culve 5011 Roads - Culve 5011 Roads - Culve	t t		0	Joint Consigned Start - Orion Park Joint Consigned Start - Orion Park Joint Consigned Start - Orion Park Joint Consigned Start - Orion Park Joint Consigned Start - Orion Park Joint Consigned Start - Orion Park JOINT CONSIGNED START - START - DIVIN START - ORION START	NULL NULL NULL 600	NULL NULL NULL NULL NULL NULL NULL NULL	2013 2013 2013 2013 sted Steel 2014 sted Steel 2014	40 37 3 40 37 3 40 37 3 40 37 3 40 38 2 40 38 7	\$ 369 \$ 3 \$ 369 \$ 3 \$ 369 \$ 3 \$ 1,242 \$ 4 \$ 1,164 \$	7 \$ 332 7 \$ 332 7 \$ 332 1 \$ 1,200 9 \$ 1,144	\$ 400 \$ 400 \$ 400 \$ 1,242 \$ 1,184	9 10 10	5 5 5				M 2 M 2 M 2 M 2 M 2	2049 2049 2049 2050 2050	10 10 10 10	2053 2053 2053 2054 2054	2053 2053 2053 2054 2054	2093 2093 2093 2094 2094	37 37 37 35 35		#	0 0 0	2053 205 2053 205 2053 205 2054 205 2054 205	
5046 Roads - Culve 5045 Roads - Culve 5046 Roads - Culve	et et		c	AUTHOR COMMISSION OF CT HOUR COMMISSION OF C	451 601 451 751 600	0 15 Comu 0 15 Comu 0 18 Comu	ated Steel 2014	40 38 2	\$ 1,310 \$ 4	4 \$ 1,275 9 \$ 1,137 7 \$ 1,945		10 10	5 5	5	Average Pos Average Pos	sible Moderate sible Moderate	M 2 M 2 M 2 M 2 M 2	2050 2050 2050 2050 2050 2050	10 10 10 10	2054 2054 2054 2054 2054 2054	2054 2054 2054	2094 2094 2094	35 35 35			0 0 0	2054 205 2054 205 2054 205 2054 205 2054 205 2054 205	4 2094 38 4 2094 38 4 2094 38
5047 Roads - Culve 5048 Roads - Culve 5049 Roads - Culve 5050 Roads - Culve 5051 Roads - Culve 5114 Roads - Culve 5115 Roads - Culve	-		- 6	JUVERT CORRUGATED STEEL - ETH LINE JUVERT CORRUGATED STEEL - 17TH LINE JUVERT CORRUGATED STEEL - 17TH LINE	451 451 601 451 451	0 12 Come 0 13 Come 0 15 Come 0 21 Come	sted Steel 2014 sted Steel 2014 sted Steel 2014 sted Steel 2014 sted Steel 2014 ingl Chloride 2015	40 38 2 40 38 2 40 38 2 40 38 2 40 39 1	\$ 1,500 \$ 5 \$ 1,000 \$ 3 \$ 1,000 \$ 3 \$ 1,507 \$ 5 \$ 1,214 \$ 4 \$ 538 \$	4 \$ 994 6 \$ 1,034 1 \$ 1,476 0 \$ 1,174 7 \$ 531	\$ 1,070 \$ 1,527 \$ 1,214	10 10 10 10	5 5 5 5 5 5	5 5	Average Pos Average Pos Average Pos Average Pos	sbie Moderate sbie Moderate sbie Moderate sbie Moderate sbie Moderate	M 2 M 2 M 2 M 2	2050 2050 2050 2050 2051	10 10 10 10	2054 2054 2054 2054 2055	2054 2054 2054 2054 2055	2094 2094 2094 2094 2094 2094 2095	35 35 35 35 39			0 0 0	2054 205 2054 205 2054 205 2054 205 2054 205 2054 205	2004 38 4 2004 38
5114 Roads - Culve 5115 Roads - Culve 5107 Land - Land Cross Road C Cross Road C Cross Road C		1 BROOKHAVE 44 BROOKHAV 32 BROOKHAV	Cross Road C	June 1-192: 15th Live section of 15th SE June 1-192: 15th Live section of 15th SE JULY 1-15th Live sec	451	450 G Poly V	2015 2015 2015 2015 2015 2015 2015 2015	39 1 40 39 1 40 29 11 40 29 11 40 29 11	\$ 538 \$ \$ 5,530 \$ - \$920 \$2 \$920 \$2 \$920 \$2	53 \$667 53 \$667	\$ 538 5529.7 \$1,250 \$1,250 \$1,250 \$1,250	10 10 7 7 7	5 5 5	5 5 7 7	Average Pos Average Pos Good Uni Good Uni	ubble Moderate ubble Moderate ubble Moderate ubble Moderate stible Moderate ubble Moderate ubble Moderate ubble Moderate ubble Moderate ubble Moderate ubble Moderate kble Moderate kble Moderate kble Moderate kble Moderate kaly Moderate kaly Moderate kaly Moderate kaly Moderate kaly Moderate	M 2 M 2 M 2 M 2 M 2	2051 2051 2041 2041 2041	10 10 11 12 13	2055 2055 2045 2046 2046	2055 2055 2045 2046 2046	2005 2005 2005 2005 2005 2005 2007 2007	39 39 29 30 30			0 0 0 0	2055 205 2055 205 2045 204 2046 20 2046 20	2005 33 2005 33 2005 33 2005 23 2005 23 2005 30
Cross Road C Cross Road C Cross Road C Cross Road C Cross Road C	sheet 5190 sheet 5191 sheet 5192 sheet 5230 sheet 5231 sheet 5231 sheet 5233 sheet 5233	54 BROOKHAN 3133 9TH LINE 191601 13TH L 191441 13TH L 191441 13TH L	Cross Road C Cross Road C Cross Road C Cross Road C	THER READ CLIVEY - SA BECONSAVEN CRES THER READ CLIVEY - 1331 STH LINE THER READ CLIVEY - 1331 STH LINE THER READ CLIVEY - 159201 1371 LINE E GARAFRAXA THER READ CLIVEY - 159441 1371 LINE E GARAFRAXA THER READ CLIVEY - 159441 1371 LINE E GARAFRAXA THER READ CLIVEY - 159441 1371 LINE E GARAFRAXA			2005 2014 1508 1508 1508	49 36 2 2 49 38 3 2 4 49 38 4 2 49 38 4 38 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	\$1,342 \$2 \$1,342 \$ \$674 \$3 \$674 \$3 \$674 \$3	53 \$667 62 \$1,180 03 \$371 03 \$371	\$1,250 \$1,250 \$1,250 \$1,250 \$1,250 \$1,250	7 10 6 6		10 \ 6	Very Good Ro	kely Moderate ine Moderate sblie Moderate sblie Moderate sblie Moderate sblie Moderate	M 2 M 2 M 2 M 2	2041 2050 2034 2034 2034 2034	14 15 16 17 18	2047 2056 2040 2041 2041	2056 2040 2041	2098 2082 2084	40 24 25			0 0 0	2047 20 2056 205 2040 204 2041 204 2041 204	
Cross Road C Cross Road C Cross Road C Cross Road C	alvert 5235 alvert 5236 alvert 5237 alvert 5238	271537 15TH L 271428 15TH L 271428 15TH L 271428 15TH L	Cross Road C Cross Road C Cross Road C Cross Road C	TOTAL ROBERT CONVEYT - 271527 - 1511 LENE E CARRAFRAXA TOTAL ROBERT CONVEYT - 271527 - 1511 LENE E CARRAFRAXA TOTAL ROBERT CONVEYT - 271528 - 1511 LENE TOTAL ROBERT CONVEYT - 271528 - 1511 LENE TOTAL ROBERT CONVEYT - 271528 - 1511 LENE			2010	40 34 6 40 34 6	\$1,547 \$1 \$1,547 \$1 \$1,547 \$1	72 \$975 72 \$975 72 \$975 72 \$975	\$1,250 \$1,250 \$1,250 \$1,250	9 9 9		0.1		sible Moderate ins Moderate ins Moderate ins Moderate ins Moderate ins Moderate ins Moderate				2042 2054 2054 2055 2055	2054 2054 2055 2055	2084 2086 2086 2098 2100 2100	35 35 39 39			0 0 0	2042 20 2054 205 2054 205 2055 205 2055 205	
Cross Road C	shert 5239 shert 5240 shert 5241 shert 5241 shert 5242 shert 5243 shert 5244			THE RESECTION OF THE EARLY STATE OF THE STAT			2014 1908 2010 1900 1900	40 34 6 40 36 2 40 22 18 40 34 6 40 0 56 40 0 56 40 0 56 40 24 16 40 22 18	\$1,147 \$1 \$1,242 \$ \$274 \$3 \$1,147 \$1 \$100 \$1 \$100 \$1	52 \$1,180 03 \$371 72 \$975 30 \$0 30 \$0 30 \$46 03 \$371	\$1,250 \$1,250 \$1,250 \$1,250 \$1,250 \$1,250	10 8 9 0	5 5	10 \ 6 2 \ 5	Very Good Ro Average Pos Very Good Ro Average Pos Average Pos	ma Moderate sble Moderate sa Moderate sa Moderate sble Moderate sble Moderate sble Moderate sble Moderate	L 1 M 2 L 1 M 2 M 2	2050 2034 2046 1996 1996	24 25 26 27 28	2060 2044 2056 2007 2007			44 28 40 1 1 1 32 30			0 0 0 30 30	2060 206 2044 204	
Cross Read C	shert 5244 shert 3068	045111 5 SIDE 192347 13TH L	Cross Road C Cross Road C	ross Road Culver - 045111 5 SIDERIOAD E GARA ross Road Culvert - 192347 13TH LINE E GARAFRAXA	H		2000 1998	40 24 16 40 22 18	5744 52 5674 53	98 \$446 03 \$371	\$1,250 \$1,250	6		6	Average Pos Average Pos	Moderate uble Moderate	M 2	2036 2034	29 30	2046 2046	2048 2046	2096 2094	32 30	_	_	0	2045 204 2046 204	2088 32 5 2086 30

East Garafraxa Roads - Bridge Inventory Current Leveles of Service Expected Levels of Service Replacement/Improvement Year Based on Current Levels Service Replacement/Improvement Year Based on Current Levels Service

																								F	Replacement/Im	provement Yea	r Based on Curren	t Levels Service						Replaceme	nt/Improvem	nent Year Based
FIXED ASSET ID	Map Lin	k Subtype	Asset Name	Asset Type	Description /Location	n Admin Agency	Install Yea	useful Life	Remaining Useful Life	Age	Historic Cost	2015 Accumulated Amortization	2015 Net Book Value	Replacemer Cost	Condition Based On Useful Life	Inspection Assessed Condition	Condition Used for Analysis	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure	Numerical Value of Risk of Failure	due to I	evels of		Year Replacement Applying Risk Score	Subsequent teplacement Year	Revised Remaining Useful Life	Proposed Rehabilitation Cost (2016 \$)	Year for Rehabilitation	Extended Life (Years) due to Betterment		benefit over	Revised Re Levels Ap Service Ap Replace Scr ment Year	Risk Rep	posequent place nent ear Life
									24	55	\$ 4,510,147	\$ 1,040,930	\$ 3,601,253	\$ 11,092,52	1		6.8					2							\$ 669,500							
857	7	Roads - Br	Bridge 1 - 20th SR	Arch Culvert		Township of East Garafraxa	1976	6 50	10	40	\$ 18,718	\$ 9,983	\$ 8,735	\$ 70,00	2	8	8	Good	Unlikely	Major	M	2	2021	10	2026	2026	2076	10					30	2036	2036	2086 20
872	,	Roads - Br	Bridge 2 - 10th Line	Rectangular Culvert		Township of East Garafraxa	1950	.0 75	q	66	\$ 19.368	S 17 044	\$ 2,324	\$ 180.00	1	7	7	Good	Unlikely	Major	М	2	2018	10	2026	2026	2102	10	\$6,000	2022	0	Repair cracks in North-East Retaining wall	30	2041	2041	2116 25
850)		Bridge 3 - 10th Line	Multi-Plate Culverts		Township of East Garafraxa	2016		50	0	\$ 284,000) S -	\$ 284,000	\$ 300.00	10	10	10	Very Good	Rare	Major	M	2	2061	10	2066	2066	2116	50	**,***		-		0	2061	2061	2111 45
870)		Bridge 4 - 11th Line	Solid Slab		Township of East Garafraxa	1949		4	71	\$ 14,166		,) 1	7	7	Good	Unlikely	Major	M	2	2013	10	2021	2021	2097	5					30	2039		2114 23
2514	1		Bridge 5 - 10th Line	Arch Culvert		Township of East Garafraxa	1972		6	44	\$ 20,779	, .		\$ 250.00		7	7	Good	Unlikely	Major	M	2	2017	10	2022	2022	2072	6					30			2070 4
859	9		Bridge 6 (4-108) - 11th			Township of East Garafraxa	1987		46	29	\$ 841,400			\$ 1,400,00		8	8	Good	Unlikely	Major	м	2	2055	10	2063	2063	2139	47	\$50,000	2022		replace broken drain and rotten barriers	0	2055		2130 39
4029	86	1 Roads - Br E	3ridge 7 (4-109) - 12th	Line Bowstring Arch		Township of East Garafraxa	1926	6 75	0	90	\$ 311,646	\$ 28,980	\$ 282,666	\$ 2,500,00	0	5	5	Average	Possible	Major	н	3	1994	10	2002	2017	2108	1	\$433,000	2018	30	Concrete repairs, and drains	20	2048	2048	2123 32
863	3	Roads - Br	3ridge 8 (4-110) - 13th	Line I-beam or Girders		Township of East Garafraxa	1913	.3 75	0	103	\$ 48,450	\$ 61,475	\$ 119,010	\$ 950,00	0	6	6	Average	Possible	Major	Н	3	1981	10	1989	2017	2121	1					30	2039	2039	2114 23
851	L	Roads - Br	Bridge 9 (4-107) - 10th	Line I-beam or Girders		Township of East Garafraxa	2008	18 75	67	8	\$ 1,779,493	\$ 189,730	\$ 1,589,764	\$ 1,635,82	7 9	8	8	Good	Unlikely	Major	M	2	2076	10	2084	2084	2160	68					0	2076	2076	2151 60
860)	Roads - Br E	Bridge 10 - 11th Line	T-Beam		Township of East Garafraxa	2003	13 75	62	13	\$ 311,205	\$ 53,942	\$ 257,263	\$ 240,13	3 8	8	8	Good	Unlikely	Major	M	2	2071	10	2079	2079	2155	63					0	2071	2071	2146 55
2516	5	Roads - Br	Bridge 11 - 12th Line	Arch Culvert		Township of East Garafraxa	1969	9 50	3	47	\$ 27,040	\$ 16,945	\$ 10,095	\$ 160,00	1	8	8	Good	Unlikely	Major	M	2	2014	10	2019	2019	2069	3					40	2036	2036	2086 20
2515	5	Roads - Br	Bridge 12 - 10th SR	Arch Multi-Plate Culverts		Township of East Garafraxa	2000	0 50	34	16	\$ 59,192	\$ 12,628	\$ 46,564	\$ 70,00	7	8	8	Good	Unlikely	Major	M	2	2045	10	2050	2050	2100	34					0	2045	2045	2095 29
852	2	Roads - Br	Bridge 13 - 10th SR	Rectangular Culvert		Township of East Garafraxa	2000	0 75	59	16	\$ 91,325	\$ 19,483	\$ 71,842	\$ 108,00	8 (7	7	Good	Unlikely	Major	M	2	2068	10	2076	2076	2152	60	\$18,000	2027			0	2068	2068	2143 52
853	3	Roads - Br	Bridge 14 - 10th SR	T-Beam		Township of East Garafraxa	1930	0 75	0	86	\$ 14,166	\$ 14,166	\$ -	\$ 400,00	0	7	7	Good	Unlikely	Major	M	2	1998	10	2006	2017	2104	1					40	2046	2023	2098 7
871	L	Roads - Br	Bridge 15 (4-114) - 13t	h Lin Rigid Frame, Vertical Legs	5	Township of East Garafraxa	1979	9 75	38	37	\$ 68,280	\$ 33,685	\$ 34,595	\$ 200,00	5	8	8	Good	Unlikely	Major	M	2	2047	10	2055	2055	2131	39	\$39,000	2022			5	2051	2051	2126 35
2517	7	Roads - Br	Bridge 16 - East Garafr	axa / Rectangular Culvert	Townline	Township of East Garafraxa	1960	0 75	19	56	\$ 24,048	\$ 17,956	\$ 6,092	\$ 60,00	3	7	7	Good	Unlikely	Major	M	2	2028	10	2036	2036	2112	20					10	2036	2019	2094 3
864		Roads - Br	Bridge 17 - 13th Line	Solid Slab		Township of East Garafraxa	1940	0 75	0	76	\$ 8,232	\$ 8,232	\$ -	\$ 50,00	0	5	5	Average	Possible	Major	Н	3	2008	10	2016	2017	2094	1					20	2031	2018	2093 2
5142	2	Roads - Br	Bridge 18 - 13th Line	Round Culvert		Township of East Garafraxa	2015	.5 30	29	1	\$ 10,072	\$ 336	\$ 9,736	\$ 10,07	2 10	7	7	Good	Unlikely	Major	M	2	2042	10	2045	2045	2075	29	\$40,000	2027	20		0	2047	2047	2077 31
855	5	Roads - Br	Bridge 19 - 16th Line	Rectangular Culvert		Township of East Garafraxa	1960	0 75	19	56	\$ 18,704	\$ 13,966	\$ 4,738	\$ 140,00	3	7	7	Good	Unlikely	Major	M	2	2028	10	2036	2036	2112	20					10	2036	2036	2111 20
854	•		Bridge 20 - 15ht Line	Rectangular Culvert		Township of East Garafraxa	1950		9	66	\$ 12,912		4 .,	+ .=0,00		7	7	Good	Unlikely	Major	M	2	2018	10	2026	2026	2102	10					30			2116 25
862	2		Bridge 21 - 12th Line	Multi-Plate Culverts		Township of East Garafraxa	2007		41	9	\$ 105,782	\$ 12,694	\$ 93,089	¥ 0.1,1.1	-	7	7	Good	Unlikely	Major	M	2	2052	10	2057	2057	2107	41					0	2052	2052	2102 36
2518	3	Roads - Br	Bridge 22 - 18th Line	Rectangular Culvert		Township of East Garafraxa	1940		0	76	\$ 6,860	,	\$ -	\$ 100,00		7	7	Good	Unlikely	Major	M	2	2008	10	2016	2017	2094	1	\$39,000	2017			40	2046	2046	2121 30
856			Bridge 23 - 19th Line	Solid Slab	Townline		2007		66	9	\$ 180,566		\$ 158,898			8	8	Good	Unlikely	Major	M	2	2075	10	2083	2083	2159	67					0	2075		2150 59
869	9			axa / Rectangular Culvert	Townline		1950		9	66	\$ 23,672					7	7	Good	Unlikely	Major	M	2	2018	10	2026	2026	2102	10					30			2116 25
2519	9	Roads - Br	Bridge 26 - East Garafr	axa / Rectangular Culvert	Townline	Township of East Garafraxa	1940		0	76	\$ 11,662	\$ 11,662	\$ -	\$ 175,00		6	6	Average	Possible	Major	Н	3	2008	10	2016	2017	2094	1	\$10,000	2019			30	2039	2020	2095 4
2942	2			axa / Rectangular Culvert	Townline	Township of East Garafraxa	1945	,	4	71	\$ 7,870	\$ 7,450	\$ 420	\$ 100,00	1	6	6	Average	Possible	Major	Н	3	2013	10	2021	2013	2088	-3					20	2031	2024	2099 8
5206	5			raxa ,Rectangular Culvert		A Township of East Garafraxa	1940		0	76	\$ 10,959	,	\$ -	\$ 225,00		7	7	Good	Unlikely	Major	M	2	2008	10	2016	2017	2094	1					40	2046	2026	2101 10
5211	L			raxa , Rectangular Culvert		A Township of East Garafraxa	1940		0	76	\$ 14,090	,,		\$ 225,00		6	6	Average	Possible	Major	Н	3	2008	10	2016	2017	2094	1	\$32,500	2028	20		30	2048		2123 32
5208	3			raxa , Rectangular Culvert		A Town of Erin	1960		19	56	\$ 23,891	,	\$ 6,371	¥,		8	8	Good	Unlikely	Major	M	2	2028	10	2036	2036	2112	20					20			2118 27
5207	7		Bridge 31 - 20th SR	Rectangular Culvert		SI Township of East Garafraxa	1940		0	76	\$ 14,090		\$ -	\$ 225,00	, ,	5	5	Average	Possible	Major	Н	3	2008	10	2016	2017	2094	1	\$2,000	2017	20		20	2037	2001	2112 21
			rin Bridge 2071	Rectangular Culvert		A <mark>Town of Erin</mark>	1996		55	20	\$ 103,713	3 \$ 27,657	\$ 76,056			8	8	Good	Unlikely	Major	M	2	2064	10	2072	2072	2148	56					0	2064		2139 48
			rin Bridge 2072	Rectangular Culvert	021269 E G	A Town of Erin	1970	0 75	29	46	\$ 23,796	\$ 14,595	\$ 9,201	\$ 190,00	4	7	7	Good	Unlikely	Major	M	2	2038	10	2046	2046	2122	30					5	2042	2042	2117 26

East Garafrasa Roads - Road Se	tion inventory																						Replacementin	provement Year Sas	ed on Current Lev	vels				Regiscens	Expected Le ent/improvemen	reis or service + 1 t Year Based on E	own Input spected Levels Service
Fixed Asset # Map Lin	k Subtype	Asset Name - Roads	From	То	Classification	on Surface Material	Length (m) Width	Square (m) meters (m)	Install Us Year Li	stul Remaining te Usatul Life	Age Hatoric Cost	2015 Accumulated Amortization System	2015 Net Book Value System	Replacement Cost/Section	Condition Based On Useful Life Cond	Condition (lition Used for Cown Analysis	Asset Probation (Size Priority Rating)	ality of lune ad on Conseque tion or of Failus stand (Sion)	nce Risk of Vi	Numerical slue of Risk of of Failure	Year Replacement fue to minimus maintenance practices	Current Levels of Service % benefit	Revised Levels Service Re Replacement Ap Year	Year Subsement Replacement Replacement Score	equent Revisionement Remain Useful I	ed Proj sing Rehs ion Life (20	posed Year 5 (Cost Inc.)	Extended Life (Years) due to Bettenme	Expected Lavels of Service % benefit over Current + Condition better then expected for age	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score - or Staff Override	Subsequent Replacement Year	Revised Remaining Useful Life
			ERST GARAFRAXA ERIN TOWNLINS	- 0.9km S. of COUNTY ROAD 3	Rural	Asphalt	2092 7			12	16 \$2,623,67	\$1,339,363	\$1,500,862	\$3,561,660		7.0				2				20	146	31	20,660		for age				
3001	Roads - Road	S SETH LINE - From: EAST GARAFRANA - SRIN TOWNLINE TO: COUNTY ROAD 3 \$ 13TH LINE - From: 0.2 kms.5. of COUNTY ROAD 3 To: COUNTY ROAD 3	0.2 kms S. of COUNTY ROAD 3		Rural	Asphalt	220 6.5	14544	2010	20 54	6 \$ 299,22	\$ 119,696	\$ 179,543 \$	300,000	7 7		Good Uni	kely Moderat	- M	2	2024	10	2026	2026	129	- 1	40,000 2017	7	90	2024	4 202	2044	4
2600	Roads - Road	S SZTH LIME - From: COUNTY ROAD 2 To: 0.5 kms N. of COUNTY ROAD 2	COUNTY ROAD 3	0.1 kms N. of COUNTY ROAD 2 COUNTY ROAD		Asphalt	69 65	451	1995	20 0	21 5 3,20	\$ 3,204	s . s	5,000	0 5		Auerage Pos	sible Moderat	. м	2	2009	10	2011	2017	- 1				20	2020	0 202	2040	4
2690 26 26		5 17th UNK - From: SOTH SIDERDAD To: County Rd 109 5 17th UNK - From: COUNTY ROAD 3 To: SOTH SIDERDAD	COUNTY ROAD 4	109	Rural Rural	Arphalt Arphalt	1137 7 2075 7	7959 21526	2016	20 20 20 20	0 \$ 86,74 0 \$ 234,52	s .	\$ 86,741 \$ \$ 234,523 \$	90,000	10 10	0 10 1	ery Good Ri			1	2030	10	2032	2032 20 2032 20	152 16 152 16				0	2000	2 2030 2 2030	2052	16
2002 200	Roads - Road	5 57TH LINE - From: East Garafraxa/ Erin Townline - County Rd 3	East Garafraxa/Erin Townline	County Rd 3 END OF 18TH LIN	Rural	Asphalt Asphalt	2960 7 896 7	27720	2009	20 13	7 5 280,24	\$ 100,886.45	\$ 187,361 \$	220,000	7 5		Average Pos	sible Moderat	. м	2	2023	10	2025	2025	HS 9		2018	10		2026	8 2021	2048	12
29 24	6 Roads - Road 0 Roads - Road	IETH LINE - FROM: COUNTY ROAD 2 To: END OF SETH LINE JOBS SK - 150h Line - 150h Line Jobs SK - 150h Line - County Road 100 JOBS SK - 651 Line - 320h Line	SOTH LINE SITH LINE	11TH LINE COUNTY ROAD	Rural Rural	Asphalt Asphalt	896 7 1377 7 709 7	9642	2010 2012 2013	20 17	6 5 68,81 3 5 109,67 3 5 54,82	\$ 20,644	\$ 48,170 \$ \$ 87,736 \$	75,000 110,000 55,000	7 7	7 8	Good Uni Good Uni		- M - M	2 2	2027	10	2026 2029 2029		13	#			0	2020	6 202 9 203 9 203	2046 2049	10 13
21	1 Roads - Road	20th SR -9th Line - 50th Line	STH LINE EAST GARAFRAXA WEST	SOTH LINE	Rural	Arphalt	1354 7	9480	2013	20 17	3 \$ 100,07	\$ 21,934	\$ 87,736 \$	110,000	- 1		Good Uni	kely Moderal	- 0	2	2027	10	2029	2029 20	13	Ħ			ő	2025	202	2049	13
26	8 Roads - Road	5 20th SR - East Garafraxa / West Garafraxa TL - 9th Line	GARAFRAKA TOWNLINE EMZ	STH LINE	kural	Asphalt	1367 7	9712	2013	20 17	3 \$ 109,67	\$ 21,994	\$ 87,736 \$	110,000			Good Uni	kely Moderal	. м	2	2027	10	2029	2029	13					2029	9 2021	2019	13
	Roads - Road Roads - Road Snads - Road	A Line - Sast Garafraxa/Caledon Townline to Rayburn Cres. A Line - Old Carriage Rd to Cross Rd Culvert 200 A Line - Old Carriage Rd to Cross Rd Culvert 200	Garafraxa/Caledo e Townline Old Carriage Rd Rouburn Cree	Culvert 250	Rural Rural	Asphalt Asphalt	990 7 990 7	4830 6930 4830	2010 2010	20 54 20 54	6 S 50,64 6 S 72,66 6 S 50,64	\$ 15,194.10 \$ 21,800.40 \$ 15,154.10	\$ 35,450 S \$ 50,868 S \$ 96,450 S	200,000 79,200 55,200	7 7 7 7 7 7 7 7	7 7	Good Uni Good Uni	kely Moderat		2 2	2024 2024 2024	10	2026 2026 2026	2026 2026 2026 2026 2036 2036	146 10 146 10	-			0	2026 2026	6 202 6 203 6 203	2044 2046 2046	8 10
2669	Roads - Road	SBROOKHWEN CR From: COUNTY ROAD 23 / B LINE To: County Road 23 / B Line	COUNTY ROAD 2: / 8 LINE OLD CARRIAGE	8 Line END OF CEDAR	Semi-Urban Semi-Urban	Asphalt Asphalt	2169 7 149 6		2005	20 9	11 \$ 123,50	\$ 90,611	S 22,949 S	160,000	5 7		Good Uni	kely Moderat		2	2019	10	2021	2021 20					25	2021	1 2021	2045	9
2425	Roads - Road Roads - Road	CEDAR PLACE - FROM: CALD CARRIAGE ROAD TO: END OF CEDAR PLACE CAST GARAFRANA - CALEDON TOWNLINE - From: 19TH LINE TO: A LINE	29TH LINE WINSTON CHURCHEL	A LINE 29TH LINE	Rural Rural	Asphalt	1279 6 751 6	8274	2007	20 11	9 5 81,34	\$ 48,804	\$ 32,536 \$	10,000	- 1		Average Pos	sible Moderat	- M	2	1994 2021	10	2023	2023 20	HG 7				0	2021	3 2011	2009	3
2667 2622 2623 2626	Roads - Road Roads - Road Roads - Road Roads - Road	GAST GARRIPAXA - CALIDON TOWNLING - From: WINSTON CHURCHILL ROLLEWARD To: GAST GARRIPAXA - SRIN TOWNLING - From: 15TH LING To: 15TH LING GAST GARRIPAXA - SRIN TOWNLING - From: 15TH LING To: 15TH LING GAST GARRIPAXA - SRIN TOWNLING - From: 15TH LING To: 18TH LING	STH LINE SETH LINE SETH LINE 17TH LINE	SETH LINE STITLENE SETH LINE	kural kural	Arphalt Arphalt Arphalt	1379 6.5 1366 6.5 1362 6.5	8921 8914 8852	2007 2007 2007 2007	20 11 20 11 20 11 20 11	9 \$ 44,31 9 \$ 26,98 9 \$ 26,66 9 \$ 26,77	\$ 26,587 \$ 16,192 \$ 15,998 \$ 16,066	\$ 17,724 \$ \$ 10,795 \$ \$ 10,665 \$ \$ 90,711 \$	50,000 120,000 120,000 120,000	4 7 4 7 4 7	2 2 2	Good Uni Good Uni Good Uni Good Uni	kely Moderat kely Moderat kely Moderat kely Moderat	a M a M a M	2 2 2	2021 2021 2021 2021	10 10 10	2023 2023 2023 2023	2023 2023 20 2023 20 2023 20	H0 7				0 0	2023 2023 2023 2023	3 2011 3 2022 3 2022 3 2022	2009 2042 2042 2042	3 6 6
2417	Roads - Road	S EAST GARAFRANA - ERIN TOWNLING - From: 18TH LING To: WINSTON CHURCHLL BOULD	SETH LINE	WINSTON CHURCHILL ROLLEVARO	Rural	Asphalt	575 6.5	2737	2007	20 11	9 \$ 11,30	\$ 6,783	\$ 4,522 \$	70,000	4 7	,	Good Uni			2	2021	10	2023	2023					0	2023	3 2023	2042	6
2606	Roads - Road Roads - Road	SEAST GARAFRANA - SRIN TOWNLINE - From: COUNTY ROAD 24 To: 15TH LINE Start Garafraxo/Caledon Townline - A Line - County Rd 23	COUNTY ROAD 24 A LINE COUNTY ROAD 3	County Rd 23 VICTORIA	Rural Rural Semi-Urban	Asphalt Asphalt Asphalt	1238 65 1740 7 88 6	12180	2007	20 11 20 11	9 \$ 26,31 9 \$ 117,33	\$ 15,788 \$ 52,801	\$ 10,526 S \$ 64,534 S	120,000	6 7 6 6	7	kuerage Pos	sible Moderat	a M	2	2021 2021	10	2023 2023	2023 20 2023 20		#			0	2023 2023	3 202	2042 2043	6 7
2845	Roads - Road Roads - Road	GRAND CRESCENT - From: COUNTY ROAD 3 To: VICTORIA BOULEVARD GRAND CRESCENT - From: VICTORIA ROULEVARD To: END	VICTORIA BOULEVARD	END END	Semi-Urban	Asphalt	86 7	500	1972	20 0	44 \$ 1,00	\$ 1,000 \$ 952	s - s s - s	7,500	0 5	s s	Auerage Pos Auerage Pos			2	1996	10	1988	2017 20	162				20	2020	0 2021	2040	4
2667	Roads - Road	S GREENWOOD CRESCENT - From: OLD CARRIAGE ROAD To: END OF GREENWOOD CRESC	OLD CARRIAGE ROAD OLD CARRIAGE	GREENWOOD CRESCENT	Semi-Urban	Asphalt	521 6 511 7	3126	1980	20 0	36 S 11,74	\$ 11,749	s . s	80,000		-	Average Pos	sible Moderat	. м	2	1994	10	1996	2017	- 1	#	-		25	2021	1 202	2041	5
2478	Roads - Road	SHILLTOP CRESCENT - From: OLD CARRIAGE ROAD To: DND OF HILLTOP CRESCENT	ROAD East Garafansa/Erin	END OF HILITOP CRESCENT End of Road	Semi-Urban Semi-Urban	Asphalt Asphalt	511 7 270 6	3579	1980	20 0	36 \$ 11,52	\$ 11,527	s - s	80,000	0 5	s	Average Pos	sible Moderat	. м	2	1994	10	1996	2017	- 1	+	-		20	2020	2011	2038	2
2662		Subho St - East Garafraxa/Erin Townline - End of Road MAPLE STREET - From: COUNTY ROAD 3 To: VICTORIA BOULEVARD	COUNTY ROAD 3	WCTORIA BOULEWAD		Asphalt	68 6	410	1972	20 17 20 0	3 S 20,19	\$ 3,029.40 \$ 775	S 17,167 S	21,600 5,000	0 5	5	kuerage Pos kuerage Pos			2	2027 1986	10	2029 1988	2029	13	#			20	2020	9 2021	2049	13
2666	Roads - Road	SMARLE STREET - From: WCTORIA BOULDUARD To: END	VICTORIA BOULEVARD OLD CARRIAGE BOAD	END OF MAYWOOD DRIV	Semi-Urban Semi-Urban	Arphalt Arphalt	248 7		1972	20 0	44 \$ 30	\$ 369	s . s	2,500		- 5	Auerage Pos	sible Moderat	. м	2	1996	10	1988	2017 20		$+\!\!\!+$	+		20	2020	0 2021	2040	4
2479 2479 2462	Roads - Road Roads - Road Roads - Road	MANYWOOD DRIVE - From: OLD CARRAGE ROAD TIC END OF MAYWOOD DRIVE SOLD CARRIAGE ROAD - From: B LINE/COUNTY ROAD 22 To: HILLTOP CRESENT SOLD CARRIAGE ROAD - From: CEDAR PLACE To: A LINE	RUNK/COUNTY ROAD 23 CEDAR PLACE	HILLTOP CRESENT	Semi-Urban Semi-Urban	Asphalt	149 7 145 7	1737 1042 1017	1980 1980	20 0 20 0	36 S 3,39 36 S 3,25	\$ 1,595 \$ 1,258 \$ 1,275	s - s	15,000 10,000 10,000	0 6	4	Auerage Pos Auerage Pos Auerage Pos	sible Moderat sible Moderat	- M	2 2	1994 1994 1994	10	1996	2017 2017 20 2017 20					25 25 25	2021 2021 2021	1 202	2041 2041 2041	5 5
3666	Roads - Road	OLD CARRIAGE ROAD - From: GREENWOOD CRESCENT To: CEDAR PLACE OLD CARRIAGE ROAD - From: HILLTOP CRESCENT To: MAYWOOD DRIVE	CRESCENT HILLTOP CRESCENT	CEDAR PLACE MAYWOOD DRIV	Semi-Urban Semi-Urban	Asphalt Asphalt	669 7 500 7		-	20 0	36 S 10,19	S 10,116	5 - 5	20,000	0 6	-	kuerage Pos kuerage Pos	sible Moderat	. M	2	1994	10	1996	2017 20	154	#	1	H	25	2021	1 202	2041	5
2472	Roads - Road	OLD CARRIAGE ROAD - From: MAYWOOD DRIVE To: SPRINGVIEW COURT	MAYWOOD DRIVI SPRINGVEW	SPRINGHEW COURT GROWNGOOD	Semi-Urban Semi-Urban	Asphalt Asphalt	254 7 250 7	1777	1980	20 0	36 \$ 5,72	\$ 5,724	5 - 5	17,500		-	Average Pos	sible Moderat	. M	2	1994	10	1996	2017 20	154 1				25	2021	1 202	2041	5
2671	Roads - Road Roads - Road	GOLD CARRIAGE ROAD - From: SPRINGVEW COURT To: GREENWOOD CRESCENT RAYBURN MEADOWS - From: A UNE To: RAYBURN MEADOWS	A LINE BAYOLON	CRESCENT RAYBURN MEADOWS	Semi-Urban Semi-Urban	Asphalt	252 7	1761	2003	20 0	36 S 5,62		S 1,846 S	15,000	4 7	7	Ruerage Pos Good Uni		. M	2	1994 2017	10	1996 2019	2019 20	129 3				25 5	2021	0 202	2041	5
3654	Roads - Road	S BAYBURN MEADOWS - From: RAYBURN MEADOWS To: RAYBURN MEADOWS SPRINGVIEW COURT - From: OLD CARRAGE ROAD To: END OF SPRINGVIEW COURT	MEADOWS OLD CARRIAGE ROAD	MEADOWS END OF SPRINGUEW COURT	Semi-Urban Semi-Urban	Asphalt	1005 7	71004	2003	20 7	13 \$ 55,28	\$ 47,909	\$ 7,371 \$	62,000	4 7	7	Good Uni	kely Moderat	. M	2	2017	10	2019	2019 20	-	+			5	2020	0 2021	2040	4
2398	Roads - Road	SVICTORIA BOLLEVARO - Front: GRAND CRESCENT To: MAPLE STREET		T MAPLE STREET	Semi-Urban	Asphalt	392 6	2350	1972	20 0	44 5 4,42	\$ 4,439	5 - 5	25,000	0 5	5	Auerage Pos	sible Moderat	. M	2	1996	10	1988		162				20	2020	0 202	2040	4
2418	Roads - Road	S INVISTON CHURCHILL BOULDVARD - From: EAST GARAFRAXIA - SRIN TOWNLING To: SIND	ERST GARAFRASS ERIN TOWNLING 0.3 km S. of Old	END OF ROAD County Road 22 / B Line	Rural	Asphalt	481 6	2886	2007	20 11	9 5 14,18	\$ 8,512	\$ 5,675 \$	15,000	4	7 7	Good Uni	kely Moderal	. M	2	2021	10	2023	2023	7				0	2023	3 202	2043	7
2698	Roads - Road	S WOODLAND DRIVE - From: 0.3 km S. of Old Corrage Road To: County Road 22 / 9 Line S WOODLAND DRIVE - From: OLD CARRAGE ROAD To: 0.3 km SE of OLD CARRAGE ROAD	Carrage Road OLD CARRAGE ROAD		Semi-Urban Semi-Urban	Asphalt Asphalt	299 7	5534	1980	20 0	26 5 17,92	\$ 17,997	s · s	50,000	0 6	4	kuerage Pos	sible Moderat	- M	2	1994	10	1996	2017 20		+			25	2021	1 202	2041	5
9061 2419	Roads - Road Roads - Road	5 10th Line - 10th SR - Grand River 5 10th Line - 20th SR - County Rd 109	20TH SIDEROAD	GRAND RIVER COUNTY ROAD	Rural Rural	Gravel Gravel	1588 7.3 1379 7.5	12343	2013	3 1 3 0	2 5 15,52	\$ 4,568 \$ 15,525	S 2,284 S	7,500	3 5	. s	Average Pos Average Pos	sible Moderat		2 2	2015	10	2015	2017					0 20	2016	6 2017 7 2017	2020	1
5062	Roads - Road	S 50th Line - County Rd 3 - 10th SR	COUNTY ROAD 3 BELWOOD ROAD/County Rd	_	Rural Rural	Gravel Gravel	2069 7.3 2058 7.5		2064	3 1	2 5 -	\$ 12,247	5 6,124 5	20,000	3 5	5	Average Pos	sible Moderat	- M	2	2016	10	2016	2017 20					0	2016	6 201	2020	1
5059	Roads - Road	S SETH LINE - From: BELWOOD ROAD/County Rd S To: 20TH SIDEROAD 5 10th Line - Grand River - Bellwood Rel/County Rd S	GRAND RIVER	Bellwood Re/COUNTY ROA		Gravel	1459 7.3	22902	2014	3 1	2 5 -	\$ 12,459	5 6,229 5	20,000	3 5		Average Pos	sible Moderat	. м	2	2016	10	2016	2017	- 1					2016	6 2017	2020	1
2998 5056 21	Roads - Road 7 Roads - Road	S SETH SDEROAD - From: SETH LINE To: SETH LINE SETH SDEROAD - From: STIH LINE To: SETH LINE	STH LINE STH LINE COUNTY ROAD 21	SOTH LINE	Aural Aural Aural	Gravel Gravel	1260 2.5 1260 7 1287 4.5	9521	2009 2014	3 0	7 \$ 5,13 2 \$ ·	\$ 5,135 \$ 3,596	\$ - \$ \$ 1,790 \$	6,000	1 1	4 4	Auerage Pos Auerage Pos	sible Moderal		2	2011 2016 2010	10	2011 2016	2017 20 2017 20 2017 20	120 1	Ħ			20 0	2010	7 2013 6 2013	2020 2020	1
2947 29	S Roads - Road	S SITH SIDERDAD - From: COUNTY ROAD 26 To: 15TH LINE																														2020	- 1
				STH LINE	Rural	Gravel	1390 7		2008	3 0	8 5 1,52	NULL	NULL S	2,000	0 5		Auerage Pos	sible Moderat	- M	2	2010		200	2017	120					2017			
5055 31 3156 3155	R Roads - Road Roads - Road Roads - Road	S DETHI SIDERROAD - Front: EAST GABAFANKA - WEST GABAFANKA TOWNLINE To: 9TH LINE 2005-58 - 2005 Line - 11th Line	EAST GARAFRADA WEST GARAFRAXA TOWNLINE SOTH LINE	STH LINE STH LINE STH LINE STH LINE	Rural Rural	Gravel Gravel		9735 9540	2008 2014 2011 2011	3 1 3 0 3 0	2 S ·	S 3,596 S 8,391 S 6,217	S 1,790 S S 1,894 S S 1,605 S	6,000 7,000 5,000	0 S	5 5 5 5	Auerage Pos Auerage Pos	sible Moderal	. M	2 2	2016 2013	10 10 10	2016 2013 2013	2017 20 2017 2017 20 2017 2017 20	120 1 123 1 123 1				0 20 20	2016 2017 2017	6 2013 7 2013 7 2013	2000 2000 2000	1
5055 21 2156 2155 2154 4016 2165	R Roads - Road Roads - Road Roads - Road Roads - Road Roads - Road		EAST GARAFRANA WEST GARAFRAKA TOWNLINE SITH LINE 11TH LINE 12TH LINE 12TH LINE	STH LINE SITH LINE SITH LINE SITH LINE COUNTY ROAD 20 STH LINE	kural kural kural	Gravel Gravel Gravel Gravel Gravel Gravel	1301 7 1304 7 1312 7 1402 73	9735 9546 9185 9085	2008 2014 2011 2011 2011 2012	3 1 2 0 3 0 3 0 3 0 0 3 0 0 3 0 0 0 0 0 0 0	2 S ·		S 1,790 S S 1,695 S S 1,515 S S S S S S S S S S S S S S S S S S	2,000 4 6,000 5,000 5,000 5,000	0 5 2 5 3 5 3 5 0 5	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Auerage Pos Auerage Pos	sible Modern sible Modern sible Modern sible Modern	- M	2 2	2016 2013 2013 2013 2014 2014	10 10 10 10 10	2016 2013 2013 2013 2014 2014	2017 2017 2017 20 2017 20 2017 20	1223 1 1223 1 1223 1 1223 1 1222 1				0 20 20 20 20 20	2016 2013 2013 2013 2013 2013	6 201: 7 201: 7 201: 7 201: 7 201: 7 201:	2020 2020 2020 2020 2020 2020	1 1 1 1
9055 31 3156 3155 3156 4016 3165	Roads - Road Roads - Road	CONTROL OF THE SETT CARDINATES WITT CARDINATE TO STRUCK OF THE SET CARDINATES TO STRUCK OF THE SET CARDINATES TO STRUCK OF THE SET CARDINATES OF THE SET C	EAST GARAFRADO WEST GARAFRAXA TOWNLINE SOTH LINE 12TH LINE 12TH LINE 12TH LINE 12TH LINE	COUNTY ROAD 21 17TH LINE	Rurol Rurol Rurol Rurol Rurol Rurol	Gravel Gravel	1364 7 1364 7 1312 7 1462 75 1369 65 1366 6	9735 9546 9185 93815 9092 8138 22760					\$ 1,788 S 1,884 S 1,865 S 1,865 S 1,515 S S 1,515 S S - S S - S S - S	2,000 4,000 7,000 5,000 5,000 6,000 15,000	9 5 3 5 4 5 4 5 9 5	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Auerage Pos Auerage Pos Auerage Pos Auerage Pos	sible Modern sible Modern sible Modern sible Modern	- M	2 2 2 2	2016 2013 2013 2013	10 10 10 10 10 10	2016 2013 2013 2013 2014 2014 2013	2017 2017 2017 20 2017 20 2017 20 2017 20 2017 20 2017 20	1223 1 1223 1 1223 1 1223 1 1222 1 1223 1 1220 1				0 20 20 20 20	2016 2017 2017 2017 2017 2017 2017 2017	6 2011 7 2012 7 2012 7 2012 7 2012 7 2012 7 2012	2000 2005 2005 2006 2000 2000 2000	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
5055 31 3156 3156 3157 3157 4016 3165 5111	Roads - Road Roads - Road	offs SOCIOGO - From EST CAMPAINA - WITH GAMPAINA TOWNSON TO 1991 AND 1995 A	EAST GARAFRADO MEST GARAFRATA TOWNSLINE SOTH LINE SITH LINE SITH LINE SITH LINE SITH LINE SITH LINE SOTH SIDERDAD LINE SOTH SIDERDAD LINE SOTH SIDERDAD	COUNTY ROAD 20 S7TH LINE Bellivood Ref/County Rd S 20TH SIDERDAD COUNTY ROAD 209	Rural Rural Rural Rural Rural Rural Rural Rural	Gravel Gravel Gravel Gravel Gravel	1301 7 1304 7 1312 7 1402 73 1402 73 1400 63 1206 6 2000 6	9735 9546 9185 93815 9092 8138 22760 21526		2 0 2 2 2 2	4 \$ 4,66 5 \$ 5,97 1 \$ 14,00		\$ 1,798 \$ \$ 1,694 \$ \$ \$ 1,695 \$ \$ \$ \$ 5 1,695 \$ \$ \$ \$ 5 1,595 \$ \$ \$ \$ 5 1,595 \$ \$ \$ \$ \$ 5 1,595 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	2,000 4,000 7,000 5,000 5,000 4,000 15,000 15,000 15,000	\$ 5 5 5 5 5 5 5 5 5 7 7 7 9 5 5	5 5 5 5 5 5 5 5 5 5 7 7 7 7 5 5	Auerage Pos Auerage Pos Auerage Pos Auerage Pos	sible Moderat sible Moderat sible Moderat sible Moderat sible Moderat sible Moderat Moderat Moderat Moderat Moderat Moderat Moderat Moderat	M M M M M M M M M M M M M M M M M M M	2 2 2 2 2 2	2016 2013 2013 2013 2013 2014 2013 2017	10 10 10 10 10 10 10	2016 2013 2013 2013 2014 2014 2017 2017 2017	2017 2017 2017 2017 2017 2017 2017 2017	1 1222 1 1 1223 1 1 1223 1 1 1 1 1 1 1 1				0 20 20 20 20	2016 2011 2013 2013 2013 2013 2013 2013 2013	6 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011	2000 2005 2005 2006 2009 2009 2009 2009 2009	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
5055 31 3155 3155 3154 4016 3165 5111 5110	Roads - Road Roads - Road Roads - Road Roads - Road	CONTROL TO THE CONTRO	EAST GARAFRADO WEST GARAFRADA TOWNSLINE SOTH LINE SITH LINE SITH LINE SITH LINE SITH LINE SOTH SIDERDAD SELWOOD SOMOTOWNEY RE SOTH SIDERDAD COUNTY ROAD 2	COUNTY ROAD 20 S7TH LINE Bellivood Ref/County Rd S 20TH SIDERDAD COUNTY ROAD 209	Rural Rural Rural Rural Rural Rural Rural	Gravel Gravel Gravel Gravel Gravel Gravel	1364 7 1364 7 1312 7 1402 73 1402 6 1366 6 2960 6	9735 9546 9185 93815 9092 8138 23760 21536 2798	2012 2011 2015 2015 2015	2 0 2 2 2 2	4 \$ 4,66 5 \$ 5,97 1 \$ 14,00		\$ 1,790 \$ 5 1,590 \$ 5 1,515 \$ 5 1,51	\$ 4,000 \$ 7,000 \$ 5,000 \$ 5,000 \$ 6,000 \$ 15,000 \$ 15,000 \$ 15,000 \$ 15,000 \$ 15,000	0 5 3 5 5 5 5 5 5 7 7 7 7 7 7 7 7 7 7 7 7 7	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Auerage Pos Kuerage Pos Kuerage Pos Kuerage Pos Kuerage Pos Kuerage Pos Good Utel	sible Moderatible Moderati	M M M M M M M M M M M M M M M M M M M	2 2 2 2 2 2 2 2 2	2016 2013 2013 2013 2013 2014 2013 2017	10	2016 2013 2013 2013 2014 2014 2017 2017 2017 2017	2017 2017 2017 2017 2017 2017 2017 2017	1223 1 1 1222 1 1 1222 1 1 1220 1 1 1 1220 1 1 1 1				0 20 20 20 20 20 20	2012 2013 2013 2013 2013 2013 2013 2013	6 2011 7 2012 7 2012 7 2012 7 2012 7 2012 7 2012 7 2012 7 2012 7 2012	2009 2009 2009 2009 2009 2009 2009 2009	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
5055 31 3150 3150 3151 3151 3165 5111 5110 3466 5112 3160	Roads - Road Roads - Road Roads - Road Roads - Road Roads - Road Roads - Road Roads - Road	CONTROL TO THE CONTRO	EAST GARAFRAMA WISST WISST CAPACHARIA TOWNSING SUTH LINE SUTH LINE SUTH LINE SUTH LINE SUTH LINE SUTH LINE SUTH LINE SUTH LINE SUTH LINE SUTH LINE SUTH LINE SUTH LINE COUNTY GARAGO OLD AND SUTH SOCIODAD OLD AND SUTH SOCIODAD OLD AND SUCH SOCI	COUNTY FOAD 20 17TH LINE Bellwood REPLOADLY RES 20TH SIDEROAD COUNTY FOAD 20TH SIDEROAD COUNTY FOAD 20TH SIDEROAD COUNTY FOAD 20TH SIDEROAD COUNTY FOAD 20TH SIDEROAD 20TH	Rural Rural Rural Rural Rural Rural Rural Rural	Gravel Gravel Gravel Gravel Gravel Gravel Gravel Gravel Gravel	1304 7 1304 7 1304 7 1302 7 1402 7 1402 7 1402 7 1406 6 1306 6 2060 6 2060 6 2066 6 2066 6 2066 6	9735 5548 5945 5945 5945 9092 8138 22760 24535 2298 19286	2012 2011 2015 2015 2015 2015 2015	3 0 3 0 2 2 3 2 3 0 3 2 3 0 3 2	4 \$ 4,60 5 \$ 5,57 1 \$ 14,00 1 \$ - 3 \$ 5,10 1 \$ - 5 \$ 12,54		\$ 9,000 \$ \$ 4,000 \$ \$ 4,000 \$ \$ 5 . \$ \$ 9,746 \$ \$ 2,310 \$ \$ 6,656 \$	\$ 4,000 \$ 15,000 \$ 7,500 \$ 4,000 \$ 15,000 \$ 11,000	0 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	Narage Poo Narage Poo Narage Poo Narage Poo Narage Poo Narage Poo Narage Poo Narage Poo Good Uril Narage Poo Good Uril Narage Poo	sible Moderat Sible Moderat Sible Moderat Sible Moderat Sible Moderat Sible Moderat Sible Moderat Moderat	M M M M M M M M M M M M M M M M M M M	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2016 2013 2013 2013 2013 2013 2014 2017 2017 2017 2017 2017 2013 2017	10 10 10 10 10	2016 2013 2013 2013 2014 2014 2017 2017 2017 2017 2017 2017 2017	2017 2017 2017 2017 2017 2017 2017 2017	1 1223 1 1 1 1				0 23 23 23 20 20 20 0 0	2012 2013 2013 2013 2013 2013 2013 2013	6 2011 7 2017 7 2017 7 2017 7 2017 7 2017 7 2017 7 2017 7 2017 7 2017 7 2017	2009 2009 2009 2009 2009 2009 2009 2009	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
5055 21 3156 3155 3155 3155 3165 3165 3165 5111 5110 3466 5112 2160 5113 5113	Roads - Road Roads - Road Roads - Road Roads - Road Roads - Road Roads - Road Roads - Road	CONTROL OF THE CONTRO	CAST GARAFRADA WEST WEST TOWN-INC TOWN TOWN-INC TOWN TOWN TOWN TOWN TOWN TOWN TOWN TOWN	COUNTY FOAD 20 17TH LINE Bellwood REPLOADLY RES 20TH SIDEROAD COUNTY FOAD 20TH SIDEROAD COUNTY FOAD 20TH SIDEROAD COUNTY FOAD 20TH SIDEROAD COUNTY FOAD 20TH SIDEROAD 20TH	Rural Rural Rural Rural Rural Rural Rural Rural Rural Rural Rural	Gravel Gravel Gravel Gravel Gravel Gravel Gravel	1304 7 1304 7 1313 7 1313 7 1309 6.5 1306 6 2000 6 3036 7 666 6 3008 6	9735 5648 5485 5485 5485 5485 5485 5485 548	2012 2011 2015 2015 2015 2013 2015	3 0 3 0 3 2 3 2 3 0	4 \$ 4,60 5 \$ 5,57 1 \$ 14,00 1 \$ - 3 \$ 5,10 1 \$ -	\$ 4,661 \$ 5,973 \$ 4,695 \$ 2,496 \$ 5,196 \$ 4,873 \$ 12,865	5 - 5 5 9,390 5 5 4,992 5 5 - 5 5 9,746 5 5 2,310 5	\$ 6,000 \$ 15,000 \$ 7,500 \$ 6,000 \$ 15,000	0 5 5 6 5 6 5 6 5 7 7 7 7 7 7 7 7 7 7 7 7	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Nusrage Pos Nusrage Pos Nusrage Pos Nusrage Pos Nusrage Pos Nusrage Pos Susrage Pos Good Util Susrage Pos Good Util	sible Moderat Moderat	M M M M M M M M M M M M M M M M M M M	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2016 2013 2013 2013 2013 2014 2013 2017 2017 2017 2017 2017	10 10 10 10 10	2013 2017 2017 2015 2017 2013	2017 2017 2017 2017 2017 2017 2017 2017	1 1222 1 1 1 1222 1 1 1 1222 1				0 20 20 20 20 20 20 0	2017 2017 2017 2017 2017 2017 2017 2017	6 2011 7 2017 7 2017	2006 2006 2006 2006 2006 2006 2006 2006	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
5065 28 2555 2555 2555 2555 2555 2555 2555	Roads - Asaid Roads - Asaid	Control of the Contro	EAST GARAFRAMA WISST WISST CAPACHARIA TOWNSING SUTH LINE SUTH LINE SUTH LINE SUTH LINE SUTH LINE SUTH LINE SUTH LINE SUTH LINE SUTH LINE SUTH LINE SUTH LINE SUTH LINE COUNTY GARAGO OLD AND SUTH SOCIODAD OLD AND SUTH SOCIODAD OLD AND SUCH SOCI	COUNTY ROAD 2: 17TH LINE SIMILATED SIMILATED COUNTY ROAD 109 10TH SIDERDAD COUNTY ROAD 20TH SIDERDAD COUNTY ROAD 20TH SIDERDAD D. GAIRLS OF 15TH SIDERDAD 10TH SIDERDAD 10TH SIDERDAD 10TH SIDERDAD 10TH SIDERDAD 10TH SIDERDAD	Rural Rural Rural Rural Rural Rural Rural Rural Rural Rural Rural Rural Rural Rural Rural	Gravel Gravel Gravel Gravel Gravel Gravel Gravel Gravel Gravel Gravel Gravel Gravel Gravel	1304 7 1364 7 1364 7 1364 7 1365 7 1462 7 1462 7 1466 6 2060 6 2076 7 666 6 2048 6 2056 6 2056 7 2056 7	9735 5548 5785 5985 5985 5985 22780 21535 22780 21536 2298 18286 18291 21501 2	2012 2011 2015 2015 2015 2013 2015	3 0 3 0 2 2 3 2 3 0 3 2 3 0 3 2	4 \$ 4,60 5 \$ 5,57 1 \$ 14,00 1 \$ - 3 \$ 5,10 1 \$ -	\$ 4,661 \$ 5,073 \$ 4,665 \$ 2,466 \$ 5,166 \$ 4,873 \$ 12,865 \$ 3,328 \$ 4,911	\$ 9,290 \$ 4,992 \$ 5 . \$ 4,992 \$ 5 . \$ 5 . \$ 5 . \$ 5 . \$ 5 . \$ 6,696 \$ 5 . \$ 6,696 \$ 5 . \$ 6,096 \$ 5 . \$ 7,726 \$	\$ 4,000 \$ 15,000 \$ 7,500 \$ 4,000 \$ 15,000 \$ 11,000	0 5 3 6 5 6 6 6 6 7 4 7 7 7 7 7 0 6 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Narage Poo Narage Poo Narage Poo Narage Poo Narage Poo Narage Poo Narage Poo Narage Poo Good Uril Narage Poo Good Uril Narage Poo	Moderate Mod	M M M M M M M M M M M M M M M M M M M	2 2 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2016 2013 2013 2013 2013 2013 2014 2012 2017 2017 2017 2017 2017 2017 2017	10 10 10 10 10	2013 2017 2017 2015 2017 2013	2017 2017 2017 2017 2017 2017 2017 2017	1222 1 1 2222 1 1 2222 1 1 2222 1 1 2222 1 1 2222 1 1 2222 1 1 2222 1 1 2222 1 1 2222 1 1 2222 1 1 2222 1 1 2222 1 1 2222 1 1 1 1 2222 1 1 1 1 2222 1 1 1 1 2222 1				0 23 23 23 20 20 20 0 0	2012 2013 2013 2013 2013 2013 2013 2013	6 2011 2 2012 2 2 2012 2 2 2012 2 2 2	2006 2006 2006 2006 2006 2006 2006 2006	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
0005 31 9506 9506 9506 9506 9506 9506 9506 9506	Roads - Asaid Roads - Asaid	CONTROL TO THE CONTROL OF THE CONTRO	EAST GARAFRAGA REST GARAFRAGA SON SERVICE	COUNTY ROAD 20 STREAMS Relived Relived Reficurey RES STREAMS RESIDENCE RESID	Rural Rural	Grael Grael Grael Grael Grael Grael Grael Grael Grael Grael Grael Grael Grael Grael Grael Grael Grael	1901 7 1001 7 1002 7 1002 7 1002 7 1002 100 1000 6 1000 6 1000 6 1000 6 1000 7 1000	9735 5648 9035 9092 4733 22760 22535 22535 22535 13261 15262 25365 15266 45361 15264 15264 15264	2012 2011 2015 2015 2015 2013 2015	3 0 3 0 2 2 3 2 3 0 3 2 3 0 3 2	4 \$ 460 5 \$ 5.07 1 \$ 14.00 1 \$	\$ 4,661 \$ 5,073 \$ 4,665 \$ 2,466 \$ 5,166 \$ 4,873 \$ 12,865 \$ 3,328 \$ 4,911	\$ 9,290 \$ 4,992 \$ 5 . \$ 4,992 \$ 5 . \$ 5 . \$ 5 . \$ 5 . \$ 5 . \$ 6,696 \$ 5 . \$ 6,696 \$ 5 . \$ 6,096 \$ 5 . \$ 7,726 \$	\$ 4,000 \$ 15,000 \$ 7,500 \$ 4,000 \$ 15,000 \$ 11,000	0 5 3 4 5 5 6 5 6 5 7 7 7 7 7 7 7 0 5 6 6 5 6 5 6 5 6 5 6 5 6 5 6 5 6 5 6	1	Kustage Post Vestage Post Vestage Post Vestage Post Vestage Post Vestage Post Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use	Moderate Mod	- M - M - M - M - M - M - M - M - M - M	2 2 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2016 2013 2013 2013 2013 2013 2014 2012 2017 2017 2017 2017 2017 2017 2017	10 10 10 10 10 10 10	2013 2017 2017 2015 2017 2013 2017 2017 2017	2017 2017 30 30 30 30 30 30 30 30 30 30 30 30 30	1922 1 1 1922 1 1 1 1 1 1 1 1 1				0 30 30 30 20 20 20 0 0	2017 2017 2017 2017 2017 2017 2017 2017	5 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011	2006 2007 2008 2009 2009 2009 2009 2009 2009 2009	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
0001 31 2140 114	Roads - Road Roads - Road	CONTROL CONTRO	EAST GARAFFRANCE SECTION AND AND AND AND AND AND AND AND AND AN	COUNTY ROAD 20 377H SEE SERVING SERVIN	Rural Rural	Grant Grant	1001 7 1001 7 1002 7 1002 7 1003 7 1004 7 1005 100 1006 6 1006 6 1006 6 1006 7 1006 7 1006 7 1006 7 1006 7 1007 7 1007 7 1008 7 1008 7 1008 7 1008 7 1008 7 1008 7 1008 7 1008 7	9735 5648 9035 9092 4733 22760 22535 22535 22535 13261 15262 25365 15266 45361 15264 15264 15264	2012 2011 2015 2015 2015 2013 2015	3 0 3 0 2 2 3 2 3 0 3 2 3 0 3 2	4 \$ 460 5 \$ 5.07 1 \$ 14.00 1 \$	\$ 4,661 \$ 5,073 \$ 4,665 \$ 2,466 \$ 5,166 \$ 4,873 \$ 12,865 \$ 3,328 \$ 4,911	\$ 9,290 \$ 4,992 \$ 5 . \$ 4,992 \$ 5 . \$ 5 . \$ 5 . \$ 5 . \$ 5 . \$ 6,696 \$ 5 . \$ 6,696 \$ 5 . \$ 6,096 \$ 5 . \$ 7,726 \$	\$ 4,000 \$ 15,000 \$ 7,500 \$ 4,000 \$ 15,000 \$ 11,000	0 S 3 S 5 S 6 S 7 S 7 S 7 S 9 S 7 S 9 S 7 S 9 S 7 S 9 S 7 S 9 S 7 S 9 S 7 S 9 S 7 S 9 S 7 S 9 S 9	1	Kustage Post Vestage Post Vestage Post Vestage Post Vestage Post Vestage Post Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use	Moderate Mod	- M - M - M - M - M - M - M - M - M - M	2 2 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2016 2013 2013 2013 2013 2013 2014 2012 2017 2017 2017 2017 2017 2017 2017	10 10 10 10 10 10 10	2013 2017 2017 2015 2017 2013 2017 2017 2017	2017 20 20 20 20 20 20 20 20 20 20 20 20 20	1 122 1 1 122 1 1 1 1				0 30 30 30 20 20 20 0 0	2012 2013 2013 2013 2013 2013 2013 2013	6 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011 7 2011	2009 2009 2009 2009 2009 2009 2009 2009	1
5555 31 2005 3555 3555 3555 3555 3555 3555 5510 3466 5512 3550 5512 3512 5512 3512 5512	Roads - Road Roads - Road	CONTROL CONTRO	EAST GARAFRAGA REST GARAFRAGA SON SERVICE	COUNTY ROAD 20 377H SEE SERVING SERVIN	Rural Rural	Grael Grael Grael Grael Grael Grael Grael Grael Grael Grael Grael Grael Grael Grael Grael Grael Grael	1901 7 1001 7 1002 7 1002 7 1002 7 1002 100 1000 6 1000 6 1000 6 1000 6 1000 7 1000	\$235 \$446 \$455 \$455 \$455 \$436 \$438 \$2760 \$236 \$236 \$236 \$236 \$236 \$236 \$236 \$236	2012 2011 2015 2015 2015 2013 2015	3 0 3 0 2 2 3 2 3 0 3 2 3 0 3 2	4 \$ 460 5 \$ 5.07 1 \$ 14.00 1 \$	\$ 4,661 \$ 5,073 \$ 4,665 \$ 2,466 \$ 5,166 \$ 4,873 \$ 12,865 \$ 3,328 \$ 4,911	\$ 9,290 \$ 4,992 \$ 5 . \$ 4,992 \$ 5 . \$ 5 . \$ 5 . \$ 5 . \$ 5 . \$ 6,696 \$ 5 . \$ 6,696 \$ 5 . \$ 6,096 \$ 5 . \$ 7,726 \$	\$ 4,000 \$ 15,000 \$ 7,500 \$ 4,000 \$ 15,000 \$ 11,000	0 5 5 6 5 6 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7	5 5 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	Kustage Post Vestage Post Vestage Post Vestage Post Vestage Post Vestage Post Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use	Moderate Mod	- M - M - M - M - M - M - M - M - M - M	2 2 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2016 2013 2013 2013 2013 2013 2014 2012 2017 2017 2017 2017 2017 2017 2017	10 10 10 10 10 10 10	2013 2017 2017 2015 2017 2013 2017 2017 2017	2017 20 20 20 20 20 20 20 20 20 20 20 20 20	1922 1 1 1922 1 1 1 1 1 1 1 1 1				0 30 30 30 20 20 20 0 0	2017 2017 2017 2017 2017 2017 2017 2017	6 2011 2 2 2011 2 2 2011 2 2 2011 2 2 2011 2 2 2011 2 2 2011 2 2 2011 2 2 2011 2 2 2011 2 2 2011 2 2 2 2	2009 2009 2009 2009 2009 2009 2009 2009	
5955 31 3155 31 3155 3155 3155 3155 3165 3165 5110 316 5110	Reads - Road Reads - Road	CONTROL OF THE CONTRO	LOT GLANFRAGE CHARLES AND CONTROL OF CONTROL OT CONTROL OT CONTROL OT CONTROL OT CONTROL OT CONTROL OT CONTRO	COUNTY BOAD 20 17TH LIMB 17TH LIMB 17TH LIMB 17TH LIMB 17TH LIMB 17TH SDEBOAD 17TH	Rund Grad	Gravel Gravel	1804 7 1806 7 1806 7 1806 7 1807 7 1808 61 1808 62 1808 64 1808 6 1808 6 1808 6 1808 6 1808 7 1808 7 1808 7 1808 7 1808 7 1808 7	\$235 \$446 \$455 \$455 \$455 \$436 \$438 \$2760 \$236 \$236 \$236 \$236 \$236 \$236 \$236 \$236	2012 2011 2015 2015 2015 2013 2015	3 0 3 0 2 2 3 2 3 0 3 2 3 0 3 2	4 \$ 460 5 \$ 5.07 1 \$ 14.00 1 \$	\$ 4,661 \$ 5,073 \$ 4,665 \$ 2,466 \$ 5,166 \$ 4,873 \$ 12,865 \$ 3,328 \$ 4,911	\$ 9,290 \$ 4,992 \$ 5 . \$ 4,992 \$ 5 . \$ 5 . \$ 5 . \$ 5 . \$ 5 . \$ 6,696 \$ 5 . \$ 6,696 \$ 5 . \$ 6,096 \$ 5 . \$ 7,726 \$	\$ 4,000 \$ 15,000 \$ 7,500 \$ 4,000 \$ 15,000 \$ 11,000	0 5 3 5 5 5 5 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		Kustage Post Vestage Post Vestage Post Vestage Post Vestage Post Vestage Post Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use Good Use	Moderate Mod	- M - M - M - M - M - M - M - M - M - M	2 2 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2016 2013 2013 2013 2013 2013 2014 2012 2017 2017 2017 2017 2017 2017 2017	10 10 10 10 10 10 10	2013 2017 2017 2015 2017 2013 2017 2017 2017	2017 20 20 20 20 20 20 20 20 20 20 20 20 20	1				0 50 50 50 50 50 50 50 50 6 6 6 7 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	2012 2012 2013 2013 2013 2013 2013 2013	6 2011 7 2012 7 2012	2006 2006 2006 2006 2006 2006 2006 2006	1
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Roads - Road Ba	se Inventory																							Replacemen	Current Leve t/Improvement \		Current Level	ls					ted Levels of Service + Tow nt/Improvement Year Based	
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Asset Link	Subtype	Asset Name - Roa	Street ID	From	То	Length (m)	Classification	Surface Material	Install U	g Useri	I Age		ccumulated mortization	Book Value	Cast/Castian Ba	sed On from	Used	for (As pe	er (Das	ed on Consequent ition or of Failure	e Risk of	Value of	due to Levels of minimmal Service	Levels Servic	Replacement	Replacement	Remaining	Rehabilitation	Year for Rehabilitation	Life (Years) due to	benefit over Current +	Service	Applying Risk Replacemen	ent Remaining
#		Dase						material	rear .	Life			System	System	Us	ful Life Town	Analy	sis Priorit	Expe	ected	1 anule	Failure n	naintenance % benef		Score	Year	Useful Life	Cost (2016 \$)	Kenabilitation		Condition better	Replacement Year	Score - or Year Staff Override	Useful Life
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2822		Valuation 10TH SIDEROAD							1869			\$ 4,469 \$ \$ 4,192 \$			\$ 209,822 \$ 196,811	0 5		5 Avera	ge Pos ge Pos	sible Moderate	M	2	1911 1911	191		2165 2165	1 1				20 35	2028 2037	2028 208 2037 209	088 12 097 21
2847	Roads - Road Base \	Valuation 10TH SIDEROAD								60 0	147 5	\$ 4,314 \$	4,314	\$ -	\$ 202,544	0 5		5 Avera	ge Pos	ssible Moderate ssible Moderate	М	2	1911	191	2017	2165	1				20	2028	2028 208	12
2870		Valuation 10TH SIDEROAD Valuation 11TH LINE										\$ 4,333 \$			\$ 203,445	0 5		5 Avera	ge Pos	ssible Moderate likely Moderate	M	2	1911	191		2165 2108	1 32				20	2028 2048	2028 208 2048 210	
2779		Valuation 11TH LINE										\$ 1,350 \$			\$ 80,000 \$ 63,369	0 5		5 Avera	ge Pos	sible Moderate	M	2	1911	191		2165	1				20	2046	2028 208	
2800		Valuation 11TH LINE							2000	60 44	16 5	\$ 67,648 \$	18,039	\$ 49,609	\$ 80,000	7		7 Good	d Uni	likely Moderate	M	2	2042	204		2102	26				0	2042		
2836	Roads - Road Base \	Valuation 11TH LINE										\$ 9,829 \$ \$ 30,768 \$			\$ 461,472 \$ 69,951	0 5			aa Daa	ssible Moderate ssible Moderate		2	1911	191		2165 2165	1 1				20 20	2028 2028		088 12 088 12
2883	Roads - Road Base \	Valuation 11TH LINE		1					1869	60 0	147 5	8 452 S	8 452	s -	\$ 396,806	0 5	1	5 Avera	ge Pos	sible Moderate	M	2	1911	191	2017	2165	1				20	2028	2028 208	088 12
2924 2926	Roads - Road Base \	Valuation 11TH LINE Valuation 11TH LINE					1		2001	60 45	15 5	\$ 69,752 \$	17,438	\$ 52,314	\$ 80,000 \$ 80,000	8		8 Good	J OIII			2 2	2043	204	2043		27				0	2043	2043 210	103 27
2926	Roads - Road Base V	Valuation 11TH LINE	1	1	1	 	+		2002			\$ 71,208 \$ \$ 74,544 \$				8	-	8 Good	d Uni	likely Moderate	M	2	2044 2046	204		2104 2106	28 30	+1			0	2044 2046		104 28 106 30
2930	Roads - Road Base \	Valuation 11TH LINE							2005	60 49	11 5	\$ 75,944 \$	13,923	\$ 62,021	\$ 80,000	8		8 Good	d Uni	ikely Moderate are Moderate	M	2	2047	204	7 2047	2107	31				0	2047		
2935	Roads - Road Base \ Roads - Road Base \ Roads - Road Base \	Valuation 11TH LINE		+ -	-	—	+ -		2008	60 52	8 5	\$ 88,000 \$ \$ 75.811 \$	12,793	\$ 75,207	\$ 110,000	9		9 Very G	ood Ra	are Moderate	L	1	2050 2053	205	2050	2110 2113	34	++			0	2050 2053	2047 210 2050 211 2053 211	110 34 113 37
3161 5036	Roads - Road Base \	Valuation 11th Line Valuation 11th Line - East Gar	afraxa / Erin TL - Cou	inty Road 3		†	+		2011	60 56	4 5	\$ 28,137 \$	28,137	\$ -	\$ 76,000	9	-	9 Very Gr 9 Very Gr	ood Ra	are Moderate are Moderate	L	1	2054	205	2053		37	+		1	0	2053 2054		114 38
2794	Roads - Road Base \	Valuation 12TH LINE							1869	60 0	147 5	\$ 9,706 \$	9.706	\$ -	\$ 455,698	0 5		5 Avera	ge Pos	sible Moderate	M	2	1911	191			1				20	2028		088 12 088 12
2815	Roads - Road Base \ Roads - Road Base \	Valuation 12TH LINE	-	+		-	+	1	1869			7,188 \$ 9,722 \$			\$ 337,483 \$ 456,439	0 5		5 Avera	ge Pos	ssible Moderate ssible Moderate	M	2	1911	191	2017	2165 2165	1 1	++	-	1	20 20	2028 2028	2028 208	088 12 088 12 088 12
2882	Roads - Road Base \	Valuation 12TH LINE			1				1869	60 0	147 5	\$ 2,563 \$	2,563	\$ -	\$ 120,311	0 5		5 Avera	ge Pos	sible Moderate	M	2	1911	191	2017		1				20	2028	2028 208	12
2788 2814	Roads - Road Base \		1		1		1		1980	60 24	36 5	\$ 3,911 \$	2,347	\$ 1,565		4 5		5 Avera	ge Pos	sible Moderate	M	2	2022	202	2 2022	2082	6				0	2022	2022 208	082 6
2814	Roads - Road Base \											\$ 64,392 \$ \$ 5,506 \$			\$ 80,000 \$ 258,513	0 5		7 Good	d Uni	likely Moderate sible Moderate	M	2	2040 1911	204	2040	2100 2165	24				35	2040 2037	2040 210 2037 209	100 24 197 21
2866	Roads - Road Base \	Valuation 13TH LINE							1869	60 0	147 5	\$ 9,800 \$	9,800	\$ -	\$ 460,071	0 5				sible Moderate			1911	191	2017	2165	1				20	2028		088 12
2876	Roads - Road Base \											\$ 2,001 \$			\$ 93,962	0 5		5 Avera	ge Pos	sible Moderate	М	2	1911	191		2165	1				20	2028		12
2877 2880	Roads - Road Base \	Valuation 13TH LINE Valuation 13TH LINE							1869	60 0	147 5	\$ 12,378 \$ \$ 10,106 \$	7,427 10.106	\$ 4,951 \$ -	\$ 32,938 \$ 474,454	0 5		5 Avera	ge Pos ge Pos	ssible Moderate ssible Moderate	M	2	2022 1911	202			1				20	2022 2028	2022 208 2028 208	
2776		Valuation 15TH LINE								60 0	147 5	\$ 6,681 \$	6,681	\$ -	\$ 313,684	0 5		5 Avera	ge Pos	sible Moderate	M	2	1911	191	2017	2165	1				20	2028	2028 208	12
2848 2861		Valuation 15TH LINE Valuation 15TH LINE										\$ 98,537 \$ \$ 92,134 N		\$ 83,757 NULL	\$ 100,231 \$ 92,134	9		9 Very Gr 9 Very Gr		are Moderate are Moderate		1	2049 2050	204		2109 2110	33				0	2049 2050	2049 210 2050 211	109 33 110 34
2862		Valuation 15TH LINE							2008	60 52	8 5	\$ 344,103 N	ULL	NULL	\$ 344,103	9		9 Very G		are Moderate		1	2050	205	2050	2110	34				0	2050		
2867		Valuation 15TH LINE								60 0	147 5	\$ 10,848 \$	10,848	\$ -	\$ 509,272	0 5		5 Avera	ge Pos	sible Moderate	M		1911	191			1				20	2028	2028 208	088 12
2769 2775		Valuation 15TH SIDEROAD Valuation 15TH SIDEROAD										\$ 65,656 \$		\$ 47,053	\$ 80,000 \$ 59,093	0 5		7 Good 5 Average	d Uni	likely Moderate ssible Moderate	M	2	2041 1911	204 191			25 1				20	2041 2028	2041 210 2028 208	
2797	Roads - Road Base \	Valuation 15TH SIDEROAD							1869	60 0	147 5	\$ 4,417 \$	4,417		\$ 207,377	0 5		5 Avera	ge Pos	sible Moderate	M	2	1911	191	2017	2165	1				20	2028	2028 208	12
2827		Valuation 15TH SIDEROAD Valuation 15TH SIDEROAD										\$ 1,041 \$			\$ 48,890 \$ 220,328	0 5				sible Moderate			1911 1911	191 191		2165	1				20	2028		088 12
2846	Roads - Road Base \	Valuation 15TH SIDEROAD										\$ 4,693 \$ \$ 1,180 \$			\$ 220,328	0 5				ssible Moderate ssible Moderate			1911	191		2165 2165	1				20 20	2028 2028		088 12 088 12
2801		Valuation 16TH LINE							1869			\$ 10,102 \$		\$ -	\$ 474,295	0 5		5 Avera	ge Pos	sible Moderate	M	2	1911	191			1				20	2028		
2811 2820	Roads - Road Base \ Roads - Road Base \	Valuation 16TH LINE										\$ 6,522 \$ \$ 9,505 \$			\$ 306,184 \$ 446,229	0 5		5 Avera		ssible Moderate ssible Moderate			1911 1911	191		2165 2165	1 1				20 20	2028 2028		088 12 088 12
2865	Roads - Road Base \	Valuation 17TH LINE													\$ 31,918	9		9 Very G	ood Ra	are Moderate	L	1	2049	204	2049		33				0	2049	2049 210	
2868 2871		Valuation 17TH LINE										\$ 360,079 N		NULL	\$ 460,224 \$ 461,280	7		7 Good	d Uni	likely Moderate	М	2	2038	203		2098 2109	22				0	2038 2049		
2871	Roads - Road Base \	Valuation 17TH LINE Valuation 17TH LINE													\$ 138,578	9		9 Very Gr 9 Very Gr		are Moderate are Moderate			2049 2049	204			33				0	2049		109 33 109 33
2828		Valuation 18TH LINE							1869	60 0	147 5	\$ 9,801 \$	9,801	\$ -	\$ 460,163	0 5			ge Pos	sible Moderate	M		1911	191	2017		1				35	2037	2037 209	97 21
2884		Valuation 18TH LINE Valuation 19TH LINE							1869	60 0		\$ 2,861 \$ \$ 8,174 \$		\$ -	\$ 134,339 \$ 383,767	0 5		5 Avera		ssible Moderate		2	1911	191		2165 2165	1				20 20	2028 2028		088 12 088 12
2808	Roads - Road Base \											\$ 1,085 \$			\$ 50,933	0 5				sible Moderate			1911	191			1				20	2028		12
2874 2835		Valuation 19TH LINE Valuation 20TH SR - 10th Line										6,266 \$			\$ 294,182	0 5				sible Moderate		2	1911 2049	191 204		2165 2109	1				20	2028 2049	2028 208 2049 210	
2835		Valuation 201H SR - 10th Line							2007	60 51	9 5	\$ 203,122 \$ \$ 104.559 \$	15,684	\$ 172,654	\$ 206,614 \$ 106,356	9		9 Very Gr 9 Very Gr		are Moderate are Moderate		1	2049	204		2109	33				0	2049		
2818		Valuation 20TH SR - 9th Line -							2007	60 51	9 5	\$ 199,716 \$	29,957	\$ 169,759	\$ 203,149	9		9 Very G	ood Ra	are Moderate	L	1	2049	204		2109	33				0	2049	2049 210	
2774 2832	Roads - Road Base \	Valuation 20TH SR - East Gara Valuation 5TH SIDEROAD	fraxa / West Garafra	xa TL - 9th Line								\$ 204,592 \$ \$ 1,080 \$			\$ 208,109 \$ 50,704	9 6		9 Very G		are Moderate ssible Moderate		1	2049 1911	204 191		2109 2165	33				0 35	2049 2037	2049 210 2037 209	
2790	Roads - Road Base \	Valuation 9TH LINE					1		1869	60 0	147 5	\$ 9,815 \$	9,815	\$ -	\$ 460,813	0 5		5 Avera	ge Pos	sible Moderate	M	2	1911	191	2017	2165					20	2028	2028 208	088 12
2793	Roads - Road Base \			1 -				1				9,831 \$			\$ 461,568	0 5		5 Avera	ge Pos	sible Moderate	M	2	1911	191		2165		11			20	2028		088 12
2816 2823	Roads - Road Base \ Roads - Road Base \	valuation 91H LINE Valuation 9TH LINE		+	1	 	+	1	1869 1869	60 0	147 5	\$ 9,852 \$ \$ 7,029 \$	9,852 7.029	ş - \$ -	\$ 462,547 \$ 330,022	0 5	+	5 Avera	ge Pos	ssible Moderate ssible Moderate	M	2	1911 1911	191	2017	2165 2165	1 1	+1		1	20 20	2028 2028	2028 208	12
2778	Roads - Road Base \	Valuation A LINE							2008	60 52	8 5	\$ 18,162 \$	2,422		\$ 330,022 \$ 18,162	9		9 Very Gr	nod Ra	are Moderate		1	2050	205	2050	2110	34				0	2050	2050 211	110 34
2780	Roads - Road Base \ Roads - Road Base \	Valuation A LINE	1	+		 	+	-	1869	60 0	147 5	\$ 1,352 \$ \$ 6,342 \$	6.342	s -	\$ 63,459 \$ 297,755	0 5		5 Avera	ge Pos	ssible Moderate	M	2	1911 1911	191 191		2165 2165		+			20 20	2028 2028		088 12 088 12
2806 2869 4007	Roads - Road Base \	Valuation A LINE							2004	60 48	12 5	\$ 77,158 \$	15,432	\$ 61,726	\$ 82,805	8		8 Good	d Uni	likely Moderate are Moderate	M	2	2046		2017	2106	30				0	2046	2046 210	06 30
4007 4008	Roads - Road Base \ Roads - Road Base \	Valuation A LINE		1	1	 	1 -	1	2009	60 53	7 5	\$ 16,067 \$	1,874	\$ 14,192	\$ 82,805 \$ 148,800 \$ 63,500	9			ood Ra	are Moderate	L	1	2051 2051	204 205 205	2051	2106 2111 2111	35			1	0	2051 2051	2046 210 2051 211 2051 211	106 30 111 35 111 35 107 31
2850 2810	Roads - Road Base \	Valuation BROOKHAVEN CR.		1		 	+	1	2005	60 49	11 9	\$ 208 ann \$	56 632	\$ 252.260	\$ 325,308	8	-	9 Very Gr 8 Good	d Unli	are Moderate likely Moderate	M	2	2047	205	2047	2107	35	++		1	0	2051	2051 211 2047 210	107 31
2810									1980	60 24	36	\$ 8,426 \$	5,056	\$ 3,371	\$ 22,423 \$ 209,510 \$ 464,349	4 5		5 Avera	ge Pos	ssible Moderate	М	2	2022	202	2 2022	2082	6				0	2022		082 6
2879 2789	Roads - Road Base \	Valuation EAST GARAFRAXA - Valuation EAST GARAFRAXA -	LKIN TOWNLINE WEST GARAFRAYA T	OWNLINE		 	+	1	1869 1869	60 0 60 n	147 5	\$ 4,463 \$ \$ 9,891 e	4,463 9,801	\$ - \$ -	\$ 209,510	0 5		5 Avera	ge Pos	ssible Moderate ssible Moderate	M	2	1911 1911	191	2017	2165 2165	1			1	20 20	2028 2028	2022 208 2028 208 2028 208	088 12 088 12
2791 2798	Roads - Road Base \	Valuation EAST GARAFRAXA -	WEST GARAFRAXA T	OWNLINE					1869	60 0	147 5	\$ 9,815 \$	9,815	\$ -	\$ 460,791 \$ 206,847	0 5		5 Avera	ge Pos	sible Moderate	M	2	1911	191	2017	2165	1				20	2028	2028 208	12
2798 2844	Roads - Road Base \	Valuation East Garafraxa / Cal Valuation East Garafraxa / Cal	edon Townline - 19t	h Line to A Line	unline to 10th the		1		2007	60 51 60 51	9 5	\$ 203,352 \$	30,537	\$ 174,608	\$ 206,847 \$ 112,682	9		9 Very Gr	ood Ra	are Moderate are Moderate	L	1	2049 2049	204	2049	2109	33 33				0	2049 2049	2049 210	109 33
2844		Valuation East Garafraxa / Cal Valuation East Garafraxa / Eri				 	+	1	2007	60 51	9 5	\$ 202,399 \$	30,394	\$ 173,791	\$ 112,682	9	-	9 Very Gr 9 Very Gr	000 R	are Moderate are Moderate		1	2049	204	2049	2109 2109	33	++			0	2049		
2771	Roads - Road Base V	Valuation Fast Garafraya / Fri	n Townline - 16th Lin	e to 17th Line					2007	60 51	9 5	\$ 199,971 \$	30,030	\$ 171,706	\$ 203,409	9		9 Very G	ood Ra	are Moderate	L	1	2049	204	2049	2109					0	2049	2049 210	109 33
2772 2824	Roads - Road Base \	Valuation East Garafraxa / Eri Valuation East Garafraxa / Eri	n Townline - 17th Lin	e to 18th Line	ill	 	+	1	2007	60 51	9 5	\$ 200,831 \$ \$ 84,789 \$	30,159	\$ 172,444	\$ 204,283 \$ 86,246	9	-	9 Very Gr 9 Very Gr	ood Ra	are Moderate are Moderate	L	1	2049 2049	204	2049	2109 2109	33	+			0	2049 2049		
2803	Roads - Road Base V	Valuation East Garafraxa / Eri	n Townline - County	Rd 24 to 15th Line				<u>L</u>	2007	60 51	9 5	\$ 197,354 \$	29,668	\$ 171,042	\$ 86,246 \$ 200,746 \$ 12,597	9		9 Very G	ood Ra	are Moderate	L	1	2049	204	2049	2109	33				0	2049	2049 210	109 33
2803 2787	Roads - Road Base \	Valuation GRAND CRESCENT			1		1									3 5		5 Avera	ge Pos	sible Moderate	M	2	2014	201	2017	2077	1				0	2016	2017 207)77 1
2842 2777	Roads - Road Base \	Valuation GRAND CRESCENT Valuation GREENWOOD CRES	CENT						1980	60 24	36 5	\$ 2,500 \$ \$ 29,373 \$	17,624	\$ 11,749	\$ 13,233 \$ 78,160	3 5 4 5		5 Avera	ge Pos	ssible Moderate ssible Moderate	M	2	2014 2022	201		2077 2082	1	++			0	2016 2022		
2831 3215	Roads - Road Base \	Valuation HILLTOP CRESCENT							1980	60 24	36 5	\$ 28,817 \$	17,290	\$ 11,527	\$ 76,682 \$ 25,000	4 5							2022	202	2022	2082	6				35	2043	2043 210	103 27
3215	Roads - Road Base \	Valuation John Street (former	ly Church) replaced/	rebuilt		 	1									9		9 Very Gr	ood Ra	are Moderate	L	1	2054	205	2054	2114	38	+			0	2054	2054 211	
2840 2841	Roads - Road Base \	Valuation MAPLE STREET Valuation MAPLE STREET		1		 	+	1	1972	60 16	44 5	\$ 1,938 \$ \$ 922 \$	676	\$ 246	\$ 4,882	3 5							2014	201	2017		1	++		1	0	2016 2016	2017 207	077 1
2856	Roads - Road Base \	Valuation MAYWOOD DRIVE							1980	60 24	36 5	\$ 13,987 \$	8,392	\$ 5,595	\$ 37,220	4 5		5 Avera	ge Pos	ssible Moderate ssible Moderate	М	2	2022	202	2 2022	2082	6				0	2022	2022 208	082 6
2809 2813	Roads - Road Base \	Valuation OLD CARRIAGE ROA Valuation OLD CARRIAGE ROA	ID .	1		 	1								\$ 21,789 \$ 67,294	4 5 4 5		5 Avera	ge Pos	ssible Moderate	M	2	2022	202		2082 2082	6				0	2022 2022		082 6 082 6
2830	Roads - Road Base \	Valuation OLD CARRIAGE ROA	ID.					<u>L</u>	1980	60 24	36 5	\$ 28,203 \$	16,922	\$ 11,281	\$ 75,047	4 5		5 Avera	ge Pos	sible Moderate	M	2	2022	202	2022	2082	6				35	2043	2043 210	103 27
2852		Valuation OLD CARRIAGE ROA			1		1		1980	60 24	36 5	\$ 14,071 \$	8,443	\$ 5,628	\$ 37,443	4 5		5 Avera	ge Pos	sible Moderate	M	2	2022	202	2022	2082	6				0	2022		
2854 2872		Valuation OLD CARRIAGE ROA Valuation OLD CARRIAGE ROA		1	1	 	+	1							\$ 38,081 \$ 22,339	4 5 4 5		5 Avera	ge Pos	sible Moderate	M	2	2022 2022	202		2082 2082	6				0	2022 2022		082 6 082 6
2804	Roads - Road Base \	Valuation RAYBURN MEADOV	VS						2003	60 47	13 \$	\$ 138,200 \$	29,943	\$ 108,256	\$ 150,676	8		8 Good	d Unli	likely Moderate	M	2	2045	204	2045	2105	29				0	2045	2045 210	105 29
2805 2853		Valuation RAYBURN MEADOV		+		 	+	-	1980	60 47	13 5	\$ 34,610 \$	7,499	\$ 27,112	\$ 37,735 \$ 21,923	8 4 5		8 Good	d Uni	likely Moderate ssible Moderate	M	2	2045	204		2105 2082	29 6	+			0	2045 2022		105 29 082 6
2786	Roads - Road Base \	Valuation VICTORIA BOULEVA	RD						1972	60 16	44 5	\$ 11,097 \$	8,138	\$ 2,959	\$ 58,747	3 5		5 Average	ge Pos	sible Moderate	M	2	2014	201	2017	2077	1				0	2016	2017 207	077 1
2825	Roads - Road Base \	Valuation Winston Churchill B	oulevard - East Gara	fraxa / Erin Townline	East end to Winston C	hurchill north end	1		2007	60 51	9 5	\$ 70,937 \$	10,653	\$ 60,910	\$ 72,156 \$ 44,820	9		9 Very G	ood Ra	are Moderate	L	1	2049	204		2109					0	2049		109 33
2781 2860		Valuation WOODLAND DRIVE Valuation WOODLAND DRIVE		1	1	 	+	1	1980	60 24	36 5	44,842 S	26,905	\$ 17,937	\$ 44,820 \$ 119,323	4 5	-	5 Avera	ge Pos	ssible Moderate ssible Moderate	M	2	2022	202	2022	2082 2082	6	++			0	2022 2022	2022 208 2022 208	082 6 082 6
																					_													

East Garafraxa Roads - Barrier Inventory

Roads - Barrier Inventory

Current Leveles of Service

Expected Levels of Service

Replacement/Improvement Year Based on Current Levels Service

Service

Service

																				Replac	emenumprov	vernent rear E	sased on Current	Levels Service						Ser	rvice	
FIXED ASSET ID	Subtype	Asset Name Description	Install Y	rear Use	ful Rema e Usefu		Historic Cost	2015 Accumulated Amortization	2015 Net Book Value	Replacement Cost	Condition Based On Useful Life	Staff Assessed Condition	Condition Used for Analysis	Asset Condition (As per Priority Rating)	Probability of Failure (Based on Condition or Expected Condition)	Consequence of Failure	Risk of Failure	Numerica Value of Risk of Failure	due to Le minimmal Ser	rrent Levels of Vice % Replacented Ye	rels vice Repli ement		Subsequent placement Year	Revised Remaining Useful Life	Proposed Rehabilitation Cost (2016 \$)	Year for Rehabilitation	Extended Life (Years) due to Betterment	Expected Levels of Service % benefit over Current + Condition better then	Revised Levels Service Replacement Year	Year Replacement Applying Risk t Score - or Staff Override	Replacement Year	Revised Remaining Useful Life
					40	10	\$ 214,18	3 \$ 61,703	\$ 152,481	\$ 226,011			8.3					1							\$ -							
2246	Roads - Barrier	Road Barrier Steel Beam Guide Rail - Bridge 7	1	.993	50 27	7 23	\$2,30	1 \$1,764	\$537	\$4,151	5		5	Average	Possible	Minor	M	2	2038	10	2043	2043	2093	27				0	2043	3 2043	2093	27
2249	Roads - Barrier	Road Barrier Steel Beam Guide Rail - Bridge 10	1	.993	50 27	7 23	\$2,24	\$1,723	\$524	\$2,009	5		5	Average	Possible	Minor	M	2	2038	10	2043	2043	2093	27				0	2043	3 2043	2093	27
	Roads - Barrier	Road Barrier Steel Beam Guide Rail - Bridge 9	1	.993	50 2	20	\$1,36	91,040	40.0	\$749	Ū		5	Average	Possible	Minor	M	2	2000	10	2043	2043	2093	27				0	2043			
	Roads - Barrier	Road Barrier Steel Beam Guide Rail - Bridge 8	1	.993	50 2	7 23	\$1,73	33 \$1,328	\$404	\$1,965	5		5	Average	Possible	Minor	M	2	2038	10	2043	2043	2093	27				0	2043	3 2043	2093	
	Roads - Barrier	Road Barrier Concrete - Bridge 8	1	.993	50 27	7 23	\$1,75	53 \$1,344	\$409	\$1,926	5		5	Average	Possible	Minor	M	2	2000	10	2043	2043	2093	27				0	2043	2010		
	Roads - Barrier	Road Barrier Steel Beam Guide Rail - Bridge 16	_	.979	50 13		\$78			\$2,309	-	5	5	Average	Possible	Minor	M	2		10	2029	2029	2079	13				10	2034			
	Roads - Barrier	Road Barrier Steel Beam Guide Rail - Bridge 15		.979	50 13		\$79			\$2,337	_	5	5	Average	Possible	Minor	M	2		10	2029	2029	2079	13				10	2034			
	Roads - Barrier	Road Barrier Wood - Bridge 9	_	800	50 42	-	\$2,58			\$2,589	_		8	Good	Unlikely	Minor	L	1		10	2058	2058	2108	42				0	2058			
	Roads - Barrier	Road Barrier Steel Beam Guide Rail - Bridge 23	_	1007	50 4	-	\$2,29		4.,000	\$2,432	_		8	Good	Unlikely	Minor	L	1		10	2057	2057	2107	41				0	2057			
	Roads - Barrier	Road Barrier Guide Posts - Bridge 9	_	987	50 2	29	\$2,09 \$2.48	- 	\$70	\$3,483	4	5	5	Average	Possible	Minor	M	2	2002	10	2037	2037	2087	21				5	2040	2010		
	Roads - Barrier	Road Barrier Guide Posts - Bridge 8	-	987	50 2	- 20	4 -,	4-1.00	\$83 \$61	\$4,140 \$3,066	4	5	5	Average	Possible		M			10	2037	2037		21				5	2010			
	Roads - Barrier Roads - Barrier	Road Barrier Guide Posts - Bridge 7	_	987	50 2		\$1,84 \$1.80		4.0.	\$3,000		5	5	Average	Possible Possible	Minor	M	2		10	2037	2037	2087	21				5	2040			
	Roads - Barrier Roads - Barrier	Road Barrier Guide Posts - Bridge 6 Road Barrier Guide Posts - Bridge 13	_	1987	50 2		\$1,80	¥ 1,1 10	4.0.0	\$2,995		5	7	Average	Unlikely	Minor	IVI	1		10	2053	2057	2103	37				0	2040			
	Roads - Barrier	Road Barrier Guide Posts - Bridge 13 Road Barrier Guide Posts - Bridge 10	_	1003	50 3		\$2,74	,	4 .,,	\$1,173			7	Good	Unlikely	Minor	-	1		10	2053	2053	2103	37				0	2053			
	Roads - Barrier	Road Barrier Guide Posts - Bridge 10 Road Barrier Guide Posts - Bridge 12	_	1003	50 3	7 13	\$1.67		\$1,213	\$1,230 \$1,234	7		7	Good	Unlikely	Minor	-	1	2048	10	2053	2053	2103	37				0	2050	3 2053		
	Roads - Barrier	Road Barrier Guide Posts - Bridge 12	-	2003	50 3	7 13	\$2.11		\$1,200	\$1,221	7		7	Good	Unlikely	Minor	ī	1		11	2054	2054	2105	38				0	2054	5 2000		
	Roads - Barrier	Road Barrier Steel Beam Guide Rail - Bridge 10	_	993	50 2		\$1,44		. ,	\$2,775		5	5	Average	Possible	Minor	M	2		12	2044	2044	2095	28				0	2044			
	Roads - Barrier	Road Barrier Steel Beam Guide Rail - Bridge 9	1	993	50 2		\$2.61		\$610	\$1,937	5	5	5	Average	Possible	Minor	M	2		13	2045	2045	2097	29				0	2045			
2277	Roads - Barrier	Road Barrier Steel Beam Guide Rail - Bridge 8	1	993	50 2	7 23	\$3,10	06 \$2,381	\$725	\$1,966	5	5	5	Average	Possible	Minor	M	2	2038	14	2045	2045	2097	29				0	2045	5 2045	2095	29
	Roads - Barrier	Road Barrier Guide Posts - Old Carriage Rd / culvert 142	1	980	50 14	1 36	\$68	35 \$685	\$0	\$1,823	3	5	5	Average	Possible	Minor	М	2	2025	15	2033	2033	2086	17				10	2038	8 2038	2088	22
2279	Roads - Barrier	Road Barrier Steel Beam Guide Rail - Bridge 24	2	2007	50 4	9	\$2,27	70 \$681	\$1,589	\$3,603	8		8	Good	Unlikely	Minor	L	1	2052	16	2060	2060	2113	44				0	2060	0 2060	2110	44
4025	Roads - Barrier	Road Barrier Steel Beam Guide Rail	2	2009	50 43	3 7	\$119,38	32 \$27,856	\$91,526	\$119,400	9	100 H	9	Very Good	Rare	Minor	L	1	2054	17	2063	2063	2117	47				0	2063	3 2063	2113	47
4026	Roads - Barrier	Road Barrier Steel Beam Guide Rail - 20th SR	2	011	50 4	5 5	\$3,80	3 \$634	\$3,169	\$3,800	9		9	Very Good	Rare	Minor	L	1	2056	18	2065	2065	2119	49				0	2065	5 2065	2115	49
4027	Roads - Barrier	Road Barrier Steel Beam Guide Rail - 10th Line	2	011	50 45	5 5	\$6,37	79 \$1,063	\$5,316	\$6,300	9		9	Very Good	Rare	Minor	L	1	2056	19	2066	2066	2121	50				0	2066	6 2066	2116	50
4028	Roads - Barrier	Road Barrier Guide Rail - 11th Line	2	012	50 46	3 4	\$1,60	07 \$214	\$1,393	\$1,700	9		9	Very Good	Rare	Minor	L	1	2057	20	2067	2067	2122	51				0	2067	7 2067	2117	51
5105	Roads - Barrier	Road Barrier Steel Beam Guide Rail - 10th Line at Bridge #5 - East Side	2	015	50 49	1	\$7,54	45 \$251	\$7,293	\$7,545	10		10	Very Good	Rare	Minor	L	1	2060	21	2071	2071	2127	55				0	2071	1 2071	2121	55
	Roads - Barrier	Road Barrier Steel Beam Guide Rail - 10th Line at Bridge #5 - West Side		015	50 49) 1	\$7,54			\$7,545			10	Very Good	Rare	Minor	L	1		22	2071	2071	2127	55				0	2071			
	Roads - Barrier	Road Barrier Steel Beam Guide Rail - 12th Line at Bridge #11 - East Side		015	50 49		\$7,54			\$7,544			10	Very Good	Rare	Minor	L	1		23	2072	2072	2129	56				0	2072			
	Roads - Barrier	Road Barrier Steel Beam Guide Rail - 12th Line at Bridge #11 - West side	2	015	50 49		\$7,54		4.,	\$7,545			10	Very Good	Rare	Minor	L	1	2000	24	2072	2072	2129	56				0	2072			
· ·	Road Barrier	Road Barrier for Bridge 03 10TH LINE	2	2005	50 39	,	\$1,10			\$1,500	-		8	Good	Unlikely	Minor	L	1	2050	25	2063	2063	2121	47				0	2063			
	Road Barrier	Road Barrier for Bridge 03 10TH LINE	2	2005	50 39		\$1,10		\$861	\$1,500	8		8	Good	Unlikely	Minor	L	1		26	2063	2063	2121	47	1			0	2063	5 2000		
	Road Barrier	Road Barrier for Bridge 21 12TH LINE	2	005	50 39		\$1,10			\$1,500	-		8	Good	Unlikely	Minor	L	1		27	2064	2064	2123	48				0	2064			
	Road Barrier	Road Barrier for Bridge 21 12TH LINE	2	005	50 39		\$1,10			\$1,500	_		8	Good	Unlikely	Minor	L	1		28	2064	2064	2123	48			-	0	2064			
	Road Barrier Road Barrier	Road Barrier for Bridge 04 11TH LINE Road Barrier for Bridge 02 10TH LINE	2	1005	50 39		\$1,10 \$1.10		400.	\$1,500 \$1,500	-		8	Good	Unlikely	Minor		1 1		29	2065	2065	2125	49 49	1	 	 	0	2065			
	Road Barrier Road Barrier	Road Barrier for Bridge 02 10TH LINE Road Barrier for Bridge 02 10TH LINE	2	000	50 3		\$1,10	φ <u>υ</u> -10	400.	\$1,500 \$1,500	8		8	Good	Unlikely	Minor		1	2050	30	2065	2065	2125	49 50	1		-	0	2065	5 2000		
	Road Barrier	Road Barrier for Bridge 02 10TH LINE Road Barrier for Bridge 09 10TH LINE	- 2	005	50 3	,	\$1,10	04 \$243 04 \$243	\$861	\$1,500	9		8	Good	Unlikely	Minor	-	1	2050	32	2066	2066	2127	50	1	1	1	0	2000	6 2066		
	Road Barrier	Road Barrier for Bridge 09 10TH LINE	2	2005	50 3		\$1,10		\$861	\$1,500	8		8	Good	Unlikely	Minor	1	1		33	2067	2067	2129	50	-		-	0	2060			
JELI	nous parrier	node burner for bridge 05			JU 3	, 11	91,10	, φ243	1 000	\$1,000		-		Good	Officery	IVIIIIVI			2000	-	2007	2001	2120	31	1	1	1		2007	2007	2117	- 51

East Garafraxa Storm/Sanitary - Catch Basin Inventory Current Leveles of Service
Replacement/Improvement Year Based on Current Levels Service Expected Levels of Service

																				Replace	ment/Improvem	ent Year Based	on Current Levels	Service				Replaceme	nt/Improvemer	t Year Based	on Expected Le	vels Service	
Fixed Asset #	Subtype	Asset Name	Road Section Road Name GIS ID	Road From	Road To	Easting Northing (m)	g Install Usef Year Life	ul Remaining Useful Life	Age Historic Cost	2015 Accumulated Amortization System	2015 Net Book Value System	Replacement Cost	Based On A	Staff Condisessed Use Ana	d for (As Price Rate	dition (Based (Condition ority Expects	on Cor	nsequence Risk of Failure Failur	Numerio of Value o e Risk o Failure	of due to of minimmal	Current Levels of Service % benefit	Revised Levels Service Replacement Year	Year Replacemen Applying Risk Score	t Subsequent Replacement Year	Revised Remaining Useful Life	Rehabiliatio Year	Rehabiliation Cost (2016)	Extended Life (Years) due to Betterment	Expected Levels of Service % benefit over Current	Revised Levels Service Replacement Year	Year Replacement Applying Risk Score - or Staff Override	Subsequent Replacement Year	Revised Remaining Useful Life
								40	35 \$ 41,415	\$ 13,326	\$ 28,089 \$	141,500)	5	.2				2								\$ -						
	CatchBasin	Catch Basin - 6 MAPLE ST	MAPLE ST				1972	<mark>75</mark> 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	rage Possibl	e N	Moderate M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
	CatchBasin	Catch Basin - 26 VICTORIA BLVD	VICTORIA BLVD				1972	<mark>75</mark> 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	rage Possibl	e N	Moderate M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
	CatchBasin	Catch Basin - 27 VICTORIA BLVD	VICTORIA BLVD				1972	<mark>75</mark> 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	erage Possibl	e M	Moderate M	2	2040		2048	2048	2124					0	2048	2048	2123	32
0.00	CatchBasin	Catch Basin - 24 VICTORIA BLVD	VICTORIA BLVD				1972	<mark>75</mark> 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	erage Possibl	e M	Moderate M	2	2040		2048	2048	2124					0	2048	2048	2123	32
	CatchBasin	Catch Basin - 23 VICTORIA BLVD	VICTORIA BLVD				1972	<mark>75</mark> 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	erage Possibl	e M	Moderate M	2	2040		2048	2048	2124					0	2048	2048	2123	32
	CatchBasin	Catch Basin - 19 VICTORIA BLVD	VICTORIA BLVD				1972	<mark>75</mark> 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	erage Possibl	e M	Moderate M	2	2040		2048	2048	2124					0	2048	2048	2123	32
	CatchBasin	Catch Basin - 20 VICTORIA BLVD	VICTORIA BLVD				1972	75 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	rage Possibl	e N	Moderate M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5159	Ditch Inlet Catch Basin	Ditch Inlet Catch Basin - 16 VICTORIA BLVD	VICTORIA BLVD				1972	75 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	rage Possibl	e N	Moderate M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5160	Ditch Inlet Catch Basin	Ditch Inlet Catch Basin - 13 VICTORIA BLVD	VICTORIA BLVD				1972	75 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	rage Possibl	e N	Moderate M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5161	CatchBasin	Catch Basin - 10 VICTORIA BLVD	VICTORIA BLVD				1972	75 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	rage Possibl	e N	Moderate M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5162	CatchBasin	Catch Basin - 9 VICTORIA BLVD	VICTORIA BLVD				1972	75 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	rage Possibl	e N	Moderate M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
	CatchBasin	Catch Basin - 6 VICTORIA BLVD	VICTORIA BLVD				1972	75 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	rage Possibl	e N	Moderate M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
	CatchBasin	Catch Basin - 4 GRAND CRES	GRAND CRES				1972	75 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	rage Possibl	e N	Moderate M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5165	CatchBasin	Catch Basin - 5 GRAND CRES	GRAND CRES				1972	75 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	rage Possibl	e N	Moderate M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5166	RearlotCatchbasin	Rearlot Catch Basin - 14 VICTORIA BLVD	VICTORIA BLVD				1972	75 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	rage Possibl	e N	Moderate M	2	2040	10	2048	2048	2124					0	2048	2048	2123	32
5167	RearlotCatchbasin	Rearlot Catch Basin - 10 VICTORIA BLVD	VICTORIA BLVD				1972	<mark>75</mark> 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	rage Possibl	e N	Moderate M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5168	CatchBasin	Catch Basin - 13 VICTORIA BLVD	VICTORIA BLVD				1972	<mark>75</mark> 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	rage Possibl	e N	Moderate M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5169	CatchBasin	Catch Basin - 21 VICTORIA BLVD	VICTORIA BLVD				1972	<mark>75</mark> 31	44 \$807	\$473	\$334	\$5,500	0 4		4 Ave	rage Possibl	e N	Moderate M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5195	CatchBasin	Catch Basin - 32 RAYBURN MEADOWS	RAYBURN MEADO	ows			2003	75 62	13 \$3,606	\$625	\$2,981	\$5,500	0 8		3 Very	Good Rare	N	Moderate L	1	2071	10	2079	2079	2155	63				0	2079	2079	2154	63
5196	CatchBasin	Catch Basin - 30 WOODLAND CRES	WOODLAND CRES	S			1980	75 39	36 \$1,427	\$685	\$742	\$5,500	0 5		5 Ave	erage Possibl	e N	Moderate M	2	2048	10	2056	2056	2132	40				0	2056	2056	2131	40
5197	CatchBasin	Catch Basin - 46 RAYBURN MEADOWS	RAYBURN MEADO	ows			2003	75 62	13 \$3,606	\$625	\$2,981	\$5,500	0 8		3 Very	Good Rare	N	Moderate L	1	2071	10	2079	2079	2155	63				0	2079	2079	2154	63
5198	Hickenbottom	Hickenbottom - 37 BROOKHAVEN CRES	BROOKHAVEN CR	RES			2005	75 64	11 \$5,519	\$809	\$4,710	\$7,500	0 9		Very	Good Rare	N	Moderate L	1	2073	10	2081	2081	2157	65				0	2081	2081	2156	65
	Hickenbottom	Hickenbottom - 61 BROOKHAVEN CRES	BROOKHAVEN CR	RES			2005	75 64	11 \$5,519	\$809	\$4,710	\$7,500	0 9		Very	Good Rare	N	Moderate L	1	2073	11	2081	2081	2157	65				0	2081	2081	2156	65
5199	CatchBasin	Catch Basin - 31 RAYBURN MEADOWS	RAYBURN MEADO	ows			2003	75 62	13 \$3,606	\$625	\$2,981	\$5,500	0 8		3 Very	Good Rare	N	Moderate L	1	2071	10	2079	2079	2155	63				0	2079	2079	2154	63
5200	CatchBasin	Catch Basin - 49 RAYBURN MEADOWS	RAYBURN MEADO	OWS			2003	<mark>75</mark> 62	13 \$3,606	\$625	\$2,981	\$5,500	0 8		3 Very	Good Rare	N	Moderate L	1	2071	10	2079	2079	2155	63				0	2079	2079	2154	63

East Garafraxa Storm/Sanitary - Gravity Main Inventory

Storm/Sanitary - Gravity Main Inventory

Current Leveles of Service Expected Levels of Service + Town Input
Replacement/Improvement Year Based on Current Levels Replacement/Improvement Year Based on Expected Levels Replacement/Improvement Year Based On Expected Levels Replacement/Improvement Year Based On Expected Le

																										Replacement			Current Levels					Replacement/In	nprovement Year B	Based on Expe	ected Levels
		_																									S	ervice					Evposted		Service		
Fixed Asset Subtype #	Street	ID Street Name	From	То	Description	Asset Name	Diameter (inches)	Length (m) Upstrear Catch Basin	Downstread Catch Basi	n Install Use n Year Lif	ul Remaining Useful Life	Age Historic	Cost Accum Amorti Sys	ization Book		Cost Use	ondition ased On eful Life	Condition from Town Used for Analysis	Asset Condition (As per Priority Ex	eability of eailure assed on adition or epected andition)			Numerical Value of Risk of Failure	Year Replacement due to minimmal maintenance practices	Current Levels of Le Service % R benefit	Revised vels Service Replacement A	Year eplacement oplying Risk Score	Subsequent Replacement Year	Revised Remaining Useful Life	Proposed Rehabilitatio Cost (2015 \$	n Rehabilitation	Extended Life (Years) due to Betterment	Levels of Service % benefit over Current + Condition better then expected for	Revised Levels Service Replacement Year	Year Replacement Su Applying Risk Score - or Staff Override	subsequent eplacement Year	Revised Remaining Useful Life
								2,399.3			42	33 \$3	32,466	\$8,955 \$	23,511	\$95,195		5.6					2								00		****			4	
5170 Storm/Sanitary - Gravity Ma		10 VICTORIA BLVD			Slotted Plastic Perforated with a sock in Road Shoulder	Collector Gravity Main	6"	94.7 5167		1972	75 31	44	\$416	\$244.05	\$172	\$2,840	4	4	Poor L	Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5171 Storm/Sanitary - Gravity Ma					Slotted Plastic Perforated with a sock in Road Shoulder	Collector Gravity Main	6"	77.1 5157	5160	1972	75 31	44	\$339	\$198.88	\$140	\$2,313	4	4	Poor L	Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5172 Storm/Sanitary - Gravity Ma					Concrete Tile Through Main Drain	Collector Gravity Main	12"	61.2 5159	5166	1972	75 31	44 \$	\$1,571	\$921.65	\$649	\$10,710	4	4	Poor L	Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5174 Storm/Sanitary - Gravity Ma	1ain 2398	14 VICTORIA BLVD			Slotted Plastic Perforated with a sock in Road Shoulder	Collector Gravity Main	6"	77.7 5161	5159	1972	75 31	44	\$342	\$200.64	\$141	\$2,330	4	4	Poor L	Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5175 Storm/Sanitary - Gravity Ma					Slotted Plastic Perforated with a sock in Road Shoulder	Collector Gravity Main	6"	71.0 5162	5160	1972	75 31	44	\$312	\$183.04	\$129	\$2,129	4	4	Poor L	Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5176 Storm/Sanitary - Gravity Ma	1ain 2398				Slotted Plastic Perforated with a sock in Road Shoulder	Collector Gravity Main	6"	52.8 5155	5158	1972	75 31	44	\$232	\$136.11	\$96	\$1,583	4	4	Poor L	Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5177 Storm/Sanitary - Gravity Ma	1ain	26 VICTORIA BLVD			Slotted Plastic Perforated with a sock in Road Shoulder	Collector Gravity Main	6"	198.1 5152	5166	1972	75 31	44	\$871	\$510.99	\$360	\$5,942	4	4	Poor L	Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5178 Storm/Sanitary - Gravity Ma	fain 2398	21 VICTORIA BLVD			Slotted Plastic Perforated with a sock in Road Shoulder	Collector Gravity Main	6"	49.3 5156	5157	1972	75 31	44	\$217	\$127.31	\$90	\$1,479	4	4	Poor L	Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5179 Storm/Sanitary - Gravity Ma		13 VICTORIA BLVD			Concrete Tile Through Main Drain	Collector Gravity Main	12"	17.4 5160	5159	1972	75 31	44	\$445	\$261.07	\$184	\$3,036	4	4		Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5181 Storm/Sanitary - Gravity Ma	1ain 2398	8 VICTORIA BLVD			Slotted Plastic Perforated with a sock in Road Shoulder	Collector Gravity Main	6"	48.5 5163	5161	1972	75 31	44	\$213	\$124.96	\$88	\$1,454	4	4	Poor L	Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5182 Storm/Sanitary - Gravity Ma	1ain 2398	5 VICTORIA BLVD			Slotted Plastic Perforated with a sock in Road Shoulder	Collector Gravity Main	6"	92.9 5164	5162	1972	75 31	44	\$409	\$239.95	\$169	\$2,788	4	4	Poor L	Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5183 Storm/Sanitary - Gravity Ma	1ain 2398	26 VICTORIA BLVD			Slotted Plastic Perforated with a sock in Road Shoulder	Collector Gravity Main	6"	68.7 5153	5155	1972	75 31	44	\$302	\$177.17	\$125	\$2,061	4	4	Poor L	Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5184 Storm/Sanitary - Gravity Ma		19 VICTORIA BLVD			Slotted Plastic Perforated with a sock in Road Shoulder	Collector Gravity Main	6"	108.7 5169	5168	1972	75 31	44	\$478	\$280.43	\$198	\$3,261	4	4	Poor L	Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5185 Storm/Sanitary - Gravity Ma	1ain 2398	27 VICTORIA BLVD		6"	Slotted Plastic Perforated with a sock in Road Shoulder	Collector Gravity Main	6"	74.6 5154	5156	1972	75 31	44	\$328	\$192.43	\$136	\$2,238	4	4	Poor L	Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5186 Storm/Sanitary - Gravity Ma					Concrete Tile Through Main Drain	Collector Gravity Main	12"	81.6 5168	5160	1972	75 31	44 \$	\$2,093	1,227.89	\$865	\$14,271	4	4	Poor L	Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5187 Storm/Sanitary - Gravity Ma					Slotted Plastic Perforated with a sock in Road Shoulder	Collector Gravity Main	6"	66.3 5165	5163	1972	75 31	44	\$292	\$171.31	\$121	\$1,990	4	4	Poor L	Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5188 Storm/Sanitary - Gravity Ma					Slotted Plastic Perforated with a sock in Road Shoulder	Collector Gravity Main	6"	71.3 5158	5159	1972	75 31	44	\$314	\$184.21	\$130	\$2,139	4	4	Poor L	Likely	Minor	M	2	2040	10	2048	2048	2124	32				0	2048	2048	2123	32
5193 Storm/Sanitary - Gravity Ma				Perf	forated 4" with sock	Collector Gravity Main	4"	150.3		2005	75 64	11 \$	3,318	\$486.64	\$2,831	\$4,509	9	9	Very Good F	Rare	Moderate	L	1	2073	10	2081	2081	2157	65				0	2081	2081	2156	65
5194 Storm/Sanitary - Gravity Ma	1ain 2469	45 BROOKHAVEN CRE	S	Perf	forated 4" with sock	Collector Gravity Main	4"	253.9		2005	75 64	11 \$	5,604	\$821.92	\$4,782	\$7,616	9	9	Very Good F	Rare	Moderate	L	1	2073	10	2081	2081	2157	65				0	2081	2081	2156	65
5195 Storm/Sanitary - Gravity Ma	1ain 2469	57 BROOKHAVEN CRE	S	Perf	forated 4" with sock	Collector Gravity Main	4"	384.1		2005	75 64	11 \$	\$8,478 \$	1,243.44	\$7,235	\$11,522	9	9	Very Good F	Rare	Moderate	L	1	2073	10	2081	2081	2157	65				0	2081	2081	2156	65
5201 Storm/Sanitary - Gravity Ma	1ain 2454	32 RAYBURN MEADOV	VS	<nu< td=""><td>ıll></td><td>Collector Gravity Main</td><td></td><td>18.2 5195</td><td>5199</td><td>2003</td><td>75 62</td><td>13</td><td>\$358</td><td>\$62.05</td><td>\$296</td><td>\$545</td><td>8</td><td>8</td><td>Good Ur</td><td>Inlikely</td><td>Moderate</td><td>М</td><td>2</td><td>2071</td><td>10</td><td>2079</td><td>2079</td><td>2155</td><td>63</td><td></td><td></td><td></td><td>0</td><td>2079</td><td>2079</td><td>2154</td><td>63</td></nu<>	ıll>	Collector Gravity Main		18.2 5195	5199	2003	75 62	13	\$358	\$62.05	\$296	\$545	8	8	Good Ur	Inlikely	Moderate	М	2	2071	10	2079	2079	2155	63				0	2079	2079	2154	63
5202 Storm/Sanitary - Gravity Ma	1ain 2454	46 RAYBURN MEADON	VS	<nu< td=""><td>ıll></td><td>Collector Gravity Main</td><td></td><td>14.6 5197</td><td>5200</td><td>2003</td><td>75 62</td><td>13</td><td>\$287</td><td>\$49.75</td><td>\$237</td><td>\$437</td><td>8</td><td>8</td><td>Good U</td><td>Inlikely</td><td>Moderate</td><td>M</td><td>2</td><td>2071</td><td>10</td><td>2079</td><td>2079</td><td>2155</td><td>63</td><td></td><td></td><td></td><td>0</td><td>2079</td><td>2079</td><td>2154</td><td>63</td></nu<>	ıll>	Collector Gravity Main		14.6 5197	5200	2003	75 62	13	\$287	\$49.75	\$237	\$437	8	8	Good U	Inlikely	Moderate	M	2	2071	10	2079	2079	2155	63				0	2079	2079	2154	63
5203 Storm/Sanitary - Gravity Ma				<nu< td=""><td>ıll></td><td>Collector Gravity Main</td><td></td><td>71.3</td><td></td><td>2003</td><td>75 62</td><td>13 \$</td><td>\$1,402</td><td>\$243.01</td><td>\$1,159</td><td>\$2,138</td><td>8</td><td>8</td><td>Good U</td><td>Inlikely</td><td>Moderate</td><td>M</td><td>2</td><td>2071</td><td>10</td><td>2079</td><td>2079</td><td>2155</td><td>63</td><td></td><td></td><td></td><td>0</td><td>2079</td><td>2079</td><td>2154</td><td>63</td></nu<>	ıll>	Collector Gravity Main		71.3		2003	75 62	13 \$	\$1,402	\$243.01	\$1,159	\$2,138	8	8	Good U	Inlikely	Moderate	M	2	2071	10	2079	2079	2155	63				0	2079	2079	2154	63
5204 Storm/Sanitary - Gravity Ma				<nu< td=""><td>ıll></td><td>Collector Gravity Main</td><td></td><td>86.0 5199</td><td>outfall</td><td>2003</td><td>75 62</td><td>13 \$</td><td>1,691</td><td>\$293.11</td><td>\$1,398</td><td>\$2,579</td><td>8</td><td>8</td><td>Good Us</td><td>Inlikely</td><td>Moderate</td><td>M</td><td>2</td><td>2071</td><td>10</td><td>2079</td><td>2079</td><td>2155</td><td>63</td><td></td><td></td><td></td><td>0</td><td>2079</td><td>2079</td><td>2154</td><td>63</td></nu<>	ıll>	Collector Gravity Main		86.0 5199	outfall	2003	75 62	13 \$	1,691	\$293.11	\$1,398	\$2,579	8	8	Good Us	Inlikely	Moderate	M	2	2071	10	2079	2079	2155	63				0	2079	2079	2154	63
5205 Storm/Sanitary - Gravity Ma	1ain 2454	49 RAYBURN MEADON	VS	<nu< td=""><td>ıll></td><td>Collector Gravity Main</td><td></td><td>109.5 5200</td><td>outfall</td><td>2003</td><td>75 62</td><td>13 \$</td><td>2,154</td><td>\$373.36</td><td>\$1,781</td><td>\$3,284</td><td>8</td><td>8</td><td>Good Us</td><td>Inlikely</td><td>Moderate</td><td>M</td><td>2</td><td>2071</td><td>10</td><td>2079</td><td>2079</td><td>2155</td><td>63</td><td></td><td></td><td></td><td>0</td><td>2079</td><td>2079</td><td>2154</td><td>63</td></nu<>	ıll>	Collector Gravity Main		109.5 5200	outfall	2003	75 62	13 \$	2,154	\$373.36	\$1,781	\$3,284	8	8	Good Us	Inlikely	Moderate	M	2	2071	10	2079	2079	2155	63				0	2079	2079	2154	63

East Garafrax Storm Pond Assets after 2															As	set Proba	ability of				Replacement Year		Current Level	es of Service on Current Levels	Service						Replace	ement/improvemen	Expected Level nt Year Based o Revised		Is Service	
Fixed Asset #	# Subtype	Asset Name	Road Section GIS ID	Road Name	Address	Volume Capacity (m3)	r Type Install Year	Useful Remaining Life Useful Life			Value		Condition Based On Useful Life	ssed U	Jsed for (As Analysis Price Rate		sed on Co dition or pected adition)	onsequence of Failure	Risk of Failure	Numerical Value of Risk of Failure	due to minimmal maintenance practices		Levels Servic Replacement Year	Year Replacement Applying Risk Score	nt Subsequent Replacement Year	Revised Remaining Useful Life	Rehabilia Year	Cost (201	ion Subsaque 6) Rehab Ye	ent Subsaquer ear Rehab Cos	Life (Years sts due to Bettermen	Levels of Service % benefit over Current	Levels Service Replacement Year	Replacement S Applying Risk Score - or Staff Override	Subsequent teplacement Year	Revised Remaining Useful Life
								82	18 \$ 648,5		532,571 \$	684,307			8.3					11								\$.		\$ -						
2948	Storm/Sanitary	- Stormwater Pond R#314732 - Rayburn Meado					2003	100 87	13 \$159,4	160 \$20,730	\$138,730	\$173,855	9		9 Very	Good F		Moderate	L	1	2093	10	0 2103	2103	2203	87						0	2103	2103	2203	87
2949	Storm/Sanitary	- Stormwater Pond R#314750 - Rayburn Meado	Detention Pond				2003	100 87	13 \$100,4	152 \$13,059	\$87,393	\$109,520	9		9 Very	Good F	Rare	Moderate	L	1	2093	10	0 2103	2103	2203	87						0	2103	2103	2203	87
2950	Storm/Sanitary	- Stormwater Pond R#3264/65/66 - Brookhaver	Detention Pond				2005	100 89	11 \$89,4	173 \$9,842	\$79,631	\$94,252	9		9 Very	Good F	Rare	Moderate	L	1	2095	10	0 2105	2105	2205	89						0	2105	2105	2205	89
2951	Storm/Sanitary	- Stormwater Pond R#3305 - Brookhaven	Detention Pond				2005	100 89	11 \$45,5	30 \$5,008	\$40,522	\$47,962	9		9 Very	Good F	Rare	Moderate	L	1	2095	10	0 2105	2105	2205	89						0	2105	2105	2205	89
2952	Storm/Sanitary	- Stormwater Pond R#3251 - Brookhaven	Detention Pond				2005	100 89	11 \$71,	95 \$7,897	\$63,897	\$75,629	9		9 Very	Good F	Rare	Moderate	L	1	2095	10	0 2105	2105	2205	89						0	2105	2105	2205	89
2953	Storm/Sanitary	- Stormwater Pond R#3242 - Garafraxa Woods	Detention Pond				1980	100 64	36 \$44,3	98 \$15,983	\$28,415	\$44,398	6		6 Go	od Ur	likely	Moderate	M	2	2070	10	0 2080	2080	2180	64						0	2080	2080	2180	64
2954	Storm/Sanitary	- Stormwater Pond R#323 - Garafraxa Woods	Detention Pond				1980	100 64	36 \$34,2	93 \$12,345	\$21,948	\$34,293	6		6 Go	od Ur	likely	Moderate	M	2	2070	10	0 2080	2080	2180	64						0	2080	2080	2180	64
2955	Storm/Sanitary	- Stormwater Pond R#3214 - Garafraxa Woods	Detention Pond				1980	100 64	36 \$78,9	918 \$28,410	\$50,507	\$78,918	6		6 G	od Ur	likely	Moderate	M	2	2070	10	0 2080	2080	2180	64						0	2080	2080	2180	64
2956	Storm/Sanitary	- Stormwater Pond R#3284 - Brookhaven	Detention Pond				2005	100 89	11 \$24,:	189 \$2,661	\$21,528	\$25,481	9		9 Very	Good F	Rare	Moderate	L	1	2095	10	0 2105	2105	2205	89						0	2105	2105	2205	89



Appendix B

Draft Data Verification and Condition Assessment Policy

APPENDIX B: Draft Data Verification and Condition Assessment Policy

Data Verification

- 1. The main source of asset data updating and editing will be through Township of East Garafraxa's PSAB 3150 compliance procedures and/or annual reporting process.
- Asset additions, disposals, betterments, and write-offs will be recorded based on the Township's PSAB 3150 Compliance Policies and/or general updates to the Asset Management Spreadsheets.
- 3. Verification of the correct treatment of asset revisions will be completed through frequent annual reviews by Township staff, as well as an annual review by the Township's auditor.
- 4. During years which condition assessments are not being performed, asset replacement cost will be determined based on a combination of inflating previous values or through the use of the current year's historical invoice data. Where indices are being used, the Non-Residential Building Construction Price Index (NRBCP) shall be used for construction related assets (i.e., infrastructure) and Consumer Price Index (CPI) shall be used for all other assets (i.e., furniture, interior finishes, appliances, etc.).

Condition Assessment

- 1. Condition assessments shall be performed as outlined in Table B-1 below.
- 2. Condition assessments shall be performed by qualified individuals (or companies) and shall include a review of the following:
 - a) Current asset condition (consistent with the rating format used within this report, unless the Township stipulates a new format, or regulatory body required format);
 - i. Identify any unusual wear from asset use that may hinder asset performance and eventually reduce useful life.
 - ii. Assess asset performance and identify (if any) capital improvements that can be applied to extend the asset's useful life and/or bring the asset back to proper service levels.
 - b) Current asset replacement cost. This is to be based on replacing the asset under current legislation/requirements using Township specification; and
 - c) Remaining service life, assuming current identified maintenance and usage levels.

Table B-1

Condition Assessment Time Table

Asset Type	Frequency of Condition Assessment	Comments
Bridges	Every two years	As per Provincial Regulation using OSIM Inspection format
Equipment (Public Works, Other)		As identified by Staff, so Equipment is safe and in good working order
Facilities	Every ten - fifteen years	Complete detailed assessment every ten years but annual staff and specialized inspection/cleaning of some components (e.g., HVAC, Fans, Pumps, etc.)
Land Improvements (Playing Surfaces, Parking Lots, Parks, Landscaping)	Annually	Staff assessment annually
Roads	Every five - ten years	Complete Roads Needs study every five years but internal staff review annually
Road Signs		As per Regulation 239 Minimum Maintenance Standards
Sidewalks		As per Regulation 239 Minimum Maintenance Standards
Software & Hardware		As identified by Staff, so software and hardware operating well
Storm Water Mains	Every fifteen years	CCTV scans and review of Storm Water system
Storm Water (Catch Basins, Manholes, Stormceptors)	Annually	To be assessed while doing a clean out
Street Lights	Every month	To ensure they are working
Vehicles		As per Manufacturer's Warranty and Maintenance Program
Generators	Every season	Minimum four times per year

Appendix B - Data Verification Condition Assessment Policy.Docx 6/13/2017 12:30 PM



Appendix C

20 Year Detailed Asset Management Strategy & Financing Strategy

Tax Supported Assets

Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL
eplacement - Uninflated Road Surface - Asphalt	690,549	232,769	465,000 200,000	778,941 180,500	674,500 254,500	1,030,549 550,000	785,461 155,000	1,222,602 500,000	340,000 160,000	1,056,534 209,400	675,415 320,000	468,902	648,600 406,600	220,000	500,134	848,415 340,000	658,902	202,749	476,896	1,016,780	12,993,698 3,276,000
Road Surface - Gravel	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	3,000,000
Road Base Bridge & Culverts	-	50,000	60,000	425,000			400,000	100,000		225,000					-					370,000	1,630,000
acilities	23,000	-	-	-		3,000	-	140,000	10,000	-		-		15,000	-	3,000	45,000		8,000	-	247,000
igns arriers	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000 4,646	10,000	10,000 4.646	200,000 13,938
reet Lights oss Road Culverts	10,000	10,000	40.000	40.000	10,000	10,000	40.000	40.000	40.000	40.000	10,000	40.000	10,000	10,000	10,000	10,000	40.000	40.000	40.000	40,000	200,000
orm Mains	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	200,000
tch Basin orm Pond	-			-								-	-		-	-		-	-	-	
hicles	425,000	-	35,000	-	250,000	250,000	35,000	250,000	-	425,000	35,000	250,000	40,000	-	310,000	285,000	425,000	-	285,000	425,000	3,725,000
uipment ftware & Hardware	32,549	12,769		3,441		25,000 32,549	10,000 15,461	2,000		2,134	30,000 30,415	5,000 18,902	2,000	35,000	2,134	20,000 30,415	18,902	602 2,000	8,500	2,134	194,705 207,805
nd Improvements	40,000	12,705				32,343	-	-		25,000	90,000	25,000	30,000		18,000	-	-	25,500	750	45,000	299,250
Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL
abilitation - Uninflated	261,000	433,000	10,000	-	40,000	95,000	-	-	-	80,000	58,000	32,500	-	1,000	41,000	1,000	1,000	1,000	1,000	1,000	1,056,500
ad Surface - Asphalt ad Surface - Gravel	200,000	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	200,000
id Base			- :			-						- :	-		-			-		-	
je & Culverts ities	39,000 12,000	433,000	10,000	- :	- :	95,000	-	-		- :	58,000	32,500	-				- :		-	-	667,500 12,000
s																					
iers et Lights								-		-			-	1,000	1,000	1,000	1,000	1,000	1,000	1,000	7,000
ss Road Culverts																					-
n Mains h Basin																					
n Pond					40,000						-	-	-		40.000		-				400.000
cles	10,000				40,000					80,000	-	- :	-	-	40,000						160,00 10,00
ware & Hardware																					
Improvements		-			-	-				-	-	-		- 1	-			-	-		
Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL
Cheduled Capital - U Surface - Asphalt	1,344,049 253,000	1,083,269 88,000	872,500 253,000	1,161,441 233,500	1,107,000 307,500	1,508,049 603,000	1,177,961 208,000	1,605,102 553,000	732,500 213,000	1,519,034 262,400	1,125,915 373,000	918,902 88,000	1,041,100 459,600	603,500 53,000	953,634 53,000	1,231,915 393,000	1,052,402 53,000	591,249 53,000	870,396 53,000	1,400,280 53,000	21,900,19 4,606,00
Surface - Gravel	320,000	320,000	320,000	320,000	320,000	320,000	320,000	320,000	320,000	320,000	320,000	320,000	320,000	320,000	320,000	320,000	320,000	320,000	320,000	320,000	6,400,00
Base e & Culverts	40,000 89,000	40,000 523,000	40,000 120,000	40,000 465.000	40,000 50,000	40,000 135,000	40,000 450,000	40,000 140,000	40,000 50.000	40,000 265,000	40,000 108,000	40,000 72,500	40,000 50.000	40,000 40,000	40,000 50,000	40,000 40,000	40,000 50,000	40,000 40,000	40,000 50.000	40,000 410,000	800,00 3,197,50
ies	72,000	37,000	37,000	37,000	37,000	40,000	37,000	177,000	47,000	37,000	37,000	37,000	37,000	52,000	37,000	40,000	82,000	37,000	45,000	37,000	999,00
ers	10,000 5,000	10,000 5,000	10,000	10,000 5,000	10,000 5,000	10,000 5,000	10,000 5,000	10,000 5,000	10,000 5,000	10,000 5,000	10,000 5,000	10,000 5,000	10,000 5,000	10,000 5,000	10,000 5,000	10,000 5,000	10,000 5,000	10,000 9,646	10,000 9,646	10,000 9.646	200,00 113,93
t Lights			5,000	-	-	-		-	-	-	-	-	-	1,000	1,000	1,000	1,000	1,000	1,000	1,000	7,00
Road Culverts	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	200,000
Mains Basin	2,000	2,000	5,000 2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	20,000	2,000	2,000	5,000 2,000	2,000	2,000	30,000 40,000
Pond	-		-		-		-	-		-	-	-	-		- 1	-	-		-	-	
cles	425,000 13,000	3,000	35,000 3,000	3,000	290,000 3,000	250,000 28,000	35,000 13,000	250,000 63,602	3,000	505,000 3,000	35,000 33,000	250,000 8,000	40,000 3,000	38,000	350,000 3,000	285,000 23,000	425,000 3,000	3,602	285,000 11,500	425,000 3,000	3,885,000 264,705
vare & Hardware Improvements	35,549 69,500	15,769 29,500	3,000 29,500	6,441 29,500	3,000 29,500	35,549 29,500	18,461 29,500	5,000 29,500	3,000 29.500	5,134 54,500	33,415 119,500	21,902 54,500	5,000 59,500	3,000 29,500	5,134 47,500	33,415 29,500	21,902 29,500	5,000 55,000	3,000 30,250	5,134 74,500	267,805 889,250
of Service Costs - Unint	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL
Scheduled LOS ad Surface - Asphalt	392,500 53,000	417,500 88,000	397,500 53,000	382,500 53,000	392,500 53,000	382,500 53,000	392,500 53,000	382,500 53,000	392,500 53,000	382,500 53,000	392,500 53,000	417,500 88,000	392,500 53,000	382,500 53,000	412,500 53,000	382,500 53,000	392,500 53,000	387,500 53,000	392,500 53,000	382,500 53,000	7,850,000
d Surface - Gravel	170,000	170,000	170,000	170,000	170,000	170,000	170,000	170,000	170,000	170,000	170,000	170,000	170,000	170,000	170,000	170,000	170,000	170,000	170,000	170,000	3,400,00
d Base ge & Culverts	40,000 50,000	40,000 40,000	40,000 50.000	40,000 40,000	40,000 50,000	40,000 40,000	40,000 50,000	40,000 40,000	40,000 50,000	40,000	40,000 50,000	40,000 40,000	40,000 50,000	40,000 40,000	40,000 50.000	40,000	40,000 50,000	40,000 40,000	40,000 50.000	40,000	800,00 900.00
ties	37,000	37,000	37,000	37,000	37,000	37,000	37,000	37,000	37,000	37,000	37,000	37,000	37,000	37,000	37,000	37,000	37,000	37,000	37,000	37,000	740,00
ers	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	100,00
et Lights	-,,,,,	-,	2,223	0,000		3,000	3,333	2,000		2,000		2,000	-,,,,,	-,,,,,		212.2	-,	2,222	0,000	3,555	,
															20.000						
Road Culverts			5,000															5,000			30,00
s Road Culverts n Mains h Basin	2,000	2,000	5,000 2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	5,000 2,000	2,000	2,000	30,00 40,00
s Road Culverts m Mains h Basin m Pond	2,000	2,000		2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000		2,000	2,000	
s Road Culverts n Mains n Basin n Pond eles oment	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	40,00
s Road Culverts n Mains n Basin n Pond cles oment vare & Hardware			2,000															2,000			40,00 60,00 60,00
ses Road Culverts rm Mains ch Basin rm Pond icicles uipment lware & Hardware d Improvements er Assets Replacement Water Capi	3,000 3,000 29,500	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	
s Road Culverts m Mains h Basin n Pond clos pment uare & Hardware I Improvements Assets keplacement Water Capi Asset Type	3,000 3,000 29,500 29,500	3,000 3,000 29,500	3,000 3,000 3,000 29,500	3,000 3,000 29,500 2920	3,000 3,000 29,500 2921	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000 29,500 2031	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	3,000 3,000	40,00 60,00 60,00 590,00
Road Culverts Mains Basin Basin Pond les ment les ment Improvements Assets eplacement Water Cap Asset Type epolacement Water G	3,000 3,000 29,500 29,500 sital - Uninflated 2017 16,334	3,000 3,000 29,500 2018	2,000 3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000 29,500 29,500	3,000 3,000 29,500 2922	3,000 3,000 29,500 2923	3,000 3,000 29,500 2024	3,000 3,000 29,500 2025 2025	3,000 3,000 29,500 29,500	3,000 3,000 29,500 2027	3,000 3,000 29,500 2028	3,000 3,000 29,500 29,500	3,000 3,000 29,500 2900	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500	3,000 3,000 29,500	2,000 3,000 3,000 29,500 29,500	3,000 3,000 29,500 2035	3,000 3,000 29,500 2036	40,00 60,00 60,00 590,00 TOTAL 568,193
Road Culverts Mains Basin Pond les ment are & Hardware Improvements Assets eplacement Water Cap Asset Type eplacement Water Cf Facilities & Componer Mains	3,000 3,000 29,500 29,500	3,000 3,000 29,500	3,000 3,000 3,000 29,500	3,000 3,000 29,500 29,500 425,500 400,000	3,000 3,000 29,500 2921	3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000 29,500 2031	3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000 29,500	40,00 60,00 60,00 590,00 TOTAL 568,19 67,693 400,00
Road Culverts Mains Basin Pond ess ess ment are & Hardware mprovements Assets pplacement Water Cap Asset Type pplacement Water Cap Facilities & Compone Mains Hydrant	3,000 3,000 29,500 29,500 sital - Uninflated 2017 16,334	3,000 3,000 29,500 29,500	2,000 3,000 3,000 29,500 2019 75,000	3,000 3,000 29,500 20,500 2020 425,500	3,000 3,000 29,500 29,500 2021 6,469 6,469	3,000 3,000 29,500 29,500	3,000 3,000 29,500 2023	3,000 3,000 29,500 29,500	3,000 3,000 29,500 2025 2025	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500	3,000 3,000 29,500	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500 2031 14,766	3,000 3,000 29,500 2032	3,000 3,000 29,500 29,500	2,000 3,000 3,000 29,500	3,000 3,000 29,500 29500	3,000 3,000 29,500 29,500	40,0(60,0(60,0(590,0(590,0) TOTAL 568,19 67,69 400,00 25,50
Road Culverts Mains Basin Pond Ss Ss Hent rent rea Hardware mprovements Assets Jaccement Water Cap Asset Type placement Water Cap Asset Compon Mains Hydrant	3,000 3,000 29,500 29,500 sital - Uninflated 2017 16,334	3,000 3,000 29,500 29,500	2,000 3,000 3,000 29,500 2019 75,000	3,000 3,000 29,500 29,500 425,500 400,000	3,000 3,000 29,500 29,500 2021 6,469 6,469	3,000 3,000 29,500 29,500	3,000 3,000 29,500 2023	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500 2025 22,548 22,548	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500	3,000 3,000 29,500	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500 29,500	3,000 3,000 29,500 2032	3,000 3,000 29,500 29,500	2,000 3,000 3,000 29,500 2034	3,000 3,000 29,500 29500	3,000 3,000 29,500 29,500	40,00 60,00 590,0 590,0 TOTAL 568,19 67,69 400,00 25,50
Road Culverts Mains Basin Pond les ment are & Hardware Improvements Assets placement Water Cap Asset Type palacement Water G Facilities & Compone Mains Hydrant Wells	3,000 3,000 29,500 29,500 20,500 2017 16,334 16,334	3,000 3,000 29,500 29,500	2,000 3,000 3,000 29,500 2019 75,000	3,000 3,000 29,500 29,500 425,500 400,000	3,000 3,000 29,500 29,500 2021 6,469 6,469	3,000 3,000 29,500 29,500	3,000 3,000 29,500 2023	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500 2025 22,548 22,548	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500	3,000 3,000 29,500	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500 29,500	3,000 3,000 29,500 2032	3,000 3,000 29,500 29,500	2,000 3,000 3,000 29,500 2034	3,000 3,000 29,500 29500	3,000 3,000 29,500 29,500	40,00 60,00 60,00 590,00 TOTAL 568,19 67,69 400,00 25,50
Road Culverts Mains Basin Pond Jes Morette Mor	3,000 3,000 29,500 29,500 20,500 2017 16,334 16,334	3,000 3,000 29,500 29,500	2,000 3,000 3,000 29,500 2019 75,000 75,000	3,000 3,000 29,500 29,500 425,500 400,000	3,000 3,000 29,500 29,500 2021 6,469 6,469	3,000 3,000 29,500 29,500	3,000 3,000 29,500 2023	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500 2025 22,548 22,548	3,000 3,000 29,500 29,500 2026 7,576 	3,000 3,000 29,500 29,500	3,000 3,000 29,500	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500 29,500	3,000 3,000 29,500 2032	3,000 3,000 29,500 29,500	2,000 3,000 3,000 29,500 2034	3,000 3,000 29,500 29500	3,000 3,000 29,500 29,500	40,00 60,00 60,00 590,00 TOTAL 568,19 67,69 400,00 25,50 75,00
Road Culverts Mains Basin Pond Jes Jes Jes Jes Jes Jes Jes Jes Jes Jes	3,000 3,000 25,500 25,500 ital - Uninflated 2017 16,334 16,334	3,000 3,000 29,500 2018	2,000 3,000 3,000 29,500 29,500 2019 75,000 2019 5,000	3,000 3,000 29,500 29,500 425,500 400,000 25,500	3,000 3,000 29,500 29,500 2021 6,469 	3,000 3,000 29,500	3,000 3,000 29,500 2023	3,000 3,000 29,500	3,000 3,000 29,500 29,500 2025 22,548 22,548 2,548 2,548	3,000 3,000 29,500 29,500 2026 7,576 7,576 	3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000 29,500 2029	3,000 3,000 29,500	3,000 3,000 29,500 29,500 2031 14,766 14,766	3,000 3,000 29,500	3,000 3,000 29,500 2933 	2,000 3,000 3,000 29,500 2034 	3,000 3,000 29,500	3,000 3,000 29,500	40,0 60,0 60,0 590,0 590,0 TOTAL 568,19 67,69 400,00 225,50 75,00
Road Culverts h Mains Basin Pond I Basin Pond Jes Soment Pond Jes Soment Pond Jes Soment Pond Jes Soment Pond Jes Soment Pond Jes Soment Pond Assets Solution Asset Type Leplacement Water Cap Asset Type Leplacement Water Facilities & Componer	3,000 3,000 25,500 25,500 ital - Uninflated 2017 16,334 16,334	3,000 3,000 29,500 2018 -	2,000 3,000 3,000 29,500 2019 75,000 75,000	3,000 3,000 29,500 29,500 425,500 400,000 25,500	3,000 3,000 29,500 29,500 2021 6,469 6,469	3,000 3,000 29,500	3,000 3,000 29,500 2023	3,000 3,000 29,500	3,000 3,000 29,500 29,500 2025 22,548 22,548	3,000 3,000 29,500 29,500 2026 7,576 	3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000 29,500 2029	3,000 3,000 29,500	3,000 3,000 29,500 29,500 2031 14,766 14,766	3,000 3,000 29,500	3,000 3,000 29,500 2933 	2,000 3,000 3,000 29,500 2034 	3,000 3,000 29,500	3,000 3,000 29,500	40,00 60,00 60,00 590,01 TOTAL 568,19 67,69 400,00 25,50 75,00 TOTAL 30,00
Road Culverts Mains Basin Pond les ment are & Hardware Improvements Assets palacement Water Cap Asset Type galacement Water Cap Asset Type Splacement Water Cap Asset Type Asset Type Chabilitation Water Asset Type Chabilitation Water Asset Type Chabilitation Water C	3,000 3,000 25,500 25,500 ital - Uninflated 2017 16,334 16,334	3,000 3,000 29,500 2018	2,000 3,000 3,000 29,500 29,500 2019 75,000 2019 5,000	3,000 3,000 29,500 29,500 425,500 400,000 25,500	3,000 3,000 29,500 29,500 2021 6,469 6,469 	3,000 3,000 29,500	3,000 3,000 29,500 2023	3,000 3,000 29,500	3,000 3,000 29,500 29,500 2025 22,548 22,548 2,548 2,548	3,000 3,000 29,500 29,500 2026 7,576 7,576 	3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000 29,500 2029	3,000 3,000 29,500	3,000 3,000 29,500 29,500 2031 14,766 14,766	3,000 3,000 29,500	3,000 3,000 29,500 2933 	2,000 3,000 3,000 29,500 2034 	3,000 3,000 29,500	3,000 3,000 29,500	40,00 60,00 60,00 590,00 TOTAL 568,19 67,68 400,00 25,50 75,00 TOTAL 30,00 18,00
Road Culverts Mains Basin Basin Pond les ment are & Hardware Improvements Assets placement Water Cap Asset Type Blacement Water Cap Facilities & Compone Mains Hydrant Wells wells wells wells Asset Type ehabilitation Water- Uni Asset Type habilitation Water- Facilities & Compone Mains Hydrant Hydrant Hydrant Hydrant Hydrant Hydrant Hydrant Hydrant Hydrant Hydrant Hydrant Hydrant Hydrant Hydrant Hydrant Hydrant Hydrant Hydrant Hydrant	3,000 3,000 25,500 25,500 ital - Uninflated 2017 16,334 16,334	3,000 3,000 29,500 2018	2,000 3,000 3,000 29,500 29,500 2019 75,000 2019 5,000	3,000 3,000 29,500 29,500 425,500 400,000 25,500	3,000 3,000 29,500 29,500 2021 6,469 	3,000 3,000 29,500	3,000 3,000 29,500 2023	3,000 3,000 29,500	3,000 3,000 29,500 29,500 2025 22,548 22,548 2,548 2,548	3,000 3,000 29,500 29,500 2026 7,576 7,576 	3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000 29,500 2029	3,000 3,000 29,500	3,000 3,000 29,500 29,500 2031 14,766 14,766	3,000 3,000 29,500	3,000 3,000 29,500 2933 	2,000 3,000 3,000 29,500 2034 	3,000 3,000 29,500	3,000 3,000 29,500	40,00 60,00 60,00 590,00 TOTAL 568,19 67,68 400,00 25,50 75,00 TOTAL 30,00 18,00
Road Culverts Mains Basin Pond les ment are & Hardware Improvements Assets placement Water Cap Asset Type placement Water Cap Asset Type Walls Hydrant Wells Asset Type chabilitation Water- Facilities & Compone Mains Hydrant Wells Hydrant Wells Hydrant Wells Hydrant Wells Hydrant Wells	3,000 3,000 29,500 tital - Uninflated 2017 16,334 16,334 2017 2017	3,000 3,000 29,500 2018	2,000 3,000 3,000 29,500 29,500 2019 75,000 2019 5,000	3,000 3,000 29,500 29,500 425,500 400,000 25,500	3,000 3,000 29,500 29,500 2021 6,469 6,469 	3,000 3,000 29,500	3,000 3,000 29,500 2023	3,000 3,000 29,500	3,000 3,000 29,500 29,500 2025 22,548 22,548 2,548 2,548	3,000 3,000 29,500 29,500 2026 7,576 7,576 	3,000 3,000 29,500	3,000 3,000 29,500	3,000 3,000 29,500 2029	3,000 3,000 29,500	3,000 3,000 29,500 29,500 2031 14,766 14,766	3,000 3,000 29,500	3,000 3,000 29,500 2933 	2,000 3,000 3,000 29,500 2034 	3,000 3,000 29,500	3,000 3,000 29,500	40,00 60,00 60,00 590,00 TOTAL 568,19 67,68 400,00 25,50 75,00 TOTAL 30,00 18,00
Road Culverts Mains Basin Pond les ment are & Hardware Improvements Assets eplacement Water Cap Asset Type eplacement Water Cap Asset Type eplacement Water Cap Asset Type eplacement Water Cap Facilities & Compone Mains I Hydrant I Wells ehabilitation Water Fracilities & Compone Mains I Hydrant Wells Hydrant Wells Hydrant Wells Hydrant Wells Hydrant Wells Hydrant Wells Hydrant Wells Hydrant Wells Hydrant Wells	3,000 3,000 29,500 tital - Uninflated 2017 16,334 16,334 2017 2017	3,000 3,000 29,500 29,500 2018	2,000 3,000 3,000 29,500 29,500 75,000 	3,000 3,000 29,500 2020 425,500 400,000 25,500 -	3,000 3,000 29,500 29,500 20,500 6,469 	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500 2023 	3,000 3,000 29,500 29,500 2024 	3,000 3,000 29,500 29,500 2025 22,548 22,548 2	3,000 3,000 29,500 29,500 7,576 7,576 7,576 5,000 5,000	3,000 3,000 29,500 29,500 2027 	3,000 3,000 29,500 2028 	3,000 3,000 29,500 2029	3,000 3,000 29,500 2030 	3,000 3,000 29,500 29,500 2031 14,766 14,766 	3,000 3,000 29,500 2032 	3,000 3,000 29,500 2033 	2,000 3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500	3,000 3,000 29,500 29,500 2036 	40,0 60,0 60,0 590,0 590,0 70,0 25,50 75,00 70,0 18,00 12,00 12,00
Road Culverts Mains Basin Pond Jes Basin Pond Jes Besin Pond Jes Besin Pond Jes Besin Assets eplacement Water Cap Asset Type Leplacement Water Leplacement W	3,000 3,000 29,500 ital - Uninflated 2017 16,334 16,334 2017	3,000 3,000 29,500 29,500 2018 	2,000 3,000 3,000 29,500 29,500 75,000 	3,000 3,000 29,500 29,500 425,500 25,500 20,20 20,20 435,500	3,000 3,000 29,500 29,500 6,469 	3,000 3,000 29,500 29,500 2022 	3,000 3,000 29,500 29,500 2023 	3,000 3,000 29,500 29,500 2024 	3,000 3,000 29,500 29,500 2025 22,548 22,548 22,548 2025 2025	3,000 3,000 29,500 29,500 7,576 7,576 7,576 5,000 5,000	3,000 3,000 29,500 29,500 2027 	3,000 3,000 29,500 2028 	3,000 3,000 29,500 29,500 2029 	2030 2030 2030 10,000 10,000 10,000 10,000 20,0000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,0000	3,000 3,000 29,500 29,500 2031 14,766 14,766 	3,000 3,000 29,500 29,500 2032 	2033 2033 2033 2033 2033	2,000 3,000 3,000 29,500 29,500	2035 2035 2035 2035	2036 2036 2036 2036	40,0 60,0 60,0 590,0 590,0 707AL 707AL 30,00 18,00 12,00 10,
Road Culverts Malins Basin Pond les ment are & Hardware Improvements Assets eplacement Water Cap Asset Type eplacement Water Cap Asset Type Placement Water Cap Asset Type ehabilitation Water-Un Asset Type ehabilitation Water-Un Asset Type habilitation Water-Un Asset Type chabilitation Water-Un	3,000 3,000 29,500 ital - Uninflated 2017 16,334 16,334 2017 - Uninflated 2017 - Uninflated 2017 26,334 19,334	3,000 3,000 29,500 29,500 2018 	2,000 3,000 3,000 29,500 29,500 	3,000 3,000 29,500 425,500 400,000 25,500 	3,000 3,000 29,500 29,500 20,500 6,469 6,469 20,000 8,000 12,000 12,000 12,000	3,000 3,000 29,500 29,500 2022 	3,000 3,000 29,500 29,500 2023 	3,000 3,000 29,500 29,500 2024 	3,000 3,000 29,500 29,500 20,500 2025 22,548 22,548 22,548 2025 	3,000 3,000 29,500 29,500 20,500 20,576 7,576 7,576 5,000 5,000 5,000 20,2576	3,000 3,000 29,500 29,500 2027 	3,000 3,000 29,500 2028 	3,000 3,000 29,500 2029 	2030 2030 2030 10,000 3,000 3,000 3,000 3,000	2031 2031 2031 2031 2031 2031 24,766 17,766	3,000 3,000 3,000 29,500 2032 	3,000 3,000 29,500 2033 	2,000 3,000 3,000 29,500 29,500 2034 	2035 2035 2035 2035 2035 2035 2035	2036	40,00 60,00 60,00 590,00 TOTAL 568,19 67,69 400,00 25,50 75,00 12,00 TOTAL 798,19 145,69
Road Culverts Mains Basin Pond les ment are & Hardware Improvements Assets placement Water Cap Asset Type Placement Water Cap Asset Type Placement Water Cap Asset Type Placement Water Cap Asset Type Placement Water Cap Asset Type Placement Water Cap Asset Type Placement Water Cap Asset Type Asse	3,000 3,000 29,500 ital - Uninflated 2017 16,334 16,334 2017	3,000 3,000 29,500 29,500 2018 	2,000 3,000 3,000 29,500 2019 75,000 	3,000 3,000 29,500 29,500 425,500 25,500 20,20 20,20 435,500	3,000 3,000 29,500 29,500 29,500 6,469 	3,000 3,000 29,500 29,500 2022 	3,000 3,000 29,500 29,500 2023 	3,000 3,000 29,500 29,500 2024 	3,000 3,000 29,500 29,500 2025 22,548 22,548 22,548 2025 2025	3,000 3,000 29,500 29,500 7,576 7,576 7,576 5,000 5,000	3,000 3,000 29,500 29,500 2027 	3,000 3,000 29,500 2028 	3,000 3,000 29,500 29,500 2029 	2030 2030 2030 10,000 10,000 10,000 10,000 20,0000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,0000	3,000 3,000 29,500 29,500 2031 14,766 14,766 	3,000 3,000 29,500 29,500 2032 	2033 2033 2033 2033 2033	2,000 3,000 3,000 29,500 29,500	2035 2035 2035 2035	2036 2036 2036 2036	40,00 60,00 60,00 590,00 TOTAL 568,19 67,69 400,00 25,50 75,00 TOTAL 30,00 18,00 12,50 TOTAL 798,19 145,69 440,00 125,50
Road Culverts Mains Basin Basin Pond Basin Basin Basin Basin Basin Pand Basin	3,000 3,000 29,500 ital - Uninflated 2017 16,334 16,334	3,000 3,000 29,500 29,500 2018 	2,000 3,000 3,000 3,000 29,500 2019 75,000 75,000 5,000 5,000 2019 90,000 8,000 2,000	3,000 3,000 29,500 425,500 425,500 25,500 2020 435,500 3,000 402,000	3,000 3,000 29,500 29,500 6,469 	3,000 3,000 29,500 20,500 2022 	3,000 3,000 29,500 29,500 2023 	3,000 3,000 29,500 29,500 2024 	3,000 3,000 29,500 29,500 2025 22,548 2,548 2,548 2,548 2,548 2,548 2,548	3,000 3,000 29,500 29,500 7,576 7,576 	3,000 3,000 29,500 29,500 2027 	3,000 3,000 29,500 2028 	3,000 3,000 29,500 29,500 2029 	2030 2030 2030 10,000 3,000 2,000 2,000 2,000 2,000	2031 2031 2031 2031 2031 2031 2031 2031	3,000 3,000 29,500 29,500 2032 	2033 2033 2033 10,000 3,000 2,000 2,000	2,000 3,000 3,000 29,500 2034 	2035 2035 2035 2035 2035 2035 2035 2035	2036 2036 2036 2036 2036 2036 2036 2036	40,00 60,00 60,00 590,00 TOTAL 568,19: 67,69: 400,00 25,500 75,000 TOTAL 30,000 18,000 12,500 TOTAL 798,19: 145,68: 440,000 125,500
Road Culverts Mains Basin Basin Pond es es es es es es es es placement Water Cap Asset Type placement Water Cap Asset Type placement Water Cap Asset Type Asset Type habilitation Water-Uni Asset Type habilitation Water-Uni Asset Type habilitation Water-Uni Asset Type heduled Water Cap Facilities & Compone Wells Hydrant Wells Hydrant Wells Hydrant Wells Hydrant Wells Hydrant Wells Hydrant Wells Hydrant Wells Hydrant Wells Hydrant Wells Hydrant Wells	3,000 3,000 29,500 ital - Uninflated 2017 16,334 16,334	3,000 3,000 29,500 29,500 2018 	2,000 3,000 3,000 29,500 2019 75,000 	3,000 3,000 29,500 425,500 425,500 25,500 2020 435,500 3,000 402,000	3,000 3,000 29,500 29,500 29,500 6,469 	3,000 3,000 29,500 29,500 2022 	3,000 3,000 29,500 29,500 2023 	3,000 3,000 29,500 29,500 2024 	3,000 3,000 29,500 29,500 2025 22,548 2,548 2,548 2,548 2,548 2,548 2,548	3,000 3,000 29,500 29,500 7,576 7,576 	3,000 3,000 29,500 29,500 2027 	3,000 3,000 29,500 2028 	3,000 3,000 29,500 29,500 2029 	2030 2030 2030 10,000 3,000 2,000 2,000 2,000 2,000	2031 14,766 14,766 14,766 2031 2031 2031 24,766 2,000 5,000	3,000 3,000 29,500 29,500 2032 	2033 2033 2033 10,000 3,000 2,000 2,000	2034 2034 2034 2034 2034 2034 2034 2034 2034 2034	2035 2035 2035 2035 2035 2035 2035 2035	2036 2036 2036 2036 2036 2036 2036 2036	40,00 60,00 60,00 590,00 TOTAL 568,19 67,69 400,00 25,50 75,00 TOTAL 30,00 18,00 12,50 TOTAL 798,19 145,69 440,00 125,50
Road Culverts Malins Basin Pond les Basin Pond les Ment are & Hardware Improvements Assets splacement Water Capita Asset Type Glacement Water Capita Asset Type Placement Water Capita Asset Type Asset Type Asset Type Chaclities & Componer Mains Facilities & Componer Mains Teachities & Componer Teach	3,000 3,000 29,500 ital - Uninflated 2017 16,334 16,334	3,000 3,000 29,500 29,500 2018 	2,000 3,000 3,000 29,500 2019 75,000 2019 5,000 5,000 5,000 2,000 5,000 75,000	3,000 3,000 29,500 425,500 425,500 25,500 	3,000 3,000 29,500 29,500 6,469 6,469 	2022	3,000 3,000 29,500 29,500 2023 	3,000 3,000 29,500 29,500 2024 	3,000 3,000 29,500 29,500 2025 22,548 22,548 	3,000 3,000 29,500 29,500 7,576 7,576 	3,000 3,000 29,500 29,500 2027 	3,000 3,000 29,500 29,500 2028 2028 2028 2028 2028 2028 2028 2	3,000 3,000 29,500 29,500 2029 	2030 2030 2030 2030 2030 2030 2030 2030	2031 2031 14,766 14,766 14,766 2031 2031 2031 2031 24,766 2,000 5,000	3,000 3,000 29,500 29,500 2032 	3,000 3,000 29,500 2033 	2034 2034 2034 2034 2034 2034 2034 2034 2034 2034	2035 	2036	TOTAL 568,19 707AL 568,19 60,00 590,00 TOTAL 568,19 67,68 400,00 25,5,00 TOTAL 30,00 12,00 TOTAL 798,19 145,68 440,00 125,50 87,00
Road Culverts Mains Basin Pond les Basin Pond les Ment Alardware les Improvements Assets eplacement Water Cap Asset Type eplacement Water Cap Facilities & Compone Mains Hydrant Wells Asset Type ehabilitation Water-Uni Asset Type habilitation Water-Uni Asset Type habilitation Water-Uni Asset Type habilitation Water-Uni Facilities & Compone Mains Facilities & Compone Mains Hydrant Wells Asset Type Cheduled Water Capital Asset Type Cheduled Wat	3,000 3,000 29,500 sital - Uninflated 2017 16,334	3,000 3,000 29,500 29,500 2018 	2,000 3,000 3,000 29,500 2019 75,000 75,000 5,000 5,000 5,000 10,000 75,000 2019 10,000	3,000 3,000 29,500 2020 425,500 - 400,000 25,500	3,000 3,000 29,500 29,500 29,500 6,469 	3,000 3,000 29,500 29,500 2022 	3,000 3,000 29,500 29,500 2023 	3,000 3,000 29,500 2024	3,000 3,000 29,500 29,500 2025 22,548 22,548 2,548 2,548 2,548 2,548 2,548 2,548 2,548 2,000 5,000 5,000	3,000 3,000 29,500 29,500 7,576 7,576 5,000 5,000 5,000 2026 22,576 15,576 2,000 5,000 	3,000 3,000 29,500 29,500 2027 	3,000 3,000 29,500 2028 	3,000 3,000 29,500 29,500 2029 	2030 2030 10,000 5,000 10,000	2031 2031 2031 2031 2031 2031 2031 2031	3,000 3,000 29,500 29,500 2032 	3,000 3,000 29,500 2033	2,000 3,000 3,000 29,500 2034	2035 	2036	40.0 60.0 60.0 60.0 60.0 590.0 TOTAL 568,11 67.6(400.0) 125,5(75.00 TOTAL 30,0(12,0(140.0) 12,0(140.0) 140.00 170.
s Road Culverts n Mains n Basin n Pand n Pand les n Pasin n Pond les soment ware & Hardware Improvements Assets eplacement Water Cap Asset Type Replacement Water Cap Facilities & Componer ir Mains r Hydrant r Walins r Hydrant r Wells r Facilities & Componer ir Facilities & Componer ir Facilities & Componer ir Facilities & Componer ir Facilities & Componer ir Mains r Hydrant r Wells r Hydrant r Wells r Hydrant r Wells r Hydrant r Wells r Facilities & Componer ir Facilities & Componer ir Hydrant r Wells r Facilities & Componer ir Hydrant r Wells r Facilities & Componer ir Hydrant r Wells R Componer ir Hydrant r Wells R Componer ir Hydrant r Hydrant r Hydrant r Facilities & Componer ir Hydrant r Facilities & Componer ir Hydrant r Facilities & Componer ir Faciliti	3,000 3,000 29,500 ital - Uninflated 2017 16,334	3,000 3,000 29,500 29,500 2018 	2,000 3,000 3,000 29,500 2019 75,000 75,000 5,000 5,000 9,000 8,000 8,000 5,000 75,000 75,000	3,000 3,000 29,500 425,500 425,500 25,500 2,000 435,500 3,000 402,000 402,000 3,000 402,000 3,00	3,000 3,000 29,500 29,500 29,500 6,469 	3,000 3,000 29,500 2022 	3,000 3,000 29,500 29,500 2023 	3,000 3,000 29,500 2024	3,000 3,000 29,500 29,500 2025 22,548 2,548 2,548 2,548 2,548 2,548 2,548 2,548 2,548 2,000 5,000	3,000 3,000 29,500 29,500 7,576 7,576 5,000 5,000 5,000 5,000 5,000 5,000 5,000 5,000	3,000 3,000 29,500 29,500 2027 	3,000 3,000 29,500 2028 2028 2028 2028 2028 2028 2028 2	3,000 3,000 29,500 2029 	2030 2030 10,000 5,000 5,000 2030 2030 2030 2030 2030 2030 2030	2031 2031 14,766 14,766 17,766 2031 2031 2031 2031 2031 2031 2031 2031 2031	3,000 3,000 29,500 29,500 2032	2033 2033 10,000 5,000 5,000 5,000 2	2,000 3,000 3,000 29,500 2034	2035 2035 2035 2035 2035 2035 2035 2035	2036 2036 2036 2036 2036 2036 2036 2036 2036 2036 2000 5,000	40.0 60.0 60.0 60.0 590.0 TOTAL 568,11 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60
s Road Culverts in Mains in Mains in Basin in Pand in Pond cles in Pond cles in Pond cles in Pond in Pond cles in Pond in Pond cles in Pond in	3,000 3,000 29,500 sital - Uninflated 2017 16,334	3,000 3,000 29,500 29,500 2018 	2,000 3,000 3,000 3,000 29,500 2019 75,000 2019 2019 2019 2019 2019 2019 2019	3,000 3,000 29,500 2020 425,500 425,500 25,500 2,	3,000 3,000 29,500 29,500 6,469 6,469 2021 20,000 8,000 12,000 12,000 12,000 12,000 12,000 12,000	3,000 3,000 29,500 2022 	3,000 3,000 29,500 29,500 2023 	3,000 3,000 29,500 2024	3,000 3,000 29,500 2025 22,548 2,548 2,548 2,548 2,548 2,548 2,548 2,548 2,548 2,548 2,548 2,548 2,548 2,548 2,548 2,548 2,000 3,000 3,000	3,000 3,000 29,500 29,500 7,576 7,576 5,000 5,00	3,000 3,000 29,500 29,500 2027 	3,000 3,000 29,500 2028 	3,000 3,000 29,500 2029 	2030 2030 10,000 5,000 10,000 10,000 3,000 10,000 3,000 10,000 3,000 10,000 3,000 10,0	2031 14,766 14,766 1	3,000 3,000 29,500 29,500 2032 	2033 2033 10,000 5	2,000 3,000 3,000 29,500 2034	2035 2035 2035 2035 2035 2035 2035 2035 2035 2035 2035 10,000 10,000 10,000 2,000 3,000 5,000	2036 	40,00 60,00 60,00 590,00 TOTAL 568,19: 67,69: 400,000 25,500 75,000 TOTAL 30,000 12,5,000 TOTAL 798,19: 145,69: 440,000 125,500 87,000
ss Road Culverts m Mains h Basin m Mains h Basin m Pond icles ipment ware & Hardware d Improvements r Assets Replacement Water Cap Asset Type Replacement Water of er Facilities & Componer Mains er Hydrant er Wells	3,000 3,000 29,500 sital - Uninflated 2017 16,334	3,000 3,000 29,500 29,500 2018 	2,000 3,000 3,000 29,500 2019 75,000 2019 5,000 5,000 5,000 2000 75,000 2019 10,000 3,000 2,000 3,000 2,000	3,000 3,000 29,500 2020 425,500 - 400,000 25,500	3,000 3,000 29,500 29,500 29,500 6,469 	3,000 3,000 29,500 29,500 2022 	3,000 3,000 29,500 2023	3,000 3,000 29,500 2024	3,000 3,000 29,500 2025 22,548 22,548 2,548 2,548 2,548 2,548 2,000 5,000 5,000 1,000 3,000 2,000	3,000 3,000 29,500 2026 7,576 7,576 5,000 5,000 5,000 2026 20,500 10,000 3,000 3,000 3,000	3,000 3,000 29,500 29,500 29,500 2027 	3,000 3,000 29,500 2028	3,000 3,000 29,500 29,500 2029 	2030 2030 2030 10,000 5,000 5,000 2,000 3,000 2,000 2,000 2,000 3,000 2,	2031 2031 2031 2031 2031 2031 2031 2031	3,000 3,000 29,500 29,500 2032	3,000 3,000 29,500 2033	2034 2034 2034 10,000 2,000 2,000 2,000 2,000 2,000 2,000 2,000 2,000	2035 2035 2035 2035 2035 2035 2035 2035 10,000 2,000 3,000 2,000 2,000 3,000 2,	2036	TOTAL TOTAL TOTAL 30,01 140,00 TOTAL TOTAL 30,01 140,00 150,00 TOTAL

ax Supported Assets Iflation Factor	100.0%	102.0%	104.0%	106.1%	108.2%	110.4%	112.6%	114.9%	117.2%	119.5%	121.9%	124.3%	126.8%	129.4%	131.9%	134.6%	137.3%	140.0%	142.8%	145.7%	
Asset Type	2017 690,549	2018 237.425	2019 483,786	2020 826.618	2021 730.100	2022 1.137.809	2023 884.557	2024 1,404,386	2025 398.364	2026 1,262,656	2027 823,327	2028 583.021	2029 822,582	2030 284,593	2031 659,916	2032	2033 904,531	2034	2035 681.125	2036 1,481,256	TOTAL 15,722
Road Surface - Asphalt Road Surface - Gravel	150,000	153,000	208,080 156,060	191,548 159,181	275,479 162,365	607,244 165,612	174,555 168,924	574,343 172,303	187,466 175,749	250,252 179,264	390,078 182,849	186,506	515,667 190,236	194,041	197,922	457,595 201,880	205,918	210,036	214,237	218,522	3,832 3,644
Road Base Bridge & Culverts	130,000	51,000	62.424	451,013	102,303	100,012	450,465	114,869	173,748	268,896	102,049	100,000	180,230	184,041	101,022	201,000	203,310	210,030	214,237	539,020	1,937
Facilities Signs	23,000 10,000	10,200	10,404	10,612	10,824	3,312 11,041	11,262	160,816 11,487	11,717 11,717	11,951	12,190	12,434	12,682	19,404 12,936	13,195	4,038 13,459	61,775 13,728	14,002	11,426 14,282	14,568	295
Barriers Street Lights	-		-	-			-	-	-	-	-	-	-		-	-	-	6,506	6,636	6,769	19
Cross Road Culverts Storm Mains	10,000	10,200	10,404	10,612	10,824	11,041	11,262	11,487	11,717	11,951	12,190	12,434	12,682	12,936	13,195	13,459	13,728	14,002	14,282	14,568	242
Catch Basin Storm Pond	-		-	-	- :			- :		-	-	- :		-					- :	-	
Vehicles Equipment	425,000	- :	36,414	- :	270,608	276,020 27,602	39,416 11,262	287,171 69,613	- :	507,914	42,665 36,570	310,844 6,217	50,730	45,276	409,038	383,572 26,917	583,434	- 844	407,050 12,140	619,145	4,649 236
Software & Hardware Land Improvements	32,549 40,000	13,025		3,652	- :	35,937	17,412	2,297	- :	2,550 29,877	37,076 109,709	23,502 31,084	2,536 38,047	- :	2,815 23,751	40,935	25,948	2,800 35,706	1,071	3,108 65,557	24 37
nflation Factor	100.0%	102.0%	104.0%	106.1%	108.2%	110.4%	112.6%	114.9%	117.2%	119.5%	121.9%	124.3%	126.8%	129.4%	131.9%	134.6%	137.3%	140.0%	142.8%	145.7%	
Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL
apital Rehab & Maint Inflated Road Surface - Asphalt	261,000 200,000	441,660	10,404	-	43,297	104,888	-	-	-	95,607	70,702	40,410	-	1,294	54,099	1,346	1,373	1,400	1,428	1,457	1,13
Road Surface - Gravel Road Base	-	- :	- :	- :	- :			- :			-			- :	- :	- :		-			
Bridge & Culverts Facilities	39,000 12,000	441,660	10,404	-	- :	104,888		-		-	70,702	40,410		-	-			-			70
Signs Barriers	-	- :	-	-	- :	-	- :	- :		-	-	-	-	-	- :	-	-	-	- :	-	
Street Lights Cross Road Culverts	-				- :				-				-	1,294	1,319	1,346	1,373	1,400	1,428	1,457	
Storm Mains Catch Basin				-			= =		-	-	-	-	-					-	-		
Storm Pond Vehicles	-	-	-		43,297	-	-		-	95,607	-				52,779	-		-	-	-	1
Equipment Software & Hardware	10,000	-	-	-		-		-	-	-	-	-	-	-	-		-	-		-	
Land Improvements flation Factor	100.0%	102.0%	104.0%	106.1%	108.2%	110.4%	112.6%	114.9%	117.2%	119.5%	121.9%	124.3%	126.8%	129.4%	131.9%	134.6%	137.3%	140.0%	142.8%	145.7%	
Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTA
otal Scheduled Capital - Inflated	1,344,049	1,104,935	907,749	1,232,530	1,198,252	1,665,008	1,326,575	1,843,758	858,240	1,815,386	1,372,484	1,142,539	1,320,367	780,692	1,258,299	1,657,996	1,444,722	827,891	1,243,140	2,039,943	26,38
Road Surface - Asphalt Road Surface - Gravel	253,000 320,000	89,760 326,400	263,221 332,928	247,792 339,587	332,848 346,378	665,761 353,306	234,242 360,372	635,223 367,579	249,563 374,931	313,592 382,430	454,685 390,078	109,417 397,880	582,884 405,837	68,561 413,954	69,932 422,233	528,926 430,678	72,758 439,291	74,213 448,077	75,697 457,039	77,211 466,180	5,39 7,77
Road Base Bridge & Culverts	40,000 89,000	40,800 533,460	41,616 124,848	42,448 493,462	43,297 54,122	44,163 149,051	45,046 506,773	45,947 160,816	46,866 58,583	47,804 316,700	48,760 131,651	49,735 90,145	50,730 63,412	51,744 51,744	52,779 65,974	53,835 53,835	54,911 68,639	56,010 56,010	57,130 71,412	58,272 597,293	97 3,73
Facilities Signs	72,000 10,000	37,740 10,200	38,495 10,404	39,265 10,612	40,050 10,824	44,163 11,041	41,668 11,262	203,317 11,487	55,068 11,717	44,218 11,951	45,103 12,190	46,005 12,434	46,925 12,682	67,268 12,936	48,821 13,195	53,835 13,459	112,568 13,728	51,809 14,002	64,271 14,282	53,902 14,568	1,20
Barriers Street Lights	5,000	5,100	5,202	5,306	5,412	5,520	5,631	5,743	5,858	5,975	6,095	6,217	6,341	6,468 1,294	6,597 1,319	6,729 1,346	6,864 1,373	13,507 1,400	13,777 1,428	14,053 1,457	14
Cross Road Culverts Storm Mains	10,000	10,200	10,404 5,202	10,612	10,824	11,041	11,262	11,487	11,717	11,951	12,190	12,434	12,682	12,936	13,195 26,390	13,459	13,728	14,002 7,001	14,282	14,568	24
Catch Basin	2,000	2,040	2,081	2,122	2,165	2,208	2,252	2,297	2,343	2,390	2,438	2,487	2,536	2,587	2,639	2,692	2,746	2,800	2,856	2,914	4
Vehicles	425,000	- :	36,414		313,905	276,020	39,416	287,171		603,522	42,665	310,844	50,730	-	461,818	383,572	583,434		407,050	619,145	4,84
Equipment Software & Hardware	13,000 35,549	3,060 16,085	3,121 3,121	3,184 6,835	3,247 3,247	30,914 39,249	14,640 20,790	73,059 5,743	3,515 3,515	3,585 6,135	40,227 40,733	9,947 27,232	3,805 6,341	49,157 3,881	3,958 6,774	30,955 44,972	4,118 30,067	5,044 7,001	16,425 4,285	4,370 7,479	31 31
Land improvements	69,500	30,090	30,692	31,306	31,932	32,570	33,222	33,886	34,564	65,133	145,670	67,764	75,460	38,161	62,675	39,703	40,497	77,013	43,204	108,532	1,091
evels of Service Costs - Inflated Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL
otal Scheduled Capital - Inflated	392,500	425,850	413,559	405,912	424,855	422,311	442,019	439,372	459,876	457,123	478,455	519,109	497,785	494,805	544,285	514,795	538,818	542,594	560,587	557,230	9,53
Road Surface - Asphalt Road Surface - Gravel	53,000 170,000	89,760 173,400	55,141 176,868	56,244 180,405	57,369 184,013	58,516 187,694	59,687 191,448	60,880 195,277	62,098 199,182	63,340 203,166	64,607 207,229	109,417 211,374	67,217 215,601	68,561 219,913	69,932 224,311	71,331 228,798	72,758 233,374	74,213 238,041	75,697 242,802	77,211 247,658	1,3 4,1
Road Base Bridge & Culverts	40,000 50,000	40,800 40,800	41,616 52,020	42,448 42,448	43,297 54,122	44,163 44,163	45,046 56,308	45,947 45,947	46,866 58,583	47,804 47,804	48,760 60,950	49,735 49,735	50,730 63,412	51,744 51,744	52,779 65,974	53,835 53,835	54,911 68,639	56,010 56,010	57,130 71,412	58,272 58,272	9 1,0
Facilities Signs	37,000	37,740	38,495	39,265	40,050	40,851	41,668	42,501	43,351	44,218	45,103	46,005	46,925	47,863	48,821	49,797	50,793	51,809	52,845	53,902	8
Barriers Street Lights	5,000	5,100	5,202	5,306	5,412	5,520	5,631	5,743	5,858	5,975	6,095	6,217	6,341	6,468	6,597	6,729	6,864	7,001	7,141	7,284	1
Cross Road Culverts			- :	- :		-	- :	:				- :		- :		- :				- :	
Storm Mains Catch Basin	2,000	2,040	5,202 2,081	2,122	2,165	2,208	2,252	2,297	2,343	2,390	2,438	2,487	2,536	2,587	26,390 2,639	2,692	2,746	7,001 2,800	2,856	2,914	
Storm Pond Vehicles	- :		-	-		-	-		-	-	-	-	-	-		-	-	-	-	-	
Equipment Software & Hardware	3,000 3,000	3,060 3,060	3,121 3,121	3,184 3,184	3,247 3,247	3,312 3,312	3,378 3,378	3,446 3,446	3,515 3,515	3,585 3,585	3,657 3,657	3,730 3,730	3,805 3,805	3,881 3,881	3,958 3,958	4,038 4,038	4,118 4,118	4,201 4,201	4,285 4,285	4,370 4,370	
Land Improvements	29,500	30,090	30,692	31,306	31,932	32,570	33,222	33,886	34,564	35,255	35,960	36,680	37,413	38,161	38,925	39,703	40,497	41,307	42,133	42,976	7
ater Assets tal Replacement Water Capital - Uninflate																					
Asset Type otal Replacement Water Capital - Uninf	2017 la 16,334	2018	2019 78,030	2020 451,544	7,003	2022	2023	2024	2025 26,419	2026 9,054	2027	2028	2029	2030	2031 19,483	2032	2033	2034	2035	2036	TOTA 6
Water Facilities & Components Water Mains	16,334			424,483	7,003				26,419	9,054	-				19,483						4:
Water Hydrant Water Wells		- :	78,030	27,061	- :		-	:			- :	- :	-	- :	- :	- :	-	- :	- :	- :	
					-		-	-	-			-		-	-	-	-	-		-	
atal Rehabilitation Water- Uninflated Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTA
otal Rehabilitation Water- Uninflated Water Facilities & Components	-	-	5,202 5,202	-	21,649 8,659		-	-	-	5,975 5,975	-	-	-	-	-			-	-		
Water Mains Water Hydrant		-			-					5,975	-										
Water Hydrant Water Wells					12,989								-								
tal Scheduled Water Capital - Uninflated																					
Asset Type otal Scheduled Water Capital - Uninflat	2017 ed 26,334	2018 10,200		2020 462,156	2021 39,476	2022 11,041	2023 11,262	2024 11,487	2025 38,135	2026 26,980	2027 12,190	2028 12,434	2029 12,682	2030 12,936	2031 32,678	2032 13,459	2033 13,728	2034 14,002	2035 14,282	2036 14,568	ATOT 8
Water Facilities & Components	19,334	3,060	8,323	3,184	18,909	3,312	3,378	3,446	29,934	18,614	3,657	3,730	3,805	3,881	23,441	4,038	4,118	4,201	4,285	4,370	1
Water Mains Water Hydrant	2,000 5,000	2,040 5,100	2,081 5,202	426,606 32,367	2,165 5,412	2,208 5,520	2,252 5,631	2,297 5,743	2,343 5,858	2,390 5,975	2,438 6,095	2,487 6,217	2,536 6,341	2,587 6,468	2,639 6,597	2,692 6,729	2,746 6,864	2,800 7,001	2,856 7,141	2,914 7,284	- 1
Nater Wells		- :	78,030		12,989		- :														
ater Levels of Service																					
Asset Type	2017	2018	2019 10.404	2020 10.612	2021 10.824	2022	2023	2024	2025 11,717	2026 11.951	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	тот
Asset Type tal Scheduled Water LOS - Uninflated Water Facilities & Components	10,000 3,000	10,200 3,060	10,404 3,121	10,612 3,184	10,824 3,247	11,041 3,312	11,262 3,378	11,487 3,446	11,717 3,515	11,951 3,585	12,190 3,657	12,434 3,730	12,682 3,805	12,936 3,881	13,195 3,958	13,459 4,038	13,728 4,118	14,002 4,201	14,282 4,285	14,568 4,370	
ater Levels of Service Asset Type stal Scheduled Water LOS - Uninflated Water Facilities & Components Water Mains Water Hydrant Water Wells	10,000	10,200	10,404	10,612	10,824	11,041	11,262	11,487	11,717	11,951	12,190	12,434	12,682	12,936	13,195	13,459	13,728	14,002	14,282	14,568	TO

2016 Asset Management Plan Scheduled Capital Replacement - Uninflated Scenario 2

Capital Start \$1,000,000

Tax Supported Assets

	,																				
Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL
Scenario 2a - \$1,000,000 + 0.5%	1,000,000	1,009,000	1,018,000	1,027,000	1,036,000	1,045,000	1,054,000	1,063,000	1,072,000	1,081,000	1,090,000			1,117,000	1,126,000		1,144,000	1,153,000	1,162,000		21,710,000
Scenario 2b - \$1,000,000 + 1%	1,000,000	1,018,000	1,036,000	1,054,000	1,072,000	1,090,000	1,108,000	1,126,000	1,144,000	1,162,000	1,180,000	1,198,000	1,216,000	1,234,000	1,252,000	1,270,000	1,288,000	1,306,000	1,324,000	1,342,000	23,420,000
																					-
																					1
																					1
																					1
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2016 Asset Management Plan Scheduled Capital Replacement - Inflated Scenario 2: Capital Phased-In Approach - Medium Deferral (Recommended)

Tax Supported Assets

104.0% Inflation Factor 100.0% 102.0% 106.1% 108.2% 110.4% 112.6% 126.8% 129.4% 131.9% 137.3% 140.0% 142.8% 145.7% 114.9% 117.2% 119.5% 121.9% 124.3% 134.6%

Asset Type	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL
Scenario 2a	1,000,000	1,029,180	1,059,127	1,089,861	1,121,400	1,153,764	1,186,975	1,221,053	1,256,019	1,291,895	1,328,704	1,366,468	1,405,212	1,444,959	1,485,733	1,527,561	1,570,467	1,614,478	1,659,622	1,705,926	26,518,404
Scenario 2b	1,000,000	1,038,360	1,077,854	1,118,513	1,160,367	1,203,448	1,247,788	1,293,420	1,340,378	1,388,698	1,438,413	1,489,562	1,542,182	1,596,311	1,651,987	1,709,253	1,768,148	1,828,715	1,890,998	1,955,041	28,739,437