Tarbutt Township
Asset Management Plan

December 8, 2025

Agile
INFRASTRUCTURE

Asset Management Plan Revision Log

Date	Description
December 8, 2025	Initial Submission

This document is an output of a corporate management system which function continuously. AMP information is updated as work is planned, tendered and completed. Updated AMPs are issued regularly to support budget processes and infrastructure-related decisions

We look forward to helping you build a community that meets your objectives.

Nick Larson, P.Eng.
President

Agile Infrastructure Limited

Justin-Peter Stefanizzi, CPA, CBV
President

SVF Advisory Inc.

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1 Introduction

1.1 Overview

This Asset Management Plan (AMP) builds a structured relationship between infrastructure spending and asset performance. Periodic updates ensure it reflects changing circumstances and actively supports infrastructure decision-making processes.

1.2 Asset Performance Overview

The definition of Asset Performance is "the ability of an asset to fulfill the organization's objectives or requirements".

The performance of an asset directly relates to the level of service it provides:

- An asset in the good performance category is one which is meeting the expectations of the community (i.e. providing an appropriate level of service) with none or few performance deficiencies;
- An asset in the fair performance category is one which has some or many performance deficiencies, but is still meeting the expectations of the community (i.e. providing an appropriate level of service); and,
- An asset in the poor performance category is one which is not meeting expectations (i.e. not providing an appropriate level of service) and requires spending to have it meet expectations.

The community's asset performance expectations balance costs and affordability and are therefore unique to each community based on its infrastructure inventory, financial status and community/corporate priorities.

1.3 Provincial Asset Management Planning Requirements

The governing regulation for AMPs in Ontario is Regulation 588/17. The following points summarize the requirements of the regulation:

- The Township is required to have an AM policy to articulate specific principles and commitments that will guide decision around when, why and how to spend money on infrastructure assets.
- The AMP is required to be inclusive of all infrastructure assets owned by the Township.
- The AMP is required to establish the spending that is required to maintain the current asset performance levels.
- If the current asset performance levels differ from the Township's desired asset performance expectations, the AMP is required to establish:
    - The spending that is required to achieve the desired asset performance expectations; and
    - The financial strategy to fund the required spending.

1.4 AMP Development Approach

This AMP aligns with Ontario Regulation 588/17 Asset Management Planning for Municipal Infrastructure and the international standard for infrastructure asset management (ISO 55000).

The development of this AMP leverages the Township's best available asset and financial information, staff input, subject matter expert professional judgement, and AM best practices to complete the following steps:

1. Develop a complete listing of infrastructure assets to be included in the AMP.
2. Assess current performance (level of service) of the assets based on existing information.
3. Prepare an asset lifecycle management strategy (i.e. spending plan) that maintains the current performance of the Township's infrastructure assets.
4. If current performance is not sufficient, prepare an alternative spending plan that achieves the desired performance of the infrastructure assets.
5. Establish a financial strategy to fund the spending necessary to maintain current or achieve desired asset performance objectives.

1.5 Updating the Asset Management Plan

A periodic update to the AMP ensures it reflects the latest information and responds to evolving asset performance expectations in the community. Ideally, this update occurs annually in conjunction with the Township's budget processes, or more frequently if required to support funding applications.

1.6 Asset Management Plan Scope

This AMP includes all of the assets owned by the Township.

1.7 Population Growth History

The Township's population decreased from 1996 to 2011, before seeing an increase of over 40% from 2011 to 2021, as shown in ***Table 1***. The population growth trends will be monitored closely to understand if this level of population increase is maintained.

Table 1: Population History

YEAR	POPULATION*
2001	446
2006	388
2011	396
2016	534
2021	573

**Population from Statistics Canada.*

2 Overview of Asset Portfolio

The infrastructure portfolio has an estimated replacement value of approximately $43 million, as shown in Figure 1.

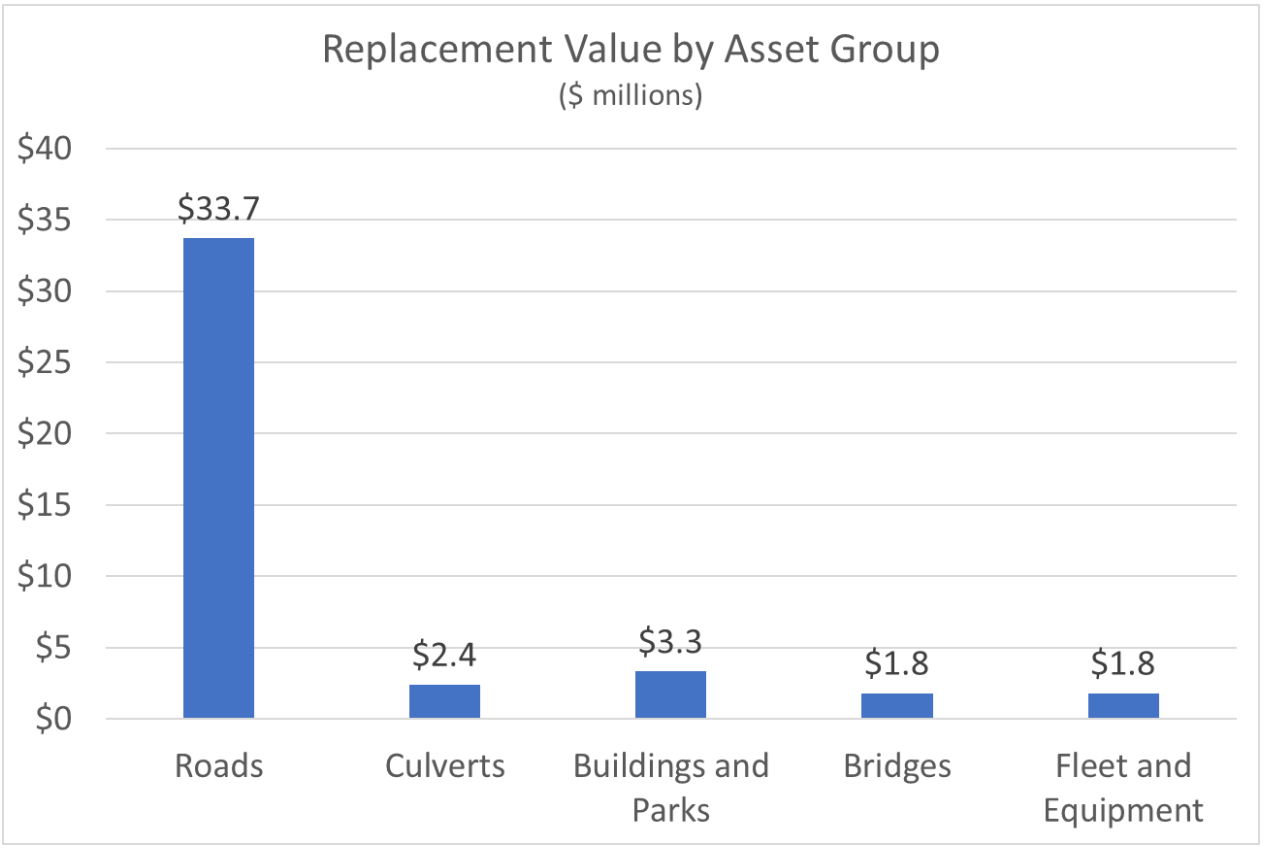


Figure 1: Infrastructure Portfolio

Note: Actual costing values are subject to market forces at the time of infrastructure construction / improvement activity, thus above values are based on historical averages and industry standards.

The following provides a summary of the assets in each group:

- Roads – 46 km of roads
- Culverts - 122 road cross culverts
- Building and Parks – 12 Township facilities and park sites
- Bridges – 5 bridges (a culvert with a span over 3.0 m is considered a bridge)
- Fleet – 13 vehicles or pieces of equipment

3 Asset Performance Assessment

As described in **Section 1**, the new landscape of infrastructure asset management that aligns with ISO 55000 defines asset performance as the ability for an asset to fulfill its objectives or requirements. This means that the performance of an asset is proportional to the level of service it provides. Levels of service are also at the core of O.Reg. 588/17, which requires municipalities to understand the cost to achieve higher or lower levels of service.

3.1 Measuring Asset Performance

The Township's asset inventory contains performance information for all infrastructure assets. This includes information related to both asset condition and asset function. The performance information is collected from a variety of sources, ranging from sophisticated technologies that investigate the assets to visual observations from qualified professionals.

All asset performance data combines with the professional judgment of subject matter experts to establish the current performance of each asset as defined in ***Table 2*** below.

Table 2: Asset Performance Rating Descriptions

Performance Category	Description	State of Asset
Good	Asset performance meets or exceeds its objectives/requirements.	No Deficiencies
Fair	Asset performance is nearing the point where it will not meet its objectives/requirements.	Has Deficiencies
Poor	Asset performance is not meeting its objectives/requirements.	Requires Treatment (Spending)

3.2 Current Asset Performance

Figure 2 and ***Table 3*** provide the current performance distribution of each asset group. The total replacement cost of the assets in the poor performance category is approximately $8 million, which represents approximately 18% of the total asset portfolio. Figure 3 provides a map of the current road and culvert performance.

Note that the spending required to restore these assets to the good performance category is not equal to the replacement costs, since some assets only require rehabilitation while others require replacement with a more expensive asset.

The performance category of each asset updates on a continual basis to reflect actual spending on assets, new asset data, and changing asset performance objectives or requirements.

Appendix A provides performance metrics for each asset group. **Appendix C** indicates the performance category and performance rationale for each asset.

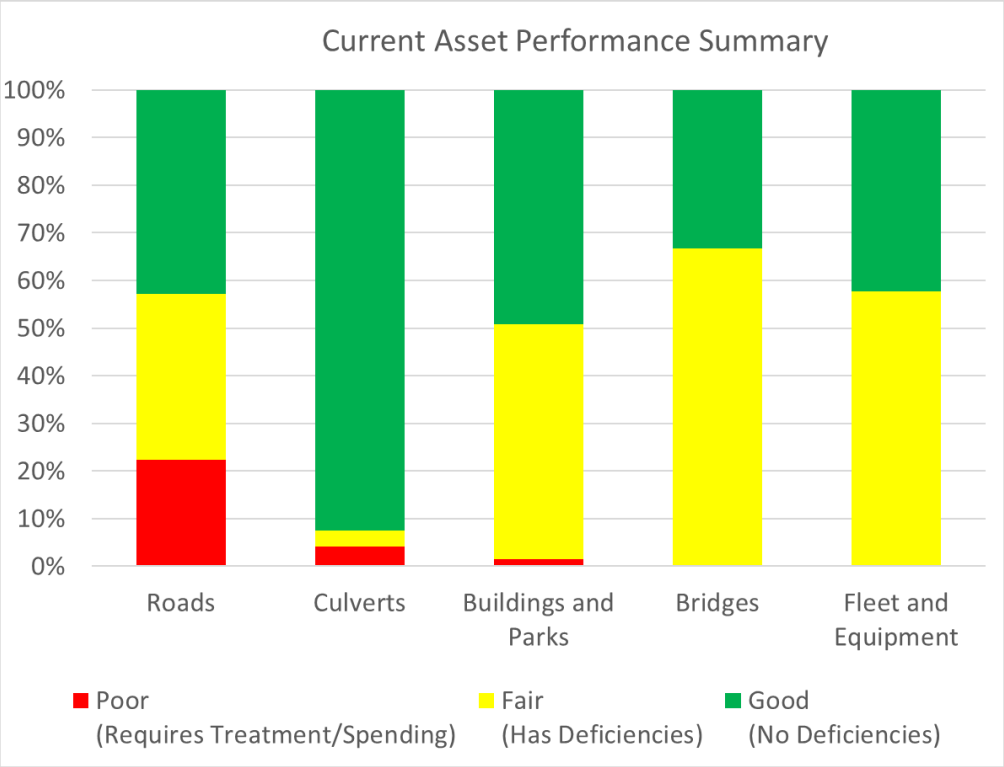


Figure 2: Current Asset Performance Distribution by Asset Group

Table 3: Current Asset Performance by Replacement Value and Asset Group

	Asset Performance Distribution by Replacement Cost				
	Good (No Deficiencies)	**Fair (Has Deficiencies)**	**Poor (Requires Treatment/Spending)**	**Total**	**% in Poor Performance Category**
Roads	$14,434,271	$11,709,866	$7,552,995	**$33,697,132**	**22%**
Culverts	$2,221,000	$80,000	$100,000	**$2,401,000**	**4%**
Buildings and Parks	$1,630,000	$1,640,000	$50,000	**$3,320,000**	**2%**
Bridges	$600,000	$1,200,000	$0	**$1,800,000**	**0%**
Fleet and Equipment	$760,550	$1,035,375	$0	**$1,795,925**	**0%**
Total	**$19,645,821**	**$15,665,241**	**$7,702,995**	**$43,014,057**	**18%**
% of Total	**46%**	**36%**	**18%**	**100%**	

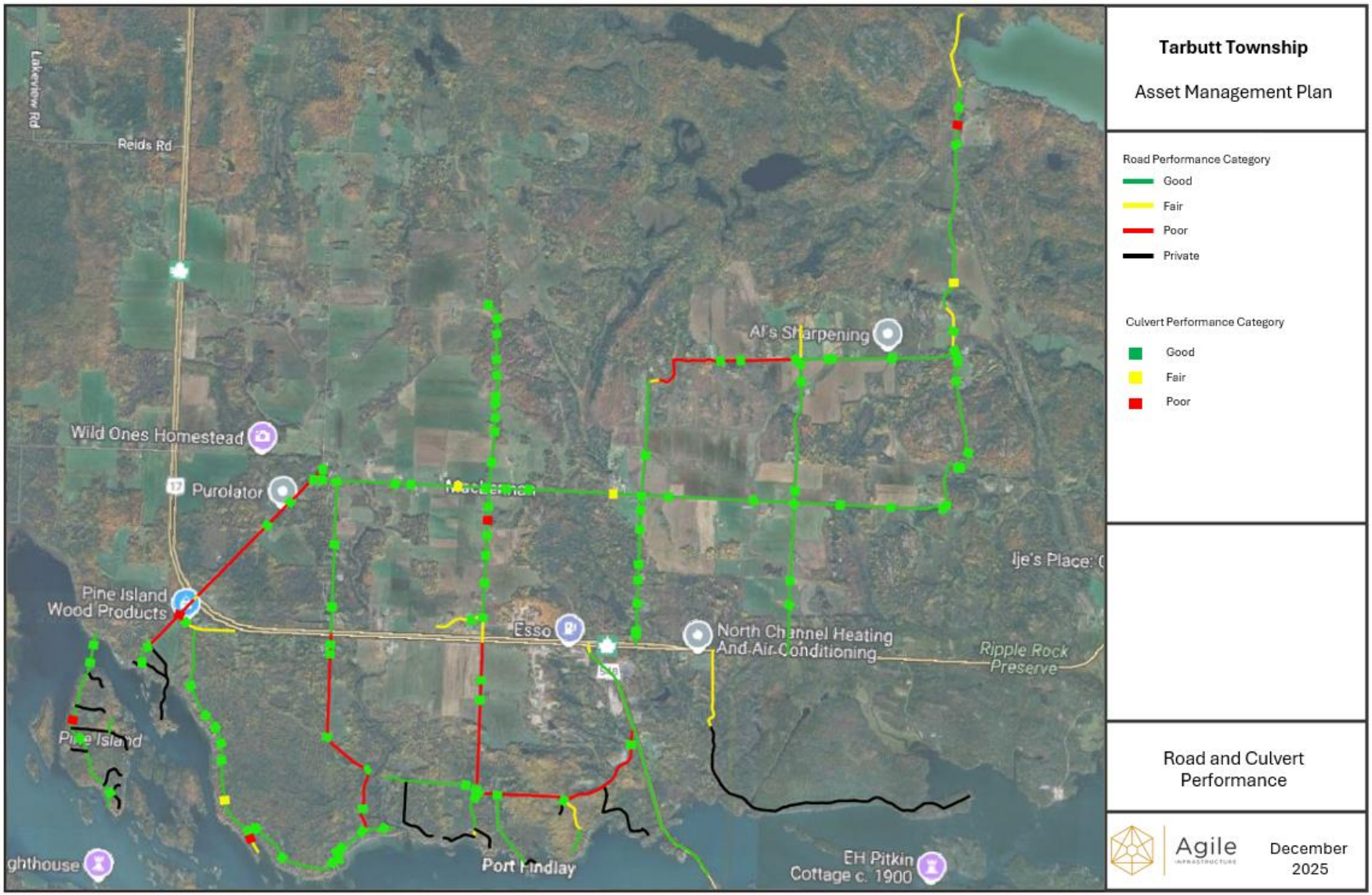


Figure 3: Current Road and Culvert Performance

4 Asset Lifecycle Management

4.1 Asset Lifecycle Activities Overview

Table 4 provides an overview of typical asset lifecycle activities applied to public infrastructure. The Township completes a range of activities depending on the nature of the assets group and unique circumstances of each asset.

The spending forecasts in this section represent a combination of major maintenance, rehabilitation and replacement treatments. Appendix B provides the Township's latest capital plan and Appendix D contains the detailed planned spending program for all asset groups.

Table 4: Typical Asset Lifecycle Activities

Lifecycle Activity	Description
Operational	Operational activities, routine preventative maintenance
(Major) Maintenance	Repairs and component replacement to maintain asset performance, typically costing between 5-10% of asset replacement value.
Rehabilitation	Project to extend asset service life, typically costing between 15%-40% of asset replacement value.
Replacement	A project resulting in a replacement of an asset with one asset that meets top industry and community expectations.
New Asset	Construction or purchase of new assets that results in net growth of the asset inventory and an enhancement in service levels provided to the community.

4.2 Spending and Performance Forecast Approach

The analysis approach involves connecting real planned projects against specific assets where feasible and iteratively adjusting annual spending levels until the forecasted performance distribution will be relatively stable (i.e. the proportion of the asset network in the poor performance category is consistent).

For example, **Figure 4** shows a scenario where there is not sufficient spending, resulting in the proportion of assets in the poor performance category increasing from 20% in 2025 to 100% in 2045. This indicates that additional spending is required to maintain asset performance to a suitable level. The analysis is repeated until there is a performance forecast that meets the desired objectives.

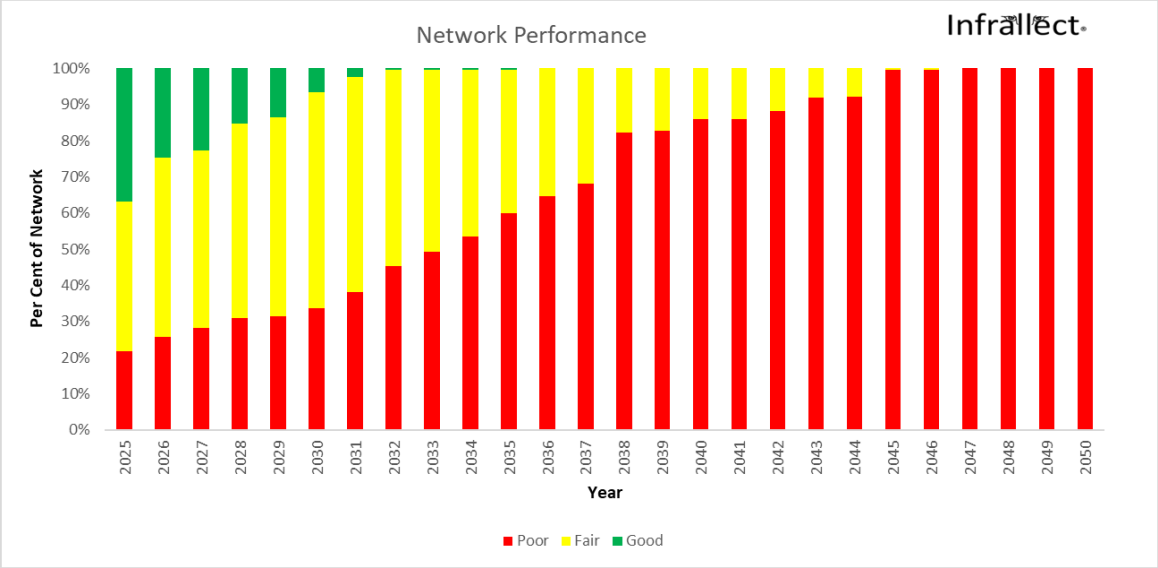


Figure 4: Sample Performance Forecast

4.3 Spending and Performance Forecast Results

4.3.1 Current versus Desired Asset Performance Expectations

As summarized in **Section 3**, there are approximately 18% of assets in the poor performance category across all asset groups. This ranges from as little as 0% to as high as 22% in the poor performance category depending on the asset group.

The desired infrastructure performance objective is to generally maintain the current asset performance (i.e. to have less than or equal to 18% of assets in the poor performance category by 2036 across all asset groups), with approximately the same level of deficiencies resulting in an asset being in the poor performance category.

This objective is supported by a resident engagement survey, which solicited input from residents and concluded that there was general agreement that the current performance of the Township's infrastructure is appropriate.

Refer to **Appendix A** for the desired performance expectations for each asset group and summary results of the resident survey.

4.3.2 Individual Asset Group Results

Figure 5 to Figure 9 provide the performance forecasts for each asset group and the spending required to achieve the desired performance forecast.

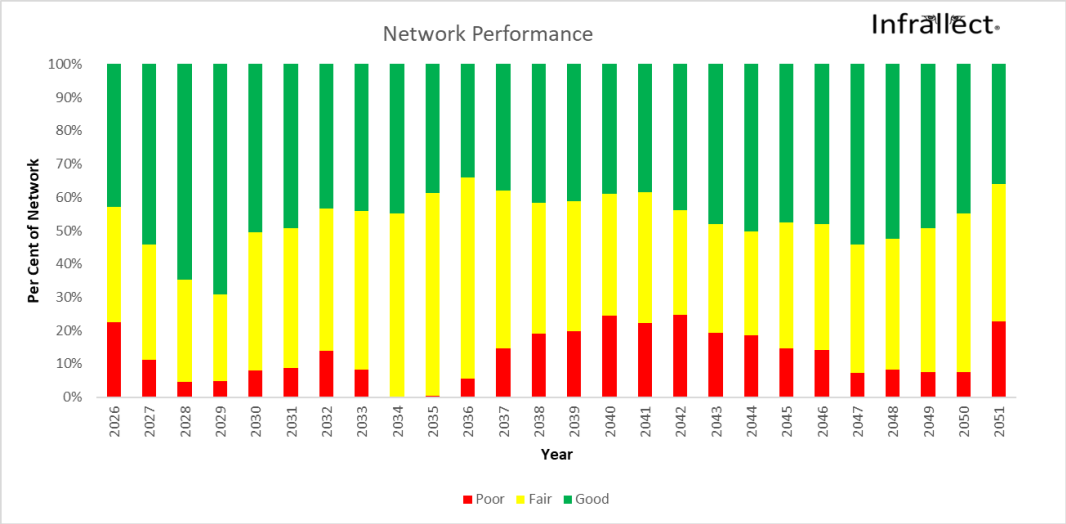
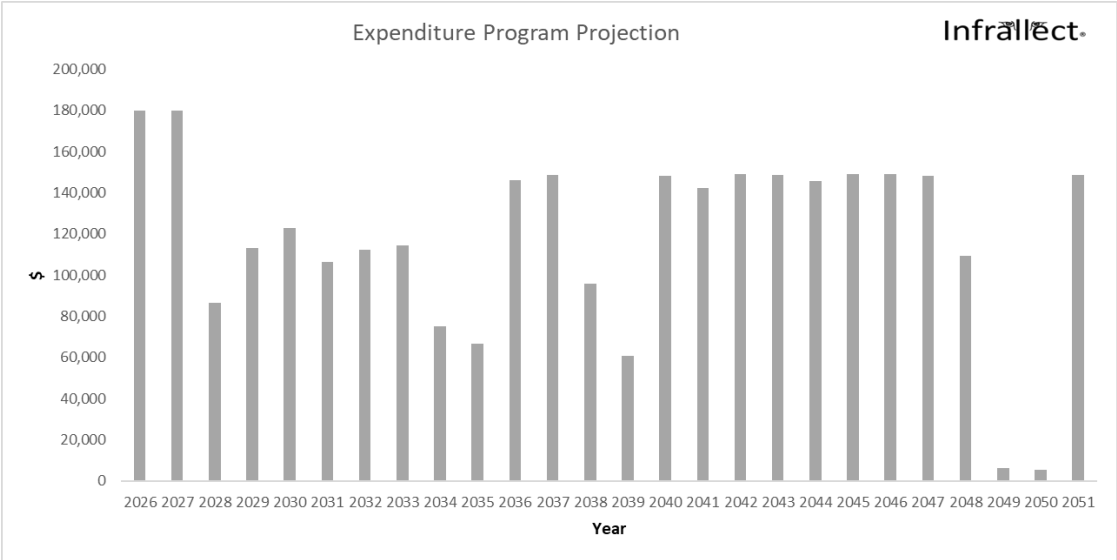
Desired Performance Forecast	
Spending Plan to Achieve Desired Performance Forecast	 • $120 k/yr long term average.

Figure 5: Roads Forecast

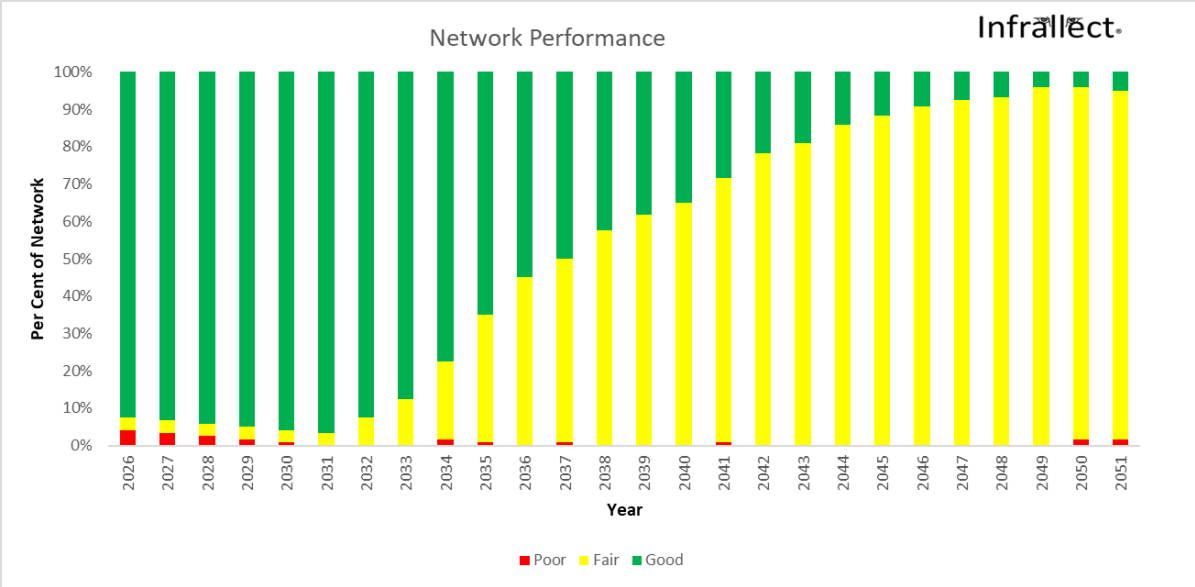
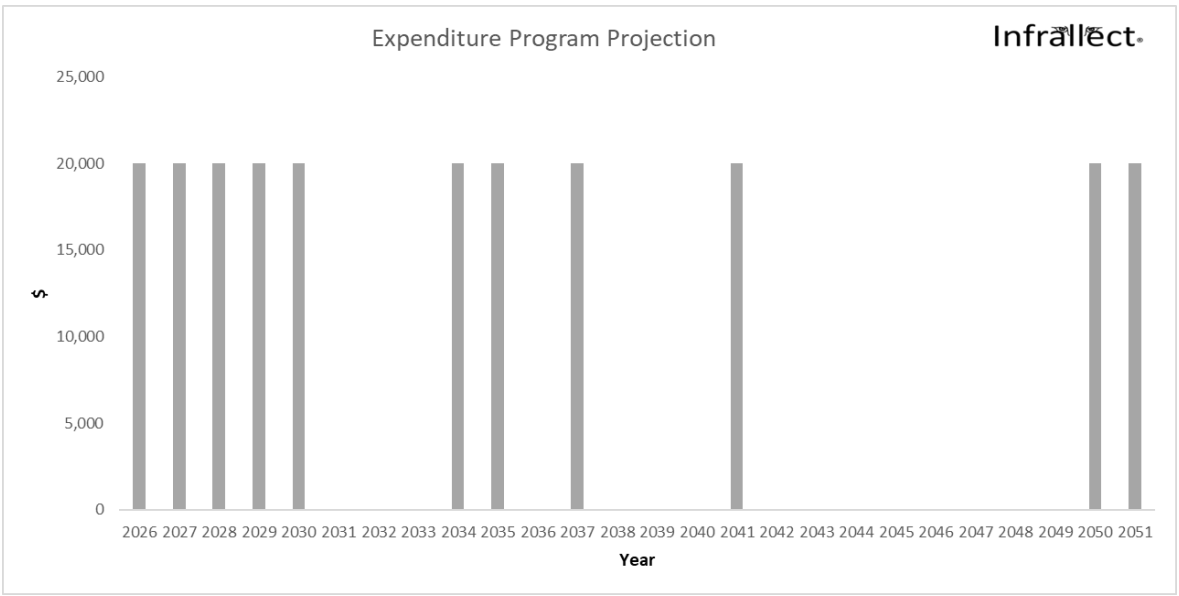
Desired Performance Forecast	
Spending Plan to Achieve Desired Performance Forecast	 • $10 k/yr long term average.

Figure 6: Culverts Forecast

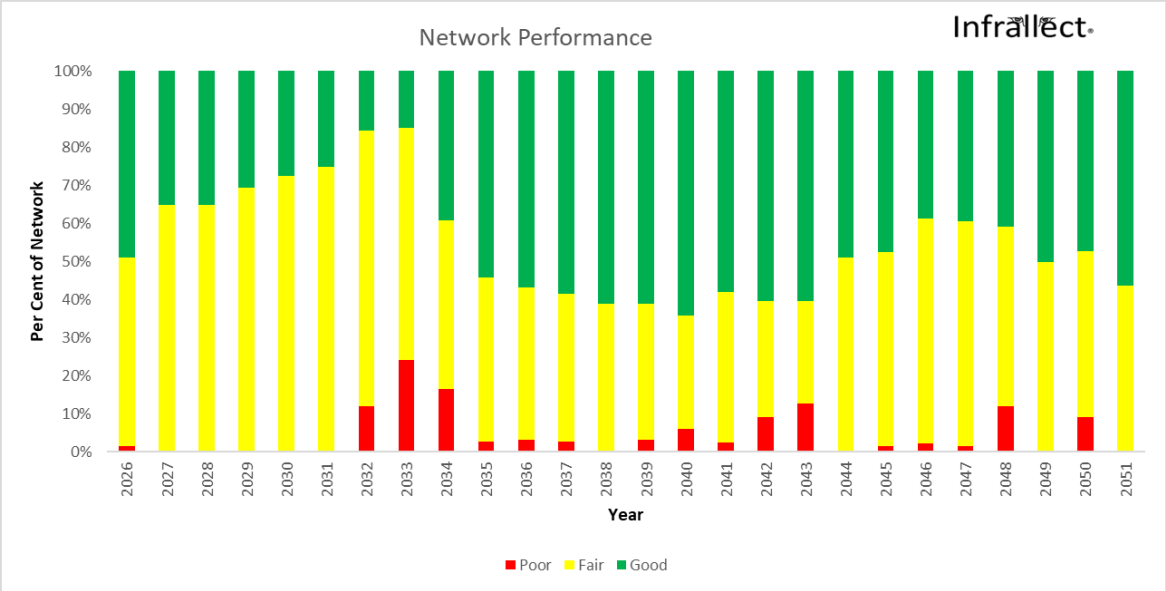
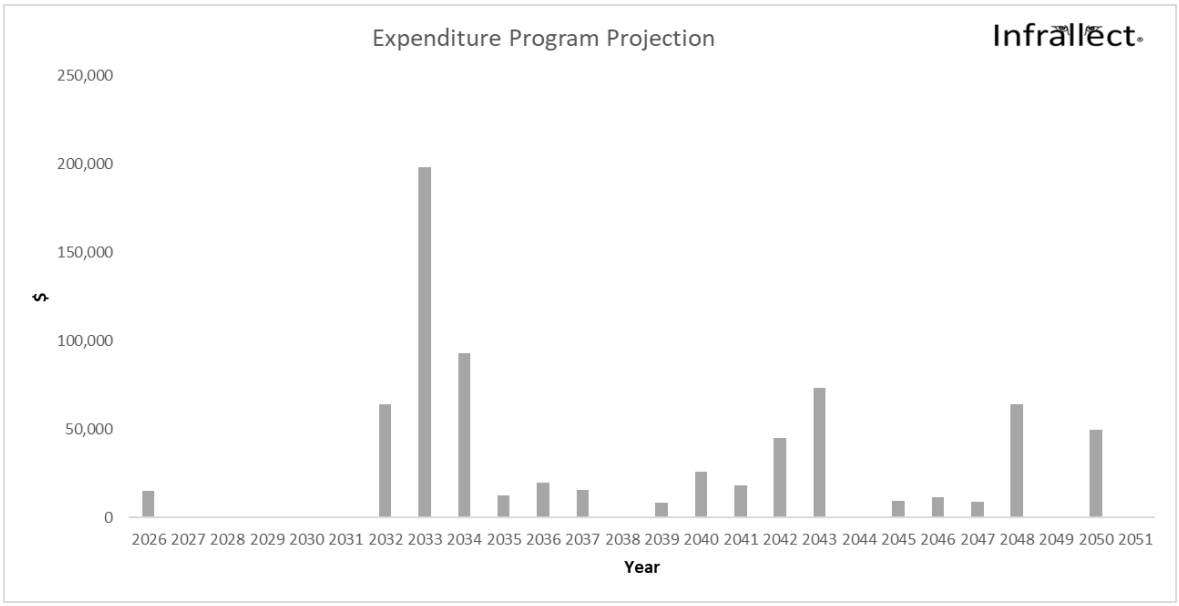
Desired Performance Forecast	
Spending Plan to Achieve Desired Performance Forecast	 • $30 k/yr long term average.

Figure 7: Buildings and Parks Forecast

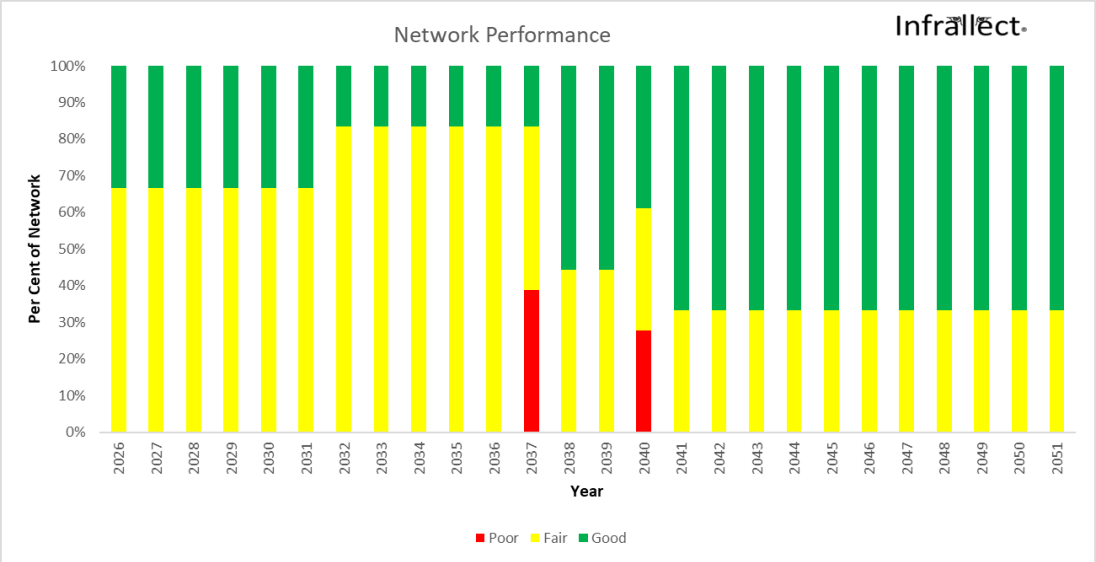
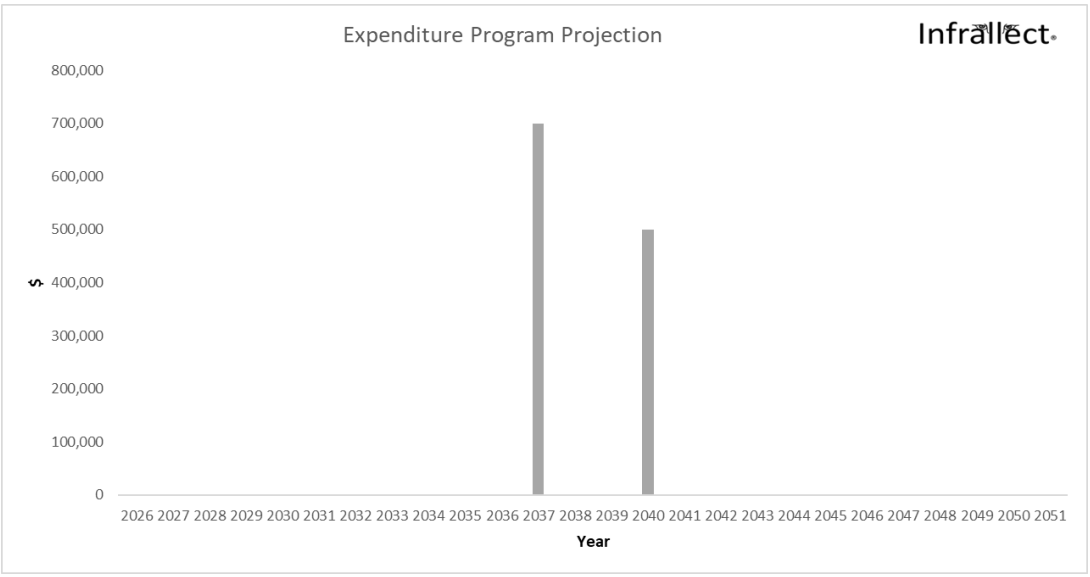
Desired Performance Forecast	
Spending Plan to Achieve Desired Performance Forecast	 • $50 k/yr long term average. • No large bridge work expected for 10+ years

Figure 8: Bridges Forecast

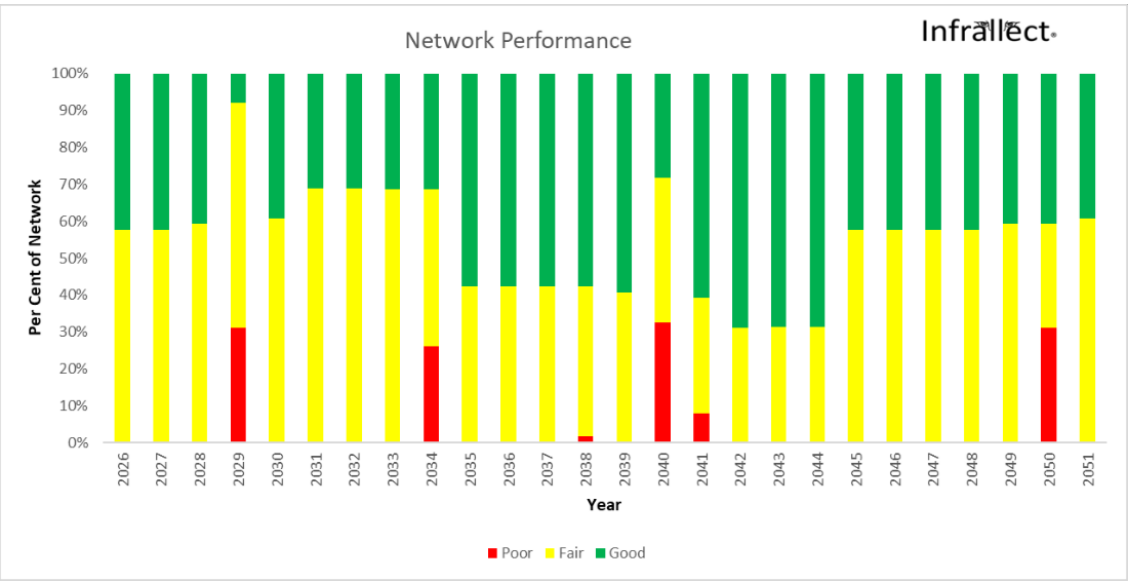
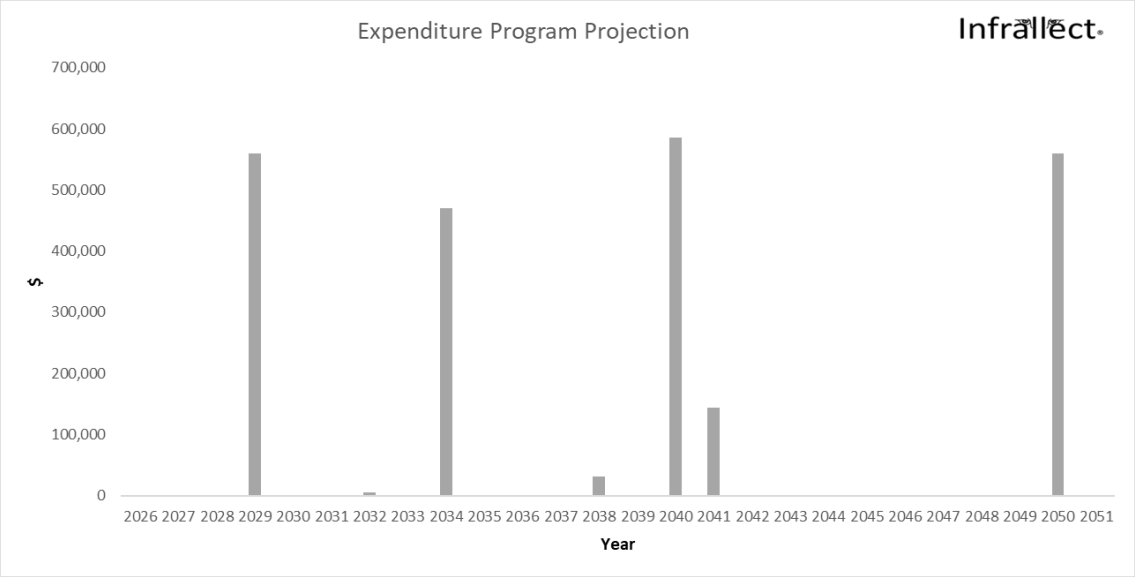
Desired Performance Forecast	
Spending Plan to Achieve Desired Performance Forecast	 • $90 k/yr long term average. • Large purchases over the next 10 years are for the Fire Tanker and Pumper

Figure 9: Fleet and Equipment Forecast

Figure 10 shows the combined spending plan. An average of $290,000 (in 2025 $) per year over the long term is required to achieve the Township's desired infrastructure performance expectations. The current performance and performance forecasts are updated on a continual basis to reflect new information or changing organizational performance objectives or requirements.

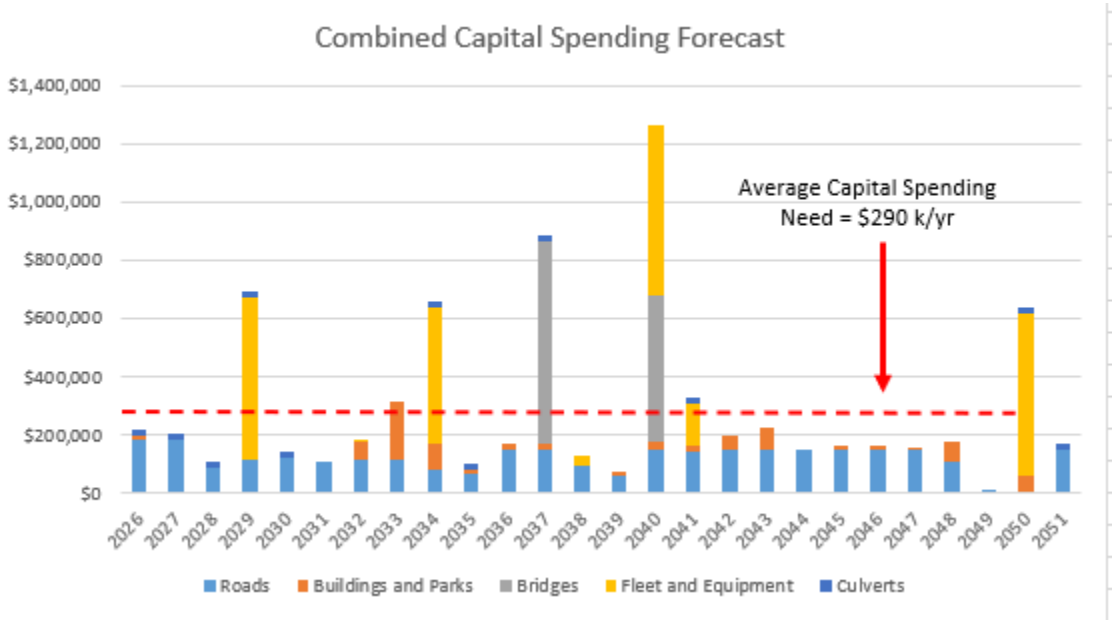


Figure 10: Combined Expenditure Forecast to Achieve Desired Infrastructure Performance

4.4 Risk Management

The approach to managing risk in this AMP is to consider the overall criticality of each asset related to the role it plays in providing services to the community (by understanding the required performance of each asset based on its location, function, size, etc.). The risk of performance falling below engineering requirements or community objectives is summarized in Table 5.

This understanding is used to establish when an asset is not meeting its objectives or requirements based on the available technical performance indicators and subject matter expert judgement. For example, assets that are more critical have higher performance expectations, while less critical assets have lower performance expectations.

Table 5: Risk of Performance Failure by Asset Group

Asset Category	Risk of Performance Falling below Objectives
Roads	Increased accidents, emergency access delays, higher vehicle damage costs
Bridges	Bridge closure or collapse, isolation of residents, major detours

Facilities and Parks	Interrupted municipal services, reduced recreation opportunities, loss of public spaces, lower community well-being
Fleet and Equipment	Delayed emergency response, snow removal failures, service interruptions
Culverts	Road washouts, local flooding, property damage

The risk management culminates into the performance score of each asset in **Appendix C** and the prioritization of the short-term spending plans in **Appendix B**.

4.5 Managing Climate Change

The expected impacts of climate change have been considered and included throughout the analysis in this AMP. This includes consideration of climate change when establishing the current performance of an asset, forecasting the performance deterioration rate of an asset, or establishing the lifecycle activities completed on an asset.

The most prominent climate impacts on the Township's tax-supported infrastructure are severe wet weather events and forest fire risk, detailed below:

- *Climate Impact 1 - Severe Wet Weather Events*

  There are some localized areas of the Township where roads could flood during severe wet weather or spring flood events. The Canadian Climate Atlas indicates that the number of heavy precipitation days with >20mm is expected to increase from a historical average of 5 per year to a future average of 6 per year. [1]

  The Township should continue to monitor areas of localized flooding during severe wet weather or spring flood events.

  The Township should ask developers to consider climate change in their designs for stormwater management, which may result in larger areas for stormwater ponds or other infrastructure design changes.

- *Climate Factor 2 – Forest Fires*

  The magnitude of risk increase for forest fires expected from the changing climate is uncertain. The Canadian Climate Atlas indicates that many hot weather indicators such as number of heat waves and number of days >30 degrees Celsius are expected to increase in the future, however the number of dry days is expected to remain constant.

  The Township's forest fire risk management plan should understand the relationship between forest fire risk and relevant climate factors such as heat waves or dry days to understand the expected impacts of climate change on forest fire risk.

[1] https://climateatlas.ca/map/canada/precip20_2030_45#lat=46.18&lng=-83.7&z=9&grid=425

5 Financing Strategy

There are several options that municipalities use to finance their expenditures:

- Provincial/Federal Government specific conditional grants – one-off grants to rehabilitate existing or build new infrastructure. This is challenging for financial planning processes due to the ad-hoc nature of these programs.
- Provincial Government unconditional grants – annual grants provided by the Ontario government using a funding formula approach. This reliable funding stream allows for confident financial planning but can have certain rules around what the money can be spent on or when it must be spent by.
- Internal Financing – internal transfers from reserves to fund projects. This can have more flexibility than external debt since the Township can set their own repayment terms.
- Debt – borrow money to fund large infrastructure improvement projects. This is challenging due to the limited options available, but does allow the Township to build more infrastructure in a shorter time period.
- User Fee Increases – increase costs paid by users of Township services, amenities, or facilities.
- Tax Levy – fund the spending increases through the Tax Levy.

The objective of the Township's financing strategy for these projects should be to maximize new assessment growth at the lowest real cost impact to tax payers (i.e. maximize net revenue growth, minimize tax levy or user fee increases). This would prioritize the following options:

1. Provincial/Federal Government Grants
2. Internal Financing using Reserves
3. Debt
4. Tax Levy/User Fee Increases

Future budgets will present the optimal balance of the available financing options to fund the Township's desired infrastructure program.

5.1 Long Term Financial Analysis

The financial strategy is informed by a long term (25-year) financial analysis. The financial analysis is based on the following assumptions:

- The financial analysis is based on the current Township accounts and approved 2025 budget.
- 2% annual inflation applied to 2025 operating line items and capital expenditure estimates.
- Recurring government grant funding is assumed to continue throughout the 25-year forecast; however no escalation has been assumed to the 2025 funding levels.

Results with 3.75% Tax Increase (Figure 11)

- Figure 11 shows the estimated year-end reserve balance assuming a 3.75% annual tax levy increase, the next reserve addition or withdrawal each year after funding the capital program summarized in Figure 9.
- Funding all of the expenditures to achieve the desired asset performance expectations with an annual 3.75% tax levy increase results in relatively stable reserve balance over the long term.

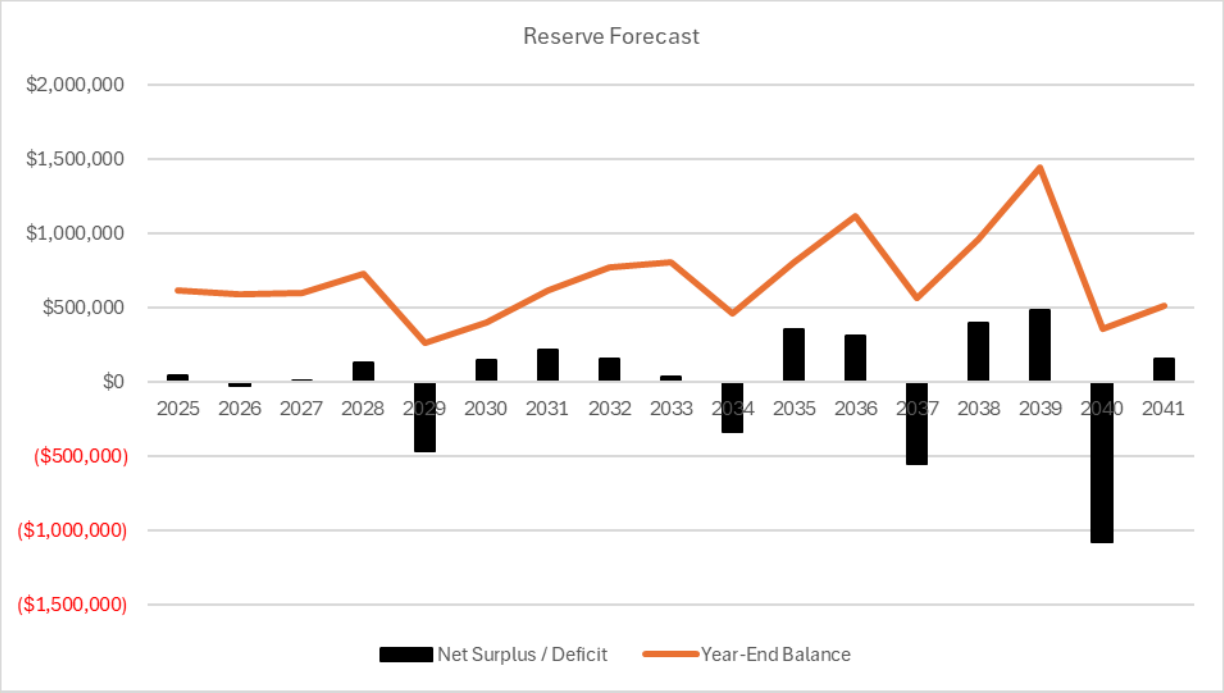


Figure 11: Reserve Forecast – 3.75% Annual Tax Increase

5.2 Discussion

The financial analysis demonstrates that:

- With 3.75% annual increases to the tax levy the Township should be able to fund the current capital program to have the infrastructure system meet the community's expectations.
- The real average tax bill increase for each household is less than the overall lax levy revenue increase if the number of households is increasing each year. Conversely, bills would increase more than the total tax levy annual increases if the population decreases (because the same revenue needs are being split between less households).
- The Township is highly dependent on recurring Provincial and Federal grants to fund its infrastructure program.
- The tax levy revenue increases could be reduced if the Township is successful at obtaining unconditional 'one-off' grants from the Provincial or Federal government to fund projects.

These trends will be reviewed on a continual basis as this AMP is updated.

6 Discussion and Next Steps

This AMP represents the tactical output of a corporate management system. The corporate management system is the series of interconnected processes that work together to realize value from assets. This AMP uses the best available asset and financial information. The AMP is a living document that requires periodic (annual) updates to reflect new information and changing community priorities.

Moving forward, Provincial Regulation requires the Township to provide an annual update on the progress of the AMP. The practical steps to complete these activities are as follows:

1. Each year, update the asset inventory with the best available asset data. This adds/removes assets or updates asset information as appropriate.
2. Each year, update current asset performance ratings based on the best available information.
3. Each year, update the spending analysis to record completed spending, and to connect planned spending to assets or asset networks.
4. Each year, update the 5-year plans, 25-year spending forecasts, and long-term financial analysis.

Over time, the Township will be able to see connections between the changing asset performance and spending levels. This will increase the value of the Township's AMPs each year by becoming a more useful process to support infrastructure decision making.

APPENDIX A – PERFORMANCE METRICS

Infrastructure Performance Measures

Customer Performance Measures

Overall	18%	<=18%
Asset Group	**2025 - Actual % of Assets in Poor Performance**	**2036 - Desired % of Asset in Poor Performance**
Roads	22%	<=20%
Culverts	4%	<=5%
Buildings and Parks	2%	<=5%
Bridges	0%	<=5%
Fleet and Equipment	0%	<=5%

O. Reg. 588/17 Mandatory Metrics

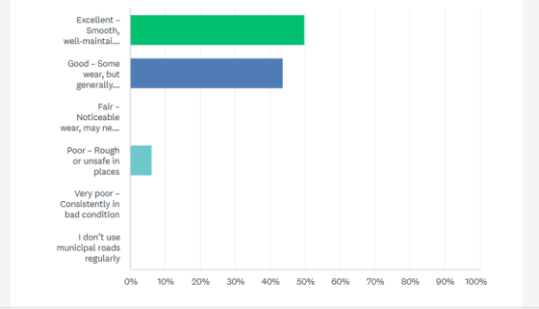
Asset Group	Metric	Result	Comment
Roads	Road network in the municipality and its level of connectivity	Roads exist through the Township and connect our community.	
Roads	Description of the different levels of road class pavement condition	Township has Surface Treated roads. Surface condition ranges from like-new to fully distressed.	
Roads	# of lane-kilometres of arterial roads as a proportion of square kilometres of land area of the municipality.	0	All roads considered local
Roads	# of lane-kilometres of collector roads and local roads as a proportion of square kilometres of land area of the municipality.	0	All roads considered local
Roads	# of lane-kilometres of local roads as a proportion of square kilometres of land area of the municipality	0.87	46km roads vs Area of 52.8 km2
Roads	Average pavement condition index for paved roads	0.65	Assumed based on visual performance rating.
Roads	Average surface condition (e.g. excellent, good, fair or poor) for unpaved roads	Fair	
Stormwater Management	User groups or areas that are protected from flooding, including the extent of the protection provided by the municipal stormwater management system	Some urban areas protected from flooding through urban ditch system or underground storm collection, some with defined outlets. Most rural areas protected from flooding through provision of municipal drains or rural ditch systems, some with defined outlets.	
Stormwater Management	Percentage of properties in municipality resilient to a 100-year storm	100%	Resilience is defined as the ability to recover to pre-event performance after an event/shock/storm occurs.
Stormwater Management	Percentage of the municipal stormwater management system resilient to a 5-year storm	100%	Resilience is defined as the ability to recover to pre-event performance after an event/shock/storm occurs.
Roads	Average Age (Years)	23	Estimated Service Life for surface treatment ranges 10 to 15 years
Buildings and Parks	Average Age (Years)	28	Estimated Service Life for Facilities ranges from 30 years for mechanical equipment to 100 years for structural elements.
Bridges	Average Age (Years)	22	Estimated Service Life for Bridges ranges from 40 years for unlined corrugated steel pipe to 150 years for concrete structures. rehabilitation) every 40-50 years.
Culverts	Average Age (Years)	15	Estimated Service Life for Culverts ranges from 40 years for unlined corrugated steel pipe to 150 years for HDPE
Fleet and Equipment	Average Age (Years)	16	Estimated Service Life for Vehicles, Machinery and Equipment ranges from 10 years for small equipment to 30 years for heavy machinery.

Results of Resident Survey conducted in Fall 2025.

Q1

How would you describe the condition of Township roads you regularly use (excluding Highway 17)?

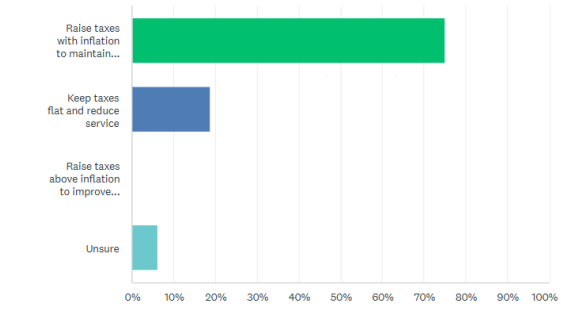
Answered: 16 Skipped: 0



Q2

What approach should the Township take regarding road services?

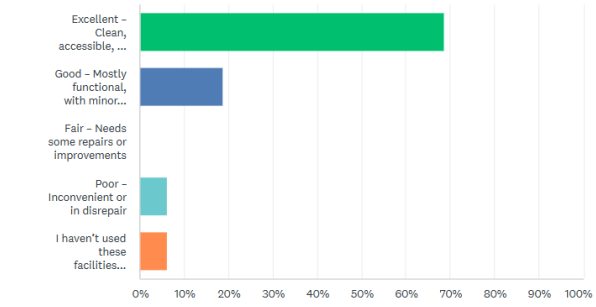
Answered: 16 Skipped: 0



Q3

Based on your recent visits or use, how would you rate the condition of municipal buildings (e.g., Municipal Office, MacLennan Hall)?

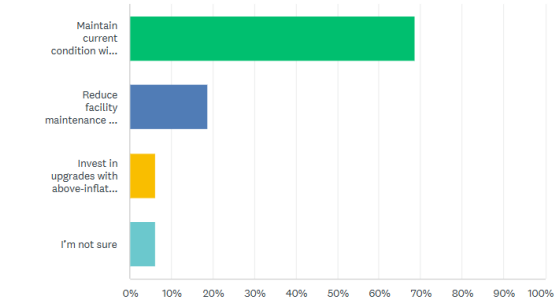
Answered: 16 Skipped: 0



Q4

How should the Township manage the upkeep of its buildings?

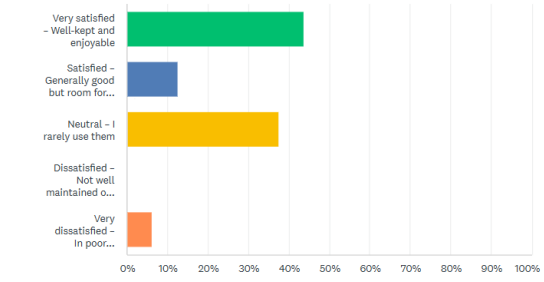
Answered: 16 Skipped: 0



Q5

How satisfied are you with the condition and accessibility of parks, playgrounds, and open spaces in the Township?

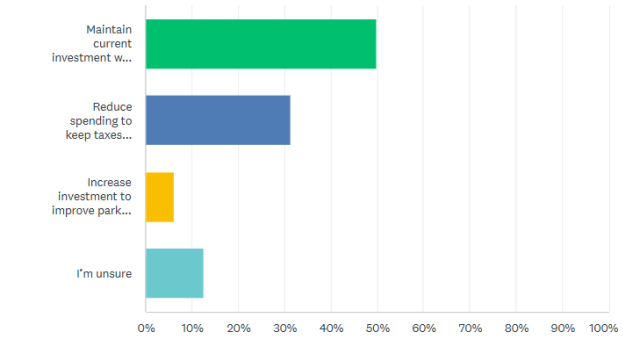
Answered: 16 Skipped: 0



Q6

What level of investment would you support for parks, playgrounds and outdoor spaces in Tarbutt?

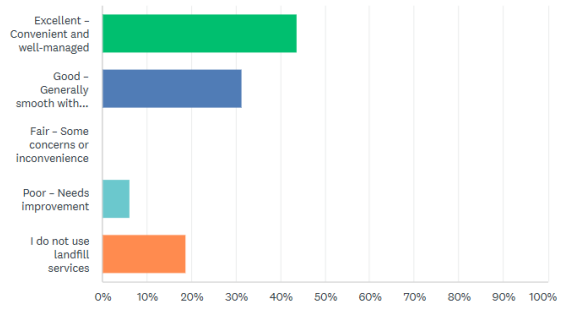
Answered: 16 Skipped: 0



Q7

How would you rate your experience using the landfill and related services?

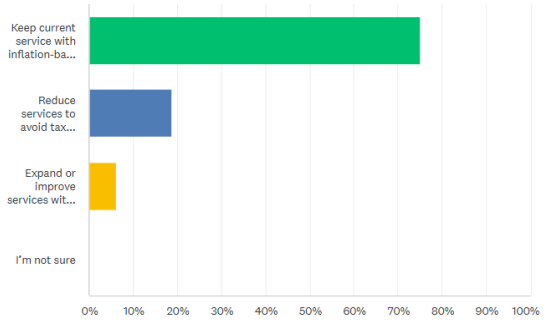
Answered: 16 Skipped: 0



Q8

What action should the Township consider regarding landfill service levels?

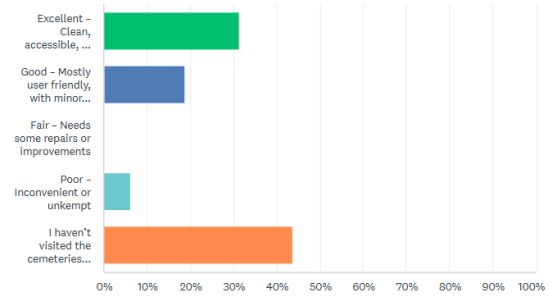
Answered: 16 Skipped: 0



Q9

Based on your recent visits, how would you rate the condition of the Township Cemeteries, including Port Findlay and Stickney?

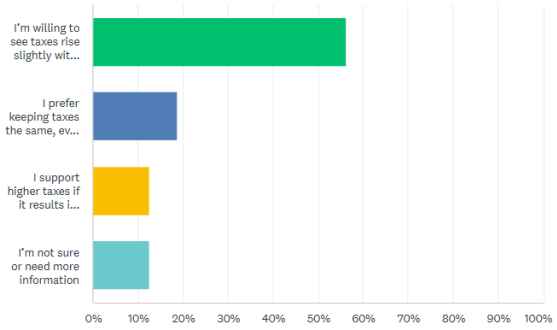
Answered: 16 Skipped: 0



Q10

Property taxes fund all local services. Which of the following best reflects your preference?

Answered: 16 Skipped: 0



APPENDIX B – SHORT TERM PLANS

Township of Tarbutt - Short Term Infrastructure Plans

Note: All Costs should be considered Class 4 Estimates (-30% to +50%).

Update: Based on Latest 2026 Plans

Total	**$195,000**	**$195,000**	**$180,000**

Project #	Asset Group	Facility/Location	Project	Asset ID(s)	**Total**	2026	2027	Comment
1	Buildings	Townhall	Water Filtration System	B004, B010	**$15,000**	$15,000		
2	Roads	McCluskie Road	Repair Recent Frost Heave Damage	R001	**$30,000**	$30,000		
3	Roads	MacLennan Road South and Hardwood Drive	Gravel + Tar & Chip	R003, R004, R009, R026, R038, R059	**$150,000**	$150,000		MacLennan Rd South and Hardwood Dr. = 28,040 M2. ~3.7 km.
4	Roads	Townline North and South and Barr Road South	Gravel + Tar & Chip	R015, R027, R028, R052, R057, R067			$180,000	Townline North and South and Barr Rd. South = 33,500 M2. ~5.0 km
5	Fleet and Equipment	Fire Services	Replace Tanker and Pumper Apparatus	F07, F08				Both apparatus are nearing the end of their useful life. Tanker will be first, then pumper. Timing TBD but planning for the next 5 years is appropriate.

APPENDIX C – ASSET INVENTORIES

Roads								46,044		$33,697,132	23					
Asset ID	Index	FULL_NAME	EFF_DATE	Surface	Maintenanc	Shared_Roa	Ownership	Shape_Leng	Unit Cost	Replacement Cost	AGE (YEARS)	Performance Score	Performance Category	Performance Rationale	ATC	DET
R001	1	MCCLUSKIE ROAD	2008-04-23	Unsealed	No	No	Public	1,726	$650	$1,121,603	17	-1.00	Poor	Asset Requires Rehabilitation after 2025 winter season caused damage	0.04	0.080
R002	2	MCKNIGHT ROAD	2008-04-23	Unsealed	Year Round	No	Public	97	$650	$63,098	17	0.40	Fair		0.07	0.082
R003	3	MACLENNAN ROAD	2008-04-23	Sealed	Year Round	No	Public	1,529	$750	$1,146,961	17	-1.00	Poor	Planned for resurfacing in 2026 with Hardwood Drive	0.07	0.085
R004	4	HARDWOOD DRIVE	2008-04-23	Sealed	Year Round	No	Public	702	$750	$526,759	17	-1.00	Poor	Planned for resurfacing in 2026 with MacClennen Road South	0.07	0.077
R005	5	PINE ISLAND ROAD	2008-04-23	Sealed	Year Round	No	Public	626	$750	$469,236	17	0.15	Fair		0.08	0.075
R006	7	HIGHWAY 548	2007-02-08	Sealed	Year Round	No	Public	1	$750	$750	18	0.35	Fair	MTO Road	0.05	0.080
R007	10	MACLENNAN ROAD	2007-02-08	Sealed	Year Round	No	Public	66	$750	$49,527	18	0.15	Fair		0.06	0.082
R008	11	HIGHWAY 548	2008-04-23	Sealed	Year Round	No	Public	1	$750	$750	17	0.75	Good	MTO Road	0.04	0.085
R009	13	HARDWOOD DRIVE	2007-02-08	Sealed	Year Round	No	Public	40	$750	$30,251	18	-1.00	Poor	Planned for resurfacing in 2026 with MacClennen Road South	0.08	0.077
R010	14	GOVERNMENT ROAD	2008-04-23	Sealed	Year Round	No	Public	1,614	$750	$1,210,405	17	0.85	Good	Condition grade 9 in 2024	0.04	0.075
R011	15	BIRCH DRIVE	2008-04-23	Sealed	Year Round	No	Public	515	$750	$386,491	17	0.10	Fair	Condition Grade 6 in 2024	0.05	0.080
R012	16	SMITH ROAD	2007-02-08	Sealed	Year Round	No	Public	347	$750	$260,499	18	0.40	Fair		0.05	0.082
R013	17	TOWNLINE ROAD	2008-04-23	Sealed	Year Round	Laird & Tarbutt	Public	108	$750	$81,005	17	0.45	Fair		0.05	0.085
R014	18	PARTRIDGE DRIVE	2008-04-23	Sealed	Year Round	No	Public	265	$750	$198,992	17	0.15	Fair	Condition Grade 6 in 2024	0.04	0.077
R015	19	TOWNLINE ROAD	2008-04-23	Sealed	Year Round	Laird & Tarbutt	Public	1,752	$750	$1,313,819	17	-0.50	Poor	Planned for resurfacing in 2027 with Barr Road South	0.06	0.075
R016	20	GOVERNMENT ROAD	2007-03-15	Sealed	Year Round	No	Public	115	$750	$86,311	18	0.70	Good	Condition grade 9 in 2024	0.07	0.080
R017	22	RIVER ROAD	2007-03-15	Sealed	Year Round	No	Public	423	$750	$317,416	18	0.30	Fair		0.06	0.082
R018	23	PUDDINGSTONE ROAD	2009-01-22	Unsealed	Year Round	Johnson & Tarbutt	Public	206	$650	$133,903	16	0.25	Fair		0.04	0.085
R019	24	PINE ISLAND ROAD	2008-04-23	Sealed	Year Round	No	Public	721	$750	$540,396	17	0.30	Fair		0.07	0.077
R020	26	LAKE SHORE DRIVE	2007-02-08	Sealed	Year Round	No	Public	2,344	$750	$1,758,152	18	0.75	Good	$197k rehab in 2022, assumed for all 3 segments	0.08	0.075
R021	27	PORT FINDLAY ROAD	2007-03-28	Sealed	Year Round	No	Public	561	$750	$420,758	18	0.90	Good	$77k rehab in 2023, assumed both segments	0.04	0.080
R022	28	MACLENNAN ROAD	2007-02-08		Year Round	No	Public	52	$650	$33,800	18	0.10	Fair		0.05	0.082
R023	29	PASTURE POINT ROAD	2008-04-23	Unsealed	Seasonal	No	Public	378	$650	$245,481	17	0.35	Fair		0.08	0.085
R024	32	CREEK ROAD	2008-04-23	Unsealed	Year Round	No	Public	750	$650	$487,722	17	0.45	Fair		0.06	0.077
R025	33	BARR ROAD NORTH	2007-02-08	Sealed	Year Round	No	Public	1,600	$750	$1,200,294	18	0.75	Good	1 segment had $37k of rehab in 2024	0.06	0.075
R026	34	HARDWOOD DRIVE	2007-02-08	Sealed	Year Round	No	Public	444	$750	$332,958	18	-1.00	Poor	Planned for resurfacing in 2026 with MacClennen Road South	0.05	0.080
R027	35	TOWNLINE ROAD	2007-02-08	Sealed	Year Round	Laird & Tarbutt	Public	160	$750	$119,688	18	-0.50	Poor	Planned for resurfacing in 2027 with Barr Road South	0.05	0.082
R028	37	TOWNLINE ROAD	2008-04-23	Sealed	Year Round	Laird & Tarbutt	Public	446	$750	$334,240	17	-0.50	Poor	Planned for resurfacing in 2027 with Barr Road South	0.04	0.085
R029	38	MCCLUSKIE ROAD	2007-02-08	Sealed	Year Round	No	Public	1,539	$750	$1,154,251	18	0.90	Good	$28k in rehab on McCluskie Road in 2024, assume one sealed section	0.07	0.077
R030	39	MCCLUSKIE ROAD	2007-02-08	Sealed	Year Round	No	Public	123	$750	$92,523	18	0.20	Fair		0.06	0.075
R031	40	PINE ISLAND ROAD	2008-04-23	Sealed	Year Round	No	Public	86	$750	$64,200	17	0.25	Fair		0.07	0.080
R032	41	MCKNIGHT ROAD	2008-04-23	Sealed	Year Round	No	Public	1,194	$750	$895,557	17	0.85	Good	$73k of rehab in 2023	0.05	0.082
R033	42	RIVER ROAD	2008-04-23	Sealed	Year Round	No	Public	82	$750	$61,759	17	0.25	Fair		0.08	0.085
R034	43	TOWNLINE ROAD	2008-04-23	Sealed	Year Round	Laird & Tarbutt	Public	56	$750	$41,704	17	0.40	Fair		0.05	0.077
R035	44	GOVERNMENT ROAD	2008-04-23	Sealed	Year Round	No	Public	1,623	$750	$1,217,499	17	0.80	Good	Condition grade 9 in 2024	0.07	0.075
R036	45	SHORT DRIVE	2008-04-23	Sealed	Year Round	No	Public	109	$750	$81,995	17	0.50	Fair		0.06	0.080
R037	46	MILL ROAD	2007-02-08	Sealed	Year Round	No	Public	224	$750	$167,808	18	0.20	Fair	Condition Grade 6 in 2024	0.08	0.082
R038	47	HARDWOOD DRIVE	2007-02-08	Sealed	Year Round	No	Public	729	$750	$546,665	18	-1.00	Poor	Planned for resurfacing in 2026 with MacClennen Road South	0.08	0.085
R039	48	MACLENNAN ROAD	2009-01-22	Sealed	Year Round	No	Public	1,385	$750	$1,038,519	16	0.90	Good	1 segment had $37k of rehab in 2024	0.05	0.077
R040	49	HIGHWAY 548	2008-04-23	Sealed	Year Round	No	Public	1	$750	$750	17	0.55	Good	MTO Road	0.07	0.075
R041	53	LAKE SHORE DRIVE	2007-03-21		Year Round	No	Public	320	$650	$208,299	18	0.85	Good	$197k rehab in 2022, assumed for all 3 segments	0.04	0.080
R042	54	HIGHWAY 17	2008-09-22	Sealed	Year Round	No	Public	1	$750	$750	17	0.30	Fair	MTO Road	0.04	0.082
R043	55	PUDDINGSTONE ROAD	2009-01-22	Unsealed	Year Round	Johnson & Tarbutt	Public	434	$650	$282,097	16	0.30	Fair		0.04	0.085
R044	56	GOVERNMENT ROAD	2007-02-08	Sealed	Year Round	No	Public	145	$750	$108,801	18	0.75	Good	Condition grade 9 in 2024	0.05	0.077
R045	57	CAVE DRIVE	2008-04-23	Unsealed	Seasonal	Johnson & Tarbutt	Private	1	$650	$650	17	0.05	Fair	Condition Grade 4 in 2024	0.08	0.075
R046	58	LAKE SHORE DRIVE	2007-02-08	Sealed	Year Round	No	Public	1,569	$750	$1,177,042	18	0.80	Good	$197k rehab in 2022, assumed for all 3 segments	0.04	0.080
R047	59	MCKNIGHT ROAD	2008-04-23	Sealed	Year Round	No	Public	1,580	$750	$1,185,200	17	0.40	Fair		0.06	0.082
R048	61	PINE ISLAND ROAD	2008-04-23	Sealed	Year Round	No	Public	157	$750	$117,735	17	0.45	Fair		0.05	0.085
R049	62	GOVERNMENT ROAD	2008-04-23	Sealed	Year Round	No	Public	1,620	$750	$1,214,765	17	0.80	Good	Condition grade 9 in 2024	0.05	0.077
R050	63	MACLENNAN ROAD	2007-02-08	Sealed	Year Round	No	Public	1,953	$750	$1,464,509	18	0.45	Fair		0.04	0.075
R051	64	MILL ROAD	2007-03-15	Sealed	Year Round	No	Public	413	$750	$309,857	18	0.15	Fair	Condition Grade 6 in 2024	0.04	0.080
R052	65	BARR ROAD SOUTH	2008-04-23	Sealed	Year Round	No	Public	1,604	$750	$1,203,355	17	-0.50	Poor	Planned for resurfacing in 2027 with Townline Road.	0.06	0.082
R053	66	PASTURE POINT ROAD	2008-04-23	Unsealed	Seasonal	No	Public	245	$650	$159,066	17	0.40	Fair		0.04	0.085
R054	67	MACLENNAN ROAD	2008-04-23	Sealed	Year Round	No	Public	202	$750	$151,588	17	0.35	Fair		0.08	0.077
R055	68	PUDDINGSTONE ROAD	2008-04-23	Unsealed	Year Round	Johnson & Tarbutt	Public	1,953	$650	$1,269,130	17	0.45	Fair		0.04	0.075
R056	69	GOVERNMENT ROAD	2008-04-23	Sealed	Year Round	No	Public	1,621	$750	$1,215,516	17	0.80	Good	Condition grade 9 in 2024	0.04	0.080
R057	70	TOWNLINE ROAD	2008-04-23	Sealed	Year Round	Johnson & Tarbutt	Public	220	$750	$165,082	17	-0.50	Poor	Planned for resurfacing in 2027 with Barr Road South	0.04	0.082
R058	71	SMITH ROAD	2008-04-23	Sealed	Year Round	No	Public	1,600	$750	$1,199,702	17	0.25	Fair		0.07	0.085
R059	72	HARDWOOD DRIVE	2007-02-08	Sealed	Year Round	No	Public	227	$750	$170,030	18	-1.00	Poor	Planned for resurfacing in 2026 with MacClennen Road South	0.04	0.077
R060	73	PINE ISLAND ROAD	2007-02-08	Sealed	Year Round	No	Public	427	$750	$320,448	18	0.35	Fair		0.04	0.075
R061	74	SMITH ROAD	2008-04-23	Sealed	Year Round	No	Public	1,538	$750	$1,153,680	17	0.95	Good	1 Segment had $18k of rehab in 2024	0.05	0.080
R062	75	HIGHWAY 548	2007-02-08		Year Round	No	Public	1	$650	$650	18	0.60	Good	MTO Road	0.06	0.082
R063	76	TOWNLINE ROAD	2008-04-23	Sealed	Year Round	Laird & Tarbutt	Public	105	$750	$78,458	17	0.60	Good		0.04	0.085
R064	77	PORT FINDLAY ROAD	2007-03-28	Sealed	Year Round	No	Public	280	$750	$210,319	18	0.85	Good	$77k rehab in 2023, assumed both segments	0.05	0.077
R065	78	MACLENNAN ROAD	2007-03-15	Sealed	Year Round	No	Public	41	$750	$30,790	18	0.25	Fair		0.08	0.075
R066	79	PUDDINGSTONE ROAD	2009-01-22	Unsealed	Year Round	Johnson & Tarbutt	Public	2,196	$650	$1,427,313	16	0.25	Fair		0.06	0.080
R067	80	BARR ROAD SOUTH	2008-04-23	Sealed	Year Round	No	Public	722	$750	$541,584	17	-0.50	Poor	Planned for resurfacing in 2027 with Townline Road.	0.05	0.082
R068	83	FALCON DRIVE		Unsealed	No	No	Private	1	$750	$750	125	0.50	Fair		0.05	0.085
R069	85	RANGE LIGHTS ROAD		Unsealed	Seasonal	No	Private	1	$750	$750	125	0.15	Fair	Condition Grade 6 in 2024	0.05	0.077
R070	88	CREEK ROAD		Sealed	Year Round	No	Private	1	$750	$750	125	0.55	Good		0.05	0.075
R071	89	LILY POIND LANE		Sealed	Year Round	No	Public	125	$750	$93,970	125	0.05	Fair	Rated Condition Grade 5 in 2024	0.05	0.080

Culverts

						15	$ 2,401,000					
OBJECTID	Size (inches)	Material	Effective AgeInstallation Date	Condition	Notes	AGE (YEARS)	Replacement Cost	Performance Score	Performance Category	Performance Rationale	ATC	DET
2	24	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.024
3	24	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.018
4	24	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.019
5	24	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.018
6	24	plastic	January 22, 2009	good		16	$ 20,000	0.61	Good	Fit for Purpose	1.000	0.015
7	18	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.023
8	12	plastic	January 22, 2019	good		6	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.022
9	12	plastic	January 22, 2018	good		7	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.019
10	15	plastic	January 22, 2018	good		7	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.015
11	12	plastic	January 22, 2019	good		6	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.019
12	18	plastic	January 22, 2021	good		4	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.022
13	36	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.020
14	24	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.015
15	12	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.017
16	18	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.027
17	18	plastic	January 22, 2009	good		16	$ 20,000	0.66	Good	Fit for Purpose	1.000	0.022
18	12	plastic	January 22, 2021	good		4	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.022
19	12	plastic	January 22, 2021	blocked		4	$ 20,000	-1.00	Poor	Blocked, required replacemen	1.000	0.028
20	20	steel	January 22, 2009	fair		16	$ 20,000	0.15	Fair	Fit for Purpose, expected to re	1.000	0.021
21	24	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.018
22	18	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.019
23	18	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.016
24	15	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.026
25	24	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.019
27	16	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.022
28	72	steel	January 22, 2009		Bridge C1	16	$ 200	0.85	Good	See OSIM report	1.000	0.022
30	12	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.021
31	8	plastic	January 22, 2009	good		16	$ 20,000	0.61	Good	Fit for Purpose	1.000	0.018
33	72	steel	January 22, 2009		Bridge C1	16	$ 200	0.65	Good	See OSIM report	1.000	0.018
34	36	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.025
35	24	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.019
36	24	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.020
37	20	steel	January 22, 2009	poor		16	$ 20,000	-1.00	Poor	Requires repacement	1.000	0.027
38	15	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.023
39	15	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.022
40	18	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.017
41	18	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.018
42	18	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.029
43	36	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.024
44	24	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.016
45	16	steel	January 22, 2009	fair		16	$ 20,000	0.20	Fair	Fit for Purpose, expected to re	1.000	0.026
46	12	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.019
47	24	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.027
48	20	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.023
49	15	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.022
50	24	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.018
51	12	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.021
52	15	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.029
53	15	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.019
54	18	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.025
55	18	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.026
56	24	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.017
57	16	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.027
58	16	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.015
59	18	steel	January 22, 2009	poor		16	$ 20,000	-1.00	Poor	Requires repacement	1.000	0.022
60	24	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.028
61	18	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.016
62	24	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.029
63	24	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.015
64	24	plastic	January 22, 2009	good		16	$ 20,000	0.61	Good	Fit for Purpose	1.000	0.018
65	15	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.026
66	24	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.023
67	36	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.022
69	18	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.019
70	24	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.028
71	24	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.021
72	24	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.029
73	24	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.024
74	24	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.025
75	24	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.026
76	24	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.015
77	12	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.020
78	15	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.023
79	12	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.022
80	24	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.015
81	24	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.018
82	24	plastic	January 22, 2009	good		16	$ 20,000	0.61	Good	Fit for Purpose	1.000	0.016
83	24	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.024
84	15	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.015
85	24	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.026
86	15	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.019
87	20	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.019
88	24	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.015
89	15	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.022
90	72	steel	January 22, 2009		Said 'See current asset management plan', but this is not a bridge. This is on McKight Road	16	$ 20,000	0.85	Good	Fit for Purpose	1.000	0.028
91	36	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.020
92	180	steel	January 22, 2009		Bridge C3	16	$ 200	0.65	Good	See OSIM report	1.000	0.019
93	15	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.018
94	180	steel	January 22, 2009		Bridge C4	16	$ 200	0.85	Good	See OSIM report	1.000	0.025
95	36	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.026
96	24	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.020
97	15	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.027
98	24	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.018
99	15	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.019
100	15	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.018
101	24	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.021
102	24	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.019
103	15	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.017
104	18	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.025
105	18	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.019
106	15	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.015
107	12	plastic	January 22, 2009	good		16	$ 20,000	0.79	Good	Fit for Purpose	1.000	0.018
108	20	steel	January 22, 2009	fair		16	$ 20,000	0.25	Fair	Fit for Purpose, expected to re	1.000	0.023
109	72	steel	January 22, 2009		said 'see AMP', but this is not the bridge on Puddingstone. The Puddingstone bridge is Object ID 127.	16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.018
110	15	steel	January 22, 2009	very poor		16	$ 20,000	-1.00	Poor	Requires repacement	1.000	0.028
111	15	plastic	January 22, 2009	good		16	$ 20,000	0.84	Good	Fit for Purpose	1.000	0.016
112	18	plastic	January 22, 2009	good		16	$ 20,000	0.65	Good	Fit for Purpose	1.000	0.019
113	24	plastic	January 22, 2009	good		16	$ 20,000	0.71	Good	Fit for Purpose	1.000	0.015

114	24	plastic	January 22, 2009	good		16	$	20,000	0.79	Good	Fit for Purpose	1.000	0.019
115	18	plastic	January 22, 2009	good		16	$	20,000	0.71	Good	Fit for Purpose	1.000	0.026
116	36	plastic	January 22, 2009	good		16	$	20,000	0.65	Good	Fit for Purpose	1.000	0.017
117	36	plastic	January 22, 2009	good		16	$	20,000	0.71	Good	Fit for Purpose	1.000	0.019
118	24	plastic	January 22, 2009	good		16	$	20,000	0.79	Good	Fit for Purpose	1.000	0.017
119	36	plastic	January 22, 2009	good		16	$	20,000	0.84	Good	Fit for Purpose	1.000	0.022
120	36	plastic	January 22, 2009	good		16	$	20,000	0.65	Good	Fit for Purpose	1.000	0.016
121	36	plastic	January 22, 2009	good		16	$	20,000	0.71	Good	Fit for Purpose	1.000	0.020
122	24	plastic	January 22, 2009	good		16	$	20,000	0.79	Good	Fit for Purpose	1.000	0.016
123	24	plastic	January 22, 2009	good		16	$	20,000	0.84	Good	Fit for Purpose	1.000	0.024
124	24	steel	January 22, 2009	fair		16	$	20,000	0.36	Fair	Fit for Purpose, expected to re	1.000	0.025
125	20	plastic	January 22, 2009	good		16	$	20,000	0.61	Good	Fit for Purpose	1.000	0.015
126	20	plastic	January 22, 2009	good		16	$	20,000	0.60	Good	Fit for Purpose	1.000	0.019
127	180	steel`	January 22, 2009		Bridge C5	16	$	200	0.85	Good	See OSIM report	1.000	0.027

Buildings and Parks 28 $3,050,000

Asset ID	Building #	Building Name	Building System	Year of Construction or Major Refurbishment	Age	Replacement Value	Performance Score	Performance Category	Performance Rationale	Average Treatment Cost (% of Replacement Value)	Annual Deterioration
B001	1	Township Office	Substructure	1993	32	$20,000	0.65	Good		0.17	0.03
B002	1	Township Office	Shell	1993	32	$50,000	0.65	Good		0.17	0.07
B003	1	Township Office	Interiors	1993	32	$50,000	0.45	Fair		0.16	0.05
B004	1	Township Office	Services	1993	32	$30,000	-1	Poor	Office well water is not safe to drink, require treatment system. Estimate $15k	0.19	0.05
B005	1	Township Office	Equipment and Furnishings	1993	32	$80,000	0.7	Good	$71k on solar panel in 2011	0.23	0.05
B006	1	Township Office	Site	1993	32	$20,000	0.65	Good	$18k no new septic tank in 2020	0.15	0.05
B007	2	Township Office Vault	Substructure	2015	10	$20,000	0.5	Fair		0.19	0.03
B008	2	Township Office Vault	Shell	2015	10	$50,000	0.5	Fair		0.19	0.07
B009	2	Township Office Vault	Interiors	2015	10	$50,000	0.5	Fair		0.23	0.05
B010	2	Township Office Vault	Services	2015	10	$20,000	-1	Poor	Office well water is not safe to drink, require treatment system. New Heating U	0.16	0.05
B011	2	Township Office Vault	Equipment and Furnishings	2015	10	$20,000	0.5	Fair		0.15	0.05
B012	2	Township Office Vault	Site	2015	10	$20,000	0.5	Fair		0.17	0.05
B013	3	Fire Hall	Substructure	1990	35	$50,000	0.5	Fair		0.16	0.03
B014	3	Fire Hall	Shell	1990	35	$250,000	0.5	Fair		0.16	0.07
B015	3	Fire Hall	Interiors	1990	35	$300,000	0.8	Good	Garage retrofit in 2018 for $127k	0.15	0.05
B016	3	Fire Hall	Services	1990	35	$100,000	0.85	Good	New Heating system in 2017 for $5k	0.23	0.05
B017	3	Fire Hall	Equipment and Furnishings	1990	35	$100,000	0.8	Good	New steel foor in 2017	0.17	0.05
B018	3	Fire Hall	Site	1990	35	$50,000	0.5	Fair		0.19	0.05
B019	4	Salt Shed	All	2021	4	$60,000	0.85	Good	New in 2021 for $45k	0.17	0.05
B021	6	Municipal Garage	Substructure	1984	41	$50,000	0.35	Fair		0.16	0.03
B022	6	Municipal Garage	Shell	1984	41	$200,000	0.35	Fair		0.16	0.07
B023	6	Municipal Garage	Interiors	1984	41	$250,000	0.35	Fair		0.15	0.05
B024	6	Municipal Garage	Services	1984	41	$100,000	0.35	Fair		0.23	0.05
B025	6	Municipal Garage	Equipment and Furnishings	1984	41	$100,000	0.35	Fair		0.17	0.05
B026	6	Municipal Garage	Site	1984	41	$50,000	0.35	Fair		0.19	0.05
B027	7	Share Shed	All	2009	16	$50,000	0.65	Good	New concrete in 2019 for $10k, expanded it	0.17	0.05
B028	8	MacLennen Hall	Substructure	1993	32	$50,000	0.35	Fair		0.16	0.03
B029	8	MacLennen Hall	Shell	1993	32	$200,000	0.35	Fair		0.16	0.07
B030	8	MacLennen Hall	Interiors	1993	32	$250,000	0.35	Fair		0.15	0.05
B031	8	MacLennen Hall	Services	1993	32	$100,000	0.85	Good	Upgrades to HVAC and AC in 2020 for $13k. $15K on water system in 2010	0.23	0.05
B032	8	MacLennen Hall	Equipment and Furnishings	1993	32	$100,000	0.35	Fair		0.17	0.05
B033	8	MacLennen Hall	Site	1993	32	$50,000	0.9	Good	Concrete pad and other small structures in 2021 for $34k	0.19	0.05
B035	10	Women's Institute Park	All	1990	35	$100,000	0.35	Fair		1.00	0.05
B036	11	Stickney Cemetery	All	1980	45	$20,000	0.45	Fair		0.23	0.05
B037	12	Port Findlay Cemetery	All	1980	45	$40,000	0.65	Good		0.17	0.05

Bridges 22 $1,800,000

ASSET ID	Asset Name	ASSET TYPE	LOCATION	2024 OSIM ID	Year of Construction or Major Refurbishment	AGE (YEARS)	REPLACEMENT COST	Performance Score	Performance Category	Performance Rationale	ATC	DET
BR-001	Pine Island Causeway	Triple Culvert	Pine Island Road	C1	2003	22	$300,000	0.85	Good	no work needed per 2024 OSIM inspections	1.00	0.025
BR-002	Shewfelt Creek	Single Culvert	Government Road	C2	1992	33	$300,000	0.25	Fair	Minor rehab noted in 2024 OSIM inspections. No	1.00	0.025
BR-003	Anderson Creek	Single Culvert	Government Road	C3	2005	20	$500,000	0.35	Fair	Minor rehab noted in 2024 OSIM inspections	1.00	0.025
BR-004	Smith Road	Double Culvert	Smith Road	C4	2011	14	$300,000	0.65	Good	Minor rehab noted in 2024 OSIM inspections	1.00	0.025
BR-005	Sucker Creek	Single Culvert	Puddingstone Road (Shared with	C5	2000	25	$400,000	0.25	Fair	no work needed per 2024 OSIM inspections	1.00	0.025

Fleet and Equipment 16 **$1,795,925**

ASSET ID	ASSET Name	Service Group	YEAR OF PURCHASE	AGE (YEARS)	REPLACEMENT COST	Performance Score	Performance Category	Performance Rationale	ATC	DET
d	Champion Grader Model 730	Roads	2005	20	$358,750	0.65	Good	$5k on accessories in 2017	1.00	0.05
F02	JD riding lawn mower	Roads	2005	20	$5,125	0.25	Fair		1.00	0.05
F03	Ford 150 1/2 ton pickup	Roads	2005	20	$60,000	0.35	Fair		1.00	0.05
F04	4x4 Ford crew cab	Roads	2002	23	$60,000	0.15	Fair		1.00	0.05
F05	2016 F250 - Backhoe/pickup	Roads	2016	9	$140,425	0.65	Good	Plow for $11k in 2017, windo conversion kit in 2017 for $2k	1.00	0.05
F06	2020 Western Star plow	Roads	2020	5	$138,375	0.75	Good		1.00	0.05
F07	Pumper - 2010 International 7400	Fire	2010	15	$400,000	0.35	Fair		1.00	0.05
F08	Tanker - 2002 International Conn	Fire	2010	15	$500,000	0.15	Fair	Requries replacement in the short term.	1.00	0.05
F09	Software	Administrative	2013	12	$10,250	0.35	Fair		1.00	0.05
F10	Breathing Apparatus (6)	Fire	2013	12	$25,625	0.65	Good		1.00	0.05
F11	AED (2)	Fire	2017	8	$5,125	0.75	Good		1.00	0.05
F12	Playground Equipment (Birch Hill)	Administrative	2010	15	$61,500	0.65	Good		1.00	0.05
F13	30 kw Generator	Administrative	2007	18	$30,750	0.55	Good		1.00	0.05

APPENDIX D – PLANNED PROGRAM

Line #	Asset Class	Asset ID	Name	Treatment Description	Forecast Cost ($)	Forecast Year
1	Roads	R001	MCCLUSKIE ROAD	Maintenance	30,000.00	2026
2	Roads	R003	MACLENNAN ROAD	Maintenance	70,000.00	2026
3	Roads	R004	HARDWOOD DRIVE	Maintenance	30,000.00	2026
4	Roads	R009	HARDWOOD DRIVE	Maintenance	10,000.00	2026
5	Roads	R026	HARDWOOD DRIVE	Maintenance	10,000.00	2026
6	Roads	R038	HARDWOOD DRIVE	Maintenance	20,000.00	2026
7	Roads	R059	HARDWOOD DRIVE	Maintenance	10,000.00	2026
8						
9						
10	Roads	R015	TOWNLINE ROAD	Maintenance	60,000.00	2027
11	Roads	R027	TOWNLINE ROAD	Maintenance	10,000.00	2027
12	Roads	R028	TOWNLINE ROAD	Maintenance	10,000.00	2027
13	Roads	R052	BARR ROAD SOUTH	Maintenance	70,000.00	2027
14	Roads	R057	TOWNLINE ROAD	Maintenance	10,000.00	2027
15	Roads	R067	BARR ROAD SOUTH	Maintenance	20,000.00	2027
16						
17						
18	Roads	R005	PINE ISLAND ROAD	Maintenance	37,538.88	2028
19	Roads	R007	MACLENNAN ROAD	Maintenance	2,971.61	2028
20	Roads	R011	BIRCH DRIVE	Maintenance	19,324.56	2028
21	Roads	R014	PARTRIDGE DRIVE	Maintenance	7,959.68	2028
22	Roads	R022	MACLENNAN ROAD	Maintenance	1,690.00	2028
23	Roads	R045	CAVE DRIVE	Maintenance	52.00	2028
24	Roads	R051	MILL ROAD	Maintenance	12,394.29	2028
25	Roads	R069	RANGE LIGHTS ROAD	Maintenance	37.50	2028
26	Roads	R071	LILY POIND LANE	Maintenance	4,698.51	2028
27						
28						
29	Roads	R018	PUDDINGSTONE ROAD	Maintenance	5,356.10	2029
30	Roads	R030	MCCLUSKIE ROAD	Maintenance	5,551.38	2029
31	Roads	R033	RIVER ROAD	Maintenance	4,940.73	2029
32	Roads	R037	MILL ROAD	Maintenance	13,424.64	2029
33	Roads	R058	SMITH ROAD	Maintenance	83,979.12	2029
34						
35						
36	Roads	R017	RIVER ROAD	Maintenance	19,044.98	2030
37	Roads	R031	PINE ISLAND ROAD	Maintenance	4,493.99	2030
38	Roads	R042	HIGHWAY 17	Maintenance	30.00	2030
39	Roads	R043	PUDDINGSTONE ROAD	Maintenance	11,283.88	2030
40	Roads	R065	MACLENNAN ROAD	Maintenance	2,463.18	2030
41	Roads	R066	PUDDINGSTONE ROAD	Maintenance	85,638.79	2030
42						
43						
44	Roads	R002	MCKNIGHT ROAD	Maintenance	4,416.87	2031
45	Roads	R006	HIGHWAY 548	Maintenance	37.50	2031
46	Roads	R012	SMITH ROAD	Maintenance	13,024.96	2031
47	Roads	R019	PINE ISLAND ROAD	Maintenance	37,827.74	2031

48	Roads	R023	PASTURE POINT ROAD	Maintenance	19,638.46	2031
49	Roads	R053	PASTURE POINT ROAD	Maintenance	6,362.66	2031
50	Roads	R054	MACLENNAN ROAD	Maintenance	12,127.05	2031
51	Roads	R060	PINE ISLAND ROAD	Maintenance	12,817.94	2031
52						
53						
54	Roads	R013	TOWNLINE ROAD	Maintenance	4,050.27	2032
55	Roads	R024	CREEK ROAD	Maintenance	29,263.31	2032
56	Roads	R034	TOWNLINE ROAD	Maintenance	2,085.20	2032
57	Roads	R047	MCKNIGHT ROAD	Maintenance	71,111.99	2032
58	Roads	R048	PINE ISLAND ROAD	Maintenance	5,886.74	2032
59	Roads	R068	FALCON DRIVE	Maintenance	37.50	2032
60						
61						
62	Roads	R036	SHORT DRIVE	Maintenance	4,919.70	2033
63	Roads	R050	MACLENNAN ROAD	Maintenance	58,580.37	2033
64	Roads	R055	PUDDINGSTONE ROAD	Maintenance	50,765.21	2033
65						
66						
67	Roads	R025	BARR ROAD NORTH	Maintenance	72,017.63	2034
68	Roads	R040	HIGHWAY 548	Maintenance	52.50	2034
69	Roads	R062	HIGHWAY 548	Maintenance	39.00	2034
70	Roads	R063	TOWNLINE ROAD	Maintenance	3,138.30	2034
71	Roads	R070	CREEK ROAD	Maintenance	37.50	2034
72						
73						
74	Roads	R008	HIGHWAY 548	Maintenance	30.00	2035
75	Roads	R016	GOVERNMENT ROAD	Maintenance	6,041.74	2035
76	Roads	R049	GOVERNMENT ROAD	Maintenance	60,738.27	2035
77						
78						
79	Roads	R020	LAKE SHORE DRIVE	Maintenance	140,652.20	2036
80	Roads	R044	GOVERNMENT ROAD	Maintenance	5,440.06	2036
81						
82						
83	Roads	R032	MCKNIGHT ROAD	Maintenance	44,777.86	2037
84	Roads	R041	LAKE SHORE DRIVE	Maintenance	8,331.95	2037
85	Roads	R046	LAKE SHORE DRIVE	Maintenance	47,081.66	2037
86	Roads	R056	GOVERNMENT ROAD	Maintenance	48,620.64	2037
87						
88						
89	Roads	R035	GOVERNMENT ROAD	Maintenance	85,224.93	2038
90	Roads	R064	PORT FINDLAY ROAD	Maintenance	10,515.96	2038
91						
92						
93	Roads	R021	PORT FINDLAY ROAD	Maintenance	16,830.32	2039
94	Roads	R038	HARDWOOD DRIVE	Maintenance	43,733.18	2039
95						
96						

97	Roads	R009	HARDWOOD DRIVE	Maintenance	2,420.06	2040
98	Roads	R010	GOVERNMENT ROAD	Maintenance	48,416.19	2040
99	Roads	R026	HARDWOOD DRIVE	Maintenance	16,647.92	2040
100	Roads	R029	MCCLUSKIE ROAD	Maintenance	80,797.54	2040
101						
102						
103	Roads	R027	TOWNLINE ROAD	Maintenance	5,984.40	2041
104	Roads	R028	TOWNLINE ROAD	Maintenance	13,369.59	2041
105	Roads	R039	MACLENNAN ROAD	Maintenance	51,925.95	2041
106	Roads	R057	TOWNLINE ROAD	Maintenance	6,603.28	2041
107	Roads	R059	HARDWOOD DRIVE	Maintenance	6,801.20	2041
108	Roads	R061	SMITH ROAD	Maintenance	57,684.02	2041
109						
110						
111	Roads	R001	MCCLUSKIE ROAD	Maintenance	44,864.13	2042
112	Roads	R003	MACLENNAN ROAD	Maintenance	80,287.29	2042
113	Roads	R007	MACLENNAN ROAD	Maintenance	2,971.61	2042
114	Roads	R011	BIRCH DRIVE	Maintenance	19,324.56	2042
115	Roads	R022	MACLENNAN ROAD	Maintenance	1,690.00	2042
116	Roads	R069	RANGE LIGHTS ROAD	Maintenance	37.50	2042
117						
118						
119	Roads	R004	HARDWOOD DRIVE	Maintenance	36,873.12	2043
120	Roads	R045	CAVE DRIVE	Maintenance	52.00	2043
121	Roads	R051	MILL ROAD	Maintenance	12,394.29	2043
122	Roads	R052	BARR ROAD SOUTH	Maintenance	72,201.31	2043
123	Roads	R067	BARR ROAD SOUTH	Maintenance	27,079.19	2043
124						
125						
126	Roads	R014	PARTRIDGE DRIVE	Maintenance	7,959.68	2044
127	Roads	R015	TOWNLINE ROAD	Maintenance	78,829.14	2044
128	Roads	R017	RIVER ROAD	Maintenance	19,044.98	2044
129	Roads	R018	PUDDINGSTONE ROAD	Maintenance	5,356.10	2044
130	Roads	R033	RIVER ROAD	Maintenance	4,940.73	2044
131	Roads	R037	MILL ROAD	Maintenance	13,424.64	2044
132	Roads	R042	HIGHWAY 17	Maintenance	30.00	2044
133	Roads	R043	PUDDINGSTONE ROAD	Maintenance	11,283.88	2044
134	Roads	R071	LILY POIND LANE	Maintenance	4,698.51	2044
135						
136						
137	Roads	R002	MCKNIGHT ROAD	Maintenance	4,416.87	2045
138	Roads	R005	PINE ISLAND ROAD	Maintenance	37,538.88	2045
139	Roads	R006	HIGHWAY 548	Maintenance	37.50	2045
140	Roads	R013	TOWNLINE ROAD	Maintenance	4,050.27	2045
141	Roads	R030	MCCLUSKIE ROAD	Maintenance	5,551.38	2045
142	Roads	R031	PINE ISLAND ROAD	Maintenance	4,493.99	2045
143	Roads	R053	PASTURE POINT ROAD	Maintenance	6,362.66	2045
144	Roads	R058	SMITH ROAD	Maintenance	83,979.12	2045
145	Roads	R065	MACLENNAN ROAD	Maintenance	2,463.18	2045

146	Roads	R068	FALCON DRIVE	Maintenance	37.50	2045
147						
148						
149	Roads	R012	SMITH ROAD	Maintenance	13,024.96	2046
150	Roads	R023	PASTURE POINT ROAD	Maintenance	19,638.46	2046
151	Roads	R048	PINE ISLAND ROAD	Maintenance	5,886.74	2046
152	Roads	R054	MACLENNAN ROAD	Maintenance	12,127.05	2046
153	Roads	R060	PINE ISLAND ROAD	Maintenance	12,817.94	2046
154	Roads	R066	PUDDINGSTONE ROAD	Maintenance	85,638.79	2046
155						
156						
157	Roads	R019	PINE ISLAND ROAD	Maintenance	37,827.74	2047
158	Roads	R024	CREEK ROAD	Maintenance	29,263.31	2047
159	Roads	R034	TOWNLINE ROAD	Maintenance	2,085.20	2047
160	Roads	R036	SHORT DRIVE	Maintenance	4,919.70	2047
161	Roads	R047	MCKNIGHT ROAD	Maintenance	71,111.99	2047
162	Roads	R063	TOWNLINE ROAD	Maintenance	3,138.30	2047
163						
164						
165	Roads	R008	HIGHWAY 548	Maintenance	30.00	2048
166	Roads	R050	MACLENNAN ROAD	Maintenance	58,580.37	2048
167	Roads	R055	PUDDINGSTONE ROAD	Maintenance	50,765.21	2048
168	Roads	R062	HIGHWAY 548	Maintenance	39.00	2048
169						
170						
171	Roads	R016	GOVERNMENT ROAD	Maintenance	6,041.74	2049
172	Roads	R040	HIGHWAY 548	Maintenance	52.50	2049
173	Roads	R070	CREEK ROAD	Maintenance	37.50	2049
174						
175						
176	Roads	R044	GOVERNMENT ROAD	Maintenance	5,440.06	2050
177						
178						
179	Roads	R032	MCKNIGHT ROAD	Maintenance	44,777.86	2051
180	Roads	R041	LAKE SHORE DRIVE	Maintenance	8,331.95	2051
181	Roads	R046	LAKE SHORE DRIVE	Maintenance	47,081.66	2051
182	Roads	R056	GOVERNMENT ROAD	Maintenance	48,620.64	2051

Line #	Asset Class	Asset ID	Treatment Description	Forecast Cost ($)	Forecast Year
1	Culverts	9	Reconstruction	20,000.00	2026
2					
3					
4	Culverts	22	Reconstruction	20,000.00	2027
5					
6					
7	Culverts	110	Reconstruction	20,000.00	2028
8					
9					
10	Culverts	38	Reconstruction	20,000.00	2029
11					
12					
13	Culverts	60	Reconstruction	20,000.00	2030
14					
15					
16	Culverts	23	Reconstruction	20,000.00	2034
17					
18					
19	Culverts	46	Reconstruction	20,000.00	2035
20					
21					
22	Culverts	108	Reconstruction	20,000.00	2037
23					
24					
25	Culverts	124	Reconstruction	20,000.00	2041
26					
27					
28	Culverts	61	Reconstruction	20,000.00	2050
29					
30					
31	Culverts	70	Reconstruction	20,000.00	2051

Line #	Asset Class	Asset ID	Building #	Location	Treatment Description	Forecast Cost ($)	Forecast Year
1	Buildings and Parks	B004	1	Township Office	Maintenance	10,000.00	2026
2	Buildings and Parks	B010	2	Township Office Vault	Maintenance	5,000.00	2026
3							
4							
5	Buildings and Parks	B022	6	Municipal Garage	Maintenance	32,000.00	2032
6	Buildings and Parks	B029	8	MacLennen Hall	Maintenance	32,000.00	2032
7							
8							
9	Buildings and Parks	B023	6	Municipal Garage	Maintenance	37,500.00	2033
10	Buildings and Parks	B024	6	Municipal Garage	Maintenance	23,000.00	2033
11	Buildings and Parks	B030	8	MacLennen Hall	Maintenance	37,500.00	2033
12	Buildings and Parks	B035	10	Women's Institute Park	Reconstruction	100,000.00	2033
13							
14							
15	Buildings and Parks	B008	2	Township Office Vault	Maintenance	9,500.00	2034
16	Buildings and Parks	B014	3	Fire Hall	Maintenance	40,000.00	2034
17	Buildings and Parks	B025	6	Municipal Garage	Maintenance	17,000.00	2034
18	Buildings and Parks	B026	6	Municipal Garage	Maintenance	9,500.00	2034
19	Buildings and Parks	B032	8	MacLennen Hall	Maintenance	17,000.00	2034
20							
21							
22	Buildings and Parks	B003	1	Township Office	Maintenance	8,000.00	2035
23	Buildings and Parks	B036	11	Stickney Cemetery	Maintenance	4,600.00	2035
24							
25							
26	Buildings and Parks	B002	1	Township Office	Maintenance	8,500.00	2036
27	Buildings and Parks	B009	2	Township Office Vault	Maintenance	11,500.00	2036
28							
29							
30	Buildings and Parks	B011	2	Township Office Vault	Maintenance	3,000.00	2037
31	Buildings and Parks	B012	2	Township Office Vault	Maintenance	3,400.00	2037
32	Buildings and Parks	B018	3	Fire Hall	Maintenance	9,500.00	2037
33							
34							
35	Buildings and Parks	B027	7	Share Shed	Maintenance	8,500.00	2039
36							
37							
38	Buildings and Parks	B006	1	Township Office	Maintenance	3,000.00	2040
39	Buildings and Parks	B021	6	Municipal Garage	Maintenance	8,000.00	2040
40	Buildings and Parks	B028	8	MacLennen Hall	Maintenance	8,000.00	2040
41	Buildings and Parks	B037	12	Port Findlay Cemetery	Maintenance	6,800.00	2040
42							
43							
44	Buildings and Parks	B005	1	Township Office	Maintenance	18,400.00	2041
45							
46							
47	Buildings and Parks	B015	3	Fire Hall	Maintenance	45,000.00	2042
48							
49							
50	Buildings and Parks	B016	3	Fire Hall	Maintenance	23,000.00	2043
51	Buildings and Parks	B017	3	Fire Hall	Maintenance	17,000.00	2043
52	Buildings and Parks	B019	4	Salt Shed	Maintenance	10,200.00	2043
53	Buildings and Parks	B031	8	MacLennen Hall	Maintenance	23,000.00	2043
54							
55							
56	Buildings and Parks	B033	8	MacLennen Hall	Maintenance	9,500.00	2045

57							
58							
59	Buildings and Parks	B007	2	Township Office Vault	Maintenance	3,800.00	2046
60	Buildings and Parks	B013	3	Fire Hall	Maintenance	8,000.00	2046
61							
62							
63	Buildings and Parks	B004	1	Township Office	Maintenance	5,700.00	2047
64	Buildings and Parks	B010	2	Township Office Vault	Maintenance	3,200.00	2047
65							
66							
67	Buildings and Parks	B022	6	Municipal Garage	Maintenance	32,000.00	2048
68	Buildings and Parks	B029	8	MacLennen Hall	Maintenance	32,000.00	2048
69							
70							
71	Buildings and Parks	B008	2	Township Office Vault	Maintenance	9,500.00	2050
72	Buildings and Parks	B014	3	Fire Hall	Maintenance	40,000.00	2050

Line #	Asset Class	Asset iD	Description	Department	Treatment Description	Forecast Cost ($)	Forecast Year
1	Fleet and Equipmen	F04	4x4 Ford crew cab	Roads	Reconstruction	60,000.00	2029
2	Fleet and Equipmen	F08	Tanker - 2002 International Con	Fire	Reconstruction	500,000.00	2029
3							
4							
5	Fleet and Equipmen	F02	JD riding lawn mower	Roads	Reconstruction	5,125.00	2032
6							
7							
8	Fleet and Equipmen	F03	Ford 150 1/2 ton pickup	Roads	Reconstruction	60,000.00	2034
9	Fleet and Equipmen	F07	Pumper - 2010 International 740	Fire	Reconstruction	400,000.00	2034
10	Fleet and Equipmen	F09	Software	Administrative	Reconstruction	10,250.00	2034
11							
12							
13	Fleet and Equipmen	F13	30 kw Generator	Administrative	Reconstruction	30,750.00	2038
14							
15							
16	Fleet and Equipmen	F01	Champion Grader Model 730	Roads	Reconstruction	358,750.00	2040
17	Fleet and Equipmen	F05	2016 F250 - Backhoe/pickup	Roads	Reconstruction	140,425.00	2040
18	Fleet and Equipmen	F10	Breathing Apparatus (6)	Fire	Reconstruction	25,625.00	2040
19	Fleet and Equipmen	F12	Playground Equipment (Birch H	Administrative	Reconstruction	61,500.00	2040
20							
21							
22	Fleet and Equipmen	F06	2020 Western Star plow	Roads	Reconstruction	138,375.00	2041
23	Fleet and Equipmen	F11			Reconstruction	5,125.00	2041
24							
25							
26	Fleet and Equipmen	F04	4x4 Ford crew cab	Roads	Reconstruction	60,000.00	2050
27	Fleet and Equipmen	F08	Tanker - 2002 International Con	Fire	Reconstruction	500,000.00	2050

Line #	Asset Class	Asset ID	Name	Treatment Description	Forecast Cost ($)	Forecast Year
1	Bridges	BR-002	Shewfelt Creek	Reconstruction	300,000.00	2037
2	Bridges	BR-005	Sucker Creek	Reconstruction	400,000.00	2037
3						
4						
5	Bridges	BR-003	Anderson Creek	Reconstruction	500,000.00	2040