



ASSET MANAGEMENT PLAN



To ensure our municipal assets are maintained and renewed in a responsible and financially sustainable manner.

2020

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PREAMBLE

This Asset Management Plan has been completed based on the strategic goals, objectives, and direction contained within the Township of Norwich Policy No. 2019-01, Strategic Asset Management Policy. This policy was developed in consultation with and approved by the Council of the Township of Norwich and can be viewed on the municipal website (www.norwich.ca) or in person at the municipal offices at 285767 Airport Road in Norwich.

The 2020 Asset Management Plan for the Township of Norwich has been endorsed by the CAO/Clerk of the municipality and has been approved by resolution of Council at a meeting held November 28, 2019.

This plan will be reviewed on an annual basis in conjunction with the municipal capital budget and long-term capital planning process.



INTRODUCTION

Municipalities have always engaged in some form of asset management, through such tools as capital budgets, multi-year forecasts, road needs studies, parks master plans, and long-term financial planning. Informal and undocumented plans have been utilized in various manners and forms by municipal departments for decades. Today's environment requires that municipalities take a more formal, all-encompassing approach and create a comprehensive program that deals with all of their municipal infrastructure together in one plan and ensure that all of their assets remain viable and usable for staff and the general public over the long term.

It is commonly known that municipalities do not have enough budget dollars available to fully fund asset replacement/renewal when each asset's expected useful life expires. Municipalities are being forced to find ways to keep and maintain assets beyond their normal lifespan due to these financial constraints. Capital budget dollars need to be properly prioritized so that critical infrastructure is renewed before it fails. In order to accomplish this, municipalities require a detailed accounting of all their assets, which includes an assessment of their current condition, estimated costs to replace, on-going costs to maintain, estimated dates for replacement, and an evaluation of the risk/consequence of failure. Only when a municipality has accumulated all this information, can it create a long-term plan to properly manage its assets. Currently and moving into the future, Staff and Council need to engage in discussions about Service Levels (both current and future), Growth, and Climate Change so that capital planning can be adjusted to ensure assets are appropriate for these changing priorities and expectations.

Fully financing an asset management program can be difficult and will pose a challenge in ensuring our asset management plan is manageable and successful. All financing options that are available will need to be considered and utilized: tax revenue, reserves/reserve funds, debt financing, user fees, development charges, and grants from the Provincial and Federal Government. Even with all these financing options available, we will still face a funding shortfall in our program. This shortfall is commonly referred to as an ***"Infrastructure Gap"***. The success or failure of our asset management plan will be in how we deal with this infrastructure gap over time. Based on all of our current data, a target date has been established when we should be able to achieve a fully-funded program. This date can fluctuate over time as assets are added/removed, service levels increase/decrease, and as funding levels and political wills change. One thing is clear, to achieve a fully-funded asset management program it will require a strong commitment from Council and staff and an on-going steady increase in tax revenues in order to get there.

In this document, you will find the detailed asset management program for each capital asset class in the Township of Norwich. Each section will detail the current assets we maintain in that class, the current state of these assets, strategies for managing and maximizing the life of these assets, and the costs to maintain and fund the eventual replacement of these assets. The final sections of this document will pull all this data together, determine the municipality's overall "infrastructure gap" and lay-out a strategy for funding this gap in funding. Detailed lists of all municipal assets are included within the appendices to this document. Additional appendices contain long-term asset replacement plans for each department. It is within these long-term plans that you can see how the Township intends to properly finance our replacement program. These plans have been compiled and formalized based on the all the information contained with this document. This plan will change over time as needs and priorities evolve.



COMPONENTS OF A PROPER ASSET MANAGEMENT PLAN

In order for a plan to be considered a complete asset management program, it should include all of the following components:

CONDITIONAL ASSESSMENTS

To assist a municipality in properly prioritizing asset replacements, each asset should be assessed based on its current condition. While some asset classes will have its conditional assessments closely relate to the age of its assets, other classes may vary widely due to other factors such as usage, traffic counts, operating hours, weather exposure, etc. Some classes will require the use of 3rd party experts/consultants to properly review and evaluate the current state of the assets contained within it. Each class of asset needs to be analyzed separately and proper conditional ratings applied. Through this process, critical assets to the municipal operations also need to be identified, as failure of these assets will have far greater consequences than non-essential assets. With this information in hand, only then can asset replacements be properly prioritized by ensuring that the assets in the most need are replaced first.

REPLACEMENT DATE

Every asset sitting in your current TCA Inventory has an estimated useful life. This is the number of years that the asset will be amortized over to satisfy financial reporting purposes. Realistically most assets will last well beyond these timeframes; budget constraints and lack of funding may force some assets replacements to be significantly delayed. So, these dates do not properly reflect an accurate estimate of the actual replacement date. Generally, replacement dates will be several years after the useful life of the asset has expired. Utilizing conditional assessments, budget dollars available and other factors, asset replacements in each class will need to be prioritized and placed out over a period of years in order to determine the most appropriate replacement date for each asset.

SERVICE LEVELS

Council and staff should engage in discussions around all their asset classes with regards to service levels. What are the current service levels being provided? Are these levels meeting the public demands? Are these levels financially sustainable over the long-term? Are increases or decreases in service wanted or needed in the future? Are possible changes in the current service level financially viable over the long-term? When you have answers to these questions, long-term plans can be put in place that meet these expectations and ensure you can provide the desired service level for each asset class.

It should be noted that increased (or decreased) service levels in one asset classes can affect another asset class, so decisions on service levels cannot be made in isolation; a good example would be a decision to increase service levels for your unpaved road infrastructure, which in turn may require additional and/or upgraded equipment and additional staff to realize this new expected service levels.

REPLACEMENT VALUE

Every asset in your management program needs a true cost for its eventual replacement. This differs from the *Historical Cost* that was attributed to each asset in the TCA Inventory completed for *PSAB 3150*. To properly plan for the funding of the new replacement asset, you need to have an estimate of what it will cost to buy or construct the new asset based on current models, standards, and prices.



As discussed in the prior component, service level changes may affect the replacement cost. Will the replacement asset need to be increased (or decreased) or changed due to a different “*Expected Level of Service*” either now or in the future? Should the asset be upgraded or modified to increase its capacity or resistance to *Climate Change*? Will *Growth* dictate that added or upgraded infrastructure is needed? Standards can also change over time which could dictate a different type of asset be put in place. If necessary, the replacement value should reflect the cost of the new and/or improved asset not just the replacement cost of the existing asset.

NOTES:

Some assets may not be intended to be replaced when their useful life comes to an end due to lack of need, changing priorities and/or availability; these assets need to be identified so that their replacement costs are not reflected in your long-term plan.

The Township of Norwich currently owns a number of historical buildings and structures that cannot and will not be replaced; they have been designated in the appendices as “Historical” with no replacement cost being provided. For these assets, while we do not include funding for replacements, we need to ensure that insurance and adequate funding for maintenance are in place to guarantee their long-term survival.

RISK RATING

While the timing of asset replacement is generally closely related to an asset’s conditional assessment, a number of other factors such as financial costs, frequency of use, and criticality to the operations, should be considered when determining when an asset needs to be replaced. Risk is generally considered as the product of *Probability x Consequence*. Risk factors for each asset class are determined and assigned to either “probability” or “consequence” and then weighted in relation to their importance. Using an algorithm that takes into account these elements, a risk rating can be calculated for each asset. This risk factor should be utilized when prioritizing asset replacement within your plan.

MAINTENANCE / UPGRADE PLANS

Most assets within the municipal inventory will need periodic maintenance to ensure that they stay in proper working order and remain fully usable over their entire useful life, and sometimes beyond. A properly funded maintenance program needs to be included in our Asset Management Program. This will ensure that the assets do not need to be replaced before their scheduled replacement date. Some assets may require substantial work and financial investment at various points in its life to ensure they continue to operate at an optimal level. This could include work such as engine rebuilds/overhauls, road treatments, parts replacements, roof or HVAC replacements, etc. These are necessary procedures that need to be accounted for in your plan.

Beyond the regularly scheduled maintenance program there may be other opportunities where there is an option to reinvest in your asset to extend its useful life. In these cases, it is necessary to complete a cost-benefit analysis to determine if the financial investment is worth the extra useful life that will result. A good example of this type of opportunity is a paved road: will resurfacing this road at 2 or 3 points over its useful life in order to extend its useful life by “x” number of years be more cost effective than just leaving the road and fully rebuilding it at the end of its normal useful life. Each type of asset needs to be analyzed to see if these opportunities exist, and if so, is this investment cost effective. Completing this analysis on each asset class will ensure that you are making the best use of all your capital dollars.



FINANCING STRATEGIES

There are numerous sources of financing that can be utilized to fund our Asset Management Plan. The major sources are tax revenues, reserves, debt financing, user fees, development charges, and capital grants from the Provincial and Federal Governments. Other sources of funding can come from donations, subdivider monies, and other development agreements but as this type of revenue is inconsistent and infrequent it will not normally be included in an Asset Management Program.

Each asset class will have its own characteristics, which often dictate the type of financing that best lends itself to funding its replacement program.

The majority of asset classes will see a combination of tax revenue and reserve strategies utilized as the preferred financing methodology.

Debt financing is best utilized for assets with a longer useful life such as buildings or bridges, so that payments can be spread over the life of the asset; but this type of financing can only be used sparingly, as it will start to have adverse effects on annual budget requirements if over-used.

Capital grants from other levels of government are generally targeted for types of assets that a municipality may have difficulty including in the general budget process.

Each asset class has been analyzed and an appropriate funding strategy developed that best fits that class of asset.

LETTER GRADE

Every Asset Class should be rated with a letter grade ranging from “A” to “F” which indicates the current state of health of the assets in the class. The letter grade should reflect the current average condition of the assets in the class, as well as the funding capacity available to renew or improve these assets now and into the long-term. Utilizing this philosophy, an asset class that is currently in fairly good condition could still end up with a low letter grade if the financial resources are not in place to keep it in this condition. This grade will allow the casual reader of your plan or someone unfamiliar with asset management concepts to reach a better understanding of the current health of these assets.

INFRASTRUCTURE GAP

To properly understand the current overall health of our Asset Management Program and properly plan an appropriate long-term funding strategy, our municipality has calculated its current “Infrastructure Gap”. This is the difference between the eventual cost to replace all our assets (on annual basis) and the current financing available to offset these costs.

Our plan contains a strategy to deal with this underfunding and includes a target date when the Asset Management Program may be fully-funded.



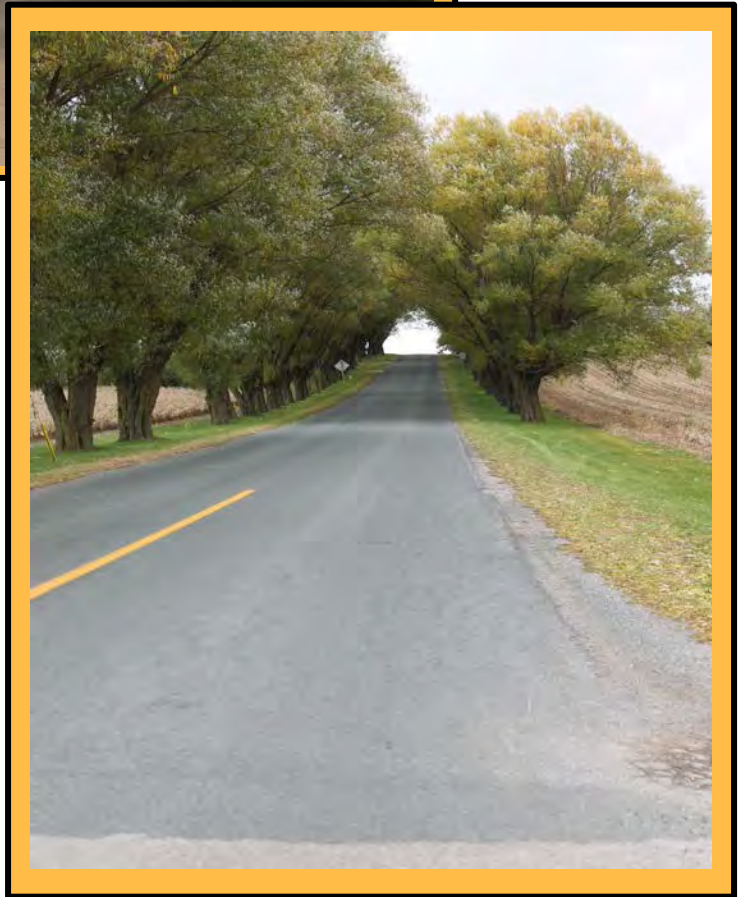
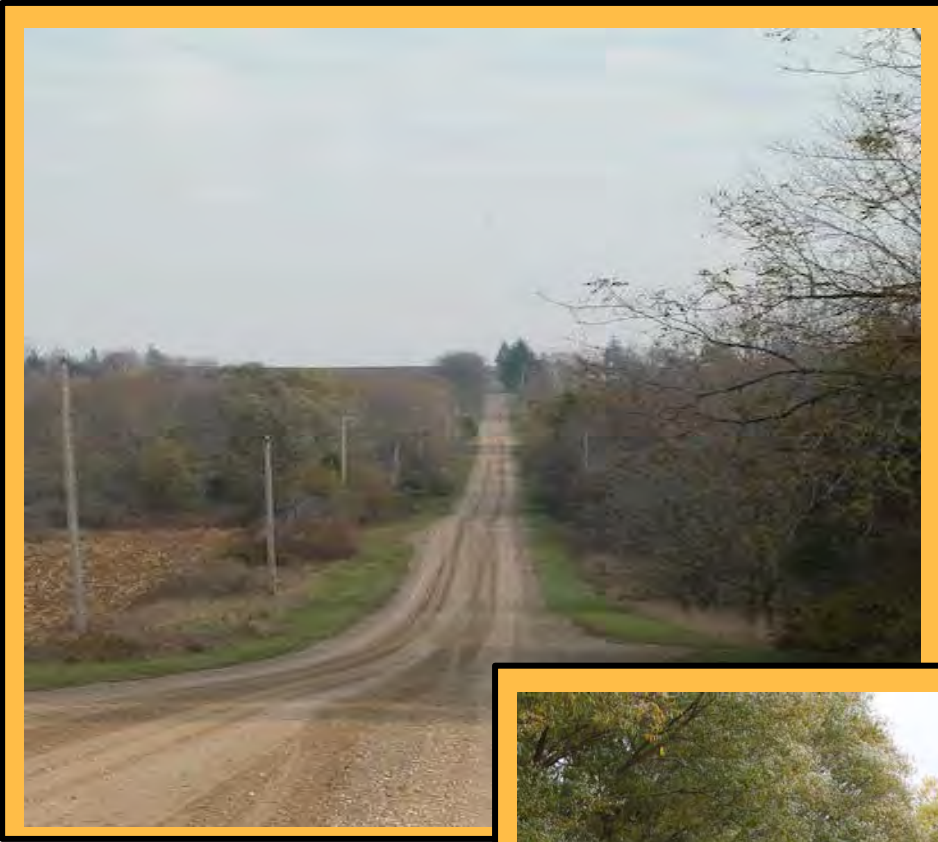
BENEFITS OF AN ASSET MANAGEMENT PROGRAM

A properly prepared and effective Asset Management Program provides numerous benefits for a municipality:

- It will allow for better decision making on asset replacement priorities;
- It will improve capital budget and long-term forecast preparation;
- It will ensure that critical assets are replaced at the appropriate time;
- It will ensure better management of risk to the municipality;
- It will reduce lifecycle costs of assets;
- It will improve financial planning;
- It will ensure continued eligibility for infrastructure grant opportunities; and
- It will assist in maintaining expected Levels of Service for the general public.



ROADWAYS



ROADWAYS
ASSET MANAGEMENT STRATEGY

| ASSET | PAVED ROADS |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INVENTORY: | 423.19 Lane km of paved roads; 137.3 Lane km of LCB (low class bituminous) roads + 285.89 Lane km of HCB (high class bituminous). All 336 road sections in the paved roads asset inventory are considered “ <i>Local Roads</i> ” according to <i>Ontario Regulation 239/02</i> . See <i>Appendix “A”</i> for Maps showing the current inventory of road sections in the municipality. |
| ESTIMATED ASSET LIFE: | HCB 20 Years LCB 15 Years |
| INTEGRATED ASSETS: | Bridges and Culverts; Storm Sewers; Sidewalks |
| ON-GOING MAINTENANCE: | Hard Top Maintenance: Annual Budget approx. \$350,000 Regular maintenance activities include asphalt patching, sweeping, line painting and shoulder maintenance. The current annual budget allocation for paved roads is not adequate for the current condition of our paved infrastructure, additional funding for asphalt patching would be beneficial. But as more funds are being added to the paved roads capital program every year, the condition of these assets will improve over time, which should in turn reduce the need for this level of asphalt patching within the maintenance program. |
| CURRENT CONDITION OF ASSETS: | The condition of all paved road sections in this class are assessed every 5 years through the update of the municipal “ <i>Road Needs Study</i> ”. This study also contains forecasted condition ratings for each road segment every year over a 20-year period. Current conditional assessments for each individual road segment updated every year and are shown in <i>Appendix “A”</i> . Condition of Paved Road Infrastructure varies greatly throughout the Township. Annual paving program is inadequate to keep up with the number of deteriorating road segments. Currently 47.02% of our road segments are rated at as good or very good. Average condition rating is 5.42 out of 10. This situation is currently improving as more budget \$’s are being added to both the maintenance and capital programs. |
| TOTAL \$’S TO REPLACE ENTIRE ASSET CLASS: | \$51,782,220 |
| AVERAGE AGE OF ASSETS IN THIS CLASS: | 25.34 Years Old |
| RISK: | Risk Factors: Current Conditional Assessment (<i>probability</i>), AADT Traffic Count (<i>consequence</i>), Replacement Cost (<i>consequence</i>), Criticality (<i>consequence</i>). Average Risk Rating for Asset Class: 5.8 (Low) |
| SERVICE LEVELS: | <ol style="list-style-type: none"> 1. Condition: Paved road infrastructure should be maintained at an overall average condition rating between 6.0 and 7.0. <i>Current overall condition rating is at 5.42.</i> 2. Risk: All paved road segments controlled by the Township of Norwich with a risk rating of “12” or higher should be scheduled for capital work within the next 20 years. <i>10 of 12 road segments with a risk rating of 12 or higher are included in the 20-Year Capital Program. (The 2 road segments not included in the 20-Year Program are boundary roads not controlled by the Township of Norwich).</i> 3. Maintenance: TBD |



| ASSET | PAVED ROADS <i>(Continued)</i> |
|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| REPLACEMENT and FUNDING STRATEGIES: | <p>The Road Needs Study will be updated every 5 years which includes a strategic 20-Year Capital Plan. The Plan will detail out the most effective use of all available Road Capital Budget \$'s. Re-investment strategies will consider everything from periodic resurfacing to full reconstruction of each road segment to ensure the best use of funds. NOTE: The next update to our Road Needs Study is scheduled for Summer 2020.</p> <p>Annual Federal Gas Tax funding and OCIF Formula-based funding will be used to supplement the tax revenue / reserve strategy in place. Additional budget \$'s need to be added to the road capital budget program on a yearly basis so that this line item continues to grow to a more appropriate level.</p> <p>NOTE: Current long-term plan has additional \$'s being added to the Roads Capital Program every year, starting with \$80,000 in 2020 and growing to \$140,000 in 2027 and beyond. These extra funds will allow the Roads Capital Program to grow and allow the municipality to achieve Service Level targets that have been set.</p> |
| CRITICALITY: | <p>Asset is considered "CRITICAL INFRASTRUCTURE". Failure of road infrastructure has severe consequences such as road closures and limited access for residents. Paved structures that begin to fail can remain open for a period of time with a regular patching program, but long-term fixes take considerable time and money to complete. On a scale of 1 to 5, Paved Road Infrastructure has a Criticality Factor of "4".</p> |
| \$ PER YEAR REQUIRED TO FUND REPLACEMENT PROGRAM: | <p>\$2,589,111</p> <p>While annual funding can vary from year-to-year, current funding (2019) is at \$1,061,800. See Note in "Funding Strategies" above to see the current strategy to overcome this deficit.</p> |
| METRICS: | <p>Scope: Total 423.19 lane kms of paved road infrastructure – all classified as "Local Roads" – this represents 0.98 lane km's of paved roads per sq. km. of land in the municipality</p> <p>Quality: Average condition index of 5.42 out of 10 for paved roads</p> |
| OTHER INFORMATION: | <p>Road program is currently under-funded and needs a long steady increase in funding to build the program up to an acceptable level. The Long-Term Public Works Capital Program contained with the appendices of this document shows that the tax \$'s being allocated will almost triple in size over the next 20 years.</p> <p>Inventory of LCB surfaced roads will diminish while the HCB surfaced roads will increase over time, as the current strategy is to change over the surface of most LCB road segments to HCB when construction work is being completed on these sections.</p> |

OVERALL GRADE FOR PAVED ROAD INFRASTRUCTURE:



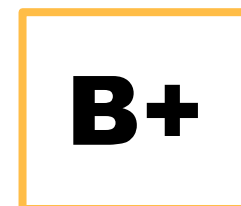
ROADWAYS
ASSET MANAGEMENT STRATEGY

| ASSET | UNPAVED ROADS |
|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INVENTORY: | 297.7 Lane km's of Unpaved Gravel Roads. All road sections in the unpaved roads asset inventory are considered " Local Roads " according to <i>Ontario Regulation 239/02</i> . See <i>Appendix "A"</i> for Maps showing the current inventory of road sections in the municipality. |
| ESTIMATED ASSET LIFE: | 50 Years |
| INTEGRATED ASSETS: | Bridges & Culverts, Paved Roads |
| ON-GOING MAINTENANCE: | Loose Top Maintenance: Annual Budget approx. \$500,000 The 2015 Road Needs Study laid out a 5-year gravel resurfacing program that ensured every gravel road had gravel resurfacing completed every 5 years. Through the 2017 Budget Process, additional funds were added to the Gravel Resurfacing Program to improve this to a 4-Year Resurfacing Program. The current annual budget allocation for loose-top maintenance is appropriate to support this 4-year resurfacing program and will also allow for regular on-going maintenance for this asset class. |
| CURRENT CONDITION OF ASSETS: | The condition of all unpaved road sections in this class are assessed every 5 years through the update of the Road Needs Study. Individual condition assessment for each road segment are shown in <i>Appendix "C"</i> . Adequate annual operating budget dollars have been attributed to this asset class to ensure our unpaved road infrastructure has remained in good condition. The Road Needs Study completed in the Fall of 2015 confirmed that the Township's gravel roads are generally being well maintained. <i>Current average condition rating for unpaved road infrastructure is 6.53.</i> |
| TOTAL \$'S TO REPLACE ENTIRE ASSET CLASS: | N/A – as unpaved roads will only be reconstructed in advance of paving and the current gravel resurfacing program will ensure that these road sections remain in good condition (indefinitely), the costs to replace the unpaved road infrastructure is not included in our AMP. |
| AVERAGE AGE OF ASSETS IN THIS CLASS: | All unpaved roads are resurfaced once every four years. Road bases for unpaved roads are only reconstructed in advance of transition to paved structures. Age of unpaved structures is irrelevant to the management and condition of these assets, so is not tracked/reported. |
| RISK: | N/A – as this asset class is being maintained indefinitely (with reconstruction only being considered in advance of conversion to pavement) and the condition is currently being maintained at a more than appropriate level, it has been determined that risk rating is unnecessary. Should the situation change, this approach will be re-reviewed. |
| SERVICE LEVELS: | <ol style="list-style-type: none"> 1. Condition Rating: Unpaved road infrastructure should be maintained at an overall condition rating between 6.0 and 7.0. <i>Current overall condition rating is at 6.53.</i> 2. Maintenance: All unpaved road segments should be resurfaced once every 4 years. 3. Maintenance: All unpaved road segments should be treated for dust control at least once per calendar year. |



| ASSET | UNPAVED ROADS (<i>continued</i>) |
|----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| REPLACEMENT and FUNDING STRATEGIES: | Regular Grading and Gravel Resurfacing will extend the life of unpaved roads well beyond their estimated 50-year useful life with the ability to maintain them indefinitely without reconstruction occurring. Total reconstruction will generally only happen in advance of converting a gravel road section into a paved road section. Therefore, no Replacement Strategy is currently required. |
| CRITICALITY: | Asset is considered “ CRITICAL INFRASTRUCTURE ”. Failure of road infrastructure has severe consequences such as road closures and limited access for residents. Unpaved road segments will rarely be compromised to a point where the addition of gravel and/or grading cannot rectify the issue. Any repairs can be accomplished in relatively short period of time. On a scale of 1 to 5, Unpaved Road Infrastructure has a Criticality Factor of “3”. |
| \$ PER YEAR REQUIRED TO FUND REPLACEMENT PROGRAM: | N/A – see “ Total \$’s to Replace ” above. |
| METRICS: | <p>Scope: Total 297.7 ln kms of unpaved road infrastructure – all classified as “Local Roads” – this represents 0.69 lane km’s of unpaved roads per sq. km. of land in the municipality</p> <p>Quality: Average condition index of 6.5 out of 10 for unpaved roads</p> |
| OTHER INFORMATION: | Once the average traffic count for a section of Unpaved Road Infrastructure exceeds “ 400 vehicles per day ” it will be considered for conversion to a Paved Surface. This can only occur when funding allows and with Council approval. As significant portion of the current paved road infrastructure is only in fair to poor condition, the existing hard top surfaces need to be improved prior to adding any new surfaces to the inventory. |

OVERALL GRADE FOR UNPAVED ROAD INFRASTRUCTURE:



BRIDGES AND CULVERTS



BRIDGES AND CULVERTS
ASSET MANAGEMENT STRATEGY

| ASSET | BRIDGE STRUCTURES |
|--------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INVENTORY: | 40 Bridge Structures The municipality has a variety of bridge structures ranging from small box, rigid frame and arch culverts to steel truss bridges to large precast concrete I-beam bridges. See <i>Appendix “D”</i> for Maps showing the current inventory of Bridge Infrastructure. |
| ESTIMATED ASSET LIFE: | 60 Years |
| INTEGRATED ASSETS: | Roadways; Sidewalks |
| ON-GOING MAINTENANCE: | Bridge & Culvert Maintenance: Annual Budget approx. \$71,000 |
| CURRENT CONDITION OF ASSETS: | The condition of bridge infrastructure is assessed every 2 years through the Bridge Inspection Report completed by a 3 rd party consultant. Individual condition assessments for each bridge are shown in <i>Appendix “E”</i> . The condition of bridge structures varies: <ul style="list-style-type: none"> • 23 structures are rated as <i>Good to Very Good</i>; • 14 structures are rated as <i>Fair</i>; and • 3 structures are rated as <i>Poor</i>. <p><i>Current average condition rating for bridges is 6.0.</i></p> <p><i>Note: 1 structure rated as Poor is scheduled to be closed and converted to a walking bridge once it deteriorates. The other 2 structures rated as Poor are included in the long-term capital program to be rehabilitated over the next 4 years.</i></p> |
| TOTAL \$’S TO REPLACE ENTIRE ASSET CLASS: | \$11,012,834 |
| AVERAGE AGE OF ASSETS IN THE CLASS: | The average age of our 40 bridge structures is 53 years old . |
| RISK: | Risk Factors: Current Conditional Assessment (<i>probability</i>), AADT Traffic Count <i>for related road segment (consequence)</i> , Replacement Cost (<i>consequence</i>), Criticality (<i>consequence</i>). Average Risk Rating for Asset Class: 6.8 (Low) |
| SERVICE LEVELS: | <ol style="list-style-type: none"> 1. Condition: Bridge Infrastructure should be maintained at an overall average condition rating between 6.0 and 7.0. <i>Current overall condition rating is at 6.0.</i> 2. Condition: All Bridge Structures with a Condition Index below 6.0 should be scheduled for Capital Work within the 20-Year Bridge Capital Program. <i>All structures conditionally-rated below 6.0 are scheduled for capital work over the next 10 years.</i> 3. Risk: All bridge structures with a risk rating of “12” or higher should be scheduled for capital work within the next 20 years. <i>1 of 1 structures with a risk rating of 12 or higher is included in the 20-Year Capital Program.</i> 4. Maintenance: <i>TBD</i> |



| ASSET | BRIDGE STRUCTURES <i>(continued)</i> |
|----------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| REPLACEMENT and FUNDING STRATEGIES: | <p>Utilizing bridge condition ratings completed and updated every 2 years, Bridge Structures will be replaced/refurbished on a priority basis with the lowest rated structures being targeted first. New annual budget allocations for Capital Bridge Repairs (<i>started in 2017</i>) will be targeted at structures who will benefit the most from re-investment in order to optimize their lifespan.</p> <p>A segment of the annual road capital program now targets Bridge Structures and is either reserved or spent on renewal. Should a Bridge Structure deteriorate to a point where replacement is required prior to full funding being available, debt financing will be utilized in order for the infrastructure to remain safe and open for the public's use.</p> |
| CRITICALITY: | <p>Asset is considered <i>“CRITICAL INFRASTRUCTURE”</i>. Failure of bridge infrastructure has severe consequences such as road closures and limited access for residents. Structures that fail will take considerable time to repair or replace. On a scale of 1 to 5, Bridge Infrastructure has a Criticality Factor of <i>“5”</i>.</p> |
| \$ PER YEAR REQUIRED TO FUND REPLACEMENT PROGRAM: | \$183,547 |
| METRICS: | <p>Scope: Total of 40 bridge structures in the township – this represents 0.093 bridges per sq. km. of land in the municipality</p> <p>Quality: Average condition index for Bridge Structures is 6.0 out of 10.</p> <p>Health & Safety: 3 out of 40 Bridge Structures have load restrictions. This represents 7.5% of our structures.</p> |
| OTHER INFORMATION: | <p>Bridge Structures are now included in the Long-Term Public Works Capital Program; at a minimum, all bridge structures rated below 6 (out of 10) should be included in the program for capital work to be completed on them over the next 20 years.</p> |

OVERALL GRADE FOR BRIDGE INFRASTRUCTURE:

B-

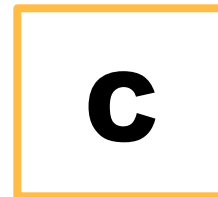
BRIDGES AND CULVERTS
ASSET MANAGEMENT STRATEGY

| ASSET | CULVERTS |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INVENTORY: | 539 Culverts: 522 CSP culverts, 8 HSPE culverts, and 9 concrete culverts 16 of these Culverts span greater than 3 metres and therefore are part of the Bridge Inspection Program. |
| ESTIMATED ASSET LIFE: | While Estimated Useful Life (EUL) is shorter for financial reporting purposes (<i>CSP – 30 Years; HSPE – 50 Years; Concrete – 60 years</i>), experience and visual inspection indicates that all culvert piping should last at least a minimum of 60 years . |
| INTEGRATED ASSETS: | Roadways; Sidewalks |
| ON-GOING MAINTENANCE: | Bridge & Culvert Maintenance: Annual Budget approx. \$71,000 |
| CURRENT CONDITION OF ASSETS: | Condition of culvert inventory is calculated by aged-based condition ratings (on a 60-year lifespan). 16 culverts in the inventory are over a 3-metre span and as such are included in the Bridge Inspection Report conducted every 2 years (<i>last inspection December 2018</i>); condition ratings for these 16 structures are based on these inspections in the same manner as our bridge infrastructure. <i>Current average condition rating for culvert structures is 4.37 out of 10.0.</i> <i>Note: Based on the inspections of the structures spanning over 3 metres, condition ratings based on a 60-year lifespan may under-estimate the current condition of our culvert infrastructure.</i> |
| TOTAL \$'S TO REPLACE ENTIRE ASSET CLASS: | \$696,230 |
| AVERAGE AGE OF ASSETS IN THE CLASS: | The average age of our 539 culvert structures is 35.04 years old . |
| RISK: | Risk Factors: Current Conditional Assessment (<i>probability</i>), AADT Traffic Count for related road segment (<i>consequence</i>), Replacement Cost (<i>consequence</i>), Criticality (<i>consequence</i>). Average Risk Rating for Asset Class: 5.46 |
| SERVICE LEVELS: | <ol style="list-style-type: none"> Condition: Culvert Infrastructure should be maintained at an overall average condition rating between 5.0 and 6.0. <i>Current overall condition rating is at 4.37 out of 10.</i> Risk: All culvert structures with a risk rating of “12” or higher should be scheduled for replacement within a 10-year span. <i>We currently have no culverts with a risk rating of 12 or higher.</i> Maintenance: TBD |
| REPLACEMENT and FUNDING STRATEGIES: | Related road segments normally have a shorter life span; culverts will typically be replaced when associated road segments are reconstructed to ensure best use of capital \$'s. This strategy will generally safeguard against failure of the asset. Costing for replacement is typically included in Capital Budget \$'s allocated to the reconstruction of the related road segment. Only when the asset is recorded in the TCA Sub-Ledger is it broken out into a separate asset class. |



| ASSET | CULVERTS (<i>continued</i>) |
|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CRITICALITY: | Failure of culvert infrastructure can cause road closures and limited access for residents but very rarely (due to regular inspection as part of the road patrol program) and for only a short span of time. Replacement costs for culverts are minimal, and most of the inventory can be easily replaced in a 2-to-3-hour span. On a scale of 1 to 5, Culvert Infrastructure has a Criticality Factor of “2”. |
| \$ PER YEAR TO FUND REPLACEMENT STRATEGIES: | \$31,850 |
| METRICS: | <p>Scope: Total of 539 culverts in the township – this represents 1.25 culverts per sq. km. of land in the municipality.</p> <p>Quality: Average condition index for culvert structures is 4.37 out of 10.</p> <p>Health & Safety: 0 out of 539 Culverts have load restrictions. This represents 0% of our structures.</p> |
| OTHER INFORMATION: | For budget purposes, costs for culvert renewal are captured under the Paved Roads Program. |

OVERALL GRADE FOR CULVERT INFRASTRUCTURE:



SIDEWALKS



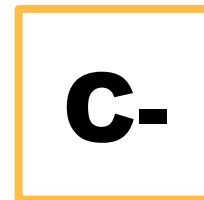
SIDEWALKS
ASSET MANAGEMENT STRATEGY

| ASSET | SIDEWALKS |
|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INVENTORY: | 196 Sidewalk Sections of 30,389 metres in length |
| ESTIMATED ASSET LIFE: | While Estimated Useful Life (EUL) for financial reporting purposes is <i>35 Years</i> , experience and visual inspection indicates that most sections of sidewalks tend to have a longer lifespan. |
| INTEGRATED ASSETS: | Roadways; Bridge Structures |
| ON-GOING MAINTENANCE: | <p>Sidewalk Maintenance & Repairs: Annual Budget approx. \$34,000</p> <p>Annual inspections occur on all sidewalk infrastructure. Bad sections and trip hazards are identified and marked with fluorescent paint. Grinding of any identified trip hazards will occur as soon as practical after inspection. Bad sections will typically be included in annual capital replacement program.</p> <p>Going forward the municipality will be utilizing its new Street Logix sidewalk inspection/maintenance program software to determine our maintenance and replacement program. Staff are still only in the early stages of utilizing the data/software purchased to structure a proper program for the township; Street Logix had to go back and correct some issues with our initial inspection data provided which has delayed the completion of this work.</p> |
| CURRENT CONDITION OF ASSETS: | While Age-Based Condition Rating shows the majority of sidewalk sections are past their useful life, the bulk of the sidewalk inventory is in better condition than indicated. Age-based condition ratings currently indicate only an average condition rating of <i>2.2 out of 10</i> . Staff realize that this is not an accurate rating for our sidewalk inventory and this is why we have moved forward with the Street Logix software solution. Over the next several months, staff will be utilizing the software to complete more accurate condition ratings. |
| TOTAL \$'S TO REPLACE ENTIRE CLASS: | \$9,116,700 |
| AVERAGE AGE OF ASSETS IN THIS CLASS: | The average age of our 196 sidewalk sections is <i>30.25 years old</i> . |
| RISK: | <i>To Be Determined.</i> |
| SERVICE LEVELS: | <i>To Be Determined.</i> |
| REPLACEMENT and FUNDING STRATEGIES: | <p>Current Capital Budget allocation of approximately \$75,000 will allow for approximately 250 metres of sidewalk to be built or replaced each year. This plan will see annual tax revenue allocations towards the sidewalk replacement program grow from \$75,000 per year to \$120,000 per year over the next 5 years. Over the long-term, amounts allocated to sidewalk replacement will need to grow to \$260,000 per year and possibly higher in order to allow for adequate replacement strategies.</p> <p>New sections are installed by developers in new subdivisions or by Council Resolution and/or through the Capital Budget Process.</p> |



| ASSET | SIDEWALKS <i>(continued)</i> |
|----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CRITICALITY: | Failure of sidewalk infrastructure has limited consequences and will only result in minimal inconvenience for residents. Sections most likely to fail have been identified in the replacement program and are scheduled to be replaced. On a scale of 1 to 5, Sidewalks have a Criticality Factor of “2”. |
| \$ PER YEAR REQUIRED TO FUND REPLACEMENT PROGRAM: | \$260,477 |
| METRICS: | <p>Scope: Total of 30,389 meters of sidewalk in the township – this represents 70.46 meters of sidewalk per sq. km. of land in the municipality.</p> <p>Quality: Average condition index for sidewalk segments is 2.2 out of 10.</p> |
| OTHER INFORMATION: | While condition of sidewalk infrastructure is better than age-based condition ratings indicate, funding to replace this infrastructure is currently well below required levels. New software should allow staff to construct a proper replacement program and better determine our funding shortfalls. |

OVERALL GRADE FOR SIDEWALK INFRASTRUCTURE:



PARKING LOTS



PARKING LOTS
ASSET MANAGEMENT STRATEGY

| ASSET | PARKING LOTS |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INVENTORY: | 20 Parking Lot Structures totalling 33,195 m2 15 Paved Structures – 28,745 m2 5 Gravel Structures – 4,450 m2 |
| ESTIMATED ASSET LIFE: | Paved Structures – 20 Years Gravel Structures - Indefinite |
| INTEGRATED ASSETS: | Buildings and Structures; Roads; Sidewalks |
| ON-GOING MAINTENANCE: | Paved Structures - Asphalt Re-Surfacing and Line Painting, as necessary (Capital Budget). Gravel Structures – Added Gravel and Grading, as necessary (Operating Budget). Costs are either included in the Annual Operating Budgets for their associated Building or Structure or within the Works Operating and/or Capital Program. |
| CURRENT CONDITION OF ASSETS: | Condition of the paved parking lot inventory is calculated by age-based condition ratings (based on a 20-year lifespan). Gravel lots can be maintained indefinitely with grading and added gravel, and as such they are not conditionally-rated. <i>Current average condition rating for paved parking lot structures is 6.83 out of 10.</i> |
| TOTAL \$'S TO REPLACE ENTIRE ASSET CLASS: | \$1,437,250 |
| AVERAGE AGE OF ASSETS IN THIS CLASS: | The average age of our parking lot pavement is <i>7.5 years old</i> . |
| RISK: | Risk Factors: Current Conditional Assessment (<i>probability</i>), Replacement Cost (<i>consequence</i>), Criticality (<i>consequence</i>). Average Risk Rating for Asset Class: 5.51 |
| SERVICE LEVELS: | <ol style="list-style-type: none"> Condition: Paved Parking Lots should be maintained an overall average condition rating between 6.0 and 7.0. <i>Current overall condition rating is at 6.83 out of 10.</i> Risk: All Parking Lot Structures with a Risk Rating over <i>12.0</i> should have capital work scheduled to occur in the next 10 years. <i>Currently there are no Parking Lot Structures with a Risk Rating over 12.0.</i> Maintenance: TBD |
| REPLACEMENT and FUNDING STRATEGIES: | Currently, parking lot refurbishment and replacement is handled through capital reserves associated with their related buildings or structures. Recently, the municipality has acquired or leased parking lots within downtown cores which are being updated and maintained through the Roads Department; a Parking Lot Reserve has been established for these lots. Capital Reserves are being funded on annual basis to allow appropriate re-investment in all our parking lot structures when required. |
| CRITICALITY: | It is very doubtful that any parking lot structure will totally fail and have to be closed completely. Regular patching and maintenance can extend a parking lot life span well beyond its useful life; even parking lot structures that are badly crumbling can remain open with a regular patching and repair program. Closure of a parking lot structure would cause minor inconvenience to residents. On a scale of 1 to 5, Parking Lots have a Criticality Factor of “2”. |



| ASSET | PARKING LOTS <i>(continued)</i> |
|----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| \$ PER YEAR REQUIRED TO FUND REPLACEMENT PROGRAM: | \$71,863 |
| METRICS: | <p>Scope: Total of <i>20</i> parking structures owned by the township, totalling <i>33,195 m2</i> – this represents <i>76.97 m2</i> of parking per sq. km of land in the municipality.</p> <p>Quality: Average condition of paved parking space in the township is <i>6.83</i> out of <i>10</i>.</p> |
| OTHER INFORMATION: | |

OVERALL GRADE FOR PARKING LOT INFRASTRUCTURE:

B

STORM SEWERS



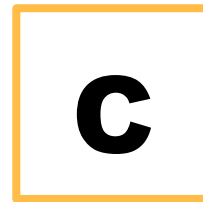
STORM SEWERS
ASSET MANAGEMENT STRATEGY

| ASSET | TRUNK PIPING |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INVENTORY: | 70 Sections of Trunk Piping 15,517 metres of pipe |
| ESTIMATED ASSET LIFE: | While Estimated Useful Life (EUL) is shorter for financial reporting purposes (50 years), experience and visual inspection indicates that storm sewer trunk piping should last at least a minimum of 75 years. |
| INTEGRATED ASSETS: | Roadways; Storm Sewers - Catch Basins + Laterals |
| ON-GOING MAINTENANCE: | None – fix as needed |
| CURRENT CONDITION OF ASSETS: | Condition of the storm sewer trunk piping inventory is calculated by aged-based condition ratings (on a 75-year lifespan). Current average condition rating for culvert structures is 5.57 out of 10.0. <i>Note: Based on inspection of these structures when road reconstruction occurs, condition ratings based on a 75-year lifespan may under-estimate the current condition of our storm sewer infrastructure.</i> |
| TOTAL \$'S TO REPLACE ENTIRE ASSET CLASS: | \$2,327,519 |
| AVERAGE AGE OF ASSETS IN THIS CLASS: | The average age of our 70 storm sewer trunk piping sections is 33.53 years old . |
| RISK: | Risk Factors: Current Conditional Assessment (<i>probability</i>), AADT Traffic Count for related road segment (<i>consequence</i>), Replacement Cost (<i>consequence</i>), Criticality (<i>consequence</i>). Average Risk Rating for Asset Class: 5.13 |
| SERVICE LEVELS: | <ol style="list-style-type: none"> Condition: Storm Sewer Infrastructure should be maintained at an overall average condition rating between 5.0 and 6.0. Current condition rating is at 5.57 out of 10. Risk: All storm sewer structures with a risk rating of “12” or higher should be scheduled for replacement within a 10-year span. We currently have no sections of storm sewer piping with a risk rating of 12 or higher. |
| REPLACEMENT and FUNDING STRATEGIES: | Related road segments will be replaced on a much more frequent basis allowing storm sewer infrastructure to be inspected on a regular basis over its useful life and replaced (if necessary). Strategy should prevent failure of these assets. Costing for replacement is typically included in Capital Budget \$'s allocated to the reconstruction of the related road segment. Only when the asset is recorded in the TCA Sub-Ledger is it broken out into a separate asset class. |
| CRITICALITY: | Failure of storm sewer infrastructure will result in flooding and / or road closures. This Asset should be considered as “ CRITICAL INFRASTRUCTURE ”. Replacement of Storm Sewer Trunk Piping would be very costly and take considerable time, leaving the related road section unusable for an extended period of time. On a scale of 1 to 5, Stormwater Trunk Piping have a Criticality Factor of “5”. |



| ASSET | TRUNK PIPING (<i>continued</i>) |
|----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| \$ PER YEAR REQUIRED TO FUND REPLACEMENT PROGRAM: | \$31,034 |
| METRICS: | <p>Scope: Total of 70 sections of storm sewer trunk piping owned by the township, totalling 15,517 m – this represents 35.98 m of piping per sq. km of land in the municipality.</p> <p>Quality: Average condition of paved parking space in the township is 5.57 out of 10.</p> |
| OTHER INFORMATION: | Budget costs for replacement or renewal are captured under the Paved Roads Program. Over time, urban portions of municipal drains may gradually be abandoned and converted to urban infrastructure which will require further \$'s to be dedicated to this asset class. |

OVERALL GRADE FOR TRUNK PIPING INFRASTRUCTURE:



STORM SEWERS
ASSET MANAGEMENT STRATEGY

| ASSET | CATCH BASINS / LATERALS |
|--------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INVENTORY: | 749 Catch Basins + associated Lateral Piping |
| ESTIMATED ASSET LIFE: | While Estimated Useful Life (EUL) is shorter for financial reporting purposes (<i>50 years</i>), experience and visual inspection indicates that storm-sewer catch basins should last at least a minimum of 75 years . |
| INTEGRATED ASSETS: | Roadways; Storm Sewers - Trunk Piping |
| ON-GOING MAINTENANCE: | None – fix as needed |
| CURRENT CONDITION OF ASSETS: | Condition of the storm-sewer catch basin inventory is calculated by aged-based condition ratings (on a 75-year lifespan). <i>Current average condition rating for culvert structures is 6.06 out of 10.0.</i> <i>Note: Based on inspection of these structures when road reconstruction occurs, condition ratings based on a 75-year lifespan may under-estimate the current condition of our storm sewer infrastructure.</i> |
| TOTAL \$'S TO REPLACE ENTIRE ASSET CLASS: | \$1,872,500 |
| AVERAGE AGE OF ASSETS IN THIS CLASS: | The average age of our 749 storm-sewer catch basins is 29.55 years old . |
| RISK: | Risk Factors: Current Conditional Assessment (<i>probability</i>), AADT Traffic Count for related road segment (<i>consequence</i>), Replacement Cost (<i>consequence</i>), Criticality (<i>consequence</i>). Average Risk Rating for Asset Class: 4.23 |
| SERVICE LEVELS: | <ol style="list-style-type: none"> 1. Condition: Storm Sewer Infrastructure should be maintained at an overall average condition rating between 5.0 and 6.0. <i>Current condition rating is at 6.06 out of 10.</i> 2. Risk: All storm sewer structures with a risk rating of “12” or higher should be scheduled for replacement within a 10-year span. <i>We currently have no sections of storm sewer catch basins with a risk rating of 12 or higher.</i> |
| REPLACEMENT and FUNDING STRATEGIES: | Related road segments will be replaced on a much more frequent basis allowing storm sewer infrastructure to be inspected on a regular basis over its useful life and replaced (if necessary). Strategy should prevent failure of these assets. Costing for replacement is typically included in Capital Budget \$'s allocated to the reconstruction of the related road segment. Only when the asset is recorded in the TCA Sub-Ledger is it broken out into a separate asset class. |
| CRITICALITY: | Failure of catch basin infrastructure can cause road closures and limited access for residents but very rarely (due to regular inspection as part of the road patrol program) and for only a short span of time. Replacement costs for catch basins are minimal, and most of the inventory can be easily replaced in a 2-to-3-hour span. On a scale of 1 to 5, Catch Basin Infrastructure has a Criticality Factor of “2”. |



| ASSET | CATCH BASINS / LATERALS <i>(continued)</i> |
|----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| \$ PER YEAR REQUIRED TO FUND REPLACEMENT PROGRAM: | \$24,967 |
| METRICS: | <p>Scope: Total of 749 storm-sewer catch basins owned by the township – this represents 1.74 catch basins per sq. km of land in the municipality.</p> <p>Quality: Average condition of the catch basin inventory is 6.06 out of 10.</p> |
| OTHER INFORMATION: | Budget costs for replacement or renewal are captured under the Paved Roads Program. |

OVERALL GRADE FOR CATCH BASIN INFRASTRUCTURE:

B

STORM SEWERS
ASSET MANAGEMENT STRATEGY

| ASSET | ROADSIDE DITCHING |
|----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INVENTORY: | <i>Roadside Ditching inventory is currently being compiled.</i> |
| ESTIMATED ASSET LIFE: | |
| INTEGRATED ASSETS: | Roadways; Storm Sewers - Trunk Piping |
| ON-GOING MAINTENANCE: | |
| CURRENT CONDITION OF ASSETS: | |
| TOTAL \$'S TO REPLACE ENTIRE ASSET CLASS: | |
| AVERAGE AGE OF ASSETS IN THIS CLASS: | |
| RISK: | <i>To Be Determined.</i> |
| SERVICE LEVELS: | <i>To Be Determined.</i> |
| REPLACEMENT and FUNDING STRATEGIES: | |
| CRITICALITY: | Failure of stormwater infrastructure will result in flooding and/or road closures. This Asset should be considered as “CRITICAL INFRASTRUCTURE” . Repairs to roadside ditching can be completed in a relatively short span of time and at reasonable costs. On a scale of 1 to 5, Roadside Ditching has a Criticality Factor of “3” . |
| \$ PER YEAR REQUIRED TO FUND REPLACEMENT PROGRAM: | |
| METRICS: | |
| OTHER INFORMATION: | |

OVERALL GRADE FOR DITCHING INFRASTRUCTURE:



BUILDINGS & STRUCTURES



BUILDINGS & STRUCTURES
ASSET MANAGEMENT STRATEGY

| ASSET | BUILDINGS |
|----------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INVENTORY: | 39 Separate Building Structures 16 of these structures are <u>not</u> scheduled to be replaced (<i>as they are historic buildings or are designated to be retired when their function is no longer required</i>) 1 New Structure is included in the listing to be completed in 2021 |
| ESTIMATED ASSET LIFE: | 50 Years |
| INTEGRATED ASSETS: | Parking Lots; Structures |
| ON-GOING MAINTENANCE: | Adequate Operating Budget \$'s in the Repairs & Maintenance Accounts for each Building need to remain in place to ensure assets are properly maintained for their use. |
| CURRENT CONDITION OF ASSETS: | Condition ratings in Appendix "H" are based on age and may not fully reflect the real condition of the buildings. Key buildings are in good condition or they have been scheduled for replacement within the AMP. Average Condition Rating based on Age is: <i>4.84 out of 10.0.</i> |
| TOTAL \$'S TO REPLACE ENTIRE ASSET CLASS: | \$37,985,000 |
| AVERAGE AGE OF ASSETS IN THIS CLASS: | The average age of our 39 building structures is <i>52.56 years old.</i> <i>Note: Average age is skewed by the number of historic buildings that the township currently owns and does not reflect the periodic investments that we are making in all our buildings.</i> |
| RISK: | <i>To Be Determined.</i> |
| SERVICE LEVELS: | <i>To Be Determined.</i> |
| REPLACEMENT and FUNDING STRATEGIES: | As every building has a different purpose and different level of importance to the overall function of the municipality, replacement strategies can vary greatly for each building. Some buildings will have adequate reserve allocations on a yearly basis, others will be targeted for debenture funding, smaller buildings may be funded directly from tax revenues and others may be retired after their useful life has passed. See Appendix "N" for the specific strategy for each building. |
| CRITICALITY: | Majority of building structures are essential to providing municipal services to our residents. Failure of a building structure can result in reduced service levels and restricted access for residents. Asset is considered " <i>CRITICAL INFRASTRUCTURE</i> ". On a scale of 1 to 5, Buildings have a Criticality Factor of " <i>3</i> ". |
| \$ PER YEAR REQUIRED TO FUND REPLACEMENT PROGRAM: | \$759,700 |
| METRICS: | <i>To Be Determined.</i> |



| ASSET | BUILDINGS <i>(continued)</i> |
|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| OTHER INFORMATION: | <p>There is a significant number of buildings that are not scheduled to be replaced. (5) Historic buildings that cannot be rebuilt or replaced, and (10) Buildings that will be Retired or Sold when their useful life is over.</p> <p>Capital Building Reserves to complete capital repairs (such as roof or HVAC replacements) over the useful life of these buildings are underfunded for most of our building structures; our Capital Program now includes annual allocations to Building Reserves for all of our structures. These allocations need to continue and increase into the future to allow for the proper re-investment in these buildings.</p> |

OVERALL GRADE FOR BUILDING INFRASTRUCTURE:

B-

BUILDINGS & STRUCTURES
ASSET MANAGEMENT STRATEGY

| ASSET | STRUCTURES |
|--------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INVENTORY: | 54 Various Structures (Playground Equipment, Baseball Diamonds, Shelters, etc.) 9 Structures will <u>not</u> be replaced if loss occurs 17 New Structures are scheduled to be added over 2020-2025 |
| ESTIMATED ASSET LIFE: | 10 to 30 years (depending on type of structure) |
| INTEGRATED ASSETS: | Buildings; Parking Lots |
| ON-GOING MAINTENANCE: | Regular inspection will identify issues and potential problems. Repair and Maintenance \$'s within the Operating Budget are generally sufficient to ensure assets are maintain in an appropriate manner. |
| CURRENT CONDITION OF ASSETS: | Most structures are in good condition or better. Those structures in poor to critical condition (by age) are still in reasonable operating condition but will require adequate repairs and maintenance \$'s to remain in use. Using age-based ratings, the average condition rating of our 54 structures is <i>4.04 out of 10.0</i> |
| TOTAL \$'S TO REPLACE ENTIRE ASSET CLASS: | \$3,948,500 |
| AVERAGE AGE OF ASSETS IN THIS CLASS: | The average age of our 39 building structures is <i>18.52 years old.</i> |
| RISK: | <i>To Be Determined.</i> |
| SERVICE LEVELS: | <i>To Be Determined.</i> |
| REPLACEMENT and FUNDING STRATEGIES: | Regular reserve allocations over the life span of the various structures and/or adequate yearly capital budget \$'s will allow for reconstruction to occur at the appropriate time without adverse effect on the budget. Some structures are historical in nature and would not be replaced if loss occurs. These are identified in the details of Appendix "O". Parks Structures are included in the Overall Parks & Rec Long-Term Replacement Plan included in this document will ensure that all structures will be replaced as required. |
| CRITICALITY: | Failure of this infrastructure may create inconvenience or lack of access to non-essential services for residents. Safety concerns may force the asset to either have restricted access or be removed. On a scale of 1 to 5, Structures have a Criticality Factor of "2". |
| \$ PER YEAR TO FUND REPLACEMENT PROGRAM: | \$190,950 |



| ASSET | STRUCTURES <i>(continued)</i> |
|---------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| METRICS: | <i>To Be Determined.</i> |
| OTHER INFORMATION: | A continued effort to renovate or renew existing structures and continued allocations of adequate reserve \$'s for future replacements, will ensure that this asset class remains in good condition. |

OVERALL GRADE FOR STRUCTURES INFRASTRUCTURE:

B+

VEHICLES & MACHINERY



VEHICLES & MACHINERY
ASSET MANAGEMENT STRATEGY

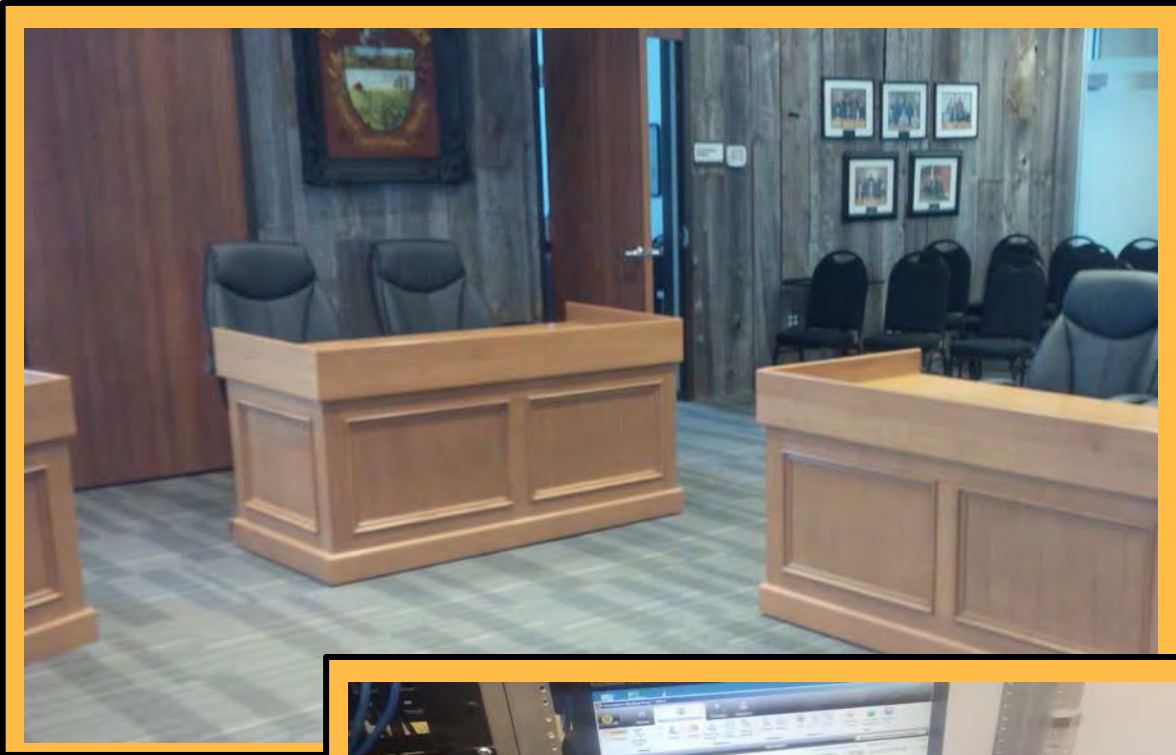
| ASSET | VEHICLES & MACHINERY |
|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INVENTORY: | 50 Vehicles and Machinery 3 will not be replaced when their useful life has expired 1 piece of new equipment is scheduled to be bought in the future |
| ESTIMATED ASSET LIFE: | 7 to 20 Years |
| INTEGRATED ASSETS: | N/A |
| ON-GOING MAINTENANCE: | Regular Maintenance – covered through annual operating budgets in each department. |
| CURRENT CONDITION OF ASSETS: | As all vehicles and machinery are replaced on a regular rotating schedule, condition is closely related to age. All vehicles and pieces of machinery are in more than adequate condition for their current function. Average Condition rating is 4.0 out of 10.0 . |
| TOTAL \$'S TO REPLACE ENTIRE ASSET CLASS: | \$9,020,200 |
| AVERAGE AGE OF ASSETS IN THIS CLASS: | The average age of our 50 vehicles/machinery is 9.68 years old . |
| RISK: | <i>To Be Determined.</i> |
| SERVICE LEVELS: | No specific service levels are determined for vehicles and equipment. Service levels determined for other core assets determine and dictate what equipment needs to be in place to achieve these levels. |
| REPLACEMENT and FUNDING STRATEGIES: | Consistent yearly Reserve Transfers that allow for the full replacement of all vehicles when they reach the end of their estimated useful life will ensure that these assets are being renewed without adverse effects on the budget. |
| CRITICALITY: | Most vehicles are essential to providing services to our residents. When vehicles are not operating, service delays can occur. On a scale of 1 to 5, Vehicles & Machinery have a Criticality Factor of “3”. |
| \$ PER YEAR TO FUND REPLACEMENT PROGRAM: | \$555,765 |
| METRICS: | <i>To Be Determined.</i> |
| OTHER INFORMATION: | All Vehicles and Pieces of Equipment are now included in long-term capital replacement programs which sees annual allocations to Reserves which will allow for their timely replacement. This allows this Asset Class to remain in good condition. |

OVERALL GRADE FOR VEHICLES AND MACHINERY:

B+



FURNISHINGS & EQUIPMENT



FURNISHINGS & EQUIPMENT
ASSET MANAGEMENT STRATEGY

| ASSET | FURNISHINGS & EQUIPMENT |
|--------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| INVENTORY: | Pooled Assets – Buildings Contents |
| ESTIMATED ASSET LIFE: | 4 to 15 Years |
| INTEGRATED ASSETS: | Buildings and Structures |
| ON-GOING MAINTENANCE: | Very little maintenance – replaced after useful life expires. |
| CURRENT CONDITION OF ASSETS: | Majority of furnishings and equipment are in good condition. |
| TOTAL \$'S TO REPLACE ENTIRE ASSET CLASS: | <i>Not Determined – Pooled Assets not tracked separately</i> |
| AVERAGE AGE OF ASSET CLASS: | <i>N/A</i> |
| RISK: | <i>To Be Determined.</i> |
| SERVICE LEVELS: | No specific service levels established for furnishings & equipment. Staffing levels and needs of other core infrastructure dictate the required furnishings & equipment that the municipality must maintain. |
| REPLACEMENT and FUNDING STRATEGIES: | Yearly Capital Budgets in each department have adequate on-going budget \$'s to ensure these pooled assets are replaced on their pre-determined regular schedule. Unspent Capital \$'s are reserved at the end of each budget year so that funds are always available should assets need to be replaced prior to the expiration of their useful life or new assets need to be added. |
| CRITICALITY: | I.T. Equipment + Fire Fighting Equipment included in this asset class are considered “CRITICAL INFRASTRUCTURE” . Other Building Contents are deemed non-critical. On a scale of 1 to 5, IT & Fire Fighting Equipment have a Criticality Factor of “4” . Other Furnishings & Equipment have a Criticality Factor of “2” . |
| \$ PER YEAR TO FUND REPLACEMENT PROGRAM: | \$85,300 |
| METRICS: | <i>To Be Determined.</i> |
| OTHER INFORMATION: | As long as appropriate capital \$'s are maintained in the annual budget, there is little that needs to be addressed for the AMP for this asset class. |

OVERALL GRADE FOR FURNISHINGS & EQUIPMENT:

B+



**OVERALL COSTS FOR ENTIRE
ASSET MANAGEMENT PROGRAM**

A financial summary of the entire Asset Management Program is shown below:

| Asset Class | Total \$'s Required For Full Asset Replacement | Total Annual \$'s Required to Fund AMP |
|---------------------------------------|------------------------------------------------------|----------------------------------------------|
| Paved Road Structures | \$51,782,220 | \$2,589,111 |
| Bridge Structures | \$11,012,834 | \$183,547 |
| Culverts | \$1,910,986 | \$31,850 |
| Sidewalks | \$9,116,700 | \$260,477 |
| Parking Lots | \$1,437,250 | \$71,863 |
| Storm Sewer – Trunk Piping | \$2,327,519 | \$31,034 |
| Storm Sewer – Catch Basins & Laterals | \$1,872,500 | \$24,967 |
| Buildings | \$37,985,000 | \$759,700 |
| Structures | \$3,948,500 | \$190,950 |
| Vehicles & Machinery | \$9,020,200 | \$555,765 |
| Furnishings & Equipment | <u>n/a</u> | <u>\$85,300</u> |
| TOTAL | <u>\$130,413,709</u> | <u>\$4,784,564</u> |



FINANCIAL SHORTFALL

As shown on the previous page, the annual requirement to adequately fund our Asset Management Plan is **\$4,784,564**

In 2019, reoccurring funds available to offset Capital Expenditures were as follows:

| Funding Source | Budget \$'s Available |
|----------------------------------------------------|---------------------------|
| Tax Revenue | \$2,261,950 |
| Grant Funding (<i>excludes one-time funding</i>) | \$473,376 |
| TOTAL | <u>\$2,735,326</u> |

Based on the above, annually the Township of Norwich is ***under funding*** its Capital Program by an amount of **\$2,049,238**.

NOTES:

- 1. The above analysis is based on all municipal assets being replaced when their Estimated Useful Life has expired. Reality is that the majority of these assets will last well beyond this estimate, therefore allowing additional time to fund these replacements.*
- 2. The above analysis does not take into account existing reserve dollars already in place, as the continued use of these funds is not sustainable over the long term.*
- 3. The above analysis does not take into account that a significant number of these assets are either already past their useful life or only have a small portion of their useful life remaining. A substantial upfront financial investment (well beyond existing reserves) would be needed to put the municipality in a position where the yearly requirement shown would be adequate to sustain the program.*



LONG-TERM PLAN FOR SUSTAINABILITY

As there is currently a significant difference between the annual requirements needed for the sustainability of the Asset Management Program and the annual funding available to offset these costs, measures need to be undertaken in order to lessen this infrastructure gap.

With about \$2.05 Million Dollars in underfunding to overcome, there is no easy fix. It is going to take a long-sustained effort to attain a fully-funded program. While Infrastructure Grants and Debenture Debt funding can be utilized to help deal with the backlog of assets that are past their useful life, neither of these funding sources is consistent and sustainable from year to year. Over time, additional tax funding for capital has to be built into the annual municipal budget in order to overcome this infrastructure gap.

To illustrate how this can be accomplished:

If an additional 1% was added to the Annual Budgeted Tax Levy each year specifically targeted to Capital Needs and decreasing the Infrastructure Gap, (assuming a modest 1.5% Cost of Living Increase in the Overall Budgeted Levy each year) the funding shortfall could be overcome in 13 years.

Extra Infrastructure \$'s

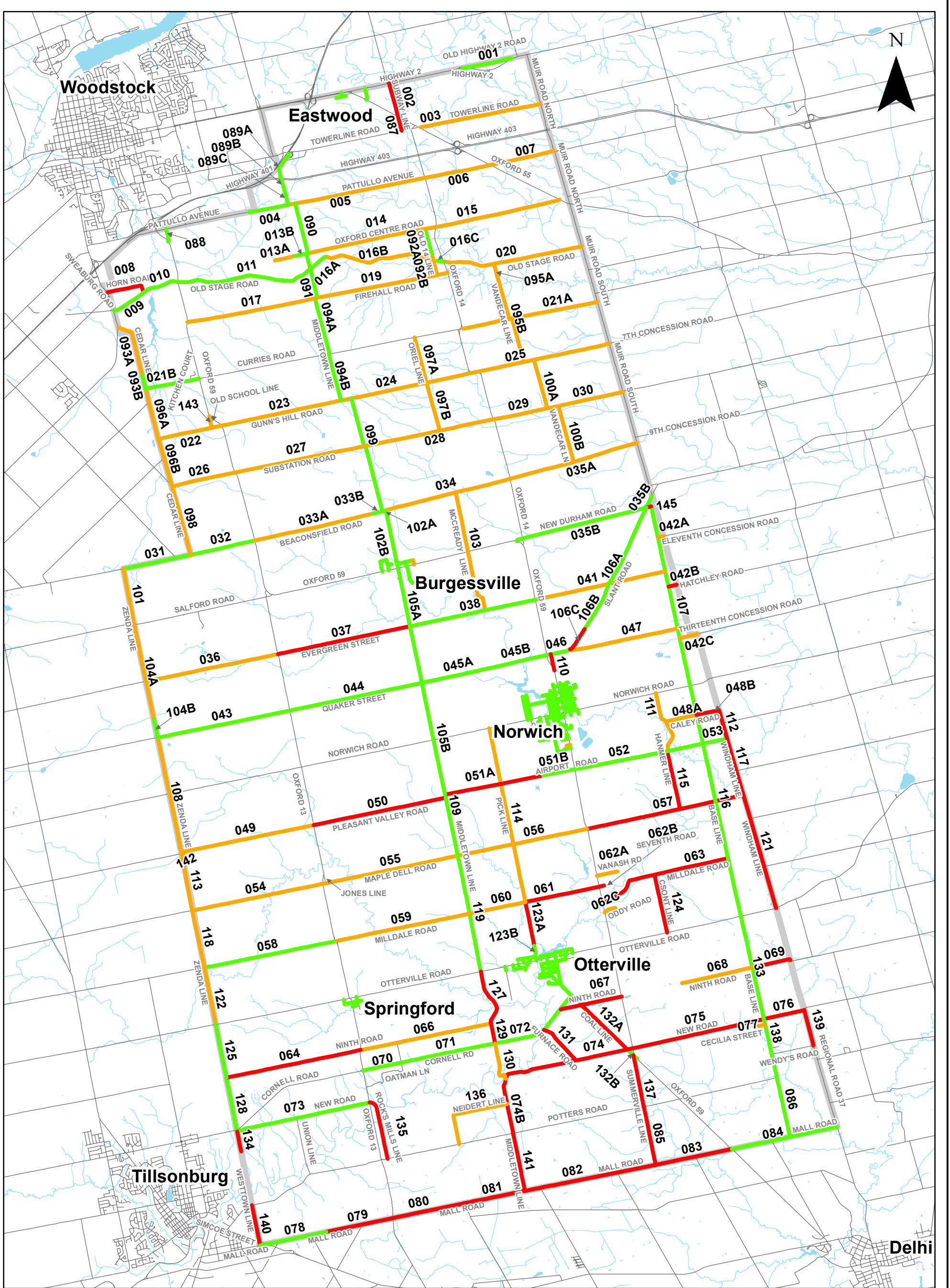
| | |
|-------------|-------------|
| 2020 | \$128,650 |
| 2022 | \$375,317 |
| 2024 | \$638,270 |
| 2026 | \$918,447 |
| 2028 | \$1,216,838 |
| 2030 | \$1,534,488 |
| 2032 | \$1,872,497 |
| 2033 | \$2,049,496 |

Using the same methodology as above:

2% Annual Increase would allow the municipality to reach this goal in **2028**.

While these increases might be difficult to sustain over the full length of the plan due to other budgetary pressures, every year that the municipality is able to include these targeted increases in the final approved budget brings the Asset Management Plan one step closer to being a fully-funded program.



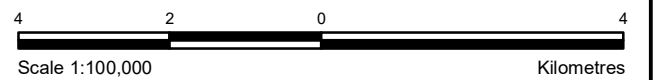


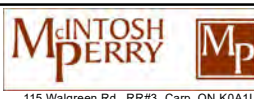
LEGEND

- Gravel (LT)
- Asphalt (HCB)
- Surface Treatment (LCB)
- Road (not maintained by Norwich Township)
- Norwich Township
- Waterbody
- Watercourse

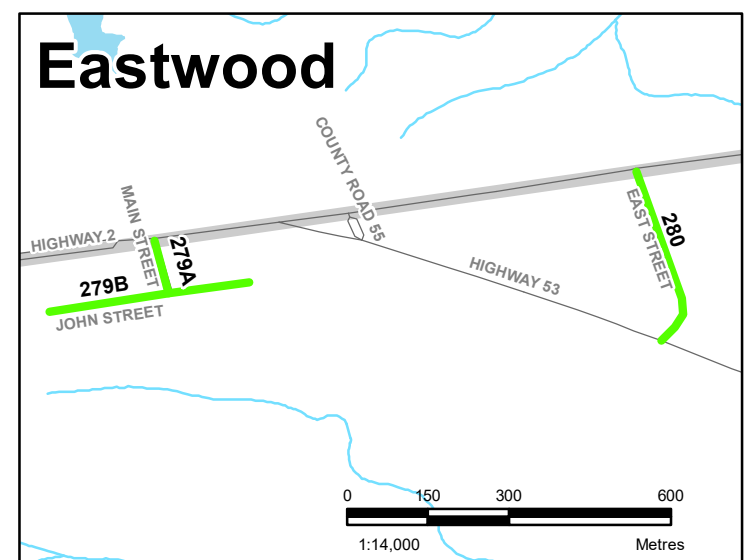
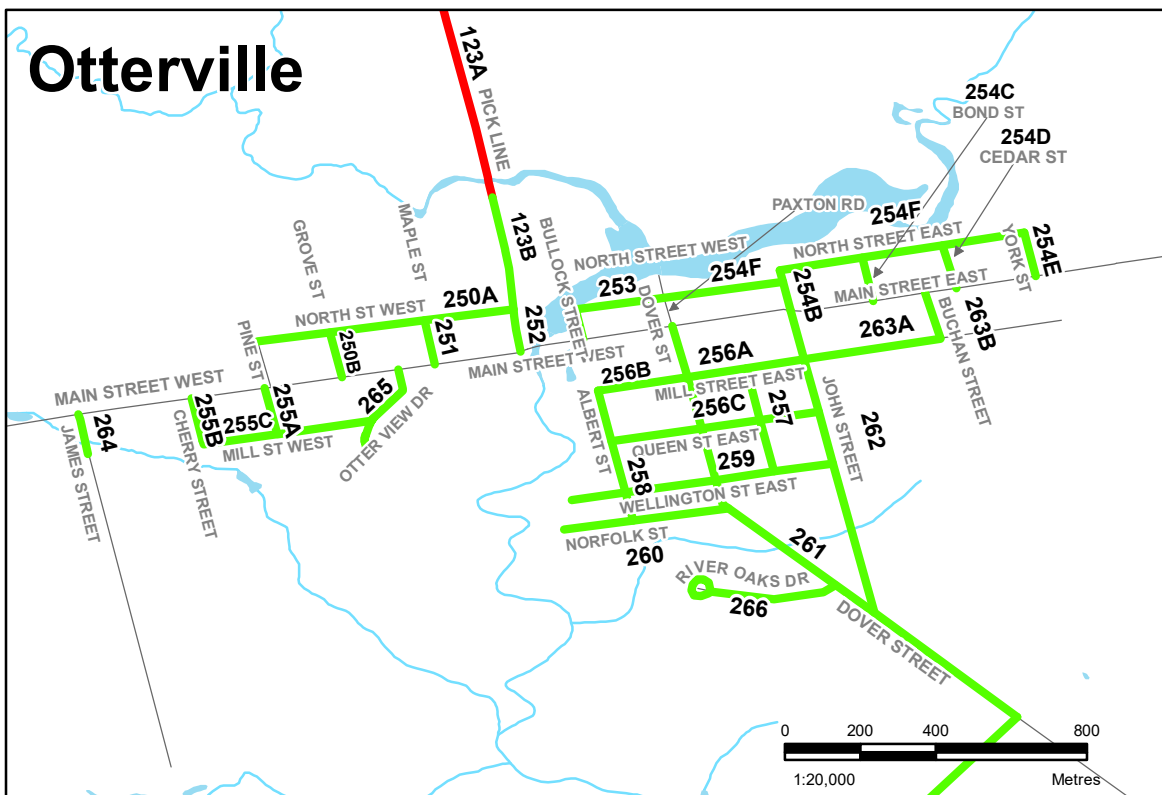
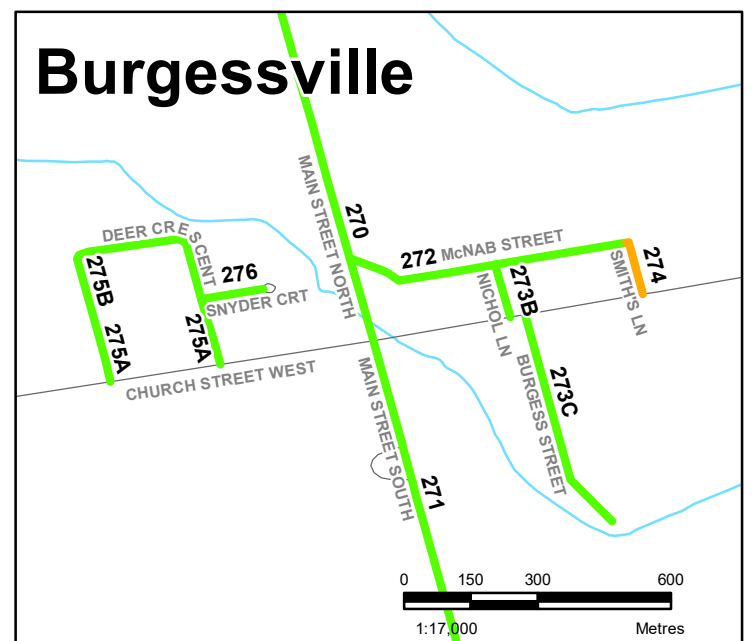
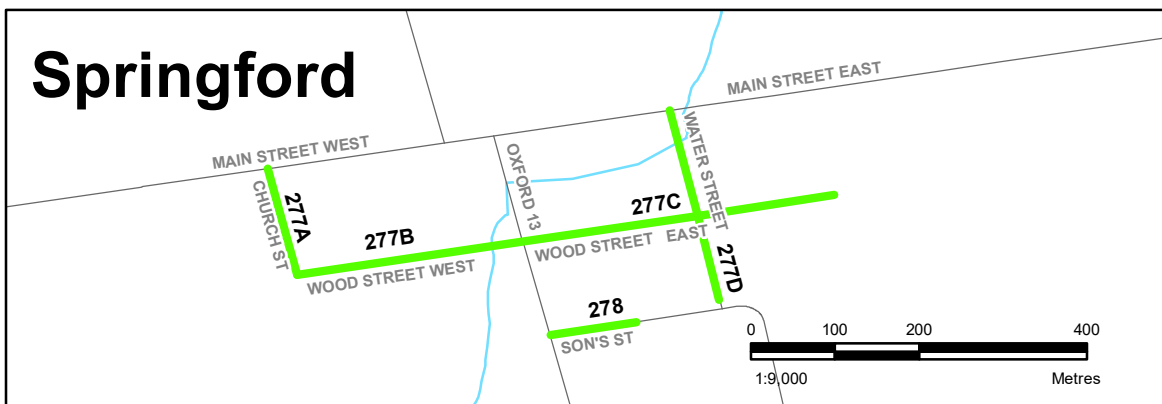
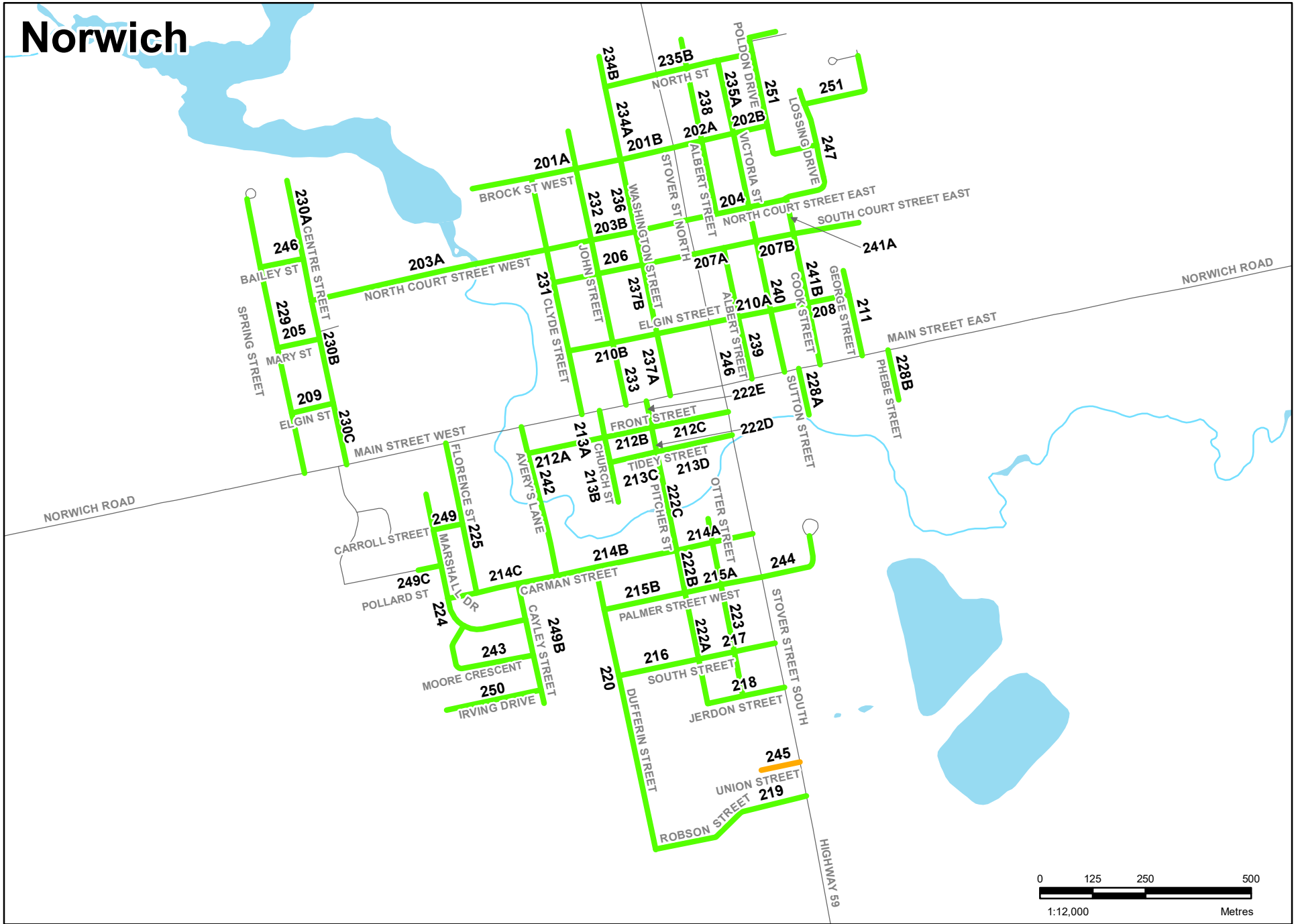
REFERENCE

OBM data provided by the Ontario Ministry of Natural Resources, 2015.



| | | |
|---------------------------------------------------------------------------------------|-----------------------|---------|
| CLIENT: | NORWICH TOWNSHIP | |
| PROJECT: | ROAD NEEDS STUDY | |
| TITLE: | SURFACE TYPE MAP | |
|  | PROJECT NO: PM15-9590 | FIGURE: |
| | Date: Oct. 21, 2015 | 1 |
| | GIS: SK/JD | |
| Checked By: MS | | |

H:\01 Project - Proposals\2015 Jobs\PM15-9590 Norwich Twp Road Needs Study\GIS\mxd\PM15-9590 Norwich Twp Road Needs Study\GIS\mxd\PM15-9590 Norwich Twp Road Needs Study_Surface_Type.mxd



- LEGEND**
- Gravel (LT)
 - Asphalt (HCB)
 - Surface Treatment (LCB)
 - Road (not maintained by Norwich Township)
 - Norwich Township
 - Waterbody
 - Watercourse

REFERENCE
 OBM data provided by the Ontario Ministry of Natural Resources, 2015.



| | | |
|----------------|-----------------------|---------|
| CLIENT: | NORWICH TOWNSHIP | |
| PROJECT: | ROAD NEEDS STUDY | |
| TITLE: | SURFACE TYPE MAP | |
| | PROJECT NO: PM15-9590 | FIGURE: |
| | Date: Oct. 21, 2015 | 2 |
| | GIS: SK/JD | |
| Checked By: MS | | |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "B"

PAVED ROAD STRUCTURES

| <u>Roads ID</u> | <u>Category</u> | <u>Segment</u> | <u>Name</u> | <u>Location</u> | <u>Length (m)</u> | <u>AADT</u> | <u>Age (years)</u> | <u>Replacement Cost</u> | <u>Condition</u> | <u>Risk Rating</u> | <u>Scheduled Capital Work</u> |
|-----------------|-----------------|----------------|--------------------|----------------------------------------|-------------------|-------------|--------------------|-------------------------|------------------|--------------------|-------------------------------|
| 016C | Roads | HCB | Old Stage Rd | Old 14 Line and Oxford 14 | 300 | 86 | 45 | \$53,100 | 2 | 5.2 | |
| 021B | Roads | HCB | Curries Rd | Cedar Line and Oxford 59 | 1,800 | 307 | 45 | \$318,600 | 2 | 10 | |
| 43 | Roads | HCB | Quaker St | Zenda Line and Oxford 13 | 3,700 | 235 | 45 | \$654,900 | 2 | 11.2 | 2027 |
| 84 | Roads | HCB | Mall Rd | Highway 59 and Base Line | 1,700 | 1066 | 45 | \$300,900 | 2 | 14.8 | 2026 / 2036 |
| 84 | Roads | HCB | Mall Rd | Base Ln and Swimming Pool Rd | 1,400 | 1066 | 45 | \$247,800 | 2 | 13.6 | 2026 / 2036 |
| 092A | Roads | HCB | Old 14 Line | Oxford Centre Rd and Old Stage Rd | 800 | 19 | 45 | \$141,600 | 2 | 6.4 | |
| 104B | Roads | HCB | Zenda Line | 0.5 km north of Quaker St to Quaker St | 500 | 400 | 45 | \$88,500 | 2 | 7.6 | |
| 119B | Roads | HCB | Middletown Line | Milldale Rd and Otterville Rd | 1,600 | 1374 | 23 | \$283,200 | 2 | 14.8 | 2021 / 2028 |
| 128 | Roads | HCB | Zenda Line | Ninth Rd and New Rd | 1,500 | 771 | 45 | \$265,500 | 2 | 12.4 | 2024 |
| 133 | Roads | HCB | Base Line | Ninth Rd and New Rd | 1,500 | 765 | 45 | \$265,500 | 2 | 12.4 | 2031 |
| 133 | Roads | HCB | Base Line | Otterville Rd and Ninth Rd | 1,500 | 765 | 45 | \$265,500 | 2 | 12.4 | 2031 |
| 201A | Roads | HCB | Brock St W | Clyde St and John St | 100 | 250 | 45 | \$78,200 | 2 | 7.6 | 2034 |
| 201A | Roads | HCB | Brock St W | west of Clyde St | 200 | 25 | 45 | \$156,400 | 2 | 6.4 | 2034 |
| 201B | Roads | HCB | Brock St W | Washington St and Stover St N | 130 | 300 | 45 | \$101,660 | 2 | 8.8 | 2034 |
| 201A | Roads | HCB | Brock St W | John St and Washington St | 100 | 250 | 45 | \$78,200 | 2 | 7.6 | 2034 |
| 203A | Roads | HCB | North Court St W | Centre St and Clyde St | 600 | 390 | 45 | \$469,200 | 2 | 10 | 2035 |
| 207A | Roads | HCB | South Court St E | Stover St N and Albert St | 100 | 350 | 45 | \$78,200 | 2 | 7.6 | 2032 |
| 210A | Roads | HCB | Elgin St | Stover St N and Albert St | 75 | 250 | 45 | \$58,650 | 2 | 7.6 | 2036 |
| 210A | Roads | HCB | Elgin St | Albert St and Victoria St | 75 | 250 | 45 | \$58,650 | 2 | 7.6 | 2036 |
| 210A | Roads | HCB | Elgin St | Victoria St and Cook St | 75 | 250 | 45 | \$58,650 | 2 | 7.6 | 2036 |
| 210A | Roads | HCB | Elgin St | Washington St and Stover St N | 125 | 250 | 45 | \$97,750 | 2 | 7.6 | 2036 |
| 212B | Roads | HCB | Front St | Church St and Pitcher St | 120 | 100 | 45 | \$93,840 | 2 | 5.2 | 2031 |
| 222B | Roads | HCB | Pitcher St | Carman St and Palmer St W | 100 | 350 | 45 | \$78,200 | 2 | 7.6 | 2027 |
| 225 | Roads | HCB | Florence St | Carroll St and Carman St | 150 | 316 | 32 | \$117,300 | 2 | 8.8 | 2022 |
| 225 | Roads | HCB | Florence St | Main St W and Carroll St | 150 | 316 | 31 | \$117,300 | 2 | 8.8 | 2022 |
| 230B | Roads | HCB | Centre St | Mary St and Elgin St | 150 | 392 | 17 | \$117,300 | 2 | 8.8 | 2030 |
| 230B | Roads | HCB | Centre St | North Court St W and Mary St | 50 | 392 | 45 | \$39,100 | 2 | 7.6 | 2030 |
| 239 | Roads | HCB | Albert St | Elgin St and Main St E | 150 | 250 | 45 | \$117,300 | 2 | 8.8 | 2027 |
| 239 | Roads | HCB | Albert St | South Court St E and Elgin St | 150 | 250 | 45 | \$117,300 | 2 | 8.8 | 2027 |
| 252A | Roads | HCB | Church St | Main St to North St (Otterville) | 200 | 344 | 45 | \$156,400 | 2 | 8.8 | 2036 |
| 253 | Roads | HCB | Bullock St | North St and Main St E | 100 | 150 | 45 | \$78,200 | 2 | 7.6 | |
| 253 | Roads | HCB | North St | New St and William St | 100 | 150 | 45 | \$78,200 | 2 | 7.6 | |
| 254A | Roads | HCB | Paxton Street | North St and Main St | 80 | 150 | 45 | \$62,560 | 2 | 7.6 | |
| 257 | Roads | HCB | Oxford St | Mill St E and Wellington St | 300 | 75 | 45 | \$234,600 | 2 | 6.4 | |
| 273C | Roads | HCB | Burgess St | south of Church St E | 600 | 100 | 45 | \$469,200 | 2 | 7.6 | 2029 |
| 275A | Roads | HCB | Deere Cres | Snyder Court and Church St W | 200 | 50 | 15 | \$156,400 | 2 | 6.4 | |
| 279B | Roads | HCB | John St (Eastwood) | Dead End to Dead End | 200 | 50 | 45 | \$35,400 | 2 | 5.2 | |
| 8 | Roads | LCB | Horn Rd | Sweaburg Rd and Old Stage Rd | 1,200 | 151 | 23 | \$160,800 | 2 | 8.8 | |
| 048B | Roads | LCB | Caley Rd | Baseline and Windham Line | 600 | 224 | 45 | \$80,400 | 2 | 7.6 | |
| 50 | Roads | LCB | Pleasant Valley Rd | Oxford 13 and Middletown Ln | 3,700 | 439 | 45 | \$495,800 | 2 | 10 | 2026 |
| 57 | Roads | LCB | Maple Dell Rd | Baseline and Windham Line | 800 | 271 | 45 | \$107,200 | 2 | 8.8 | |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "B"

PAVED ROAD STRUCTURES

| <u>Roads ID</u> | <u>Category</u> | <u>Segment</u> | <u>Name</u> | <u>Location</u> | <u>Length (m)</u> | <u>AADT</u> | <u>Age (years)</u> | <u>Replacement Cost</u> | <u>Condition</u> | <u>Risk Rating</u> | <u>Scheduled Capital Work</u> |
|-----------------|-----------------|----------------|-------------------|-------------------------------------------|-------------------|-------------|--------------------|-------------------------|------------------|--------------------|-------------------------------|
| 57 | Roads | LCB | Maple Dell Rd | Highway 59 and Hanmer Line | 2,700 | 271 | 45 | \$361,800 | 2 | 10 | |
| 57 | Roads | LCB | Maple Dell Rd | Hanmer Line and Base Line | 1,000 | 271 | 45 | \$134,000 | 2 | 8.8 | |
| 61 | Roads | LCB | Milldale Rd | Pick Line and Highway 59 | 2,000 | 189 | 45 | \$268,000 | 2 | 10 | |
| 63 | Roads | LCB | Milldale Rd | Csont Line and Base Line | 2,100 | 82 | 45 | \$281,400 | 2 | 7.6 | |
| 63 | Roads | LCB | Milldale Rd | Highway 59 and Csont Line | 1,700 | 82 | 45 | \$227,800 | 2 | 6.4 | |
| 67 | Roads | LCB | Ninth Rd | Coal Line and Highway 59 | 1,100 | 167 | 45 | \$147,400 | 2 | 8.8 | |
| 67 | Roads | LCB | Ninth Rd | Cornell Rd and Coal Line | 600 | 167 | 45 | \$80,400 | 2 | 7.6 | |
| 69 | Roads | LCB | Ninth Rd | east of Base Line | 1,000 | 192 | 45 | \$134,000 | 2 | 8.8 | |
| 074B | Roads | LCB | Middletown Line | Potters Rd and New Rd | 1,600 | 291 | 45 | \$214,400 | 2 | 8.8 | |
| 74 | Roads | LCB | New Rd | Coal Line and Highway 59 | 150 | 291 | 45 | \$20,100 | 2 | 7.6 | |
| 74 | Roads | LCB | New Rd | Furnace Rd and Coal Line | 1,450 | 291 | 45 | \$194,300 | 2 | 8.8 | |
| 74 | Roads | LCB | New Rd | Middletown Line and Furnace Rd | 2,000 | 291 | 45 | \$268,000 | 2 | 10 | |
| 75 | Roads | LCB | New Rd | Highway 59 and Base Line | 3,700 | 231 | 45 | \$495,800 | 2 | 10 | 2027 |
| 76 | Roads | LCB | New Rd | Base Line and Swimmingpool Rd | 1,100 | 634 | 45 | \$147,400 | 2 | 11.2 | 2031 |
| 79 | Roads | LCB | Mall Rd | Oxford 13 west 1.9 km | 1,900 | 1874 | 45 | \$254,600 | 2 | 14.8 | *** |
| 80 | Roads | LCB | Mall Rd | Oxford 13 east 1.6 km | 1,600 | 776 | 45 | \$214,400 | 2 | 11.2 | |
| 81 | Roads | LCB | Mall Rd | 1.9 km east of Oxford 13 to Middletown Ln | 1,600 | 776 | 45 | \$214,400 | 2 | 11.2 | |
| 83 | Roads | LCB | Mall Rd | Summerville Ln and Hwy 59 | 2,100 | 1027 | 45 | \$281,400 | 2 | 14.8 | 2026 |
| 85 | Roads | LCB | Summerville Line | Potters Rd and Mall Rd | 1,600 | 432 | 45 | \$214,400 | 2 | 8.8 | |
| 110 | Roads | LCB | Utility Line | Quaker St and Oxford 59 | 400 | 400 | 45 | \$53,600 | 2 | 7.6 | |
| 112 | Roads | LCB | Windham Line | Caley Rd and Airport Rd | 800 | 316 | 45 | \$107,200 | 2 | 8.8 | |
| 115 | Roads | LCB | Hanmer Line | Airport Rd and Maple Dell Rd | 1,600 | 99 | 45 | \$214,400 | 2 | 6.4 | |
| 117 | Roads | LCB | Windham Line | Airport Rd and Maple Dell Rd | 700 | 504 | 45 | \$93,800 | 2 | 10 | *** |
| 121 | Roads | LCB | Windham Line | Maple Dell Rd and Otterville Rd | 4,000 | 504 | 45 | \$536,000 | 2 | 13.6 | *** |
| 123A | Roads | LCB | Pick Line | Milldale Rd and North St W | 1,100 | 128 | 45 | \$147,400 | 2 | 8.8 | |
| 124 | Roads | LCB | Csont Line | Milldale Rd and Otterville Rd | 1,600 | 134 | 45 | \$214,400 | 2 | 8.8 | |
| 134 | Roads | LCB | Zenda Line | New Rd south 0.4 km | 400 | 15 | 45 | \$53,600 | 2 | 5.2 | |
| 135 | Roads | LCB | Rock's Mills line | Oxford 13 to Potters Road | 1,700 | 157 | 45 | \$227,800 | 2 | 8.8 | |
| 139 | Roads | LCB | Windham Line | New Rd and Wendy's Rd | 1,200 | 504 | 45 | \$160,800 | 2 | 11.2 | *** |
| 140 | Roads | LCB | Westtown Line | Potters Rd and Simcoe St | 1,000 | 263 | 45 | \$134,000 | 2 | 8.8 | |
| 140 | Roads | LCB | Westtown Line | Simcoe St and Mall Rd | 100 | 263 | 45 | \$13,400 | 2 | 7.6 | |
| 141 | Roads | LCB | Middletown Line | Potters Rd and Mall Rd | 1,600 | 182 | 45 | \$214,400 | 2 | 8.8 | |
| 145 | Roads | LCB | Second Rd | Slant Rd and Base Line | 130 | 104 | 45 | \$17,420 | 2 | 7.6 | |
| 145 | Roads | LCB | Second Rd | New Durham Rd and Slant Rd | 70 | 104 | 45 | \$9,380 | 2 | 7.6 | |
| 035B | Roads | HCB | New Durham Rd | Oxford 59 to Muir Ln | 3,600 | 1086 | 45 | \$637,200 | 2.5 | 16 | 2030 |
| 37 | Roads | LCB | Evergreen St | Oxford 13 and Middletown Line | 3,700 | 127 | 45 | \$495,800 | 2.67 | 10 | |
| 042B | Roads | LCB | Hatchley Rd | Base Line to Twp Boundary | 200 | 158 | 45 | \$26,800 | 2.67 | 7.6 | |
| 062B | Roads | LCB | 7th Road | Oxford 59 to Dead End | 150 | 32 | 45 | \$20,100 | 2.67 | 5.2 | |
| 64 | Roads | LCB | Ninth Rd | Zenda Line and Oxford 13 | 3,700 | 63 | 45 | \$495,800 | 2.67 | 7.6 | |
| 82 | Roads | LCB | Mall Rd | Middletown Ln and Summerville Ln | 3,700 | 1223 | 45 | \$495,800 | 2.67 | 14.8 | 2033 |
| 021C | Roads | HCB | Kitchen Crt | north of Curries Rd (near Hwy 59) | 340 | 10 | 45 | \$45,560 | 2.83 | 5.2 | |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "B"

PAVED ROAD STRUCTURES

| <u>Roads ID</u> | <u>Category</u> | <u>Segment</u> | <u>Name</u> | <u>Location</u> | <u>Length (m)</u> | <u>AADT</u> | <u>Age (years)</u> | <u>Replacement Cost</u> | <u>Condition</u> | <u>Risk Rating</u> | <u>Scheduled Capital Work</u> |
|-----------------|-----------------|----------------|--------------------|------------------------------------------|-------------------|-------------|--------------------|-------------------------|------------------|--------------------|-------------------------------|
| 86 | Roads | HCB | Base Line | Wendy's Rd and Mall Rd | 1,200 | 426 | 45 | \$212,400 | 2.83 | 8.8 | |
| 093B | Roads | HCB | Cedar Line | 0.4 km north of Curries Rd to Curries Rd | 400 | 176 | 45 | \$70,800 | 2.83 | 7.6 | |
| 123B | Roads | HCB | Pick Line | North St W to 0.3 km north | 300 | 128 | 45 | \$53,100 | 2.83 | 7.6 | |
| 138 | Roads | HCB | Base Line | Cecilia St and Nelson St | 700 | 599 | 23 | \$123,900 | 2.83 | 11.2 | 2033 |
| 138 | Roads | HCB | Base Line | Nelson St and Wendy's Rd | 150 | 599 | 23 | \$26,550 | 2.83 | 10 | 2033 |
| 138 | Roads | HCB | Base Line | New Rd and Cecilia St | 150 | 599 | 23 | \$26,550 | 2.83 | 10 | 2033 |
| 206 | Roads | HCB | South Court St W | John St and Washington St | 100 | 250 | 32 | \$78,200 | 2.83 | 7.6 | 2032 |
| 206 | Roads | HCB | South Court St W | Clyde St and John St | 100 | 250 | 32 | \$78,200 | 2.83 | 7.6 | 2032 |
| 206 | Roads | HCB | South Court St W | Washington St and Stover St N | 100 | 250 | 45 | \$78,200 | 2.83 | 7.6 | 2032 |
| 213B | Roads | HCB | Church St | south of Tidey St | 50 | 25 | 45 | \$39,100 | 2.83 | 5.2 | 2035 |
| 214B | Roads | HCB | Carman St | Dufferin St and Pitcher St | 200 | 350 | 45 | \$156,400 | 2.83 | 8.8 | 2025 |
| 214B | Roads | HCB | Carman St | Avery's Lane and Dufferin St | 100 | 350 | 45 | \$78,200 | 2.83 | 7.6 | 2025 |
| 215B | Roads | HCB | Palmer St W | Dufferin St and Pitcher St | 200 | 250 | 45 | \$156,400 | 2.83 | 8.8 | 2031 |
| 222E | Roads | HCB | Pitcher St | Main St W and Front St | 50 | 350 | 45 | \$39,100 | 2.83 | 7.6 | 2027 |
| 237A | Roads | HCB | Washington St | Elgin St and Main St W | 100 | 300 | 19 | \$78,200 | 2.83 | 7.6 | 2034 |
| 237A | Roads | HCB | Washington St | Washington St and Main St W | 25 | 300 | 45 | \$19,550 | 2.83 | 7.6 | 2034 |
| 279A | Roads | HCB | Main St (Eastwood) | Hwy 2 to John St | 100 | 75 | 45 | \$17,700 | 2.83 | 5.2 | |
| 132A | Roads | HCB | Coal Line | Cornell Rd and Ninth Rd | 300 | 602 | 14 | \$40,200 | 3.67 | 10 | |
| 132A | Roads | HCB | Coal Line | Ninth Rd and New Rd | 1,700 | 602 | 14 | \$227,800 | 3.67 | 11.2 | |
| 137 | Roads | LCB | Summerville Line | Coal Line and Potters Rd | 1,400 | 631 | 14 | \$187,600 | 3.67 | 11.2 | 2021 |
| 38 | Roads | HCB | Evergreen St | McCready Line and Oxford 14 | 1,400 | 298 | 45 | \$247,800 | 3.83 | 8.8 | |
| 38 | Roads | HCB | Evergreen St | Middletown Line and McCready Line | 2,200 | 298 | 45 | \$389,400 | 3.83 | 10 | |
| 208 | Roads | HCB | Elgin St | Cook St and George St | 100 | 250 | 31 | \$78,200 | 3.83 | 5.7 | |
| 211 | Roads | HCB | George St | Elgin St and Main St E | 150 | 150 | 45 | \$117,300 | 3.83 | 6.6 | |
| 211 | Roads | HCB | George St | north of Elgin St | 50 | 25 | 45 | \$39,100 | 3.83 | 3.9 | |
| 213D | Roads | HCB | Tidey St | Pitcher St and Stover St S | 180 | 300 | 18 | \$140,760 | 3.83 | 6.6 | |
| 215A | Roads | HCB | Palmer St W | Otter St and Stover St S | 100 | 250 | 29 | \$78,200 | 3.83 | 5.7 | 2031 |
| 215A | Roads | HCB | Palmer St W | Pitcher St and Otter St | 100 | 250 | 29 | \$78,200 | 3.83 | 5.7 | 2031 |
| 223 | Roads | HCB | Otter St | Palmer St W and South St | 200 | 250 | 29 | \$156,400 | 3.83 | 6.6 | |
| 223 | Roads | HCB | Otter St | Dead End and Palmer St W | 100 | 250 | 29 | \$78,200 | 3.83 | 5.7 | |
| 223 | Roads | HCB | Otter St | South St and Jerdon St | 100 | 250 | 29 | \$78,200 | 3.83 | 5.7 | |
| 234B | Roads | HCB | Washington St | north of North St W | 100 | 10 | 30 | \$78,200 | 3.83 | 3.9 | |
| 249C | Roads | HCB | Pollard St | west of Marshall Dr | 100 | 250 | 5 | \$78,200 | 3.83 | 7.6 | |
| 254F | Roads | HCB | North St | Paxton St and John St N | 260 | 150 | 45 | \$203,320 | 3.83 | 6.6 | |
| 254F | Roads | HCB | North St | John St N and Bond St | 170 | 140 | 45 | \$132,940 | 3.83 | 6.6 | |
| 254F | Roads | HCB | North St | Cedar St and York St | 170 | 140 | 45 | \$132,940 | 3.83 | 6.6 | |
| 254F | Roads | HCB | North St | Bond St and Cedar St | 170 | 140 | 45 | \$132,940 | 3.83 | 6.6 | |
| 254E | Roads | HCB | York St | North St E and Main St E | 120 | 150 | 45 | \$93,840 | 3.83 | 5.7 | |
| 260 | Roads | HCB | Norfolk St | Albert St and Dover St | 180 | 75 | 45 | \$140,760 | 3.83 | 4.8 | |
| 260 | Roads | HCB | Norfolk St | west of Albert St | 120 | 75 | 45 | \$93,840 | 3.83 | 3.9 | |
| 263A | Roads | HCB | Mill St | John St S and Buchan St | 300 | 100 | 45 | \$234,600 | 3.83 | 4.8 | |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "B"

PAVED ROAD STRUCTURES

| <u>Roads ID</u> | <u>Category</u> | <u>Segment</u> | <u>Name</u> | <u>Location</u> | <u>Length (m)</u> | <u>AADT</u> | <u>Age (years)</u> | <u>Replacement Cost</u> | <u>Condition</u> | <u>Risk Rating</u> | <u>Scheduled Capital Work</u> |
|-----------------|-----------------|----------------|--------------------|-------------------------------------------|-------------------|-------------|--------------------|-------------------------|------------------|--------------------|-------------------------------|
| 263B | Roads | HCB | Buchan Street | Main St E and Mill St E | 100 | 100 | 45 | \$78,200 | 3.83 | 3.9 | |
| 277D | Roads | HCB | Water St | Main St and Wood St | 125 | 182 | 45 | \$97,750 | 3.83 | 5.7 | 2033 |
| 277D | Roads | HCB | Water St | Wood St and Son's St | 125 | 182 | 45 | \$97,750 | 3.83 | 5.7 | 2033 |
| 277C | Roads | HCB | Wood St E | east of Water St | 330 | 182 | 45 | \$258,060 | 3.83 | 7.5 | 2033 |
| 280 | Roads | HCB | East St (Eastwood) | Highway 2 and Oxford 55 | 400 | 50 | 22 | \$70,800 | 3.83 | 3.9 | 2022 |
| 045B | Roads | HCB | Quaker St | 1.4 km east of Middletown Ln to Oxford 59 | 2,100 | 796 | 45 | \$371,700 | 4.41 | 9.3 | 2024 / 2036 |
| 262 | Roads | HCB | John St S | Wellington St E and Dover St | 400 | 684 | 45 | \$312,800 | 4.41 | 9.3 | 2030 |
| 262 | Roads | HCB | John St S | Main St E and Mill St E | 120 | 684 | 45 | \$93,840 | 4.41 | 7.5 | 2030 |
| 262 | Roads | HCB | John St S | Mill St E and Queen St E | 140 | 684 | 45 | \$109,480 | 4.41 | 8.4 | 2030 |
| 262 | Roads | HCB | John St S | Queen St E and Wellington St E | 140 | 684 | 45 | \$109,480 | 4.41 | 8.4 | 2030 |
| 127 | Roads | LCB | Middletown Line | Otterville Rd to Ninth | 1,500 | 683 | 3 | \$201,000 | 4.67 | 8.4 | 2023 |
| 129 | Roads | LCB | Middletown Line | Ninth Rd and Cornell Rd | 600 | 683 | 3 | \$80,400 | 4.67 | 7.5 | 2023 |
| 202A | Roads | HCB | Brock St. E | Stover St N and Albert St | 75 | 300 | 45 | \$58,650 | 4.83 | 5.7 | |
| 202A | Roads | HCB | Brock St. E | Albert St and Victoria St | 75 | 300 | 45 | \$58,650 | 4.83 | 5.7 | |
| 212A | Roads | HCB | Front St | Avery's Lane and Church St | 200 | 100 | 30 | \$156,400 | 4.83 | 4.8 | 2031 |
| 213A | Roads | HCB | Church St | Main St W and Front St | 65 | 75 | 45 | \$50,830 | 4.83 | 3.9 | 2035 |
| 213A | Roads | HCB | Church St | Front St and Tidey St | 65 | 75 | 45 | \$50,830 | 4.83 | 3.9 | 2035 |
| 214C | Roads | HCB | Carman St | Marshall Dr and Florence St | 70 | 350 | 45 | \$54,740 | 4.83 | 5.7 | 2025 |
| 214C | Roads | HCB | Carman St | Florence St and Cayley St | 100 | 350 | 45 | \$78,200 | 4.83 | 5.7 | 2025 |
| 214C | Roads | HCB | Carman St | Cayley St and Avery's Lane | 100 | 350 | 45 | \$78,200 | 4.83 | 5.7 | 2025 |
| 222C | Roads | HCB | Pitcher St | Tidey St and Carman St | 200 | 350 | 45 | \$156,400 | 4.83 | 6.6 | 2027 |
| 230A | Roads | HCB | Centre St | Bailey St and North Court St W | 50 | 100 | 45 | \$39,100 | 4.83 | 3.9 | 2030 |
| 230A | Roads | HCB | Centre St | north of Bailey St | 150 | 25 | 45 | \$117,300 | 4.83 | 4.8 | 2030 |
| 254B | Roads | HCB | John St N | Main St E and Mill St E | 80 | 150 | 45 | \$62,560 | 4.83 | 5.7 | 2030 |
| 73 | Roads | HCB | New Rd | Union Road and Oxford 13 | 2,000 | 740 | 45 | \$354,000 | 5.41 | 9.3 | 2021 |
| 73 | Roads | HCB | New Rd | Zenda Line and Union Line | 1,600 | 740 | 45 | \$283,200 | 5.41 | 9.3 | 2021 |
| 91 | Roads | HCB | Middletown Line | Old Stage Rd and Firehall Rd | 800 | 994 | 45 | \$141,600 | 5.41 | 8.4 | 2022 / 2032 |
| 91 | Roads | HCB | Middletown Line | Oxford Centre Rd and Old Stage Rd | 500 | 994 | 45 | \$88,500 | 5.41 | 7.5 | 2022 / 2032 |
| 9 | Roads | HCB | Old Stage Rd | Sweaburg Rd and Horn Rd | 1,000 | 1253 | 11 | \$177,000 | 5.5 | 10.2 | 2021 / 2028 |
| 10 | Roads | HCB | Old Stage Rd | Horn Rd and Highway 59 | 1,000 | 1253 | 11 | \$177,000 | 5.5 | 10.2 | 2021 / 2028 |
| 52 | Roads | HCB | Airport Rd | Highway 59 and Base Line | 3,900 | 1247 | 45 | \$690,300 | 5.5 | 12 | 2033 |
| 78 | Roads | HCB | Mall Rd | Zenda Ln and Middletown Ln | 1,900 | 1874 | 45 | \$336,300 | 5.5 | 11.1 | *** |
| 105A | Roads | HCB | Middletown Line | 0.4 km South of Church St to Evergreen St | 1,200 | 1641 | 12 | \$212,400 | 5.5 | 10.2 | 2023 / 2029 |
| 105A | Roads | HCB | Middletown Line | Evergreen St and Quaker St | 1,600 | 1641 | 12 | \$283,200 | 5.5 | 11.1 | 2023 / 2029 |
| 105B | Roads | HCB | Middletown Line | Quaker to Norwich Road | 1,600 | 1641 | 12 | \$283,200 | 5.5 | 11.1 | 2024 / 2029 |
| 11 | Roads | HCB | Old Stage Rd | Highway 59 and Middletown Line | 3,800 | 445 | 45 | \$672,600 | 5.83 | 8.4 | 2021 / 2028 |
| 016A | Roads | HCB | Old Stage Rd | east of Middletown Ln (488m) | 500 | 86 | 12 | \$88,500 | 5.83 | 3.9 | 2023 |
| 094A | Roads | HCB | Middletown Line | Firehall Rd and Curries Rd | 1,500 | 351 | 40 | \$265,500 | 5.83 | 5 | |
| 210B | Roads | HCB | Elgin St | John St and Washington St | 75 | 250 | 19 | \$58,650 | 5.83 | 3.8 | 2036 |
| 210B | Roads | HCB | Elgin St | Clyde St and John St | 75 | 250 | 19 | \$58,650 | 5.83 | 3.8 | 2036 |
| 213C | Roads | HCB | Tidey St | Church St and Pitcher St | 120 | 100 | 29 | \$93,840 | 5.83 | 2.6 | |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "B"

PAVED ROAD STRUCTURES

| <u>Roads ID</u> | <u>Category</u> | <u>Segment</u> | <u>Name</u> | <u>Location</u> | <u>Length (m)</u> | <u>AADT</u> | <u>Age (years)</u> | <u>Replacement Cost</u> | <u>Condition</u> | <u>Risk Rating</u> | <u>Scheduled Capital Work</u> |
|-----------------|-----------------|----------------|------------------|--------------------------------------|-------------------|-------------|--------------------|-------------------------|------------------|--------------------|-------------------------------|
| 216 | Roads | HCB | South St | Dufferin St and Pitcher St | 200 | 250 | 19 | \$156,400 | 5.83 | 4.4 | 2024 |
| 219 | Roads | HCB | Robson Street | Dufferin St and Stover St S | 100 | 350 | 32 | \$78,200 | 5.83 | 3.8 | 2024 |
| 222A | Roads | HCB | Pitcher St | South St and Jerdon St | 100 | 350 | 13 | \$78,200 | 5.83 | 3.8 | 2024 |
| 222A | Roads | HCB | Pitcher St | Palmer St W and South St | 100 | 350 | 12 | \$78,200 | 5.83 | 3.8 | 2024 |
| 228A | Roads | HCB | Sutton St | south of Main St E | 100 | 25 | 29 | \$78,200 | 5.83 | 2.6 | |
| 230C | Roads | HCB | Centre St | Elgin St and Main St W | 200 | 392 | 17 | \$156,400 | 5.83 | 4.4 | 2030 |
| 237B | Roads | HCB | Washington St | South Court St W and Elgin St | 100 | 250 | 21 | \$78,200 | 5.83 | 3.8 | 2034 |
| 242 | Roads | HCB | Avery's Lane | Front St and Carman St | 250 | 300 | 29 | \$195,500 | 5.83 | 4.4 | 2028 |
| 242 | Roads | HCB | Avery's Lane | Main St W and Front St | 50 | 300 | 29 | \$39,100 | 5.83 | 3.8 | 2028 |
| 272 | Roads | HCB | McNab Street | Main St N and Nichol Lane | 200 | 50 | 45 | \$156,400 | 5.83 | 3.2 | 2023 |
| 272 | Roads | HCB | McNab Street | Nichol Lane and Smith's Lane | 200 | 50 | 45 | \$156,400 | 5.83 | 3.2 | 2023 |
| 273B | Roads | HCB | Nichol Lane | McNab St and Church St E | 100 | 50 | 45 | \$78,200 | 5.83 | 2.6 | 2023 |
| 278 | Roads | HCB | Son's St | West St S and Water St | 300 | 182 | 10 | \$234,600 | 5.83 | 4.4 | |
| | Roads | HCB | Jones Line | Oxford 13 and Maple Dell Rd | 250 | 25 | 45 | \$44,250 | 5.83 | 2.6 | |
| 109 | Roads | HCB | Middletown Line | Airport Rd and Maple Dell Rd | 1,700 | 1712 | 4 | \$300,900 | 6 | 7.4 | 2028 |
| 31 | Roads | HCB | Beaconsfield Rd | Zenda Line and Trillium Line | 1,400 | 812 | 11 | \$247,800 | 6.41 | 5.6 | 2025 / 2035 |
| 31 | Roads | HCB | Beaconsfield Rd | Trillium Line and Cedar Line | 400 | 812 | 11 | \$70,800 | 6.41 | 5 | 2025 / 2035 |
| 32 | Roads | HCB | Beaconsfield Rd | Cedar Line and Hwy 59 | 1,800 | 812 | 12 | \$318,600 | 6.41 | 6.2 | 2025 / 2035 |
| 90 | Roads | HCB | Middletown Line | Pattullo Ave and Oxford Centre Rd | 1,400 | 994 | 45 | \$247,800 | 6.41 | 5.6 | 2022 / 2035 |
| 102 | Roads | HCB | Middletown Line | Beaconsfield Rd and McNab St | 1,300 | 698 | 45 | \$230,100 | 6.41 | 5.6 | |
| 051B | Roads | HCB | Airport Rd | 0.9 km west of Oxford 59 | 900 | 1804 | 5 | \$159,300 | 6.5 | 6.8 | 2022 / 2034 |
| 70 | Roads | HCB | Cornell Rd | Oxford 13 and Oatman Line | 1,000 | 1753 | 3 | \$177,000 | 6.5 | 6.8 | 2023 / 2034 |
| 71 | Roads | HCB | Cornell Rd | Oatman Line and Middletown Line | 2,600 | 1753 | 3 | \$460,200 | 6.5 | 7.4 | 2023 / 2034 |
| 107 | Roads | HCB | Base Line | 13th Conc Ln to Norwich Rd | 1,400 | 1230 | 7 | \$247,800 | 6.5 | 6.8 | 2033 |
| 107 | Roads | HCB | Base Line | New Durham Rd and Second Rd | 200 | 1230 | 7 | \$35,400 | 6.5 | 6.2 | 2033 |
| 107 | Roads | HCB | Base Line | Second Rd and Eleventh Conc Rd | 1,000 | 1230 | 7 | \$177,000 | 6.5 | 6.8 | 2033 |
| 107 | Roads | HCB | Base Line | Eleventh Conc Rd and Evergreen St | 1,000 | 1230 | 7 | \$177,000 | 6.5 | 6.8 | 2033 |
| 107 | Roads | HCB | Base Line | Evergreen St and Hatchley Rd | 400 | 1230 | 7 | \$70,800 | 6.5 | 6.2 | 2033 |
| 107 | Roads | HCB | Base Line | Hatchley Rd and Quaker St | 1,200 | 1230 | 7 | \$212,400 | 6.5 | 6.8 | 2033 |
| 107 | Roads | HCB | Base Line | Quaker St and 13th Conc Line | 300 | 1230 | 7 | \$53,100 | 6.5 | 6.2 | 2033 |
| 1 | Roads | HCB | Old Highway # 2 | at New Hwy #2 | 500 | 30 | 45 | \$88,500 | 6.83 | 2.6 | |
| 58 | Roads | HCB | Milldale Rd | Oxford 13 west halfway to Zenda Line | 1,800 | 564 | 9 | \$318,600 | 6.83 | 6.2 | |
| 58 | Roads | HCB | Milldale Rd | Zenda Line East halfway to Oxford 13 | 1,800 | 564 | 9 | \$318,600 | 6.83 | 6.2 | |
| 203B | Roads | HCB | North Court St W | Washington St and Stover St N | 100 | 390 | 45 | \$78,200 | 6.83 | 3.8 | 2035 |
| 203B | Roads | HCB | North Court St W | John St and Washington St | 100 | 390 | 45 | \$78,200 | 6.83 | 3.8 | 2035 |
| 203B | Roads | HCB | North Court St W | Clyde St and John St | 100 | 390 | 45 | \$78,200 | 6.83 | 3.8 | 2035 |
| 204 | Roads | HCB | North Court St E | Albert St and Victoria St | 75 | 300 | 18 | \$58,650 | 6.83 | 3.8 | 2035 |
| 204 | Roads | HCB | North Court St E | Victoria St E and Cook St | 75 | 300 | 18 | \$58,650 | 6.83 | 3.8 | 2035 |
| 204 | Roads | HCB | North Court St E | Stover St N and Albert St | 75 | 300 | 18 | \$58,650 | 6.83 | 3.8 | 2035 |
| 204 | Roads | HCB | North Court St E | Polden Dr and Cook St | 125 | 300 | 45 | \$97,750 | 6.83 | 3.8 | 2035 |
| 220 | Roads | HCB | Dufferin St | Palmer St W and South St | 180 | 379 | 16 | \$140,760 | 6.83 | 4.4 | 2028 |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "B"

PAVED ROAD STRUCTURES

| <u>Roads ID</u> | <u>Category</u> | <u>Segment</u> | <u>Name</u> | <u>Location</u> | <u>Length (m)</u> | <u>AADT</u> | <u>Age (years)</u> | <u>Replacement Cost</u> | <u>Condition</u> | <u>Risk Rating</u> | <u>Scheduled Capital Work</u> |
|-----------------|-----------------|----------------|-----------------|---------------------------------------------|-------------------|-------------|--------------------|-------------------------|------------------|--------------------|-------------------------------|
| 220 | Roads | HCB | Dufferin St | Carman St and Palmer St W | 100 | 379 | 16 | \$78,200 | 6.83 | 3.8 | 2028 |
| 220 | Roads | HCB | Dufferin St | South St and Robson St | 420 | 379 | 14 | \$328,440 | 6.83 | 5 | 2028 |
| 224 | Roads | HCB | Marshall Dr | Carman St and Cayley St | 200 | 250 | 13 | \$156,400 | 6.83 | 4.4 | 2029 |
| 224 | Roads | HCB | Marshall Dr | north of Carroll St | 100 | 250 | 13 | \$78,200 | 6.83 | 3.8 | 2029 |
| 224 | Roads | HCB | Marshall Dr | Carroll St and Pollard St | 100 | 250 | 13 | \$78,200 | 6.83 | 3.8 | 2029 |
| 224 | Roads | HCB | Marshall Dr | Pollard St and Carman St | 100 | 250 | 13 | \$78,200 | 6.83 | 3.8 | 2029 |
| 233 | Roads | HCB | John St | Elgin St and Main St W | 200 | 395 | 13 | \$156,400 | 6.83 | 4.4 | |
| 236 | Roads | HCB | Washington St | Brock St W and North Court St W | 150 | 250 | 9 | \$117,300 | 6.83 | 4.4 | 2030 |
| 236 | Roads | HCB | Washington St | North Court St W and South Court St W | 50 | 250 | 9 | \$39,100 | 6.83 | 3.8 | 2030 |
| 250 | Roads | HCB | Irving Drive | west of Cayley St | 200 | 50 | 5 | \$156,400 | 6.83 | 3.2 | 2026 |
| 254C | Roads | HCB | Bond St | North St E and Main St E | 120 | 75 | 11 | \$93,840 | 6.83 | 2.6 | 2026 |
| 254D | Roads | HCB | Cedar St | North St E and Main St E | 120 | 75 | 12 | \$21,240 | 6.83 | 2.6 | 2026 |
| 270 | Roads | HCB | Middletown Line | McNab St and Church St W | 300 | 698 | 45 | \$234,600 | 6.83 | 5.6 | 2026 |
| 271 | Roads | HCB | Middletown Line | Church St south 0.4 km | 400 | 1641 | 45 | \$312,800 | 6.83 | 7.4 | 2026 |
| 275B | Roads | HCB | Deere Cres | Highway 59 and Snyder Court | 600 | 50 | 3 | \$469,200 | 6.83 | 3.8 | |
| 276 | Roads | HCB | Snyder Court | Deere Cres | 100 | 25 | 3 | \$78,200 | 6.83 | 2.6 | |
| 46 | Roads | HCB | Quaker Street | Highway 59 and Utility Line | 100 | 1832 | 2 | \$17,700 | 7 | 6.2 | 2023 / 2035 |
| 46 | Roads | HCB | Quaker Street | Utility Line and Slant Rd | 500 | 1832 | 2 | \$88,500 | 7 | 6.2 | 2023 / 2035 |
| 051A | Roads | HCB | Airport Rd | Middletown Line to 0.9 km west of Oxford 59 | 2,700 | 1804 | 1 | \$361,800 | 7 | 7.4 | 2022 / 2034 |
| 53 | Roads | HCB | Airport Rd | Baseline and Windham Line | 600 | 1247 | 2 | \$106,200 | 7 | 6.8 | 2024 / 2032 |
| 106A | Roads | HCB | Slant Rd | New Durham Line and Evergreen St | 2,300 | 1119 | 1 | \$308,200 | 7 | 7.4 | 2032 |
| 106B | Roads | HCB | Slant Rd | Evergreen St and 0.7 km north of Quaker St | 2,300 | 1119 | 1 | \$308,200 | 7 | 7.4 | 2032 |
| 2 | Roads | HCB | Subway Line | Highway 2 and Oxford 55 | 1,000 | 589 | 1 | \$134,000 | 7.3 | 5.6 | |
| 87 | Roads | HCB | Subway Line | Oxford 55 and Towerline Rd | 300 | 409 | 1 | \$40,200 | 7.3 | 3.8 | |
| 277A | Roads | HCB | Church St | Main and Wood (Springford) | 160 | 156 | 2 | \$125,120 | 7.33 | 4.4 | |
| 277B | Roads | HCB | Wood St E | West St and Water St | 160 | 182 | 2 | \$125,120 | 7.33 | 4.4 | |
| 125 | Roads | HCB | Zenda Line | Otterville Rd and Ninth Rd | 1,500 | 771 | 2 | \$265,500 | 7.36 | 6.2 | *** |
| 99 | Roads | HCB | Middletown Line | Gunn's Hill Rd and Substation Rd | 1,500 | 620 | 8 | \$265,500 | 7.41 | 6.2 | |
| 99 | Roads | HCB | Middletown Line | Substation Rd and Beaconsfield Rd | 2,000 | 620 | 8 | \$354,000 | 7.41 | 6.2 | |
| 132B | Roads | HCB | Coal Line | New Rd and Summerville Line | 400 | 602 | 5 | \$70,800 | 7.41 | 5 | |
| 72 | Roads | HCB | Cornell Rd | Middletown Line and Furnace Rd | 1,400 | 1753 | 1 | \$247,800 | 7.5 | 6.8 | 2025 / 2036 |
| 72 | Roads | HCB | Cornell Rd | Dover St and Ninth Rd | 400 | 1753 | 1 | \$70,800 | 7.5 | 6.2 | 2025 / 2036 |
| 72 | Roads | HCB | Cornell Rd | Ninth Rd and Furnace Rd | 700 | 1753 | 1 | \$123,900 | 7.5 | 6.8 | 2025 / 2036 |
| 116 | Roads | HCB | Base Line | Milldale Rd and Otterville Rd | 1,650 | 1131 | 6 | \$292,050 | 7.5 | 7.4 | 2029 |
| 116 | Roads | HCB | Base Line | Norwich Rd and Caley Rd | 800 | 1131 | 6 | \$141,600 | 7.5 | 6.8 | 2029 |
| 116 | Roads | HCB | Base Line | Caley Rd and Airport Rd | 800 | 1131 | 6 | \$141,600 | 7.5 | 6.8 | 2029 |
| 116 | Roads | HCB | Base Line | Airport Rd and Maple Dell Rd | 1,650 | 1131 | 6 | \$292,050 | 7.5 | 7.4 | 2029 |
| 116 | Roads | HCB | Base Line | Maple Dell Rd and Milldale Rd | 1,600 | 1131 | 6 | \$283,200 | 7.5 | 7.4 | 2029 |
| 88 | Roads | HCB | Greenly Line | Pattullo Ave and Highway 59 | 300 | 295 | 2 | \$53,100 | 7.53 | 3.8 | |
| 244 | Roads | HCB | Palmer St E | east of Stover St S | 200 | 300 | 2 | \$156,400 | 7.53 | 4.4 | |
| 259 | Roads | HCB | Wellington St | Dover St and John St S | 200 | 75 | 2 | \$156,400 | 7.53 | 3.2 | |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "B"

PAVED ROAD STRUCTURES

| <u>Roads ID</u> | <u>Category</u> | <u>Segment</u> | <u>Name</u> | <u>Location</u> | <u>Length (m)</u> | <u>AADT</u> | <u>Age (years)</u> | <u>Replacement Cost</u> | <u>Condition</u> | <u>Risk Rating</u> | <u>Scheduled Capital Work</u> |
|-----------------|-----------------|----------------|-----------------|---------------------------------------|-------------------|-------------|--------------------|-------------------------|------------------|--------------------|-------------------------------|
| 259 | Roads | HCB | Wellington St | west of Albert St | 60 | 75 | 2 | \$46,920 | 7.53 | 2.6 | |
| 259 | Roads | HCB | Wellington St | Albert St and Dover St | 140 | 75 | 2 | \$109,480 | 7.53 | 3.2 | |
| 256C | Roads | HCB | Queen | Dover St and Oxford St | 115 | 75 | 45 | \$89,930 | 7.77 | 1.3 | |
| 256C | Roads | HCB | Queen | Albert St and Dover St | 170 | 75 | 45 | \$132,940 | 7.77 | 1.6 | |
| 256C | Roads | HCB | Queen | Oxford St and John St S | 115 | 75 | 45 | \$89,930 | 7.77 | 1.3 | |
| 258 | Roads | HCB | Albert Street | Mill St W and Queen St W | 120 | 75 | 45 | \$93,840 | 7.77 | 1.3 | |
| 258 | Roads | HCB | Albert Street | Queen St W and Wellington St W | 120 | 75 | 45 | \$93,840 | 7.77 | 1.3 | |
| 258 | Roads | HCB | Albert Street | Wellington St W and Norfolk St | 60 | 75 | 45 | \$46,920 | 7.77 | 1.3 | |
| 094B | Roads | HCB | Middletown Line | Curries Rd and Gunn's Hill Rd | 1,400 | 351 | 7 | \$247,800 | 7.83 | 4.4 | |
| 212C | Roads | HCB | Front St | Pitcher St and Stover St S | 180 | 350 | 8 | \$140,760 | 7.83 | 4.4 | 2031 |
| 214A | Roads | HCB | Carman St | Otter St and Stover St S | 100 | 350 | 11 | \$78,200 | 7.83 | 1.9 | 2030 |
| 214A | Roads | HCB | Carman St | Pitcher St and Otter St | 100 | 350 | 11 | \$78,200 | 7.83 | 1.9 | 2030 |
| 217 | Roads | HCB | South St | Pitcher St and Otter St | 100 | 250 | 9 | \$78,200 | 7.83 | 3.8 | 2032 |
| 217 | Roads | HCB | South St | Otter St and Stover St S | 100 | 250 | 9 | \$78,200 | 7.83 | 3.8 | 2032 |
| 222D | Roads | HCB | Pitcher St | Front St and Tidey St | 50 | 350 | 8 | \$39,100 | 7.83 | 3.8 | 2027 |
| 231 | Roads | HCB | Clyde St | South Court St W and Elgin St | 150 | 303 | 9 | \$117,300 | 7.83 | 4.4 | |
| 231 | Roads | HCB | Clyde St | Brock St W and North Court St W | 150 | 303 | 9 | \$117,300 | 7.83 | 4.4 | |
| 231 | Roads | HCB | Clyde St | North Court St W and South Court St W | 50 | 303 | 9 | \$39,100 | 7.83 | 3.8 | |
| 231 | Roads | HCB | Clyde St | Elgin St and Main St W | 150 | 303 | 9 | \$117,300 | 7.83 | 4.4 | |
| 241A | Roads | HCB | Cook St | North Court St E and South Court St E | 100 | 276 | 14 | \$78,200 | 7.83 | 1.9 | |
| 243 | Roads | HCB | Moore Cres | Marshall Dr and Cayley St | 300 | 100 | 13 | \$234,600 | 7.83 | 1.6 | |
| 247 | Roads | HCB | Lossing Drive | North Court St. E and Poldon Dr | 200 | 311 | 5 | \$156,400 | 7.83 | 4.4 | 2036 |
| 249B | Roads | HCB | Cayley St | Moore Cres and Irving Dr | 60 | 250 | 13 | \$46,920 | 7.83 | 1.9 | 2036 |
| 249B | Roads | HCB | Cayley St | Carman St and Marshall Dr | 60 | 250 | 13 | \$46,920 | 7.83 | 1.9 | 2036 |
| 249B | Roads | HCB | Cayley St | Marshall Dr and Moore Cres | 60 | 250 | 13 | \$46,920 | 7.83 | 1.9 | 2036 |
| 249B | Roads | HCB | Cayley St | south of Irving Dr | 20 | 250 | 13 | \$15,640 | 7.83 | 3.8 | 2036 |
| 249 | Roads | HCB | Carroll St | Marshall Dr and Florence St | 100 | 50 | 13 | \$78,200 | 7.83 | 1.3 | 2036 |
| 250B | Roads | HCB | Grove | North St W & Main St W | 100 | 75 | 10 | \$78,200 | 7.83 | 2.6 | 2029 |
| 250A | Roads | HCB | North St | Grove - Maple | 150 | 88 | 10 | \$117,300 | 7.83 | 3.2 | 2029 |
| 250A | Roads | HCB | North St | Maple - Church | 150 | 88 | 10 | \$117,300 | 7.83 | 3.2 | 2029 |
| 250A | Roads | HCB | North St | Pine to Grove | 100 | 88 | 10 | \$78,200 | 7.83 | 2.6 | 2029 |
| 251A | Roads | HCB | Maple St | North St W & Main St W | 100 | 75 | 10 | \$78,200 | 7.83 | 2.6 | 2029 |
| 251 | Roads | HCB | Poldon Drive | Lossing Drive to Dead End | 600 | 311 | 5 | \$469,200 | 7.83 | 2.5 | 2036 |
| 255B | Roads | HCB | Cherry Street | Main St W and Mill St W | 100 | 75 | 10 | \$78,200 | 7.83 | 1.3 | 2035 |
| 255A | Roads | HCB | Pine St | Main St W and Mill St W | 100 | 75 | 10 | \$78,200 | 7.83 | 1.3 | 2035 |
| 255C | Roads | HCB | Mill St W | Cherry St and Pine St | 150 | 75 | 10 | \$117,300 | 7.83 | 1.6 | 2033 |
| 255C | Roads | HCB | Mill St W | Pine St and Otter View Dr | 150 | 75 | 5 | \$117,300 | 7.83 | 1.6 | 2033 |
| 264 | Roads | HCB | James St | south of Otterville Rd | 800 | 100 | 10 | \$625,600 | 7.83 | 2.2 | 2033 |
| 265 | Roads | HCB | Otter View Dr | Main St W and Mill St W | 150 | 401 | 5 | \$117,300 | 7.83 | 2.2 | 2033 |
| 265 | Roads | HCB | Otter View Dr | Mill St W (south of?) | 50 | 75 | 5 | \$39,100 | 7.83 | 1.3 | 2033 |
| 105B | Roads | HCB | Middletown Line | Norwich Rd and Airport Rd | 1,600 | 1641 | 22 | \$283,200 | 8 | 11.1 | 2024 / 2029 |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "B"

PAVED ROAD STRUCTURES

| <u>Roads ID</u> | <u>Category</u> | <u>Segment</u> | <u>Name</u> | <u>Location</u> | <u>Length (m)</u> | <u>AADT</u> | <u>Age (years)</u> | <u>Replacement Cost</u> | <u>Condition</u> | <u>Risk Rating</u> | <u>Scheduled Capital Work</u> |
|-----------------|-----------------|----------------|------------------|----------------------------------------|-------------------|-------------|--------------------|-------------------------|------------------|--------------------|-------------------------------|
| 106C | Roads | HCB | Slant Rd | 0.7 km north of Quaker St to Quaker St | 700 | 1119 | 2 | \$123,900 | 8 | 3.4 | 2032 |
| 207B | Roads | HCB | South Court St E | Albert St and Victoria St | 75 | 350 | 21 | \$58,650 | 8.33 | 1.9 | |
| 207B | Roads | HCB | South Court St E | east of Cook St | 150 | 350 | 21 | \$117,300 | 8.33 | 2.2 | |
| 207B | Roads | HCB | South Court St E | Victoria St and Cook St | 75 | 350 | 21 | \$58,650 | 8.33 | 1.9 | |
| 218 | Roads | HCB | Jerdon St | Otter St and Stover St S | 100 | 350 | 2 | \$78,200 | 8.33 | 1.9 | |
| 218 | Roads | HCB | Jerdon St | Pitcher St and Otter St | 100 | 350 | 2 | \$78,200 | 8.33 | 1.9 | |
| 256B | Roads | HCB | Mill St | Albert St and Dover St | 100 | 100 | 1 | \$78,200 | 8.33 | 1.3 | |
| 256A | Roads | HCB | Mill St | Dover St and Oxford St | 100 | 100 | 1 | \$78,200 | 8.33 | 1.3 | |
| 256A | Roads | HCB | Mill St | Oxford St and John St | 100 | 100 | 1 | \$78,200 | 8.33 | 1.3 | |
| 045A | Roads | HCB | Quaker St | Middletown Line east 1.4 km | 1,400 | 796 | 5 | \$247,800 | 8.41 | 2.8 | 2030 |
| 261 | Roads | HCB | Dover St | Mill St and Queen St | 125 | 815 | 6 | \$97,750 | 8.41 | 2.5 | |
| 261 | Roads | HCB | Dover St | John St S and Cornell Rd | 400 | 815 | 6 | \$312,800 | 8.41 | 3.1 | |
| 261 | Roads | HCB | Dover St | Norfolk St and John St | 400 | 815 | 6 | \$312,800 | 8.41 | 3.1 | |
| 261 | Roads | HCB | Dover St | Wellington St W and Norfolk St | 75 | 815 | 6 | \$58,650 | 8.41 | 2.5 | |
| 261 | Roads | HCB | Dover St | Queen St W and Wellington St W | 100 | 815 | 6 | \$78,200 | 8.41 | 2.5 | |
| 261 | Roads | HCB | Dover St | Main St W and Mill St W | 100 | 815 | 6 | \$78,200 | 8.41 | 2.5 | |
| 131 | Roads | HCB | Furnace Rd | Cornell Rd and New Rd | 1,300 | 228 | 1 | \$174,200 | 8.53 | 2.2 | |
| 228B | Roads | HCB | Phebe St | south of Main St E | 300 | 300 | 2 | \$234,600 | 8.53 | 2.2 | |
| 205 | Roads | HCB | Mary St | Spring St and Centre St | 100 | 100 | 1 | \$78,200 | 8.57 | 1.3 | |
| 209 | Roads | HCB | Elgin St | Spring St and Centre St | 100 | 100 | 1 | \$78,200 | 8.57 | 1.3 | |
| 033B | Roads | HCB | Beaconsfield Rd | Middletown Ln to Middletown Ln | 300 | 149 | 10 | \$53,100 | 8.83 | 1.9 | 2035 |
| 44 | Roads | HCB | Quaker St | Oxford 13 and Middletown Line | 3,800 | 235 | 5 | \$672,600 | 8.83 | 2.8 | 2030 |
| 202B | Roads | HCB | Brock St. E | Victoria St and Poldon Dr | 100 | 300 | 13 | \$78,200 | 8.83 | 1.9 | |
| 234A | Roads | HCB | Washington St | North St W and Brock St W | 200 | 100 | 9 | \$156,400 | 8.83 | 1.6 | |
| 235B | Roads | HCB | North St E | Albert St and Victoria St | 50 | 300 | 6 | \$39,100 | 8.83 | 1.9 | |
| 235B | Roads | HCB | North St E | Stover St N and Albert St | 50 | 300 | 6 | \$39,100 | 8.83 | 1.9 | |
| 235B | Roads | HCB | North St W | Washington St and Stover St N | 100 | 100 | 6 | \$78,200 | 8.83 | 1.3 | |
| 235B | Roads | HCB | North St E | Victoria St and Poldon Dr | 50 | 300 | 5 | \$39,100 | 8.83 | 1.9 | |
| 238 | Roads | HCB | Albert St | North St E and Brock St E | 175 | 250 | 6 | \$136,850 | 8.83 | 2.2 | |
| 238 | Roads | HCB | Albert St | north of North St E | 50 | 250 | 9 | \$39,100 | 8.83 | 1.9 | |
| 238 | Roads | HCB | Albert St | Brock St E and North Court St E | 175 | 250 | 6 | \$136,850 | 8.83 | 2.2 | |
| 266 | Roads | HCB | River Oaks Dr | Dover St to Dead End | 360 | 50 | 5 | \$281,520 | 8.83 | 1.9 | 2036 |
| 119A | Roads | HCB | Middletown Line | Maple Dell Rd and Milldale Rd | 1,600 | 1374 | 5 | \$283,200 | 9 | 3.7 | 2028 |
| 232 | Roads | HCB | John St | Brock St W and North Court St W | 150 | 350 | 4 | \$117,300 | 9.07 | 2.2 | |
| 232 | Roads | HCB | John St | South Court St W and Elgin St | 150 | 350 | 4 | \$117,300 | 9.07 | 2.2 | |
| 232 | Roads | HCB | John St | North Court St W and South Court St W | 100 | 350 | 4 | \$78,200 | 9.07 | 1.9 | |
| 232 | Roads | HCB | John St | north of Brock St W | 100 | 10 | 4 | \$78,200 | 9.07 | 1.3 | |
| 235A | Roads | HCB | Victoria St | Brock St E and North Court St E | 175 | 250 | 1 | \$136,850 | 9.33 | 2.2 | |
| 235A | Roads | HCB | Victoria St | North St E and Brock St E | 175 | 250 | 1 | \$136,850 | 9.33 | 2.2 | |
| 229 | Roads | HCB | Spring St | Mary St and Elgin St | 150 | 300 | 1 | \$117,300 | 9.57 | 2.2 | |
| 229 | Roads | HCB | Spring St | Elgin St and Main St W | 150 | 300 | 1 | \$117,300 | 9.57 | 2.2 | |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "B"

PAVED ROAD STRUCTURES

| <u>Roads ID</u> | <u>Category</u> | <u>Segment</u> | <u>Name</u> | <u>Location</u> | <u>Length (m)</u> | <u>AADT</u> | <u>Age (years)</u> | <u>Replacement Cost</u> | <u>Condition</u> | <u>Risk Rating</u> | <u>Scheduled Capital Work</u> |
|-----------------|-----------------|----------------|-------------|---------------------------------------|-------------------|-------------------|--------------------|-------------------------|--------------------|--------------------|-------------------------------|
| 229 | Roads | HCB | Spring St | Bailey St and Mary St | 150 | 200 | 1 | \$117,300 | 9.57 | 2.2 | |
| 229 | Roads | HCB | Spring St | north of Bailey St | 150 | 35 | 1 | \$117,300 | 9.57 | 1.6 | |
| 246 | Roads | HCB | Bailey St | Spring St and Centre St | 100 | 100 | 1 | \$78,200 | 9.57 | 1.3 | |
| 241B | Roads | HCB | Cook St | South Court St E and Elgin St | 200 | 276 | 1 | \$156,400 | 9.77 | 2.2 | |
| 241B | Roads | HCB | Cook St | Elgin St and Main St E | 200 | 276 | 1 | \$156,400 | 9.77 | 2.2 | |
| 240 | Roads | HCB | Victoria St | South Court St E and Elgin St | 160 | 250 | 1 | \$125,120 | 10 | 2.2 | |
| 240 | Roads | HCB | Victoria St | Elgin St and Main St E | 140 | 250 | 1 | \$109,480 | 10 | 2.2 | |
| 240 | Roads | HCB | Victoria St | North Court St E and South Court St E | <u>100</u> | <u>250</u> | <u>1</u> | <u>\$78,200</u> | <u>10</u> | <u>1.9</u> | |
| | | | | | <u>211,595</u> | <u>145,906</u> | <u>8,514</u> | <u>\$51,782,220</u> | <u>1,819.61</u> | <u>1,949.10</u> | |
| | | | | | Average: | <u>630</u> | <u>434</u> | <u>25.34</u> | <u>5.42</u> | <u>5.80</u> | |

Cost per Year to Fund Paved Road Replacement Program = \$51,782,220 / 20 Year EUL = **\$2,589,111**

NOTES: 1. Condition Rating is based on Road Needs Study (2017)

2. Costs for Replacement is based on the 2017 Update to our Road Needs Study

- Rural - LCB - Partial Depth Reconstruction - \$134,000 per km
- Rural - HCB - Partial Depth Reconstruction - \$177,000 per km
- Urban - HCB - Full Depth Reconstruction - \$782,000 per km

2. Some Road Sections are maintained by the neighbouring municipality and are marked as follows:

- " *** " maintained by Norfolk County (capital costs split 50/50)
- " *** " maintained by Township of SWOX (capital costs split 50/50)

BREAKDOWN - CONDITION RATING

| | <u>Metres</u> | <u>%</u> | <u>#</u> | <u>%</u> |
|-----------|----------------|----------------|------------|----------------|
| Poor | 104,645 | 49.46% | 128 | 38.10% |
| Fair | 31,650 | 14.96% | 50 | 14.88% |
| Good | 58,440 | 27.62% | 108 | 32.14% |
| Very Good | <u>16,860</u> | <u>7.97%</u> | <u>50</u> | <u>14.88%</u> |
| | <u>211,595</u> | <u>100.00%</u> | <u>336</u> | <u>100.00%</u> |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "C"

UNPAVED ROADS

| PW ID | Category | Segment | Name | Location | Length (m) | AADT | Age (years) | Condition Rating | Risk Rating | Next Resurfacing (Year) |
|-------|----------|---------|--------------------|--------------------------------------------|------------|------|-------------|------------------|-------------|-------------------------|
| 144 | Roads | LT | Oatman Line | Ninth Rd and Cornell Rd | 700 | 4 | 45 | 0.0 | 6.0 | *** |
| 96A | Roads | LT | Cedar Line | Curries Rd and Gunn's Hill Rd | 1,100 | 106 | 45 | 4.0 | 8.4 | 2021 |
| 96B | Roads | LT | Cedar Line | Gunn's Hill Rd and Substation | 1,200 | 106 | 45 | 4.0 | 8.4 | ### |
| 98 | Roads | LT | Cedar Line | Substation Rd and Beaconsfield Rd | 1,900 | 154 | 45 | 4.0 | 8.4 | ### |
| 113 | Roads | LT | Zenda Line | Pleasant Valley Rd and Maple Dell Rd | 1,600 | 229 | 45 | 4.0 | 8.4 | ### |
| 118 | Roads | LT | Zenda Line | Maple Dell Rd and Milldale Rd | 1,600 | 229 | 45 | 4.0 | 8.4 | ### |
| 122 | Roads | LT | Zenda Line | Milldale Rd and Otterville Rd | 1,600 | 229 | 45 | 4.0 | 7.2 | ### |
| 22 | Roads | LT | Gunn's Hill Rd | Cedar Line and Old School Line | 1,500 | 73 | 45 | 5.0 | 4.5 | 2020 |
| 22 | Roads | LT | Gunn's Hill Rd | Old School Line and Highway 59 | 300 | 73 | 45 | 5.0 | 3.6 | 2020 |
| 28 | Roads | LT | Substation Rd | Middletown Line and Oriel Line | 2,100 | 119 | 45 | 5.0 | 7.2 | 2021 |
| 28 | Roads | LT | Substation Rd | Oriel Line and Oxford 14 | 1,500 | 119 | 45 | 5.0 | 6.3 | 2021 |
| 95A | Roads | LT | Vandecar Line | Old Stage Rd south 0.5 km | 500 | 30 | 45 | 5.0 | 4.5 | 2020 |
| 97B | Roads | LT | Oriel Line | Gunn's Hill Rd and Substation Rd | 1,300 | 13 | 45 | 5.0 | 4.5 | 2023 |
| 100A | Roads | LT | Vandecar Line | Gunn's Hill Rd and Substation Rd | 1,000 | 28 | 45 | 5.0 | 4.5 | 2020 |
| 108 | Roads | LT | Zenda Line | Quaker St and Pleasant Valley Rd | 3,200 | 187 | 45 | 5.0 | 7.2 | ### |
| 14 | Roads | LT | Oxford Centre Rd | Middletown Line and Old 14 Line | 3,000 | 78 | 45 | 6.0 | 5.4 | 2023 |
| 14 | Roads | LT | Oxford Centre Rd | Old 14 Line and Oxford 14 | 300 | 78 | 45 | 6.0 | 3.6 | 2023 |
| 21A | Roads | LT | Curries Rd | Oxford 14 and Vandecar Line | 1,400 | 136 | 45 | 6.0 | 6.3 | 2021 |
| 21A | Roads | LT | Curries Rd | Vandecar Line and Muir Line | 2,400 | 136 | 45 | 6.0 | 7.2 | 2021 |
| 26 | Roads | LT | Substation Rd | Cedar Line and Oxford 59 | 1,800 | 118 | 45 | 6.0 | 6.3 | 2023 |
| 41 | Roads | LT | Evergreen St | Slant Rd and Base Line | 1,600 | 130 | 45 | 6.0 | 5.4 | 2020 |
| 41 | Roads | LT | Evergreen St | Highway 59 and Slant Rd | 2,100 | 130 | 45 | 6.0 | 5.4 | 2020 |
| 48A | Roads | LT | Caley Rd | Hanmer Line and Base Line | 800 | 224 | 45 | 6.0 | 5.4 | 2021 |
| 49 | Roads | LT | Pleasant Valley Rd | Zenda Line and Oxford 13 | 3,700 | 127 | 45 | 6.0 | 9.0 | 2022 |
| 62A | Roads | LT | Vanash Rd | east of Highway 59 | 500 | 51 | 45 | 6.0 | 3.6 | *** |
| 97A | Roads | LT | Oriel Line | Curries Rd and Gunn's Hill Rd | 1,300 | 13 | 45 | 6.0 | 4.5 | 2023 |
| 101 | Roads | LT | Zenda Line | Beaconsfield Rd and Salford Rd | 1,600 | 400 | 45 | 6.0 | 5.4 | 2022 |
| 103 | Roads | LT | McCready Line | Highway 59 and Evergreen St | 1,700 | 27 | 45 | 6.0 | 4.5 | 2022 |
| 103 | Roads | LT | McCready Line | Beaconsfield Rd and Highway 59 | 1,700 | 27 | 45 | 6.0 | 4.5 | 2022 |
| 104A | Roads | LT | Zenda Line | Evergreen St and 0.5 km north of Quaker St | 1,100 | 400 | 45 | 6.0 | 6.3 | 2022 |
| 104A | Roads | LT | Zenda Line | Salford Rd and Evergreen St | 1,600 | 400 | 45 | 6.0 | 6.3 | 2022 |
| 111 | Roads | LT | Hanmer Line | Caley Rd and Airport Rd | 900 | 69 | 45 | 6.0 | 4.5 | 2021 |
| 111 | Roads | LT | Hanmer Line | Norwich Rd and Caley Rd | 800 | 69 | 45 | 6.0 | 4.5 | 2021 |
| 114 | Roads | LT | Pick Line | Maple Dell Rd and Milldale Rd | 1,600 | 51 | 45 | 6.0 | 4.5 | 2023 |
| 114 | Roads | LT | Pick Line | Norwich Rd and Airport Rd | 1,600 | 51 | 45 | 6.0 | 4.5 | 2023 |
| 114 | Roads | LT | Pick Line | Airport Rd and Maple Dell Rd | 1,600 | 51 | 45 | 6.0 | 4.5 | 2023 |
| 130 | Roads | LT | Middletown Line | Cornell Rd and New Rd | 1,300 | 25 | 45 | 6.0 | 3.6 | *** |
| 142 | Roads | LT | Pleasant Valley Rd | east of Zenda Line (dog leg) | 200 | 64 | 45 | 6.0 | 4.8 | 2022 |
| 3 | Roads | LT | Towerline Rd | Oxford 55 and Muir Line | 3,300 | 101 | 45 | 7.0 | 4.8 | 2022 |
| 5 | Roads | LT | Pattullo Ave | Middletown Line and Oxford 14 | 3,600 | 119 | 45 | 7.0 | 4.8 | 2020 |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "C"

UNPAVED ROADS

| <u>PW ID</u> | <u>Category</u> | <u>Segment</u> | <u>Name</u> | <u>Location</u> | <u>Length (m)</u> | <u>AADT</u> | <u>Age (years)</u> | <u>Condition Rating</u> | <u>Risk Rating</u> | <u>Next Resurfacing (Year)</u> |
|--------------|-----------------|----------------|----------------------|-----------------------------------------------|-------------------|-------------|--------------------|-------------------------|--------------------|--------------------------------|
| 6 | Roads | LT | Pattullo Ave | Oxford 14 and Oxford 55 | 1,800 | 122 | 45 | 7.0 | 5.4 | 2022 |
| 7 | Roads | LT | Pattullo Ave | Oxford 55 and Muir Line | 1,800 | 122 | 45 | 7.0 | 4.2 | 2022 |
| 13 | Roads | LT | Oxford Centre Rd | west of Middletown Line | 800 | 38 | 45 | 7.0 | 3.0 | 2023 |
| 15 | Roads | LT | Oxford Centre Rd | Oxford 14 and Oxford 55 | 3,500 | 56 | 45 | 7.0 | 3.6 | 2023 |
| 16B | Roads | LT | Old Stage Rd | Old 14 Ln to east of Middletown Ln | 3,100 | 86 | 45 | 7.0 | 3.6 | 2020 |
| 17 | Roads | LT | Firehall Rd | Highway 59 and Middletown Line | 3,500 | 49 | 45 | 7.0 | 3.6 | 2022 |
| 20 | Roads | LT | Old Stage Rd | Vanecar Line and Muir Line | 2,500 | 125 | 45 | 7.0 | 5.4 | 2020 |
| 20 | Roads | LT | Old Stage Rd | Oxford 14 and Vandecar Line | 1,400 | 125 | 45 | 7.0 | 5.4 | 2020 |
| 23 | Roads | LT | Gunn's Hill Rd | Highway 59 and Middletown Line | 3,400 | 155 | 45 | 7.0 | 4.8 | 2021 |
| 24 | Roads | LT | Gunn's Hill Rd | Middletown Ln and Middletown Ln | 300 | 77 | 45 | 7.0 | 2.4 | 2022 |
| 24 | Roads | LT | Gunn's Hill Rd | Middletown Line and Oriel Line | 2,100 | 77 | 45 | 7.0 | 3.6 | 2022 |
| 24 | Roads | LT | Gunn's Hill Rd | Oriel Line and Oxford 14 | 1,000 | 77 | 45 | 7.0 | 3.0 | 2022 |
| 25 | Roads | LT | Gunn's Hill Rd | Vandecar Line and Muir Line | 2,100 | 52 | 45 | 7.0 | 2.4 | 2022 |
| 25 | Roads | LT | Gunn's Hill Rd | Oxford 14 and Oxford 14 | 100 | 52 | 45 | 7.0 | 2.4 | 2022 |
| 25 | Roads | LT | Gunn's Hill Rd | Oxford 14 and Vandecar Line | 1,100 | 52 | 45 | 7.0 | 3.0 | 2022 |
| 25 | Roads | LT | Gunn's Hill Rd | Vandecar Line and Vandecar Line | 300 | 52 | 45 | 7.0 | 2.6 | 2022 |
| 27 | Roads | LT | Substation Rd | Oxford 59 and Middletown Line | 3,600 | 92 | 45 | 7.0 | 3.6 | 2023 |
| 33A | Roads | LT | Beaconsfield Rd | Hwy 59 and Middletown Line | 3,300 | 149 | 45 | 7.0 | 3.6 | 2022 |
| 36 | Roads | LT | Evergreen St | Zenda Line and Oxford 13 | 3,700 | 82 | 45 | 7.0 | 3.6 | 2020 |
| 42A | Roads | LT | 11th Concession Road | Basline Rd to Twp Boundary | 200 | 158 | 45 | 7.0 | 3.6 | ### |
| 54 | Roads | LT | Maple Dell Rd | Zenda Line and Oxford 13 | 3,700 | 34 | 45 | 7.0 | 4.2 | 2023 |
| 55 | Roads | LT | Maple Dell Rd | Oxford 13 and Middletown Line | 3,900 | 171 | 45 | 7.0 | 4.8 | 2023 |
| 56 | Roads | LT | Maple Dell Rd | Pick Ln and Hwy 59 | 2,100 | 130 | 45 | 7.0 | 4.8 | 2021 |
| 56 | Roads | LT | Maple Dell Rd | Middletown Line and Pick Line | 1,500 | 130 | 45 | 7.0 | 4.2 | 2021 |
| 62C | Roads | LT | Oddy Rd | east of Highway 59 | 300 | 5 | 45 | 7.0 | 2.4 | *** |
| 68 | Roads | LT | Ninth Rd | west of Base Line | 1,600 | 192 | 45 | 7.0 | 5.4 | *** |
| 77 | Roads | LT | Cecilia Street | Base Line to Dead End | 150 | 30 | 45 | 7.0 | 2.4 | *** |
| 92B | Roads | LT | Old 14 Line | Oxford Centre Rd and Firehall Rd | 500 | 19 | 45 | 7.0 | 2.4 | 2020 |
| 93A | Roads | LT | Cedar Line | Sweaburg Rd and 0.4 km north of Curries Rd | 1,500 | 176 | 45 | 7.0 | 4.8 | 2021 |
| 95B | Roads | LT | Vandecar Line | Gunn's Hill Rd to 0.5 km south of Old Stage F | 2,400 | 30 | 45 | 7.0 | 3.0 | 2020 |
| 100B | Roads | LT | Vandecar Line | Substation Rd and Beaconsfield Rd | 2,000 | 28 | 45 | 7.0 | 3.0 | 2020 |
| 136 | Roads | LT | Neidert Line | Potters Rd and Middletown Line | 2,300 | 16 | 45 | 7.0 | 3.6 | *** |
| 245 | Roads | LT | Union Street | Stover St S to Dead End | 100 | 10 | 45 | 7.0 | 2.4 | *** |
| 274 | Roads | LT | Smith's Lane | McNab St and Church St E | 100 | 25 | 45 | 7.0 | 2.4 | *** |
| | Roads | LT | Union Line | south of New Rd | 200 | 10 | 45 | 7.0 | 2.4 | *** |
| 19 | Roads | LT | Firehall Rd | Middletown Line Old 14 Line | 3,400 | 49 | 45 | 8.0 | 3.6 | 2020 |
| 19 | Roads | LT | Firehall Rd | Old 14 Line and Oxford 14 | 300 | 49 | 45 | 8.0 | 2.4 | 2020 |
| 29 | Roads | LT | Substation Rd | Oxford 14 and Vandecar Line | 1,500 | 116 | 45 | 8.0 | 4.2 | 2021 |
| 29 | Roads | LT | Substation Rd | Vandecar Line and Vandecar Line | 300 | 116 | 45 | 8.0 | 3.6 | 2021 |
| 30 | Roads | LT | Substation Rd | Vandecar Line and Muir Line | 1,800 | 116 | 45 | 8.0 | 4.2 | 2021 |

UNPAVED ROADS

| PW ID | Category | Segment | Name | Location | Length (m) | AADT | Age (years) | Condition Rating | Risk Rating | Next Resurfacing (Year) |
|----------|----------|---------|----------------------|-----------------------------------|----------------|--------------|--------------|------------------|--------------|-------------------------|
| 34 | Roads | LT | Beaconsfield Rd | Middletown Line and McCreedy Line | 2,000 | 89 | 45 | 8.0 | 2.4 | 2021 |
| 34 | Roads | LT | Beaconsfield Rd | McCreedy Line and Oxford 14 | 1,600 | 89 | 45 | 8.0 | 2.4 | 2021 |
| 35A | Roads | LT | Beaconsfield Rd | Oxford 14 and Vandecar Line | 1,800 | 65 | 45 | 8.0 | 2.4 | 2021 |
| 35A | Roads | LT | Beaconsfield Rd | Vandecar Line and Muir Line | 1,800 | 65 | 45 | 8.0 | 2.4 | 2021 |
| 42C | Roads | LT | 13th Concession Road | Basline Rd to Twp Boundary | 200 | 158 | 45 | 8.0 | 3.6 | ### |
| 59 | Roads | LT | Milldale Rd | Oxford 13 and Middletown Line | 3,800 | 107 | 45 | 8.0 | 3.6 | 2021 |
| 60 | Roads | LT | Milldale Rd | Middletown Line and Pick Line | 1,500 | 169 | 45 | 8.0 | 4.2 | 2021 |
| 66 | Roads | LT | Ninth Rd | Oatman Line and Middletown Line | 2,600 | 35 | 45 | 8.0 | 2.4 | 2020 |
| 66 | Roads | LT | Ninth Rd | Oxford 13 and Oatman Line | 1,000 | 35 | 45 | 8.0 | 2.4 | 2020 |
| 143 | Roads | LT | Old School Line | Highway 59 and Gunn's Hill Rd | 200 | 97 | 45 | 8.0 | 2.4 | 2020 |
| 47 | Roads | LT | Quaker St | Slant Rd and Base Line | <u>3,000</u> | <u>95</u> | <u>7</u> | <u>10.0</u> | <u>1.8</u> | 2023 |
| | | | | | <u>151,350</u> | <u>9,028</u> | <u>4,057</u> | <u>591.0</u> | <u>400.1</u> | |
| Average: | | | | | <u>1,663</u> | <u>99</u> | <u>45</u> | <u>6.49</u> | <u>4.40</u> | |

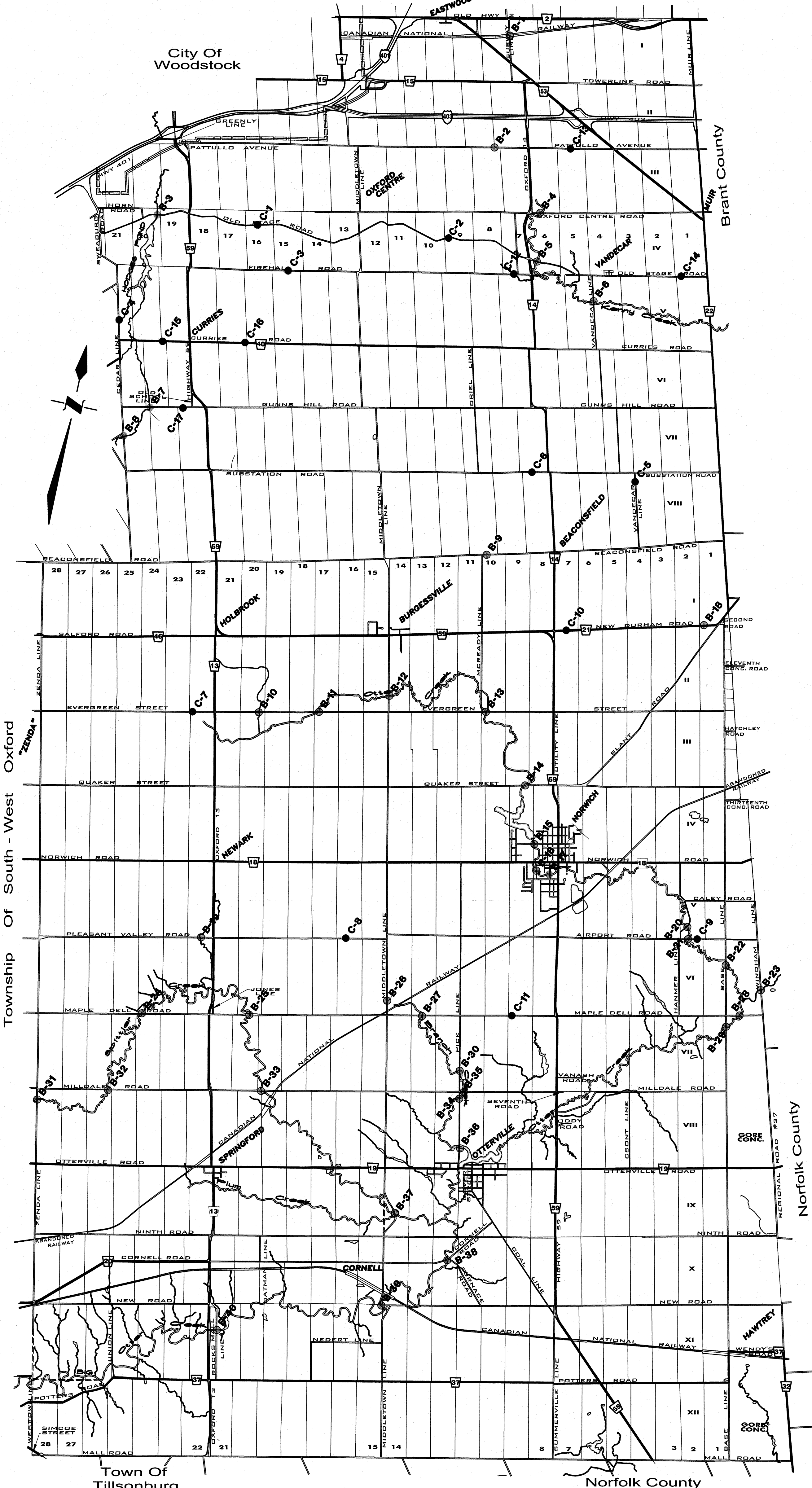
- NOTES:**
- Roads marked with " *** " are low volume and/or seasonal roads that only have gravel resurfacing completed on an as-needed basis; use does not require resurfacing to be completed every 4 years.
 - Roads marked with " ### " are boundary roads maintained by the neighbouring municipality.

BREAKDOWN - CONDITION RATING

| | Metres | % | # | % |
|-----------|----------------|----------------|-----------|----------------|
| Very Poor | 700 | 0.46% | 1 | 1.10% |
| Poor | 0 | 0.00% | 0 | 0.00% |
| Fair | 20,400 | 13.48% | 14 | 15.38% |
| Good | 103,450 | 68.35% | 60 | 65.93% |
| Very Good | <u>26,800</u> | <u>17.71%</u> | <u>16</u> | <u>17.58%</u> |
| | <u>151,350</u> | <u>100.00%</u> | <u>91</u> | <u>100.00%</u> |

TOWNSHIP OF NORWICH

Township Of Blanford - Blenheim



BRIDGES

| No. | NAME |
|-------|----------------------|
| B-1. | SUBWAY LINE |
| B-2. | PATTULLO AVENUE |
| B-3. | OLD STAGE ROAD |
| B-4. | OXFORD CENTER ROAD |
| B-5. | OLD STAGE ROAD |
| B-6. | VANDECAR LINE |
| B-7. | GUNN'S HILL ROAD |
| B-8. | CEDAR LINE |
| B-9. | BEACONSFIELD ROAD |
| B-10. | EVERGREEN STREET |
| B-11. | EVERGREEN STREET |
| B-12. | MIDDLETOWN LINE |
| B-13. | EVERGREEN STREET |
| B-14. | QUAKER STREET |
| B-15. | NORTH COURT STREET |
| B-16. | AVERY'S LANE |
| B-17. | PITCHER STREET |
| B-18. | NEW DURHAM ROAD |
| B-19. | PLEASANT VALLEY ROAD |
| B-20. | HAMMER LINE |
| B-21. | AIRPORT ROAD |
| B-22. | BASE LINE |
| B-23. | WINDHAM LINE |
| B-24. | MAPLE DELL ROAD |
| B-25. | MAPLE DELL ROAD |
| B-26. | MIDDLETOWN LINE |
| B-27. | MAPLE DELL ROAD |
| B-28. | MAPLE DELL ROAD |
| B-29. | BASE LINE |
| B-30. | PICK LINE |
| B-31. | ZENDA LINE |
| B-32. | MILLDALE ROAD |
| B-33. | MILLDALE ROAD |
| B-34. | PICK LINE |
| B-35. | MILLDALE ROAD |
| B-36. | PICK LINE |
| B-37. | MIDDLETOWN LINE |
| B-38. | CORNELL ROAD |
| B-39. | MIDDLETOWN LINE |
| B-40. | ROCKS MILL LINE |

CULVERTS

| No. | NAME |
|-------|----------------------|
| C-1. | OLD STAGE ROAD |
| C-2. | OLD STAGE ROAD |
| C-3. | FIREHALL ROAD |
| C-4. | CEDAR LINE |
| C-5. | VANDECAR LINE |
| C-6. | SUBSTATION ROAD |
| C-7. | EVERGREEN STREET |
| C-8. | PLEASANT VALLEY ROAD |
| C-9. | AIRPORT ROAD |
| C-10. | NEW DURHAM ROAD |
| C-11. | MAPLE DELL ROAD |
| C-12. | FIREHALL ROAD |
| C-13. | PATTULLO AVE. |
| C-14. | OLD STAGE ROAD |
| C-15. | CURRIES ROAD |
| C-16. | CURRIES ROAD |
| C-17. | GUNN'S HILL ROAD |

LEGEND

| | |
|--|-----------------------|
| | PROVINCIAL HIGHWAY |
| | COUNTY ROAD |
| | MUNICIPALITY ROAD |
| | WATERCOURSE |
| | BRIDGE/INVENTORY No. |
| | CULVERT/INVENTORY No. |

BRIDGES & CULVERTS
TOWNSHIP OF NORWICH

Drawn By: BW JOB No. 218261 Drawing No. 1 of 1
Date: DEC, 2018

SPRIET ASSOCIATES
LONDON CONSULTING ENGINEERS LIMITED
155 YORK STREET - LONDON (519) 672-4100 - N6A 1A8

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "E"

BRIDGE STRUCTURES

| Asset ID | Asset Class | Name | Location | Description | Area (m2) | Age (Years) | AADT | Replacement Cost | Condition | Risk Rating | Scheduled Capital Work (Year) |
|-----------------|-------------|----------------------------------|--------------------------------------|---------------------------------------|-----------------|--------------|---------------|---------------------|------------|--------------|-------------------------------|
| BR039 | Bridges | Middletown Line Bridge No. 39 | Middletown Ln south of Cornell Rd | Steel Truss Bridge | 54.70 | 106 | 25 | \$40,000 | 3 | 5.6 | ** |
| BR040 | Bridges | Rock's Mill Line Bridge No. 40 | Rock's Mill Ln north of Potters Rd | Steel Truss Bridge | 136.56 | 51 | 157 | \$450,000 | 3 | 10.4 | 2023 |
| BR037 | Bridges | Middletown Line Bridge No. 37 | Middletown Ln north of Ninth Rd | Precast Concrete I-Beam Bridge | 357.92 | 54 | 683 | \$458,938 | 3.5 | 12.8 | 2020 |
| BR006 | Bridges | Vandecar Line Bridge No. 6 | Vandecar Ln south of Old Stage Rd | Steel Truss Bridge | 75.05 | 106 | 30 | \$40,000 | 4 | 5.6 | ** |
| BR034 | Bridges | Pick Line Bridge No. 34 | Pick Ln south of Milldale Rd | Precast Concrete Box Beam Bridge | 180.20 | 48 | 128 | \$239,741 | 4.5 | 6.9 | 2025 |
| BR035 | Bridges | Milldale Rd Bridge No. 35 | Milldale Rd east of Pick Ln | Precast Concrete T-Beam Bridge | 212.78 | 53 | 189 | \$283,082 | 4.5 | 7.8 | 2027 |
| BR014 | Bridges | Quaker St Bridge No. 14 | Quaker St west of Hwy 59 | Concrete Rigid Frame Bridge | 274.26 | 53 | 796 | \$364,878 | 4.5 | 9.6 | CBR |
| BR020 | Bridges | Hanmer Line Bridge No. 20 | Hanmer Ln north of Airport Rd | Steel I-Beam Bridge | 62.90 | 106 | 69 | \$83,686 | 5 | 4.2 | CBR |
| BR004 | Bridges | Oxford Centre Rd Bridge No. 4 | Oxford Centre Rd east of Cty Rd 14 | Concrete Rigid Frame Bridge | 186.35 | 65 | 56 | \$247,923 | 5 | 5.1 | CBR |
| BR027 | Bridges | Maple Dell Rd Bridge No. 27 | Maple Dell Rd west of Pick Ln | Steel I-Beam Bridge | 202.93 | 60 | 130 | \$269,989 | 5 | 7.8 | CBR |
| BR033 | Bridges | Milldale Rd Bridge No. 33 | Milldale Rd east of Cty Rd 13 | Precast Concrete I-Beam Bridge | 331.34 | 56 | 107 | \$440,815 | 5 | 7.8 | CBR |
| BR023 | Bridges | Windham Line Bridge No. 23 | Windham Ln north of Maple Dell Rd | Steel I-Beam Bridge | 159.73 | 70 | 504 | \$212,503 | 5 | 8.7 | CBR |
| BR026 | Bridges | Middletown Line Bridge No. 26 | Middletown Ln north of Maple Dell Rd | Concrete Rigid Frame Slab Bridge | 144.11 | 58 | 1,712 | \$191,732 | 5 | 10.5 | CBR |
| BR024 | Bridges | Maple Dell Rd Bridge No. 24 | Maple Dell Rd west of Cty Rd 13 | Precast Concrete I-Beam Bridge | 277.31 | 51 | 34 | \$368,937 | 5.5 | 6 | CBR |
| BR002 | Bridges | Pattullo Ave Bridge No. 2 | Pattullo Ave west of County Rd 14 | Concrete Rigid Frame Bridge | 189.06 | 57 | 119 | \$251,527 | 5.5 | 7.8 | CBR |
| BR025 | Bridges | Maple Dell Rd Bridge No. 25 | Maple Dell Rd east of Cty Rd 13 | Corrugated Structural Plate Pipe Arch | 261.89 | 47 | 171 | \$348,424 | 5.5 | 7.8 | CBR |
| BR032 | Bridges | Milldale Rd Bridge No. 32 | Milldale Rd east of Zenda Ln | Concrete Rigid Frame Bridge | 219.03 | 64 | 564 | \$291,408 | 5.5 | 9.6 | CBR |
| BR007 | Bridges | Gunn's Hill Rd Bridge No. 7 | Gunn's Hill Rd west of Hwy 59 | Concrete Rigid Frame Culvert | 64.67 | 54 | 73 | \$86,035 | 6 | 4.2 | |
| BR028 | Bridges | Maple Dell Rd Bridge No. 28 | Maple Dell Rd east of Base Ln | Steel I-Beam Bridge | 59.85 | 81 | 271 | \$79,630 | 6 | 6 | |
| BR008 | Bridges | Cedar Line Bridge No. 8 | Cedar Ln south of Gunn's Hill Rd | Concrete Rigid Frame Culvert | 108.42 | 65 | 106 | \$144,250 | 6 | 6.9 | |
| BR017 | Bridges | Pitcher St Bridge No. 17 | Pitcher St south of Tidy St | Concrete Rigid Frame Bridge | 299.85 | 46 | 350 | \$398,921 | 6 | 7.8 | |
| BR019 | Bridges | Pleasant Valley Rd Bridge No. 19 | Pleasant Valley Rd west of Cty Rd 13 | Concrete Twin Box Culvert | 270.54 | 52 | 127 | \$359,934 | 6 | 7.8 | |
| BR031 | Bridges | Zenda Line Bridge No. 31 | Zenda Ln south of Milldale Rd | Concrete Rigid Frame Bridge | 239.65 | 57 | 229 | \$318,842 | 6 | 7.8 | |
| BR003 | Bridges | Old Stage Rd Bridge No. 3 | Old Stage Rd west of Hwy 59 | Concrete Rigid Frame Bridge | 233.47 | 60 | 1,253 | \$310,614 | 6 | 11.4 | |
| BR022 | Bridges | Base Line Bridge No. 22 | Base Ln south of Airport Rd | Concrete Cast-In-Place 3 Span Bridge | 310.01 | 54 | 1,131 | \$412,439 | 6 | 11.4 | |
| BR009 | Bridges | Beaconsfield Road Bridge No. 9 | Beaconsfield Rd east of McCreedy Ln | Concrete Rigid Frame Culvert | 140.92 | 49 | 89 | \$187,485 | 6.5 | 3.4 | |
| BR011 | Bridges | Evergreen St Bridge No. 11 | Evergreen St east of Cty Rd 13 | Concrete Rigid Frame Culvert | 144.48 | 56 | 127 | \$192,218 | 6.5 | 4.6 | |
| BR005 | Bridges | Old Stage Rd Bridge No. 5 | Old Stage Rd east of Oxford Rd 14 | Concrete Twin Box Culvert | 198.30 | 56 | 125 | \$263,827 | 6.5 | 5.2 | |
| BR012 | Bridges | Middletown Line Bridge No. 12 | Middletown Ln north of Evergreen St | Concrete Twin Box Culvert | 233.04 | 45 | 1,641 | \$310,047 | 6.5 | 7.6 | |
| BR021 | Bridges | Airport Rd Bridge No. 21 | Airport Rd east of Hanmer Ln | Concrete Cast-In-Place 2 Span Bridge | 264.71 | 51 | 1,247 | \$352,181 | 6.5 | 7.6 | |
| BR029 | Bridges | Base Line Bridge No. 29 | Base Ln south of Maple Dell Rd | Precast Concrete I-Beam Bridge | 248.73 | 52 | 1,131 | \$330,911 | 6.5 | 7.6 | |
| BR001 | Bridges | Subway Line Bridge No. 1 | Subway Line north of Oxford Rd 53 | Steel Girder Bridge - Simple Span | 75.42 | 90 | 589 | \$100,000 | 7 | 5.2 | |
| BR010 | Bridges | Evergreen St Bridge No. 10 | Evergreen St east of Cty Rd 13 | Steel Super Cor Arch Culvert | 91.18 | 25 | 127 | \$121,311 | 7.5 | 4.6 | |
| BR015 | Bridges | North Court St W Bridge No. 15 | North Crt St W west of Clyde St | Concrete Rigid Frame Bridge | 283.89 | 27 | 390 | \$377,689 | 7.5 | 5.2 | |
| BR018 | Bridges | New Durham Road Bridge No. 18 | New Durham Rd east of Cty Rd 14 | Concrete Rigid Frame Slab Bridge | 97.50 | 22 | 1,086 | \$129,716 | 7.5 | 7 | |
| BR038 | Bridges | Cornell Rd Bridge No. 38 | Cornell Rd west of Furnace Rd | Concrete Rigid Frame Bridge | 447.36 | 2 | 1,753 | \$595,172 | 7.5 | 8.2 | |
| BR030 | Bridges | Pick Line Bridge No. 30 | Pick Ln north of Milldale Rd | Precast Concrete I-Beam Bridge | 244.22 | 28 | 51 | \$324,914 | 8.5 | 2 | |
| BR036 | Bridges | Pick Line Bridge No. 36 | Pick Ln north of Otterville Rd | Precast Concrete Box Beam Bridge | 211.82 | 3 | 128 | \$281,813 | 8.5 | 2.6 | |
| BR013 | Bridges | Evergreen St Bridge No. 13 | Evergreen St west of McCreedy Ln | Precast Concrete Box Beam Bridge | 261.60 | 13 | 298 | \$348,032 | 9 | 2.6 | |
| BR016A | Bridges | Avery's Lane Bridge No. 16 | Avery's Lane south of Front St | Concrete Rigid Frame Slab Bridge | 303.11 | 12 | 300 | \$403,270 | 9 | 2.6 | |
| | | | | | 8,158.87 | 2,105 | 18,096 | \$11,012,834 | 238 | 273.3 | |
| AVERAGE: | | | | | 203.97 | 53 | 452 | | 6.0 | 6.8 | |

Cost per Year to Fund Bridge Structures Replacement Program = \$11,012,833 / 60 Year EUL = **\$183,547**

NOTES: 1. Bridge Assessments are completed once every 2 years. Current Condition Ratings were completed based on the information contained within the 2018 Assessment Reports.

2. Replacement Costs shown in "BOLD" are based on recent estimates calculated for these specific bridges. All others are based on 2017 replacement cost estimates supplied by our consulting engineers for Bridge No. 36 and Bridge No. 37 = \$1,330.42 per m2.

3. Bridges marked with " ** " are not intended to be replaced once their useful life has expired. It is proposed that these bridges be converted into walking bridges. Costs shown reflect conversion costs.

4. Bridges marked with " CBR " indicate that Capital Bridge Repairs will be completed on these structures over the next 10 years utilizing an annual Capital Budget allocation for this purpose.

5. Bridge 1 Subway Line is actually owned by the Railway. The Railway will be responsible for the costs to replace this structure, but the Township will likely be asked to participate in the project. Amount shown is an estimate of these costs.

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "F"

CULVERTS

| <u>GPS ID</u> | <u>Segment</u> | <u>Name</u> | <u>Length (m)</u> | <u>Ward</u> | <u>Description</u> | <u>Replacement Year</u> | <u>Age (Years)</u> | <u>Replacement Cost</u> | <u>Related Road Segment</u> | <u>AADT (Traffic Count)</u> | <u>Criticality (Rating)</u> | <u>Condition Rating</u> | <u>Risk Rating</u> |
|---------------|----------------|-------------------|-------------------|-------------|--------------------|-------------------------|--------------------|-------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------------|--------------------|
| Culv_159 | Culverts | Mall Rd | 24.47966489 | 1 | CSP | 1975-07-01 | 45 | \$6,119.92 | 82 | 1223 | 2 | 2.50 | 11.60 |
| Culv_160 | Culverts | Mall Rd | 17.02040099 | 1 | CSP | 1975-07-01 | 45 | \$4,255.10 | 82 | 1223 | 2 | 2.50 | 11.60 |
| Culv_161 | Culverts | Mall Rd | 14.46598803 | 1 | CSP | 1975-07-01 | 45 | \$3,616.50 | 82 | 1223 | 2 | 2.50 | 11.60 |
| Culv_163 | Culverts | Mall Rd | 19.56215616 | 1 | CSP | 1975-07-01 | 45 | \$4,890.54 | 82 | 1223 | 2 | 2.50 | 11.60 |
| Culv_167 | Culverts | Mall Rd | 13.60961074 | 1 | CSP | 1975-07-01 | 45 | \$3,402.40 | 82 | 1223 | 2 | 2.50 | 11.60 |
| Culv_170 | Culverts | Mall Rd | 25.53820133 | 1 | CSP | 1975-07-01 | 45 | \$6,384.55 | 83 | 1027 | 2 | 2.50 | 11.60 |
| Culv_171 | Culverts | Mall Rd | 17.33525227 | 1 | CSP | 1975-07-01 | 45 | \$4,333.81 | 83 | 1027 | 2 | 2.50 | 11.60 |
| Culv_172 | Culverts | Mall Rd | 12.51205125 | 1 | CSP | 1975-07-01 | 45 | \$3,128.01 | 84 | 1066 | 2 | 2.50 | 11.60 |
| Culv_173 | Culverts | Mall Rd | 12.95586533 | 1 | CSP | 1975-07-01 | 45 | \$3,238.97 | 84 | 1066 | 2 | 2.50 | 11.60 |
| Culv_175 | Culverts | Mall Rd | 17.57827783 | 1 | CSP | 1975-07-01 | 45 | \$4,394.57 | 84 | 1066 | 2 | 2.50 | 11.60 |
| Culv_537 | Culverts | Middletown Line | 30.79338908 | 1 | CSP | 1975-07-01 | 45 | \$7,698.35 | 119 | 1374 | 2 | 2.50 | 11.60 |
| Culv_540 | Culverts | Middletown Line | 12.08173764 | 1 | CSP | 1975-07-01 | 45 | \$3,020.43 | 119 | 1374 | 2 | 2.50 | 11.60 |
| Culv_541 | Culverts | Middletown Line | 18.74143814 | 1 | CSP | 1975-07-01 | 45 | \$4,685.36 | 119 | 1374 | 2 | 2.50 | 11.60 |
| Culv_491 | Culverts | Main Street South | 14 | 3 | CSP | 1975-07-01 | 45 | \$3,500.00 | 271 | 1641 | 2 | 2.50 | 11.60 |
| Culv_492 | Culverts | Main Street South | 13 | 3 | CSP | 1975-07-01 | 45 | \$3,250.00 | 271 | 1641 | 2 | 2.50 | 11.60 |
| Culv_572 | Culverts | Quaker St | 48.99456002 | 3 | CSP | 1975-07-01 | 45 | \$12,248.64 | 45A | 796 | 2 | 2.50 | 10.40 |
| Culv_100 | Culverts | Summerville Line | 11.27486245 | 1 | CSP | 1975-07-01 | 45 | \$2,818.72 | 137 | 631 | 2 | 2.50 | 9.20 |
| Culv_103 | Culverts | Coal Line | 17.63510063 | 1 | CSP | 1975-07-01 | 45 | \$4,408.78 | 132A | 602 | 2 | 2.50 | 9.20 |
| Culv_104 | Culverts | Coal Line | 18.15959037 | 1 | CSP | 1975-07-01 | 45 | \$4,539.90 | 132A | 602 | 2 | 2.50 | 9.20 |
| Culv_108 | Culverts | Coal Line | 13.5328681 | 1 | CSP | 1975-07-01 | 45 | \$3,383.22 | 132A | 602 | 2 | 2.50 | 9.20 |
| Culv_113 | Culverts | Middletown Line | 13.74969389 | 1 | CSP | 1975-07-01 | 45 | \$3,437.42 | 127 | 683 | 2 | 2.50 | 9.20 |
| Culv_116 | Culverts | Middletown Line | 13.01573208 | 1 | HDPE | 1975-07-01 | 45 | \$3,253.93 | 127 | 683 | 2 | 2.50 | 9.20 |
| Culv_117 | Culverts | Middletown Line | 11.84279019 | 1 | CSP | 1975-07-01 | 45 | \$2,960.70 | 127 | 683 | 2 | 2.50 | 9.20 |
| Culv_118 | Culverts | Middletown Line | 12.16331539 | 1 | CSP | 1975-07-01 | 45 | \$3,040.83 | 127 | 683 | 2 | 2.50 | 9.20 |
| Culv_1296 | Culverts | Middletown Line | 26.44561179 | 3 | CSP | 1975-07-01 | 45 | \$6,611.40 | 102B | 698 | 2 | 2.50 | 9.20 |
| Culv_1297 | Culverts | Middletown Line | 10.73256161 | 3 | CSP | 1975-07-01 | 45 | \$2,683.14 | 102B | 698 | 2 | 2.50 | 9.20 |
| Culv_1298 | Culverts | Middletown Line | 12.32228181 | 3 | CSP | 1975-07-01 | 45 | \$3,080.57 | 102B | 698 | 2 | 2.50 | 9.20 |
| Culv_1434 | Culverts | Base Line | 10.82769628 | 1 | CSP | 1975-07-01 | 45 | \$2,706.92 | 133 | 765 | 2 | 2.50 | 9.20 |
| Culv_1435 | Culverts | Base Line | 13.96510453 | 1 | CSP | 1975-07-01 | 45 | \$3,491.28 | 133 | 765 | 2 | 2.50 | 9.20 |
| Culv_1436 | Culverts | Base Line | 10.25800206 | 1 | CSP | 1975-07-01 | 45 | \$2,564.50 | 133 | 765 | 2 | 2.50 | 9.20 |
| Culv_1437 | Culverts | Base Line | 11.78346827 | 1 | CSP | 1975-07-01 | 45 | \$2,945.87 | 133 | 765 | 2 | 2.50 | 9.20 |
| Culv_1444 | Culverts | Base Line | 14.61457218 | 1 | CSP | 1975-07-01 | 45 | \$3,653.64 | 133 | 765 | 2 | 2.50 | 9.20 |
| Culv_1446 | Culverts | Base Line | 14.28789943 | 1 | CSP | 1975-07-01 | 45 | \$3,571.97 | 133 | 765 | 2 | 2.50 | 9.20 |
| Culv_1447 | Culverts | Base Line | 10.25184084 | 1 | CSP | 1975-07-01 | 45 | \$2,562.96 | 133 | 765 | 2 | 2.50 | 9.20 |
| Culv_1448 | Culverts | Base Line | 14.39164329 | 1 | CSP | 1975-07-01 | 45 | \$3,597.91 | 133 | 765 | 2 | 2.50 | 9.20 |
| Culv_1452 | Culverts | Base Line | 26.96333153 | 1 | CSP | 1975-07-01 | 45 | \$6,740.83 | 138 | 599 | 2 | 2.50 | 9.20 |
| Culv_1455 | Culverts | Base Line | 13.91693408 | 1 | CSP | 1975-07-01 | 45 | \$3,479.23 | 138 | 599 | 2 | 2.50 | 9.20 |
| Culv_367 | Culverts | Windham Line | 18.76950068 | 3 | CSP | 1975-07-01 | 45 | \$4,692.38 | 117 | 504 | 2 | 2.50 | 9.20 |
| Culv_475 | Culverts | Windham Line | 12.95802873 | 3 | CSP | 1975-07-01 | 45 | \$3,239.51 | 117 | 504 | 2 | 2.50 | 9.20 |
| Culv_597 | Culverts | Quaker St | 15.05382697 | 3 | CSP | 1975-07-01 | 45 | \$3,763.46 | 45B | 796 | 2 | 2.50 | 9.20 |
| Culv_93 | Culverts | Coal Line | 17.10999012 | 1 | CSP | 1975-07-01 | 45 | \$4,277.50 | 132B | 602 | 2 | 2.50 | 9.20 |
| Culv_94 | Culverts | Coal Line | 25.897851 | 1 | CSP | 1975-07-01 | 45 | \$6,474.46 | 132B | 602 | 2 | 2.50 | 9.20 |
| Culv_97 | Culverts | Summerville Line | 15.40300796 | 1 | CSP | 1975-07-01 | 45 | \$3,850.75 | 137 | 631 | 2 | 2.50 | 9.20 |

CULVERTS

| <u>GPS ID</u> | <u>Segment</u> | <u>Name</u> | <u>Length (m)</u> | <u>Ward</u> | <u>Description</u> | <u>Replacement Year</u> | <u>Age (Years)</u> | <u>Replacement Cost</u> | <u>Related Road Segment</u> | <u>AADT (Traffic Count)</u> | <u>Criticality (Rating)</u> | <u>Condition Rating</u> | <u>Risk Rating</u> |
|---------------|----------------|-------------------|-------------------|-------------|--------------------|-------------------------|--------------------|-------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------------|--------------------|
| Culv_1303 | Culverts | Main Street North | 12 | 3 | CSP | 1975-07-01 | 45 | \$3,000.00 | 270 | 698 | 2 | 2.50 | 9.20 |
| Culv_1308 | Culverts | Main Street North | 12 | 3 | CSP | 1975-07-01 | 45 | \$3,000.00 | 270 | 698 | 2 | 2.50 | 9.20 |
| Culv_1313 | Culverts | Main Street North | 13 | 3 | CSP | 1975-07-01 | 45 | \$3,250.00 | 270 | 698 | 2 | 2.50 | 9.20 |
| Culv_1314 | Culverts | Main Street North | 15 | 3 | HDPE | 1975-07-01 | 45 | \$3,750.00 | 270 | 698 | 2 | 2.50 | 9.20 |
| Culv_101 | Culverts | Summerville Line | 11.69449661 | 1 | CSP | 1975-07-01 | 45 | \$2,923.62 | 85 | 432 | 2 | 2.50 | 6.80 |
| Culv_102 | Culverts | Summerville Line | 10.61161683 | 1 | CSP | 1975-07-01 | 45 | \$2,652.90 | 85 | 432 | 2 | 2.50 | 6.80 |
| Culv_1085 | Culverts | Cedar Line | 13.65013454 | 4 | CSP | 1975-07-01 | 45 | \$3,412.53 | 93A | 176 | 2 | 2.50 | 6.80 |
| Culv_1086 | Culverts | Cedar Line | 13.14969585 | 4 | CSP | 1975-07-01 | 45 | \$3,287.42 | 93A | 176 | 2 | 2.50 | 6.80 |
| Culv_1087 | Culverts | Cedar Line | 12.6674965 | 4 | CSP | 1975-07-01 | 45 | \$3,166.87 | 93A | 176 | 2 | 2.50 | 6.80 |
| Culv_1090 | Culverts | Old Stage Rd | 11.98171239 | 4 | CSP | 1975-07-01 | 45 | \$2,995.43 | 20 | 125 | 2 | 2.50 | 6.80 |
| Culv_1091 | Culverts | Old Stage Rd | 8.038852237 | 4 | CSP | 1975-07-01 | 45 | \$2,009.71 | 20 | 125 | 2 | 2.50 | 6.80 |
| Culv_1092 | Culverts | Old Stage Rd | 5.106970532 | 4 | CSP | 1975-07-01 | 45 | \$1,276.74 | 20 | 125 | 2 | 2.50 | 6.80 |
| Culv_1094 | Culverts | Old Stage Rd | 13.75464953 | 4 | CSP | 1975-07-01 | 45 | \$3,438.66 | 20 | 125 | 2 | 2.50 | 6.80 |
| Culv_1095 | Culverts | Old Stage Rd | 14.53614849 | 4 | CSP | 1975-07-01 | 45 | \$3,634.04 | 20 | 125 | 2 | 2.50 | 6.80 |
| Culv_1165 | Culverts | Old Stage Rd | 13.14305906 | 4 | CSP | 1975-07-01 | 45 | \$3,285.76 | 20 | 125 | 2 | 2.50 | 6.80 |
| Culv_1166 | Culverts | Old Stage Rd | 12.11585736 | 4 | CSP | 1975-07-01 | 45 | \$3,028.96 | 20 | 125 | 2 | 2.50 | 6.80 |
| Culv_1169 | Culverts | Old Stage Rd | 10.07102872 | 4 | CSP | 1975-07-01 | 45 | \$2,517.76 | 20 | 125 | 2 | 2.50 | 6.80 |
| Culv_1174 | Culverts | Pattullo Ave | 9.842541527 | 4 | CSP | 1975-07-01 | 45 | \$2,460.64 | 5 | 119 | 2 | 2.50 | 6.80 |
| Culv_1179 | Culverts | Pattullo Ave | 8.16857584 | 4 | CSP | 1975-07-01 | 45 | \$2,042.14 | 5 | 119 | 2 | 2.50 | 6.80 |
| Culv_1180 | Culverts | Pattullo Ave | 8.869060519 | 4 | CSP | 1975-07-01 | 45 | \$2,217.27 | 5 | 119 | 2 | 2.50 | 6.80 |
| Culv_1183 | Culverts | Pattullo Ave | 11.50687058 | 4 | CSP | 1975-07-01 | 45 | \$2,876.72 | 5 | 119 | 2 | 2.50 | 6.80 |
| Culv_1190 | Culverts | Pattullo Ave | 6.709191382 | 4 | CSP | 1975-07-01 | 45 | \$1,677.30 | 7 | 122 | 2 | 2.50 | 6.80 |
| Culv_1192 | Culverts | Pattullo Ave | 10.14333528 | 4 | CSP | 1975-07-01 | 45 | \$2,535.83 | 7 | 122 | 2 | 2.50 | 6.80 |
| Culv_1202 | Culverts | Pattullo Ave | 7.306318726 | 4 | CSP | 1975-07-01 | 45 | \$1,826.58 | 6 | 122 | 2 | 2.50 | 6.80 |
| Culv_1207 | Culverts | Towerline Rd | 9.454149972 | 4 | CSP | 1975-07-01 | 45 | \$2,363.54 | 3 | 101 | 2 | 2.50 | 6.80 |
| Culv_1208 | Culverts | Towerline Rd | 9.78435533 | 4 | CSP | 1975-07-01 | 45 | \$2,446.09 | 3 | 101 | 2 | 2.50 | 6.80 |
| Culv_1216 | Culverts | Towerline Rd | 12.39567992 | 4 | CSP | 1975-07-01 | 45 | \$3,098.92 | 3 | 101 | 2 | 2.50 | 6.80 |
| Culv_1218 | Culverts | Towerline Rd | 7.939605738 | 4 | CSP | 1975-07-01 | 45 | \$1,984.90 | 3 | 101 | 2 | 2.50 | 6.80 |
| Culv_1220 | Culverts | Towerline Rd | 11.77663384 | 4 | CSP | 1975-07-01 | 45 | \$2,944.16 | 3 | 101 | 2 | 2.50 | 6.80 |
| Culv_1222 | Culverts | Towerline Rd | 10.59355171 | 4 | CSP | 1975-07-01 | 45 | \$2,648.39 | 3 | 101 | 2 | 2.50 | 6.80 |
| Culv_1223 | Culverts | Towerline Rd | 9.730708477 | 4 | CSP | 1975-07-01 | 45 | \$2,432.68 | 3 | 101 | 2 | 2.50 | 6.80 |
| Culv_1261 | Culverts | Second Rd | 13.55921729 | 3 | CSP | 1975-07-01 | 45 | \$3,389.80 | 145 | 104 | 2 | 2.50 | 6.80 |
| Culv_1281 | Culverts | Zenda Line | 10.55381682 | 3 | CSP | 1975-07-01 | 45 | \$2,638.45 | 101 | 400 | 2 | 2.50 | 6.80 |
| Culv_1282 | Culverts | Zenda Line | 12.33878918 | 3 | CSP | 1975-07-01 | 45 | \$3,084.70 | 101 | 400 | 2 | 2.50 | 6.80 |
| Culv_1283 | Culverts | Zenda Line | 14.01492522 | 3 | CSP | 1975-07-01 | 45 | \$3,503.73 | 101 | 400 | 2 | 2.50 | 6.80 |
| Culv_1318 | Culverts | Beaconsfield Rd | 16.69708467 | 3 & 4 | CSP | 1975-07-01 | 45 | \$4,174.27 | 33A | 149 | 2 | 2.50 | 6.80 |
| Culv_1322 | Culverts | Beaconsfield Rd | 12.49922403 | 3 & 4 | CSP | 1975-07-01 | 45 | \$3,124.81 | 33A | 149 | 2 | 2.50 | 6.80 |
| Culv_1323 | Culverts | Beaconsfield Rd | 12.5149224 | 3 & 4 | CSP | 1975-07-01 | 45 | \$3,128.73 | 33A | 149 | 2 | 2.50 | 6.80 |
| Culv_1325 | Culverts | Beaconsfield Rd | 10.3654582 | 3 & 4 | CSP | 1975-07-01 | 45 | \$2,591.36 | 33A | 149 | 2 | 2.50 | 6.80 |
| Culv_1332 | Culverts | Beaconsfield Rd | 11.29282856 | 3 & 4 | CSP | 1975-07-01 | 45 | \$2,823.21 | 33A | 149 | 2 | 2.50 | 6.80 |
| Culv_1333 | Culverts | Beaconsfield Rd | 12.0499335 | 3 & 4 | CSP | 1975-07-01 | 45 | \$3,012.48 | 33A | 149 | 2 | 2.50 | 6.80 |
| Culv_1334 | Culverts | Beaconsfield Rd | 9.465064387 | 3 & 4 | CSP | 1975-07-01 | 45 | \$2,366.27 | 33A | 149 | 2 | 2.50 | 6.80 |
| Culv_142 | Culverts | New Rd | 19.77770482 | 1 | CSP | 1975-07-01 | 45 | \$4,944.43 | 74 | 291 | 2 | 2.50 | 6.80 |

CULVERTS

| <u>GPS ID</u> | <u>Segment</u> | <u>Name</u> | <u>Length (m)</u> | <u>Ward</u> | <u>Description</u> | <u>Replacement Year</u> | <u>Age (Years)</u> | <u>Replacement Cost</u> | <u>Related Road Segment</u> | <u>AADT (Traffic Count)</u> | <u>Criticality (Rating)</u> | <u>Condition Rating</u> | <u>Risk Rating</u> |
|---------------|----------------|-----------------|-------------------|-------------|--------------------|-------------------------|--------------------|-------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------------|--------------------|
| Culv_143 | Culverts | New Rd | 12.2542438 | 1 | CSP | 1975-07-01 | 45 | \$3,063.56 | 74 | 291 | 2 | 2.50 | 6.80 |
| Culv_146 | Culverts | New Rd | 11.51205474 | 1 | CSP | 1975-07-01 | 45 | \$2,878.01 | 74 | 291 | 2 | 2.50 | 6.80 |
| Culv_147 | Culverts | New Rd | 12.31134161 | 1 | CSP | 1975-07-01 | 45 | \$3,077.84 | 74 | 291 | 2 | 2.50 | 6.80 |
| Culv_148 | Culverts | New Rd | 11.33623758 | 1 | CSP | 1975-07-01 | 45 | \$2,834.06 | 74 | 291 | 2 | 2.50 | 6.80 |
| Culv_150 | Culverts | New Rd | 24.65898884 | 1 | CSP | 1975-07-01 | 45 | \$6,164.75 | 74 | 291 | 2 | 2.50 | 6.80 |
| Culv_151 | Culverts | Middletown Line | 20.15300331 | 1 | CSP | 1975-07-01 | 45 | \$5,038.25 | 74B | 291 | 2 | 2.50 | 6.80 |
| Culv_152 | Culverts | Middletown Line | 12.70629641 | 1 | CSP | 1975-07-01 | 45 | \$3,176.57 | 141 | 182 | 2 | 2.50 | 6.80 |
| Culv_177 | Culverts | Westtown Line | 13.60218587 | 1 | CSP | 1975-07-01 | 45 | \$3,400.55 | 140 | 263 | 2 | 2.50 | 6.80 |
| Culv_178 | Culverts | Rocks Mill Line | 12.37917868 | 1 | CSP | 1975-07-01 | 45 | \$3,094.79 | 135 | 157 | 2 | 2.50 | 6.80 |
| Culv_179 | Culverts | Rocks Mill Line | 12.83365973 | 1 | CSP | 1975-07-01 | 45 | \$3,208.41 | 135 | 157 | 2 | 2.50 | 6.80 |
| Culv_182 | Culverts | Rocks Mill Line | 12.4179585 | 1 | CSP | 1975-07-01 | 45 | \$3,104.49 | 135 | 157 | 2 | 2.50 | 6.80 |
| Culv_187 | Culverts | Csont Line | 10.18531574 | 1 | CSP | 1975-07-01 | 45 | \$2,546.33 | 124 | 134 | 2 | 2.50 | 6.80 |
| Culv_188 | Culverts | Csont Line | 16.83191639 | 1 | CSP | 1975-07-01 | 45 | \$4,207.98 | 124 | 134 | 2 | 2.50 | 6.80 |
| Culv_189 | Culverts | Ninth Rd | 17.17643885 | 1 | CSP | 1975-07-01 | 45 | \$4,294.11 | 68 | 192 | 2 | 2.50 | 6.80 |
| Culv_190 | Culverts | Ninth Rd | 14.54062436 | 1 | CSP | 1975-07-01 | 45 | \$3,635.16 | 68 | 192 | 2 | 2.50 | 6.80 |
| Culv_191 | Culverts | Ninth Rd | 7.466779681 | 1 | CSP | 1975-07-01 | 45 | \$1,866.69 | 68 | 192 | 2 | 2.50 | 6.80 |
| Culv_192 | Culverts | Ninth Rd | 9.517296008 | 1 | CSP | 1975-07-01 | 45 | \$2,379.32 | 68 | 192 | 2 | 2.50 | 6.80 |
| Culv_233 | Culverts | Maple Dell Rd | 9.022651742 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,255.66 | 55 | 171 | 2 | 2.50 | 6.80 |
| Culv_270 | Culverts | Milldale Rd | 12.27945624 | 1 | CSP | 1975-07-01 | 45 | \$3,069.86 | 59 | 107 | 2 | 2.50 | 6.80 |
| Culv_271 | Culverts | Milldale Rd | 23.38387485 | 1 | CSP | 1975-07-01 | 45 | \$5,845.97 | 59 | 107 | 2 | 2.50 | 6.80 |
| Culv_272 | Culverts | Milldale Rd | 17.93305757 | 1 | CSP | 1975-07-01 | 45 | \$4,483.26 | 59 | 107 | 2 | 2.50 | 6.80 |
| Culv_273 | Culverts | Milldale Rd | 11.34571792 | 1 | CSP | 1975-07-01 | 45 | \$2,836.43 | 59 | 107 | 2 | 2.50 | 6.80 |
| Culv_275 | Culverts | Milldale Rd | 11.92147171 | 1 | CSP | 1975-07-01 | 45 | \$2,980.37 | 59 | 107 | 2 | 2.50 | 6.80 |
| Culv_289 | Culverts | Milldale Rd | 14.72428501 | 1 | CSP | 1975-07-01 | 45 | \$3,681.07 | 60 | 169 | 2 | 2.50 | 6.80 |
| Culv_291 | Culverts | Milldale Rd | 10.6195884 | 1 | CSP | 1975-07-01 | 45 | \$2,654.90 | 60 | 169 | 2 | 2.50 | 6.80 |
| Culv_294 | Culverts | Milldale Rd | 10.49430117 | 1 | CSP | 1975-07-01 | 45 | \$2,623.58 | 60 | 169 | 2 | 2.50 | 6.80 |
| Culv_295 | Culverts | Milldale Rd | 11.91159444 | 1 | CSP | 1975-07-01 | 45 | \$2,977.90 | 60 | 169 | 2 | 2.50 | 6.80 |
| Culv_297 | Culverts | Milldale Rd | 11.97771977 | 1 | CSP | 1975-07-01 | 45 | \$2,994.43 | 61 | 189 | 2 | 2.50 | 6.80 |
| Culv_298 | Culverts | Milldale Rd | 10.32944845 | 1 | CSP | 1975-07-01 | 45 | \$2,582.36 | 61 | 189 | 2 | 2.50 | 6.80 |
| Culv_302 | Culverts | Maple Dell Rd | 9.596244374 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,399.06 | 57 | 271 | 2 | 2.50 | 6.80 |
| Culv_303 | Culverts | Maple Dell Rd | 11.87717918 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,969.29 | 57 | 271 | 2 | 2.50 | 6.80 |
| Culv_304 | Culverts | Maple Dell Rd | 10.69776201 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,674.44 | 57 | 271 | 2 | 2.50 | 6.80 |
| Culv_305 | Culverts | Maple Dell Rd | 10.55119673 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,637.80 | 57 | 271 | 2 | 2.50 | 6.80 |
| Culv_306 | Culverts | Maple Dell Rd | 12.04590199 | 1 & 3 | CSP | 1975-07-01 | 45 | \$3,011.48 | 57 | 271 | 2 | 2.50 | 6.80 |
| Culv_308 | Culverts | Maple Dell Rd | 21.92490721 | 1 & 3 | CSP | 1975-07-01 | 45 | \$5,481.23 | 57 | 271 | 2 | 2.50 | 6.80 |
| Culv_309 | Culverts | Maple Dell Rd | 22.94679498 | 1 & 3 | CSP | 1975-07-01 | 45 | \$5,736.70 | 57 | 271 | 2 | 2.50 | 6.80 |
| Culv_314 | Culverts | Maple Dell Rd | 15.97042249 | 1 & 3 | CSP | 1975-07-01 | 45 | \$3,992.61 | 57 | 271 | 2 | 2.50 | 6.80 |
| Culv_315 | Culverts | Maple Dell Rd | 10.86133617 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,715.33 | 57 | 271 | 2 | 2.50 | 6.80 |
| Culv_316 | Culverts | Maple Dell Rd | 11.66218348 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,915.55 | 57 | 271 | 2 | 2.50 | 6.80 |
| Culv_317 | Culverts | Maple Dell Rd | 8.948191381 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,237.05 | 57 | 271 | 2 | 2.50 | 6.80 |
| Culv_318 | Culverts | Maple Dell Rd | 11.62625499 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,906.56 | 57 | 271 | 2 | 2.50 | 6.80 |
| Culv_319 | Culverts | Maple Dell Rd | 9.802662027 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,450.67 | 57 | 271 | 2 | 2.50 | 6.80 |
| Culv_320 | Culverts | Maple Dell Rd | 9.627235691 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,406.81 | 57 | 271 | 2 | 2.50 | 6.80 |

CULVERTS

| <u>GPS ID</u> | <u>Segment</u> | <u>Name</u> | <u>Length (m)</u> | <u>Ward</u> | <u>Description</u> | <u>Replacement Year</u> | <u>Age (Years)</u> | <u>Replacement Cost</u> | <u>Related Road Segment</u> | <u>AADT (Traffic Count)</u> | <u>Criticality (Rating)</u> | <u>Condition Rating</u> | <u>Risk Rating</u> |
|---------------|----------------|--------------------|-------------------|-------------|--------------------|-------------------------|--------------------|-------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------------|--------------------|
| Culv_321 | Culverts | Maple Dell Rd | 9.785308307 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,446.33 | 57 | 271 | 2 | 2.50 | 6.80 |
| Culv_322 | Culverts | Maple Dell Rd | 15.17400044 | 1 & 3 | CSP | 1975-07-01 | 45 | \$3,793.50 | 56 | 130 | 2 | 2.50 | 6.80 |
| Culv_323 | Culverts | Maple Dell Rd | 10.16669201 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,541.67 | 56 | 130 | 2 | 2.50 | 6.80 |
| Culv_325 | Culverts | Maple Dell Rd | 13.37977822 | 1 & 3 | CSP | 1975-07-01 | 45 | \$3,344.94 | 56 | 130 | 2 | 2.50 | 6.80 |
| Culv_330 | Culverts | Maple Dell Rd | 9.873245731 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,468.31 | 56 | 130 | 2 | 2.50 | 6.80 |
| Culv_332 | Culverts | Maple Dell Rd | 9.580065433 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,395.02 | 56 | 130 | 2 | 2.50 | 6.80 |
| Culv_333 | Culverts | Maple Dell Rd | 8.773592202 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,193.40 | 56 | 130 | 2 | 2.50 | 6.80 |
| Culv_337 | Culverts | Maple Dell Rd | 9.028597004 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,257.15 | 56 | 130 | 2 | 2.50 | 6.80 |
| Culv_345 | Culverts | Maple Dell Rd | 9.387509176 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,346.88 | 55 | 171 | 2 | 2.50 | 6.80 |
| Culv_346 | Culverts | Maple Dell Rd | 9.238106305 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,309.53 | 55 | 171 | 2 | 2.50 | 6.80 |
| Culv_347 | Culverts | Maple Dell Rd | 11.49926531 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,874.82 | 55 | 171 | 2 | 2.50 | 6.80 |
| Culv_348 | Culverts | Maple Dell Rd | 10.16029274 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,540.07 | 55 | 171 | 2 | 2.50 | 6.80 |
| Culv_350 | Culverts | Maple Dell Rd | 9.484895593 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,371.22 | 55 | 171 | 2 | 2.50 | 6.80 |
| Culv_352 | Culverts | Maple Dell Rd | 9.766311127 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,441.58 | 55 | 171 | 2 | 2.50 | 6.80 |
| Culv_353 | Culverts | Maple Dell Rd | 7.711604443 | 1 & 3 | CSP | 1975-07-01 | 45 | \$1,927.90 | 55 | 171 | 2 | 2.50 | 6.80 |
| Culv_359 | Culverts | Pleasant Valley Rd | 9.349026308 | 3 | CSP | 1975-07-01 | 45 | \$2,337.26 | 49 | 127 | 2 | 2.50 | 6.80 |
| Culv_360 | Culverts | Pleasant Valley Rd | 12.14800948 | 3 | CSP | 1975-07-01 | 45 | \$3,037.00 | 49 | 127 | 2 | 2.50 | 6.80 |
| Culv_361 | Culverts | Pleasant Valley Rd | 14.6478575 | 3 | HDPE | 1975-07-01 | 45 | \$3,661.96 | 49 | 127 | 2 | 2.50 | 6.80 |
| Culv_362 | Culverts | Pleasant Valley Rd | 11.02089306 | 3 | CSP | 1975-07-01 | 45 | \$2,755.22 | 49 | 127 | 2 | 2.50 | 6.80 |
| Culv_363 | Culverts | Pleasant Valley Rd | 12.61769224 | 3 | CSP | 1975-07-01 | 45 | \$3,154.42 | 49 | 127 | 2 | 2.50 | 6.80 |
| Culv_365 | Culverts | Pleasant Valley Rd | 8.36084879 | 3 | CSP | 1975-07-01 | 45 | \$2,090.21 | 49 | 127 | 2 | 2.50 | 6.80 |
| Culv_366 | Culverts | Pleasant Valley Rd | 12.37998925 | 3 | CSP | 1975-07-01 | 45 | \$3,095.00 | 49 | 127 | 2 | 2.50 | 6.80 |
| Culv_474 | Culverts | Windham Line | 10.58844521 | 3 | CSP | 1975-07-01 | 45 | \$2,647.11 | 112 | 316 | 2 | 2.50 | 6.80 |
| Culv_638 | Culverts | Zenda Line | 13.20644961 | 3 | CSP | 1975-07-01 | 45 | \$3,301.61 | 104A | 400 | 2 | 2.50 | 6.80 |
| Culv_682 | Culverts | Evergreen St | 8.568430981 | 3 | CSP | 1975-07-01 | 45 | \$2,142.11 | 41 | 130 | 2 | 2.50 | 6.80 |
| Culv_683 | Culverts | Evergreen St | 7.967977265 | 3 | CSP | 1975-07-01 | 45 | \$1,991.99 | 41 | 130 | 2 | 2.50 | 6.80 |
| Culv_684 | Culverts | Evergreen St | 9.367083839 | 3 | CSP | 1975-07-01 | 45 | \$2,341.77 | 41 | 130 | 2 | 2.50 | 6.80 |
| Culv_685 | Culverts | Evergreen St | 10.1024439 | 3 | CSP | 1975-07-01 | 45 | \$2,525.61 | 41 | 130 | 2 | 2.50 | 6.80 |
| Culv_689 | Culverts | Evergreen St | 25.57048013 | 3 | CSP | 1975-07-01 | 45 | \$6,392.62 | 41 | 130 | 2 | 2.50 | 6.80 |
| Culv_690 | Culverts | Evergreen St | 18.58320406 | 3 | Concrete | 1975-07-01 | 45 | \$4,645.80 | 41 | 130 | 2 | 2.50 | 6.80 |
| Culv_691 | Culverts | Evergreen St | 16.8833119 | 3 | CSP | 1975-07-01 | 45 | \$4,220.83 | 41 | 130 | 2 | 2.50 | 6.80 |
| Culv_790 | Culverts | Utility Line | 14.13884169 | 3 | CSP | 1975-07-01 | 45 | \$3,534.71 | 110 | 400 | 2 | 2.50 | 6.80 |
| Culv_791 | Culverts | Spring St | 16.89711674 | 2 | CSP | 1975-07-01 | 45 | \$4,224.28 | 229 | 300 | 2 | 2.50 | 6.80 |
| Culv_818 | Culverts | Substation Rd | 20.9424131 | 4 | CSP | 1975-07-01 | 45 | \$5,235.60 | 28 | 119 | 2 | 2.50 | 6.80 |
| Culv_819 | Culverts | Substation Rd | 7.833361973 | 4 | CSP | 1975-07-01 | 45 | \$1,958.34 | 28 | 119 | 2 | 2.50 | 6.80 |
| Culv_820 | Culverts | Substation Rd | 10.75605818 | 4 | CSP | 1975-07-01 | 45 | \$2,689.01 | 28 | 119 | 2 | 2.50 | 6.80 |
| Culv_821 | Culverts | Substation Rd | 8.476932975 | 4 | CSP | 1975-07-01 | 45 | \$2,119.23 | 28 | 119 | 2 | 2.50 | 6.80 |
| Culv_823 | Culverts | Substation Rd | 13.91175228 | 4 | CSP | 1975-07-01 | 45 | \$3,477.94 | 28 | 119 | 2 | 2.50 | 6.80 |
| Culv_825 | Culverts | Substation Rd | 7.481463464 | 4 | CSP | 1975-07-01 | 45 | \$1,870.37 | 28 | 119 | 2 | 2.50 | 6.80 |
| Culv_829 | Culverts | Substation Rd | 9.600150657 | 4 | CSP | 1975-07-01 | 45 | \$2,400.04 | 28 | 119 | 2 | 2.50 | 6.80 |
| Culv_830 | Culverts | Substation Rd | 12.46302439 | 4 | CSP | 1975-07-01 | 45 | \$3,115.76 | 28 | 119 | 2 | 2.50 | 6.80 |
| Culv_832 | Culverts | Substation Rd | 10.74540122 | 4 | CSP | 1975-07-01 | 45 | \$2,686.35 | 29 | 116 | 2 | 2.50 | 6.80 |
| Culv_836 | Culverts | Substation Rd | 11.53498057 | 4 | CSP | 1975-07-01 | 45 | \$2,883.75 | 29 | 116 | 2 | 2.50 | 6.80 |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "F"

CULVERTS

| <u>GPS ID</u> | <u>Segment</u> | <u>Name</u> | <u>Length (m)</u> | <u>Ward</u> | <u>Description</u> | <u>Replacement Year</u> | <u>Age (Years)</u> | <u>Replacement Cost</u> | <u>Related Road Segment</u> | <u>AADT (Traffic Count)</u> | <u>Criticality (Rating)</u> | <u>Condition Rating</u> | <u>Risk Rating</u> |
|---------------|----------------|---------------|-------------------|-------------|--------------------|-------------------------|--------------------|-------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------------|--------------------|
| Culv_840 | Culverts | Substation Rd | 12.51080147 | 4 | CSP | 1975-07-01 | 45 | \$3,127.70 | 30 | 116 | 2 | 2.50 | 6.80 |
| Culv_841 | Culverts | Substation Rd | 10.04621834 | 4 | CSP | 1975-07-01 | 45 | \$2,511.55 | 30 | 116 | 2 | 2.50 | 6.80 |
| Culv_843 | Culverts | Substation Rd | 10.16401703 | 4 | CSP | 1975-07-01 | 45 | \$2,541.00 | 30 | 116 | 2 | 2.50 | 6.80 |
| Culv_845 | Culverts | Substation Rd | 10.92829402 | 4 | CSP | 1975-07-01 | 45 | \$2,732.07 | 30 | 116 | 2 | 2.50 | 6.80 |
| Culv_85 | Culverts | Furnace Rd | 23.18088258 | 1 | CSP | 1975-07-01 | 45 | \$5,795.22 | 131 | 228 | 2 | 2.50 | 6.80 |
| Culv_857 | Culverts | Gunns Hill Rd | 11.62765912 | 4 | CSP | 1975-07-01 | 45 | \$2,906.91 | 23 | 155 | 2 | 2.50 | 6.80 |
| Culv_859 | Culverts | Gunns Hill Rd | 10.0186513 | 4 | CSP | 1975-07-01 | 45 | \$2,504.66 | 23 | 155 | 2 | 2.50 | 6.80 |
| Culv_860 | Culverts | Gunns Hill Rd | 12.64889509 | 4 | CSP | 1975-07-01 | 45 | \$3,162.22 | 23 | 155 | 2 | 2.50 | 6.80 |
| Culv_861 | Culverts | Gunns Hill Rd | 11.08730397 | 4 | CSP | 1975-07-01 | 45 | \$2,771.83 | 23 | 155 | 2 | 2.50 | 6.80 |
| Culv_862 | Culverts | Gunns Hill Rd | 7.055064522 | 4 | CSP | 1975-07-01 | 45 | \$1,763.77 | 23 | 155 | 2 | 2.50 | 6.80 |
| Culv_866 | Culverts | Gunns Hill Rd | 8.806198688 | 4 | CSP | 1975-07-01 | 45 | \$2,201.55 | 23 | 155 | 2 | 2.50 | 6.80 |
| Culv_874 | Culverts | Gunns Hill Rd | 11.75862009 | 4 | CSP | 1975-07-01 | 45 | \$2,939.66 | 23 | 155 | 2 | 2.50 | 6.80 |
| Culv_88 | Culverts | Ninth Rd | 11.40063047 | 1 | CSP | 1975-07-01 | 45 | \$2,850.16 | 67 | 167 | 2 | 2.50 | 6.80 |
| Culv_884 | Culverts | Substation Rd | 8.69059592 | 4 | CSP | 1975-07-01 | 45 | \$2,172.65 | 26 | 118 | 2 | 2.50 | 6.80 |
| Culv_885 | Culverts | Substation Rd | 11.57833035 | 4 | CSP | 1975-07-01 | 45 | \$2,894.58 | 26 | 118 | 2 | 2.50 | 6.80 |
| Culv_887 | Culverts | Substation Rd | 13.24559747 | 4 | CSP | 1975-07-01 | 45 | \$3,311.40 | 26 | 118 | 2 | 2.50 | 6.80 |
| Culv_889 | Culverts | Substation Rd | 11.07297567 | 4 | CSP | 1975-07-01 | 45 | \$2,768.24 | 26 | 118 | 2 | 2.50 | 6.80 |
| Culv_89 | Culverts | Ninth Rd | 9.684685041 | 1 | CSP | 1975-07-01 | 45 | \$2,421.17 | 67 | 167 | 2 | 2.50 | 6.80 |
| Culv_890 | Culverts | Substation Rd | 19.57183963 | 4 | CSP | 1975-07-01 | 45 | \$4,892.96 | 26 | 118 | 2 | 2.50 | 6.80 |
| Culv_891 | Culverts | Substation Rd | 9.737197255 | 4 | CSP | 1975-07-01 | 45 | \$2,434.30 | 26 | 118 | 2 | 2.50 | 6.80 |
| Culv_898 | Culverts | Cedar Line | 4.300141985 | 4 | CSP | 1975-07-01 | 45 | \$1,075.04 | 96A | 106 | 2 | 2.50 | 6.80 |
| Culv_9 | Culverts | Furnace Rd | 18.43986969 | 1 | CSP | 1975-07-01 | 45 | \$4,609.97 | 131 | 228 | 2 | 2.50 | 6.80 |
| Culv_90 | Culverts | Ninth Rd | 12.64786517 | 1 | CSP | 1975-07-01 | 45 | \$3,161.97 | 67 | 167 | 2 | 2.50 | 6.80 |
| Culv_92 | Culverts | Ninth Rd | 11.83221366 | 1 | CSP | 1975-07-01 | 45 | \$2,958.05 | 67 | 167 | 2 | 2.50 | 6.80 |
| Culv_971 | Culverts | Curries Rd | 9.477495349 | 4 | CSP | 1975-07-01 | 45 | \$2,369.37 | 21A | 136 | 2 | 2.50 | 6.80 |
| Culv_972 | Culverts | Curries Rd | 10.45503754 | 4 | CSP | 1975-07-01 | 45 | \$2,613.76 | 21A | 136 | 2 | 2.50 | 6.80 |
| Culv_973 | Culverts | Curries Rd | 14.80285375 | 4 | CSP | 1975-07-01 | 45 | \$3,700.71 | 21A | 136 | 2 | 2.50 | 6.80 |
| Culv_974 | Culverts | Curries Rd | 9.681862602 | 4 | CSP | 1975-07-01 | 45 | \$2,420.47 | 21A | 136 | 2 | 2.50 | 6.80 |
| Culv_1031 | Culverts | Firehall Rd | 11.61840671 | 4 | CSP | 1975-07-01 | 45 | \$2,904.60 | 19 | 49 | 2 | 2.50 | 4.40 |
| Culv_1032 | Culverts | Firehall Rd | 13.72915713 | 4 | CSP | 1975-07-01 | 45 | \$3,432.29 | 19 | 49 | 2 | 2.50 | 4.40 |
| Culv_1034 | Culverts | Firehall Rd | 11.32185057 | 4 | CSP | 1975-07-01 | 45 | \$2,830.46 | 19 | 49 | 2 | 2.50 | 4.40 |
| Culv_1036 | Culverts | Firehall Rd | 17.71990894 | 4 | CSP | 1975-07-01 | 45 | \$4,429.98 | 19 | 49 | 2 | 2.50 | 4.40 |
| Culv_1043 | Culverts | Firehall Rd | 12.13043007 | 4 | CSP | 1975-07-01 | 45 | \$3,032.61 | 19 | 49 | 2 | 2.50 | 4.40 |
| Culv_1044 | Culverts | Firehall Rd | 9.322736537 | 4 | CSP | 1975-07-01 | 45 | \$2,330.68 | 19 | 49 | 2 | 2.50 | 4.40 |
| Culv_1045 | Culverts | Firehall Rd | 9.925496273 | 4 | CSP | 1975-07-01 | 45 | \$2,481.37 | 19 | 49 | 2 | 2.50 | 4.40 |
| Culv_1046 | Culverts | Firehall Rd | 9.165164139 | 4 | CSP | 1975-07-01 | 45 | \$2,291.29 | 19 | 49 | 2 | 2.50 | 4.40 |
| Culv_1049 | Culverts | Firehall Rd | 11.10915651 | 4 | CSP | 1975-07-01 | 45 | \$2,777.29 | 19 | 49 | 2 | 2.50 | 4.40 |
| Culv_1052 | Culverts | Firehall Rd | 7.983620124 | 4 | CSP | 1975-07-01 | 45 | \$1,995.91 | 17 | 49 | 2 | 2.50 | 4.40 |
| Culv_1054 | Culverts | Firehall Rd | 10.08320016 | 4 | CSP | 1975-07-01 | 45 | \$2,520.80 | 17 | 49 | 2 | 2.50 | 4.40 |
| Culv_1062 | Culverts | Firehall Rd | 8.606776268 | 4 | CSP | 1975-07-01 | 45 | \$2,151.69 | 17 | 49 | 2 | 2.50 | 4.40 |
| Culv_1064 | Culverts | Firehall Rd | 10.12209104 | 4 | CSP | 1975-07-01 | 45 | \$2,530.52 | 17 | 49 | 2 | 2.50 | 4.40 |
| Culv_1068 | Culverts | Firehall Rd | 8.762954099 | 4 | CSP | 1975-07-01 | 45 | \$2,190.74 | 17 | 49 | 2 | 2.50 | 4.40 |
| Culv_1099 | Culverts | Old Stage Rd | 16.19709464 | 4 | CSP | 1975-07-01 | 45 | \$4,049.27 | 16B | 86 | 2 | 2.50 | 4.40 |

CULVERTS

| <u>GPS ID</u> | <u>Segment</u> | <u>Name</u> | <u>Length (m)</u> | <u>Ward</u> | <u>Description</u> | <u>Replacement Year</u> | <u>Age (Years)</u> | <u>Replacement Cost</u> | <u>Related Road Segment</u> | <u>AADT (Traffic Count)</u> | <u>Criticality (Rating)</u> | <u>Condition Rating</u> | <u>Risk Rating</u> |
|---------------|----------------|------------------|-------------------|-------------|--------------------|-------------------------|--------------------|-------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------------|--------------------|
| Culv_110 | Culverts | Middletown Line | 11.38811715 | 1 | CSP | 1975-07-01 | 45 | \$2,847.03 | 130 | 25 | 2 | 2.50 | 4.40 |
| Culv_1100 | Culverts | Old Stage Rd | 11.29143656 | 4 | CSP | 1975-07-01 | 45 | \$2,822.86 | 16B | 86 | 2 | 2.50 | 4.40 |
| Culv_1101 | Culverts | Old Stage Rd | 14.79543077 | 4 | CSP | 1975-07-01 | 45 | \$3,698.86 | 16B | 86 | 2 | 2.50 | 4.40 |
| Culv_1102 | Culverts | Old Stage Rd | 12.67340839 | 4 | CSP | 1975-07-01 | 45 | \$3,168.35 | 16B | 86 | 2 | 2.50 | 4.40 |
| Culv_1103 | Culverts | Old Stage Rd | 11.03796533 | 4 | Concrete | 1975-07-01 | 45 | \$2,759.49 | 16B | 86 | 2 | 2.50 | 4.40 |
| Culv_111 | Culverts | Middletown Line | 11.61855552 | 1 | CSP | 1975-07-01 | 45 | \$2,904.64 | 130 | 25 | 2 | 2.50 | 4.40 |
| Culv_1110 | Culverts | Old Stage Rd | 9.100232176 | 4 | CSP | 1975-07-01 | 45 | \$2,275.06 | 16B | 86 | 2 | 2.50 | 4.40 |
| Culv_1111 | Culverts | Old Stage Rd | 11.20280799 | 4 | CSP | 1975-07-01 | 45 | \$2,800.70 | 16B | 86 | 2 | 2.50 | 4.40 |
| Culv_1134 | Culverts | Oxford Centre Rd | 8.402467724 | 1 | CSP | 1975-07-01 | 45 | \$2,100.62 | 13B | 38 | 2 | 2.50 | 4.40 |
| Culv_1141 | Culverts | Oxford Centre Rd | 7.27325017 | 1 | CSP | 1975-07-01 | 45 | \$1,818.31 | 14 | 78 | 2 | 2.50 | 4.40 |
| Culv_1142 | Culverts | Oxford Centre Rd | 10.25312256 | 1 | CSP | 1975-07-01 | 45 | \$2,563.28 | 14 | 78 | 2 | 2.50 | 4.40 |
| Culv_1145 | Culverts | Oxford Centre Rd | 11.68898013 | 1 | Concrete | 1975-07-01 | 45 | \$2,922.25 | 14 | 78 | 2 | 2.50 | 4.40 |
| Culv_1147 | Culverts | Oxford Centre Rd | 14.14583182 | 1 | CSP | 1975-07-01 | 45 | \$3,536.46 | 15 | 56 | 2 | 2.50 | 4.40 |
| Culv_1149 | Culverts | Oxford Centre Rd | 13.13575424 | 1 | CSP | 1975-07-01 | 45 | \$3,283.94 | 15 | 56 | 2 | 2.50 | 4.40 |
| Culv_1153 | Culverts | Oxford Centre Rd | 9.265393052 | 1 | CSP | 1975-07-01 | 45 | \$2,316.35 | 15 | 56 | 2 | 2.50 | 4.40 |
| Culv_1154 | Culverts | Oxford Centre Rd | 8.982630961 | 1 | CSP | 1975-07-01 | 45 | \$2,245.66 | 15 | 56 | 2 | 2.50 | 4.40 |
| Culv_1155 | Culverts | Oxford Centre Rd | 8.613974638 | 1 | CSP | 1975-07-01 | 45 | \$2,153.49 | 15 | 56 | 2 | 2.50 | 4.40 |
| Culv_119 | Culverts | Ninth Rd | 30.86086002 | 1 | CSP | 1975-07-01 | 45 | \$7,715.22 | 66 | 35 | 2 | 2.50 | 4.40 |
| Culv_121 | Culverts | Ninth Rd | 11.21339061 | 1 | CSP | 1975-07-01 | 45 | \$2,803.35 | 66 | 35 | 2 | 2.50 | 4.40 |
| Culv_122 | Culverts | Ninth Rd | 10.63708516 | 1 | CSP | 1975-07-01 | 45 | \$2,659.27 | 66 | 35 | 2 | 2.50 | 4.40 |
| Culv_123 | Culverts | Ninth Rd | 10.19788262 | 1 | CSP | 1975-07-01 | 45 | \$2,549.47 | 66 | 35 | 2 | 2.50 | 4.40 |
| Culv_124 | Culverts | Ninth Rd | 9.068262647 | 1 | CSP | 1975-07-01 | 45 | \$2,267.07 | 66 | 35 | 2 | 2.50 | 4.40 |
| Culv_1256 | Culverts | Burgess St | 12.40686516 | 3 | CSP | 1975-07-01 | 45 | \$3,101.72 | 273C | 100 | 2 | 2.50 | 4.40 |
| Culv_1259 | Culverts | Burgess St | 22.96604479 | 3 | CSP | 1975-07-01 | 45 | \$5,741.51 | 273C | 100 | 2 | 2.50 | 4.40 |
| Culv_126 | Culverts | Ninth Rd | 8.035063132 | 1 | CSP | 1975-07-01 | 45 | \$2,008.77 | 66 | 35 | 2 | 2.50 | 4.40 |
| Culv_130 | Culverts | Ninth Rd | 8.0253844 | 1 | CSP | 1975-07-01 | 45 | \$2,006.35 | 66 | 35 | 2 | 2.50 | 4.40 |
| Culv_1336 | Culverts | Beaconsfield Rd | 12.02105845 | 3 & 4 | CSP | 1975-07-01 | 45 | \$3,005.26 | 34 | 89 | 2 | 2.50 | 4.40 |
| Culv_1351 | Culverts | Beaconsfield Rd | 10.92043715 | 3 & 4 | CSP | 1975-07-01 | 45 | \$2,730.11 | 34 | 89 | 2 | 2.50 | 4.40 |
| Culv_1355 | Culverts | Beaconsfield Rd | 10.93201348 | 4 | CSP | 1975-07-01 | 45 | \$2,733.00 | 34 | 89 | 2 | 2.50 | 4.40 |
| Culv_1358 | Culverts | Beaconsfield Rd | 9.383014514 | 3 & 4 | CSP | 1975-07-01 | 45 | \$2,345.75 | 34 | 89 | 2 | 2.50 | 4.40 |
| Culv_1359 | Culverts | Beaconsfield Rd | 11.85570724 | 3 & 4 | CSP | 1975-07-01 | 45 | \$2,963.93 | 34 | 89 | 2 | 2.50 | 4.40 |
| Culv_1366 | Culverts | Beaconsfield Rd | 9.066811497 | 3 & 4 | CSP | 1975-07-01 | 45 | \$2,266.70 | 35A | 65 | 2 | 2.50 | 4.40 |
| Culv_1371 | Culverts | Beaconsfield Rd | 10.29016566 | 3 & 4 | CSP | 1975-07-01 | 45 | \$2,572.54 | 35A | 65 | 2 | 2.50 | 4.40 |
| Culv_1375 | Culverts | Vandecar Ln | 15.31933581 | 3 & 4 | CSP | 1975-07-01 | 45 | \$3,829.83 | 100B | 28 | 2 | 2.50 | 4.40 |
| Culv_1376 | Culverts | Vandecar Line | 14.89951528 | 4 | CSP | 1975-07-01 | 45 | \$3,724.88 | 100B | 28 | 2 | 2.50 | 4.40 |
| Culv_1377 | Culverts | Vandecar Line | 8.012026067 | 4 | CSP | 1975-07-01 | 45 | \$2,003.01 | 100B | 28 | 2 | 2.50 | 4.40 |
| Culv_1379 | Culverts | Vandecar Line | 12.46725285 | 4 | CSP | 1975-07-01 | 45 | \$3,116.81 | 100B | 28 | 2 | 2.50 | 4.40 |
| Culv_1381 | Culverts | McCready Line | 18.16086254 | 3 | CSP | 1975-07-01 | 45 | \$4,540.22 | 103 | 27 | 2 | 2.50 | 4.40 |
| Culv_1382 | Culverts | McCready Line | 10.42753491 | 3 | CSP | 1975-07-01 | 45 | \$2,606.88 | 103 | 27 | 2 | 2.50 | 4.40 |
| Culv_1383 | Culverts | McCready Line | 8.413225032 | 3 | CSP | 1975-07-01 | 45 | \$2,103.31 | 103 | 27 | 2 | 2.50 | 4.40 |
| Culv_1385 | Culverts | McCready Line | 9.997554751 | 3 | CSP | 1975-07-01 | 45 | \$2,499.39 | 103 | 27 | 2 | 2.50 | 4.40 |
| Culv_1386 | Culverts | McCready Line | 11.49269558 | 3 | CSP | 1975-07-01 | 45 | \$2,873.17 | 103 | 27 | 2 | 2.50 | 4.40 |
| Culv_1387 | Culverts | McCready Line | 10.30293138 | 3 | CSP | 1975-07-01 | 45 | \$2,575.73 | 103 | 27 | 2 | 2.50 | 4.40 |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "F"

CULVERTS

| <u>GPS ID</u> | <u>Segment</u> | <u>Name</u> | <u>Length (m)</u> | <u>Ward</u> | <u>Description</u> | <u>Replacement Year</u> | <u>Age (Years)</u> | <u>Replacement Cost</u> | <u>Related Road Segment</u> | <u>AADT (Traffic Count)</u> | <u>Criticality (Rating)</u> | <u>Condition Rating</u> | <u>Risk Rating</u> |
|---------------|----------------|---------------|-------------------|-------------|--------------------|-------------------------|--------------------|-------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------------|--------------------|
| Culv_176 | Culverts | Neidert Line | 16.03020006 | 1 | CSP | 1975-07-01 | 45 | \$4,007.55 | 136 | 16 | 2 | 2.50 | 4.40 |
| Culv_183 | Culverts | Milldale Rd | 9.651686889 | 1 | CSP | 1975-07-01 | 45 | \$2,412.92 | 63 | 82 | 2 | 2.50 | 4.40 |
| Culv_184 | Culverts | Milldale Rd | 13.69267216 | 1 | CSP | 1975-07-01 | 45 | \$3,423.17 | 63 | 82 | 2 | 2.50 | 4.40 |
| Culv_185 | Culverts | Milldale Rd | 16.52753341 | 1 | CSP | 1975-07-01 | 45 | \$4,131.88 | 63 | 82 | 2 | 2.50 | 4.40 |
| Culv_186 | Culverts | Milldale Rd | 10.89204391 | 1 | CSP | 1975-07-01 | 45 | \$2,723.01 | 63 | 82 | 2 | 2.50 | 4.40 |
| Culv_239 | Culverts | Maple Dell Rd | 12.51638504 | 1 & 3 | CSP | 1975-07-01 | 45 | \$3,129.10 | 54 | 34 | 2 | 2.50 | 4.40 |
| Culv_240 | Culverts | Maple Dell Rd | 5.841212861 | 1 & 3 | CSP | 1975-07-01 | 45 | \$1,460.30 | 54 | 34 | 2 | 2.50 | 4.40 |
| Culv_242 | Culverts | Maple Dell Rd | 8.946107339 | 1 & 3 | CSP | 1975-07-01 | 45 | \$2,236.53 | 54 | 34 | 2 | 2.50 | 4.40 |
| Culv_245 | Culverts | Maple Dell Rd | 12.69157543 | 1 & 3 | CSP | 1975-07-01 | 45 | \$3,172.89 | 54 | 34 | 2 | 2.50 | 4.40 |
| Culv_246 | Culverts | Maple Dell Rd | 14.67440816 | 1 & 3 | CSP | 1975-07-01 | 45 | \$3,668.60 | 54 | 34 | 2 | 2.50 | 4.40 |
| Culv_299 | Culverts | Seventh Rd | 8.909286181 | 1 | CSP | 1975-07-01 | 45 | \$2,227.32 | 62B | 32 | 2 | 2.50 | 4.40 |
| Culv_3 | Culverts | James St | 17.50237537 | 1 | Concrete | 1975-07-01 | 45 | \$4,375.59 | 264 | 100 | 2 | 2.50 | 4.40 |
| Culv_300 | Culverts | Vanash Rd | 11.63293039 | 1 | CSP | 1975-07-01 | 45 | \$2,908.23 | 62A | 51 | 2 | 2.50 | 4.40 |
| Culv_40 | Culverts | Oatman Line | 10.69001957 | 1 | CSP | 1975-07-01 | 45 | \$2,672.50 | 144 | 4 | 2 | 2.50 | 4.40 |
| Culv_456 | Culverts | Pick Line | 10.76650656 | 3 | CSP | 1975-07-01 | 45 | \$2,691.63 | 114 | 51 | 2 | 2.50 | 4.40 |
| Culv_457 | Culverts | Pick Line | 9.696621557 | 3 | CSP | 1975-07-01 | 45 | \$2,424.16 | 114 | 51 | 2 | 2.50 | 4.40 |
| Culv_460 | Culverts | Pick Line | 10.49557462 | 1 | CSP | 1975-07-01 | 45 | \$2,623.89 | 114 | 51 | 2 | 2.50 | 4.40 |
| Culv_461 | Culverts | Pick Line | 12.48129105 | 1 | CSP | 1975-07-01 | 45 | \$3,120.32 | 114 | 51 | 2 | 2.50 | 4.40 |
| Culv_465 | Culverts | Hanmer Line | 10.38248563 | 3 | CSP | 1975-07-01 | 45 | \$2,595.62 | 111 | 69 | 2 | 2.50 | 4.40 |
| Culv_467 | Culverts | Hanmer Line | 10.73767433 | 3 | CSP | 1975-07-01 | 45 | \$2,684.42 | 111 | 69 | 2 | 2.50 | 4.40 |
| Culv_468 | Culverts | Hanmer Line | 6.585806267 | 3 | CSP | 1975-07-01 | 45 | \$1,646.45 | 111 | 69 | 2 | 2.50 | 4.40 |
| Culv_469 | Culverts | Hanmer Road | 17.47930975 | 3 | CSP | 1975-07-01 | 45 | \$4,369.83 | 111 | 69 | 2 | 2.50 | 4.40 |
| Culv_470 | Culverts | Hanmer Line | 24.35091925 | 3 | CSP | 1975-07-01 | 45 | \$6,087.73 | 115 | 99 | 2 | 2.50 | 4.40 |
| Culv_471 | Culverts | Hanmer Line | 12.9867697 | 3 | CSP | 1975-07-01 | 45 | \$3,246.69 | 115 | 99 | 2 | 2.50 | 4.40 |
| Culv_472 | Culverts | Hanmer Line | 12.30345474 | 3 | CSP | 1975-07-01 | 45 | \$3,075.86 | 115 | 99 | 2 | 2.50 | 4.40 |
| Culv_473 | Culverts | Hanmer Line | 28.19694282 | 3 | CSP | 1975-07-01 | 45 | \$7,049.24 | 115 | 99 | 2 | 2.50 | 4.40 |
| Culv_545 | Culverts | Pick Line | 9.064272798 | 3 | CSP | 1975-07-01 | 45 | \$2,266.07 | 114 | 51 | 2 | 2.50 | 4.40 |
| Culv_548 | Culverts | Pick Line | 7.983345836 | 3 | CSP | 1975-07-01 | 45 | \$1,995.84 | 114 | 51 | 2 | 2.50 | 4.40 |
| Culv_551 | Culverts | Pick Line | 10.106435 | 3 | CSP | 1975-07-01 | 45 | \$2,526.61 | 114 | 51 | 2 | 2.50 | 4.40 |
| Culv_6 | Culverts | Buchan St | 9.062331926 | 1 | CSP | 1975-07-01 | 45 | \$2,265.58 | 263B | 100 | 2 | 2.50 | 4.40 |
| Culv_630 | Culverts | McCready Line | 12.27353485 | 3 | CSP | 1975-07-01 | 45 | \$3,068.38 | 103 | 27 | 2 | 2.50 | 4.40 |
| Culv_631 | Culverts | McCready Line | 8.685262781 | 3 | CSP | 1975-07-01 | 45 | \$2,171.32 | 103 | 27 | 2 | 2.50 | 4.40 |
| Culv_632 | Culverts | McCready Line | 10.26229365 | 3 | CSP | 1975-07-01 | 45 | \$2,565.57 | 103 | 27 | 2 | 2.50 | 4.40 |
| Culv_698 | Culverts | Evergreen St | 12.2642693 | 3 | CSP | 1975-07-01 | 45 | \$3,066.07 | 36 | 82 | 2 | 2.50 | 4.40 |
| Culv_699 | Culverts | Evergreen St | 12.32740573 | 3 | CSP | 1975-07-01 | 45 | \$3,081.85 | 36 | 82 | 2 | 2.50 | 4.40 |
| Culv_700 | Culverts | Evergreen St | 11.05792719 | 3 | CSP | 1975-07-01 | 45 | \$2,764.48 | 36 | 82 | 2 | 2.50 | 4.40 |
| Culv_701 | Culverts | Evergreen St | 12.33170495 | 3 | CSP | 1975-07-01 | 45 | \$3,082.93 | 36 | 82 | 2 | 2.50 | 4.40 |
| Culv_706 | Culverts | Evergreen St | 13.46216254 | 3 | CSP | 1975-07-01 | 45 | \$3,365.54 | 36 | 82 | 2 | 2.50 | 4.40 |
| Culv_709 | Culverts | Evergreen St | 10.56352497 | 3 | CSP | 1975-07-01 | 45 | \$2,640.88 | 36 | 82 | 2 | 2.50 | 4.40 |
| Culv_749 | Culverts | Quaker St | 10.36412649 | 3 | CSP | 1975-07-01 | 45 | \$2,591.03 | 47 | 95 | 2 | 2.50 | 4.40 |
| Culv_750 | Culverts | Quaker St | 11.27758961 | 3 | CSP | 1975-07-01 | 45 | \$2,819.40 | 47 | 95 | 2 | 2.50 | 4.40 |
| Culv_757 | Culverts | Quaker St | 11.5724504 | 3 | CSP | 1975-07-01 | 45 | \$2,893.11 | 47 | 95 | 2 | 2.50 | 4.40 |
| Culv_758 | Culverts | Quaker St | 9.473691042 | 3 | CSP | 1975-07-01 | 45 | \$2,368.42 | 47 | 95 | 2 | 2.50 | 4.40 |

CULVERTS

| <u>GPS ID</u> | <u>Segment</u> | <u>Name</u> | <u>Length (m)</u> | <u>Ward</u> | <u>Description</u> | <u>Replacement Year</u> | <u>Age (Years)</u> | <u>Replacement Cost</u> | <u>Related Road Segment</u> | <u>AADT (Traffic Count)</u> | <u>Criticality (Rating)</u> | <u>Condition Rating</u> | <u>Risk Rating</u> |
|---------------|----------------|---------------|-------------------|-------------|--------------------|-------------------------|--------------------|-------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------------|--------------------|
| Culv_805 | Culverts | Substation Rd | 12.23032726 | 4 | CSP | 1975-07-01 | 45 | \$3,057.58 | 27 | 92 | 2 | 2.50 | 4.40 |
| Culv_806 | Culverts | Substation Rd | 10.76643821 | 4 | CSP | 1975-07-01 | 45 | \$2,691.61 | 27 | 92 | 2 | 2.50 | 4.40 |
| Culv_807 | Culverts | Substation Rd | 8.667697311 | 4 | CSP | 1975-07-01 | 45 | \$2,166.92 | 27 | 92 | 2 | 2.50 | 4.40 |
| Culv_808 | Culverts | Substation Rd | 8.666181083 | 4 | CSP | 1975-07-01 | 45 | \$2,166.55 | 27 | 92 | 2 | 2.50 | 4.40 |
| Culv_809 | Culverts | Substation Rd | 8.904377896 | 4 | CSP | 1975-07-01 | 45 | \$2,226.09 | 27 | 92 | 2 | 2.50 | 4.40 |
| Culv_813 | Culverts | Substation Rd | 11.90552767 | 4 | CSP | 1975-07-01 | 45 | \$2,976.38 | 27 | 92 | 2 | 2.50 | 4.40 |
| Culv_814 | Culverts | Substation Rd | 11.89715526 | 4 | CSP | 1975-07-01 | 45 | \$2,974.29 | 27 | 92 | 2 | 2.50 | 4.40 |
| Culv_838 | Culverts | Vandecar Line | 12.44144987 | 4 | CSP | 1975-07-01 | 45 | \$3,110.36 | 100A | 28 | 2 | 2.50 | 4.40 |
| Culv_84 | Culverts | Union Line | 10.89785547 | 1 | CSP | 1975-07-01 | 45 | \$2,724.46 | | 10 | 2 | 2.50 | 4.40 |
| Culv_848 | Culverts | Oriel Line | 8.167412391 | 1 | CSP | 1975-07-01 | 45 | \$2,041.85 | 97B | 13 | 2 | 2.50 | 4.40 |
| Culv_849 | Culverts | Oriel Line | 8.677453719 | 1 | CSP | 1975-07-01 | 45 | \$2,169.36 | 97B | 13 | 2 | 2.50 | 4.40 |
| Culv_850 | Culverts | Oriel Line | 7.674369577 | 1 | CSP | 1975-07-01 | 45 | \$1,918.59 | 97B | 13 | 2 | 2.50 | 4.40 |
| Culv_853 | Culverts | Gunns Hill Rd | 12.04253163 | 4 | CSP | 1975-07-01 | 45 | \$3,010.63 | 24 | 77 | 2 | 2.50 | 4.40 |
| Culv_854 | Culverts | Gunns Hill Rd | 14.73478395 | 4 | CSP | 1975-07-01 | 45 | \$3,683.70 | 24 | 77 | 2 | 2.50 | 4.40 |
| Culv_855 | Culverts | Gunns Hill Rd | 13.78964759 | 4 | CSP | 1975-07-01 | 45 | \$3,447.41 | 24 | 77 | 2 | 2.50 | 4.40 |
| Culv_879 | Culverts | Gunns Hill Rd | 11.77617626 | 4 | CSP | 1975-07-01 | 45 | \$2,944.04 | 22 | 73 | 2 | 2.50 | 4.40 |
| Culv_906 | Culverts | Oriel Line | 8.702425513 | 1 | CSP | 1975-07-01 | 45 | \$2,175.61 | 97A | 13 | 2 | 2.50 | 4.40 |
| Culv_907 | Culverts | Oriel Line | 8.870482109 | 1 | CSP | 1975-07-01 | 45 | \$2,217.62 | 97A | 13 | 2 | 2.50 | 4.40 |
| Culv_908 | Culverts | Oriel Line | 9.592435628 | 1 | CSP | 1975-07-01 | 45 | \$2,398.11 | 97A | 13 | 2 | 2.50 | 4.40 |
| Culv_909 | Culverts | Vandecar Line | 10.46601483 | 4 | CSP | 1975-07-01 | 45 | \$2,616.50 | 95B | 30 | 2 | 2.50 | 4.40 |
| Culv_910 | Culverts | Vandecar Line | 15.0615919 | 4 | CSP | 1975-07-01 | 45 | \$3,765.40 | 95B | 30 | 2 | 2.50 | 4.40 |
| Culv_911 | Culverts | Vandecar Line | 10.05138829 | 4 | CSP | 1975-07-01 | 45 | \$2,512.85 | 95B | 30 | 2 | 2.50 | 4.40 |
| Culv_912 | Culverts | Vandecar Line | 9.18021986 | 4 | CSP | 1975-07-01 | 45 | \$2,295.05 | 95B | 30 | 2 | 2.50 | 4.40 |
| Culv_913 | Culverts | Vandecar Line | 9.642090002 | 4 | CSP | 1975-07-01 | 45 | \$2,410.52 | 95B | 30 | 2 | 2.50 | 4.40 |
| Culv_914 | Culverts | Gunns Hill Rd | 11.18494497 | 4 | CSP | 1975-07-01 | 45 | \$2,796.24 | 25 | 52 | 2 | 2.50 | 4.40 |
| Culv_916 | Culverts | Gunns Hill Rd | 7.302335183 | 4 | CSP | 1975-07-01 | 45 | \$1,825.58 | 25 | 52 | 2 | 2.50 | 4.40 |
| Culv_918 | Culverts | Gunns Hill Rd | 11.89322852 | 4 | CSP | 1975-07-01 | 45 | \$2,973.31 | 25 | 52 | 2 | 2.50 | 4.40 |
| Culv_919 | Culverts | Gunns Hill Rd | 10.50989082 | 4 | CSP | 1975-07-01 | 45 | \$2,627.47 | 25 | 52 | 2 | 2.50 | 4.40 |
| Culv_920 | Culverts | Gunns Hill Rd | 9.85103422 | 4 | CSP | 1975-07-01 | 45 | \$2,462.76 | 25 | 52 | 2 | 2.50 | 4.40 |
| Culv_922 | Culverts | Gunns Hill Rd | 12.95395956 | 4 | CSP | 1975-07-01 | 45 | \$3,238.49 | 25 | 52 | 2 | 2.50 | 4.40 |
| Culv_923 | Culverts | Gunns Hill Rd | 10.13915514 | 4 | CSP | 1975-07-01 | 45 | \$2,534.79 | 25 | 52 | 2 | 2.50 | 4.40 |
| Culv_924 | Culverts | Gunns Hill Rd | 10.14983379 | 4 | CSP | 1975-07-01 | 45 | \$2,537.46 | 25 | 52 | 2 | 2.50 | 4.40 |
| Culv_929 | Culverts | Gunns Hill Rd | 10.85674564 | 4 | CSP | 1975-07-01 | 45 | \$2,714.19 | 25 | 52 | 2 | 2.50 | 4.40 |
| Culv_930 | Culverts | Gunns Hill Rd | 11.58023486 | 4 | CSP | 1975-07-01 | 45 | \$2,895.06 | 24 | 77 | 2 | 2.50 | 4.40 |
| Culv_931 | Culverts | Gunns Hill Rd | 10.73177772 | 4 | CSP | 1975-07-01 | 45 | \$2,682.94 | 24 | 77 | 2 | 2.50 | 4.40 |
| Culv_935 | Culverts | Gunns Hill Rd | 10.60301399 | 4 | CSP | 1975-07-01 | 45 | \$2,650.75 | 24 | 77 | 2 | 2.50 | 4.40 |
| Culv_940 | Culverts | Oriel Line | 14.60908838 | 4 | CSP | 1975-07-01 | 45 | \$3,652.27 | 97B | 13 | 2 | 2.50 | 4.40 |
| Culv_943 | Culverts | Gunns Hill Rd | 11.24341639 | 4 | CSP | 1975-07-01 | 45 | \$2,810.85 | 24 | 77 | 2 | 2.50 | 4.40 |
| Culv_944 | Culverts | Gunns Hill Rd | 9.719548187 | 4 | CSP | 1975-07-01 | 45 | \$2,429.89 | 24 | 77 | 2 | 2.50 | 4.40 |
| Culv_946 | Culverts | Gunns Hill Rd | 8.767034155 | 4 | CSP | 1975-07-01 | 45 | \$2,191.76 | 24 | 77 | 2 | 2.50 | 4.40 |
| Culv_963 | Culverts | Old 14 Line | 15.98262491 | 4 | CSP | 1975-07-01 | 45 | \$3,995.66 | 92A | 19 | 2 | 2.50 | 4.40 |
| Culv_966 | Culverts | Vandecar Line | 11.64196394 | 4 | CSP | 1975-07-01 | 45 | \$2,910.49 | 95A | 30 | 2 | 2.50 | 4.40 |
| Culv_967 | Culverts | Vandecar Line | 8.026511851 | 4 | CSP | 1975-07-01 | 45 | \$2,006.63 | 95A | 30 | 2 | 2.50 | 4.40 |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "F"

CULVERTS

| <u>GPS ID</u> | <u>Segment</u> | <u>Name</u> | <u>Length (m)</u> | <u>Ward</u> | <u>Description</u> | <u>Replacement Year</u> | <u>Age (Years)</u> | <u>Replacement Cost</u> | <u>Related Road Segment</u> | <u>AADT (Traffic Count)</u> | <u>Criticality (Rating)</u> | <u>Condition Rating</u> | <u>Risk Rating</u> |
|---------------|----------------|--------------------|-------------------|-------------|--------------------|-------------------------|--------------------|-------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------------|--------------------|
| Culv_970 | Culverts | Vandecar Line | 9.748398413 | 4 | CSP | 1975-07-01 | 45 | \$2,437.10 | 95B | 30 | 2 | 2.50 | 4.40 |
| Culv_194 | Culverts | New Rd | 12.31000072 | 1 | CSP | 1977-07-01 | 43 | \$3,077.50 | 76 | 634 | 2 | 2.83 | 9.20 |
| Culv_195 | Culverts | New Rd | 12.07433568 | 1 | CSP | 1977-07-01 | 43 | \$3,018.58 | 76 | 634 | 2 | 2.83 | 9.20 |
| Culv_200 | Culverts | New Rd | 12.67875212 | 1 | CSP | 1977-07-01 | 43 | \$3,169.69 | 76 | 634 | 2 | 2.83 | 9.20 |
| Culv_203 | Culverts | New Rd | 15.91738787 | 1 | CSP | 1977-07-01 | 43 | \$3,979.35 | 76 | 634 | 2 | 2.83 | 9.20 |
| Culv_204 | Culverts | New Rd | 14.9406059 | 1 | CSP | 1997-07-01 | 23 | \$3,735.15 | 75 | 231 | 2 | 2.83 | 6.80 |
| Culv_205 | Culverts | New Rd | 13.48519359 | 1 | CSP | 1997-07-01 | 23 | \$3,371.30 | 75 | 231 | 2 | 2.83 | 6.80 |
| Culv_206 | Culverts | New Rd | 11.81478364 | 1 | CSP | 1997-07-01 | 23 | \$2,953.70 | 75 | 231 | 2 | 2.83 | 6.80 |
| Culv_208 | Culverts | New Rd | 13.78225468 | 1 | CSP | 1997-07-01 | 23 | \$3,445.56 | 75 | 231 | 2 | 2.83 | 6.80 |
| Culv_209 | Culverts | New Rd | 15.8863001 | 1 | CSP | 1997-07-01 | 23 | \$3,971.58 | 75 | 231 | 2 | 2.83 | 6.80 |
| Culv_212 | Culverts | New Rd | 18.27881854 | 1 | CSP | 1997-07-01 | 23 | \$4,569.70 | 75 | 231 | 2 | 2.83 | 6.80 |
| Culv_216 | Culverts | New Rd | 11.00842218 | 1 | CSP | 1997-07-01 | 23 | \$2,752.11 | 75 | 231 | 2 | 2.83 | 6.80 |
| Culv_220 | Culverts | New Rd | 11.91441904 | 1 | CSP | 1997-07-01 | 23 | \$2,978.60 | 75 | 231 | 2 | 2.83 | 6.80 |
| Culv_221 | Culverts | New Rd | 13.41478887 | 1 | CSP | 1997-07-01 | 23 | \$3,353.70 | 75 | 231 | 2 | 2.83 | 6.80 |
| Culv_222 | Culverts | New Rd | 12.55006961 | 1 | CSP | 1997-07-01 | 23 | \$3,137.52 | 75 | 231 | 2 | 2.83 | 6.80 |
| Culv_223 | Culverts | New Rd | 12.16575717 | 1 | CSP | 1997-07-01 | 23 | \$3,041.44 | 75 | 231 | 2 | 2.83 | 6.80 |
| Culv_949 | Culverts | Middletown Line | 11.86608393 | 4 | CSP | 1980-07-01 | 40 | \$2,966.52 | 94A | 351 | 2 | 3.33 | 6.80 |
| Culv_958 | Culverts | Middletown Line | 14.66195136 | 4 | CSP | 1980-07-01 | 40 | \$3,665.49 | 94A | 351 | 2 | 3.33 | 6.80 |
| Culv_962 | Culverts | Middletown Line | 10.73630445 | 4 | CSP | 1980-07-01 | 40 | \$2,684.08 | 94A | 351 | 2 | 3.33 | 6.80 |
| Culv_742 | Culverts | Evergreen St | 12.03472848 | 3 | CSP | 1984-07-01 | 36 | \$3,008.68 | 38 | 298 | 2 | 4.00 | 5.10 |
| Culv_743 | Culverts | Evergreen St | 13.8230825 | 3 | CSP | 1984-07-01 | 36 | \$3,455.77 | 38 | 298 | 2 | 4.00 | 5.10 |
| Culv_744 | Culverts | Evergreen St | 17.86480152 | 3 | HDPE | 1984-07-01 | 36 | \$4,466.20 | 38 | 298 | 2 | 4.00 | 5.10 |
| Culv_748 | Culverts | Evergreen St | 12.33011774 | 3 | CSP | 1984-07-01 | 36 | \$3,082.53 | 38 | 298 | 2 | 4.00 | 5.10 |
| Culv_639 | Culverts | Zenda Line | 16.43762611 | 3 | CSP | 1985-07-01 | 35 | \$4,109.41 | 104B | 400 | 2 | 4.17 | 5.10 |
| Culv_901 | Culverts | Middletown Line | 15.62299261 | 4 | CSP | 1989-07-01 | 31 | \$3,905.75 | 94B | 351 | 2 | 4.83 | 5.10 |
| Culv_903 | Culverts | Middletown Line | 13.11162067 | 4 | CSP | 1989-07-01 | 31 | \$3,277.91 | 94B | 351 | 2 | 4.83 | 5.10 |
| Culv_905 | Culverts | Middletown Line | 13.65002796 | 4 | CSP | 1989-07-01 | 31 | \$3,412.51 | 94B | 351 | 2 | 4.83 | 5.10 |
| Culv_647 | Culverts | Quaker St | 31.48536113 | 3 | HDPE | 1990-07-01 | 30 | \$7,871.34 | 43 | 235 | 2 | 5.00 | 5.10 |
| Culv_655 | Culverts | Quaker St | 17.9480916 | 3 | CSP | 1990-07-01 | 30 | \$4,487.02 | 43 | 235 | 2 | 5.00 | 5.10 |
| Culv_663 | Culverts | Quaker St | 15.60446317 | 3 | CSP | 1990-07-01 | 30 | \$3,901.12 | 43 | 235 | 2 | 5.00 | 5.10 |
| Culv_109 | Culverts | Coal Line | 14.91325466 | 1 | CSP | 1992-07-01 | 28 | \$3,728.31 | 132A | 602 | 2 | 5.33 | 6.90 |
| Culv_1025 | Culverts | Old Stage Rd | 15.26301537 | 4 | CSP | 1997-07-01 | 23 | \$3,815.75 | 9 | 1253 | 2 | 6.17 | 5.80 |
| Culv_1026 | Culverts | Horn Rd | 15.72279091 | 4 | CSP | 1997-07-01 | 23 | \$3,930.70 | 8 | 151 | 2 | 6.17 | 3.40 |
| Culv_1028 | Culverts | Horn Rd | 14.18683698 | 4 | CSP | 1997-07-01 | 23 | \$3,546.71 | 8 | 151 | 2 | 6.17 | 3.40 |
| Culv_1030 | Culverts | Horn Rd | 20.78289752 | 4 | CSP | 1997-07-01 | 23 | \$5,195.72 | 8 | 151 | 2 | 6.17 | 3.40 |
| Culv_505 | Culverts | Middletown Line | 12.61675403 | 3 | CSP | 1998-07-01 | 22 | \$3,154.19 | 105B | 1641 | 2 | 6.33 | 5.80 |
| Culv_506 | Culverts | Middletown Line | 11.76632693 | 3 | CSP | 1998-07-01 | 22 | \$2,941.58 | 105B | 1641 | 2 | 6.33 | 5.80 |
| Culv_507 | Culverts | Middletown Line | 12.71595076 | 3 | CSP | 1998-07-01 | 22 | \$3,178.99 | 105B | 1641 | 2 | 6.33 | 5.80 |
| Culv_436 | Culverts | Pleasant Valley Rd | 15.44633731 | 3 | CSP | 1998-07-01 | 22 | \$3,861.58 | 50 | 439 | 2 | 6.33 | 3.40 |
| Culv_437 | Culverts | Pleasant Valley Rd | 13.84005717 | 3 | CSP | 1998-07-01 | 22 | \$3,460.01 | 50 | 439 | 2 | 6.33 | 3.40 |
| Culv_442 | Culverts | Pleasant Valley Rd | 15.73532232 | 3 | CSP | 1998-07-01 | 22 | \$3,933.83 | 50 | 439 | 2 | 6.33 | 3.40 |
| Culv_444 | Culverts | Pleasant Valley Rd | 14.3579717 | 3 | CSP | 1998-07-01 | 22 | \$3,589.49 | 50 | 439 | 2 | 6.33 | 3.40 |
| Culv_1161 | Culverts | Old Stage Rd | 12.79293991 | 4 | CSP | 1975-07-01 | 45 | \$6,396.47 | 20 | 125 | 2 | 6.36 | 3.40 |

*C-14

CULVERTS

| <u>GPS ID</u> | <u>Segment</u> | <u>Name</u> | <u>Length (m)</u> | <u>Ward</u> | <u>Description</u> | <u>Replacement Year</u> | <u>Age (Years)</u> | <u>Replacement Cost</u> | <u>Related Road Segment</u> | <u>AADT (Traffic Count)</u> | <u>Criticality (Rating)</u> | <u>Condition Rating</u> | <u>Risk Rating</u> |
|---------------|----------------|--------------------|-------------------|-------------|--------------------|-------------------------|--------------------|-------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------------|--------------------|
| Culv_445 | Culverts | Pleasant Valley Rd | 13.89520296 | 3 | CSP | 1999-07-01 | 21 | \$3,473.80 | 50 | 439 | 2 | 6.50 | 3.40 |
| Culv_446 | Culverts | Pleasant Valley Rd | 14.06662384 | 3 | CSP | 1999-07-01 | 21 | \$3,516.66 | 50 | 439 | 2 | 6.50 | 3.40 |
| Culv_447 | Culverts | Pleasant Valley Rd | 14.42128457 | 3 | CSP | 1999-07-01 | 21 | \$3,605.32 | 50 | 439 | 2 | 6.50 | 3.40 |
| Culv_448 | Culverts | Pleasant Valley Rd | 13.38956261 | 3 | CSP | 1999-07-01 | 21 | \$3,347.39 | 50 | 439 | 2 | 6.50 | 3.40 |
| Culv_451 | Culverts | Pleasant Valley Rd | 13.91304499 | 3 | CSP | 1999-07-01 | 21 | \$3,478.26 | 50 | 439 | 2 | 6.50 | 3.40 |
| Culv_326 | Culverts | Maple Dell Rd | 20.69325077 | 1 & 3 | CSP | 1975-07-01 | 45 | \$10,346.63 | 56 | 130 | 2 *C-11 | 6.50 | 4.00 |
| Culv_714 | Culverts | Evergreen St | 20.27660827 | 3 | CSP | 2000-07-01 | 20 | \$5,069.15 | 37 | 127 | 2 | 6.67 | 3.40 |
| Culv_716 | Culverts | Evergreen St | 14.4266717 | 3 | CSP | 2000-07-01 | 20 | \$3,606.67 | 37 | 127 | 2 | 6.67 | 3.40 |
| Culv_718 | Culverts | Evergreen St | 14.54375183 | 3 | CSP | 2000-07-01 | 20 | \$3,635.94 | 37 | 127 | 2 | 6.67 | 3.40 |
| Culv_720 | Culverts | Evergreen St | 15.93682151 | 3 | CSP | 2000-07-01 | 20 | \$3,984.21 | 37 | 127 | 2 | 6.67 | 3.40 |
| Culv_721 | Culverts | Evergreen St | 12.92593868 | 3 | CSP | 2000-07-01 | 20 | \$3,231.48 | 37 | 127 | 2 | 6.67 | 3.40 |
| Culv_723 | Culverts | Evergreen Street | 18.00083094 | 3 | CSP | 2000-07-01 | 20 | \$4,500.21 | 37 | 127 | 2 | 6.67 | 3.40 |
| Culv_1458 | Culverts | New Durham Road | 34.5 | 3 | CSP | 1975-07-01 | 45 | \$17,250.00 | 35B | 1086 | 2 *C-10 | 6.94 | 6.40 |
| Culv_1084 | Culverts | Cedar Line | 16.00609754 | 4 | CSP | 1975-07-01 | 45 | \$8,003.05 | 93B | 176 | 2 *C-4 | 6.94 | 3.40 |
| Culv_1461 | Culverts | Curries Road | 14 | 4 | CSP | 1975-07-01 | 45 | \$7,000.00 | 21B | 307 | 2 *C-15 | 6.94 | 3.40 |
| Culv_1060 | Culverts | Firehall Rd | 18.84801462 | 4 | CSP | 1975-07-01 | 45 | \$9,424.01 | 17 | 49 | 2 *C-3 | 6.94 | 2.20 |
| Culv_1463 | Culverts | Gunns Hill Rd | 17 | 4 | Concrete | 1975-07-01 | 45 | \$8,500.00 | 22 | 73 | 2 *C-17 | 6.94 | 2.20 |
| Culv_792 | Culverts | Centre St | 46.71200345 | 2 | CSP | 2003-07-01 | 17 | \$11,678.00 | 230B | 392 | 2 | 7.17 | 4.00 |
| Culv_793 | Culverts | Centre St | 47.58304928 | 2 | CSP | 2003-07-01 | 17 | \$11,895.76 | 230B | 392 | 2 | 7.17 | 4.00 |
| Culv_1459 | Culverts | Firehall Road | 17.3 | 4 | Concrete | 1950-07-01 | 70 | \$8,650.00 | 19 | 49 | 2 *C-12 | 7.22 | 2.20 |
| Culv_1019 | Culverts | Old Stage Rd | 20.62790913 | 1 | CSP | 2004-07-01 | 16 | \$10,313.95 | 11 | 445 | 2 *C-1 | 7.27 | 4.00 |
| Culv_1020 | Culverts | Old Stage Rd | 27.98440175 | 1 | CSP | 2004-07-01 | 16 | \$6,996.10 | 11 | 445 | 2 | 7.33 | 3.40 |
| Culv_1115 | Culverts | Old Stage Rd | 23.57963031 | 4 | CSP | 2004-07-01 | 16 | \$5,894.91 | 11 | 445 | 2 | 7.33 | 3.40 |
| Culv_1116 | Culverts | Old Stage Rd | 12.30710547 | 4 | CSP | 2004-07-01 | 16 | \$3,076.78 | 11 | 445 | 2 | 7.33 | 3.40 |
| Culv_1117 | Culverts | Old Stage Rd | 13.44461732 | 4 | CSP | 2004-07-01 | 16 | \$3,361.15 | 11 | 445 | 2 | 7.33 | 3.40 |
| Culv_1118 | Culverts | Old Stage Rd | 14.61768976 | 1 | CSP | 2004-07-01 | 16 | \$3,654.42 | 11 | 445 | 2 | 7.33 | 3.40 |
| Culv_1119 | Culverts | Old Stage Rd | 11.56459005 | 1 | CSP | 2004-07-01 | 16 | \$2,891.15 | 11 | 445 | 2 | 7.33 | 3.40 |
| Culv_1121 | Culverts | Old Stage Rd | 10.75292842 | 1 | HDPE | 2004-07-01 | 16 | \$2,688.23 | 11 | 445 | 2 | 7.33 | 3.40 |
| Culv_133 | Culverts | Ninth Rd | 11.49101159 | 1 | CSP | 2004-07-01 | 16 | \$2,872.75 | 64 | 63 | 2 | 7.33 | 2.20 |
| Culv_134 | Culverts | Ninth Rd | 11.35132673 | 1 | CSP | 2004-07-01 | 16 | \$2,837.83 | 64 | 63 | 2 | 7.33 | 2.20 |
| Culv_135 | Culverts | Ninth Rd | 11.58131912 | 1 | HDPE | 2004-07-01 | 16 | \$2,895.33 | 64 | 63 | 2 | 7.33 | 2.20 |
| Culv_136 | Culverts | Ninth Rd | 15.6273411 | 1 | CSP | 2004-07-01 | 16 | \$3,906.84 | 64 | 63 | 2 | 7.33 | 2.20 |
| Culv_137 | Culverts | Ninth Rd | 11.84835328 | 1 | CSP | 2004-07-01 | 16 | \$2,962.09 | 64 | 63 | 2 | 7.33 | 2.20 |
| Culv_141 | Culverts | Ninth Rd | 8.772565313 | 1 | CSP | 2004-07-01 | 16 | \$2,193.14 | 64 | 63 | 2 | 7.33 | 2.20 |
| Culv_382 | Culverts | Airport Rd | 24.11113831 | 3 | CSP | 2005-07-01 | 15 | \$12,055.57 | 52 | 1247 | 2 *C-9 | 7.50 | 6.40 |
| Culv_373 | Culverts | Airport Rd | 12.3970207 | 3 | CSP | 2005-07-01 | 15 | \$3,099.26 | 53 | 1247 | 2 | 7.50 | 5.80 |
| Culv_380 | Culverts | Airport Rd | 12.34810062 | 3 | CSP | 2005-07-01 | 15 | \$3,087.03 | 52 | 1247 | 2 | 7.50 | 5.80 |
| Culv_384 | Culverts | Airport Rd | 13.69564253 | 3 | CSP | 2005-07-01 | 15 | \$3,423.91 | 52 | 1247 | 2 | 7.50 | 5.80 |
| Culv_392 | Culverts | Airport Rd | 15.29017492 | 3 | CSP | 2005-07-01 | 15 | \$3,822.54 | 52 | 1247 | 2 | 7.50 | 5.80 |
| Culv_400 | Culverts | Airport Rd | 15.09078803 | 3 | CSP | 2005-07-01 | 15 | \$3,772.70 | 52 | 1247 | 2 | 7.50 | 5.80 |
| Culv_47 | Culverts | New Rd | 19.03769004 | 1 | CSP | 2005-07-01 | 15 | \$4,759.42 | 73 | 740 | 2 | 7.50 | 4.60 |
| Culv_49 | Culverts | New Rd | 18.70094081 | 1 | CSP | 2005-07-01 | 15 | \$4,675.24 | 73 | 740 | 2 | 7.50 | 4.60 |
| Culv_51 | Culverts | New Rd | 30.08594697 | 1 | CSP | 2005-07-01 | 15 | \$7,521.49 | 73 | 740 | 2 | 7.50 | 4.60 |

CULVERTS

| <u>GPS ID</u> | <u>Segment</u> | <u>Name</u> | <u>Length (m)</u> | <u>Ward</u> | <u>Description</u> | <u>Replacement Year</u> | <u>Age (Years)</u> | <u>Replacement Cost</u> | <u>Related Road Segment</u> | <u>AADT (Traffic Count)</u> | <u>Criticality (Rating)</u> | <u>Condition Rating</u> | <u>Risk Rating</u> |
|---------------|----------------|--------------------|-------------------|-------------|--------------------|-------------------------|--------------------|-------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------------|--------------------|
| Culv_52 | Culverts | New Rd | 15.58294073 | 1 | CSP | 2005-07-01 | 15 | \$3,895.74 | 73 | 740 | 2 | 7.50 | 4.60 |
| Culv_54 | Culverts | New Rd | 17.74475928 | 1 | CSP | 2005-07-01 | 15 | \$4,436.19 | 73 | 740 | 2 | 7.50 | 4.60 |
| Culv_57 | Culverts | New Rd | 10.92606067 | 1 | CSP | 2005-07-01 | 15 | \$2,731.52 | 73 | 740 | 2 | 7.50 | 4.60 |
| Culv_58 | Culverts | New Rd | 22.16501484 | 1 | CSP | 2005-07-01 | 15 | \$5,541.25 | 73 | 740 | 2 | 7.50 | 4.60 |
| Culv_60 | Culverts | New Rd | 23.46292478 | 1 | CSP | 2005-07-01 | 15 | \$5,865.73 | 73 | 740 | 2 | 7.50 | 4.60 |
| Culv_61 | Culverts | New Rd | 10.94876147 | 1 | CSP | 2005-07-01 | 15 | \$2,737.19 | 73 | 740 | 2 | 7.50 | 4.60 |
| Culv_62 | Culverts | New Rd | 10.16392101 | 1 | CSP | 2005-07-01 | 15 | \$2,540.98 | 73 | 740 | 2 | 7.50 | 4.60 |
| Culv_63 | Culverts | New Rd | 10.98890473 | 1 | CSP | 2005-07-01 | 15 | \$2,747.23 | 73 | 740 | 2 | 7.50 | 4.60 |
| Culv_65 | Culverts | New Rd | 19.20405132 | 1 | CSP | 2005-07-01 | 15 | \$4,801.01 | 73 | 740 | 2 | 7.50 | 4.60 |
| Culv_66 | Culverts | New Rd | 17.15195934 | 1 | CSP | 2005-07-01 | 15 | \$4,287.99 | 73 | 740 | 2 | 7.50 | 4.60 |
| Culv_79 | Culverts | New Rd | 22.94519548 | 1 | CSP | 2005-07-01 | 15 | \$5,736.30 | 73 | 740 | 2 | 7.50 | 4.60 |
| Culv_82 | Culverts | New Rd | 17.94670937 | 1 | CSP | 2005-07-01 | 15 | \$4,486.68 | 73 | 740 | 2 | 7.50 | 4.60 |
| Culv_441 | Culverts | Pleasant Valley Rd | 19.15307376 | 3 | CSP | 1998-07-01 | 22 | \$9,576.54 | 50 | 439 | 2 *C-8 | 7.50 | 3.40 |
| Culv_1457 | Culverts | Substation Rd | 13.7 | 3 | Concrete | 1975-07-01 | 45 | \$6,850.00 | 28 | 119 | 2 *C-6 | 7.50 | 3.40 |
| Culv_1460 | Culverts | Pattullo Ave | 15.2 | 4 | Concrete | 1975-07-01 | 45 | \$7,600.00 | 6 | 122 | 2 *C-13 | 7.50 | 3.40 |
| Culv_1456 | Culverts | Old Stage Road | 22.5 | 4 | Concrete | 1975-07-01 | 45 | \$11,250.00 | 16B | 86 | 2 *C-2 | 7.50 | 2.80 |
| Culv_712 | Culverts | Evergreen St | 17.48437915 | 3 | CSP | 1975-07-01 | 45 | \$8,742.19 | 36 | 82 | 2 *C-7 | 7.50 | 2.20 |
| Culv_1247 | Culverts | Deere Cres | 15.39654701 | 3 | CSP | 2005-07-01 | 15 | \$3,849.14 | 275A | 50 | 2 | 7.50 | 2.20 |
| Culv_1008 | Culverts | Middletown Line | 10.51927217 | 4 | CSP | 2006-07-01 | 14 | \$2,629.82 | 91 | 994 | 2 | 7.67 | 4.60 |
| Culv_1011 | Culverts | Middletown Line | 10.8222792 | 4 | CSP | 2006-07-01 | 14 | \$2,705.57 | 91 | 994 | 2 | 7.67 | 4.60 |
| Culv_1014 | Culverts | Middletown Line | 14.13060348 | 4 | CSP | 2006-07-01 | 14 | \$3,532.65 | 91 | 994 | 2 | 7.67 | 4.60 |
| Culv_947 | Culverts | Middletown Line | 11.4754642 | 4 | CSP | 2006-07-01 | 14 | \$2,868.87 | 91 | 994 | 2 | 7.67 | 4.60 |
| Culv_948 | Culverts | Middletown Line | 17.45094565 | 4 | CSP | 2006-07-01 | 14 | \$4,362.74 | 91 | 994 | 2 | 7.67 | 4.60 |
| Culv_1403 | Culverts | Beaconsfield Rd | 9.565997318 | 3 & 4 | CSP | 2008-07-01 | 12 | \$2,391.50 | 32 | 812 | 2 | 8.00 | 2.30 |
| Culv_1404 | Culverts | Beaconsfield Rd | 12.40423392 | 3 & 4 | CSP | 2008-07-01 | 12 | \$3,101.06 | 32 | 812 | 2 | 8.00 | 2.30 |
| Culv_1406 | Culverts | Beaconsfield Rd | 10.81572115 | 3 & 4 | CSP | 2008-07-01 | 12 | \$2,703.93 | 32 | 812 | 2 | 8.00 | 2.30 |
| Culv_1407 | Culverts | Beaconsfield Rd | 11.60342241 | 3 & 4 | CSP | 2008-07-01 | 12 | \$2,900.86 | 32 | 812 | 2 | 8.00 | 2.30 |
| Culv_1378 | Culverts | Vandecar Line | 16.38629669 | 4 | CSP | 1975-07-01 | 45 | \$8,193.15 | 100B | 28 | 2 *C-5 | 8.00 | 1.10 |
| Culv_1393 | Culverts | Beaconsfield Rd | 17.22902654 | 3 & 4 | CSP | 2009-07-01 | 11 | \$4,307.26 | 31 | 812 | 2 | 8.17 | 2.30 |
| Culv_1394 | Culverts | Beaconsfield Rd | 9.959726929 | 3 & 4 | CSP | 2009-07-01 | 11 | \$2,489.93 | 31 | 812 | 2 | 8.17 | 2.30 |
| Culv_1395 | Culverts | Beaconsfield Rd | 10.34422869 | 3 & 4 | CSP | 2009-07-01 | 11 | \$2,586.06 | 31 | 812 | 2 | 8.17 | 2.30 |
| Culv_1396 | Culverts | Beaconsfield Rd | 10.00295977 | 3 & 4 | CSP | 2009-07-01 | 11 | \$2,500.74 | 31 | 812 | 2 | 8.17 | 2.30 |
| Culv_1397 | Culverts | Beaconsfield Rd | 10.32162584 | 3 & 4 | CSP | 2009-07-01 | 11 | \$2,580.41 | 31 | 812 | 2 | 8.17 | 2.30 |
| Culv_1398 | Culverts | Beaconsfield Rd | 9.757763163 | 3 & 4 | CSP | 2009-07-01 | 11 | \$2,439.44 | 31 | 812 | 2 | 8.17 | 2.30 |
| Culv_1399 | Culverts | Beaconsfield Rd | 15.03174347 | 3 & 4 | CSP | 2009-07-01 | 11 | \$3,757.94 | 31 | 812 | 2 | 8.17 | 2.30 |
| Culv_251 | Culverts | Milldale Rd | 10.96984626 | 1 | CSP | 2010-07-01 | 10 | \$2,742.46 | 58 | 564 | 2 | 8.33 | 2.30 |
| Culv_257 | Culverts | Milldale Rd | 12 | 1 | CSP | 2010-07-01 | 10 | \$3,000.00 | 58 | 564 | 2 | 8.33 | 2.30 |
| Culv_262 | Culverts | Milldale Rd | 12 | 1 | CSP | 2010-07-01 | 10 | \$3,000.00 | 58 | 564 | 2 | 8.33 | 2.30 |
| Culv_1285 | Culverts | Middletown Line | 18.56448054 | 4 | CSP | 2012-07-01 | 8 | \$4,641.12 | 99 | 620 | 2 | 8.67 | 2.30 |
| Culv_1287 | Culverts | Middletown Line | 14.40307481 | 4 | CSP | 2012-07-01 | 8 | \$3,600.77 | 99 | 620 | 2 | 8.67 | 2.30 |
| Culv_1288 | Culverts | Middletown Line | 14.58693257 | 4 | CSP | 2012-07-01 | 8 | \$3,646.73 | 99 | 620 | 2 | 8.67 | 2.30 |
| Culv_1290 | Culverts | Middletown Line | 13.23239781 | 4 | CSP | 2012-07-01 | 8 | \$3,308.10 | 99 | 620 | 2 | 8.67 | 2.30 |
| Culv_1291 | Culverts | Middletown Line | 13.57169471 | 4 | CSP | 2012-07-01 | 8 | \$3,392.92 | 99 | 620 | 2 | 8.67 | 2.30 |

CULVERTS

| <u>GPS ID</u> | <u>Segment</u> | <u>Name</u> | <u>Length (m)</u> | <u>Ward</u> | <u>Description</u> | <u>Replacement Year</u> | <u>Age (Years)</u> | <u>Replacement Cost</u> | <u>Related Road Segment</u> | <u>AADT (Traffic Count)</u> | <u>Criticality (Rating)</u> | <u>Condition Rating</u> | <u>Risk Rating</u> |
|---------------|----------------|-----------------|-------------------|-------------|--------------------|-------------------------|--------------------|-------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------------|--------------------|
| Culv_1292 | Culverts | Middletown Line | 16.00209288 | 4 | CSP | 2012-07-01 | 8 | \$4,000.52 | 99 | 620 | 2 | 8.67 | 2.30 |
| Culv_1295 | Culverts | Middletown Ln | 39.50633767 | 1 or 3 | CSP | 2012-07-01 | 8 | \$9,876.58 | 99 | 620 | 2 | 8.67 | 2.30 |
| Culv_1388 | Culverts | Middletown Line | 34.88396347 | 4 | CSP | 2012-07-01 | 8 | \$8,720.99 | 99 | 620 | 2 | 8.67 | 2.30 |
| Culv_1390 | Culverts | Middletown Line | 15.87432033 | 4 | CSP | 2012-07-01 | 8 | \$3,968.58 | 99 | 620 | 2 | 8.67 | 2.30 |
| Culv_815 | Culverts | Middletown Line | 35.69314365 | 4 | CSP | 2012-07-01 | 8 | \$8,923.29 | 99 | 620 | 2 | 8.67 | 2.30 |
| Culv_1225 | Culverts | Base Line | 17.8140688 | 3 | CSP | 2013-07-01 | 7 | \$4,453.52 | 107 | 1230 | 2 | 8.83 | 2.90 |
| Culv_1229 | Culverts | Base Line | 16.12317315 | 3 | CSP | 2013-07-01 | 7 | \$4,030.79 | 107 | 1230 | 2 | 8.83 | 2.90 |
| Culv_1262 | Culverts | Base Line | 14.84660041 | 3 | CSP | 2013-07-01 | 7 | \$3,711.65 | 107 | 1230 | 2 | 8.83 | 2.90 |
| Culv_1266 | Culverts | Base Line | 15.71218425 | 3 | CSP | 2013-07-01 | 7 | \$3,928.05 | 107 | 1230 | 2 | 8.83 | 2.90 |
| Culv_1269 | Culverts | Base Line | 17.80340721 | 3 | CSP | 2013-07-01 | 7 | \$4,450.85 | 107 | 1230 | 2 | 8.83 | 2.90 |
| Culv_1274 | Culverts | Base Line | 15.88746664 | 3 | CSP | 2013-07-01 | 7 | \$3,971.87 | 107 | 1230 | 2 | 8.83 | 2.90 |
| Culv_1275 | Culverts | Base Line | 13.68908891 | 3 | CSP | 2013-07-01 | 7 | \$3,422.27 | 107 | 1230 | 2 | 8.83 | 2.90 |
| Culv_1237 | Culverts | Base Line | 11.97338083 | 3 | CSP | 2014-07-01 | 6 | \$2,993.35 | 116 | 1131 | 2 | 9.00 | 2.90 |
| Culv_1413 | Culverts | Base Line | 8.79963387 | 3 | CSP | 2014-07-01 | 6 | \$2,199.91 | 116 | 1131 | 2 | 9.00 | 2.90 |
| Culv_1417 | Culverts | Base Line | 12.31009759 | 3 | CSP | 2014-07-01 | 6 | \$3,077.52 | 116 | 1131 | 2 | 9.00 | 2.90 |
| Culv_1419 | Culverts | Base Line | 11.32974902 | 1 | CSP | 2014-07-01 | 6 | \$2,832.44 | 116 | 1131 | 2 | 9.00 | 2.90 |
| Culv_1423 | Culverts | Base Line | 9.681607115 | 1 | CSP | 2014-07-01 | 6 | \$2,420.40 | 116 | 1131 | 2 | 9.00 | 2.90 |
| Culv_1424 | Culverts | Base Line | 11.36559566 | 1 | CSP | 2014-07-01 | 6 | \$2,841.40 | 116 | 1131 | 2 | 9.00 | 2.90 |
| Culv_1425 | Culverts | Base Line | 12.41300519 | 1 | CSP | 2014-07-01 | 6 | \$3,103.25 | 116 | 1131 | 2 | 9.00 | 2.90 |
| Culv_1426 | Culverts | Base Line | 12.3444344 | 1 | CSP | 2014-07-01 | 6 | \$3,086.11 | 116 | 1131 | 2 | 9.00 | 2.90 |
| Culv_1427 | Culverts | Base Line | 12.432164 | 1 | CSP | 2014-07-01 | 6 | \$3,108.04 | 116 | 1131 | 2 | 9.00 | 2.90 |
| Culv_1431 | Culverts | Base Line | 12.73274564 | 1 | CSP | 2014-07-01 | 6 | \$3,183.19 | 116 | 1131 | 2 | 9.00 | 2.90 |
| | Culverts | Dover Street | 12 | 1 | CSP | 2014-07-01 | 6 | \$3,000.00 | 261 | 815 | 2 | 9.00 | 2.30 |
| Culv_616 | Culverts | Quaker St | 48.83496105 | 3 | CSP | 2015-07-01 | 5 | \$12,208.74 | 45A | 796 | 2 | 9.17 | 2.60 |
| Culv_553 | Culverts | Quaker St | 15.00631398 | 3 | CSP | 2015-07-01 | 5 | \$3,751.58 | 45B | 796 | 2 | 9.17 | 2.30 |
| Culv_665 | Culverts | Quaker St | 9.069129151 | 3 | CSP | 2015-07-01 | 5 | \$2,267.28 | 44 | 235 | 2 | 9.17 | 1.70 |
| Culv_680 | Culverts | Quaker St | 13.39377011 | 3 | CSP | 2015-07-01 | 5 | \$3,348.44 | 44 | 235 | 2 | 9.17 | 1.70 |
| Culv_410 | Culverts | Airport Rd | 17.01883486 | 3 | CSP | 2016-07-01 | 4 | \$4,254.71 | 051B | 1804 | 2 | 9.33 | 2.90 |
| Culv_416 | Culverts | Airport Rd | 15.37464595 | 3 | CSP | 2016-07-01 | 4 | \$3,843.66 | 051A | 1804 | 2 | 9.33 | 2.90 |
| Culv_417 | Culverts | Airport Rd | 15.66785743 | 3 | CSP | 2016-07-01 | 4 | \$3,916.96 | 051A | 1804 | 2 | 9.33 | 2.90 |
| Culv_418 | Culverts | Airport Rd | 24.27335654 | 3 | CSP | 2016-07-01 | 4 | \$6,068.34 | 051A | 1804 | 2 | 9.33 | 2.90 |
| Culv_419 | Culverts | Airport Rd | 24.3122611 | 3 | CSP | 2016-07-01 | 4 | \$6,078.07 | 051A | 1804 | 2 | 9.33 | 2.90 |
| Culv_420 | Culverts | Airport Rd | 12.33360807 | 3 | CSP | 2016-07-01 | 4 | \$3,083.40 | 051A | 1804 | 2 | 9.33 | 2.90 |
| Culv_421 | Culverts | Airport Rd | 15.21178204 | 3 | CSP | 2016-07-01 | 4 | \$3,802.95 | 051A | 1804 | 2 | 9.33 | 2.90 |
| Culv_425 | Culverts | Airport Rd | 16.04680651 | 3 | CSP | 2016-07-01 | 4 | \$4,011.70 | 051A | 1804 | 2 | 9.33 | 2.90 |
| Culv_428 | Culverts | Airport Rd | 13.22856166 | 3 | CSP | 2016-07-01 | 4 | \$3,307.14 | 051A | 1804 | 2 | 9.33 | 2.90 |
| Culv_433 | Culverts | Airport Rd | 14.02302663 | 3 | CSP | 2016-07-01 | 4 | \$3,505.76 | 051A | 1804 | 2 | 9.33 | 2.90 |
| Culv_435 | Culverts | Airport Rd | 32.31879554 | 3 | CSP | 2016-07-01 | 4 | \$8,079.70 | 051A | 1804 | 2 | 9.33 | 2.90 |
| Culv_516 | Culverts | Middletown Line | 12.48615906 | 3 | CSP | 2016-07-01 | 4 | \$3,121.54 | 109 | 1712 | 2 | 9.33 | 2.90 |
| Culv_1065 | Culverts | Firehall Rd | 16.36140656 | 4 | CSP | 2016-07-01 | 4 | \$4,090.35 | 17 | 49 | 2 | 9.33 | 1.10 |
| | Culverts | Middletown Line | 12 | 1 | CSP | 2016-07-01 | 4 | \$3,000.00 | 109 | 1712 | 2 | 9.33 | 2.90 |
| Culv_20 | Culverts | Cornell Rd | 13.29563338 | 1 | CSP | 2017-07-01 | 3 | \$3,323.91 | 71 | 1753 | 2 | 9.50 | 2.90 |
| Culv_25 | Culverts | Cornell Rd | 17.49915714 | 1 | CSP | 2017-07-01 | 3 | \$4,374.79 | 71 | 1753 | 2 | 9.50 | 2.90 |

CULVERTS

| GPS ID | Segment | Name | Length (m) | Ward | Description | Replacement Year | Age (Years) | Replacement Cost | Related Road Segment | AADT (Traffic Count) | Criticality (Rating) | Condition Rating | Risk Rating |
|-----------|----------|-----------------|-----------------|------|-------------|---------------------|---------------|-----------------------|----------------------|----------------------|----------------------|------------------|-----------------|
| Culv_37 | Culverts | Cornell Rd | 14.99343427 | 1 | CSP | 2017-07-01 | 3 | \$3,748.36 | 71 | 1753 | 2 | 9.50 | 2.90 |
| Culv_38 | Culverts | Cornell Rd | 24.89711291 | 1 | CSP | 2017-07-01 | 3 | \$6,224.28 | 71 | 1753 | 2 | 9.50 | 2.90 |
| Culv_41 | Culverts | Cornell Rd | 11.81897164 | 1 | CSP | 2017-07-01 | 3 | \$2,954.74 | 70 | 1753 | 2 | 9.50 | 2.90 |
| Culv_42 | Culverts | Cornell Rd | 12.0417595 | 1 | CSP | 2017-07-01 | 3 | \$3,010.44 | 70 | 1753 | 2 | 9.50 | 2.90 |
| Culv_42.5 | Culverts | Cornell Rd | 12 | | CSP | 2017-07-01 | 3 | \$3,000.00 | 70 | 1753 | 2 | 9.50 | 2.90 |
| Culv_43 | Culverts | Cornell Rd | 19.45734451 | 1 | CSP | 2017-07-01 | 3 | \$4,864.34 | 70 | 1753 | 2 | 9.50 | 2.90 |
| Culv_43.5 | Culverts | Cornell Rd | 12 | | CSP | 2017-07-01 | 3 | \$3,000.00 | 70 | 1753 | 2 | 9.50 | 2.90 |
| Culv_44 | Culverts | Cornell Rd | 12.25502374 | 1 | CSP | 2017-07-01 | 3 | \$3,063.76 | 70 | 1753 | 2 | 9.50 | 2.90 |
| Culv_46 | Culverts | Cornell Rd | 15.35931078 | 1 | CSP | 2017-07-01 | 3 | \$3,839.83 | 70 | 1753 | 2 | 9.50 | 2.90 |
| Culv_526 | Culverts | Middletown Line | 12.6348588 | 1 | CSP | 2017-07-01 | 3 | \$3,158.71 | 119 | 1374 | 2 | 9.50 | 2.90 |
| Culv_979 | Culverts | Subway Line | 14.9978118 | 4 | CSP | 2017-07-01 | 3 | \$3,749.45 | 2 | 589 | 2 | 9.50 | 2.30 |
| Culv_981 | Culverts | Subway Line | 10.96019603 | 4 | CSP | 2017-07-01 | 3 | \$2,740.05 | 2 | 589 | 2 | 9.50 | 2.30 |
| Culv_983 | Culverts | Subway Line | 15.27647092 | 4 | CSP | 2017-07-01 | 3 | \$3,819.12 | 2 | 589 | 2 | 9.50 | 2.30 |
| Culv_986 | Culverts | Subway Line | 14.41335617 | 4 | CSP | 2017-07-01 | 3 | \$3,603.34 | 2 | 589 | 2 | 9.50 | 2.30 |
| Culv_764 | Culverts | Slant Rd | 16.16851521 | 3 | CSP | 2018-07-01 | 2 | \$4,042.13 | 106A | 1119 | 2 | 9.67 | 2.90 |
| Culv_767 | Culverts | Slant Rd | 14.53705676 | 3 | CSP | 2018-07-01 | 2 | \$3,634.26 | 106A | 1119 | 2 | 9.67 | 2.90 |
| Culv_768 | Culverts | Slant Rd | 15.19923322 | 3 | CSP | 2018-07-01 | 2 | \$3,799.81 | 106A | 1119 | 2 | 9.67 | 2.90 |
| Culv_771 | Culverts | Slant Rd | 17.52840904 | 3 | HDPE | 2018-07-01 | 2 | \$4,382.10 | 106B | 1119 | 2 | 9.67 | 2.90 |
| Culv_13 | Culverts | Cornell Rd | 16.03200847 | 1 | CSP | 2019-07-01 | 1 | \$4,008.00 | 72 | 1753 | 2 | 9.83 | 2.90 |
| Culv_15 | Culverts | Cornell Rd | 15.29822961 | 1 | CSP | 2019-07-01 | 1 | \$3,824.56 | 72 | 1753 | 2 | 9.83 | 2.90 |
| Culv_18 | Culverts | Cornell Rd | 13.21907733 | 1 | CSP | 2019-07-01 | 1 | \$3,304.77 | 72 | 1753 | 2 | 9.83 | 2.90 |
| Culv_19 | Culverts | Cornell Rd | 13.68027706 | 1 | CSP | 2019-07-01 | 1 | \$3,420.07 | 72 | 1753 | 2 | 9.83 | 2.90 |
| Culv_7 | Culverts | Cornell Rd | 21.22480685 | 1 | CSP | 2019-07-01 | 1 | \$5,306.20 | 72 | 1753 | 2 | 9.83 | 2.90 |
| | | | 7,343.64 | | | | 18,923 | \$1,910,986.03 | | | | 2,300.79 | 2,873.50 |
| | | | | | | AVERAGE AGE: | 35.11 | | | | AVERAGE: | 4.37 | 5.46 |

Cost per Year to Fund Culvert Replacement Program = \$1,910,986 / 60 Years = **\$31,850**

NOTES: 1. Condition Rating: Culverts marked with " * " are structures that span 3 metres or more and as such are inspected by an engineer every 2 years (along with our bridge structures); condition ratings for these structures are based on these inspections. All other culvert structures are conditionally rated based on age (based on a 60 year lifespan).

2. Replacement Costs are based on recent costs incurred which are being estimated at cost of \$250 per metre, except for culverts marked with " * " which are costed at \$500 per metre due to their larger size.

3. Costs for Culvert Structures are accommodated under the Capital Budget Figures for Paved Roads Infrastructure.

MAPS OF SIDEWALK INFRASTRUCTURE

Sidewalk Map Inventory is currently being compiled.

SIDEWALKS

| <u>Asset ID</u> | <u>Asset Class</u> | <u>Asset Name</u> | <u>Asset Description</u> | <u>Ward</u> | <u>In-Service Date</u> | <u>Age</u> | <u>Length (m)</u> | <u>Historical Cost</u> | <u>Replacement Cost</u> | <u>Condition Rating</u> | <u>Risk Rating</u> |
|------------------|----------------------|-----------------------|------------------------------|--------------|------------------------|------------|-------------------|------------------------|-------------------------|-------------------------|--------------------|
| SW830 | Sidewalks | Main St.W | Church St. North | 3 | 07-01-75 | 45 | 441 | \$5,529 | \$132,300 | 0.00 | TBD |
| SW835 | Sidewalks | Main St.W | Church St. South | 3 | 07-01-75 | 45 | 314 | \$3,937 | \$94,200 | 0.00 | TBD |
| SW800 | Sidewalks | Church St.S | West of Main St. | 3 | 07-01-75 | 45 | 517 | \$6,481 | \$155,100 | 0.00 | TBD |
| SW801 | Sidewalks | Church St.S | Main St. to Burgess St. | 3 | 07-01-75 | 45 | 245 | \$3,071 | \$73,500 | 0.00 | TBD |
| SW802 | Sidewalks | Church St.S | Burgess St. East | 3 | 07-01-75 | 45 | 153 | \$1,918 | \$45,900 | 0.00 | TBD |
| SW810 | Sidewalks | Church St.N | West of Main St. | 3 | 07-01-75 | 45 | 38 | \$476 | \$11,400 | 0.00 | TBD |
| SW811 | Sidewalks | Church St.N | Main St. to Nichol | 3 | 07-01-75 | 45 | 89 | \$1,116 | \$26,700 | 0.00 | TBD |
| SW812 | Sidewalks | Church St.N | Nichol St. East | 3 | 07-01-75 | 45 | 146 | \$1,830 | \$43,800 | 0.00 | TBD |
| SW517 | Sidewalks | Spring St.E | Mary to Elgin | 2 | 7/1/1997 * | 23 | 144 | \$5,595 | \$43,200 | 0.00 | TBD |
| SW518 | Sidewalks | Spring St.E | Elgin to Main | 2 | 7/1/1998 * | 22 | 117 | \$4,591 | \$35,100 | 0.00 | TBD |
| SW635 | Sidewalks | South Court St.S | Stover to Albert | 2 | 07-01-75 | 45 | 69 | \$865 | \$20,700 | 0.00 | TBD |
| SW636 | Sidewalks | South Court St.S | Albert to Victoria | 2 | 7/1/1999 * | 21 | 58 | \$2,318 | \$17,400 | 0.00 | TBD |
| SW637 | Sidewalks | South Court St.S | Victoria to Cook | 2 | 7/1/1999 * | 21 | 78 | \$3,118 | \$23,400 | 0.00 | TBD |
| SW638 | Sidewalks | South Court St.S | Cook East | 2 | 7/1/1999 * | 21 | 144 | \$5,756 | \$43,200 | 0.00 | TBD |
| SW365 | Sidewalks | Cook St. W | Elgin to Main | 2 | 07-01-75 | | 0 | \$1,705 | \$0 | 0.00 | TBD |
| SW580 | Sidewalks | Victoria St. W | South Court St. to Elgin St. | 2 | 07-01-75 | 45 | 157 | \$1,968 | \$47,100 | 0.00 | TBD |
| SW581 | Sidewalks | Victoria St. W | Elgin to Main | 2 | 07-01-75 | 45 | 136 | \$1,705 | \$40,800 | 0.00 | TBD |
| SW390 | Sidewalks | Florence St.W | Main to Caroll | 2 | 7/1/1989 * | 31 | 175 | \$5,665 | \$52,500 | 0.00 | TBD |
| SW391 | Sidewalks | Florence St.W | Caroll to Carman | 2 | 7/1/1988 * | 32 | 158 | \$4,857 | \$47,400 | 0.00 | TBD |
| SW030 | Sidewalks | Grove St.W | Main to North | 1 | 07-01-75 | 45 | 101 | \$1,266 | \$30,300 | 0.00 | TBD |
| SW | Sidewalks | Mills St W | Dover to Albert | 1 | 07-01-75 | 45 | 122 | - | \$36,600 | 0.00 | TBD |
| SW005 | Sidewalks | Bond St.W | Main to North | 1 | 07-01-75 | 45 | 61 | \$765 | \$18,300 | 0.00 | TBD |
| SW010 | Sidewalks | Buchan St.E | Main to Mill | 1 | 07-01-75 | 45 | 35 | \$439 | \$10,500 | 0.00 | TBD |
| SW015 | Sidewalks | Church St.W | Main St to North St | 1 | 07-01-75 | 45 | 106 | \$1,329 | \$31,800 | 0.00 | TBD |
| SW016 | Sidewalks | Church St.W | North St North on Church | 1 | 07-01-75 | 45 | 130 | \$1,630 | \$39,000 | 0.00 | TBD |
| SW020 | Sidewalks | Dover St.W | Main to Mill | 1 | 07-01-75 | 45 | 120 | \$1,504 | \$36,000 | 0.00 | TBD |
| SW021 | Sidewalks | Dover St.W | Mill to Queen | 1 | 07-01-75 | 45 | 133 | \$1,667 | \$39,900 | 0.00 | TBD |
| SW022 | Sidewalks | Dover St.W | Queen to Wellington | 1 | 07-01-75 | 45 | 130 | \$1,630 | \$39,000 | 0.00 | TBD |
| SW023 | Sidewalks | Dover St.W | Wellington to Norfolk | 1 | 07-01-75 | 45 | 71 | \$890 | \$21,300 | 0.00 | TBD |
| SW024 | Sidewalks | Dover St.W | Norfolk St. South | 1 | 07-01-75 | 45 | 189 | \$2,369 | \$56,700 | 0.00 | TBD |
| SW035 | Sidewalks | John St.W | North St and Main | 1 | 07-01-75 | 45 | 61 | \$765 | \$18,300 | 0.00 | TBD |
| SW036 | Sidewalks | John St.W | Main to Mill | 1 | 07-01-75 | 45 | 115 | \$1,442 | \$34,500 | 0.00 | TBD |
| SW037 | Sidewalks | John St.W | Mill to Queen | 1 | 07-01-75 | 45 | 129 | \$1,617 | \$38,700 | 0.00 | TBD |
| SW040 | Sidewalks | John St.E | Main to Mill | 1 | 07-01-75 | 45 | 117 | \$1,467 | \$35,100 | 0.00 | TBD |
| SW041 | Sidewalks | John St.E | Main to North | 1 | 07-01-75 | 45 | 97 | \$1,216 | \$29,100 | 0.00 | TBD |
| SW045 | Sidewalks | Main St.N | Main West to Grove | 1 | 07-01-75 | 45 | 404 | \$7,492 | \$121,200 | 0.00 | TBD |
| SW046 | Sidewalks | Main St.N | Grove to Maple | 1 | 07-01-75 | 45 | 180 | \$3,338 | \$54,000 | 0.00 | TBD |
| SW047 | Sidewalks | Main St.N | Maple to Church | 1 | 07-01-75 | 45 | 154 | \$2,856 | \$46,200 | 0.00 | TBD |
| SW048 | Sidewalks | Main St.N | Church to North St | 1 | 07-01-75 | 45 | 120 | \$2,225 | \$36,000 | 0.00 | TBD |
| SW049 | Sidewalks | Main St.N | North St to William | 1 | 07-01-75 | 45 | 162 | \$3,004 | \$48,600 | 0.00 | TBD |
| SW050 | Sidewalks | Main St.N | William to John | 1 | 07-01-75 | 45 | 229 | \$4,247 | \$68,700 | 0.00 | TBD |
| SW051 | Sidewalks | Main St.N | John to Bond | 1 | 07-01-75 | 45 | 147 | \$2,726 | \$44,100 | 0.00 | TBD |
| SW052 | Sidewalks | Main St.N | Bond to Cedar | 1 | 07-01-75 | 45 | 149 | \$2,763 | \$44,700 | 0.00 | TBD |
| SW053 | Sidewalks | Main St.N | Cedar to York | 1 | 07-01-75 | 45 | 143 | \$2,652 | \$42,900 | 0.00 | TBD |
| SW060 | Sidewalks | Main St.S | Main West to Cherry St | 1 | 07-01-75 | 45 | 210 | \$3,894 | \$63,000 | 0.00 | TBD |
| SW061 | Sidewalks | Main St.S | Cherry to Pine | 1 | 07-01-75 | 45 | 135 | \$2,503 | \$40,500 | 0.00 | TBD |
| SW062 | Sidewalks | Main St.S | Pine to Otterview | 1 | 07-01-75 | 45 | 245 | \$4,543 | \$73,500 | 0.00 | TBD |
| SW063 | Sidewalks | Main St.S | Otterview to Dover St. | 1 | 07-01-75 | 45 | 532 | \$9,865 | \$159,600 | 0.00 | TBD |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "H"

SIDEWALKS

| <u>Asset ID</u> | <u>Asset Class</u> | <u>Asset Name</u> | <u>Asset Description</u> | <u>Ward</u> | <u>In-Service Date</u> | <u>Age</u> | <u>Length (m)</u> | <u>Historical Cost</u> | <u>Replacement Cost</u> | <u>Condition Rating</u> | <u>Risk Rating</u> |
|-----------------|--------------------|---------------------|----------------------------------|-------------|------------------------|------------|-------------------|------------------------|-------------------------|-------------------------|--------------------|
| SW064 | Sidewalks | Main St.S | Dover to John | 1 | 07-01-75 | 45 | 226 | \$4,191 | \$67,800 | 0.00 | TBD |
| SW065 | Sidewalks | Main St.S | John to Buchan | 1 | 07-01-75 | 45 | 253 | \$4,692 | \$75,900 | 0.00 | TBD |
| SW066 | Sidewalks | Main St.S | Buchan to Main St East | 1 | 07-01-75 | 45 | 269 | \$4,988 | \$80,700 | 0.00 | TBD |
| SW075 | Sidewalks | Mill St.N | Pine to Otterview | 1 | 07-01-75 | 45 | 177 | \$3,282 | \$53,100 | 0.00 | TBD |
| SW080 | Sidewalks | Norfolk St.S | Albert to Dover | 1 | 07-01-75 | 45 | 101 | \$1,873 | \$30,300 | 0.00 | TBD |
| SW085 | Sidewalks | OtterviewE | Main to Mill | 1 | 07-01-75 | 45 | 203 | \$3,764 | \$60,900 | 0.00 | TBD |
| SW300 | Sidewalks | Albert St.E | South Court St. to Elgin St. | 2 | 07-01-75 | 45 | 157 | \$1,968 | \$47,100 | 0.00 | TBD |
| SW301 | Sidewalks | Albert St.E | Elgin to Main | 2 | 07-01-75 | 45 | 136 | \$1,705 | \$40,800 | 0.00 | TBD |
| SW305 | Sidewalks | Albert St.E | North Court St. 1/2 way to Brock | 2 | 07-01-75 | 45 | 83 | \$1,041 | \$24,900 | 0.00 | TBD |
| SW310 | Sidewalks | Albert St.E | North St. North | 2 | 07-01-75 | 45 | 83 | \$1,041 | \$24,900 | 0.00 | TBD |
| SW315 | Sidewalks | Bailey St.N | Spring to Centre | 2 | 07-01-75 | 45 | 86 | \$1,595 | \$25,800 | 0.00 | TBD |
| SW320 | Sidewalks | Brock St.N | West of Stover to Stover | 2 | 07-01-75 | 45 | 20 | \$251 | \$6,000 | 0.00 | TBD |
| SW322 | Sidewalks | Brock St.N | Albert to Victoria | 2 | 07-01-75 | 45 | 67 | \$840 | \$20,100 | 0.00 | TBD |
| SW330 | Sidewalks | Carmen St.S | Marshall to Cayley | 2 | 07-01-75 | 45 | 149 | \$1,868 | \$44,700 | 0.00 | TBD |
| SW331 | Sidewalks | Carmen St.S | Cayley to Dufferin | 2 | 07-01-75 | 45 | 177 | \$2,219 | \$53,100 | 0.00 | TBD |
| SW332 | Sidewalks | Carmen St.S | Dufferin to Pitcher | 2 | 07-01-75 | 45 | 187 | \$2,344 | \$56,100 | 0.00 | TBD |
| SW333 | Sidewalks | Carmen St.S | Pitcher to Otter | 2 | 07-01-75 | 45 | 77 | \$965 | \$23,100 | 0.00 | TBD |
| SW334 | Sidewalks | Carmen St.S | Otter to Stover | 2 | 07-01-75 | 45 | 89 | \$1,116 | \$26,700 | 0.00 | TBD |
| SW340 | Sidewalks | Centre St.W | Bailey St. North | 2 | 07-01-75 | 45 | 197 | \$2,470 | \$59,100 | 0.00 | TBD |
| SW341 | Sidewalks | Centre St.W | Bailey to Mary | 2 | 07-01-75 | 45 | 188 | \$2,357 | \$56,400 | 0.00 | TBD |
| SW350 | Sidewalks | Church St.E | Tidey St. South | 2 | 07-01-75 | 45 | 47 | \$589 | \$14,100 | 0.00 | TBD |
| SW382 | Sidewalks | Elgin St.N | Washington to Stover | 2 | 07-01-75 | 45 | 113 | \$1,417 | \$33,900 | 0.00 | TBD |
| SW386 | Sidewalks | Elgin St.S | Washington to Stover | 2 | 07-01-75 | 45 | 113 | \$1,417 | \$33,900 | 0.00 | TBD |
| SW400 | Sidewalks | George St.W | Elgin to Main | 2 | 07-01-75 | 45 | 136 | \$1,705 | \$40,800 | 0.00 | TBD |
| SW410 | Sidewalks | John St.W | Brock St. to North Court St. | 2 | 07-01-75 | | 0 | \$2,106 | \$0 | 0.00 | TBD |
| SW412 | Sidewalks | John St.W | South Court St. to Elgin St. | 2 | 07-01-75 | | 0 | \$1,642 | \$0 | 0.00 | TBD |
| SW430 | Sidewalks | Main St.S | Spring to Florence | 2 | 07-01-75 | 45 | 260 | \$3,260 | \$78,000 | 0.00 | TBD |
| SW431 | Sidewalks | Main St.S | Florence to Averys Lane | 2 | 07-01-75 | 45 | 174 | \$2,181 | \$52,200 | 0.00 | TBD |
| SW432 | Sidewalks | Main St.S | Averys Lane to Church | 2 | 07-01-75 | 45 | 180 | \$2,257 | \$54,000 | 0.00 | TBD |
| SW433 | Sidewalks | Main St.S | Church to Pitcher | 2 | 07-01-75 | 45 | 107 | \$1,984 | \$32,100 | 0.00 | TBD |
| SW435 | Sidewalks | Main St.S | Stover to Sutton | 2 | 07-01-75 | 45 | 164 | \$2,056 | \$49,200 | 0.00 | TBD |
| SW436 | Sidewalks | Main St.S | Sutton to Phoebe | 2 | 07-01-75 | 45 | 207 | \$2,595 | \$62,100 | 0.00 | TBD |
| SW437 | Sidewalks | Main St.S | Phoebe East | 2 | 07-01-75 | 45 | 135 | \$1,692 | \$40,500 | 0.00 | TBD |
| SW445 | Sidewalks | Main St.N | Spring St. West | 2 | 07-01-75 | 45 | 20 | \$251 | \$6,000 | 0.00 | TBD |
| SW446 | Sidewalks | Main St.N | Spring to Centre | 2 | 07-01-75 | 45 | 88 | \$1,103 | \$26,400 | 0.00 | TBD |
| SW447 | Sidewalks | Main St.N | Centre to Clyde | 2 | 07-01-75 | 45 | 553 | \$6,933 | \$165,900 | 0.00 | TBD |
| SW448 | Sidewalks | Main St.N | Clyde to John | 2 | 07-01-75 | 45 | 96 | \$1,780 | \$28,800 | 0.00 | TBD |
| SW450 | Sidewalks | Main St.N | Washington to Stover | 2 | 07-01-75 | 45 | 109 | \$2,021 | \$32,700 | 0.00 | TBD |
| SW451 | Sidewalks | Main St.N | Stover to Albert | 2 | 07-01-75 | 45 | 59 | \$1,094 | \$17,700 | 0.00 | TBD |
| SW452 | Sidewalks | Main St.N | Albert to Victoria | 2 | 07-01-75 | 45 | 65 | \$815 | \$19,500 | 0.00 | TBD |
| SW453 | Sidewalks | Main St.N | Victoria to Cook | 2 | 07-01-75 | 45 | 77 | \$965 | \$23,100 | 0.00 | TBD |
| SW454 | Sidewalks | Main St.N | Cook to George | 2 | 07-01-75 | 45 | 87 | \$1,091 | \$26,100 | 0.00 | TBD |
| SW455 | Sidewalks | Main St.N | George St. East | 2 | 07-01-75 | 45 | 194 | \$2,432 | \$58,200 | 0.00 | TBD |
| SW475 | Sidewalks | North Court St. W.N | Centre to Clyde | 2 | 07-01-75 | 45 | 557 | \$6,983 | \$167,100 | 0.00 | TBD |
| SW476 | Sidewalks | North Court St. W.N | Clyde to John | 2 | 07-01-75 | 45 | 101 | \$1,266 | \$30,300 | 0.00 | TBD |
| SW477 | Sidewalks | North Court St. W.N | John to Washington | 2 | 07-01-75 | 45 | 93 | \$1,166 | \$27,900 | 0.00 | TBD |
| SW478 | Sidewalks | North Court St. W.N | Washington to Stover | 2 | 07-01-75 | 45 | 112 | \$1,404 | \$33,600 | 0.00 | TBD |
| SW490 | Sidewalks | Palmer St. N | Dufferin to Pitcher | 2 | 07-01-75 | 45 | 188 | \$2,357 | \$56,400 | 0.00 | TBD |

SIDEWALKS

| Asset ID | Asset | | Asset Description | Ward | In-Service | | Length (m) | Historical | Replacement | Condition | Risk |
|----------|-----------|------------------|---------------------------------|------|------------|-----|------------|------------|-------------|-----------|--------|
| | Class | Asset Name | | | Date | Age | | Cost | Cost | Rating | Rating |
| SW492 | Sidewalks | Palmer St. S | Dufferin to Pitcher | 2 | 07-01-75 | 45 | 188 | \$2,357 | \$56,400 | 0.00 | TBD |
| SW502 | Sidewalks | Pitcher St.E | Tidey to Carman | 2 | 07-01-75 | 45 | 122 | \$1,529 | \$36,600 | 0.00 | TBD |
| SW503 | Sidewalks | Pitcher St.E | Carman to Palmer | 2 | 07-01-75 | 45 | 84 | \$1,053 | \$25,200 | 0.00 | TBD |
| SW504 | Sidewalks | Pitcher St.E | Palmer to South St. | 2 | 07-01-75 | 45 | 151 | \$1,893 | \$45,300 | 0.00 | TBD |
| SW511 | Sidewalks | South Court St.N | Washington to Stover | 2 | 07-01-75 | 45 | 112 | \$1,404 | \$33,600 | 0.00 | TBD |
| SW515 | Sidewalks | Spring St.E | Bailey St. North | 2 | 07-01-75 | 45 | 150 | \$2,782 | \$45,000 | 0.00 | TBD |
| SW516 | Sidewalks | Spring St.E | Bailey to Mary | 2 | 07-01-75 | 45 | 188 | \$3,486 | \$56,400 | 0.00 | TBD |
| SW525 | Sidewalks | Stover St.W | North St. North | 2 | 07-01-75 | 45 | 106 | \$1,329 | \$31,800 | 0.00 | TBD |
| SW526 | Sidewalks | Stover St.W | North St. to Brock | 2 | 07-01-75 | 45 | 167 | \$2,094 | \$50,100 | 0.00 | TBD |
| SW527 | Sidewalks | Stover St.W | Brock to North Court St. | 2 | 07-01-75 | 45 | 167 | \$2,094 | \$50,100 | 0.00 | TBD |
| SW528 | Sidewalks | Stover St.W | North Court St. to South Court | 2 | 07-01-75 | 45 | 70 | \$878 | \$21,000 | 0.00 | TBD |
| SW529 | Sidewalks | Stover St.W | South Court St. to Elgin St. | 2 | 07-01-75 | 45 | 155 | \$1,943 | \$46,500 | 0.00 | TBD |
| SW530 | Sidewalks | Stover St.W | Elgin to Main | 2 | 07-01-75 | 45 | 136 | \$2,522 | \$40,800 | 0.00 | TBD |
| SW535 | Sidewalks | Stover St.E | North St. North | 2 | 07-01-75 | 45 | 67 | \$840 | \$20,100 | 0.00 | TBD |
| SW536 | Sidewalks | Stover St.E | North St. to Brock | 2 | 07-01-75 | 45 | 167 | \$2,094 | \$50,100 | 0.00 | TBD |
| SW537 | Sidewalks | Stover St.E | Brock to North Court St. | 2 | 07-01-75 | 45 | 167 | \$2,094 | \$50,100 | 0.00 | TBD |
| SW538 | Sidewalks | Stover St.E | North Court St. to South Court | 2 | 07-01-75 | 45 | 70 | \$878 | \$21,000 | 0.00 | TBD |
| SW539 | Sidewalks | Stover St.E | South Court St. to Elgin St. | 2 | 07-01-75 | 45 | 155 | \$1,943 | \$46,500 | 0.00 | TBD |
| SW551 | Sidewalks | Stover St.W | Front to Tidey | 2 | 07-01-75 | 45 | 47 | \$872 | \$14,100 | 0.00 | TBD |
| SW552 | Sidewalks | Stover St.W | Tidey to Carman | 2 | 07-01-75 | 45 | 239 | \$2,996 | \$71,700 | 0.00 | TBD |
| SW553 | Sidewalks | Stover St.W | Carman to Palmer | 2 | 07-01-75 | 45 | 84 | \$1,053 | \$25,200 | 0.00 | TBD |
| SW554 | Sidewalks | Stover St.W | Palmer to South St. | 2 | 07-01-75 | 45 | 151 | \$1,893 | \$45,300 | 0.00 | TBD |
| SW555 | Sidewalks | Stover St.W | South St. to Jerdon | 2 | 07-01-75 | 45 | 97 | \$1,216 | \$29,100 | 0.00 | TBD |
| SW561 | Sidewalks | Stover St.E | Tidey to Carman | 2 | 07-01-75 | 45 | 239 | \$2,996 | \$71,700 | 0.00 | TBD |
| SW562 | Sidewalks | Stover St.E | Carmen to South St. | 2 | 07-01-75 | 45 | 158 | \$1,981 | \$47,400 | 0.00 | TBD |
| SW605 | Sidewalks | Brock St. S | Washington to Stover | 2 | 07-01-75 | 45 | 108 | \$1,354 | \$32,400 | 0.00 | TBD |
| SW615 | Sidewalks | Elgin St.N | Stover to Albert | 2 | 07-01-75 | 45 | 60 | \$752 | \$18,000 | 0.00 | TBD |
| SW616 | Sidewalks | Elgin St.N | Albert to Victoria | 2 | 07-01-75 | 45 | 69 | \$865 | \$20,700 | 0.00 | TBD |
| SW617 | Sidewalks | Elgin St.N | Victoria to Cook | 2 | 07-01-75 | 45 | 80 | \$1,003 | \$24,000 | 0.00 | TBD |
| SW625 | Sidewalks | George St.W | north of Elgin St. | 2 | 07-01-75 | 45 | 56 | \$702 | \$16,800 | 0.00 | TBD |
| SW630 | Sidewalks | Palmer St. S | Pitcher to Otter | 2 | 07-01-75 | 45 | 97 | \$1,216 | \$29,100 | 0.00 | TBD |
| SW840 | Sidewalks | Main St.E | McNab St. North | 3 | 07-01-75 | 45 | 313 | \$3,924 | \$93,900 | 0.00 | TBD |
| SW405 | Sidewalks | Jerdon St.S | Otter to Stover | 2 | 07-01-88 | 32 | 81 | \$2,490 | \$24,300 | 0.86 | TBD |
| SW510 | Sidewalks | South Court St.N | John to Washington | 2 | 07-01-88 | 32 | 93 | \$2,859 | \$27,900 | 0.86 | TBD |
| SW618 | Sidewalks | Elgin St.N | Cook to George | 2 | 07-01-89 | 31 | 87 | \$2,816 | \$26,100 | 1.14 | TBD |
| SW595 | Sidewalks | Washington St.E | North St to Brock | 2 | 07-01-90 | 30 | 170 | \$5,730 | \$51,000 | 1.43 | TBD |
| SW344 | Sidewalks | Church St.W | Main to Front | 2 | 07-01-91 | 29 | 50 | \$1,786 | \$15,000 | 1.71 | TBD |
| SW345 | Sidewalks | Church St.W | Front to just past Tidey | 2 | 07-01-91 | 29 | 103 | \$3,679 | \$30,900 | 1.71 | TBD |
| SW494 | Sidewalks | Palmer St. N | Otter to Stover | 2 | 07-01-91 | 29 | 89 | \$3,179 | \$26,700 | 1.71 | TBD |
| SW570 | Sidewalks | Tidey St.N | Church to Pitcher | 2 | 07-01-91 | 29 | 106 | \$3,786 | \$31,800 | 1.71 | TBD |
| SW485 | Sidewalks | North St. EastN | Stover to Albert | 2 | 07-01-94 | 26 | 61 | \$2,244 | \$18,300 | 2.57 | TBD |
| SW486 | Sidewalks | North St. EastN | Albert to Victoria | 2 | 07-01-94 | 26 | 20 | \$736 | \$6,000 | 2.57 | TBD |
| SW575 | Sidewalks | Victoria St. W | Brock partway to North St. | 2 | 07-01-94 | 26 | 55 | \$2,024 | \$16,500 | 2.57 | TBD |
| SW585 | Sidewalks | Victoria St. E | Brock partway to North St. | 2 | 07-01-94 | 26 | 29 | \$1,067 | \$8,700 | 2.57 | TBD |
| SW460 | Sidewalks | Mary St.N | Spring to Centre | 2 | 07-01-97 | 23 | 86 | \$3,342 | \$25,800 | 3.43 | TBD |
| SW512 | Sidewalks | South Court St.N | Stover to Victoria | 2 | 07-01-99 | 21 | 137 | \$5,476 | \$41,100 | 4.00 | TBD |
| SW592 | Sidewalks | Washington St.W | South Court St. to Elgin St. | 2 | 07-01-99 | 21 | 157 | \$6,276 | \$47,100 | 4.00 | TBD |
| SW598 | Sidewalks | Washington St.E | portion of South Court to Elgin | 2 | 07-01-99 | 21 | 74 | \$2,958 | \$22,200 | 4.00 | TBD |

SIDEWALKS

| Asset ID | Asset | | Asset Description | Ward | In-Service | | Length (m) | Historical | Replacement | Condition | Risk |
|----------|-----------|---------------------|------------------------------------|------|------------|-----|------------|------------|-------------|-----------|--------|
| | Class | Asset Name | | | Date | Age | | Cost | Cost | Rating | Rating |
| SW380 | Sidewalks | Elgin St.N | Clyde to John | 2 | 07-01-01 | 19 | 93 | \$3,929 | \$27,900 | 4.57 | TBD |
| SW381 | Sidewalks | Elgin St.N | John to Washington | 2 | 07-01-01 | 19 | 93 | \$3,929 | \$27,900 | 4.57 | TBD |
| SW385 | Sidewalks | Elgin St.S | John to Washington | 2 | 07-01-01 | 19 | 93 | \$3,929 | \$27,900 | 4.57 | TBD |
| SW413 | Sidewalks | John St.W | Elgin to Main | 2 | 07-01-01 | 19 | 136 | \$5,746 | \$40,800 | 4.57 | TBD |
| SW424 | Sidewalks | John St.E | Elgin to Main | 2 | 07-01-01 | 19 | 136 | \$5,746 | \$40,800 | 4.57 | TBD |
| SW593 | Sidewalks | Washington St.W | Elgin to Main | 2 | 07-01-01 | 19 | 136 | \$5,746 | \$40,800 | 4.57 | TBD |
| SW599 | Sidewalks | Washington St.E | portion of Elgin to Main | 2 | 07-01-01 | 19 | 21 | \$887 | \$6,300 | 4.57 | TBD |
| SW465 | Sidewalks | North Court St. E.N | Stover to Albert | 2 | 07-01-02 | 18 | 69 | \$2,977 | \$20,700 | 4.86 | TBD |
| SW466 | Sidewalks | North Court St. E.N | Albert to Victoria | 2 | 07-01-02 | 18 | 58 | \$2,503 | \$17,400 | 4.86 | TBD |
| SW | Sidewalks | Lossing Drive | North Court St 50 m north | 2 | 07-01-02 | 18 | 50 | \$2,500 | \$15,000 | 4.86 | TBD |
| SW | Sidewalks | North Court St E | Victoria to Lossing | 2 | 07-01-02 | 18 | 170 | \$2,000 | \$51,000 | 4.86 | TBD |
| SW342 | Sidewalks | Centre St.W | Mary to Elgin | 2 | 07-01-03 | 17 | 144 | \$6,343 | \$43,200 | 5.14 | TBD |
| SW375 | Sidewalks | Dufferin St.E | Carman to Palmer | 2 | 07-01-04 | 16 | 84 | \$3,787 | \$25,200 | 5.43 | TBD |
| SW505 | Sidewalks | Pitcher St.E | South St. to Jerdon | 2 | 07-01-07 | 13 | 83 | \$3,991 | \$24,900 | 6.29 | TBD |
| SW550 | Sidewalks | Stover St.W | Main to Front | 2 | 07-01-18 | 2 | 47 | \$872 | \$14,100 | 6.57 | TBD |
| SW200A | Sidewalks | Main St.N | Hwy 13 West | 1 | 07-01-08 | 12 | 287 | \$4,507 | \$86,100 | 6.57 | TBD |
| SW202A | Sidewalks | Main St.N | Hwy 13 East | 1 | 07-01-08 | 12 | 1,086 | \$17,053 | \$325,800 | 6.57 | TBD |
| SW204A | Sidewalks | Main St.S | West St N to West St S | 1 | 07-01-08 | 12 | 48 | \$755 | \$14,400 | 6.57 | TBD |
| SW210A | Sidewalks | West St. North E | Main to North Limit | 1 | 07-01-08 | 12 | 225 | \$3,535 | \$67,500 | 6.57 | TBD |
| SW212A | Sidewalks | West St. South E | Main to South Limit | 1 | 07-01-08 | 12 | 322 | \$5,057 | \$96,600 | 6.57 | TBD |
| SW214 | Sidewalks | Otterville Rd | East of Water Street | 1 | 07-01-09 | 11 | 900 | \$49,847 | \$270,000 | 6.86 | TBD |
| SW855 | Sidewalks | Middletown Line | HWY 59 to 668 Main South | 3 | 07-01-10 | 10 | 250 | \$61,887 | \$75,000 | 7.14 | TBD |
| SW900 | Sidewalks | Simcoe St | Simcoe St. | 1 | 07-01-10 | 10 | 263 | \$8,178 | \$78,900 | 7.14 | TBD |
| SW355 | Sidewalks | Clyde St.W | Brock to North Court St. | 2 | 07-01-11 | 9 | 165 | \$2,069 | \$49,500 | 7.43 | TBD |
| SW356 | Sidewalks | Clyde St.W | North Court St. to South Court St. | 2 | 07-01-11 | 9 | 380 | \$4,764 | \$114,000 | 7.43 | TBD |
| SW360 | Sidewalks | Clyde St.E | South Court St. to Elgin St. | 2 | 07-01-11 | 9 | 155 | \$1,943 | \$46,500 | 7.43 | TBD |
| SW361 | Sidewalks | Clyde St.E | Elgin to Main | 2 | 07-01-11 | 9 | 135 | \$1,692 | \$40,500 | 7.43 | TBD |
| SW449 | Sidewalks | Main St.N | John to Washington | 2 | 07-01-11 | 9 | 98 | \$1,817 | \$29,400 | 7.43 | TBD |
| SW540 | Sidewalks | Stover St.E | Elgin to Main | 2 | 07-01-11 | 9 | 136 | \$2,522 | \$40,800 | 7.43 | TBD |
| SW590A | Sidewalks | Washington St.W | Brock to North Court St. | 2 | 07-01-11 | 9 | 167 | \$1,976 | \$50,100 | 7.43 | TBD |
| SW591 | Sidewalks | Washington St.W | North Court St. to South Court | 2 | 07-01-11 | 9 | 72 | \$903 | \$21,600 | 7.43 | TBD |
| SW596A | Sidewalks | Washington St.E | Brock to North Court St. | 2 | 07-01-11 | 9 | 167 | \$1,976 | \$50,100 | 7.43 | TBD |
| SW597 | Sidewalks | Washington St.E | North Court St. to South Court | 2 | 07-01-11 | 9 | 72 | \$903 | \$21,600 | 7.43 | TBD |
| SW856 | Sidewalks | Middletown Line | 668 Main South to Village Limit | 3 | 07-01-11 | 9 | 250 | \$35,373 | \$75,000 | 7.43 | TBD |
| SW343 | Sidewalks | Centre St.W | Elgin to Main | 2 | 7/1/2019 * | 1 | 133 | \$5,859 | \$39,900 | 7.71 | TBD |
| SW406 | Sidewalks | Jerdon St. N. | Pitcher to Hwy 59 | 2 | 07-01-12 | 8 | 175 | \$16,691 | \$52,500 | 7.71 | TBD |
| SW500 | Sidewalks | Pitcher St.E | Main to Front | 2 | 07-01-12 | 8 | 50 | \$627 | \$15,000 | 7.71 | TBD |
| SW640 | Sidewalks | South St S | Pitcher to Dufferin | 3 | 07-01-13 | 7 | 186 | \$26,025 | \$55,800 | 8.00 | TBD |
| SW560 | Sidewalks | Stover St.E | Main to Tidey | 2 | 07-01-14 | 6 | 94 | \$1,743 | \$28,200 | 8.29 | TBD |
| SW | Sidewalks | Lossing Drive | 50m south of Poldon to Dead End | 2 | 07-01-14 | 6 | 176 | assumed | \$52,800 | 8.29 | TBD |
| SW | Sidewalks | Poldon Drive | from Lossing Drive - both ways | 2 | 07-01-14 | 6 | 527 | assumed | \$158,100 | 8.29 | TBD |
| SW820 | Sidewalks | Deere Cres.E/S/W | Church to Church | 3 | 07-01-15 | 5 | 700 | assumed | \$210,000 | 8.57 | TBD |
| SW850 | Sidewalks | Snyder Ct.N | From Deere Cres. | 3 | 07-01-15 | 5 | 100 | assumed | \$30,000 | 8.57 | TBD |
| SW | Sidewalks | River Oaks | East of Dover Street | 1 | 07-01-15 | 5 | 230 | assumed | \$69,000 | 8.57 | TBD |
| SW420 | Sidewalks | John St.E | Brock St. North | 2 | 07-01-16 | 4 | 26 | \$2,860 | \$7,800 | 8.86 | TBD |
| SW421 | Sidewalks | John St.E | Brock to North Court St. | 2 | 07-01-16 | 4 | 168 | \$18,480 | \$50,400 | 8.86 | TBD |
| SW422 | Sidewalks | John St.E | North Court St. to South Court | 2 | 07-01-16 | 4 | 72 | \$7,920 | \$21,600 | 8.86 | TBD |
| SW423 | Sidewalks | John St.E | South Court St. to Elgin St. | 2 | 07-01-16 | 4 | 157 | \$17,270 | \$47,100 | 8.86 | TBD |

SIDEWALKS

| <u>Asset ID</u> | <u>Asset Class</u> | <u>Asset Name</u> | <u>Asset Description</u> | <u>Ward</u> | <u>In-Service Date</u> | <u>Age</u> | <u>Length (m)</u> | <u>Historical Cost</u> | <u>Replacement Cost</u> | <u>Condition Rating</u> | <u>Risk Rating</u> | |
|-----------------|--------------------|----------------------|-------------------------------|-------------|------------------------|-----------------|---------------------|------------------------|-------------------------|-------------------------|--------------------|--|
| SW095 | Sidewalks | North St Parking Lot | Main St E to Back Parking Lot | 1 | 07-01-17 | 3 | 48 | \$8,759 | \$14,400 | 9.14 | TBD | |
| SW321 | Sidewalks | Brock St.N | Stover to Albert | 2 | 07-01-17 | 3 | 60 | \$8,934 | \$18,000 | 9.14 | TBD | |
| SW090 | Sidewalks | Paxton Street | Main to North | 1 | 07-01-17 | 3 | 61 | \$9,047 | \$18,300 | 9.14 | TBD | |
| SW434 | Sidewalks | Main St.S | Pitcher to Stover | 2 | 07-01-18 | 2 | 173 | \$3,208 | \$51,900 | 9.43 | TBD | |
| SW370 | Sidewalks | Cook St. E | Elgin to Main | 2 | 07-01-19 | 1 | 136 | \$1,705 | \$40,800 | 9.71 | TBD | |
| SW610 | Sidewalks | Cook St. E | Elgin to South Court | 2 | 07-01-19 | 1 | 157 | \$1,968 | \$47,100 | 9.71 | TBD | |
| SW | Sidewalks | Marshall Drive | Pollard to Carman | 2 | 07-01-19 | <u>1</u> | <u>85</u> | \$7,500 | \$25,500 | <u>9.71</u> | TBD | |
| | | | | | | <u>5,929</u> | <u>30,389</u> | <u>\$9,116,700</u> | | <u>430.57</u> | | |
| | | | | | | AVERAGE: | <u>30.25</u> | <u>155.05</u> | | | 2.20 | |

Cost per Year to fund Sidewalk Replacement Program = \$9,116,700 / 35 Year EUL = **\$260,477**

NOTES: 1. Condition Rating is based on Age of the Asset

While the majority of sidewalk sections have been rated by age, visual inspection has rated some sections as "0 - Critical" prior to reaching the age of 35 years. These sections are marked with " * " under in-service date. Sections marked with " * " were partially reconstructed in the year indicated, condition rating is based on a combination of the new section and a visual evaluation of the section that was not reconstructed.

2. Cost per Metre for Replacement Cost Calculation

- based on recent projects = \$200/m2 (includes cost for removal of old + cost of installation of new); new sidewalks are built at 1.5 metres wide = **\$300.00 per metre**

3. Sidewalk Sections Removed

- sidewalk sections that are shown with ~~strike-through~~ have been removed based on our policy to keep sidewalks on only one side of the street when reconstruction projects occur

| | | |
|-----------|---------------|----------------|
| Critical | 19,665 | 64.71% |
| Poor | 251 | 0.83% |
| Fair | 1,423 | 4.68% |
| Good | 5,894 | 19.40% |
| Excellent | <u>3,156</u> | <u>10.39%</u> |
| | <u>30,389</u> | <u>100.00%</u> |

PARKING LOTS

| Asset ID | Asset Class | Asset Name | Asset Description | Ward | Year Built/ Resurfaced | Age | Area (m2) | Historical Cost | Replacement Cost | Condition Rating | Risk Rating |
|--------------------------|--------------|------------------------------------|-------------------|------|---------------------------|---------------------|---------------|--------------------|---------------------|---------------------|----------------|
| Paved Structures | | | | | | | | | | | |
| PL050 | Parking Lots | Burgessville Library Parking Lot | Paved Structure | 3 | 1975 | 45 | 75 | \$637 | \$3,750 | 2.0 | 5.2 |
| PL350 | Parking Lots | Pitcher Street Garage Parking Lot | Paved Structure | 2 | 1975 | 45 | 66 | \$560 | \$3,300 | 2.0 | 5.2 |
| PL400 | Parking Lots | Springford Park Parking Lot | Paved Structure | 1 | 1975 | 45 | 1,008 | \$8,556 | \$50,400 | 2.0 | 8 |
| PL150A | Parking Lots | Norwich Fire Hall Parking Lot | Paved Structure | 2 | 2008 | 12 | 1,325 | \$23,037 | \$66,250 | 4.0 | 6 |
| PL250A | Parking Lots | Oxford Centre Firehall Parking Lot | Paved Structure | 4 | 2009 | 11 | 380 | \$8,223 | \$19,000 | 4.5 | 3.9 |
| PL102 | Parking Lots | Norwich Arena - North Parking Lot | Paved Structure | 2 | 2010 | 10 | 2,840 | \$33,512 | \$142,000 | 5.0 | 8.1 |
| PL110 | Parking Lots | Stover Street North Parking Lot | Paved Structure | 2 | 2017** | 10 | 1,040 | \$75,000 | \$52,000 | 5.0 | 8.1 |
| PL200 | Parking Lots | Otterville Firehall Parking Lot | Paved Structure | 1 | 2011 | 9 | 2,300 | * | \$115,000 | 5.5 | 8.1 |
| PL100 | Parking Lots | Norwich Arena - South Parking Lot | Paved Structure | 2 | 2013 | 7 | 6,711 | \$309,879 | \$335,550 | 6.5 | 6.8 |
| PL455 | Parking Lots | Admin Building Parking Lot | Paved Structure | 3 | 2015 | 5 | 4,000 | * | \$200,000 | 7.5 | 5.4 |
| PL405 | Parking Lots | Springford Hall Parking Lot | Paved Structure | 1 | 2017 | 3 | 1,000 | \$87,200 | \$50,000 | 8.5 | 2 |
| PL450 | Parking Lots | Otterville Park Parking Lot | Paved Structure | 1 | 2017 | 3 | 1,000 | \$20,886 | \$50,000 | 8.5 | 2 |
| PL300 | Parking Lots | Oxford Centre Hall Parking Lot | Paved Structure | 4 | 2018 | 2 | 2,100 | \$28,573 | \$105,000 | 9.0 | 2.7 |
| PL080 | Parking Lots | Burgessville Firehall Parking Lot | Paved Structure | 3 | 2018 | 2 | 2,300 | * | \$115,000 | 9.0 | 2.7 |
| PL120 | Parking Lots | Norwich Downtown Lot * | Paved Structure | 2 | 2019 | 1 | 2,600 | n/a | \$130,000 | 9.5 | 2.7 |
| | | | | | | | <u>28,745</u> | | | | |
| Gravel Structures | | | | | | | | | | | |
| PL800 | Parking Lots | Ducky Dennis Park Parking Lot | Gravel Structure | 3 | 1975 | n/a | 1,900 | | # | # | |
| PL820 | Parking Lots | Pioneer Rooms Parking Lot | Gravel Structure | 4 | 1975 | n/a | 550 | | # | # | |
| PL840 | Parking Lots | Woodlawn Hall Parking Lot | Gravel Structure | 1 | 1975 | n/a | 1,000 | | # | # | |
| PL860 | Parking Lots | Oxford Centre Firehall Parking Lot | Gravel Structure | 4 | 2016 | n/a | 275 | | # | # | |
| PL880 | Parking Lots | Otterville Downtown Parking Lot | Gravel Structure | 1 | 2019 | n/a | 725 | | # | # | |
| | | | | | | | <u>4,450</u> | | | | |
| | | | | | | | <u>33,195</u> | <u>\$1,437,250</u> | | | |
| | | | | | | AVERAGE AGE: | <u>7.50</u> | AVERAGE: | | <u>6.83</u> | <u>5.51</u> |

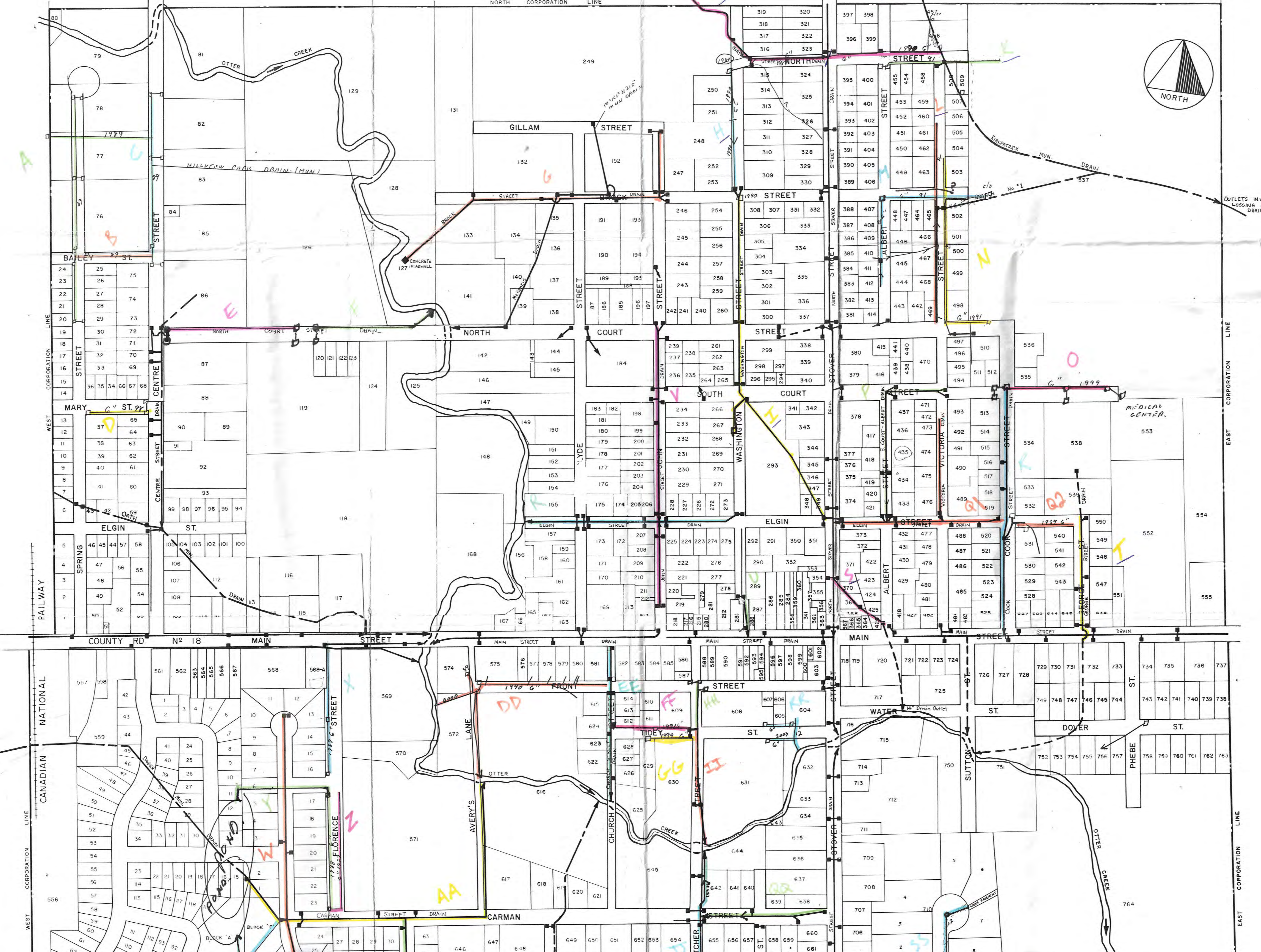
Cost per Year to Fund Parking Lot Replacement Program = \$1,437,250 / 20 Year EUL = \$71,863

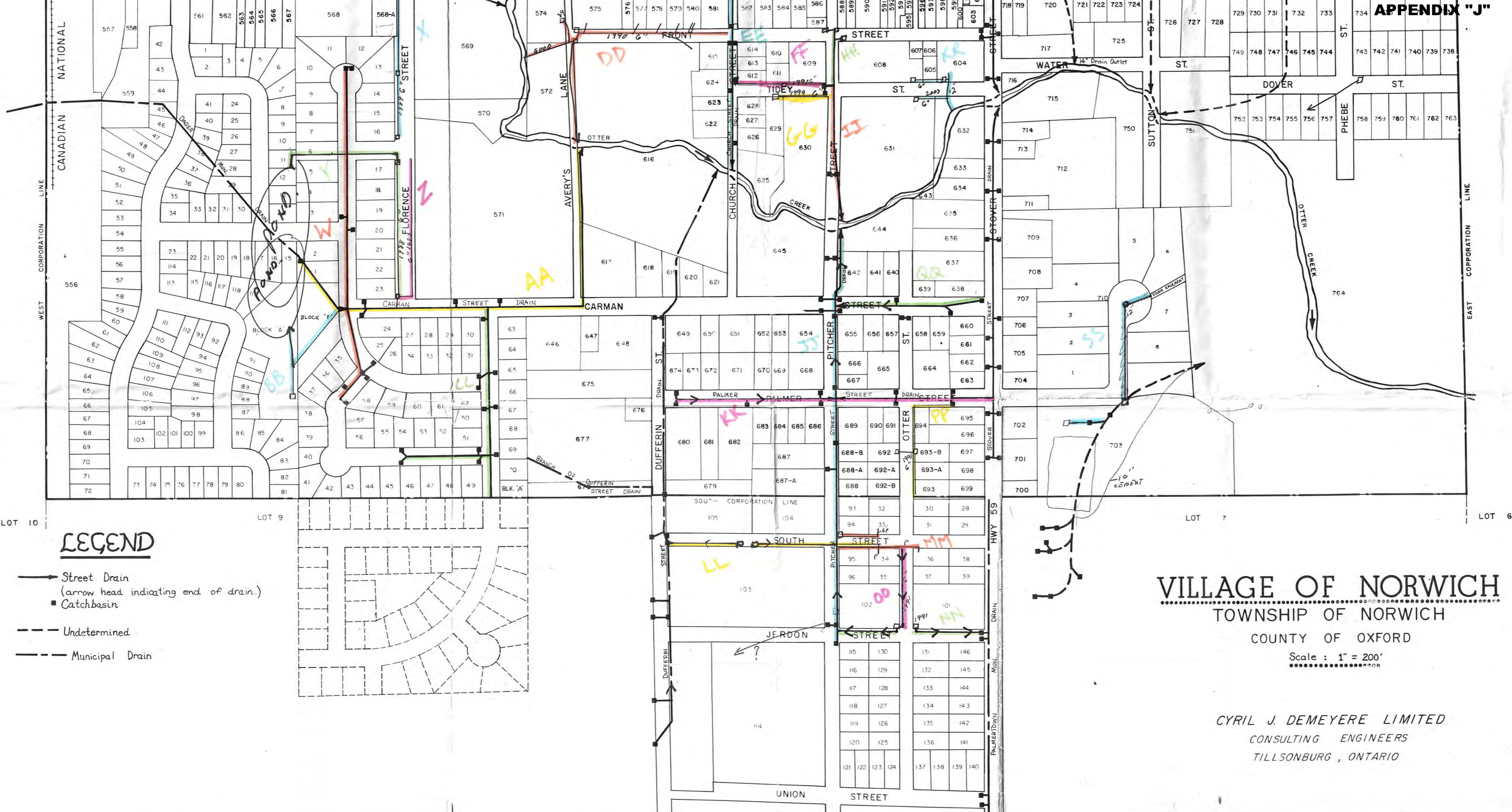
- NOTES:**
1. Condition Rating is based on the Age of the Asset (utilizing a 20-Year Lifespan)
 2. * The Norwich Downtown Lot is located behind the stores on the north side of Main Street, Norwich. This lot is not owned by the municipality but leased from the various property owners.
 3. ** Condition of the Stover Street Lot is based on visual inspection, as it was a privately-owned lot that was acquired in January 2017.
 3. Historical cost of Parking Lots marked with * are unknown as the cost was included in the overall cost of the related building project.
 4. Cost per m2 for Replacement Cost Calculation
- based on recent projects, an estimate cost of \$50 per m2 is being used to calculate Replacement Costs for Paved Infrastructure
 5. # As gravel parking lot structures only require occasional grading and additional gravel to keep them in good condition, no replacement cost or condition ratings are being calculated.

TOWNSHIP OF NORWICH

CONCESSION 4

LOT 10 LOT 9 LOT 8 LOT 7 LOT 6





LEGEND

- Street Drain
(arrow head indicating end of drain.)
- Catchbasin
- - - Undetermined
- - - Municipal Drain

VILLAGE OF NORWICH

TOWNSHIP OF NORWICH

COUNTY OF OXFORD

Scale : 1" = 200'

CYRIL J. DEMEYERE LIMITED
 CONSULTING ENGINEERS
 TILLSONBURG, ONTARIO

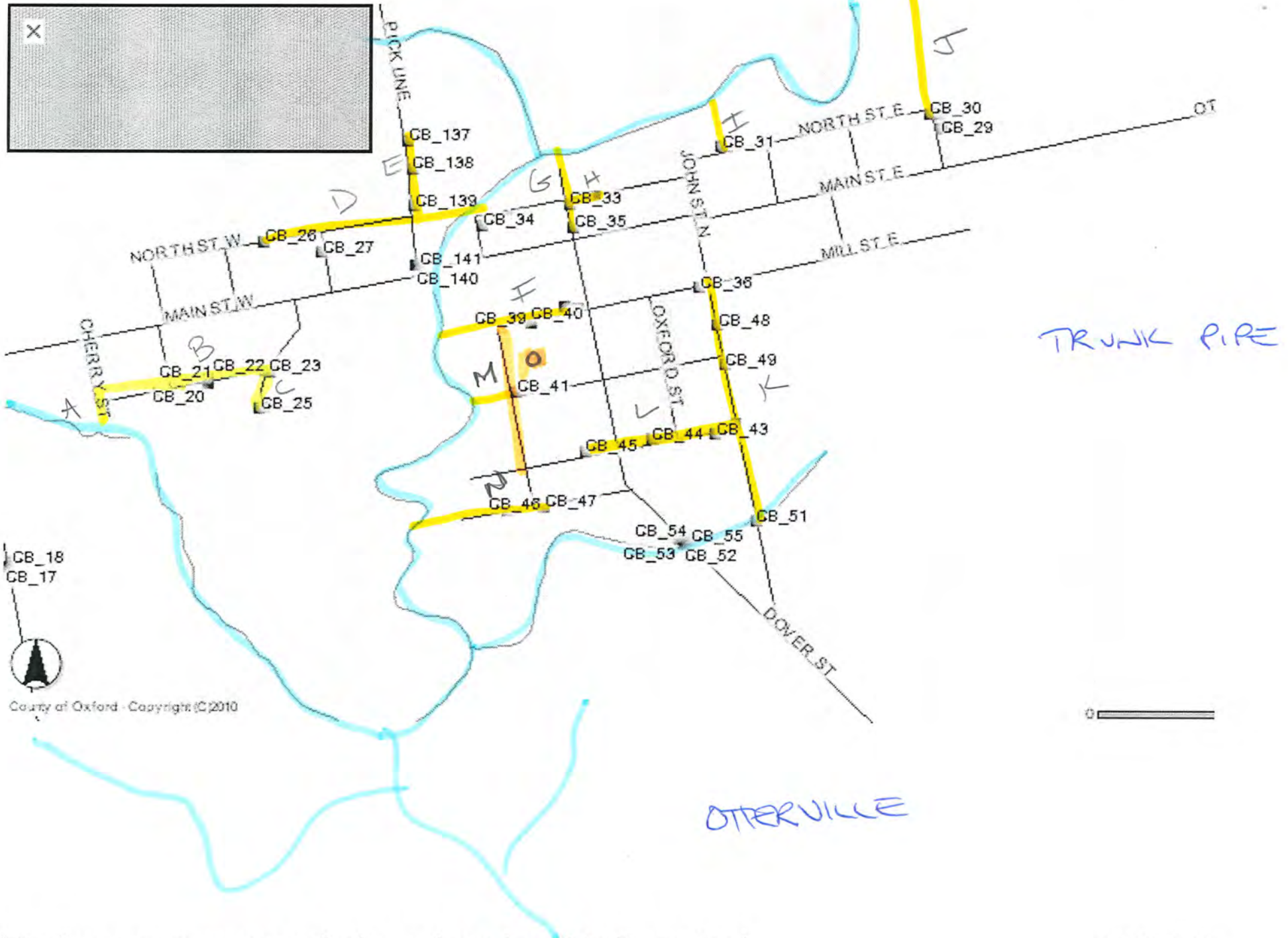
2019 Fiscal Year

Storm Sewer Trunk Piping

Assumed from the Pines Subdivision



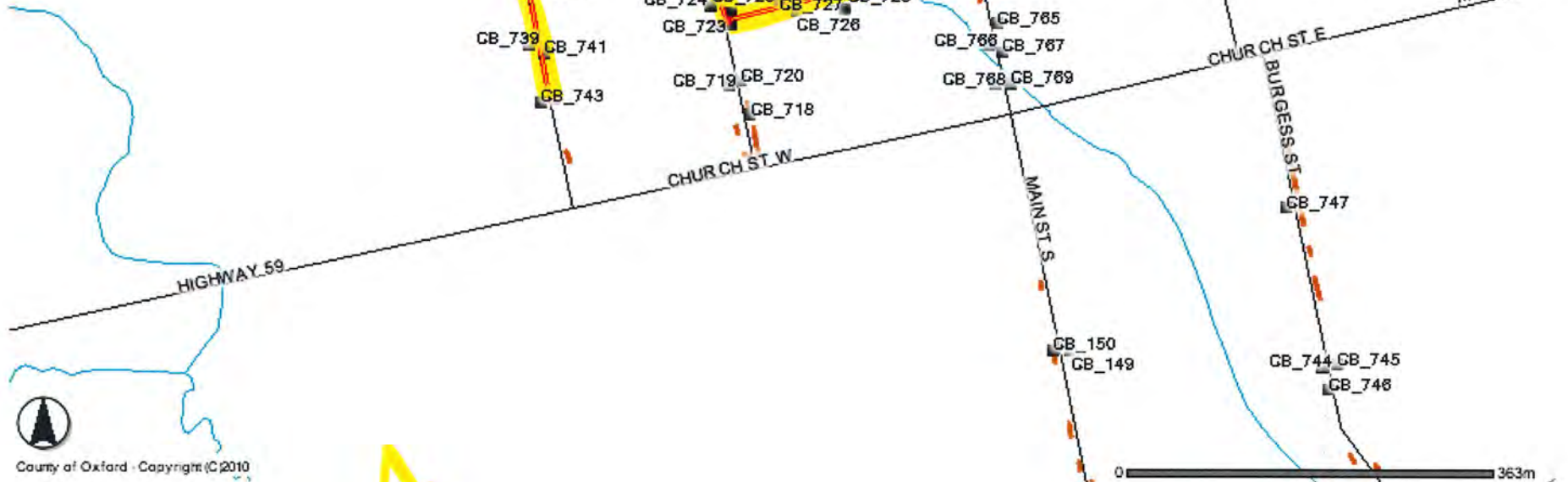
New Section – Norwich TT: $451.77\text{ m} + 38.38\text{ m} + 585.86\text{ m} = 1,076\text{ m}$



Total: 673.04 METERS

Segment: 892.89 METERS

TRUNK PIPE



County of Oxford - Copyright (C) 2010

A

BURGESSVILLE 1

- 1 = 673.04 m
- 2 = 92.11 m
- 3 = 446.83 m
- 4 = 81.96 m
- 5 = 72.18 m

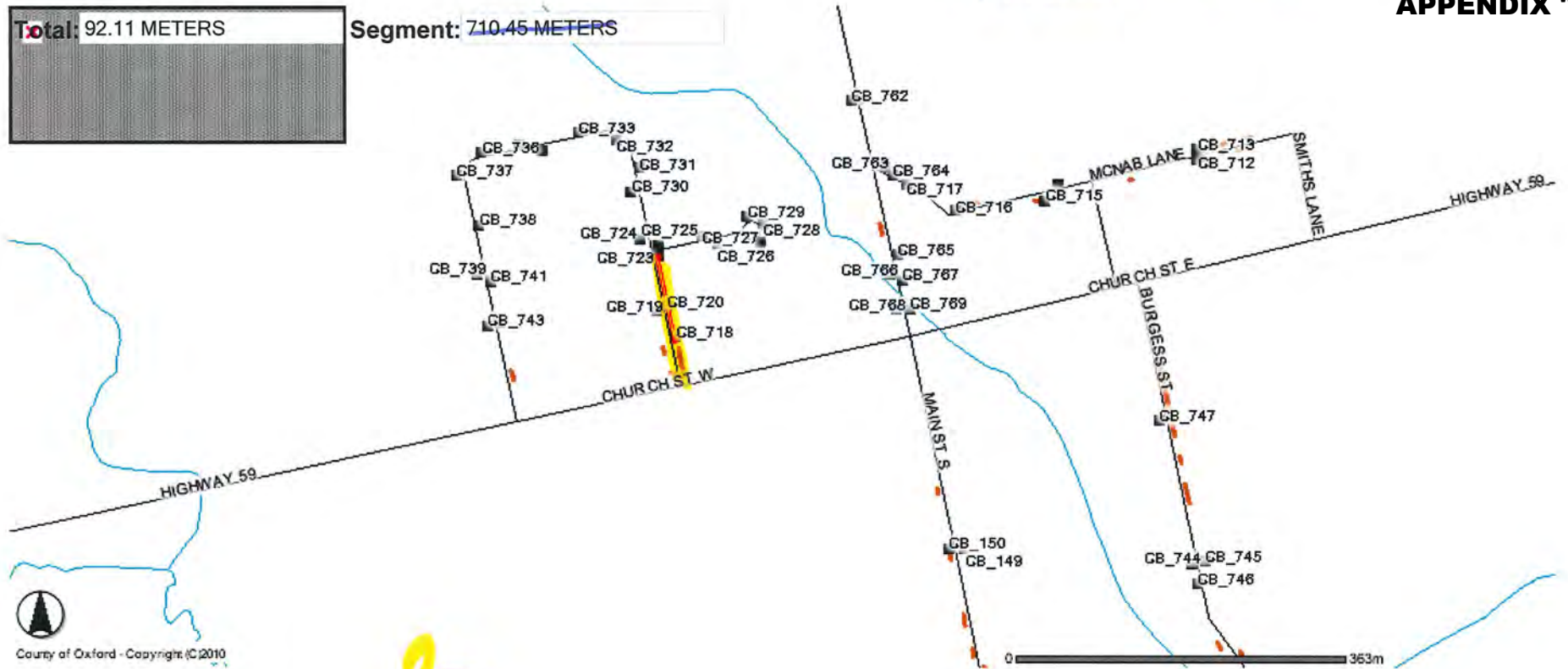
1364.12 m TOTAL
 $\times \$120.00/\text{m} = \$163,934.40$

APPENDIX "J"

Total: 92.11 METERS

Segment: 710.45 METERS

TRUNK PIPE



B

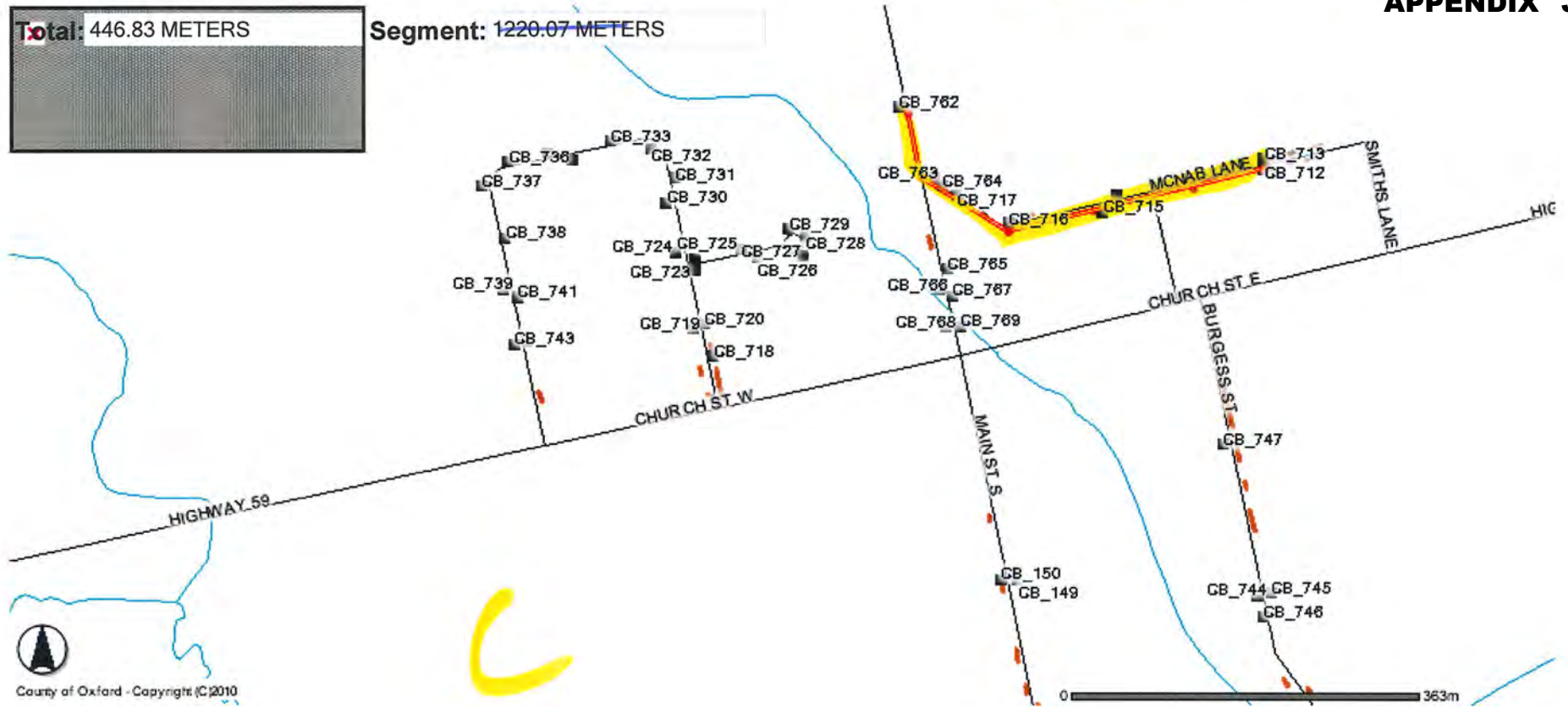
BURGESSVILLE 2

APPENDIX "J"

Total: 446.83 METERS

Segment: 1220.07 METERS

TRUNK PIPE

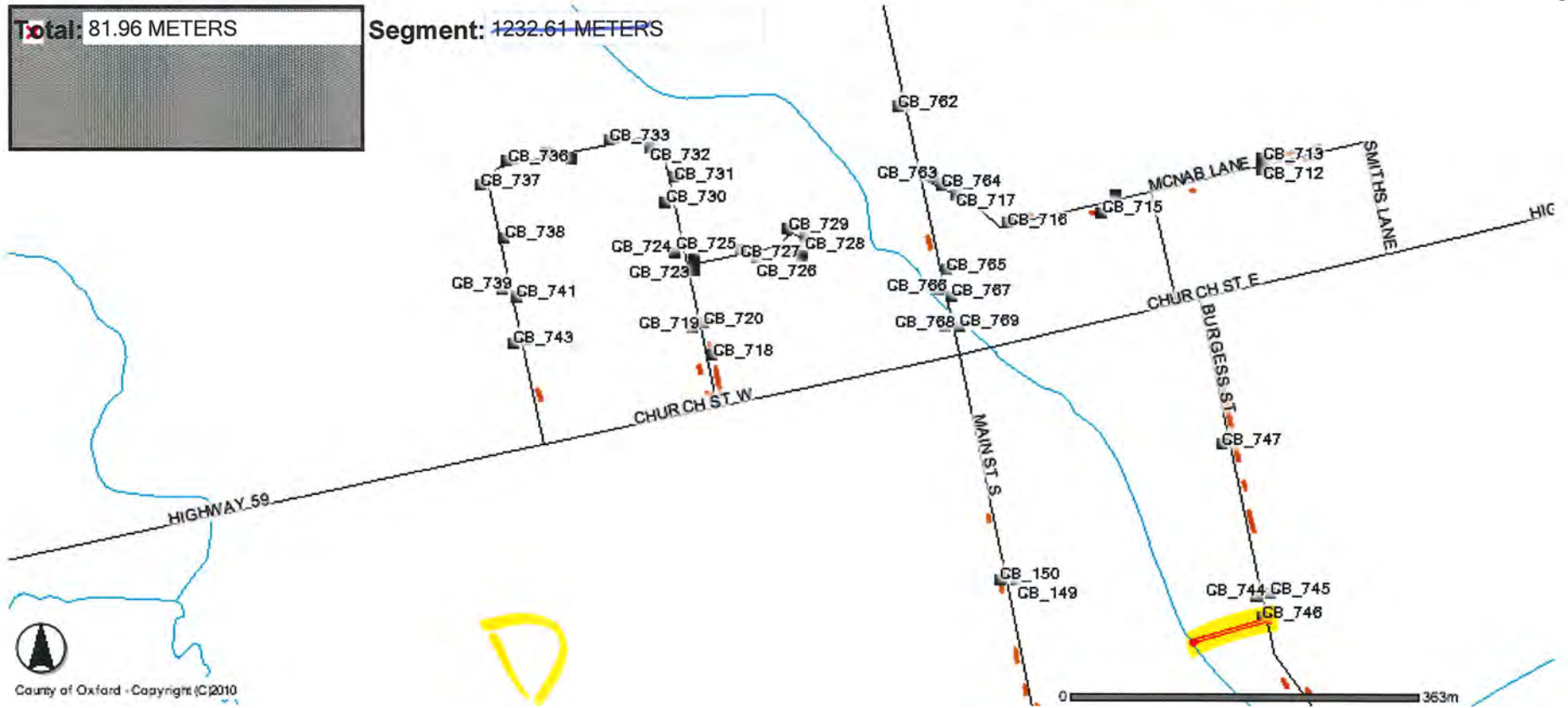


BURGESSVILLE 3

Total: 81.96 METERS

Segment: 1232.61 METERS

TRUNK PIPE



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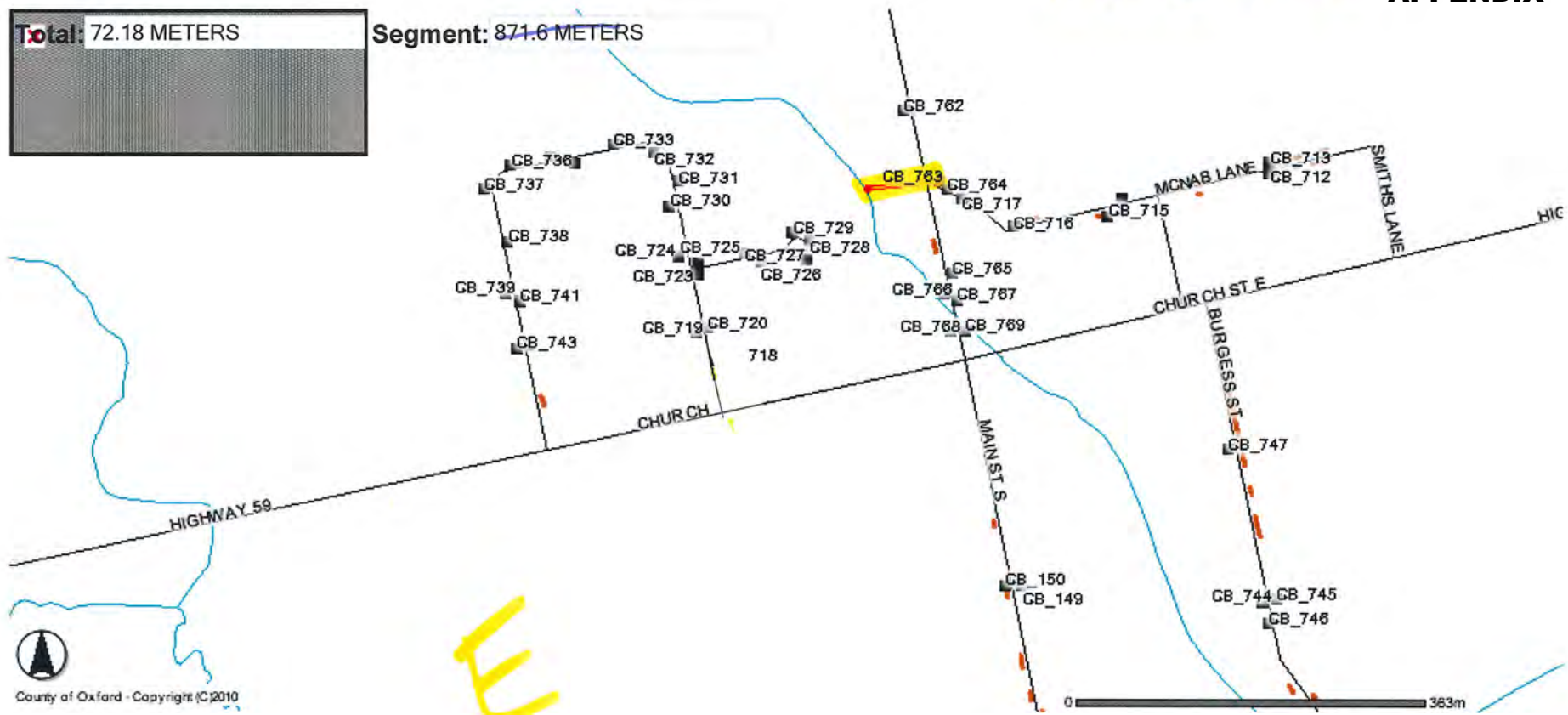


BURGESSVILLE 4

TRUNK PIPE

Total: 72.18 METERS

Segment: 871.6 METERS



E

BURGESSVILLE S



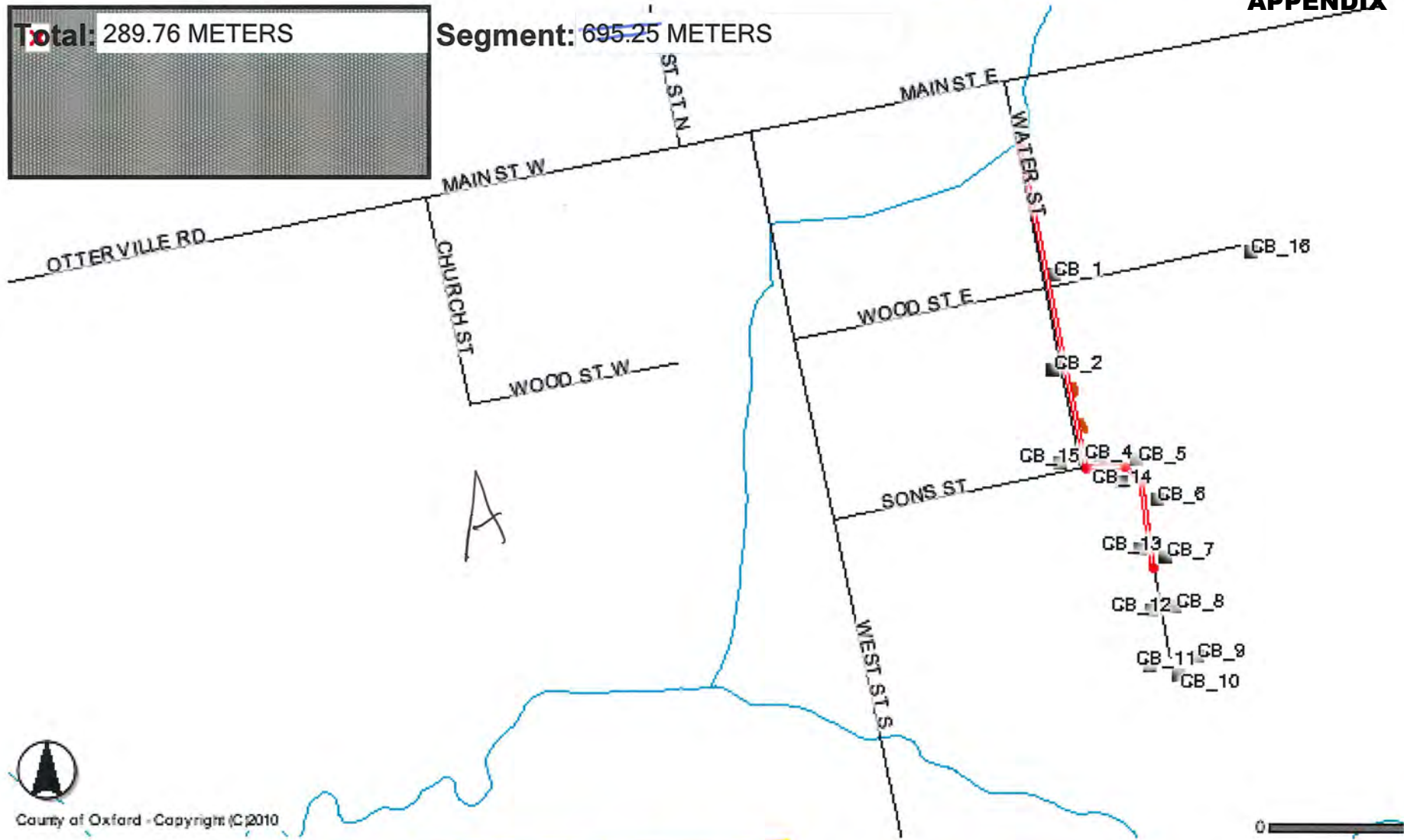
County of Oxford - Copyright (C) 2010

APPENDIX "J"

Total: 289.76 METERS

Segment: 695.25 METERS

TRUNK PIPE



SPRINGFORD

289.76 meters.
 \$ 120/m
 = \$ 34,771.20

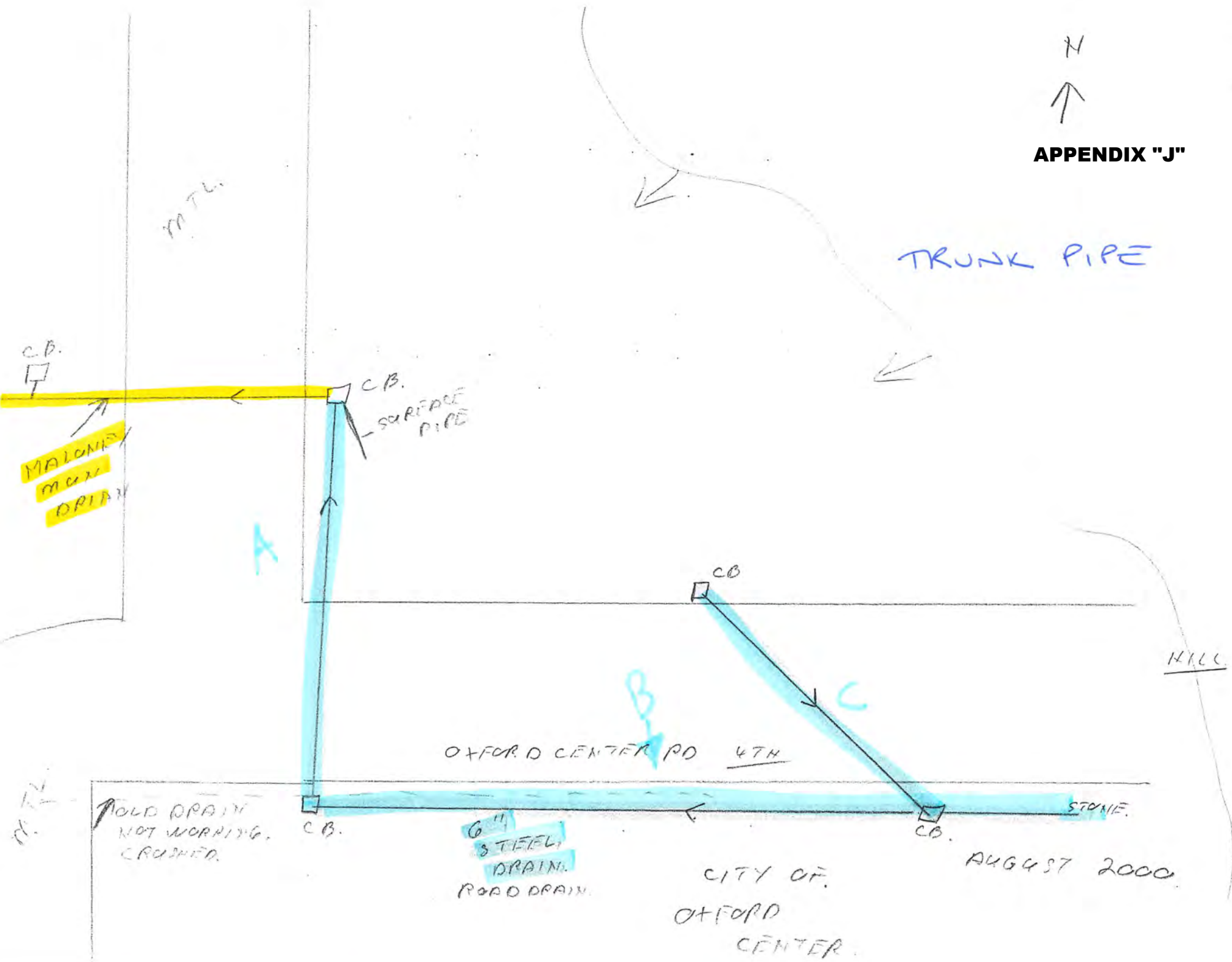


County of Oxford - Copyright (C) 2010





APPENDIX "J"



AUGUST 2000

CITY OF
OXFORD
CENTER

OLD DRAIN
NOT WORKING.
CRUSHED.

6"
STEEL
DRAIN.
ROAD DRAIN.

M.T.L.

TRUNK PIPE

C.B.
MALDEN
MAIN
DRAIN

C.B.
SURFACE
PIPE

C.B.

C.B.

C.B.

HILL

OXFORD CENTER RD 4TH

STONE

M.T.L.

STORM SEWERS - TRUNK PIPING

| Import ID | Category | Segment | Roadway | Location | Section | Description | Replacement Year | Age | Length (m) | Diameter (in) | Historical Cost | Replacement Cost | Road ID | AADT | Criticality (Rating) | Condition Rating | Risk Rating |
|-----------|--------------|--------------|----------------------------------|---------------|---------|-----------------------------------------------------------|------------------|-----|------------|---------------|-----------------|------------------|---------|------|----------------------|------------------|-------------|
| TP030 | Storm Sewers | Trunk Piping | McNab Lane | Burgessville | C | Main St N to west of Smiths Ln | 1975-07-01 | 45 | 446.83 | 12 | \$14,005 | \$67,025 | 272 | 50 | 5 | 4 | 7.8 |
| TP040 | Storm Sewers | Trunk Piping | Burgess Street | Burgessville | D | South End Burgess St to Outlet | 1975-07-01 | 45 | 81.96 | 12 | \$2,569 | \$12,294 | 273B/C | 100 | 5 | 4 | 4.2 |
| TP050 | Storm Sewers | Trunk Piping | Main Street North | Burgessville | E | CB on Main St N to Outlet | 1975-07-01 | 45 | 72.18 | 12 | \$2,262 | \$10,827 | 270 | 698 | 5 | 4 | 6 |
| TP140 | Storm Sewers | Trunk Piping | North Court Street | Norwich | E | Centre St east 167 m | 1975-07-01 | 45 | 167.64 | 12 | \$5,254 | \$25,146 | 203A | 390 | 5 | 4 | 6.9 |
| TP150 | Storm Sewers | Trunk Piping | North Court Street | Norwich | F | Otter Creek west 160 m | 1975-07-01 | 45 | 160.02 | 12 | \$5,015 | \$24,003 | 203A | 390 | 5 | 4 | 6.9 |
| TP160 | Storm Sewers | Trunk Piping | Brock Street | Norwich | G | North-end of John west across Brock St to Outlet | 1975-07-01 | 45 | 457.2 | 12 | \$14,329 | \$68,580 | 201A | 25 | 5 | 4 | 7.8 |
| TP260 | Storm Sewers | Trunk Piping | Albert Street/South Court Street | Norwich | P | Albert-Elgin to S Court/South Cr- Albert to Victoria | 1975-07-01 | 45 | 243.84 | 12 | \$7,642 | \$36,576 | 239 | 250 | 5 | 4 | 6.9 |
| TP270 | Storm Sewers | Trunk Piping | Elgin Street | Norwich | Q1 | Stover St to Cook St | 1975-07-01 | 45 | 320.04 | 12 | \$10,031 | \$48,006 | 210A | 250 | 5 | 4 | 6.9 |
| TP300 | Storm Sewers | Trunk Piping | Stover Street | Norwich | S | Stover St Parking Lot diagonal Main & Albert | 1975-07-01 | 45 | 91.44 | 12 | \$2,866 | \$13,716 | 239 | 250 | 5 | 4 | 5.1 |
| TP310 | Storm Sewers | Trunk Piping | George Street | Norwich | T | Elgin to Main | 1975-07-01 | 45 | 160.02 | 12 | \$5,015 | \$24,003 | 211 | 150 | 5 | 4 | 6.9 |
| TP380 | Storm Sewers | Trunk Piping | Carman Street | Norwich | AA | Marshall Dr to (and up) Avery's Ln to Outlet | 1975-07-01 | 45 | 510.54 | 12 | \$16,001 | \$76,581 | 214C | 350 | 5 | 4 | 8.7 |
| TP400 | Storm Sewers | Trunk Piping | Cayley Street | Norwich | CC | Crman St to Moore Cr | 1975-07-01 | 45 | 304.8 | 12 | \$9,553 | \$45,720 | 249B | 250 | 5 | 4 | 6.9 |
| TP420 | Storm Sewers | Trunk Piping | Church Street | Norwich | EE | Main St to Otter Creek | 1975-07-01 | 45 | 198.12 | 12 | \$6,209 | \$29,718 | 213A/B | 75 | 5 | 4 | 6 |
| TP450 | Storm Sewers | Trunk Piping | Pitcher Street | Norwich | HH | Front St to Tidey St | 1975-07-01 | 45 | 60.96 | 12 | \$1,911 | \$9,144 | 222D | 350 | 5 | 4 | 5.1 |
| TP460 | Storm Sewers | Trunk Piping | Pitcher Street | Norwich | II | Tidey St to Otter Creek | 1975-07-01 | 45 | 152.4 | 12 | \$4,776 | \$22,860 | 222C | 350 | 5 | 4 | 6.9 |
| TP470 | Storm Sewers | Trunk Piping | Pitcher Street | Norwich | JJ | Jerdon St to Otter Creek | 1975-07-01 | 45 | 457.2 | 12 | \$14,329 | \$68,580 | 222A/B | 350 | 5 | 4 | 8.7 |
| TP480 | Storm Sewers | Trunk Piping | Palmer Street | Norwich | KK | Dufferin St to Stover St | 1975-07-01 | 45 | 358.14 | 12 | \$11,225 | \$53,721 | 215A/B | 250 | 5 | 4 | 8.7 |
| TP490 | Storm Sewers | Trunk Piping | South Street | Norwich | LL | Dufferin St to Pitcher St | 1975-07-01 | 45 | 213.36 | 12 | \$6,687 | \$32,004 | 216 | 250 | 5 | 4 | 6.9 |
| TP500 | Storm Sewers | Trunk Piping | South Street | Norwich | MM | Pitcher St to Otter St (north+south sides) | 1975-07-01 | 45 | 129.54 | 12 | \$4,060 | \$19,431 | 217 | 250 | 5 | 4 | 5.1 |
| TP560 | Storm Sewers | Trunk Piping | Palmer Street East | Norwich | SS | Stover St to Outlet | 1975-07-01 | 45 | 99.06 | 12 | \$3,105 | \$14,859 | 244 | 300 | 5 | 4 | 5.1 |
| TP730 | Storm Sewers | Trunk Piping | North Street West | Otterville | D | Grove St to Outlet | 1975-07-01 | 45 | 401.93 | 12 | \$12,597 | \$60,290 | 250A | 88 | 5 | 4 | 7.8 |
| TP740 | Storm Sewers | Trunk Piping | Pick Line | Otterville | E | North St W to 128 m north | 1975-07-01 | 45 | 128.32 | 12 | \$4,022 | \$19,248 | 123B | 128 | 5 | 4 | 5.1 |
| TP750 | Storm Sewers | Trunk Piping | Mill Street East | Otterville | F | Dover St to Outlet | 1975-07-01 | 45 | 262.12 | 12 | \$8,215 | \$39,318 | 256B | 100 | 5 | 4 | 6 |
| TP760 | Storm Sewers | Trunk Piping | Paxton Street | Otterville | G | Main St to Outlet | 1975-07-01 | 45 | 147.5 | 12 | \$4,623 | \$22,125 | 254A | 150 | 5 | 4 | 6.9 |
| TP770 | Storm Sewers | Trunk Piping | North Street East | Otterville | H | Paxton St to 53m east | 1975-07-01 | 45 | 53.16 | 12 | \$1,666 | \$7,974 | 254F | 150 | 5 | 4 | 5.1 |
| TP780 | Storm Sewers | Trunk Piping | North Street East | Otterville | I | CB east of John St to Outlet | 1975-07-01 | 45 | 92.97 | 12 | \$2,914 | \$13,946 | 254F | 150 | 5 | 4 | 5.1 |
| TP790 | Storm Sewers | Trunk Piping | York Street | Otterville | J | North-end of York St to Outlet | 1975-07-01 | 45 | 176.58 | 12 | \$5,534 | \$26,487 | 254F | 140 | 5 | 4 | 6.9 |
| TP800 | Storm Sewers | Trunk Piping | John Street | Otterville | K | Mill St E to Alma St | 1975-07-01 | 45 | 460.15 | 12 | \$14,422 | \$69,023 | 262 | 684 | 5 | 4 | 9.6 |
| TP810 | Storm Sewers | Trunk Piping | Wellington Street West | Otterville | L | John St to CB west of Dover St | 1975-07-01 | 45 | 289.72 | 12 | \$9,080 | \$43,458 | 259 | 75 | 5 | 4 | 6 |
| TP820 | Storm Sewers | Trunk Piping | Albert Street | Otterville | M | End of Queen St to Outlet | 1975-07-01 | 45 | 73.24 | 12 | \$2,296 | \$10,986 | 258 | 75 | 5 | 4 | 4.2 |
| TP830 | Storm Sewers | Trunk Piping | Norfolk Street | Otterville | N | Albert St to Outlet | 1975-07-01 | 45 | 226.78 | 12 | \$7,108 | \$34,017 | 260 | 75 | 5 | 4 | 6 |
| TP900 | Storm Sewers | Trunk Piping | Middletown Line | Oxford Centre | A | CB 40m north to corner Oxford Ctr Rd | 1975-07-01 | 45 | 42.59 | 12 | \$1,335 | \$6,389 | 90 | 994 | 5 | 4 | 6 |
| TP910 | Storm Sewers | Trunk Piping | Oxford Centre Road | Oxford Centre | B | Corner to CB 70 m East | 1975-07-01 | 45 | 69.45 | 12 | \$2,177 | \$10,418 | 14 | 78 | 5 | 4 | 4.2 |
| TP920 | Storm Sewers | Trunk Piping | Oxford Centre Road | Oxford Centre | C | East of Corner diagonally across Oxford Centre Road | 1975-07-01 | 45 | 19.15 | 12 | \$600 | \$2,873 | 14 | 78 | 5 | 4 | 4.2 |
| TP950 | Storm Sewers | Trunk Piping | Water Street | Springford | A | Main St E to Sons St | 1975-07-01 | 45 | 289.76 | 12 | \$9,082 | \$43,464 | 277D | 182 | 5 | 4 | 6.9 |
| TP370 | Storm Sewers | Trunk Piping | Florence Street | Norwich | Z | Carroll St to Carman St | 1987-07-01 | 33 | 167.64 | 6 | \$5,166 | \$25,146 | 225 | 316 | 5 | 5.6 | 6.9 |
| TP360 | Storm Sewers | Trunk Piping | Carroll Street | Norwich | Y | South-end Florence St & Carroll St | 1988-07-01 | 32 | 281.94 | 6 | \$9,028 | \$42,291 | 249 | 50 | 5 | 5.73 | 6 |
| TP100 | Storm Sewers | Trunk Piping | Spring Street | Norwich | A | CB north Mary St to dead-end + cross-connect to Centre St | 1989-07-01 | 31 | 434.34 | 12 | \$35,151 | \$65,151 | 229 | 150 | 5 | 5.87 | 8.7 |
| TP110 | Storm Sewers | Trunk Piping | Bailey Street | Norwich | B | Spring St to Centre St | 1989-07-01 | 31 | 99.06 | 12 | \$8,017 | \$14,859 | 246 | 100 | 5 | 5.87 | 4.2 |
| TP120 | Storm Sewers | Trunk Piping | Centre Street | Norwich | C | Bailey St to north-end | 1989-07-01 | 31 | 213.36 | 12 | \$17,267 | \$32,004 | 230A | 50 | 5 | 5.87 | 6 |
| TP280 | Storm Sewers | Trunk Piping | Elgin Street | Norwich | Q2 | Cook St to George St | 1989-07-01 | 31 | 76.2 | 6 | \$2,570 | \$11,430 | 210A | 250 | 5 | 5.87 | 5.1 |
| TP350 | Storm Sewers | Trunk Piping | Florence Street | Norwich | X | Main St to Carroll St | 1989-07-01 | 31 | 167.64 | 6 | \$5,653 | \$25,146 | 225 | 316 | 5 | 5.87 | 6.9 |
| TP170 | Storm Sewers | Trunk Piping | Washington Street | Norwich | H | Brock St to North St | 1990-07-01 | 30 | 160.02 | 6 | \$5,618 | \$24,003 | 234A | 100 | 5 | 6 | 4 |
| TP180 | Storm Sewers | Trunk Piping | Washington Street | Norwich | I | Brock St to South Court St + diagonal to Stover & Elgin | 1990-07-01 | 30 | 495.3 | 12 | \$41,733 | \$74,295 | 236 | 250 | 5 | 6 | 5.8 |
| TP410 | Storm Sewers | Trunk Piping | Front Street | Norwich | DD | Church St to (and down) Avery's Ln to Outlet | 1990-07-01 | 30 | 358.14 | 12 | \$30,176 | \$53,721 | 212A | 100 | 5 | 6 | 5.2 |
| TP210 | Storm Sewers | Trunk Piping | North Street | Norwich | K | Albert St east 145m | 1991-07-01 | 29 | 144.78 | 12 | \$12,929 | \$21,717 | 235B | 300 | 5 | 6.13 | 4.6 |
| TP220 | Storm Sewers | Trunk Piping | Victoria Street | Norwich | L | North St to North Court St | 1991-07-01 | 29 | 266.7 | 12 | \$23,817 | \$40,005 | 235A | 250 | 5 | 6.13 | 4.6 |
| TP230 | Storm Sewers | Trunk Piping | Albert St/Brock St | Norwich | M | Albert-North Court to Brock/Brock-Albert to Victoria | 1991-07-01 | 29 | 251.46 | 6 | \$9,357 | \$37,719 | 238 | 250 | 5 | 6.13 | 4.6 |
| TP240 | Storm Sewers | Trunk Piping | Victoria Street | Norwich | N | North Court St to north of Brock St | 1991-07-01 | 29 | 281.94 | 6 | \$10,491 | \$42,291 | 235A | 250 | 5 | 6.13 | 4.6 |
| TP430 | Storm Sewers | Trunk Piping | Tidey Street (north side) | Norwich | FF | Church St to Pitcher St | 1991-07-01 | 29 | 99.06 | 12 | \$8,846 | \$14,859 | 213C | 100 | 5 | 6.13 | 2.8 |
| TP510 | Storm Sewers | Trunk Piping | Jerdon Street | Norwich | NN | Pitcher St to Stover St | 1991-07-01 | 29 | 129.54 | 12 | \$11,568 | \$19,431 | 218 | 350 | 5 | 6.13 | 3.4 |
| TP520 | Storm Sewers | Trunk Piping | Otter Street | Norwich | OO | South St to Jerdon St | 1991-07-01 | 29 | 83.82 | 12 | \$7,485 | \$12,573 | 223 | 250 | 5 | 6.13 | 3.4 |
| TP530 | Storm Sewers | Trunk Piping | Otter Street | Norwich | PP | South St to Palmer St | 1991-07-01 | 29 | 137.16 | 12 | \$12,249 | \$20,574 | 223 | 250 | 5 | 6.13 | 4.6 |
| TP130 | Storm Sewers | Trunk Piping | Mary Street | Norwich | D | Spring St to Centre St | 1998-07-01 | 22 | 68.58 | 6 | \$2,803 | \$10,287 | 205 | 100 | 5 | 7.07 | 2.8 |

STORM SEWERS - TRUNK PIPING

| Import ID | Category | Segment | Roadway | Location | Section | Description | Replacement Year | Age | Length (m) | Diameter (in) | Historical Cost | Replacement Cost | Road ID | AADT | Criticality (Rating) | Condition Rating | Risk Rating |
|-----------|--------------|--------------|---------------------------|--------------|---------|---------------------------------------|------------------|---------------------|---------------|---------------|-----------------|--------------------|----------|------|----------------------|------------------|--------------|
| TP250 | Storm Sewers | Trunk Piping | South Court Street | Norwich | O | Cook St to Med Centre | 1999-07-01 | 21 | 129.54 | 6 | \$5,394 | \$19,431 | 207B | 350 | 5 | 7.2 | 3.4 |
| TP440 | Storm Sewers | Trunk Piping | Tidey Street (south side) | Norwich | GG | Church St to Pitcher St | 1999-07-01 | 21 | 53.34 | 12 | \$5,330 | \$8,001 | 213C | 100 | 5 | 7.2 | 2.8 |
| TP320 | Storm Sewers | Trunk Piping | Washington Street | Norwich | U | Main St north 38m | 2001-07-01 | 19 | 38.1 | 12 | \$1,194 | \$5,715 | 237A | 300 | 5 | 7.47 | 3.4 |
| TP550 | Storm Sewers | Trunk Piping | Tidey Street | Norwich | RR | Between Pitcher & Stover to Outlet | 2003-07-01 | 17 | 99.06 | 12 | \$10,909 | \$14,859 | 213D | 300 | 5 | 7.73 | 3.4 |
| TP010 | Storm Sewers | Trunk Piping | Deer Crescent | Burgessville | A | W + NE Deer Crescent + Snyder Court | 2005-07-01 | 15 | 673.04 | 12 | \$21,094 | \$100,956 | 275B/276 | 50 | 5 | 8 | 3.2 |
| TP020 | Storm Sewers | Trunk Piping | Deer Crescent | Burgessville | B | SE Deer Crescent | 2005-07-01 | 15 | 92.11 | 12 | \$2,887 | \$13,817 | 275A | 50 | 5 | 8 | 1.4 |
| TP340 | Storm Sewers | Trunk Piping | Marshall Drive | Norwich | W | Moore Cr to north-end | 2007-07-01 | 13 | 373.38 | 12 | \$11,702 | \$56,007 | 224 | 250 | 5 | 8.27 | 2.9 |
| TP390 | Storm Sewers | Trunk Piping | Marshall Drive Park | Norwich | BB | Denis Dr Stormwater Pond to Carman St | 2007-07-01 | 13 | 144.78 | 12 | \$4,538 | \$21,717 | 224 | 250 | 5 | 8.27 | 2.3 |
| TP540 | Storm Sewers | Trunk Piping | Carman Street | Norwich | QQ | Pitcher St to Stover St | 2009-07-01 | 11 | 152.4 | 12 | \$4,776 | \$22,860 | 214A | 350 | 5 | 8.53 | 2.3 |
| TP700 | Storm Sewers | Trunk Piping | Cherry Street | Otterville | A | End of Cherry Street to Outlet | 2010-07-01 | 10 | 55.06 | 12 | \$1,726 | \$8,259 | 255B | 75 | 5 | 8.67 | 1.4 |
| TP710 | Storm Sewers | Trunk Piping | Mill Street West | Otterville | B | Cherry St to Otterview Dr | 2010-07-01 | 10 | 327.73 | 12 | \$10,272 | \$49,160 | 255C | 75 | 5 | 8.67 | 2 |
| TP720 | Storm Sewers | Trunk Piping | Otterview Drive | Otterville | C | Mill St W to new subdivision | 2015-07-01 | 5 | 73.44 | 12 | \$2,302 | \$11,016 | 265 | 401 | 5 | 9.33 | 1.7 |
| TP825 | Storm Sewers | Trunk Piping | Albert Street | Otterville | O | Wellington St to Mill St | 2015-07-01 | 5 | 200 | 12 | \$23,488 | \$30,000 | 258 | 75 | 5 | 9.33 | 2 |
| TP570 | Storm Sewers | Trunk Piping | Poldon Drive | Norwich | TT | North Court St to Bushell Crt | 2015-07-01 | 5 | 1076 | 12 | ** | \$161,400 | 251 | 311 | 5 | 9.33 | 4.1 |
| TP330 | Storm Sewers | Trunk Piping | John Street | Norwich | V | North Court St to Main St | 2016-07-01 | 4 | 365.76 | 12 | \$11,463 | \$54,864 | 232/233 | 350 | 5 | 9.47 | 2.9 |
| TP290 | Storm Sewers | Trunk Piping | Cook Street | Norwich | R | South Court St to Main St E | 2019-07-01 | 1 | 327.66 | 12 | \$10,269 | \$49,149 | 241B | 276 | 5 | 9.87 | 2.3 |
| | | | | | | | | 2,352 | 15,517 | | | \$2,327,519 | | | | 390.13 | 359.2 |
| | | | | | | | | Average Age: | 33.60 | | | | | | Average: | 5.57 | 5.13 |

Cost per Year to Fund Storm Sewer Trunk Piping Replacement Program = \$ 2,327,519 / 75 Year EUL = **\$31,033.58**

- NOTES: 1. Condition Rating is based on Age of the Asset, based on an estimated 75-year life span
 2. Replacement Cost is based on the costs for the recent 2019 Cook Street Project = \$150/metre
 3. Costs for Storm Sewer Trunk Piping is accommodated under the Capital Budget Figures for Paved Roads Infrastructure.
 4. ** Historical Costs are not shown for Storm Sewer Infrastructure that we have assumed from developers.

STORM SEWERS - CATCH BASINS & LATERALS

| GPS ID | Asset Class | Segment | Asset Name | Location | In-Service Date | Historical Cost | Replacement Cost | Related Road Segment | Traffic Count (AADT) | Age | Criticality Factor | Condition Rating | Risk Rating |
|--------|--------------|-----------------------|-------------------------------|-----------------------|-----------------|-----------------|------------------|----------------------|----------------------|-----|--------------------|------------------|-------------|
| CB_88 | Storm Sewers | Catch Basins/Laterals | Base Line - Catch Basin | @ Ninth Road | 1975-07-01 | \$366 | \$2,500 | 133 | 765 | 45 | 2 | 4 | 6.9 |
| CB_91 | Storm Sewers | Catch Basins/Laterals | Base Line - Catch Basin | @ Ninth Road | 1975-07-01 | \$366 | \$2,500 | 133 | 765 | 45 | 2 | 4 | 6.9 |
| CB_802 | Storm Sewers | Catch Basins/Laterals | Base Line - Catch Basin | North of Ninth Rd | 1975-07-01 | \$366 | \$2,500 | 133 | 765 | 45 | 2 | 4 | 6.9 |
| CB_803 | Storm Sewers | Catch Basins/Laterals | Base Line - Catch Basin | North of Ninth Rd | 1975-07-01 | \$366 | \$2,500 | 133 | 765 | 45 | 2 | 4 | 6.9 |
| CB_804 | Storm Sewers | Catch Basins/Laterals | Base Line - Catch Basin | South of Ninth Rd | 1975-07-01 | \$366 | \$2,500 | 133 | 765 | 45 | 2 | 4 | 6.9 |
| CB_805 | Storm Sewers | Catch Basins/Laterals | Base Line - Catch Basin | North of New Rd | 1975-07-01 | \$366 | \$2,500 | 133 | 765 | 45 | 2 | 4 | 6.9 |
| CB_806 | Storm Sewers | Catch Basins/Laterals | Base Line - Catch Basin | North of New Rd | 1975-07-01 | \$366 | \$2,500 | 133 | 765 | 45 | 2 | 4 | 6.9 |
| CB_770 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 33A | 149 | 45 | 2 | 4 | 6 |
| CB_771 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 33A | 149 | 45 | 2 | 4 | 6 |
| CB_772 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | West of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 33A | 149 | 45 | 2 | 4 | 6 |
| CB_773 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | West of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 33A | 149 | 45 | 2 | 4 | 6 |
| CB_774 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | West of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 33A | 149 | 45 | 2 | 4 | 6 |
| CB_775 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | East of McCreedy Ln | 1975-07-01 | \$366 | \$2,500 | 34 | 89 | 45 | 2 | 4 | 5.1 |
| CB_776 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | East of McCreedy Ln | 1975-07-01 | \$366 | \$2,500 | 34 | 89 | 45 | 2 | 4 | 5.1 |
| CB_777 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | East of McCreedy Ln | 1975-07-01 | \$366 | \$2,500 | 34 | 89 | 45 | 2 | 4 | 5.1 |
| CB_778 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | @ Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 34 | 89 | 45 | 2 | 4 | 5.1 |
| CB_779 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | East of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 35A | 65 | 45 | 2 | 4 | 5.1 |
| CB_780 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | East of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 35A | 65 | 45 | 2 | 4 | 5.1 |
| CB_781 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | East of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 35A | 65 | 45 | 2 | 4 | 5.1 |
| CB_782 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | East of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 35A | 65 | 45 | 2 | 4 | 5.1 |
| CB_783 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | East of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 35A | 65 | 45 | 2 | 4 | 5.1 |
| CB_784 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | East of Vandecar Ln | 1975-07-01 | \$366 | \$2,500 | 35A | 65 | 45 | 2 | 4 | 5.1 |
| CB_785 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | @ Vandecar Ln | 1975-07-01 | \$366 | \$2,500 | 35A | 65 | 45 | 2 | 4 | 5.1 |
| CB_346 | Storm Sewers | Catch Basins/Laterals | Brock St E - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 202A | 300 | 45 | 2 | 4 | 6 |
| CB_347 | Storm Sewers | Catch Basins/Laterals | Brock St E - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 202A | 300 | 45 | 2 | 4 | 6 |
| CB_348 | Storm Sewers | Catch Basins/Laterals | Brock St E - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 202A | 300 | 45 | 2 | 4 | 6 |
| CB_260 | Storm Sewers | Catch Basins/Laterals | Brock St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 201B | 300 | 45 | 2 | 4 | 6 |
| CB_262 | Storm Sewers | Catch Basins/Laterals | Brock St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 201A | 250 | 45 | 2 | 4 | 6 |
| CB_263 | Storm Sewers | Catch Basins/Laterals | Brock St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 201A | 250 | 45 | 2 | 4 | 6 |
| CB_264 | Storm Sewers | Catch Basins/Laterals | Brock St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 201A | 250 | 45 | 2 | 4 | 6 |
| CB_270 | Storm Sewers | Catch Basins/Laterals | Brock St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 201A | 250 | 45 | 2 | 4 | 6 |
| CB_271 | Storm Sewers | Catch Basins/Laterals | Brock St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 201A | 250 | 45 | 2 | 4 | 6 |
| CB_272 | Storm Sewers | Catch Basins/Laterals | Brock St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 201A | 250 | 45 | 2 | 4 | 6 |
| CB_273 | Storm Sewers | Catch Basins/Laterals | Brock St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 201A | 250 | 45 | 2 | 4 | 6 |
| CB_274 | Storm Sewers | Catch Basins/Laterals | Brock St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 201A | 250 | 45 | 2 | 4 | 6 |
| CB_275 | Storm Sewers | Catch Basins/Laterals | Brock St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 201A | 250 | 45 | 2 | 4 | 6 |
| CB_744 | Storm Sewers | Catch Basins/Laterals | Burgess St - Catch Basin | Burgessville | 1975-07-01 | \$366 | \$2,500 | 273C | 100 | 45 | 2 | 4 | 5.1 |
| CB_745 | Storm Sewers | Catch Basins/Laterals | Burgess St - Catch Basin | Burgessville | 1975-07-01 | \$366 | \$2,500 | 273C | 100 | 45 | 2 | 4 | 5.1 |
| CB_746 | Storm Sewers | Catch Basins/Laterals | Burgess St - Catch Basin | Burgessville | 1975-07-01 | \$366 | \$2,500 | 273C | 100 | 45 | 2 | 4 | 5.1 |
| CB_747 | Storm Sewers | Catch Basins/Laterals | Burgess St - Catch Basin | Burgessville | 1975-07-01 | \$366 | \$2,500 | 273C | 100 | 45 | 2 | 4 | 5.1 |
| CB_115 | Storm Sewers | Catch Basins/Laterals | Caley Rd - Catch Basin | East of Baseline Rd | 1975-07-01 | \$366 | \$2,500 | 48B | 224 | 45 | 2 | 4 | 6 |
| CB_116 | Storm Sewers | Catch Basins/Laterals | Caley Rd - Catch Basin | East of Baseline Rd | 1975-07-01 | \$366 | \$2,500 | 48B | 224 | 45 | 2 | 4 | 6 |
| CB_448 | Storm Sewers | Catch Basins/Laterals | Carman St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 214C | 350 | 45 | 2 | 4 | 6 |
| CB_449 | Storm Sewers | Catch Basins/Laterals | Carman St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 214C | 350 | 45 | 2 | 4 | 6 |
| CB_450 | Storm Sewers | Catch Basins/Laterals | Carman St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 214C | 350 | 45 | 2 | 4 | 6 |
| CB_451 | Storm Sewers | Catch Basins/Laterals | Carman St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 214C | 350 | 45 | 2 | 4 | 6 |
| CB_453 | Storm Sewers | Catch Basins/Laterals | Carman St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 214C | 350 | 45 | 2 | 4 | 6 |
| CB_454 | Storm Sewers | Catch Basins/Laterals | Carman St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 214C | 350 | 45 | 2 | 4 | 6 |

STORM SEWERS - CATCH BASINS & LATERALS

| GPS ID | Asset Class | Segment | Asset Name | Location | In-Service Date | Historical Cost | Replacement Cost | Related Road Segment | Traffic Count (AADT) | Age | Criticality Factor | Condition Rating | Risk Rating |
|--------|--------------|-----------------------|-----------------------------|-----------------------|-----------------|-----------------|------------------|----------------------|----------------------|-----|--------------------|------------------|-------------|
| CB_455 | Storm Sewers | Catch Basins/Laterals | Carman St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 214C | 350 | 45 | 2 | 4 | 6 |
| CB_458 | Storm Sewers | Catch Basins/Laterals | Carman St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 214B | 350 | 45 | 2 | 4 | 6 |
| CB_515 | Storm Sewers | Catch Basins/Laterals | Carroll St - Catch Basin | Norwich | 1975-07-01 | \$1,403 | \$2,500 | 249 | 50 | 45 | 2 | 4 | 5.1 |
| CB_137 | Storm Sewers | Catch Basins/Laterals | Church St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 123B | 128 | 45 | 2 | 4 | 6 |
| CB_138 | Storm Sewers | Catch Basins/Laterals | Church St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 123B | 128 | 45 | 2 | 4 | 6 |
| CB_139 | Storm Sewers | Catch Basins/Laterals | Church St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 123B | 128 | 45 | 2 | 4 | 6 |
| CB_140 | Storm Sewers | Catch Basins/Laterals | Church St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 252 | 344 | 45 | 2 | 4 | 6 |
| CB_141 | Storm Sewers | Catch Basins/Laterals | Church St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 252 | 344 | 45 | 2 | 4 | 6 |
| CB_406 | Storm Sewers | Catch Basins/Laterals | Cook St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 241B | 276 | 45 | 2 | 4 | 6 |
| CB_412 | Storm Sewers | Catch Basins/Laterals | Cook St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 241B | 276 | 45 | 2 | 4 | 6 |
| CB_697 | Storm Sewers | Catch Basins/Laterals | Curries Rd - Catch Basin | West of Vandecar Ln | 1975-07-01 | \$366 | \$2,500 | 21A | 136 | 45 | 2 | 4 | 6 |
| CB_698 | Storm Sewers | Catch Basins/Laterals | Curries Rd - Catch Basin | East of Vandecar Ln | 1975-07-01 | \$366 | \$2,500 | 21A | 136 | 45 | 2 | 4 | 6 |
| CB_699 | Storm Sewers | Catch Basins/Laterals | Curries Rd - Catch Basin | East of Vandecar Ln | 1975-07-01 | \$366 | \$2,500 | 21A | 136 | 45 | 2 | 4 | 6 |
| CB_33 | Storm Sewers | Catch Basins/Laterals | Paxton St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 254A | 150 | 45 | 2 | 4 | 6 |
| CB_35 | Storm Sewers | Catch Basins/Laterals | Paxton St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 254A | 150 | 45 | 2 | 4 | 6 |
| CB_52 | Storm Sewers | Catch Basins/Laterals | Dover St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 261 | 815 | 45 | 2 | 4 | 6.9 |
| CB_53 | Storm Sewers | Catch Basins/Laterals | Dover St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 261 | 815 | 45 | 2 | 4 | 6.9 |
| CB_54 | Storm Sewers | Catch Basins/Laterals | Dover St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 261 | 815 | 45 | 2 | 4 | 6.9 |
| CB_55 | Storm Sewers | Catch Basins/Laterals | Dover St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 261 | 815 | 45 | 2 | 4 | 6.9 |
| CB_399 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 210A | 250 | 45 | 2 | 4 | 6 |
| CB_400 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 210A | 250 | 45 | 2 | 4 | 6 |
| CB_401 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 210A | 250 | 45 | 2 | 4 | 6 |
| CB_403 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 210A | 250 | 45 | 2 | 4 | 6 |
| CB_404 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 210A | 250 | 45 | 2 | 4 | 6 |
| CB_405 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 210A | 250 | 45 | 2 | 4 | 6 |
| CB_180 | Storm Sewers | Catch Basins/Laterals | Evergreen St - Catch Basin | East of Slant Rd | 1975-07-01 | \$366 | \$2,500 | 41 | 130 | 45 | 2 | 4 | 6 |
| CB_181 | Storm Sewers | Catch Basins/Laterals | Evergreen St - Catch Basin | East of Slant Rd | 1975-07-01 | \$366 | \$2,500 | 41 | 130 | 45 | 2 | 4 | 6 |
| CB_182 | Storm Sewers | Catch Basins/Laterals | Evergreen St - Catch Basin | East of Slant Rd | 1975-07-01 | \$366 | \$2,500 | 41 | 130 | 45 | 2 | 4 | 6 |
| CB_183 | Storm Sewers | Catch Basins/Laterals | Evergreen St - Catch Basin | East of Slant Rd | 1975-07-01 | \$366 | \$2,500 | 41 | 130 | 45 | 2 | 4 | 6 |
| CB_184 | Storm Sewers | Catch Basins/Laterals | Evergreen St - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 41 | 130 | 45 | 2 | 4 | 6 |
| CB_185 | Storm Sewers | Catch Basins/Laterals | Evergreen St - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 41 | 130 | 45 | 2 | 4 | 6 |
| CB_688 | Storm Sewers | Catch Basins/Laterals | Firehall Rd - Catch Basin | @ Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 17 | 49 | 45 | 2 | 4 | 5.1 |
| CB_689 | Storm Sewers | Catch Basins/Laterals | Firehall Rd - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 17 | 49 | 45 | 2 | 4 | 5.1 |
| CB_690 | Storm Sewers | Catch Basins/Laterals | Firehall Rd - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 17 | 49 | 45 | 2 | 4 | 5.1 |
| CB_691 | Storm Sewers | Catch Basins/Laterals | Firehall Rd - Catch Basin | Est of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 17 | 49 | 45 | 2 | 4 | 5.1 |
| CB_692 | Storm Sewers | Catch Basins/Laterals | Firehall Rd - Catch Basin | West of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 17 | 49 | 45 | 2 | 4 | 5.1 |
| CB_693 | Storm Sewers | Catch Basins/Laterals | Firehall Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 19 | 49 | 45 | 2 | 4 | 5.1 |
| CB_694 | Storm Sewers | Catch Basins/Laterals | Firehall Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 19 | 49 | 45 | 2 | 4 | 5.1 |
| CB_695 | Storm Sewers | Catch Basins/Laterals | Firehall Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 19 | 49 | 45 | 2 | 4 | 5.1 |
| CB_696 | Storm Sewers | Catch Basins/Laterals | Firehall Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 19 | 49 | 45 | 2 | 4 | 5.1 |
| CB_480 | Storm Sewers | Catch Basins/Laterals | Front St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 212A | 100 | 45 | 2 | 4 | 5.1 |
| CB_481 | Storm Sewers | Catch Basins/Laterals | Front St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 212A | 100 | 45 | 2 | 4 | 5.1 |
| CB_66 | Storm Sewers | Catch Basins/Laterals | Furnace Rd - Catch Basin | South of Cornell Rd | 1975-07-01 | \$366 | \$2,500 | 131 | 228 | 45 | 2 | 4 | 6 |
| CB_409 | Storm Sewers | Catch Basins/Laterals | George St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 211 | 150 | 45 | 2 | 4 | 6 |
| CB_410 | Storm Sewers | Catch Basins/Laterals | George St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 211 | 150 | 45 | 2 | 4 | 6 |
| CB_411 | Storm Sewers | Catch Basins/Laterals | George St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 211 | 150 | 45 | 2 | 4 | 6 |
| CB_587 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 24 | 77 | 45 | 2 | 4 | 5.1 |
| CB_588 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 24 | 77 | 45 | 2 | 4 | 5.1 |

STORM SEWERS - CATCH BASINS & LATERALS

| GPS ID | Asset Class | Segment | Asset Name | Location | In-Service Date | Historical Cost | Replacement Cost | Related Road Segment | Traffic Count (AADT) | Age | Criticality Factor | Condition Rating | Risk Rating |
|--------|--------------|-----------------------|-----------------------------|------------------------|-----------------|-----------------|------------------|----------------------|----------------------|-----|--------------------|------------------|-------------|
| CB_589 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 24 | 77 | 45 | 2 | 4 | 5.1 |
| CB_590 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 24 | 77 | 45 | 2 | 4 | 5.1 |
| CB_591 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | West of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 23 | 155 | 45 | 2 | 4 | 6 |
| CB_592 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | West of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 23 | 155 | 45 | 2 | 4 | 6 |
| CB_593 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | West of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 23 | 155 | 45 | 2 | 4 | 6 |
| CB_594 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 23 | 155 | 45 | 2 | 4 | 6 |
| CB_595 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 23 | 155 | 45 | 2 | 4 | 6 |
| CB_596 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 23 | 155 | 45 | 2 | 4 | 6 |
| CB_597 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 23 | 155 | 45 | 2 | 4 | 6 |
| CB_598 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 23 | 155 | 45 | 2 | 4 | 6 |
| CB_618 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | @ Muir Ln | 1975-07-01 | \$366 | \$2,500 | 25 | 52 | 45 | 2 | 4 | 5.1 |
| CB_619 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | East of Vandecar Ln | 1975-07-01 | \$366 | \$2,500 | 25 | 52 | 45 | 2 | 4 | 5.1 |
| CB_620 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | East of Vandecar Ln | 1975-07-01 | \$366 | \$2,500 | 25 | 52 | 45 | 2 | 4 | 5.1 |
| CB_621 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | East of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 25 | 52 | 45 | 2 | 4 | 5.1 |
| CB_622 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | East of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 25 | 52 | 45 | 2 | 4 | 5.1 |
| CB_623 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | East of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 25 | 52 | 45 | 2 | 4 | 5.1 |
| CB_624 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | West of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 24 | 77 | 45 | 2 | 4 | 5.1 |
| CB_625 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | West of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 24 | 77 | 45 | 2 | 4 | 5.1 |
| CB_626 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | West of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 24 | 77 | 45 | 2 | 4 | 5.1 |
| CB_627 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | West of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 24 | 77 | 45 | 2 | 4 | 5.1 |
| CB_628 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | West of Oriel Ln | 1975-07-01 | \$366 | \$2,500 | 24 | 77 | 45 | 2 | 4 | 5.1 |
| CB_629 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | West of Oriel Ln | 1975-07-01 | \$366 | \$2,500 | 24 | 77 | 45 | 2 | 4 | 5.1 |
| CB_630 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | West of Oriel Ln | 1975-07-01 | \$366 | \$2,500 | 24 | 77 | 45 | 2 | 4 | 5.1 |
| CB_631 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | West of Oriel Ln | 1975-07-01 | \$366 | \$2,500 | 24 | 77 | 45 | 2 | 4 | 5.1 |
| CB_632 | Storm Sewers | Catch Basins/Laterals | Gunns Hill Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 24 | 77 | 45 | 2 | 4 | 5.1 |
| CB_142 | Storm Sewers | Catch Basins/Laterals | Hanmer Line - Catch Basin | North of Maple Dell Rd | 1975-07-01 | \$366 | \$2,500 | 115 | 99 | 45 | 2 | 4 | 5.1 |
| CB_17 | Storm Sewers | Catch Basins/Laterals | James St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 264 | 100 | 45 | 2 | 4 | 5.1 |
| CB_18 | Storm Sewers | Catch Basins/Laterals | James St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 264 | 100 | 45 | 2 | 4 | 5.1 |
| CB_655 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Eastwood | 1975-07-01 | \$366 | \$2,500 | 279B | 50 | 45 | 2 | 4 | 5.1 |
| CB_42 | Storm Sewers | Catch Basins/Laterals | John St S - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 262 | 684 | 45 | 2 | 4 | 6.9 |
| CB_48 | Storm Sewers | Catch Basins/Laterals | John St S - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 262 | 684 | 45 | 2 | 4 | 6.9 |
| CB_49 | Storm Sewers | Catch Basins/Laterals | John St S - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 262 | 684 | 45 | 2 | 4 | 6.9 |
| CB_50 | Storm Sewers | Catch Basins/Laterals | John St S - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 262 | 684 | 45 | 2 | 4 | 6.9 |
| CB_51 | Storm Sewers | Catch Basins/Laterals | John St S - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 262 | 684 | 45 | 2 | 4 | 6.9 |
| CB_81 | Storm Sewers | Catch Basins/Laterals | Mall Rd - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 84 | 1066 | 45 | 2 | 4 | 7.8 |
| CB_82 | Storm Sewers | Catch Basins/Laterals | Mall Rd - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 84 | 1066 | 45 | 2 | 4 | 7.8 |
| CB_83 | Storm Sewers | Catch Basins/Laterals | Mall Rd - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 84 | 1066 | 45 | 2 | 4 | 7.8 |
| CB_101 | Storm Sewers | Catch Basins/Laterals | Maple Dell Rd - Catch Basin | East of Zenda Ln | 1975-07-01 | \$366 | \$2,500 | 54 | 34 | 45 | 2 | 4 | 5.1 |
| CB_102 | Storm Sewers | Catch Basins/Laterals | Maple Dell Rd - Catch Basin | East of Zenda Ln | 1975-07-01 | \$366 | \$2,500 | 54 | 34 | 45 | 2 | 4 | 5.1 |
| CB_106 | Storm Sewers | Catch Basins/Laterals | Maple Dell Rd - Catch Basin | West of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 56 | 130 | 45 | 2 | 4 | 6 |
| CB_107 | Storm Sewers | Catch Basins/Laterals | Maple Dell Rd - Catch Basin | West of Pick Ln | 1975-07-01 | \$366 | \$2,500 | 56 | 130 | 45 | 2 | 4 | 6 |
| CB_108 | Storm Sewers | Catch Basins/Laterals | Maple Dell Rd - Catch Basin | West of Pick Ln | 1975-07-01 | \$366 | \$2,500 | 56 | 130 | 45 | 2 | 4 | 6 |
| CB_109 | Storm Sewers | Catch Basins/Laterals | Maple Dell Rd - Catch Basin | West of Pick Ln | 1975-07-01 | \$366 | \$2,500 | 56 | 130 | 45 | 2 | 4 | 6 |
| CB_110 | Storm Sewers | Catch Basins/Laterals | Maple Dell Rd - Catch Basin | West of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 55 | 171 | 45 | 2 | 4 | 6 |
| CB_111 | Storm Sewers | Catch Basins/Laterals | Maple Dell Rd - Catch Basin | West of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 55 | 171 | 45 | 2 | 4 | 6 |
| CB_112 | Storm Sewers | Catch Basins/Laterals | Maple Dell Rd - Catch Basin | West of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 55 | 171 | 45 | 2 | 4 | 6 |
| CB_113 | Storm Sewers | Catch Basins/Laterals | Maple Dell Rd - Catch Basin | West of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 55 | 171 | 45 | 2 | 4 | 6 |
| CB_27 | Storm Sewers | Catch Basins/Laterals | Maple St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 251 | 75 | 45 | 2 | 4 | 5.1 |

STORM SEWERS - CATCH BASINS & LATERALS

| GPS ID | Asset Class | Segment | Asset Name | Location | In-Service Date | Historical Cost | Replacement Cost | Related Road Segment | Traffic Count (AADT) | Age | Criticality Factor | Condition Rating | Risk Rating |
|--------|--------------|-----------------------|--------------------------------|---------------------------|-----------------|-----------------|------------------|----------------------|----------------------|-----|--------------------|------------------|-------------|
| CB_165 | Storm Sewers | Catch Basins/Laterals | McCready Line - Catch Basin | South of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 103 | 27 | 45 | 2 | 4 | 5.1 |
| CB_787 | Storm Sewers | Catch Basins/Laterals | McCready Line - Catch Basin | South of Beaconsfield Rd | 1975-07-01 | \$366 | \$2,500 | 103 | 27 | 45 | 2 | 4 | 5.1 |
| CB_712 | Storm Sewers | Catch Basins/Laterals | McNab Lane - Catch Basin | Burgessville | 1975-07-01 | \$366 | \$2,500 | 272 | 50 | 45 | 2 | 4 | 5.1 |
| CB_713 | Storm Sewers | Catch Basins/Laterals | McNab Lane - Catch Basin | Burgessville | 1975-07-01 | \$366 | \$2,500 | 272 | 50 | 45 | 2 | 4 | 5.1 |
| CB_714 | Storm Sewers | Catch Basins/Laterals | McNab Lane - Catch Basin | Burgessville | 1975-07-01 | \$366 | \$2,500 | 272 | 50 | 45 | 2 | 4 | 5.1 |
| CB_715 | Storm Sewers | Catch Basins/Laterals | McNab Lane - Catch Basin | Burgessville | 1975-07-01 | \$366 | \$2,500 | 272 | 50 | 45 | 2 | 4 | 5.1 |
| CB_716 | Storm Sewers | Catch Basins/Laterals | McNab Lane - Catch Basin | Burgessville | 1975-07-01 | \$366 | \$2,500 | 272 | 50 | 45 | 2 | 4 | 5.1 |
| CB_717 | Storm Sewers | Catch Basins/Laterals | McNab Lane - Catch Basin | Burgessville | 1975-07-01 | \$366 | \$2,500 | 272 | 50 | 45 | 2 | 4 | 5.1 |
| CB_763 | Storm Sewers | Catch Basins/Laterals | McNab Lane - Catch Basin | Burgessville | 1975-07-01 | \$366 | \$2,500 | 272 | 50 | 45 | 2 | 4 | 5.1 |
| CB_764 | Storm Sewers | Catch Basins/Laterals | McNab Lane - Catch Basin | Burgessville | 1975-07-01 | \$366 | \$2,500 | 272 | 50 | 45 | 2 | 4 | 5.1 |
| CB_76 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | South of Ninth Rd | 1975-07-01 | \$366 | \$2,500 | 129 | 683 | 45 | 2 | 4 | 6.9 |
| CB_77 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | South of Ninth Rd | 1975-07-01 | \$366 | \$2,500 | 129 | 683 | 45 | 2 | 4 | 6.9 |
| CB_78 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | North of Ninth | 1975-07-01 | \$366 | \$2,500 | 127 | 683 | 45 | 2 | 4 | 6.9 |
| CB_79 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | South of Otterville Rd | 1975-07-01 | \$366 | \$2,500 | 127 | 683 | 45 | 2 | 4 | 6.9 |
| CB_151 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | North of Quaker St | 1975-07-01 | \$366 | \$2,500 | 105A | 1641 | 45 | 2 | 4 | 7.8 |
| CB_162 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | South of Evergreen St | 1975-07-01 | \$366 | \$2,500 | 105A | 1641 | 45 | 2 | 4 | 7.8 |
| CB_612 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | North of Oxford Centre Rd | 1975-07-01 | \$366 | \$2,500 | 90 | 994 | 45 | 2 | 4 | 6.9 |
| CB_748 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | South of Beaconsfield Rd | 1975-07-01 | \$366 | \$2,500 | 102B | 698 | 45 | 2 | 4 | 6.9 |
| CB_36 | Storm Sewers | Catch Basins/Laterals | Mill St E - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 256A | 100 | 45 | 2 | 4 | 5.1 |
| CB_19 | Storm Sewers | Catch Basins/Laterals | Mill St W - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 255C | 75 | 45 | 2 | 4 | 5.1 |
| CB_20 | Storm Sewers | Catch Basins/Laterals | Mill St W - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 255C | 75 | 45 | 2 | 4 | 5.1 |
| CB_21 | Storm Sewers | Catch Basins/Laterals | Mill St W - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 255C | 75 | 45 | 2 | 4 | 5.1 |
| CB_37 | Storm Sewers | Catch Basins/Laterals | Mill St W - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 256B | 100 | 45 | 2 | 4 | 5.1 |
| CB_38 | Storm Sewers | Catch Basins/Laterals | Mill St W - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 256B | 100 | 45 | 2 | 4 | 5.1 |
| CB_39 | Storm Sewers | Catch Basins/Laterals | Mill St W - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 255B | 100 | 45 | 2 | 4 | 5.1 |
| CB_40 | Storm Sewers | Catch Basins/Laterals | Mill St W - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 256B | 100 | 45 | 2 | 4 | 5.1 |
| CB_87 | Storm Sewers | Catch Basins/Laterals | Milldale Rd - Catch Basin | @ Baseline Rd | 1975-07-01 | \$366 | \$2,500 | 63 | 82 | 45 | 2 | 4 | 5.1 |
| CB_104 | Storm Sewers | Catch Basins/Laterals | Milldale Rd - Catch Basin | West of Pick Ln | 1975-07-01 | \$366 | \$2,500 | 60 | 169 | 45 | 2 | 4 | 6 |
| CB_105 | Storm Sewers | Catch Basins/Laterals | Milldale Rd - Catch Basin | West of Pick Ln | 1975-07-01 | \$366 | \$2,500 | 60 | 169 | 45 | 2 | 4 | 6 |
| CB_80 | Storm Sewers | Catch Basins/Laterals | New Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 74 | 291 | 45 | 2 | 4 | 6 |
| CB_34 | Storm Sewers | Catch Basins/Laterals | Bullock St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 253 | 150 | 45 | 2 | 4 | 6 |
| CB_67 | Storm Sewers | Catch Basins/Laterals | Ninth Rd - Catch Basin | East of Coal Ln | 1975-07-01 | \$366 | \$2,500 | 67 | 167 | 45 | 2 | 4 | 6 |
| CB_68 | Storm Sewers | Catch Basins/Laterals | Ninth Rd - Catch Basin | East of Coal Ln | 1975-07-01 | \$366 | \$2,500 | 67 | 167 | 45 | 2 | 4 | 6 |
| CB_71 | Storm Sewers | Catch Basins/Laterals | Ninth Rd - Catch Basin | @ Coal Ln | 1975-07-01 | \$366 | \$2,500 | 67 | 167 | 45 | 2 | 4 | 6 |
| CB_89 | Storm Sewers | Catch Basins/Laterals | Ninth Rd - Catch Basin | West of Baseline Rd | 1975-07-01 | \$366 | \$2,500 | 68 | 192 | 45 | 2 | 4 | 6 |
| CB_90 | Storm Sewers | Catch Basins/Laterals | Ninth Rd - Catch Basin | West of Baseline Rd | 1975-07-01 | \$366 | \$2,500 | 68 | 192 | 45 | 2 | 4 | 6 |
| CB_92 | Storm Sewers | Catch Basins/Laterals | Ninth Rd - Catch Basin | East of Baseline Rd | 1975-07-01 | \$366 | \$2,500 | 69 | 192 | 45 | 2 | 4 | 6 |
| CB_93 | Storm Sewers | Catch Basins/Laterals | Ninth Rd - Catch Basin | East of Baseline Rd | 1975-07-01 | \$366 | \$2,500 | 69 | 192 | 45 | 2 | 4 | 6 |
| CB_46 | Storm Sewers | Catch Basins/Laterals | Norfolk St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 260 | 75 | 45 | 2 | 4 | 5.1 |
| CB_47 | Storm Sewers | Catch Basins/Laterals | Norfolk St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 260 | 75 | 45 | 2 | 4 | 5.1 |
| CB_31 | Storm Sewers | Catch Basins/Laterals | North St E - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 254F | 140 | 45 | 2 | 4 | 6 |
| CB_32 | Storm Sewers | Catch Basins/Laterals | North St E - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 254F | 140 | 45 | 2 | 4 | 6 |
| CB_26 | Storm Sewers | Catch Basins/Laterals | North St W - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 250A | 88 | 45 | 2 | 4 | 5.1 |
| CB_233 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 203 | 390 | 45 | 2 | 4 | 6 |
| CB_235 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 203 | 390 | 45 | 2 | 4 | 6 |
| CB_236 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 203 | 390 | 45 | 2 | 4 | 6 |
| CB_237 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 203 | 390 | 45 | 2 | 4 | 6 |
| CB_247 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 203 | 390 | 45 | 2 | 4 | 6 |

STORM SEWERS - CATCH BASINS & LATERALS

| GPS ID | Asset Class | Segment | Asset Name | Location | In-Service Date | Historical Cost | Replacement Cost | Related Road Segment | Traffic Count (AADT) | Age | Criticality Factor | Condition Rating | Risk Rating |
|--------|--------------|-----------------------|--------------------------------|------------------------|-----------------|-----------------|------------------|----------------------|----------------------|-----|--------------------|------------------|-------------|
| CB_248 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 203 | 390 | 45 | 2 | 4 | 6 |
| CB_251 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 203 | 390 | 45 | 2 | 4 | 6 |
| CB_253 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 203 | 390 | 45 | 2 | 4 | 6 |
| CB_256 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 203 | 390 | 45 | 2 | 4 | 6 |
| CB_257 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 203 | 390 | 45 | 2 | 4 | 6 |
| CB_258 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 203 | 390 | 45 | 2 | 4 | 6 |
| CB_674 | Storm Sewers | Catch Basins/Laterals | Old Stage Rd - Catch Basin | East of Vandecar Ln | 1975-07-01 | \$366 | \$2,500 | 20 | 125 | 45 | 2 | 4 | 6 |
| CB_675 | Storm Sewers | Catch Basins/Laterals | Old Stage Rd - Catch Basin | East of Vandecar Ln | 1975-07-01 | \$366 | \$2,500 | 20 | 125 | 45 | 2 | 4 | 6 |
| CB_676 | Storm Sewers | Catch Basins/Laterals | Old Stage Rd - Catch Basin | East of Vandecar Ln | 1975-07-01 | \$366 | \$2,500 | 20 | 125 | 45 | 2 | 4 | 6 |
| CB_677 | Storm Sewers | Catch Basins/Laterals | Old Stage Rd - Catch Basin | West of Old 14 | 1975-07-01 | \$366 | \$2,500 | 16B | 86 | 45 | 2 | 4 | 5.1 |
| CB_678 | Storm Sewers | Catch Basins/Laterals | Old Stage Rd - Catch Basin | West of Old 14 | 1975-07-01 | \$366 | \$2,500 | 16B | 86 | 45 | 2 | 4 | 5.1 |
| CB_679 | Storm Sewers | Catch Basins/Laterals | Old Stage Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 16B | 86 | 45 | 2 | 4 | 5.1 |
| CB_680 | Storm Sewers | Catch Basins/Laterals | Old Stage Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 16B | 86 | 45 | 2 | 4 | 5.1 |
| CB_583 | Storm Sewers | Catch Basins/Laterals | Oriel Line - Catch Basin | South of Gunns Hill Rd | 1975-07-01 | \$366 | \$2,500 | 97B | 13 | 45 | 2 | 4 | 5.1 |
| CB_584 | Storm Sewers | Catch Basins/Laterals | Oriel Line - Catch Basin | South of Gunns Hill Rd | 1975-07-01 | \$366 | \$2,500 | 97B | 13 | 45 | 2 | 4 | 5.1 |
| CB_585 | Storm Sewers | Catch Basins/Laterals | Oriel Line - Catch Basin | @ Substation Rd | 1975-07-01 | \$366 | \$2,500 | 97B | 13 | 45 | 2 | 4 | 5.1 |
| CB_586 | Storm Sewers | Catch Basins/Laterals | Oriel Line - Catch Basin | @ Substation Rd | 1975-07-01 | \$366 | \$2,500 | 97B | 13 | 45 | 2 | 4 | 5.1 |
| CB_613 | Storm Sewers | Catch Basins/Laterals | Oriel Line - Catch Basin | North of Gunns Hill Rd | 1975-07-01 | \$366 | \$2,500 | 97A | 13 | 45 | 2 | 4 | 5.1 |
| CB_614 | Storm Sewers | Catch Basins/Laterals | Oriel Line - Catch Basin | North of Gunns Hill Rd | 1975-07-01 | \$366 | \$2,500 | 97A | 13 | 45 | 2 | 4 | 5.1 |
| CB_615 | Storm Sewers | Catch Basins/Laterals | Oriel Line - Catch Basin | South of Curries Rd | 1975-07-01 | \$366 | \$2,500 | 97A | 13 | 45 | 2 | 4 | 5.1 |
| CB_22 | Storm Sewers | Catch Basins/Laterals | Otter View Dr - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 265 | 401 | 45 | 2 | 4 | 6 |
| CB_23 | Storm Sewers | Catch Basins/Laterals | Otter View Dr - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 265 | 401 | 45 | 2 | 4 | 6 |
| CB_24 | Storm Sewers | Catch Basins/Laterals | Otter View Dr - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 265 | 401 | 45 | 2 | 4 | 6 |
| CB_25 | Storm Sewers | Catch Basins/Laterals | Otter View Dr - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 265 | 401 | 45 | 2 | 4 | 6 |
| CB_662 | Storm Sewers | Catch Basins/Laterals | Oxford Centre Rd - Catch Basin | West of Hwy 53 | 1975-07-01 | \$366 | \$2,500 | 15 | 56 | 45 | 2 | 4 | 5.1 |
| CB_663 | Storm Sewers | Catch Basins/Laterals | Oxford Centre Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 14 | 78 | 45 | 2 | 4 | 5.1 |
| CB_664 | Storm Sewers | Catch Basins/Laterals | Oxford Centre Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 14 | 78 | 45 | 2 | 4 | 5.1 |
| CB_665 | Storm Sewers | Catch Basins/Laterals | Oxford Centre Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 14 | 78 | 45 | 2 | 4 | 5.1 |
| CB_666 | Storm Sewers | Catch Basins/Laterals | Oxford Centre Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 14 | 78 | 45 | 2 | 4 | 5.1 |
| CB_667 | Storm Sewers | Catch Basins/Laterals | Oxford Centre Rd - Catch Basin | @ Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 13B | 38 | 45 | 2 | 4 | 5.1 |
| CB_668 | Storm Sewers | Catch Basins/Laterals | Oxford Centre Rd - Catch Basin | West Of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 13B | 38 | 45 | 2 | 4 | 5.1 |
| CB_669 | Storm Sewers | Catch Basins/Laterals | Oxford Centre Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 14 | 78 | 45 | 2 | 4 | 5.1 |
| CB_670 | Storm Sewers | Catch Basins/Laterals | Oxford Centre Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 14 | 78 | 45 | 2 | 4 | 5.1 |
| CB_671 | Storm Sewers | Catch Basins/Laterals | Oxford Centre Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 14 | 78 | 45 | 2 | 4 | 5.1 |
| CB_672 | Storm Sewers | Catch Basins/Laterals | Oxford Centre Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 14 | 78 | 45 | 2 | 4 | 5.1 |
| CB_673 | Storm Sewers | Catch Basins/Laterals | Oxford Centre Rd - Catch Basin | East of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 15 | 56 | 45 | 2 | 4 | 5.1 |
| CB_437 | Storm Sewers | Catch Basins/Laterals | Palmer St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 215B | 250 | 45 | 2 | 4 | 6 |
| CB_438 | Storm Sewers | Catch Basins/Laterals | Palmer St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 215B | 250 | 45 | 2 | 4 | 6 |
| CB_439 | Storm Sewers | Catch Basins/Laterals | Palmer St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 215B | 250 | 45 | 2 | 4 | 6 |
| CB_440 | Storm Sewers | Catch Basins/Laterals | Palmer St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 215B | 250 | 45 | 2 | 4 | 6 |
| CB_441 | Storm Sewers | Catch Basins/Laterals | Palmer St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 215B | 250 | 45 | 2 | 4 | 6 |
| CB_442 | Storm Sewers | Catch Basins/Laterals | Palmer St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 215B | 250 | 45 | 2 | 4 | 6 |
| CB_443 | Storm Sewers | Catch Basins/Laterals | Palmer St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 215B | 250 | 45 | 2 | 4 | 6 |
| CB_446 | Storm Sewers | Catch Basins/Laterals | Palmer St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 215B | 250 | 45 | 2 | 4 | 6 |
| CB_634 | Storm Sewers | Catch Basins/Laterals | Pattullo Ave - Catch Basin | East of Hwy 53 | 1975-07-01 | \$366 | \$2,500 | 7 | 122 | 45 | 2 | 4 | 6 |
| CB_635 | Storm Sewers | Catch Basins/Laterals | Pattullo Ave - Catch Basin | West of Hwy 53 | 1975-07-01 | \$366 | \$2,500 | 6 | 122 | 45 | 2 | 4 | 6 |
| CB_636 | Storm Sewers | Catch Basins/Laterals | Pattullo Ave - Catch Basin | West of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 5 | 119 | 45 | 2 | 4 | 6 |
| CB_637 | Storm Sewers | Catch Basins/Laterals | Pattullo Ave - Catch Basin | West of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 5 | 119 | 45 | 2 | 4 | 6 |

STORM SEWERS - CATCH BASINS & LATERALS

| GPS ID | Asset Class | Segment | Asset Name | Location | In-Service Date | Historical Cost | Replacement Cost | Related Road Segment | Traffic Count (AADT) | Age | Criticality Factor | Condition Rating | Risk Rating |
|--------|--------------|-----------------------|----------------------------------|------------------------|-----------------|-----------------|------------------|----------------------|----------------------|-----|--------------------|------------------|-------------|
| CB_641 | Storm Sewers | Catch Basins/Laterals | Pattullo Ave - Catch Basin | West of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 5 | 119 | 45 | 2 | 4 | 6 |
| CB_656 | Storm Sewers | Catch Basins/Laterals | Pattullo Ave - Catch Basin | @ Hwy 53 | 1975-07-01 | \$366 | \$2,500 | 6 | 122 | 45 | 2 | 4 | 6 |
| CB_657 | Storm Sewers | Catch Basins/Laterals | Pattullo Ave - Catch Basin | East of Hwy 53 | 1975-07-01 | \$366 | \$2,500 | 7 | 122 | 45 | 2 | 4 | 6 |
| CB_658 | Storm Sewers | Catch Basins/Laterals | Pattullo Ave - Catch Basin | East of Hwy 53 | 1975-07-01 | \$366 | \$2,500 | 7 | 122 | 45 | 2 | 4 | 6 |
| CB_659 | Storm Sewers | Catch Basins/Laterals | Pattullo Ave - Catch Basin | East of Hwy 53 | 1975-07-01 | \$366 | \$2,500 | 7 | 122 | 45 | 2 | 4 | 6 |
| CB_660 | Storm Sewers | Catch Basins/Laterals | Pattullo Ave - Catch Basin | West of Muir Ln | 1975-07-01 | \$366 | \$2,500 | 7 | 122 | 45 | 2 | 4 | 6 |
| CB_661 | Storm Sewers | Catch Basins/Laterals | Pattullo Ave - Catch Basin | West of Muir Ln | 1975-07-01 | \$366 | \$2,500 | 7 | 122 | 45 | 2 | 4 | 6 |
| CB_135 | Storm Sewers | Catch Basins/Laterals | Pick Line - Catch Basin | South of Maple Dell Rd | 1975-07-01 | \$366 | \$2,500 | 114 | 51 | 45 | 2 | 4 | 5.1 |
| CB_136 | Storm Sewers | Catch Basins/Laterals | Pick Line - Catch Basin | South of Maple Dell Rd | 1975-07-01 | \$366 | \$2,500 | 114 | 51 | 45 | 2 | 4 | 5.1 |
| CB_156 | Storm Sewers | Catch Basins/Laterals | Pick Line - Catch Basin | South of Norwich Rd | 1975-07-01 | \$366 | \$2,500 | 114 | 51 | 45 | 2 | 4 | 5.1 |
| CB_157 | Storm Sewers | Catch Basins/Laterals | Pick Line - Catch Basin | South of Norwich Rd | 1975-07-01 | \$366 | \$2,500 | 114 | 51 | 45 | 2 | 4 | 5.1 |
| CB_158 | Storm Sewers | Catch Basins/Laterals | Pick Line - Catch Basin | South of Airport Rd | 1975-07-01 | \$366 | \$2,500 | 114 | 51 | 45 | 2 | 4 | 5.1 |
| CB_159 | Storm Sewers | Catch Basins/Laterals | Pick Line - Catch Basin | South of Airport Rd | 1975-07-01 | \$366 | \$2,500 | 114 | 51 | 45 | 2 | 4 | 5.1 |
| CB_436 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 222B | 350 | 45 | 2 | 4 | 6 |
| CB_461 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 222B | 350 | 45 | 2 | 4 | 6 |
| CB_483 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 222E | 350 | 45 | 2 | 4 | 6 |
| CB_488 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 222C | 350 | 45 | 2 | 4 | 6 |
| CB_489 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 222C | 350 | 45 | 2 | 4 | 6 |
| CB_490 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 222C | 350 | 45 | 2 | 4 | 6 |
| CB_491 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 222C | 350 | 45 | 2 | 4 | 6 |
| CB_492 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 222C | 350 | 45 | 2 | 4 | 6 |
| CB_493 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 222C | 350 | 45 | 2 | 4 | 6 |
| CB_114 | Storm Sewers | Catch Basins/Laterals | Pleasant Valley Rd - Catch Basin | West of Oxford 13 | 1975-07-01 | \$366 | \$2,500 | 49 | 127 | 45 | 2 | 4 | 6 |
| CB_160 | Storm Sewers | Catch Basins/Laterals | Quaker St - Catch Basin | West of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 45B | 796 | 45 | 2 | 4 | 6.9 |
| CB_163 | Storm Sewers | Catch Basins/Laterals | Quaker St - Catch Basin | West of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 45B | 796 | 45 | 2 | 4 | 6.9 |
| CB_194 | Storm Sewers | Catch Basins/Laterals | Quaker St - Catch Basin | @ Baseline Rd | 1975-07-01 | \$366 | \$2,500 | 47 | 95 | 45 | 2 | 4 | 5.1 |
| CB_195 | Storm Sewers | Catch Basins/Laterals | Quaker St - Catch Basin | @ Baseline Rd | 1975-07-01 | \$366 | \$2,500 | 47 | 95 | 45 | 2 | 4 | 5.1 |
| CB_85 | Storm Sewers | Catch Basins/Laterals | Rocks Mill Line - Catch Basin | North of Potters Rd | 1975-07-01 | \$366 | \$2,500 | 135 | 157 | 45 | 2 | 4 | 6 |
| CB_86 | Storm Sewers | Catch Basins/Laterals | Rocks Mill Line - Catch Basin | South of New Rd | 1975-07-01 | \$366 | \$2,500 | 135 | 157 | 45 | 2 | 4 | 6 |
| CB_3 | Storm Sewers | Catch Basins/Laterals | Sons Rd - Catch Basin | Springford | 1975-07-01 | \$366 | \$2,500 | 278 | 182 | 45 | 2 | 4 | 6 |
| CB_4 | Storm Sewers | Catch Basins/Laterals | Sons Rd - Catch Basin | Springford | 1975-07-01 | \$366 | \$2,500 | 278 | 182 | 45 | 2 | 4 | 6 |
| CB_5 | Storm Sewers | Catch Basins/Laterals | Sons Rd - Catch Basin | Springford | 1975-07-01 | \$366 | \$2,500 | 278 | 182 | 45 | 2 | 4 | 6 |
| CB_6 | Storm Sewers | Catch Basins/Laterals | Sons Rd - Catch Basin | Springford | 1975-07-01 | \$366 | \$2,500 | 278 | 182 | 45 | 2 | 4 | 6 |
| CB_7 | Storm Sewers | Catch Basins/Laterals | Sons Rd - Catch Basin | Springford | 1975-07-01 | \$366 | \$2,500 | 278 | 182 | 45 | 2 | 4 | 6 |
| CB_8 | Storm Sewers | Catch Basins/Laterals | Sons Rd - Catch Basin | Springford | 1975-07-01 | \$366 | \$2,500 | 278 | 182 | 45 | 2 | 4 | 6 |
| CB_9 | Storm Sewers | Catch Basins/Laterals | Sons Rd - Catch Basin | Springford | 1975-07-01 | \$366 | \$2,500 | 278 | 182 | 45 | 2 | 4 | 6 |
| CB_10 | Storm Sewers | Catch Basins/Laterals | Sons Rd - Catch Basin | Springford | 1975-07-01 | \$366 | \$2,500 | 278 | 182 | 45 | 2 | 4 | 6 |
| CB_11 | Storm Sewers | Catch Basins/Laterals | Sons Rd - Catch Basin | Springford | 1975-07-01 | \$366 | \$2,500 | 278 | 182 | 45 | 2 | 4 | 6 |
| CB_12 | Storm Sewers | Catch Basins/Laterals | Sons Rd - Catch Basin | Springford | 1975-07-01 | \$366 | \$2,500 | 278 | 182 | 45 | 2 | 4 | 6 |
| CB_13 | Storm Sewers | Catch Basins/Laterals | Sons Rd - Catch Basin | Springford | 1975-07-01 | \$366 | \$2,500 | 278 | 182 | 45 | 2 | 4 | 6 |
| CB_14 | Storm Sewers | Catch Basins/Laterals | Sons Rd - Catch Basin | Springford | 1975-07-01 | \$366 | \$2,500 | 278 | 182 | 45 | 2 | 4 | 6 |
| CB_15 | Storm Sewers | Catch Basins/Laterals | Sons St - Catch Basin | Springford | 1975-07-01 | \$366 | \$2,500 | 278 | 182 | 45 | 2 | 4 | 6 |
| CB_283 | Storm Sewers | Catch Basins/Laterals | South Court St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 206 | 250 | 45 | 2 | 4 | 6 |
| CB_286 | Storm Sewers | Catch Basins/Laterals | South Court St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 206 | 250 | 45 | 2 | 4 | 6 |
| CB_287 | Storm Sewers | Catch Basins/Laterals | South Court St W - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 206 | 250 | 45 | 2 | 4 | 6 |
| CB_569 | Storm Sewers | Catch Basins/Laterals | Substation Rd - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 27 | 92 | 45 | 2 | 4 | 5.1 |
| CB_570 | Storm Sewers | Catch Basins/Laterals | Substation Rd - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 27 | 92 | 45 | 2 | 4 | 5.1 |
| CB_571 | Storm Sewers | Catch Basins/Laterals | Substation Rd - Catch Basin | East of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 27 | 92 | 45 | 2 | 4 | 5.1 |

STORM SEWERS - CATCH BASINS & LATERALS

| GPS ID | Asset Class | Segment | Asset Name | Location | In-Service Date | Historical Cost | Replacement Cost | Related Road Segment | Traffic Count (AADT) | Age | Criticality Factor | Condition Rating | Risk Rating |
|--------|--------------|-----------------------|-------------------------------|------------------------|-----------------|-----------------|------------------|----------------------|----------------------|-----|--------------------|------------------|-------------|
| CB_572 | Storm Sewers | Catch Basins/Laterals | Substation Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 28 | 119 | 45 | 2 | 4 | 6 |
| CB_573 | Storm Sewers | Catch Basins/Laterals | Substation Rd - Catch Basin | East of Middletown Ln | 1975-07-01 | \$366 | \$2,500 | 28 | 119 | 45 | 2 | 4 | 6 |
| CB_574 | Storm Sewers | Catch Basins/Laterals | Substation Rd - Catch Basin | East of Oxford 14 | 1975-07-01 | \$366 | \$2,500 | 29 | 116 | 45 | 2 | 4 | 6 |
| CB_575 | Storm Sewers | Catch Basins/Laterals | Substation Rd - Catch Basin | West of Vandecar Ln | 1975-07-01 | \$366 | \$2,500 | 29 | 116 | 45 | 2 | 4 | 6 |
| CB_576 | Storm Sewers | Catch Basins/Laterals | Substation Rd - Catch Basin | West of Vandecar Ln | 1975-07-01 | \$366 | \$2,500 | 29 | 116 | 45 | 2 | 4 | 6 |
| CB_577 | Storm Sewers | Catch Basins/Laterals | Substation Rd - Catch Basin | West of Vandecar Ln | 1975-07-01 | \$366 | \$2,500 | 29 | 116 | 45 | 2 | 4 | 6 |
| CB_578 | Storm Sewers | Catch Basins/Laterals | Substation Rd - Catch Basin | @ Vandecar Ln | 1975-07-01 | \$366 | \$2,500 | 30 | 116 | 45 | 2 | 4 | 6 |
| CB_579 | Storm Sewers | Catch Basins/Laterals | Substation Rd - Catch Basin | West of Muir Ln | 1975-07-01 | \$366 | \$2,500 | 30 | 116 | 45 | 2 | 4 | 6 |
| CB_599 | Storm Sewers | Catch Basins/Laterals | Substation Rd - Catch Basin | East of Cedar Ln | 1975-07-01 | \$366 | \$2,500 | 26 | 118 | 45 | 2 | 4 | 6 |
| CB_600 | Storm Sewers | Catch Basins/Laterals | Substation Rd - Catch Basin | East of Cedar Ln | 1975-07-01 | \$366 | \$2,500 | 26 | 118 | 45 | 2 | 4 | 6 |
| CB_601 | Storm Sewers | Catch Basins/Laterals | Substation Rd - Catch Basin | West of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 26 | 118 | 45 | 2 | 4 | 6 |
| CB_602 | Storm Sewers | Catch Basins/Laterals | Substation Rd - Catch Basin | West of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 26 | 118 | 45 | 2 | 4 | 6 |
| CB_603 | Storm Sewers | Catch Basins/Laterals | Substation Rd - Catch Basin | West of Oxford 59 | 1975-07-01 | \$366 | \$2,500 | 26 | 118 | 45 | 2 | 4 | 6 |
| CB_633 | Storm Sewers | Catch Basins/Laterals | Towerline Rd - Catch Basin | West of Muir Ln | 1975-07-01 | \$366 | \$2,500 | 3 | 101 | 45 | 2 | 4 | 6 |
| CB_700 | Storm Sewers | Catch Basins/Laterals | Towerline Rd - Catch Basin | West of Muir Ln | 1975-07-01 | \$366 | \$2,500 | 3 | 101 | 45 | 2 | 4 | 6 |
| CB_701 | Storm Sewers | Catch Basins/Laterals | Towerline Rd - Catch Basin | West of Muir Ln | 1975-07-01 | \$366 | \$2,500 | 3 | 101 | 45 | 2 | 4 | 6 |
| CB_702 | Storm Sewers | Catch Basins/Laterals | Towerline Rd - Catch Basin | West of Muir Ln | 1975-07-01 | \$366 | \$2,500 | 3 | 101 | 45 | 2 | 4 | 6 |
| CB_703 | Storm Sewers | Catch Basins/Laterals | Towerline Rd - Catch Basin | West of Muir Ln | 1975-07-01 | \$366 | \$2,500 | 3 | 101 | 45 | 2 | 4 | 6 |
| CB_704 | Storm Sewers | Catch Basins/Laterals | Towerline Rd - Catch Basin | West of Muir Ln | 1975-07-01 | \$366 | \$2,500 | 3 | 101 | 45 | 2 | 4 | 6 |
| CB_705 | Storm Sewers | Catch Basins/Laterals | Towerline Rd - Catch Basin | West of Muir Ln | 1975-07-01 | \$366 | \$2,500 | 3 | 101 | 45 | 2 | 4 | 6 |
| CB_706 | Storm Sewers | Catch Basins/Laterals | Towerline Rd - Catch Basin | East of Hwy 53 | 1975-07-01 | \$366 | \$2,500 | 3 | 101 | 45 | 2 | 4 | 6 |
| CB_707 | Storm Sewers | Catch Basins/Laterals | Towerline Rd - Catch Basin | East of Hwy 53 | 1975-07-01 | \$366 | \$2,500 | 3 | 101 | 45 | 2 | 4 | 6 |
| CB_708 | Storm Sewers | Catch Basins/Laterals | Towerline Rd - Catch Basin | East of Hwy 53 | 1975-07-01 | \$366 | \$2,500 | 3 | 101 | 45 | 2 | 4 | 6 |
| CB_709 | Storm Sewers | Catch Basins/Laterals | Towerline Rd - Catch Basin | East of Hwy 53 | 1975-07-01 | \$366 | \$2,500 | 3 | 101 | 45 | 2 | 4 | 6 |
| CB_710 | Storm Sewers | Catch Basins/Laterals | Towerline Rd - Catch Basin | East of Hwy 53 | 1975-07-01 | \$366 | \$2,500 | 3 | 101 | 45 | 2 | 4 | 6 |
| CB_580 | Storm Sewers | Catch Basins/Laterals | Vandecar Line - Catch Basin | @ Substation Rd | 1975-07-01 | \$366 | \$2,500 | 100A | 28 | 45 | 2 | 4 | 5.1 |
| CB_581 | Storm Sewers | Catch Basins/Laterals | Vandecar Line - Catch Basin | South of Gunns Hill Rd | 1975-07-01 | \$366 | \$2,500 | 100A | 28 | 45 | 2 | 4 | 5.1 |
| CB_582 | Storm Sewers | Catch Basins/Laterals | Vandecar Line - Catch Basin | South of Gunns Hill Rd | 1975-07-01 | \$366 | \$2,500 | 100A | 28 | 45 | 2 | 4 | 5.1 |
| CB_616 | Storm Sewers | Catch Basins/Laterals | Vandecar Line - Catch Basin | South of Curries Rd | 1975-07-01 | \$366 | \$2,500 | 95B | 30 | 45 | 2 | 4 | 5.1 |
| CB_617 | Storm Sewers | Catch Basins/Laterals | Vandecar Line - Catch Basin | South of Curries Rd | 1975-07-01 | \$366 | \$2,500 | 95B | 30 | 45 | 2 | 4 | 5.1 |
| CB_786 | Storm Sewers | Catch Basins/Laterals | Vandecar Line - Catch Basin | South of Substation Rd | 1975-07-01 | \$366 | \$2,500 | 100B | 28 | 45 | 2 | 4 | 5.1 |
| CB_387 | Storm Sewers | Catch Basins/Laterals | Victoria St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 240 | 250 | 45 | 2 | 4 | 6 |
| CB_402 | Storm Sewers | Catch Basins/Laterals | Victoria St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 240 | 250 | 45 | 2 | 4 | 6 |
| CB_413 | Storm Sewers | Catch Basins/Laterals | Victoria St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 240 | 250 | 45 | 2 | 4 | 6 |
| CB_279 | Storm Sewers | Catch Basins/Laterals | Washington St - Catch Basin | Norwich | 1975-07-01 | \$366 | \$2,500 | 234B | 10 | 45 | 2 | 4 | 5.1 |
| CB_1 | Storm Sewers | Catch Basins/Laterals | Water St - Catch Basin | Springford | 1975-07-01 | \$366 | \$2,500 | 277D | 182 | 45 | 2 | 4 | 6 |
| CB_2 | Storm Sewers | Catch Basins/Laterals | Water St - Catch Basin | Springford | 1975-07-01 | \$366 | \$2,500 | 277D | 182 | 45 | 2 | 4 | 6 |
| CB_43 | Storm Sewers | Catch Basins/Laterals | Wellington St E - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 259 | 75 | 45 | 2 | 4 | 5.1 |
| CB_44 | Storm Sewers | Catch Basins/Laterals | Wellington St E - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 259 | 75 | 45 | 2 | 4 | 5.1 |
| CB_45 | Storm Sewers | Catch Basins/Laterals | Wellington St W - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 259 | 75 | 45 | 2 | 4 | 5.1 |
| CB_84 | Storm Sewers | Catch Basins/Laterals | West Town Line - Catch Basin | South of Potters Rd | 1975-07-01 | \$366 | \$2,500 | 140 | 263 | 45 | 2 | 4 | 6 |
| CB_16 | Storm Sewers | Catch Basins/Laterals | Wood St E - Catch Basin | Springford | 1975-07-01 | \$366 | \$2,500 | 277C | 182 | 45 | 2 | 4 | 6 |
| CB_28 | Storm Sewers | Catch Basins/Laterals | York St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 254E | 150 | 45 | 2 | 4 | 6 |
| CB_29 | Storm Sewers | Catch Basins/Laterals | York St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 254E | 150 | 45 | 2 | 4 | 6 |
| CB_30 | Storm Sewers | Catch Basins/Laterals | York St - Catch Basin | Otterville | 1975-07-01 | \$366 | \$2,500 | 254E | 150 | 45 | 2 | 4 | 6 |
| CB_65 | Storm Sewers | Catch Basins/Laterals | Zenda Line - Catch Basin | South of New Rd | 1975-07-01 | \$366 | \$2,500 | 134 | 15 | 45 | 2 | 4 | 5.1 |
| CB_166 | Storm Sewers | Catch Basins/Laterals | Zenda Line - Catch Basin | South of Salford Rd | 1975-07-01 | \$366 | \$2,500 | 104A | 400 | 45 | 2 | 4 | 6 |
| CB_167 | Storm Sewers | Catch Basins/Laterals | Zenda Line - Catch Basin | South of Salford Rd | 1975-07-01 | \$366 | \$2,500 | 104A | 400 | 45 | 2 | 4 | 6 |

STORM SEWERS - CATCH BASINS & LATERALS

| GPS ID | Asset Class | Segment | Asset Name | Location | In-Service Date | Historical Cost | Replacement | Related Road | Traffic Count | Age | Criticality | Condition | Risk Rating |
|--------|--------------|-----------------------|--------------------------------|--------------------------|-----------------|-----------------|-------------|--------------|---------------|-----|-------------|-----------|-------------|
| | | | | | | | Cost | Segment | (AADT) | | Factor | Rating | |
| CB_168 | Storm Sewers | Catch Basins/Laterals | Zenda Line - Catch Basin | South of Evergreen St | 1975-07-01 | \$366 | \$2,500 | 104A | 400 | 45 | 2 | 4 | 6 |
| CB_169 | Storm Sewers | Catch Basins/Laterals | Zenda Line - Catch Basin | South of Evergreen St | 1975-07-01 | \$366 | \$2,500 | 104A | 400 | 45 | 2 | 4 | 6 |
| CB_749 | Storm Sewers | Catch Basins/Laterals | Zenda Line - Catch Basin | North of Salford Rd | 1975-07-01 | \$366 | \$2,500 | 101 | 400 | 45 | 2 | 4 | 6 |
| CB_750 | Storm Sewers | Catch Basins/Laterals | Zenda Line - Catch Basin | North of Salford Rd | 1975-07-01 | \$366 | \$2,500 | 101 | 400 | 45 | 2 | 4 | 6 |
| CB_751 | Storm Sewers | Catch Basins/Laterals | Zenda Line - Catch Basin | South of Beaconsfield Rd | 1975-07-01 | \$366 | \$2,500 | 101 | 400 | 45 | 2 | 4 | 6 |
| CB_752 | Storm Sewers | Catch Basins/Laterals | Zenda Line - Catch Basin | South of Beaconsfield Rd | 1975-07-01 | \$366 | \$2,500 | 101 | 400 | 45 | 2 | 4 | 6 |
| CB_212 | Storm Sewers | Catch Basins/Laterals | Bailey St - Catch Basin | Norwich | 1977-07-01 | \$425 | \$2,500 | 246 | 100 | 43 | 2 | 4.3 | 5.1 |
| CB_94 | Storm Sewers | Catch Basins/Laterals | New Rd - Catch Basin | East of Baseline Rd | 1977-07-01 | \$425 | \$2,500 | 76 | 634 | 43 | 2 | 4.3 | 6.9 |
| CB_204 | Storm Sewers | Catch Basins/Laterals | Spring St - Catch Basin | Norwich | 1977-07-01 | \$425 | \$2,500 | 229 | 30 | 43 | 2 | 4.3 | 5.1 |
| CB_205 | Storm Sewers | Catch Basins/Laterals | Spring St - Catch Basin | Norwich | 1977-07-01 | \$425 | \$2,500 | 229 | 30 | 43 | 2 | 4.3 | 5.1 |
| CB_206 | Storm Sewers | Catch Basins/Laterals | Spring St - Catch Basin | Norwich | 1977-07-01 | \$425 | \$2,500 | 229 | 30 | 43 | 2 | 4.3 | 5.1 |
| CB_207 | Storm Sewers | Catch Basins/Laterals | Spring St - Catch Basin | Norwich | 1977-07-01 | \$425 | \$2,500 | 229 | 30 | 43 | 2 | 4.3 | 5.1 |
| CB_208 | Storm Sewers | Catch Basins/Laterals | Spring St - Catch Basin | Norwich | 1977-07-01 | \$425 | \$2,500 | 229 | 30 | 43 | 2 | 4.3 | 5.1 |
| CB_209 | Storm Sewers | Catch Basins/Laterals | Spring St - Catch Basin | Norwich | 1977-07-01 | \$425 | \$2,500 | 229 | 30 | 43 | 2 | 4.3 | 5.1 |
| CB_210 | Storm Sewers | Catch Basins/Laterals | Spring St - Catch Basin | Norwich | 1977-07-01 | \$425 | \$2,500 | 229 | 30 | 43 | 2 | 4.3 | 5.1 |
| CB_211 | Storm Sewers | Catch Basins/Laterals | Spring St - Catch Basin | Norwich | 1977-07-01 | \$425 | \$2,500 | 229 | 30 | 43 | 2 | 4.3 | 5.1 |
| CB_188 | Storm Sewers | Catch Basins/Laterals | Evergreen St - Catch Basin | East of McCreedy Ln | 1984-07-01 | \$761 | \$2,500 | 38 | 298 | 36 | 2 | 5.2 | 6 |
| CB_189 | Storm Sewers | Catch Basins/Laterals | Evergreen St - Catch Basin | East of McCreedy Ln | 1984-07-01 | \$761 | \$2,500 | 38 | 298 | 36 | 2 | 5.2 | 6 |
| CB_190 | Storm Sewers | Catch Basins/Laterals | Evergreen St - Catch Basin | East of McCreedy Ln | 1984-07-01 | \$761 | \$2,500 | 38 | 298 | 36 | 2 | 5.2 | 6 |
| CB_191 | Storm Sewers | Catch Basins/Laterals | Evergreen St - Catch Basin | East of McCreedy Ln | 1984-07-01 | \$761 | \$2,500 | 38 | 298 | 36 | 2 | 5.2 | 6 |
| CB_192 | Storm Sewers | Catch Basins/Laterals | Evergreen St - Catch Basin | West of Oxford 59 | 1984-07-01 | \$761 | \$2,500 | 38 | 298 | 36 | 2 | 5.2 | 6 |
| CB_193 | Storm Sewers | Catch Basins/Laterals | Evergreen St - Catch Basin | West of Oxford 59 | 1984-07-01 | \$761 | \$2,500 | 38 | 298 | 36 | 2 | 5.2 | 6 |
| CB_170 | Storm Sewers | Catch Basins/Laterals | Zenda Line - Catch Basin | North of Quaker St | 1985-07-01 | \$793 | \$2,500 | 104A | 400 | 35 | 2 | 5.3 | 6 |
| CB_414 | Storm Sewers | Catch Basins/Laterals | Palmer St E - Catch Basin | Norwich | 1986-07-01 | \$825 | \$2,500 | 244 | 300 | 34 | 2 | 5.5 | 6 |
| CB_415 | Storm Sewers | Catch Basins/Laterals | Palmer St E - Catch Basin | Norwich | 1986-07-01 | \$825 | \$2,500 | 244 | 300 | 34 | 2 | 5.5 | 6 |
| CB_416 | Storm Sewers | Catch Basins/Laterals | Palmer St E - Catch Basin | Norwich | 1986-07-01 | \$825 | \$2,500 | 244 | 300 | 34 | 2 | 5.5 | 6 |
| CB_421 | Storm Sewers | Catch Basins/Laterals | Jerdon St - Catch Basin | Norwich | 1988-07-01 | \$897 | \$2,500 | 218 | 350 | 32 | 2 | 5.7 | 6 |
| CB_288 | Storm Sewers | Catch Basins/Laterals | South Court St W - Catch Basin | Norwich | 1988-07-01 | \$897 | \$2,500 | 206 | 250 | 32 | 2 | 5.7 | 6 |
| CB_407 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 1989-07-01 | \$366 | \$2,500 | 208 | 250 | 31 | 2 | 5.9 | 6 |
| CB_408 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 1989-07-01 | \$944 | \$2,500 | 208 | 250 | 31 | 2 | 5.9 | 6 |
| CB_513 | Storm Sewers | Catch Basins/Laterals | Florence St - Catch Basin | Norwich | 1989-07-01 | \$944 | \$2,500 | 225 | 316 | 31 | 2 | 5.9 | 6 |
| CB_514 | Storm Sewers | Catch Basins/Laterals | Florence St - Catch Basin | Norwich | 1989-07-01 | \$944 | \$2,500 | 225 | 316 | 31 | 2 | 5.9 | 6 |
| CB_642 | Storm Sewers | Catch Basins/Laterals | Greenly Line - Catch Basin | South of Pattullo Ave | 1989-07-01 | \$944 | \$2,500 | 88 | 295 | 31 | 2 | 5.9 | 6 |
| CB_476 | Storm Sewers | Catch Basins/Laterals | Front St - Catch Basin | Norwich | 1990-07-01 | \$983 | \$2,500 | 212A | 100 | 30 | 2 | 6 | 3.4 |
| CB_477 | Storm Sewers | Catch Basins/Laterals | Front St - Catch Basin | Norwich | 1990-07-01 | \$983 | \$2,500 | 212A | 100 | 30 | 2 | 6 | 3.4 |
| CB_171 | Storm Sewers | Catch Basins/Laterals | Quaker St - Catch Basin | East of Zenda Ln | 1990-07-01 | \$366 | \$2,500 | 43 | 235 | 30 | 2 | 6 | 4 |
| CB_172 | Storm Sewers | Catch Basins/Laterals | Quaker St - Catch Basin | East of Zenda Ln | 1990-07-01 | \$366 | \$2,500 | 43 | 235 | 30 | 2 | 6 | 4 |
| CB_173 | Storm Sewers | Catch Basins/Laterals | Quaker St - Catch Basin | East of Zenda Ln | 1990-07-01 | \$366 | \$2,500 | 43 | 235 | 30 | 2 | 6 | 4 |
| CB_174 | Storm Sewers | Catch Basins/Laterals | Quaker St - Catch Basin | East of Zenda Ln | 1990-07-01 | \$366 | \$2,500 | 43 | 235 | 30 | 2 | 6 | 4 |
| CB_175 | Storm Sewers | Catch Basins/Laterals | Quaker St - Catch Basin | West of Oxford 13 | 1990-07-01 | \$366 | \$2,500 | 43 | 235 | 30 | 2 | 6 | 4 |
| CB_176 | Storm Sewers | Catch Basins/Laterals | Quaker St - Catch Basin | West of Oxford 13 | 1990-07-01 | \$366 | \$2,500 | 43 | 235 | 30 | 2 | 6 | 4 |
| CB_177 | Storm Sewers | Catch Basins/Laterals | Quaker St - Catch Basin | West of Oxford 13 | 1990-07-01 | \$366 | \$2,500 | 43 | 235 | 30 | 2 | 6 | 4 |
| CB_278 | Storm Sewers | Catch Basins/Laterals | Washington St - Catch Basin | Norwich | 1990-07-01 | \$983 | \$2,500 | 234A | 100 | 30 | 2 | 6 | 3.4 |
| CB_512 | Storm Sewers | Catch Basins/Laterals | Averys Lane - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 242 | 300 | 29 | 2 | 6.1 | 4 |
| CB_475 | Storm Sewers | Catch Basins/Laterals | Church St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 213A | 75 | 29 | 2 | 6.1 | 3.4 |
| CB_478 | Storm Sewers | Catch Basins/Laterals | Church St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 213A | 75 | 29 | 2 | 6.1 | 3.4 |
| CB_479 | Storm Sewers | Catch Basins/Laterals | Church St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 213A | 75 | 29 | 2 | 6.1 | 3.4 |
| CB_482 | Storm Sewers | Catch Basins/Laterals | Church St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 213A | 75 | 29 | 2 | 6.1 | 3.4 |

STORM SEWERS - CATCH BASINS & LATERALS

| GPS ID | Asset Class | Segment | Asset Name | Location | In-Service Date | Historical Cost | Replacement | Related Road | Traffic Count | Age | Criticality | Condition | Risk Rating |
|--------|--------------|-----------------------|-------------------------------|------------------------|-----------------|-----------------|-------------|--------------|---------------|-----|-------------|-----------|-------------|
| | | | | | | | Cost | Segment | (AADT) | | Factor | Rating | |
| CB_419 | Storm Sewers | Catch Basins/Laterals | Otter St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 223 | 250 | 29 | 2 | 6.1 | 4 |
| CB_420 | Storm Sewers | Catch Basins/Laterals | Otter St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 223 | 250 | 29 | 2 | 6.1 | 4 |
| CB_462 | Storm Sewers | Catch Basins/Laterals | Otter St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 223 | 250 | 29 | 2 | 6.1 | 4 |
| CB_463 | Storm Sewers | Catch Basins/Laterals | Otter St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 223 | 250 | 29 | 2 | 6.1 | 4 |
| CB_464 | Storm Sewers | Catch Basins/Laterals | Otter St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 223 | 250 | 29 | 2 | 6.1 | 4 |
| CB_502 | Storm Sewers | Catch Basins/Laterals | Otter St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 223 | 250 | 29 | 2 | 6.1 | 4 |
| CB_503 | Storm Sewers | Catch Basins/Laterals | Otter St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 223 | 250 | 29 | 2 | 6.1 | 4 |
| CB_431 | Storm Sewers | Catch Basins/Laterals | Palmer St W - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 215A | 250 | 29 | 2 | 6.1 | 4 |
| CB_432 | Storm Sewers | Catch Basins/Laterals | Palmer St W - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 215A | 250 | 29 | 2 | 6.1 | 4 |
| CB_433 | Storm Sewers | Catch Basins/Laterals | Palmer St W - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 215A | 250 | 29 | 2 | 6.1 | 4 |
| CB_434 | Storm Sewers | Catch Basins/Laterals | Palmer St W - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 215A | 250 | 29 | 2 | 6.1 | 4 |
| CB_435 | Storm Sewers | Catch Basins/Laterals | Palmer St W - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 215A | 250 | 29 | 2 | 6.1 | 4 |
| CB_417 | Storm Sewers | Catch Basins/Laterals | Sutton St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 228A | 25 | 29 | 2 | 6.1 | 3.4 |
| CB_418 | Storm Sewers | Catch Basins/Laterals | Sutton St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 228A | 25 | 29 | 2 | 6.1 | 3.4 |
| CB_471 | Storm Sewers | Catch Basins/Laterals | Tidey St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 213C | 100 | 29 | 2 | 6.1 | 3.4 |
| CB_472 | Storm Sewers | Catch Basins/Laterals | Tidey St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 213C | 100 | 29 | 2 | 6.1 | 3.4 |
| CB_473 | Storm Sewers | Catch Basins/Laterals | Tidey St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 213C | 100 | 29 | 2 | 6.1 | 3.4 |
| CB_474 | Storm Sewers | Catch Basins/Laterals | Tidey St - Catch Basin | Norwich | 1991-07-01 | \$1,042 | \$2,500 | 213C | 100 | 29 | 2 | 6.1 | 3.4 |
| CB_69 | Storm Sewers | Catch Basins/Laterals | Coal Line - Catch Basin | @ Ninth Rd | 1992-07-01 | \$366 | \$2,500 | 132A | 602 | 28 | 2 | 6.3 | 4.6 |
| CB_70 | Storm Sewers | Catch Basins/Laterals | Coal Line - Catch Basin | @ Ninth Rd | 1992-07-01 | \$1,054 | \$2,500 | 132A | 602 | 28 | 2 | 6.3 | 4.6 |
| CB_72 | Storm Sewers | Catch Basins/Laterals | Coal Line - Catch Basin | North of Ninth Road | 1992-07-01 | \$1,054 | \$2,500 | 132A | 602 | 28 | 2 | 6.3 | 4.6 |
| CB_73 | Storm Sewers | Catch Basins/Laterals | Coal Line - Catch Basin | North of Ninth Road | 1992-07-01 | \$1,054 | \$2,500 | 132A | 602 | 28 | 2 | 6.3 | 4.6 |
| CB_74 | Storm Sewers | Catch Basins/Laterals | Coal Line - Catch Basin | South of Cornell Rd | 1992-07-01 | \$1,054 | \$2,500 | 132A | 602 | 28 | 2 | 6.3 | 4.6 |
| CB_75 | Storm Sewers | Catch Basins/Laterals | Coal Line - Catch Basin | South of Cornell Rd | 1992-07-01 | \$1,054 | \$2,500 | 132A | 602 | 28 | 2 | 6.3 | 4.6 |
| CB_604 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | North of Gunns Hill Rd | 1992-07-01 | \$944 | \$2,500 | 94B | 351 | 28 | 2 | 6.3 | 4 |
| CB_605 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | North of Gunns Hill Rd | 1992-07-01 | \$944 | \$2,500 | 94B | 351 | 28 | 2 | 6.3 | 4 |
| CB_606 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | North of Curries Rd | 1992-07-01 | \$553 | \$2,500 | 94A | 351 | 28 | 2 | 6.3 | 4 |
| CB_607 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | @ Firehall Rd | 1992-07-01 | \$553 | \$2,500 | 94A | 351 | 28 | 2 | 6.3 | 4 |
| CB_334 | Storm Sewers | Catch Basins/Laterals | Victoria St - Catch Basin | Norwich | 1994-07-01 | \$1,073 | \$2,500 | 235A | 100 | 26 | 2 | 6.5 | 3.4 |
| CB_335 | Storm Sewers | Catch Basins/Laterals | Victoria St - Catch Basin | Norwich | 1994-07-01 | \$1,073 | \$2,500 | 235A | 100 | 26 | 2 | 6.5 | 3.4 |
| CB_350 | Storm Sewers | Catch Basins/Laterals | Victoria St - Catch Basin | Norwich | 1994-07-01 | \$1,073 | \$2,500 | 235A | 100 | 26 | 2 | 6.5 | 3.4 |
| CB_383 | Storm Sewers | Catch Basins/Laterals | Victoria St - Catch Basin | Norwich | 1994-07-01 | \$1,073 | \$2,500 | 235A | 100 | 26 | 2 | 6.5 | 3.4 |
| CB_384 | Storm Sewers | Catch Basins/Laterals | Victoria St - Catch Basin | Norwich | 1994-07-01 | \$1,073 | \$2,500 | 235A | 100 | 26 | 2 | 6.5 | 3.4 |
| CB_385 | Storm Sewers | Catch Basins/Laterals | Victoria St - Catch Basin | Norwich | 1994-07-01 | \$1,073 | \$2,500 | 235A | 100 | 26 | 2 | 6.5 | 3.4 |
| CB_687 | Storm Sewers | Catch Basins/Laterals | Horn Rd - Catch Basin | North of Old Stage Rd | 1997-07-01 | \$1,133 | \$2,500 | 8 | 151 | 23 | 2 | 6.9 | 4 |
| CB_203 | Storm Sewers | Catch Basins/Laterals | Mary St - Catch Basin | Norwich | 1997-07-01 | \$1,133 | \$2,500 | 209 | 100 | 23 | 2 | 6.9 | 3.4 |
| CB_226 | Storm Sewers | Catch Basins/Laterals | Mary St - Catch Basin | Norwich | 1997-07-01 | \$1,133 | \$2,500 | 209 | 100 | 23 | 2 | 6.9 | 3.4 |
| CB_227 | Storm Sewers | Catch Basins/Laterals | Mary St - Catch Basin | Norwich | 1997-07-01 | \$1,133 | \$2,500 | 209 | 100 | 23 | 2 | 6.9 | 3.4 |
| CB_155 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | South of Maple Dell Rd | 1997-07-01 | \$1,133 | \$2,500 | 119A | 1374 | 23 | 2 | 6.9 | 5.2 |
| CB_95 | Storm Sewers | Catch Basins/Laterals | New Rd - Catch Basin | West of Baseline Rd | 1997-07-01 | \$1,133 | \$2,500 | 75 | 231 | 23 | 2 | 6.9 | 4 |
| CB_96 | Storm Sewers | Catch Basins/Laterals | New Rd - Catch Basin | West of Baseline Rd | 1997-07-01 | \$1,133 | \$2,500 | 75 | 231 | 23 | 2 | 6.9 | 4 |
| CB_97 | Storm Sewers | Catch Basins/Laterals | New Rd - Catch Basin | East of Oxford 59 | 1997-07-01 | \$1,133 | \$2,500 | 75 | 231 | 23 | 2 | 6.9 | 4 |
| CB_98 | Storm Sewers | Catch Basins/Laterals | New Rd - Catch Basin | East of Oxford 59 | 1997-07-01 | \$1,133 | \$2,500 | 75 | 231 | 23 | 2 | 6.9 | 4 |
| CB_99 | Storm Sewers | Catch Basins/Laterals | New Rd - Catch Basin | East of Oxford 59 | 1997-07-01 | \$1,133 | \$2,500 | 75 | 231 | 23 | 2 | 6.9 | 4 |
| CB_100 | Storm Sewers | Catch Basins/Laterals | New Rd - Catch Basin | East of Oxford 59 | 1997-07-01 | \$1,133 | \$2,500 | 75 | 231 | 23 | 2 | 6.9 | 4 |
| CB_202 | Storm Sewers | Catch Basins/Laterals | Spring St - Catch Basin | Norwich | 1997-07-01 | \$1,133 | \$2,500 | 229 | 30 | 23 | 2 | 6.9 | 3.4 |
| CB_652 | Storm Sewers | Catch Basins/Laterals | East St - Catch Basin | Eastwood | 1998-07-01 | \$1,145 | \$2,500 | 280 | 50 | 22 | 2 | 7.1 | 3.4 |
| CB_653 | Storm Sewers | Catch Basins/Laterals | East St - Catch Basin | Eastwood | 1998-07-01 | \$1,145 | \$2,500 | 280 | 50 | 22 | 2 | 7.1 | 3.4 |

STORM SEWERS - CATCH BASINS & LATERALS

| GPS ID | Asset Class | Segment | Asset Name | Location | In-Service Date | Historical Cost | Replacement Cost | Related Road Segment | Traffic Count (AADT) | Age | Criticality Factor | Condition Rating | Risk Rating |
|--------|--------------|-----------------------|----------------------------------|-----------------------|-----------------|-----------------|------------------|----------------------|----------------------|-----|--------------------|------------------|-------------|
| CB_654 | Storm Sewers | Catch Basins/Laterals | East St - Catch Basin | Eastwood | 1998-07-01 | \$1,145 | \$2,500 | 280 | 50 | 22 | 2 | 7.1 | 3.4 |
| CB_152 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | South of Norwich Rd | 1998-07-01 | \$1,145 | \$2,500 | 105B | 1641 | 22 | 2 | 7.1 | 5.2 |
| CB_126 | Storm Sewers | Catch Basins/Laterals | Pleasant Valley Rd - Catch Basin | West of Middletown Ln | 1998-07-01 | \$1,145 | \$2,500 | 50 | 439 | 22 | 2 | 7.1 | 4 |
| CB_127 | Storm Sewers | Catch Basins/Laterals | Pleasant Valley Rd - Catch Basin | West of Middletown Ln | 1998-07-01 | \$1,145 | \$2,500 | 50 | 439 | 22 | 2 | 7.1 | 4 |
| CB_128 | Storm Sewers | Catch Basins/Laterals | Pleasant Valley Rd - Catch Basin | West of Middletown Ln | 1998-07-01 | \$1,145 | \$2,500 | 50 | 439 | 22 | 2 | 7.1 | 4 |
| CB_129 | Storm Sewers | Catch Basins/Laterals | Pleasant Valley Rd - Catch Basin | West of Middletown Ln | 1998-07-01 | \$1,145 | \$2,500 | 50 | 439 | 22 | 2 | 7.1 | 4 |
| CB_130 | Storm Sewers | Catch Basins/Laterals | Pleasant Valley Rd - Catch Basin | West of Middletown Ln | 1998-07-01 | \$1,145 | \$2,500 | 50 | 439 | 22 | 2 | 7.1 | 4 |
| CB_201 | Storm Sewers | Catch Basins/Laterals | Spring St - Catch Basin | Norwich | 1998-07-01 | \$1,145 | \$2,500 | 229 | 30 | 22 | 2 | 7.1 | 3.4 |
| CB_131 | Storm Sewers | Catch Basins/Laterals | Pleasant Valley Rd - Catch Basin | East of Oxford 13 | 1999-07-01 | \$1,166 | \$2,500 | 50 | 439 | 21 | 2 | 7.2 | 4 |
| CB_132 | Storm Sewers | Catch Basins/Laterals | Pleasant Valley Rd - Catch Basin | East of Oxford 13 | 1999-07-01 | \$1,166 | \$2,500 | 50 | 439 | 21 | 2 | 7.2 | 4 |
| CB_133 | Storm Sewers | Catch Basins/Laterals | Pleasant Valley Rd - Catch Basin | East of Oxford 13 | 1999-07-01 | \$1,166 | \$2,500 | 50 | 439 | 21 | 2 | 7.2 | 4 |
| CB_134 | Storm Sewers | Catch Basins/Laterals | Pleasant Valley Rd - Catch Basin | East of Oxford 13 | 1999-07-01 | \$1,166 | \$2,500 | 50 | 439 | 21 | 2 | 7.2 | 4 |
| CB_388 | Storm Sewers | Catch Basins/Laterals | South Court St E - Catch Basin | Norwich | 1999-07-01 | \$1,166 | \$2,500 | 207B | 350 | 21 | 2 | 7.2 | 4 |
| CB_389 | Storm Sewers | Catch Basins/Laterals | South Court St E - Catch Basin | Norwich | 1999-07-01 | \$1,166 | \$2,500 | 207B | 350 | 21 | 2 | 7.2 | 4 |
| CB_390 | Storm Sewers | Catch Basins/Laterals | South Court St E - Catch Basin | Norwich | 1999-07-01 | \$1,166 | \$2,500 | 207B | 350 | 21 | 2 | 7.2 | 4 |
| CB_391 | Storm Sewers | Catch Basins/Laterals | South Court St E - Catch Basin | Norwich | 1999-07-01 | \$1,166 | \$2,500 | 207B | 350 | 21 | 2 | 7.2 | 4 |
| CB_393 | Storm Sewers | Catch Basins/Laterals | South Court St E - Catch Basin | Norwich | 1999-07-01 | \$1,166 | \$2,500 | 207B | 350 | 21 | 2 | 7.2 | 4 |
| CB_394 | Storm Sewers | Catch Basins/Laterals | South Court St E - Catch Basin | Norwich | 1999-07-01 | \$1,166 | \$2,500 | 207B | 350 | 21 | 2 | 7.2 | 4 |
| CB_395 | Storm Sewers | Catch Basins/Laterals | South Court St E - Catch Basin | Norwich | 1999-07-01 | \$1,166 | \$2,500 | 207B | 350 | 21 | 2 | 7.2 | 4 |
| CB_396 | Storm Sewers | Catch Basins/Laterals | South Court St E - Catch Basin | Norwich | 1999-07-01 | \$1,166 | \$2,500 | 207B | 350 | 21 | 2 | 7.2 | 4 |
| CB_397 | Storm Sewers | Catch Basins/Laterals | South Court St E - Catch Basin | Norwich | 1999-07-01 | \$1,166 | \$2,500 | 207B | 350 | 21 | 2 | 7.2 | 4 |
| CB_398 | Storm Sewers | Catch Basins/Laterals | South Court St E - Catch Basin | Norwich | 1999-07-01 | \$1,166 | \$2,500 | 207B | 350 | 21 | 2 | 7.2 | 4 |
| CB_295 | Storm Sewers | Catch Basins/Laterals | Washington St - Catch Basin | Norwich | 1999-07-01 | \$1,166 | \$2,500 | 237B | 250 | 21 | 2 | 7.2 | 4 |
| CB_296 | Storm Sewers | Catch Basins/Laterals | Washington St - Catch Basin | Norwich | 1999-07-01 | \$1,166 | \$2,500 | 237B | 250 | 21 | 2 | 7.2 | 4 |
| CB_297 | Storm Sewers | Catch Basins/Laterals | Washington St - Catch Basin | Norwich | 1999-07-01 | \$1,166 | \$2,500 | 237B | 250 | 21 | 2 | 7.2 | 4 |
| CB_320 | Storm Sewers | Catch Basins/Laterals | Washington St - Catch Basin | Norwich | 1999-07-01 | \$1,166 | \$2,500 | 237B | 250 | 21 | 2 | 7.2 | 4 |
| CB_186 | Storm Sewers | Catch Basins/Laterals | Evergreen St - Catch Basin | East of Oxford 13 | 2000-07-01 | \$1,166 | \$2,500 | 37 | 127 | 20 | 2 | 7.3 | 4 |
| CB_187 | Storm Sewers | Catch Basins/Laterals | Evergreen St - Catch Basin | West of Middletown Ln | 2000-07-01 | \$1,200 | \$2,500 | 37 | 127 | 20 | 2 | 7.3 | 4 |
| CB_267 | Storm Sewers | Catch Basins/Laterals | Brock St W - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 201A | 250 | 19 | 2 | 7.5 | 4 |
| CB_268 | Storm Sewers | Catch Basins/Laterals | Brock St W - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 201A | 250 | 19 | 2 | 7.5 | 4 |
| CB_298 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 210B | 250 | 19 | 2 | 7.5 | 4 |
| CB_299 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 210B | 250 | 19 | 2 | 7.5 | 4 |
| CB_301 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 210B | 250 | 19 | 2 | 7.5 | 4 |
| CB_302 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 210B | 250 | 19 | 2 | 7.5 | 4 |
| CB_303 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 210B | 250 | 19 | 2 | 7.5 | 4 |
| CB_306 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 210B | 250 | 19 | 2 | 7.5 | 4 |
| CB_307 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 210B | 250 | 19 | 2 | 7.5 | 4 |
| CB_310 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 210B | 250 | 19 | 2 | 7.5 | 4 |
| CB_311 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 210B | 250 | 19 | 2 | 7.5 | 4 |
| CB_312 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 210B | 250 | 19 | 2 | 7.5 | 4 |
| CB_313 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 210B | 250 | 19 | 2 | 7.5 | 4 |
| CB_314 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 210B | 250 | 19 | 2 | 7.5 | 4 |
| CB_319 | Storm Sewers | Catch Basins/Laterals | Elgin St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 210B | 250 | 19 | 2 | 7.5 | 4 |
| CB_308 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 233 | 395 | 19 | 2 | 7.5 | 4 |
| CB_309 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 233 | 395 | 19 | 2 | 7.5 | 4 |
| CB_323 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 233 | 395 | 19 | 2 | 7.5 | 4 |
| CB_324 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 233 | 395 | 19 | 2 | 7.5 | 4 |
| CB_325 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 233 | 395 | 19 | 2 | 7.5 | 4 |

STORM SEWERS - CATCH BASINS & LATERALS

| GPS ID | Asset Class | Segment | Asset Name | Location | In-Service Date | Historical Cost | Replacement Cost | Related Road Segment | Traffic Count (AADT) | Age | Criticality Factor | Condition Rating | Risk Rating |
|--------|--------------|-----------------------|--------------------------------|-----------------------|-----------------|-----------------|------------------|----------------------|----------------------|-----|--------------------|------------------|-------------|
| CB_326 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 233 | 395 | 19 | 2 | 7.5 | 4 |
| CB_327 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 233 | 395 | 19 | 2 | 7.5 | 4 |
| CB_328 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 233 | 395 | 19 | 2 | 7.5 | 4 |
| CB_423 | Storm Sewers | Catch Basins/Laterals | South St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 216 | 250 | 19 | 2 | 7.5 | 4 |
| CB_424 | Storm Sewers | Catch Basins/Laterals | South St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 216 | 250 | 19 | 2 | 7.5 | 4 |
| CB_425 | Storm Sewers | Catch Basins/Laterals | South St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 216 | 250 | 19 | 2 | 7.5 | 4 |
| CB_426 | Storm Sewers | Catch Basins/Laterals | South St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 216 | 250 | 19 | 2 | 7.5 | 4 |
| CB_300 | Storm Sewers | Catch Basins/Laterals | Washington St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 237A | 300 | 19 | 2 | 7.5 | 4 |
| CB_321 | Storm Sewers | Catch Basins/Laterals | Washington St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 237A | 300 | 19 | 2 | 7.5 | 4 |
| CB_322 | Storm Sewers | Catch Basins/Laterals | Washington St - Catch Basin | Norwich | 2001-07-01 | \$1,232 | \$2,500 | 237A | 300 | 19 | 2 | 7.5 | 4 |
| CB_349 | Storm Sewers | Catch Basins/Laterals | North Court St E - Catch Basin | Norwich | 2002-07-01 | \$1,258 | \$2,500 | 204 | 300 | 18 | 2 | 7.6 | 4 |
| CB_351 | Storm Sewers | Catch Basins/Laterals | North Court St E - Catch Basin | Norwich | 2002-07-01 | \$1,258 | \$2,500 | 204 | 300 | 18 | 2 | 7.6 | 4 |
| CB_352 | Storm Sewers | Catch Basins/Laterals | North Court St E - Catch Basin | Norwich | 2002-07-01 | \$1,258 | \$2,500 | 204 | 300 | 18 | 2 | 7.6 | 4 |
| CB_353 | Storm Sewers | Catch Basins/Laterals | North Court St E - Catch Basin | Norwich | 2002-07-01 | \$1,258 | \$2,500 | 204 | 300 | 18 | 2 | 7.6 | 4 |
| CB_467 | Storm Sewers | Catch Basins/Laterals | Tidey St - Catch Basin | Norwich | 2002-07-01 | \$1,258 | \$2,500 | 213D | 300 | 18 | 2 | 7.6 | 4 |
| CB_468 | Storm Sewers | Catch Basins/Laterals | Tidey St - Catch Basin | Norwich | 2002-07-01 | \$1,258 | \$2,500 | 213D | 300 | 18 | 2 | 7.6 | 4 |
| CB_469 | Storm Sewers | Catch Basins/Laterals | Tidey St - Catch Basin | Norwich | 2002-07-01 | \$1,258 | \$2,500 | 213D | 300 | 18 | 2 | 7.6 | 4 |
| CB_213 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$366 | \$2,500 | 230A | 100 | 17 | 2 | 7.7 | 3.4 |
| CB_214 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$366 | \$2,500 | 230A | 100 | 17 | 2 | 7.7 | 3.4 |
| CB_215 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$366 | \$2,500 | 230A | 100 | 17 | 2 | 7.7 | 3.4 |
| CB_216 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$366 | \$2,500 | 230A | 100 | 17 | 2 | 7.7 | 3.4 |
| CB_217 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$366 | \$2,500 | 230A | 100 | 17 | 2 | 7.7 | 3.4 |
| CB_218 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$366 | \$2,500 | 230A | 100 | 17 | 2 | 7.7 | 3.4 |
| CB_219 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$366 | \$2,500 | 230A | 100 | 17 | 2 | 7.7 | 3.4 |
| CB_220 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$366 | \$2,500 | 230A | 100 | 17 | 2 | 7.7 | 3.4 |
| CB_221 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$366 | \$2,500 | 230A | 100 | 17 | 2 | 7.7 | 3.4 |
| CB_222 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$366 | \$2,500 | 230A | 100 | 17 | 2 | 7.7 | 3.4 |
| CB_223 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$366 | \$2,500 | 230B | 392 | 17 | 2 | 7.7 | 4 |
| CB_224 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$366 | \$2,500 | 230B | 392 | 17 | 2 | 7.7 | 4 |
| CB_225 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$366 | \$2,500 | 230B | 392 | 17 | 2 | 7.7 | 4 |
| CB_228 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$1,285 | \$2,500 | 230B | 392 | 17 | 2 | 7.7 | 4 |
| CB_229 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$1,285 | \$2,500 | 230B | 392 | 17 | 2 | 7.7 | 4 |
| CB_230 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$1,285 | \$2,500 | 230B | 392 | 17 | 2 | 7.7 | 4 |
| CB_231 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$1,285 | \$2,500 | 230B | 392 | 17 | 2 | 7.7 | 4 |
| CB_232 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$1,285 | \$2,500 | 230C | 392 | 17 | 2 | 7.7 | 4 |
| CB_234 | Storm Sewers | Catch Basins/Laterals | Centre St - Catch Basin | Norwich | 2003-07-01 | \$1,285 | \$2,500 | 230A | 100 | 17 | 2 | 7.7 | 3.4 |
| CB_681 | Storm Sewers | Catch Basins/Laterals | Old Stage Rd - Catch Basin | West of Middletown Ln | 2004-07-01 | \$366 | \$2,500 | 11 | 445 | 16 | 2 | 7.9 | 2 |
| CB_682 | Storm Sewers | Catch Basins/Laterals | Old Stage Rd - Catch Basin | West of Middletown Ln | 2004-07-01 | \$366 | \$2,500 | 11 | 445 | 16 | 2 | 7.9 | 2 |
| CB_683 | Storm Sewers | Catch Basins/Laterals | Old Stage Rd - Catch Basin | West of Middletown Ln | 2004-07-01 | \$1,285 | \$2,500 | 11 | 445 | 16 | 2 | 7.9 | 2 |
| CB_684 | Storm Sewers | Catch Basins/Laterals | Old Stage Rd - Catch Basin | West of Middletown Ln | 2004-07-01 | \$1,285 | \$2,500 | 11 | 445 | 16 | 2 | 7.9 | 2 |
| CB_685 | Storm Sewers | Catch Basins/Laterals | Old Stage Rd - Catch Basin | West of Middletown Ln | 2004-07-01 | \$1,285 | \$2,500 | 11 | 445 | 16 | 2 | 7.9 | 2 |
| CB_686 | Storm Sewers | Catch Basins/Laterals | Old Stage Rd - Catch Basin | West of Middletown Ln | 2004-07-01 | \$1,285 | \$2,500 | 11 | 445 | 16 | 2 | 7.9 | 2 |
| CB_117 | Storm Sewers | Catch Basins/Laterals | Airport Rd - Catch Basin | East of Oxford 59 | 2005-07-01 | \$366 | \$2,500 | 52 | 1247 | 15 | 2 | 8 | 2.6 |
| CB_118 | Storm Sewers | Catch Basins/Laterals | Airport Rd - Catch Basin | East of Oxford 59 | 2005-07-01 | \$366 | \$2,500 | 52 | 1247 | 15 | 2 | 8 | 2.6 |
| CB_119 | Storm Sewers | Catch Basins/Laterals | Airport Rd - Catch Basin | East of Oxford 59 | 2005-07-01 | \$366 | \$2,500 | 52 | 1247 | 15 | 2 | 8 | 2.6 |
| CB_120 | Storm Sewers | Catch Basins/Laterals | Airport Rd - Catch Basin | East of Oxford 59 | 2005-07-01 | \$366 | \$2,500 | 52 | 1247 | 15 | 2 | 8 | 2.6 |
| CB_121 | Storm Sewers | Catch Basins/Laterals | Airport Rd - Catch Basin | East of Oxford 59 | 2005-07-01 | \$366 | \$2,500 | 52 | 1247 | 15 | 2 | 8 | 2.6 |
| CB_122 | Storm Sewers | Catch Basins/Laterals | Airport Rd - Catch Basin | East of Oxford 59 | 2005-07-01 | \$366 | \$2,500 | 52 | 1247 | 15 | 2 | 8 | 2.6 |

STORM SEWERS - CATCH BASINS & LATERALS

| GPS ID | Asset Class | Segment | Asset Name | Location | In-Service Date | Historical Cost | Replacement Cost | Related Road Segment | Traffic Count (AADT) | Age | Criticality Factor | Condition Rating | Risk Rating |
|--------|--------------|-----------------------|----------------------------|-------------------|-----------------|-----------------|------------------|----------------------|----------------------|-----|--------------------|------------------|-------------|
| CB_718 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275A | 50 | 15 | 2 | 8 | 1.7 |
| CB_719 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275A | 50 | 15 | 2 | 8 | 1.7 |
| CB_720 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275A | 50 | 15 | 2 | 8 | 1.7 |
| CB_721 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275A | 50 | 15 | 2 | 8 | 1.7 |
| CB_724 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275B | 50 | 15 | 2 | 8 | 1.7 |
| CB_730 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275B | 50 | 15 | 2 | 8 | 1.7 |
| CB_731 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275B | 50 | 15 | 2 | 8 | 1.7 |
| CB_732 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275B | 50 | 15 | 2 | 8 | 1.7 |
| CB_733 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275B | 50 | 15 | 2 | 8 | 1.7 |
| CB_734 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275B | 50 | 15 | 2 | 8 | 1.7 |
| CB_735 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275B | 50 | 15 | 2 | 8 | 1.7 |
| CB_736 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275B | 50 | 15 | 2 | 8 | 1.7 |
| CB_737 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275B | 50 | 15 | 2 | 8 | 1.7 |
| CB_738 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275B | 50 | 15 | 2 | 8 | 1.7 |
| CB_739 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275B | 50 | 15 | 2 | 8 | 1.7 |
| CB_740 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275B | 50 | 15 | 2 | 8 | 1.7 |
| CB_741 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275B | 50 | 15 | 2 | 8 | 1.7 |
| CB_742 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275A | 50 | 15 | 2 | 8 | 1.7 |
| CB_743 | Storm Sewers | Catch Basins/Laterals | Deere Cres - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 275A | 50 | 15 | 2 | 8 | 1.7 |
| CB_59 | Storm Sewers | Catch Basins/Laterals | New Rd - Catch Basin | West of Oxford 13 | 2005-07-01 | \$366 | \$2,500 | 73 | 740 | 15 | 2 | 8 | 2.3 |
| CB_60 | Storm Sewers | Catch Basins/Laterals | New Rd - Catch Basin | West of Oxford 13 | 2005-07-01 | \$366 | \$2,500 | 73 | 740 | 15 | 2 | 8 | 2.3 |
| CB_61 | Storm Sewers | Catch Basins/Laterals | New Rd - Catch Basin | East of Zenda | 2005-07-01 | \$366 | \$2,500 | 73 | 740 | 15 | 2 | 8 | 2.3 |
| CB_62 | Storm Sewers | Catch Basins/Laterals | New Rd - Catch Basin | East of Zenda | 2005-07-01 | \$366 | \$2,500 | 73 | 740 | 15 | 2 | 8 | 2.3 |
| CB_63 | Storm Sewers | Catch Basins/Laterals | New Rd - Catch Basin | East of Zenda | 2005-07-01 | \$366 | \$2,500 | 73 | 740 | 15 | 2 | 8 | 2.3 |
| CB_64 | Storm Sewers | Catch Basins/Laterals | New Rd - Catch Basin | East of Zenda | 2005-07-01 | \$366 | \$2,500 | 73 | 740 | 15 | 2 | 8 | 2.3 |
| CB_722 | Storm Sewers | Catch Basins/Laterals | Snyder Court - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 276 | 25 | 15 | 2 | 8 | 1.7 |
| CB_723 | Storm Sewers | Catch Basins/Laterals | Snyder Court - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 276 | 25 | 15 | 2 | 8 | 1.7 |
| CB_725 | Storm Sewers | Catch Basins/Laterals | Snyder Court - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 276 | 25 | 15 | 2 | 8 | 1.7 |
| CB_726 | Storm Sewers | Catch Basins/Laterals | Snyder Court - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 276 | 25 | 15 | 2 | 8 | 1.7 |
| CB_727 | Storm Sewers | Catch Basins/Laterals | Snyder Court - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 276 | 25 | 15 | 2 | 8 | 1.7 |
| CB_728 | Storm Sewers | Catch Basins/Laterals | Snyder Court - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 276 | 25 | 15 | 2 | 8 | 1.7 |
| CB_729 | Storm Sewers | Catch Basins/Laterals | Snyder Court - Catch Basin | Burgessville | 2005-07-01 | \$1,341 | \$2,500 | 276 | 25 | 15 | 2 | 8 | 1.7 |
| CB_392 | Storm Sewers | Catch Basins/Laterals | Cook St - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 241A | 276 | 14 | 2 | 8.1 | 2 |
| CB_422 | Storm Sewers | Catch Basins/Laterals | Dufferin St - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 220 | 379 | 14 | 2 | 8.1 | 2 |
| CB_444 | Storm Sewers | Catch Basins/Laterals | Dufferin St - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 220 | 379 | 14 | 2 | 8.1 | 2 |
| CB_445 | Storm Sewers | Catch Basins/Laterals | Dufferin St - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 220 | 379 | 14 | 2 | 8.1 | 2 |
| CB_456 | Storm Sewers | Catch Basins/Laterals | Dufferin St - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 220 | 379 | 14 | 2 | 8.1 | 2 |
| CB_457 | Storm Sewers | Catch Basins/Laterals | Dufferin St - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 220 | 379 | 14 | 2 | 8.1 | 2 |
| CB_504 | Storm Sewers | Catch Basins/Laterals | Dufferin St - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 220 | 379 | 14 | 2 | 8.1 | 2 |
| CB_505 | Storm Sewers | Catch Basins/Laterals | Dufferin St - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 220 | 379 | 14 | 2 | 8.1 | 2 |
| CB_506 | Storm Sewers | Catch Basins/Laterals | Dufferin St - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 220 | 379 | 14 | 2 | 8.1 | 2 |
| CB_507 | Storm Sewers | Catch Basins/Laterals | Dufferin St - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 220 | 379 | 14 | 2 | 8.1 | 2 |
| CB_508 | Storm Sewers | Catch Basins/Laterals | Dufferin St - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 220 | 379 | 14 | 2 | 8.1 | 2 |
| CB_509 | Storm Sewers | Catch Basins/Laterals | Dufferin St - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 220 | 379 | 14 | 2 | 8.1 | 2 |
| CB_510 | Storm Sewers | Catch Basins/Laterals | Dufferin St - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 220 | 379 | 14 | 2 | 8.1 | 2 |
| CB_511 | Storm Sewers | Catch Basins/Laterals | Dufferin St - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 220 | 379 | 14 | 2 | 8.1 | 2 |
| CB_547 | Storm Sewers | Catch Basins/Laterals | Irving Dr - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 250 | 50 | 14 | 2 | 8.1 | 1.7 |
| CB_548 | Storm Sewers | Catch Basins/Laterals | Irving Dr - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 250 | 50 | 14 | 2 | 8.1 | 1.7 |

STORM SEWERS - CATCH BASINS & LATERALS

| GPS ID | Asset Class | Segment | Asset Name | Location | In-Service Date | Historical Cost | Replacement Cost | Related Road Segment | Traffic Count (AADT) | Age | Criticality Factor | Condition Rating | Risk Rating |
|--------|--------------|-----------------------|-------------------------------|---------------------------|-----------------|-----------------|------------------|----------------------|----------------------|-----|--------------------|------------------|-------------|
| CB_549 | Storm Sewers | Catch Basins/Laterals | Irving Dr - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 250 | 50 | 14 | 2 | 8.1 | 1.7 |
| CB_550 | Storm Sewers | Catch Basins/Laterals | Irving Dr - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 250 | 50 | 14 | 2 | 8.1 | 1.7 |
| CB_551 | Storm Sewers | Catch Basins/Laterals | Irving Dr - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 250 | 50 | 14 | 2 | 8.1 | 1.7 |
| CB_552 | Storm Sewers | Catch Basins/Laterals | Irving Dr - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 250 | 50 | 14 | 2 | 8.1 | 1.7 |
| CB_553 | Storm Sewers | Catch Basins/Laterals | Irving Dr - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 250 | 50 | 14 | 2 | 8.1 | 1.7 |
| CB_554 | Storm Sewers | Catch Basins/Laterals | Irving Dr - Catch Basin | Norwich | 2006-07-01 | \$1,372 | \$2,500 | 250 | 50 | 14 | 2 | 8.1 | 1.7 |
| CB_608 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | @ Old Stage Rd | 2006-07-01 | \$366 | \$2,500 | 91 | 994 | 14 | 2 | 8.1 | 2.3 |
| CB_609 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | North of Old Stage Rd | 2006-07-01 | \$366 | \$2,500 | 91 | 994 | 14 | 2 | 8.1 | 2.3 |
| CB_610 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | North of Old Stage Rd | 2006-07-01 | \$366 | \$2,500 | 91 | 994 | 14 | 2 | 8.1 | 2.3 |
| CB_611 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | South of Oxford Centre Rd | 2006-07-01 | \$366 | \$2,500 | 91 | 994 | 14 | 2 | 8.1 | 2.3 |
| CB_342 | Storm Sewers | Catch Basins/Laterals | Brock St E - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 202B | 300 | 13 | 2 | 8.3 | 2 |
| CB_343 | Storm Sewers | Catch Basins/Laterals | Brock St E - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 202B | 300 | 13 | 2 | 8.3 | 2 |
| CB_344 | Storm Sewers | Catch Basins/Laterals | Brock St E - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 202B | 300 | 13 | 2 | 8.3 | 2 |
| CB_345 | Storm Sewers | Catch Basins/Laterals | Brock St E - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 202B | 300 | 13 | 2 | 8.3 | 2 |
| CB_452 | Storm Sewers | Catch Basins/Laterals | Cayley St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 249B | 250 | 13 | 2 | 8.3 | 2 |
| CB_516 | Storm Sewers | Catch Basins/Laterals | Cayley St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 249B | 250 | 13 | 2 | 8.3 | 2 |
| CB_520 | Storm Sewers | Catch Basins/Laterals | Cayley St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 249B | 250 | 13 | 2 | 8.3 | 2 |
| CB_521 | Storm Sewers | Catch Basins/Laterals | Cayley St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 249B | 250 | 13 | 2 | 8.3 | 2 |
| CB_522 | Storm Sewers | Catch Basins/Laterals | Cayley St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 249B | 250 | 13 | 2 | 8.3 | 2 |
| CB_538 | Storm Sewers | Catch Basins/Laterals | Cayley St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 249B | 250 | 13 | 2 | 8.3 | 2 |
| CB_539 | Storm Sewers | Catch Basins/Laterals | Cayley St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 249B | 250 | 13 | 2 | 8.3 | 2 |
| CB_540 | Storm Sewers | Catch Basins/Laterals | Cayley St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 249B | 250 | 13 | 2 | 8.3 | 2 |
| CB_541 | Storm Sewers | Catch Basins/Laterals | Cayley St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 249B | 250 | 13 | 2 | 8.3 | 2 |
| CB_542 | Storm Sewers | Catch Basins/Laterals | Cayley St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 249B | 250 | 13 | 2 | 8.3 | 2 |
| CB_543 | Storm Sewers | Catch Basins/Laterals | Cayley St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 249B | 250 | 13 | 2 | 8.3 | 2 |
| CB_544 | Storm Sewers | Catch Basins/Laterals | Cayley St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 249B | 250 | 13 | 2 | 8.3 | 2 |
| CB_545 | Storm Sewers | Catch Basins/Laterals | Cayley St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 249B | 250 | 13 | 2 | 8.3 | 2 |
| CB_546 | Storm Sewers | Catch Basins/Laterals | Cayley St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 249B | 250 | 13 | 2 | 8.3 | 2 |
| CB_447 | Storm Sewers | Catch Basins/Laterals | Marshall Dr - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 224 | 250 | 13 | 2 | 8.3 | 2 |
| CB_517 | Storm Sewers | Catch Basins/Laterals | Marshall Dr - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 224 | 250 | 13 | 2 | 8.3 | 2 |
| CB_518 | Storm Sewers | Catch Basins/Laterals | Marshall Dr - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 224 | 250 | 13 | 2 | 8.3 | 2 |
| CB_519 | Storm Sewers | Catch Basins/Laterals | Marshall Dr - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 224 | 250 | 13 | 2 | 8.3 | 2 |
| CB_532 | Storm Sewers | Catch Basins/Laterals | Marshall Dr - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 224 | 250 | 13 | 2 | 8.3 | 2 |
| CB_533 | Storm Sewers | Catch Basins/Laterals | Marshall Dr - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 224 | 250 | 13 | 2 | 8.3 | 2 |
| CB_534 | Storm Sewers | Catch Basins/Laterals | Marshall Dr - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 224 | 250 | 13 | 2 | 8.3 | 2 |
| CB_535 | Storm Sewers | Catch Basins/Laterals | Marshall Dr - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 224 | 250 | 13 | 2 | 8.3 | 2 |
| CB_536 | Storm Sewers | Catch Basins/Laterals | Marshall Dr - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 224 | 250 | 13 | 2 | 8.3 | 2 |
| CB_537 | Storm Sewers | Catch Basins/Laterals | Marshall Dr - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 224 | 250 | 13 | 2 | 8.3 | 2 |
| CB_523 | Storm Sewers | Catch Basins/Laterals | Moore Cres - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 243 | 100 | 13 | 2 | 8.3 | 1.7 |
| CB_524 | Storm Sewers | Catch Basins/Laterals | Moore Cres - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 243 | 100 | 13 | 2 | 8.3 | 1.7 |
| CB_525 | Storm Sewers | Catch Basins/Laterals | Moore Cres - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 243 | 100 | 13 | 2 | 8.3 | 1.7 |
| CB_526 | Storm Sewers | Catch Basins/Laterals | Moore Cres - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 243 | 100 | 13 | 2 | 8.3 | 1.7 |
| CB_527 | Storm Sewers | Catch Basins/Laterals | Moore Cres - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 243 | 100 | 13 | 2 | 8.3 | 1.7 |
| CB_528 | Storm Sewers | Catch Basins/Laterals | Moore Cres - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 243 | 100 | 13 | 2 | 8.3 | 1.7 |
| CB_529 | Storm Sewers | Catch Basins/Laterals | Moore Cres - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 243 | 100 | 13 | 2 | 8.3 | 1.7 |
| CB_530 | Storm Sewers | Catch Basins/Laterals | Moore Cres - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 243 | 100 | 13 | 2 | 8.3 | 1.7 |
| CB_531 | Storm Sewers | Catch Basins/Laterals | Moore Cres - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 243 | 100 | 13 | 2 | 8.3 | 1.7 |
| CB_499 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 222A | 350 | 13 | 2 | 8.3 | 2 |

STORM SEWERS - CATCH BASINS & LATERALS

| GPS ID | Asset Class | Segment | Asset Name | Location | In-Service Date | Historical Cost | Replacement | Related Road | Traffic Count | Age | Criticality | Condition | Risk Rating |
|--------|--------------|-----------------------|--------------------------------|--------------------------|-----------------|-----------------|-------------|--------------|---------------|-----|-------------|-----------|-------------|
| | | | | | | | Cost | Segment | (AADT) | | Factor | Rating | |
| CB_500 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 222A | 350 | 13 | 2 | 8.3 | 2 |
| CB_501 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 222A | 350 | 13 | 2 | 8.3 | 2 |
| CB_555 | Storm Sewers | Catch Basins/Laterals | Pollard St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 249C | 250 | 13 | 2 | 8.3 | 2 |
| CB_556 | Storm Sewers | Catch Basins/Laterals | Pollard St - Catch Basin | Norwich | 2007-07-01 | \$1,403 | \$2,500 | 249C | 250 | 13 | 2 | 8.3 | 2 |
| CB_238 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 2008-07-01 | \$1,400 | \$2,500 | 203 | 390 | 12 | 2 | 8.4 | 2 |
| CB_239 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 2008-07-01 | \$1,400 | \$2,500 | 203 | 390 | 12 | 2 | 8.4 | 2 |
| CB_240 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 2008-07-01 | \$1,400 | \$2,500 | 203 | 390 | 12 | 2 | 8.4 | 2 |
| CB_241 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 2008-07-01 | \$1,400 | \$2,500 | 203 | 390 | 12 | 2 | 8.4 | 2 |
| CB_242 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 2008-07-01 | \$1,400 | \$2,500 | 203 | 390 | 12 | 2 | 8.4 | 2 |
| CB_243 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 2008-07-01 | \$1,400 | \$2,500 | 203 | 390 | 12 | 2 | 8.4 | 2 |
| CB_244 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 2008-07-01 | \$1,400 | \$2,500 | 203 | 390 | 12 | 2 | 8.4 | 2 |
| CB_245 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 2008-07-01 | \$1,400 | \$2,500 | 203 | 390 | 12 | 2 | 8.4 | 2 |
| CB_494 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 2008-07-01 | \$1,400 | \$2,500 | 222A | 350 | 12 | 2 | 8.4 | 2 |
| CB_495 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 2008-07-01 | \$1,400 | \$2,500 | 222A | 350 | 12 | 2 | 8.4 | 2 |
| CB_496 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 2008-07-01 | \$1,400 | \$2,500 | 222A | 350 | 12 | 2 | 8.4 | 2 |
| CB_497 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 2008-07-01 | \$1,400 | \$2,500 | 222A | 350 | 12 | 2 | 8.4 | 2 |
| CB_498 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 2008-07-01 | \$1,400 | \$2,500 | 222A | 350 | 12 | 2 | 8.4 | 2 |
| CB_792 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | West of Trillium Ln | 2009-07-01 | \$983 | \$2,500 | 31 | 812 | 11 | 2 | 8.5 | 2.3 |
| CB_793 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | West of Trillium Ln | 2009-07-01 | \$983 | \$2,500 | 31 | 812 | 11 | 2 | 8.5 | 2.3 |
| CB_794 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | West of Cedar Ln | 2009-07-01 | \$366 | \$2,500 | 31 | 812 | 11 | 2 | 8.5 | 2.3 |
| CB_795 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | West of Cedar Ln | 2009-07-01 | \$366 | \$2,500 | 31 | 812 | 11 | 2 | 8.5 | 2.3 |
| CB_796 | Storm Sewers | Catch Basins/Laterals | Beaconsfield Rd - Catch Basin | East of Cedar Ln | 2009-07-01 | \$366 | \$2,500 | 32 | 812 | 11 | 2 | 8.5 | 2.3 |
| CB_459 | Storm Sewers | Catch Basins/Laterals | Carman St - Catch Basin | Norwich | 2009-07-01 | \$1,400 | \$2,500 | 214A | 350 | 11 | 2 | 8.5 | 2 |
| CB_460 | Storm Sewers | Catch Basins/Laterals | Carman St - Catch Basin | Norwich | 2009-07-01 | \$1,400 | \$2,500 | 214A | 350 | 11 | 2 | 8.5 | 2 |
| CB_465 | Storm Sewers | Catch Basins/Laterals | Carman St - Catch Basin | Norwich | 2009-07-01 | \$1,400 | \$2,500 | 214A | 350 | 11 | 2 | 8.5 | 2 |
| CB_466 | Storm Sewers | Catch Basins/Laterals | Carman St - Catch Basin | Norwich | 2009-07-01 | \$1,400 | \$2,500 | 214A | 350 | 11 | 2 | 8.5 | 2 |
| CB_246 | Storm Sewers | Catch Basins/Laterals | Clyde St - Catch Basin | Norwich | 2011-07-01 | \$366 | \$2,500 | 231 | 303 | 9 | 2 | 8.8 | 2 |
| CB_269 | Storm Sewers | Catch Basins/Laterals | Clyde St - Catch Basin | Norwich | 2011-07-01 | \$1,295 | \$2,500 | 231 | 303 | 9 | 2 | 8.8 | 2 |
| CB_315 | Storm Sewers | Catch Basins/Laterals | Clyde St - Catch Basin | Norwich | 2011-07-01 | \$1,295 | \$2,500 | 231 | 303 | 9 | 2 | 8.8 | 2 |
| CB_316 | Storm Sewers | Catch Basins/Laterals | Clyde St - Catch Basin | Norwich | 2011-07-01 | \$1,295 | \$2,500 | 231 | 303 | 9 | 2 | 8.8 | 2 |
| CB_317 | Storm Sewers | Catch Basins/Laterals | Clyde St - Catch Basin | Norwich | 2011-07-01 | \$1,295 | \$2,500 | 231 | 303 | 9 | 2 | 8.8 | 2 |
| CB_318 | Storm Sewers | Catch Basins/Laterals | Clyde St - Catch Basin | Norwich | 2011-07-01 | \$1,295 | \$2,500 | 231 | 303 | 9 | 2 | 8.8 | 2 |
| CB_329 | Storm Sewers | Catch Basins/Laterals | Clyde St - Catch Basin | Norwich | 2011-07-01 | \$1,295 | \$2,500 | 231 | 303 | 9 | 2 | 8.8 | 2 |
| CB_427 | Storm Sewers | Catch Basins/Laterals | South St - Catch Basin | Norwich | 2011-07-01 | \$1,397 | \$2,500 | 216 | 250 | 9 | 2 | 8.8 | 2 |
| CB_428 | Storm Sewers | Catch Basins/Laterals | South St - Catch Basin | Norwich | 2011-07-01 | \$1,397 | \$2,500 | 217 | 250 | 9 | 2 | 8.8 | 2 |
| CB_429 | Storm Sewers | Catch Basins/Laterals | South St - Catch Basin | Norwich | 2011-07-01 | \$1,397 | \$2,500 | 217 | 250 | 9 | 2 | 8.8 | 2 |
| CB_430 | Storm Sewers | Catch Basins/Laterals | South St - Catch Basin | Norwich | 2011-07-01 | \$1,397 | \$2,500 | 216 | 250 | 9 | 2 | 8.8 | 2 |
| CB_254 | Storm Sewers | Catch Basins/Laterals | Washington St - Catch Basin | Norwich | 2011-07-01 | \$1,064 | \$2,500 | 236 | 250 | 9 | 2 | 8.8 | 2 |
| CB_255 | Storm Sewers | Catch Basins/Laterals | Washington St - Catch Basin | Norwich | 2011-07-01 | \$1,064 | \$2,500 | 236 | 250 | 9 | 2 | 8.8 | 2 |
| CB_259 | Storm Sewers | Catch Basins/Laterals | Washington St - Catch Basin | Norwich | 2011-07-01 | \$1,064 | \$2,500 | 234A | 100 | 9 | 2 | 8.8 | 1.7 |
| CB_261 | Storm Sewers | Catch Basins/Laterals | Washington St - Catch Basin | Norwich | 2011-07-01 | \$1,064 | \$2,500 | 234A | 100 | 9 | 2 | 8.8 | 1.7 |
| CB_284 | Storm Sewers | Catch Basins/Laterals | Washington St - Catch Basin | Norwich | 2011-07-01 | \$1,064 | \$2,500 | 236 | 250 | 9 | 2 | 8.8 | 2 |
| CB_285 | Storm Sewers | Catch Basins/Laterals | Washington St - Catch Basin | Norwich | 2011-07-01 | \$1,064 | \$2,500 | 236 | 250 | 9 | 2 | 8.8 | 2 |
| CB_753 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | South of Substation Rd | 2012-07-01 | \$983 | \$2,500 | 99 | 620 | 8 | 2 | 8.9 | 2.3 |
| CB_754 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | North of Beaconsfield Rd | 2012-07-01 | \$983 | \$2,500 | 99 | 620 | 8 | 2 | 8.9 | 2.3 |
| CB_755 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | North of Beaconsfield Rd | 2012-07-01 | \$983 | \$2,500 | 99 | 620 | 8 | 2 | 8.9 | 2.3 |
| CB_756 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | North of Beaconsfield Rd | 2012-07-01 | \$983 | \$2,500 | 99 | 620 | 8 | 2 | 8.9 | 2.3 |
| CB_757 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | North of Beaconsfield Rd | 2012-07-01 | \$983 | \$2,500 | 99 | 620 | 8 | 2 | 8.9 | 2.3 |

STORM SEWERS - CATCH BASINS & LATERALS

| GPS ID | Asset Class | Segment | Asset Name | Location | In-Service Date | Historical Cost | Replacement | Related Road | Traffic Count | Age | Criticality | Condition | Risk Rating |
|----------|--------------|-----------------------|-------------------------------|------------------------|-----------------|-----------------|-------------|--------------|---------------|-----|-------------|-----------|-------------|
| | | | | | | | Cost | Segment | (AADT) | | Factor | Rating | |
| CB_788 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | South of Gunns Hill Rd | 2012-07-01 | \$983 | \$2,500 | 99 | 620 | 8 | 2 | 8.9 | 2.3 |
| CB_789 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | South of Gunns Hill Rd | 2012-07-01 | \$983 | \$2,500 | 99 | 620 | 8 | 2 | 8.9 | 2.3 |
| CB_790 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | South of Gunns Hill Rd | 2012-07-01 | \$983 | \$2,500 | 99 | 620 | 8 | 2 | 8.9 | 2.3 |
| CB_791 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | South of Gunns Hill Rd | 2012-07-01 | \$983 | \$2,500 | 99 | 620 | 8 | 2 | 8.9 | 2.3 |
| CB_470 | Storm Sewers | Catch Basins/Laterals | Tidey St - Catch Basin | Norwich | 2012-07-01 | \$1,358 | \$2,500 | 213C | 100 | 8 | 2 | 8.9 | 1.7 |
| CB_484 | Storm Sewers | Catch Basins/Laterals | Pitcher St - Catch Basin | Norwich | 2012-07-01 | \$2,191 | \$2,500 | 222E | 350 | 8 | 2 | 8.9 | 2 |
| CB_485 | Storm Sewers | Catch Basins/Laterals | Front St - Catch Basin | Norwich | 2012-07-01 | \$2,191 | \$2,500 | 212C | 350 | 8 | 2 | 8.9 | 2 |
| CB_486 | Storm Sewers | Catch Basins/Laterals | Front St - Catch Basin | Norwich | 2012-07-01 | \$2,191 | \$2,500 | 212C | 350 | 8 | 2 | 8.9 | 2 |
| CB_487 | Storm Sewers | Catch Basins/Laterals | Front St - Catch Basin | Norwich | 2012-07-01 | \$2,191 | \$2,500 | 212C | 350 | 8 | 2 | 8.9 | 2 |
| CB_711 | Storm Sewers | Catch Basins/Laterals | Base Line - Catch Basin | North of Norwich Road | 2014-07-01 | \$366 | \$2,500 | 107 | 1230 | 6 | 2 | 9.2 | 2.6 |
| CB_336 | Storm Sewers | Catch Basins/Laterals | North St E - Catch Basin | Norwich | 2014-07-01 | \$1,403 | \$2,500 | 235B | 100 | 6 | 2 | 9.2 | 1.7 |
| CB_337 | Storm Sewers | Catch Basins/Laterals | North St E - Catch Basin | Norwich | 2014-07-01 | \$1,403 | \$2,500 | 235B | 100 | 6 | 2 | 9.2 | 1.7 |
| CB_338 | Storm Sewers | Catch Basins/Laterals | North St E - Catch Basin | Norwich | 2014-07-01 | \$1,403 | \$2,500 | 235B | 100 | 6 | 2 | 9.2 | 1.7 |
| CB_339 | Storm Sewers | Catch Basins/Laterals | North St E - Catch Basin | Norwich | 2014-07-01 | \$1,403 | \$2,500 | 235B | 100 | 6 | 2 | 9.2 | 1.7 |
| CB_340 | Storm Sewers | Catch Basins/Laterals | North St E - Catch Basin | Norwich | 2014-07-01 | \$1,403 | \$2,500 | 235B | 100 | 6 | 2 | 9.2 | 1.7 |
| CB_341 | Storm Sewers | Catch Basins/Laterals | North St E - Catch Basin | Norwich | 2014-07-01 | \$1,403 | \$2,500 | 235B | 100 | 6 | 2 | 9.2 | 1.7 |
| CB_333 | Storm Sewers | Catch Basins/Laterals | North St E - Catch Basin | Norwich | 2014-07-01 | \$232 | \$2,500 | 235B | 100 | 6 | 2 | 9.2 | 1.7 |
| CB_330 | Storm Sewers | Catch Basins/Laterals | North St E - Catch Basin | Norwich | 2014-07-01 | \$232 | \$2,500 | 235B | 100 | 6 | 2 | 9.2 | 1.7 |
| CB_280 | Storm Sewers | Catch Basins/Laterals | North St W - Catch Basin | Norwich | 2014-07-01 | \$232 | \$2,500 | 235B | 100 | 6 | 2 | 9.2 | 1.7 |
| CB_281 | Storm Sewers | Catch Basins/Laterals | North St W - Catch Basin | Norwich | 2014-07-01 | \$232 | \$2,500 | 235B | 100 | 6 | 2 | 9.2 | 1.7 |
| CB_282 | Storm Sewers | Catch Basins/Laterals | North St W - Catch Basin | Norwich | 2014-07-01 | \$232 | \$2,500 | 235B | 100 | 6 | 2 | 9.2 | 1.7 |
| CB_332 | Storm Sewers | Catch Basins/Laterals | Albert St - Catch Basin | Norwich | 2014-07-01 | \$435 | \$2,500 | 238 | 250 | 6 | 2 | 9.2 | 2 |
| CB_331 | Storm Sewers | Catch Basins/Laterals | Albert St - Catch Basin | Norwich | 2014-07-01 | \$435 | \$2,500 | 238 | 250 | 6 | 2 | 9.2 | 2 |
| CB_386 | Storm Sewers | Catch Basins/Laterals | Albert St - Catch Basin | Norwich | 2014-07-01 | \$435 | \$2,500 | 238 | 250 | 6 | 2 | 9.2 | 2 |
| CB_346.5 | Storm Sewers | Catch Basins/Laterals | Albert Street - Catch Basin | Norwich | 2014-07-01 | \$435 | \$2,500 | 238 | 250 | 6 | 2 | 9.2 | 2 |
| CB_347.5 | Storm Sewers | Catch Basins/Laterals | Albert Street - Catch Basin | Norwich | 2014-07-01 | \$435 | \$2,500 | 238 | 250 | 6 | 2 | 9.2 | 2 |
| CB_386.5 | Storm Sewers | Catch Basins/Laterals | Albert Street - Catch Basin | Norwich | 2014-07-01 | \$435 | \$2,500 | 238 | 250 | 6 | 2 | 9.2 | 2 |
| CB_349.5 | Storm Sewers | Catch Basins/Laterals | Albert Street - Catch Basin | Norwich | 2014-07-01 | \$435 | \$2,500 | 238 | 250 | 6 | 2 | 9.2 | 2 |
| CB_35.5 | Storm Sewers | Catch Basins/Laterals | Dover St - Catch Basin | Otterville | 2014-07-01 | \$199 | \$2,500 | 261 | 815 | 6 | 2 | 9.2 | 2.3 |
| CB_36.5 | Storm Sewers | Catch Basins/Laterals | Dover St - Catch Basin | Otterville | 2014-07-01 | \$199 | \$2,500 | 261 | 815 | 6 | 2 | 9.2 | 2.3 |
| CB_41 | Storm Sewers | Catch Basins/Laterals | Albert Street - Catch Basin | Otterville | 2015-07-01 | \$366 | \$2,500 | 258 | 75 | 5 | 2 | 9.3 | 1.7 |
| CB_797 | Storm Sewers | Catch Basins/Laterals | Base Line - Catch Basin | North of Milldale Rd | 2015-07-01 | \$366 | \$2,500 | 116 | 1131 | 5 | 2 | 9.3 | 2.6 |
| CB_798 | Storm Sewers | Catch Basins/Laterals | Base Line - Catch Basin | South of Milldale Rd | 2015-07-01 | \$366 | \$2,500 | 116 | 1131 | 5 | 2 | 9.3 | 2.6 |
| CB_799 | Storm Sewers | Catch Basins/Laterals | Base Line - Catch Basin | South of Milldale Rd | 2015-07-01 | \$366 | \$2,500 | 116 | 1131 | 5 | 2 | 9.3 | 2.6 |
| CB_800 | Storm Sewers | Catch Basins/Laterals | Base Line - Catch Basin | South of Milldale Rd | 2015-07-01 | \$366 | \$2,500 | 116 | 1131 | 5 | 2 | 9.3 | 2.6 |
| CB_801 | Storm Sewers | Catch Basins/Laterals | Base Line - Catch Basin | South of Milldale Rd | 2015-07-01 | \$366 | \$2,500 | 116 | 1131 | 5 | 2 | 9.3 | 2.6 |
| CB_161 | Storm Sewers | Catch Basins/Laterals | Quaker St - Catch Basin | East of Middletown Ln | 2015-07-01 | \$366 | \$2,500 | 45A | 796 | 5 | 2 | 9.3 | 2.3 |
| CB_164 | Storm Sewers | Catch Basins/Laterals | Quaker St - Catch Basin | East of Middletown Ln | 2015-07-01 | \$366 | \$2,500 | 45A | 796 | 5 | 2 | 9.3 | 2.3 |
| CB_178 | Storm Sewers | Catch Basins/Laterals | Quaker St - Catch Basin | West of Middletown Ln | 2015-07-01 | \$366 | \$2,500 | 44 | 235 | 5 | 2 | 9.3 | 2 |
| CB_179 | Storm Sewers | Catch Basins/Laterals | Quaker St - Catch Basin | West of Middletown Ln | 2015-07-01 | \$366 | \$2,500 | 44 | 235 | 5 | 2 | 9.3 | 2 |
| CB_42.5 | Storm Sewers | Catch Basins/Laterals | Albert Street - Catch Basin | Otterville | 2015-07-01 | \$316 | \$2,500 | 258 | 75 | 5 | 2 | 9.3 | 1.7 |
| CB_41.5 | Storm Sewers | Catch Basins/Laterals | Albert Street - Catch Basin | Otterville | 2015-07-01 | \$316 | \$2,500 | 258 | 75 | 5 | 2 | 9.3 | 1.7 |
| CB_43.5 | Storm Sewers | Catch Basins/Laterals | Albert Street - Catch Basin | Otterville | 2015-07-01 | \$316 | \$2,500 | 258 | 75 | 5 | 2 | 9.3 | 1.7 |
| CB_44.5 | Storm Sewers | Catch Basins/Laterals | Albert Street - Catch Basin | Otterville | 2015-07-01 | \$0 | \$2,500 | 258 | 75 | 5 | 2 | 9.3 | 1.7 |
| CB_45.5 | Storm Sewers | Catch Basins/Laterals | Wellington St W - Catch Basin | Otterville | 2015-07-01 | \$0 | \$2,500 | 259 | 75 | 5 | 2 | 9.3 | 1.7 |
| CB_46.5 | Storm Sewers | Catch Basins/Laterals | Wellington St W - Catch Basin | Otterville | 2015-07-01 | \$0 | \$2,500 | 259 | 75 | 5 | 2 | 9.3 | 1.7 |
| CB_123 | Storm Sewers | Catch Basins/Laterals | Airport Rd - Catch Basin | East of Pick Line | 2016-07-01 | \$1,073 | \$2,500 | 51A | 1804 | 4 | 2 | 9.5 | 2.6 |
| CB_124 | Storm Sewers | Catch Basins/Laterals | Airport Rd - Catch Basin | East of Pick Line | 2016-07-01 | \$1,073 | \$2,500 | 51A | 1804 | 4 | 2 | 9.5 | 2.6 |

STORM SEWERS - CATCH BASINS & LATERALS

| GPS ID | Asset Class | Segment | Asset Name | Location | In-Service Date | Historical Cost | Replacement Cost | Related Road Segment | Traffic Count (AADT) | Age | Criticality Factor | Condition Rating | Risk Rating | |
|--------|--------------|-----------------------|--------------------------------|-----------------------------|-----------------|-----------------|------------------|----------------------|----------------------|-----------------|--------------------|------------------|-----------------|-----------------|
| CB_125 | Storm Sewers | Catch Basins/Laterals | Airport Rd - Catch Basin | West of Pick Line | 2016-07-01 | \$1,101 | \$2,500 | 51A | 1804 | 4 | 2 | 9.5 | 2.6 | |
| CB_249 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2016-07-01 | \$366 | \$2,500 | 232 | 350 | 4 | 2 | 9.5 | 2 | |
| CB_250 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2016-07-01 | \$366 | \$2,500 | 232 | 350 | 4 | 2 | 9.5 | 2 | |
| CB_265 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2016-07-01 | \$366 | \$2,500 | 232 | 350 | 4 | 2 | 9.5 | 2 | |
| CB_266 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2016-07-01 | \$366 | \$2,500 | 232 | 350 | 4 | 2 | 9.5 | 2 | |
| CB_276 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2016-07-01 | \$366 | \$2,500 | 232 | 350 | 4 | 2 | 9.5 | 2 | |
| CB_277 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2016-07-01 | \$366 | \$2,500 | 232 | 350 | 4 | 2 | 9.5 | 2 | |
| CB_289 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2016-07-01 | \$366 | \$2,500 | 232 | 350 | 4 | 2 | 9.5 | 2 | |
| CB_290 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2016-07-01 | \$366 | \$2,500 | 232 | 350 | 4 | 2 | 9.5 | 2 | |
| CB_291 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2016-07-01 | \$366 | \$2,500 | 232 | 350 | 4 | 2 | 9.5 | 2 | |
| CB_293 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2016-07-01 | \$366 | \$2,500 | 232 | 350 | 4 | 2 | 9.5 | 2 | |
| CB_294 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2016-07-01 | \$366 | \$2,500 | 232 | 350 | 4 | 2 | 9.5 | 2 | |
| CB_304 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2016-07-01 | \$366 | \$2,500 | 232 | 350 | 4 | 2 | 9.5 | 2 | |
| CB_305 | Storm Sewers | Catch Basins/Laterals | John St - Catch Basin | Norwich | 2016-07-01 | \$366 | \$2,500 | 232 | 350 | 4 | 2 | 9.5 | 2 | |
| CB_153 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | South of Pleasant Valley Rd | 2016-07-01 | \$1,145 | \$2,500 | 109 | 1712 | 4 | 2 | 9.5 | 2.6 | |
| CB_154 | Storm Sewers | Catch Basins/Laterals | Middletown Line - Catch Basin | North of Maple Dell Rd | 2016-07-01 | \$1,145 | \$2,500 | 109 | 1712 | 4 | 2 | 9.5 | 2.6 | |
| CB_252 | Storm Sewers | Catch Basins/Laterals | North Court St W - Catch Basin | Norwich | 2016-07-01 | \$366 | \$2,500 | 203 | 390 | 4 | 2 | 9.5 | 2 | |
| CB_292 | Storm Sewers | Catch Basins/Laterals | South Court St W - Catch Basin | Norwich | 2016-07-01 | \$897 | \$2,500 | 206 | 250 | 4 | 2 | 9.5 | 2 | |
| CB_649 | Storm Sewers | Catch Basins/Laterals | Subway Line - Catch Basin | South of Hwy 53 | 2017-07-01 | \$1,166 | \$2,500 | 87 | 409 | 3 | 2 | 9.6 | 2 | |
| CB_650 | Storm Sewers | Catch Basins/Laterals | Subway Line - Catch Basin | @ Rail Overpass | 2017-07-01 | \$1,101 | \$2,500 | 2 | 589 | 3 | 2 | 9.6 | 2.3 | |
| CB_651 | Storm Sewers | Catch Basins/Laterals | Subway Line - Catch Basin | @ Rail Overpass | 2017-07-01 | \$1,101 | \$2,500 | 2 | 589 | 3 | 2 | 9.6 | 2.3 | |
| CB_196 | Storm Sewers | Catch Basins/Laterals | Slant Rd - Catch Basin | South of New Durham Rd | 2018-07-01 | \$1,133 | \$2,500 | 106A | 1119 | 2 | 2 | 9.7 | 2.6 | |
| CB_197 | Storm Sewers | Catch Basins/Laterals | Slant Rd - Catch Basin | North of Evergreen Rd | 2018-07-01 | \$1,114 | \$2,500 | 106A | 1119 | 2 | 2 | 9.7 | 2.6 | |
| CB_198 | Storm Sewers | Catch Basins/Laterals | Slant Rd - Catch Basin | North of Evergreen Rd | 2018-07-01 | \$1,114 | \$2,500 | 106A | 1119 | 2 | 2 | 9.7 | 2.6 | |
| CB_199 | Storm Sewers | Catch Basins/Laterals | Slant Rd - Catch Basin | North of Evergreen Rd | 2018-07-01 | \$1,114 | \$2,500 | 106A | 1119 | 2 | 2 | 9.7 | 2.6 | |
| CB_200 | Storm Sewers | Catch Basins/Laterals | Slant Rd - Catch Basin | @ Evergreen Rd | 2018-07-01 | \$1,114 | \$2,500 | 106A | 1119 | 2 | 2 | 9.7 | 2.6 | |
| CB_56 | Storm Sewers | Catch Basins/Laterals | Cornell Rd - Catch Basin | @ Furnace Rd | 2019-07-01 | \$366 | \$2,500 | 72 | 1753 | 1 | 2 | 9.9 | 2.6 | |
| CB_57 | Storm Sewers | Catch Basins/Laterals | Cornell Rd - Catch Basin | East of Middletown Ln | 2019-07-01 | \$694 | \$2,500 | 72 | 1753 | 1 | 2 | 9.9 | 2.6 | |
| CB_58 | Storm Sewers | Catch Basins/Laterals | Cornell Rd - Catch Basin | East of Middletown Ln | 2019-07-01 | \$694 | \$2,500 | 72 | 1753 | 1 | 2 | 9.9 | 2.6 | |
| | | | | | | | 1,872,500 | | | 22,132 | | | 4,539.20 | 3,171.40 |
| | | | | | | | | | | Average: | 29.55 | 6.06 | 4.23 | |

Cost per Year to Fund Catch Basins/Laterals Replacement Program = \$ 1,872,500 / 75 Year EUL = **\$24,966.67**

- NOTES: 1. Condition Rating is based on Age of the Asset, based on a 75-Year Lifespan
 2. Replacement Cost is based on the costs for the recent 2019 Cook Street Reconstruction Project = \$2,500 per Catch Basin
 3. Costs for Catch Basins/Laterals are accommodated under the Capital Budget Figures for Paved Roads Infrastructure.

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020
STORM SEWERS - ROADSIDE DITCHING

APPENDIX "M"

Inventory in Process

BUILDINGS & STRUCTURES - BUILDINGS

| Asset ID | Asset Class | Asset Name | Asset Description | Location | Ward | In-Service | | Historical | Replacement | Condition | Risk | Replacement |
|----------|-------------|-------------------------------------------------------------|-----------------------------------------------------|---------------------------------------|------|------------|--------------|-------------|---------------------|---------------|--------|-----------------------------|
| | | | | | | Date | Age | Cost | Cost | Rating | Rating | Strategy |
| BL060 | Buildings | Woodlawn Adult Community Centre - Otterville | One-Story Wood Siding + Basement - 3,200 sq ft | 225426 Otterville Rd, Otterville | 1 | 1914-07-01 | 106 | \$17,151 | n/a | 0.00 | TBD | Historic |
| BL070 | Buildings | Otterville Mill | Three-Story Wood Siding - 6,400 sq ft | 243 Main St W, Otterville | 1 | 1914-07-01 | 106 | \$35,358 | n/a | 0.00 | TBD | Historic |
| BL120 | Buildings | Otterville Pavillion & Hall - Otterville | One-Story Wood Siding - 1,900 sq ft | 2 North St, Otterville | 1 | 1914-07-01 | 106 | \$7,916 | \$150,000 | 0.00 | TBD | Reserve/Tax Revenue |
| BL170 | Buildings | Train Station - Museum | One-Story Wood + Basement - 2,350 sq ft | 225422 Otterville Rd, Otterville | 1 | 1914-07-01 | 106 | \$18,470 | n/a | 0.00 | TBD | Historic |
| BL180 | Buildings | Blacksmith Shop - Museum | One-Story Wood - 800 sq ft | 225422 Otterville Rd, Otterville | 1 | 1914-07-01 | 106 | \$2,269 | n/a | 0.00 | TBD | Historic |
| BL460 | Buildings | Pioneer Rooms - Oxford Centre | One-Story Brick - 2,700 sq ft | 714516 Middletown Line, Oxford Centre | 4 | 1914-07-01 | 106 | \$30,872 | \$750,000 | 0.00 | TBD | Reserve/Tax Revenue |
| BL260 | Buildings | Pitcher Street Garage - Norwich | One-Story Brick - 2,100 sq ft | 11 Front St, Norwich | 2 | 1942-07-01 | 78 | \$23,086 | \$300,000 | 2.20 | TBD | Reserve/Tax Revenue |
| BL340 | Buildings | Roads Storage Building - Burgessville | One-Story Metal siding - 1,800 sq ft | 12 Burgess St, Burgessville | 3 | 1945-07-01 | 75 | \$5,513 | n/a | 2.50 | TBD | Retired |
| BL100 | Buildings | Pool / Change House - Otterville | One-Story Concrete Block - 1,000 sq ft | 2 North St, Otterville | 1 | 1947-07-01 | 73 | \$14,741 | \$200,000 | 2.70 | TBD | Reserve/Tax Revenue |
| BL110 | Buildings | Filtration Building - Otterville | One-Story Concrete Block + Mechanical Pit-450 sq ft | 2 North St, Otterville | 1 | 1947-07-01 | 73 | \$3,777 | \$50,000 | 2.70 | TBD | Reserve/Tax Revenue |
| BL250 | Buildings | Harold Bishop Park Washrooms / Booth - Norwich | One-Story Concrete Block - 550 sq ft | 16 South Court St, Norwich | 2 | 1950-07-01 | 70 | \$10,537 | \$100,000 | 3.00 | TBD | Reserve/Tax Revenue |
| BL310 | Buildings | Archives Building | One-Story Brick House | 91 Stover St N, Norwich | 3 | 1958-07-01 | 62 | \$13,255 | \$150,000 | 3.80 | TBD | Reserve/Tax Revenue |
| BL420 | Buildings | Concession Booth - Curries | One-Story Concrete Block - 200 sq ft | 594372 Highway 59, Curries | 4 | 1960-07-01 | 60 | \$2,773 | n/a | 4.00 | TBD | Retired |
| BL350 | Buildings | Fire Hall - Burgessville | One-Story Brick - 2,300 sq ft | 12 Burgess St, Burgessville | 3 | 1965-07-01 | 55 | \$66,512 | n/a | 4.50 | TBD | Retired |
| BL320 | Buildings | Equipment Depot - Burgessville | One-Story Metal Siding - 3,600 sq ft | 12 Burgess St, Burgessville | 3 | 1966-07-01 | 54 | \$60,264 | n/a | 4.60 | TBD | Retired |
| BL400 | Buildings | Library - Burgessville | One-Story Brick + Basement - 2,000 sq ft | 604 Main St S, Burgessville | 3 | 1967-07-01 | 53 | \$56,977 | \$1,000,000 | 4.70 | TBD | Reserve/Tax Revenue |
| BL010 | Buildings | Public Works Shop Equipment Depot - Otterville | One-Story Brick - 3,500 sq ft | 302 Main St E, Otterville | 1 | 1968-07-01 | 52 | \$74,383 | n/a | 4.80 | TBD | Retired |
| BL290 | Buildings | Norwich Ball Diamond Floodlight Building - Norwich | One-Story Metal Siding - 50 sq ft | 53 Stover St S, Norwich | 2 | 1970-07-01 | 50 | \$550 | \$15,000 | 5.00 | TBD | Tax Revenue |
| BL050 | Buildings | Gazebo - Museum | One-Story Wood Gazebo - 100 sq ft | 361 Main St W, Otterville | 1 | 1975-07-01 | 45 | \$1,436 | n/a | 5.50 | TBD | Historic |
| BL150 | Buildings | Storage Building - Otterville | One-Story Metal Siding - 260 sq ft | 2 North St, Otterville | 1 | 1975-07-01 | 45 | \$5,093 | n/a | 5.50 | TBD | Replace in combo with BL130 |
| BL450 | Buildings | Fire Hall - Oxford Centre | One-Story Brick - 2,500 sq ft | 485373 Firehall Rd, Oxford Centre | 4 | 1977-07-01 | 43 | \$154,642 | \$2,500,000 | 5.70 | TBD | Reserve/Tax/Debenture |
| BL220 | Buildings | Medical Centre - Norwich | One-Story + Basement - 10,700 | 32 South Court St E, Norwich | 2 | 1979-07-01 | 41 | \$724,617 | \$4,500,000 | 5.90 | TBD | Reserve/Tax/Debenture |
| BL130 | Buildings | Washroom Building - Otterville | One-Story Concrete Block Washroom - 300 sq ft | 2 North St, Otterville | 1 | 1980-07-01 | 40 | \$27,205 | \$25,000 | 6.00 | TBD | Reserve/Tax Revenue |
| BL370 | Buildings | Booth / Washroom / Shelter - Burgessville Ducky Dennis Park | One-Story Concrete Block - 2,600 sq ft | 625 Main St S, Burgessville | 3 | 1980-07-01 | 40 | \$95,216 | \$200,000 | 6.00 | TBD | Reserve/Tax Revenue |
| BL390 | Buildings | Ball Storage Shed - Burgessville | One-Story Metal Siding - 300 sq ft | 625 Main St S, Burgessville | 3 | 1980-07-01 | 40 | \$5,441 | \$10,000 | 6.00 | TBD | Tax Revenue |
| BL430 | Buildings | Oxford Centre Hall / Community Centre | One-Story Brick - 4,600 sq ft | 505386 Old Stage Rd, Oxford Centre | 4 | 1980-07-01 | 40 | \$398,354 | \$1,500,000 | 6.00 | TBD | Reserve/Tax/Debenture |
| BL440 | Buildings | Ball Park Concession Booth - Oxford Centre | One-Story Concrete Block - 300 sq ft | 505388 Old Stage Rd, Oxford Centre | 4 | 1980-07-01 | 40 | \$12,436 | \$15,000 | 6.00 | TBD | Tax Revenue |
| BL140 | Buildings | Concession Booth - Otterville | One-Story Wood Siding - 400 sq ft | 2 North St, Otterville | 1 | 1984-07-01 | 36 | \$26,916 | \$20,000 | 6.40 | TBD | Tax Revenue |
| BL190 | Buildings | Springford Ball Diamond Concession Booth - Springford | One-Story Metal siding - 400 sq ft | 429 1/2 Main Street W, Springford | 1 | 1984-07-01 | 36 | \$23,148 | n/a | 6.40 | TBD | Retired |
| BL040 | Buildings | Fire Storage Shed - Otterville | One-Story Metal Siding - 450 sq ft | 309 Main St E, Otterville | 1 | 1985-07-01 | 35 | \$15,070 | n/a | 6.50 | TBD | Retired |
| BL360 | Buildings | Fire Storage Building - Burgessville | One-Story Metal Siding - 400 sq ft | 12 Burgess St, Burgessville | 3 | 1985-07-01 | 35 | \$11,163 | n/a | 6.50 | TBD | Retired |
| BL020 | Buildings | Storage Shed - Otterville | One-Story Metal Siding - 1,200 sq ft | 302 Main St E, Otterville | 1 | 1986-07-01 | 34 | \$26,294 | n/a | 6.60 | TBD | Retired |
| BL205 | Buildings | Springford Community Hall | One-Story Brick | 429 Main Street West, Springford | 1 | 1986-07-01 | 34 | ? | \$1,000,000 | 6.60 | TBD | Reserve/Tax Revenue |
| BL330 | Buildings | Salt / Sand Dome - Burgessville | One-Story Reinforced Concrete - 4,400 sq ft | 12 Burgess St, Burgessville | 3 | 1986-07-01 | 34 | \$87,647 | n/a | 6.60 | TBD | Retired |
| BL280 | Buildings | Arena / Community Centre - Norwich | One-Story + Mezzanine + Single Rink - 67,800 sq ft | 53 Stover St S, Norwich | 2 | 2006-07-01 | 14 | \$4,111,102 | \$10,000,000 | 8.60 | TBD | Reserve/Tax/Debenture |
| BL270 | Buildings | Fire Hall / Police Station - Norwich | One-Story + Mezzanine - 9,500 sq ft | 81/83 Main Street W, Norwich | 2 | 2008-07-01 | 12 | \$1,801,963 | \$2,500,000 | 8.80 | TBD | Reserve/Tax/Debenture |
| BL035 | Buildings | Otterville Fire Hall #1 | One Story + Mezzanine - 6,500 sq ft | 309 Main St E, Otterville | 1 | 2011-07-01 | 9 | \$1,235,429 | \$2,500,000 | 9.10 | TBD | Reserve/Tax/Debenture |
| BL225 | Buildings | Municipal Administration Building | One-Story Brick - 10,000 sq ft | 285767 Airport Road, Norwich | 3 | 2015-07-01 | 5 | \$2,987,917 | \$4,500,000 | 9.50 | TBD | Reserve/Tax/Debenture |
| BL351 | Buildings | New Burgessville Fire Hall # 3 | One Story + Mezzanine - 6,500 sq ft | County Rd 59, Burgessville | 3 | 2019 | 1 | \$2,350,000 | \$2,500,000 | 9.90 | TBD | Reserve/Tax/Debenture |
| BL | Buildings | Future Central Works Garage + New Salt/Sand Dome | | | 3 | 2021 | - | | \$3,500,000 | | | Reserve/Tax/Debenture |
| | | | | | | | 1,581 | | \$37,985,000 | 188.60 | | |

Cost per Year to Fund Building Replacement Program = \$37,085,000 / 50 Year EUL =

\$759,700.00

AVERAGE: 46.50

4.84

- NOTES: 1. Condition Rating is based on Age of the Assetutilizing a 50-Year Lifespan
- 2. Replacement Costs are estimated actuals based on other buildings recently built.

| | | |
|-----------|-----------|----------------|
| Critical | 6 | 15.38% |
| Poor | 6 | 15.38% |
| Fair | 10 | 25.64% |
| Good | 12 | 30.77% |
| Excellent | 5 | 12.82% |
| | 39 | 100.00% |

BUILDINGS & STRUCTURES - STRUCTURES

| Import ID | Asset Class | Segment | Asset Name | Asset Description | Location | Ward | In-Service | | | Estimated | Historical | Replacement | Condition | Risk |
|-----------|------------------------|------------|---------------------------------------------------|--------------------------------------------------------------------|--------------------------------------|------|------------|-----|-------------|-----------|-------------|-------------|-----------|------|
| | | | | | | | Date | Age | Useful Life | Cost | Cost | Rating | Rating | |
| ST010 | Buildings & Structures | Structures | Memorial - Cairn African Methodist Cemetery | Memorial on Concrete Foundation | Church St W/S Otterville | 1 | 07-01-75 | 45 | 30 | \$2,089 | n/a | 0.00 | TBD | |
| ST030 | Buildings & Structures | Structures | Picnic Shelter - Otterville Mill | One Story Metal Siding - 800 sq ft | 243 Main St W Otterville | 1 | 07-01-75 | 45 | 20 | \$9,141 | \$50,000 | 0.00 | TBD | |
| ST050 | Buildings & Structures | Structures | Picnic Shelter - Otterville Park | One-Story Metal Siding - 650 sq ft | 2 North St Otterville | 1 | 07-01-60 | 60 | 20 | \$3,327 | \$50,000 | 0.00 | TBD | |
| ST052 | Buildings & Structures | Structures | Pumping Station - Otterville Park | Not be Replaced | 2 North St Otterville | 1 | 07-01-40 | 80 | 30 | \$358 | n/a | 0.00 | TBD | |
| ST058 | Buildings & Structures | Structures | Tennis Court - Otterville Park | Single Court with Net - Asphalt Surface - Fenced | 2 North St Otterville | 1 | 07-01-75 | 45 | 20 | \$1 | \$15,000 | 0.00 | TBD | |
| ST062 | Buildings & Structures | Structures | Basketball Court - Otterville Park | Asphalt Surface - (2) Backboards + Nets | 2 North St Otterville | 1 | 07-01-75 | 45 | 20 | \$1 | \$15,000 | 0.00 | TBD | |
| ST066 | Buildings & Structures | Structures | BBQ - Otterville Park | Not be Replaced | 2 North St, Otterville | 1 | 07-01-65 | 55 | 30 | \$1,512 | n/a | 0.00 | TBD | |
| ST068 | Buildings & Structures | Structures | Cannon - Otterville Park | Old Cannon painted black on concrete foundation | 2 North St, Otterville | 1 | 07-01-75 | 45 | 30 | \$1 | n/a | 0.00 | TBD | |
| ST072 | Buildings & Structures | Structures | Monument - Otterville Park Entrance | Field Stone Structure on Concrete Foundation | 2 North St, Otterville | 1 | 07-01-20 | 100 | 30 | \$2,111 | n/a | 0.00 | TBD | |
| ST100 | Buildings & Structures | Structures | Picnic Shelter - Springford Park | One-Story Metal Siding - 1,200 sq ft | 429 1/2 Main Street W Springford | 1 | 07-01-90 | 30 | 20 | \$35,618 | \$50,000 | 0.00 | TBD | |
| ST206 | Buildings & Structures | Structures | Picnic Shelter - Dillon Park | Shade Structure - 150 sq ft (Replace with larger structure) | 53 Stover St S, Norwich | 2 | 07-01-67 | 53 | 20 | \$570 | \$75,000 | 0.00 | TBD | |
| ST300 | Buildings & Structures | Structures | Ball Diamond - Oxford Centre Ball Park | Dirt Infield + Backstop + Fencing | 505388 Old Stage Road | 4 | 07-01-80 | 40 | 20 | \$1 | \$100,000 | 0.00 | TBD | |
| ST064 | Buildings & Structures | Structures | Playground - Otterville Park | Play Structure | 2 North St Otterville | 1 | 07-01-03 | 17 | 15 | \$43,640 | \$150,000 | 0.00 | TBD | |
| ST150 | Buildings & Structures | Structures | Playground - Harold Bishop Park | Play Structure | Nortn Court St S/S Norwich | 2 | 07-01-07 | 13 | 15 | \$65,680 | \$200,000 | 1.33 | TBD | |
| ST254 | Buildings & Structures | Structures | Playground - Ducky Dennis Park Burgessville | Play Structure | 625 Main St S, Burgessville | 3 | 07-01-07 | 13 | 15 | \$19,350 | \$30,000 | 1.33 | TBD | |
| ST102A | Buildings & Structures | Structures | Playground - Springford Park | Play Structure | 429 1/2 Main Street W, Springford | 1 | 07-01-08 | 12 | 15 | \$21,534 | \$30,000 | 2.00 | TBD | |
| ST202 | Buildings & Structures | Structures | Ball Diamond # 2 - Dillon Park | Dirt Infield + Backstop + Fencing | 53 Stover St S, Norwich | 2 | 7/1/1985 * | 14 | 20 | \$1 | \$60,000 | 3.00 | TBD | |
| ST252 | Buildings & Structures | Structures | Ball Diamond # 2 - Ducky Dennis Park Burgessville | Dirt Infield + Backstop + Fencing | 625 Main St S, Burgessville | 3 | 7/1/1995 * | 14 | 20 | \$19,635 | \$80,000 | 3.00 | TBD | |
| ST180 | Buildings & Structures | Structures | Playground - Westside Park | Play Structure | Marshall Street, Norwich | 2 | 07-01-10 | 10 | 15 | \$25,145 | n/a | 3.33 | TBD | |
| ST151 | Buildings & Structures | Structures | Picnic Tables - Harold Bishop Park | Picnic Tables and Trash Bins | Harold Bishop Park, Norwich | 2 | 07-01-10 | 10 | 15 | \$4,268 | n/a | 3.33 | TBD | |
| ST104A | Buildings & Structures | Structures | Ball Diamond - Springford Park | Dirt Infield + Backstop + Fencing | 429 1/2 Main Street W, Springford | 1 | 7/1/2008 * | 11 | 20 | \$27,141 | \$80,000 | 4.50 | TBD | |
| ST070 | Buildings & Structures | Structures | Bridge - Otterville Park Entrance | Steel Structure spanning Otter Creek Mill Pond | 2 North St Otterville | 1 | 7/1/1947 * | 16 | 30 | \$1 | \$200,000 | 4.67 | TBD | |
| ST220 | Buildings & Structures | Structures | Monument Weeping Woman | Granite on Concrete Foundation | 1 Jerdon St, Norwich (ESPS Property) | 3 | 7/1/1948 * | 16 | 30 | \$2,111 | n/a | 4.67 | TBD | |
| ST256 | Buildings & Structures | Structures | Dug-Out Covers Diamond # 1 Burgessville | Dug-Out Shelters | 625 Main St S, Burgessville | 3 | 07-01-11 | 9 | 15 | \$7,817 | \$8,000 | 4.00 | TBD | |
| ST302 | Buildings & Structures | Structures | Signage - Oxford Centre Hall & Park | Cedar Blasted Signage | Oxford Centre Hall & Park | 4 | 07-01-11 | 9 | 15 | \$1,425 | \$2,000 | 4.00 | TBD | |
| ST302 | Buildings & Structures | Structures | Signage - Pioneer Rooms | Cedar Blasted Signage | Pioneer Rooms - Oxford Centre | 4 | 07-01-11 | 9 | 15 | \$1,467 | \$2,000 | 4.00 | TBD | |
| ST190 | Buildings & Structures | Structures | Signage - Murphy's Lane | (2) Entrance Signs - Cedar Blasted | Murphy's Trail - Norwich | 2 | 07-01-11 | 9 | 15 | \$2,934 | \$4,000 | 4.00 | TBD | |
| ST110 | Buildings & Structures | Structures | Signage - Springford Park | Cedar Blasted Signage | Springford Park | 1 | 07-01-11 | 9 | 15 | \$1,425 | \$2,000 | 4.00 | TBD | |
| ST306 | Buildings & Structures | Structures | Playground - Oxford Centre Park | Play Structure | Oxford Centre | 4 | 07-01-11 | 9 | 15 | \$37,141 | \$30,000 | 4.00 | TBD | |
| ST284 | Buildings & Structures | Structures | Playground Equipment - Curries Park | Play Structure | Curries Park | 4 | 07-01-12 | 8 | 15 | \$30,070 | \$30,000 | 4.67 | TBD | |
| ST208 | Buildings & Structures | Structures | Dug-Out Shelters - Dillon Park | Dug-Out Shelters | Dillon Park | 2 | 07-01-12 | 8 | 15 | \$6,742 | \$8,000 | 4.67 | TBD | |
| ST286 | Buildings & Structures | Structures | Backstop - Curries Park | Small Backstop | Curries Park | 4 | 07-01-12 | 8 | 15 | \$1,591 | \$2,500 | 4.67 | TBD | |
| ST106 | Buildings & Structures | Structures | Bleachers - Springford Ball Park | New Bleachers - Diamond # 1 | 429 1/2 Main Street W Springford | 1 | 07-01-11 | 9 | 20 | \$10,944 | \$10,000 | 5.50 | TBD | |
| ST153 | Buildings & Structures | Structures | Benches / Shade Structures - Harold Bishop Park | Splash Pad Seating / Landscaping | Harold Bishop Park | 2 | 07-01-13 | 7 | 15 | \$34,330 | n/a | 5.33 | TBD | |
| ST288 | Buildings & Structures | Structures | Signage - Curries Park | Cedar Blast Signage | Curries Park | 2 | 07-01-13 | 7 | 15 | \$1,425 | \$2,000 | 5.33 | TBD | |
| ST155 | Buildings & Structures | Structures | Signage - Harold Bishop Park | Cedar Blasted Signage | Harold Bishop Park | 2 | 07-01-13 | 7 | 15 | \$1,425 | \$2,000 | 5.33 | TBD | |
| ST210 | Buildings & Structures | Structures | Signage - Dillon Park | Cedar Blasted Signage | Dillon Park | 2 | 07-01-13 | 7 | 15 | \$1,425 | \$2,000 | 5.33 | TBD | |
| ST212 | Buildings & Structures | Structures | Parks Storage Container | Steel Storage Container | Dillon Park | 2 | 07-01-13 | 7 | 15 | \$2,035 | \$2,500 | 5.33 | TBD | |
| ST152 | Buildings & Structures | Structures | Splash Pad - Norwich | Splash Pad | Harold Bishop Park | 2 | 07-01-12 | 8 | 20 | \$128,338 | \$175,000 | 6.00 | TBD | |
| ST054A | Buildings & Structures | Structures | New Otterville Pool | Otterville Pool Reconstruction | Otterville Park | 1 | 07-01-11 | 9 | 25 | \$594,609 | \$1,200,000 | 6.40 | TBD | |
| ST | Buildings & Structures | Structures | Soccer Posts | | Springford Park | 1 | 07-01-11 | 9 | 25 | \$1,500 | \$10,000 | 6.40 | TBD | |
| ST290 | Buildings & Structures | Structures | Swings - Curries Park | Swing Structure | 594372 Highway 59 | 4 | 07-01-14 | 6 | 15 | \$8,087 | \$8,500 | 6.00 | TBD | |
| ST195 | Buildings & Structures | Structures | Electronic Sign - NCC | LED Entrance Signage - NCC | 53 Stover Street South | 2 | 07-01-14 | 6 | 15 | \$36,870 | \$30,000 | 6.00 | TBD | |
| ST074 | Buildings & Structures | Structures | Paved Pathways - Otter Park | Asphalt Pathways | Otterville Park | 1 | 7/1/2012 * | 7 | 25 | \$2,137 | \$20,000 | 7.20 | TBD | |
| ST304 | Buildings & Structures | Structures | Paved Pathways - Oxford Centre Park | Asphalt Pathways | Oxford Centre Park | 4 | 07-01-12 | 8 | 25 | \$4,884 | \$10,000 | 6.80 | TBD | |
| ST074 | Buildings & Structures | Structures | Splash Pad - Otterville | Splash Pad | Otterville Park | 2 | 07-01-14 | 6 | 20 | \$62,442 | \$30,000 | 7.00 | TBD | |
| ST292 | Buildings & Structures | Structures | Picnic Shelter - Curries Park | Wooden Structure on Concrete Pad | Curries Park | 4 | 07-01-14 | 6 | 20 | \$47,413 | \$50,000 | 7.00 | TBD | |
| ST061 | Buildings & Structures | Structures | Dug-Out Shelters - Otterville Park | Dug-Out Shelters | Otterville Park | 1 | 07-01-15 | 5 | 20 | \$7,396 | \$8,000 | 7.50 | TBD | |
| ST204 | Buildings & Structures | Structures | Playground - Dillon Park | Play Structure | 53 Stover St S, Norwich | 2 | 07-01-16 | 4 | 15 | \$35,000 | \$45,000 | 7.33 | TBD | |
| ST294 | Buildings & Structures | Structures | Paved Pathways - Curries Park | Asphalt Pathways | Curries Park | 4 | 07-01-15 | 5 | 25 | \$10,176 | \$10,000 | 8.00 | TBD | |
| ST250A | Buildings & Structures | Structures | Ball Diamond # 1 - Ducky Dennis Park Burgessville | Dirt Infield + Backstop + Fencing | 625 Main St S, Burgessville | 3 | 07-01-16 | 4 | 20 | \$9,035 | \$95,000 | 8.00 | TBD | |
| ST200 | Buildings & Structures | Structures | Ball Diamond # 1 - Dillon Park | Dirt Infield + Backstop + Fencing | 53 Stover St S, Norwich | 2 | 7/1/2016 * | 3 | 20 | \$1 | \$75,000 | 8.50 | TBD | |
| ST060 | Buildings & Structures | Structures | Baseball Diamond - Otterville Park | Dirt Infield + Backstop + Fencing | 2 North St Otterville | 1 | 7/1/2017 * | 2 | 20 | \$25,000 | \$75,000 | 9.00 | TBD | |
| | Buildings & Structures | Structures | New Soccer Fields | | 285767 Airport Road Norwich | 3 | 7/1/2018 * | 1 | 30 | \$200,000 | \$50,000 | 9.67 | TBD | |
| | Buildings & Structures | Structures | New South-West Norwich Park - Fitness Trail | | Dennis Drive Norwich | 3 | 2020 | | 30 | - | \$20,000 | | | |
| | Buildings & Structures | Structures | New South-West Norwich Park - Playground | Play Structure | Dennis Drive Norwich | 3 | 2020 | | 15 | - | \$150,000 | | | |
| | Buildings & Structures | Structures | Harold Bishop Park - Play Court | Asphalt Surface - (2) Backboards + Nets - Fenced | Harold Bishop Park | 2 | 2020 | | 20 | - | \$40,000 | | | |
| | Buildings & Structures | Structures | New South-West Norwich Park - Paved Pathways | Asphalt Pathways | Dennis Drive Norwich | 3 | 2021 | | 25 | - | \$15,000 | | | |
| | Buildings & Structures | Structures | New South-West Norwich Park - Play Court | Asphalt Surface - (2) Backboards + Nets - Fenced | Dennis Drive Norwich | 3 | 2021 | | 20 | - | \$40,000 | | | |
| | Buildings & Structures | Structures | New South-West Norwich Park - Tennis Court | Single Court with Net - Asphalt Surface - Fenced | Dennis Drive Norwich | 3 | 2021 | | 20 | - | \$40,000 | | | |
| | Buildings & Structures | Structures | New South-West Norwich Park - Soccer Posts | | Dennis Drive Norwich | 3 | 2021 | | 25 | - | \$10,000 | | | |
| | Buildings & Structures | Structures | New South-West Norwich Park - Picnic Shelter | Wooden Structure on Concrete Pad | Dennis Drive Norwich | 3 | 2021 | | 20 | - | \$75,000 | | | |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

BUILDINGS & STRUCTURES - STRUCTURES

| Import ID | Asset Class | Segment | Asset Name | Asset Description | Location | Ward | In-Service | | Estimated Useful Life | Historical Cost | Replacement Cost | Condition Rating | Risk Rating |
|-----------|------------------------|------------|---------------------------------------------|--------------------------------------------------|----------------------------------|------|------------|-----|-----------------------|-----------------|--------------------|------------------|-------------|
| | | | | | | | Date | Age | | | | | |
| | Buildings & Structures | Structures | Duck Dennis Park - Play Court | Asphalt Surface - (2) Backboards + Nets - Fenced | 625 Main St S, Burgessville | 3 | 2022 | | 20 | - | \$55,000 | | |
| | Buildings & Structures | Structures | New South-West Norwich Park - Parking Lot | | Dennis Drive Norwich | 3 | 2022 | | 25 | - | \$25,000 | | |
| | Buildings & Structures | Structures | New Otterville Parkette - Playground | Play Structure | South Otterville | 1 | 2023 | | 15 | - | \$75,000 | | |
| | Buildings & Structures | Structures | Otterville Park - Fitness Trail | | Otterville Park | 3 | 2023 | | 30 | - | \$20,000 | | |
| | Buildings & Structures | Structures | New Otterville Parkette - Paved Pathways | Asphalt Pathways | South Otterville | 1 | 2024 | | 25 | - | \$15,000 | | |
| | Buildings & Structures | Structures | Dillon Park - Fitness Trail | | 53 Stover St S, Norwich | 3 | 2024 | | 30 | - | \$20,000 | | |
| | Buildings & Structures | Structures | Duck Dennis Park - Parking Lot | Pave Existing Gravel Lot | 625 Main St S, Burgessville | 3 | 2024 | | 25 | - | \$50,000 | | |
| | Buildings & Structures | Structures | New South-West Norwich Park - Fitness Equip | Outdoor Fitness Equipment along Fitness Trail | Dennis Drive Norwich | 3 | 2024 | | 30 | - | \$75,000 | | |
| | Buildings & Structures | Structures | Springford Park - Play Court | Asphalt Surface - (2) Backboards + Nets - Fenced | 429 1/2 Main Street W Springford | 1 | 2025 | | 20 | - | \$40,000 | | |
| | | | | | | | | | <u>1,000</u> | | <u>\$3,948,500</u> | <u>218.13</u> | |

Cost per Year to Fund Structures Replacement Program

| | | | |
|-------------|--------------------|----------------------------|------------------|
| 15 Year EUL | \$815,500 | = \$815,500 / 15 years = | \$54,367 |
| 20 Year EUL | \$1,383,000 | = \$1,383,000 / 20 years = | \$69,150 |
| 25 Year EUL | \$1,365,000 | = \$1,365,000 / 25 years = | \$54,600 |
| 30 Year EUL | <u>\$385,000</u> | = \$385,000 / 30 years = | <u>\$12,833</u> |
| | <u>\$3,948,500</u> | | <u>\$190,950</u> |

AVERAGE: 18.52

4.04

NOTE: 1. Condition Rating is based on Age of the Asset

2. Those structures with In-Service Dates showing an " * " next to them are assets that have had sections or parts of them replaced at differing times, age and condition ratings reflect these periodic re-investments.

3. Those structures showing " n/a " for replacement costs are assets that will not be replaced. These assets may require some periodic operational costs to keep them in working order.

4. Replacement Costs are based on estimated actuals compiled through the recent completion of the Long-Term Parks Structures Replacement Program.

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "P"

VEHICLES & MACHINERY

| <u>Asset ID</u> | <u>Asset Class</u> | <u>Asset Name</u> | <u>Asset Description</u> | <u>Location</u> | <u>In-Service Date</u> | <u>Age</u> | <u>Estimated Useful Life</u> | <u>Historical Cost</u> | <u>Replacement Cost</u> | <u>Condition Rating</u> | <u>Risk Rating</u> |
|-----------------|----------------------|---------------------------------|------------------------------------------|------------------------------|------------------------|------------|------------------------------|------------------------|-------------------------|-------------------------|--------------------|
| VM030 | Vehicles & Machinery | Parks Trailer | 2000 Parks Trailer | Being Utilized by Works Dept | 07-01-00 | 20 | 12 | \$24,085 | n/a | 0.00 | TBD |
| VM250 | Vehicles & Machinery | Works Loader 30 | 1996 John Deere 544E | Burgessville Pub Wks Yard | 07-01-96 | 24 | 12 | \$86,250 | \$250,000 | 0.00 | TBD |
| VM310 | Vehicles & Machinery | Works Chipper 44 | 1991 Vermeer 1250 Chipper | Otterville Pub Wks Yard | 07-01-91 | 29 | 20 | \$23,863 | \$80,000 | 0.00 | TBD |
| VM430 | Vehicles & Machinery | Works Trailer | 1986 Works Trailer (Home-Made) | Burgessville Pub Wks Yard | 07-01-86 | 34 | 20 | \$16,210 | n/a | 0.00 | TBD |
| VM660 | Vehicles & Machinery | Rescue Truck 73-03 | 1995 GMC Mini-Pump | Stn 3 - Burgessville | 07-01-95 | 25 | 20 | \$205,734 | \$350,000 | 0.00 | TBD |
| VM380 | Vehicles & Machinery | Works S/A Dump 51 | 2004 Int'l 7500 S/A Dump | Burgessville Pub Wks Yard | 07-01-04 | 16 | 15 | \$123,533 | \$285,000 | 0.00 | TBD |
| VM400 | Vehicles & Machinery | Works Backhoe 53 | 2007 Caterpillar 420D Backhoe | Burgessville Pub Wks Yard | 07-01-07 | 13 | 12 | \$68,742 | \$175,000 | 0.00 | TBD |
| VM600 | Vehicles & Machinery | Pumper 71-01 | 2000 GMC Top-Kick Pumper | Stn 1 - Otterville | 07-01-00 | 20 | 20 | \$253,000 | \$370,000 | 0.00 | TBD |
| VM620 | Vehicles & Machinery | Pumper/Rescue 72-01 | 2000 GMC Top-Kick Pumper | Stn 2 - Norwich | 07-01-00 | 20 | 20 | \$256,000 | \$1,200,000 ** | 0.00 | TBD |
| VM630 | Vehicles & Machinery | Tanker 72-02 | 2000 GMC Tanker | Stn 2 - Norwich | 07-01-00 | 20 | 20 | \$226,079 | \$350,000 | 0.00 | TBD |
| VM650 | Vehicles & Machinery | Tanker 73-02 | 2000 GMC Top-Kick Tanker | Stn 3 - Burgessville | 07-01-00 | 20 | 20 | \$200,777 | \$350,000 | 0.00 | TBD |
| VM680 | Vehicles & Machinery | Pumper/Rescue 74-01 | 2000 GMC Top-Kick Pumper | Stn 4 - Oxford Centre | 07-01-00 | 20 | 20 | \$199,490 | \$370,000 | 0.00 | TBD |
| VM700 | Vehicles & Machinery | Fire Chief Staff Truck | 2013 RAM 1500 Pick-Up Truck | Municipal Office | 07-01-13 | 7 | 7 | \$31,749 | \$34,000 | 0.00 | TBD |
| VM090 | Vehicles & Machinery | Parks Pick-Up Truck 2013 | 2013 Ram 1500 Pick-Up Truck | Parks Department | 07-01-13 | 7 | 7 | \$23,092 | \$34,000 | 0.00 | TBD |
| VM390 | Vehicles & Machinery | Works T/A Dump 52 | 2006 Int'l 7600 T/A Dump | Otterville Pub Wks Yard | 07-01-06 | 14 | 15 | \$102,703 | \$285,000 | 0.67 | TBD |
| VM201 | Vehicles & Machinery | Works Pick-Up Truck 1 | 2014 Dodge RAM 1500 Pick-Up Truck | Municipal Office | 07-01-14 | 6 | 7 | \$21,875 | \$34,000 | 1.43 | TBD |
| VM450 | Vehicles & Machinery | Works Loader 56 | 2010 John Deere Loader | Otterville Pub Wks Yard | 07-01-10 | 10 | 12 | \$107,676 | \$250,000 | 1.67 | TBD |
| VM260 | Vehicles & Machinery | Works Roller 35 | 2004 Bomag BW120AD Roller | Burgessville Pub Wks Yard | 07-01-04 | 16 | 20 | \$20,470 | \$100,000 | 2.00 | TBD |
| VM410 | Vehicles & Machinery | Works T/A Dump 54 | 2008 Highway Sterling T/A Plow | Burgessville Pub Wks Yard | 07-01-08 | 12 | 15 | \$182,428 | \$285,000 | 2.00 | TBD |
| VM032 | Vehicles & Machinery | Parks Trailer | 2011 Parks Trailer | Parks Department | 07-01-11 | 9 | 12 | \$7,150 | \$10,000 | 2.50 | TBD |
| VM420 | Vehicles & Machinery | Works T/A Dump 55 | 2010 Western Star 4900SA Dump | Burgessville Pub Wks Yard | 07-01-09 | 11 | 15 | \$106,648 | \$285,000 | 2.67 | TBD |
| VM092 | Vehicles & Machinery | Parks Pick-Up Truck | 2015 Chevy Silverado 1500 4 x 4 Truck | Parks Department | 07-01-15 | 5 | 7 | \$28,944 | \$34,000 | 2.86 | TBD |
| VM100 | Vehicles & Machinery | Scissor Lift | Used Scissor Lift | NCC | 07-01-13 | 7 | 10 | \$4,579 | \$20,000 | 3.00 | TBD |
| VM470 | Vehicles & Machinery | Works Backhoe Compactor | 2012 CAT 50 Loader Backhoe | Otterville Pub Works Yard | 07-01-12 | 8 | 12 | \$8,950 | n/a | 3.33 | TBD |
| VM115 | Vehicles & Machinery | Parks Aerator | Aerator | Parks Department | 07-01-12 | 8 | 12 | \$3,904 | \$5,000 | 3.33 | TBD |
| VM120 | Vehicles & Machinery | Parks- Zero-Turn Mower | Zero-Turn Mower | Parks Department | 07-01-12 | 8 | 12 | \$12,618 | \$15,000 | 3.33 | TBD |
| VM640 | Vehicles & Machinery | Pumper 73-01 | 2007 Freightliner Pumper | Stn 3 - Burgessville | 07-01-07 | 13 | 20 | \$286,460 | \$370,000 | 3.50 | TBD |
| VM460 | Vehicles & Machinery | Works S/A Dump 57 | Single-Axle Truck w Snow Plow | Burgessville Pub Wks Yard | 07-01-11 | 9 | 15 | \$81,813 | \$285,000 | 4.00 | TBD |
| VM810 | Vehicles & Machinery | Building Dept - CBO Truck | 2016 Chevy Silverado 4 x 4 | Municipal Office | 07-01-16 | 4 | 7 | \$31,181 | \$34,000 | 4.29 | TBD |
| VM690 | Vehicles & Machinery | Tanker 74-02 | 2009 Freightliner Tanker | Stn 4 - Oxford Centre | 07-01-09 | 11 | 20 | \$245,075 | \$350,000 | 4.50 | TBD |
| VM015 | Vehicles & Machinery | Parks Tractor 2 | 2014 Kubota Tractor | Parks Department | 07-01-14 | 6 | 12 | \$44,546 | \$50,000 | 5.00 | TBD |
| VM080 | Vehicles & Machinery | Works Pick-Up Truck 5 | 2017 Ford F150 4 x 4 | Works Dept | 07-01-17 | 3 | 7 | \$30,748 | \$34,000 | 5.71 | TBD |
| VM431 | Vehicles & Machinery | Works Trailer | 2015 Canada Tandem Axle Trailer | Otterville Pub Wks Yard | 07-01-15 | 5 | 12 | \$16,090 | \$30,000 | 5.83 | TBD |
| VM480 | Vehicles & Machinery | Works Grader #58 | 2013 John Deere 772G Grader | Otterville Pub Wks Yard | 07-01-13 | 7 | 20 | \$296,065 | \$425,000 | 6.50 | TBD |
| VM490 | Vehicles & Machinery | Works Trailer/Paver | 2005 Puckett 540 Asphalt Paver | Otterville Pub Wks Yard | 07-01-15 | 5 | 15 | \$27,475 | \$175,000 | 6.67 | TBD |
| VM495 | Vehicles & Machinery | Laser Level | TOPCON RL-SV2S Laser Level | Otterville Pub Wks Yard | 07-01-15 | 5 | 15 | \$2,544 | \$5,000 | 6.67 | TBD |
| VM351 | Vehicles & Machinery | Works S/A Dump 59 | 2015 Freightliner 114SD | Otterville Pub Wks Yard | 07-01-15 | 5 | 15 | \$190,776 | \$285,000 | 6.67 | TBD |
| VM | Vehicles & Machinery | Works Pick-Up Truck | 2018 Chevy Silverado | Otterville Pub Wks Yard | 07-01-18 | 2 | 7 | \$30,550 | \$34,000 | 7.14 | TBD |
| VM610 | Vehicles & Machinery | Tanker 71-02 | 2016 International Tanker Truck | Stn 1 - Otterville | 07-01-16 | 4 | 20 | \$279,162 | \$350,000 | 8.00 | TBD |
| VM360 | Vehicles & Machinery | Works T/A Dump 49 | 2017 International 7600 6 X 4 Dump Truck | Burgessville Pub Wks Yard | 07-01-17 | 3 | 15 | \$262,153 | \$285,000 | 8.00 | TBD |
| VM041 | Vehicles & Machinery | Ice Resurfacer 2 | 2009 Zamboni 445 | NCC | 07-01-18 | 2 | 12 | \$86,937 | \$120,000 | 8.33 | TBD |
| VM | Vehicles & Machinery | Works Tractor | 2005 John Deere 5105 | Public Works Department | 07-01-18 | 2 | 15 | \$14,000 | \$80,000 | 8.67 | TBD |
| VM | Vehicles & Machinery | Sweeper | Used Sweeper | Otterville Pub Wks Yard | 07-01-18 | 2 | 20 | \$3,924 | \$40,000 | 9.00 | TBD |
| VM | Vehicles & Machinery | Works Grader #61 | Caterpillar 140M3 AWD Motor Grader | Burgessville Pub Wks Yard | 07-01-18 | 2 | 20 | \$376,882 | \$425,000 | 9.00 | TBD |
| VM110 | Vehicles & Machinery | Diamond Master | 2019 Diamond Master | Parks Department | 07-01-19 | 1 | 7 | \$5,546 | \$10,000 | 8.57 | TBD |
| VM820 | Vehicles & Machinery | Building Dept - Inspector Truck | 2019 Ford F-150 Pick-Up Truck | Municipal Office | 07-01-19 | 1 | 7 | \$33,640 | \$34,000 | 8.57 | TBD |
| VM212 | Vehicles & Machinery | Works Pick-Up Truck # 2 | 2019 Ford F-150 Pick-Up Truck | Otterville Pub Works Yard | 07-01-19 | 1 | 7 | \$33,106 | \$34,000 | 8.57 | TBD |
| VM | Vehicles & Machinery | New Parks Small Trailer | | Parks Department | 07-01-19 | 1 | 12 | \$5,215 | \$5,500 | 9.17 | TBD |

TOWNSHIP OF NORWICH - ASSET MANAGEMENT PROGRAM - 2020

APPENDIX "P"

VEHICLES & MACHINERY

| <u>Asset ID</u> | <u>Asset Class</u> | <u>Asset Name</u> | <u>Asset Description</u> | <u>Location</u> | <u>In-Service Date</u> | <u>Age</u> | <u>Estimated Useful Life</u> | <u>Historical Cost</u> | <u>Replacement Cost</u> | <u>Condition Rating</u> | <u>Risk Rating</u> |
|-----------------|----------------------|-----------------------------|--------------------------|-------------------------|------------------------|-------------|------------------------------|------------------------|-------------------------|-------------------------|--------------------|
| VM | Vehicles & Machinery | Generator | | Otterville Pub Wks Yard | 07-01-19 | 1 | 15 | \$3,510 | \$3,700 | 9.33 | TBD |
| VM370 | Vehicles & Machinery | Works T/A Dump 50 | 2020Freighliner T/A Dump | Otterville Pub Wks Yard | 07-01-19 | 1 | 15 | \$181,114 | \$285,000 | 9.33 | TBD |
| VM | Vehicles & Machinery | New Brush Cutter Attachment | | Otterville Pub Wks Yard | 2024 | - | 15 | - | \$100,000 | — | |
| | | | | | | 484 | | | <u>\$9,020,200</u> | 199.81 | |
| | | | | | AVERAGE: | 9.68 | | | | 4.00 | |

Cost per Year to Fund Vehicles & Machinery Replacement Program

| | | | |
|-------------|--------------------|-------------------|------------------|
| 7 Year EUL | \$316,000 | = \$ / 7 years = | \$45,142.86 |
| 10 Year EUL | \$20,000 | = \$ / 10 years = | \$2,000.00 |
| 12 Year EUL | \$910,500 | = \$ / 12 years = | \$75,875.00 |
| 15 Year EUL | \$2,643,700 | = \$ / 15 years = | \$176,246.67 |
| 20 Year EUL | <u>\$5,130,000</u> | = \$ / 20 years = | <u>\$256,500</u> |
| | <u>\$9,020,200</u> | | <u>\$555,765</u> |

- NOTES:**
1. Condition Rating is based on Age of the Asset
 2. Replacement Costs are estimates calculated based on recent purchases made.
 3. ** Pumper 7201 (Norwich) will be upgraded to an Aerial Pumper to accommodate development planned in excess of 3-story buildings within the Village of Norwich.

**TOWNSHIP OF NORWICH GENERAL GOVERNMENT
LONG-TERM CAPITAL PROGRAM**

APPENDIX Q

| | <u>2019</u> | <u>2020</u> | <u>2021</u> | <u>2022</u> | <u>2023</u> | <u>2024</u> | <u>2025</u> | <u>2026</u> | <u>2027</u> | <u>2028</u> | <u>2029</u> | <u>2030</u> | <u>2031</u> | <u>2032</u> | <u>2033</u> | <u>2034</u> | <u>2035</u> | <u>2036</u> | <u>2037</u> | <u>2038</u> | <u>2039</u> |
|----------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| GENERAL GOVERNMENT | | | | | | | | | | | | | | | | | | | | | |
| MEMBERS OF COUNCIL | | | | | | | | | | | | | | | | | | | | | |
| New Councillor Laptops | - | - | - | \$7,200 | - | - | - | \$7,200 | - | - | - | \$7,200 | - | - | - | \$7,200 | - | - | - | \$7,200 | - |
| ALLOCATIONS TO CAPITAL RESERVES | | | | | | | | | | | | | | | | | | | | | |
| - Laptop Replacement | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 |
| TOTAL REQUIREMENT - MEMBERS OF COUNCIL | \$1,800 | \$1,800 | \$1,800 | \$9,000 | \$1,800 | \$1,800 | \$1,800 | \$9,000 | \$1,800 | \$1,800 | \$1,800 | \$9,000 | \$1,800 | \$1,800 | \$1,800 | \$9,000 | \$1,800 | \$1,800 | \$1,800 | \$9,000 | \$1,800 |
| CAPITAL FINANCING | | | | | | | | | | | | | | | | | | | | | |
| Transfer from Administrative Equipment Reserve | \$0 | \$0 | \$0 | \$7,200 | \$0 | \$0 | \$0 | \$7,200 | \$0 | \$0 | \$0 | \$7,200 | \$0 | \$0 | \$0 | \$7,200 | \$0 | \$0 | \$0 | \$7,200 | \$0 |
| NET CAPITAL REQUIREMENTS - MEMBERS OF COUNCIL | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 | \$1,800 |
| GENERAL ADMINISTRATION | | | | | | | | | | | | | | | | | | | | | |
| Furniture - Desks, Filing Cabinets, etc. | \$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 | \$2,000 | \$2,000 | \$2,000 |
| Computer Replacement Program (4 Year Rotating Schedule) | \$8,500 | \$11,250 | \$7,000 | \$8,500 | \$8,500 | \$3,750 | \$7,000 | \$8,500 | \$8,500 | \$11,250 | \$7,000 | \$8,500 | \$8,500 | \$3,750 | \$7,000 | \$8,500 | \$8,500 | \$11,250 | \$7,000 | \$8,500 | \$8,500 |
| Upgraded Financial Software | - | \$7,500 | - | - | \$7,500 | - | - | \$7,500 | - | - | \$7,500 | - | - | \$7,500 | - | - | \$7,500 | - | - | \$7,500 | - |
| ALLOCATIONS TO CAPITAL RESERVES | | | | | | | | | | | | | | | | | | | | | |
| - Computer Replacement Program | - | - | \$1,000 | - | - | \$4,250 | \$1,000 | - | - | - | \$1,000 | - | - | \$4,250 | \$1,000 | - | - | - | \$1,000 | - | - |
| - Software Replacement / Upgrades | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 |
| - Rate Stabilization Reserve | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 |
| TOTAL REQUIREMENT - GENERAL ADMINISTRATION | \$413,000 | \$423,250 | \$412,500 | \$413,000 | \$420,500 | \$412,500 | \$412,500 | \$420,500 | \$413,000 | \$415,750 | \$420,000 | \$413,000 | \$413,000 | \$420,000 | \$412,500 | \$413,000 | \$420,500 | \$415,750 | \$412,500 | \$420,500 | \$413,000 |
| CAPITAL FINANCING | | | | | | | | | | | | | | | | | | | | | |
| Transfer from Administrative Equipment Reserve | \$500 | \$10,750 | \$0 | \$500 | \$8,000 | \$0 | \$0 | \$8,000 | \$500 | \$3,250 | \$7,500 | \$500 | \$500 | \$7,500 | \$0 | \$500 | \$8,000 | \$3,250 | \$0 | \$8,000 | \$500 |
| NET CAPITAL REQUIREMENTS - MEMBERS OF COUNCIL | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 | \$412,500 |
| MUNICIPAL OFFICES | | | | | | | | | | | | | | | | | | | | | |
| Upgrades / Renovations | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| ALLOCATIONS TO CAPITAL RESERVES | | | | | | | | | | | | | | | | | | | | | |
| - Municipal Buildings | \$10,000 | \$12,954 | \$15,000 | \$15,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 |
| TOTAL REQUIREMENT - MUNICIPAL OFFICES | \$10,000 | \$12,954 | \$15,000 | \$15,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 |
| CAPITAL FINANCING | | | | | | | | | | | | | | | | | | | | | |
| Transfer from Municipal Buildings Reserve | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| NET CAPITAL REQUIREMENTS - MUNICIPAL OFFICES | \$10,000 | \$12,954 | \$15,000 | \$15,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 |
| TOTAL GENERAL GOVERNMENT | \$424,300 | \$427,254 | \$429,300 | \$429,300 | \$434,300 | \$434,300 | \$434,300 | \$434,300 | \$439,300 | \$439,300 | \$439,300 | \$439,300 | \$444,300 | \$444,300 | \$444,300 | \$444,300 | \$444,300 | \$444,300 | \$444,300 | \$444,300 | \$444,300 |
| INCREASE | | \$2,954 | \$2,046 | \$0 | \$5,000 | \$0 | \$0 | \$0 | \$5,000 | \$0 | \$0 | \$0 | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| RESERVE BALANCES | | | | | | | | | | | | | | | | | | | | | |
| Administrative Equipment | \$30,592 | \$24,142 | \$28,442 | \$25,042 | \$21,342 | \$25,642 | \$29,942 | \$19,042 | \$22,842 | \$23,892 | \$20,692 | \$17,292 | \$21,092 | \$17,892 | \$22,192 | \$18,792 | \$15,092 | \$16,142 | \$20,442 | \$9,542 | \$13,342 |
| Municipal Buildings | \$223,174 | \$236,128 | \$251,128 | \$266,128 | \$286,128 | \$306,128 | \$326,128 | \$346,128 | \$371,128 | \$396,128 | \$421,128 | \$446,128 | \$476,128 | \$506,128 | \$536,128 | \$566,128 | \$596,128 | \$626,128 | \$656,128 | \$686,128 | \$716,128 |
| | \$253,766 | \$260,270 | \$279,570 | \$291,170 | \$307,470 | \$331,770 | \$356,070 | \$365,170 | \$393,970 | \$420,020 | \$441,820 | \$463,420 | \$497,220 | \$524,020 | \$558,320 | \$584,920 | \$611,220 | \$642,270 | \$676,570 | \$695,670 | \$729,470 |

**TOWNSHIP OF NORWICH FIRE DEPARTMENT
LONG-TERM CAPITAL PROGRAM**

APPENDIX R

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|-------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| CAPITAL EXPENDITURES | | | | | | | | | | | | | | | | | | | | | |
| Annual Firefighting Equipment | 85,000 | 58,500 | 60,000 | 61,500 | 63,500 | 65,500 | 67,500 | 69,500 | 71,500 | 73,500 | 75,500 | 77,500 | 79,500 | 81,500 | 83,500 | 85,500 | 87,500 | 89,500 | 91,500 | 93,500 | 95,500 |
| IT Replacement Program | 5,200 | 4,400 | 4,000 | 2,400 | 5,200 | 4,400 | 4,000 | 2,400 | 5,200 | 4,400 | 4,000 | 2,400 | 5,200 | 4,400 | 4,000 | 2,400 | 5,200 | 4,400 | 4,000 | 2,400 | 5,200 |
| Staff Truck | | 34,000 | | | | | | | 34,000 | | | | | | | 34,000 | | | | | |
| New Station 3 | | | | | | | | | | | | | | | | | | | | | |
| Roof Replacement - Oxford Centre | | | | | | | | | | | | | | | | | | | | | |
| Replace Communications System | | | | | | | | | | | | | | | | | 160,000 | | | | |
| Repalce SCBA, Cylinders and RIT | | | | | | | | | | | | | 420,000 | | | | | | | | |
| Replace Breathing Air Compressor | | | | | | | | | | | | | | | | | | | 40,000 | | |
| Washing Station - Bunker Gear | | | | | | | | | | | | | | | 12,000 | | | | | | |
| Digital Signs | 20,000 | | | | | | | | | | | | | | | | | | | | |
| Replace Pumper 7401 | | | | | 370,000 | | | | | | | | | | | | | | | | |
| Replace Pumper 7201 (Aerial Truck) | | | 1,200,000 | | | | | | | | | | | | | | | | | | |
| Replace Pumper 7101 | | | | | | | 370,000 | | | | | | | | | | | | | | |
| Replace Pumper 7301 | | | | | | | | | | | | | 370,000 | | | | | | | | |
| Replace Tanker 7102 | | | | | | | | | | | | | | | | | | 350,000 | | | |
| Replace Tanker 7202 | | | | | | | 350,000 | | | | | | | | | | | | | | |
| Replace Tanker 7302 | | | | | | | | | 350,000 | | | | | | | | | | | | |
| Replace Tanker 7402 | | | | | | | | | | | | | | | 350,000 | | | | | | |
| Rescue 3 | | 350,000 | | | | | | | | | | | | | | | | | | | |
| Buildings - Capital Repairs | | 15,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 |
| Debenture Payments: | | | | | | | | | | | | | | | | | | | | | |
| Norwich Fire Hall (2009-2028) | 51,752 | 50,076 | 48,315 | 46,596 | 44,878 | 43,183 | 41,441 | 39,722 | 38,004 | 36,290 | | | | | | | | | | | |
| Tanker Truck (2010-2029) | 14,847 | 14,409 | 13,945 | 13,494 | 13,043 | 12,600 | 12,141 | 11,690 | 11,239 | 10,791 | 10,337 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Burgessville Fire Hall (2019-2038) | 42,100 | 47,834 | 46,861 | 45,937 | 45,013 | 44,128 | 43,165 | 42,241 | 41,317 | 40,422 | 39,469 | 38,545 | 37,621 | 36,716 | 35,773 | 34,849 | 33,925 | 33,010 | 32,077 | 31,153 | 15,229 |
| Norwich Aerial Truck (2022-2036) | | | | 76,550 | 75,003 | 73,456 | 71,909 | 70,361 | 68,814 | 67,267 | 65,720 | 64,173 | 62,626 | 61,079 | 59,531 | 57,984 | 56,437 | 54,890 | | | |
| Contribution to Reserves: | | | | | | | | | | | | | | | | | | | | | |
| Reserve Fire-Buildings | | 10,000 | 20,000 | 20,000 | 25,000 | 25,000 | 25,000 | 7,850 | 60,000 | 40,000 | 40,000 | 45,000 | 45,000 | 55,000 | 94,384 | 87,308 | 49,048 | 14,249 | 113,423 | 179,000 | 175,400 |
| Reserve Fire-Equipment | | 11,500 | 19,000 | 20,000 | 10,000 | 38,654 | 20,000 | 15,373 | 20,000 | 25,000 | 100,000 | 118,334 | 10,810 | 29,145 | 50,000 | 7,600 | 0 | 6,000 | 50,000 | 50,000 | 50,000 |
| Reserve Fire-Vehicles | 18,619 | 28,000 | 45,379 | 188,023 | 46,569 | 197,010 | 72,041 | 106,725 | 307,154 | 26,104 | 177,833 | 161,548 | 46,043 | 242,560 | 14,812 | 199,359 | 114,590 | 32,351 | 145,000 | 119,447 | 127,371 |
| Reserve - Rate Stabilization (2016 SCBA) | 442,982 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Capital Requirements | 680,500 | 623,719 | 1,482,500 | 499,500 | 723,206 | 528,931 | 752,197 | 740,862 | 682,228 | 698,774 | 537,859 | 532,500 | 1,101,800 | 535,400 | 729,000 | 534,000 | 531,700 | 609,400 | 501,000 | 500,500 | 493,700 |
| LESS: | | | | | | | | | | | | | | | | | | | | | |
| Contributions from Reserve / RF's: | | | | | | | | | | | | | | | | | | | | | |
| Reserve-Rate Stabilization | | | | | | | | | | | | | | | | | | | | | |
| Reserve-Fire Buildings | 10,000 | 145,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 |
| Reserve-Fire Equipment | 265,500 | 400 | 0 | 0 | 1,200 | 400 | 0 | 0 | 1,200 | 400 | 0 | 0 | 220,800 | 400 | 12,000 | 0 | 1,200 | 400 | 0 | 0 | 1,200 |
| Reserve-Fire Vehicles | | 62,600 | 0 | 0 | 214,506 | 13,031 | 229,697 | 209,862 | 145,028 | 156,874 | 8,859 | 0 | 345,000 | 0 | 184,000 | 2,000 | 0 | 80,000 | 0 | 0 | 0 |
| Development Charges RF-Fire | 40,000 | 47,834 | 280,000 | 87,000 | 85,000 | 83,000 | 80,000 | 78,500 | 76,000 | 74,000 | 54,000 | 52,500 | 51,000 | 50,000 | 48,000 | 47,000 | 45,500 | 44,000 | 16,000 | 15,500 | 7,500 |
| Donations | 10,000 | | | | | | | | | | | | | | | | | | | | |
| Debt Issued: | | | | | | | | | | | | | | | | | | | | | |
| New Debenture Debt | 0 | 0 | 800,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Capital Financing | 325,500 | 255,834 | 1,105,000 | 112,000 | 325,706 | 121,431 | 334,697 | 313,362 | 247,228 | 256,274 | 87,859 | 77,500 | 641,800 | 75,400 | 269,000 | 74,000 | 71,700 | 149,400 | 41,000 | 40,500 | 33,700 |
| RAISE FROM TAX LEVY | \$355,000 | \$367,885 | \$377,500 | \$387,500 | \$397,500 | \$407,500 | \$417,500 | \$427,500 | \$435,000 | \$442,500 | \$450,000 | \$455,000 | \$460,000 | \$460,000 | \$460,000 | \$460,000 | \$460,000 | \$460,000 | \$460,000 | \$460,000 | \$460,000 |
| DOLLAR INCREASE FROM PRIOR YEAR | 25,000 | 12,885 | 9,615 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 7,500 | 7,500 | 7,500 | 5,000 | 5,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RESERVE / RF BALANCES | | | | | | | | | | | | | | | | | | | | | |
| Reserve-Fire Buildings | \$331,079 | \$196,079 | \$191,079 | \$186,079 | \$186,079 | \$186,079 | \$186,079 | \$168,929 | \$203,929 | \$218,929 | \$233,929 | \$253,929 | \$273,929 | \$303,929 | \$373,313 | \$435,621 | \$459,669 | \$448,918 | \$537,341 | \$691,341 | \$841,741 |
| Reserve-Fire Equipment | \$2,889 | \$13,989 | \$32,989 | \$52,989 | \$61,789 | \$100,043 | \$120,043 | \$135,416 | \$154,216 | \$178,816 | \$278,816 | \$397,150 | \$187,160 | \$215,905 | \$253,905 | \$261,505 | \$260,305 | \$265,905 | \$315,905 | \$365,905 | \$414,705 |
| Reserve-Fire Vehicles | \$67,486 | \$32,886 | \$78,265 | \$266,288 | \$98,351 | \$282,330 | \$124,674 | \$21,537 | \$183,663 | \$52,893 | \$221,867 | \$383,415 | \$84,458 | \$327,018 | \$157,830 | \$355,189 | \$469,779 | \$422,130 | \$567,130 | \$686,577 | \$813,948 |
| Development Charges RF-Fire | \$86,114 | \$168,280 | \$18,280 | \$61,280 | \$106,280 | \$153,280 | \$203,280 | \$254,780 | \$308,780 | \$364,780 | \$440,780 | \$518,280 | \$597,280 | \$677,280 | \$759,280 | \$842,280 | \$926,780 | \$1,012,780 | \$1,126,780 | \$1,241,280 | \$1,363,780 |
| Total | \$487,568 | \$411,234 | \$320,613 | \$566,636 | \$452,499 | \$721,732 | \$634,076 | \$580,662 | \$850,588 | \$815,418 | \$1,175,392 | \$1,552,774 | \$1,142,827 | \$1,524,132 | \$1,544,328 | \$1,894,595 | \$2,116,533 | \$2,149,733 | \$2,547,156 | \$2,985,103 | \$3,434,174 |

**TOWNSHIP OF NORWICH BUILDING & DRAINAGE
LONG-TERM CAPITAL PROGRAM**

APPENDIX S

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|-----------------------------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|------------------|
| BUILDING & DRAINAGE | | | | | | | | | | | | | | | | | | | | | |
| Replace CBO Vehicle | - | - | - | - | \$34,000 | - | - | - | - | - | - | \$34,000 | - | - | - | - | - | - | \$34,000 | - | - |
| Replace Building Inspector / Drainage Vehicle | \$32,000 | - | - | - | - | - | - | \$34,000 | - | - | - | - | - | - | \$34,000 | - | - | - | - | - | - |
| IT Equipment / Software | - | \$2,500 | - | - | \$5,000 | - | - | \$5,000 | - | - | \$5,000 | - | - | \$5,000 | - | - | \$5,000 | - | - | \$5,000 | - |
| ALLOCATIONS TO CAPITAL RESERVES | | | | | | | | | | | | | | | | | | | | | |
| - Vehicle Replacement | \$8,000 | \$8,000 | \$8,000 | \$8,000 | \$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 |
| - Software / IT Equipment | \$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 |
| TOTAL REQUIREMENT - BUILDING & DRAINAGE | \$43,000 | \$13,500 | \$11,000 | \$11,000 | \$52,000 | \$13,000 | \$13,000 | \$52,000 | \$13,000 | \$13,000 | \$18,000 | \$47,000 | \$13,000 | \$18,000 | \$47,000 | \$13,000 | \$18,000 | \$13,000 | \$47,000 | \$18,000 | \$13,000 |
| CAPITAL FINANCING | | | | | | | | | | | | | | | | | | | | | |
| Transfer from Vehicle Reserve | \$32,000 | \$0 | \$0 | \$0 | \$34,000 | \$0 | \$0 | \$34,000 | \$0 | \$0 | \$0 | \$34,000 | \$0 | \$0 | \$34,000 | \$0 | \$0 | \$0 | \$34,000 | \$0 | \$0 |
| Transfer from IT/Engineering Reserve | \$0 | \$2,500 | \$0 | \$0 | \$5,000 | \$0 | \$0 | \$5,000 | \$0 | \$0 | \$5,000 | \$0 | \$0 | \$5,000 | \$0 | \$0 | \$5,000 | \$0 | \$0 | \$5,000 | \$0 |
| NET CAPITAL REQUIREMENTS - BUILDING & DRAINAGE | | | | | | | | | | | | | | | | | | | | | |
| | <u>\$11,000</u> | <u>\$11,000</u> | <u>\$11,000</u> | <u>\$11,000</u> | <u>\$13,000</u> | <u>\$13,000</u> | <u>\$13,000</u> | <u>\$13,000</u> | <u>\$13,000</u> | <u>\$13,000</u> | <u>\$13,000</u> | <u>\$13,000</u> | <u>\$13,000</u> | <u>\$13,000</u> | <u>\$13,000</u> | <u>\$13,000</u> | <u>\$13,000</u> | <u>\$13,000</u> | <u>\$13,000</u> | <u>\$13,000</u> | <u>\$13,000</u> |
| <i>INCREASE</i> | <u>\$2,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$2,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |
| RESERVE BALANCES | | | | | | | | | | | | | | | | | | | | | |
| Building - IT/Engineering | \$44,540 | \$45,040 | \$48,040 | \$51,040 | \$49,040 | \$52,040 | \$55,040 | \$53,040 | \$56,040 | \$59,040 | \$57,040 | \$60,040 | \$63,040 | \$61,040 | \$64,040 | \$67,040 | \$65,040 | \$68,040 | \$71,040 | \$69,040 | \$72,040 |
| Building - Vehicles | \$5,396 | \$13,396 | \$21,396 | \$29,396 | \$5,396 | \$15,396 | \$25,396 | \$1,396 | \$11,396 | \$21,396 | \$31,396 | \$7,396 | \$17,396 | \$27,396 | \$3,396 | \$13,396 | \$23,396 | \$33,396 | \$9,396 | \$19,396 | \$29,396 |
| | <u>\$49,936</u> | <u>\$58,436</u> | <u>\$69,436</u> | <u>\$80,436</u> | <u>\$54,436</u> | <u>\$67,436</u> | <u>\$80,436</u> | <u>\$54,436</u> | <u>\$67,436</u> | <u>\$80,436</u> | <u>\$88,436</u> | <u>\$67,436</u> | <u>\$80,436</u> | <u>\$88,436</u> | <u>\$67,436</u> | <u>\$80,436</u> | <u>\$88,436</u> | <u>\$101,436</u> | <u>\$80,436</u> | <u>\$88,436</u> | <u>\$101,436</u> |

**TOWNSHIP OF NORWICH WORKS DEPARTMENT
LONG-TERM PUBLIC WORKS CAPITAL PROGRAM**

APPENDIX T

| | <u>2019</u> | <u>2020</u> | <u>2021</u> | <u>2022</u> | <u>2023</u> | <u>2024</u> | <u>2025</u> | <u>2026</u> | <u>2027</u> | <u>2028</u> | <u>2029</u> | <u>2030</u> | <u>2031</u> | <u>2032</u> | <u>2033</u> | <u>2034</u> | <u>2035</u> | <u>2036</u> | <u>2037</u> | <u>2038</u> | <u>2039</u> |
|--------------------------------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| ROAD RECONSTRUCTION PROGRAM | 1,192,493 | 1,030,400 | 1,284,200 | 966,800 | 1,015,200 | 791,850 | 960,070 | 1,140,180 | 1,875,600 | 1,300,800 | 1,419,300 | 1,530,300 | 1,643,540 | 1,709,900 | 2,056,360 | 1,835,850 | 1,635,900 | 2,036,710 | 1,750,000 | 1,750,000 | 1,750,000 |
| BRIDGE RECONSTRUCTION PROGRAM | 35,000 | 518,938 | 40,000 | 60,000 | 440,000 | 60,000 | 290,000 | 60,000 | 290,000 | 60,000 | 120,000 | 60,000 | 40,000 | 60,000 | 40,000 | 60,000 | 40,000 | 60,000 | 40,000 | 60,000 | 40,000 |
| SIDEWALK CONSTRUCTION PROGRAM | 75,000 | 75,000 | 100,000 | 100,000 | 90,000 | 110,000 | 70,000 | 160,000 | 160,000 | 160,000 | 170,000 | 160,000 | 160,000 | 160,000 | 160,000 | 170,000 | 160,000 | 160,000 | 160,000 | 160,000 | 160,000 |
| PARKING LOT CONSTRUCTION PROGRAM | 120,000 | 0 | 0 | 20,000 | 0 | 0 | 0 | 0 | 2,000 | 2,500 | 0 | 0 | 0 | 2,000 | 0 | 0 | 0 | 0 | 0 | 50,000 | 0 |
| EQUIPMENT / BUILDING PROGRAM | 447,000 | 2,887,460 | 1,143,790 | 406,070 | 405,350 | 480,630 | 414,910 | 226,190 | 376,470 | 121,750 | 797,030 | 263,310 | 401,590 | 402,870 | 397,150 | 757,930 | 392,710 | 319,990 | 384,270 | 289,550 | 383,830 |
| STREETLIGHT PROGRAM | 55,673 | 55,673 | 55,673 | 55,673 | 55,673 | 56,673 | 57,673 | 58,673 | 59,673 | 60,673 | 60,673 | 60,673 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| TOTAL ROAD CAPITAL PROGRAM COSTS | <u>1,925,166</u> | <u>4,567,471</u> | <u>2,623,663</u> | <u>1,608,543</u> | <u>2,006,223</u> | <u>1,499,153</u> | <u>1,792,653</u> | <u>1,645,043</u> | <u>2,763,743</u> | <u>1,705,723</u> | <u>2,567,003</u> | <u>2,074,283</u> | <u>2,255,130</u> | <u>2,344,770</u> | <u>2,663,510</u> | <u>2,833,780</u> | <u>2,238,610</u> | <u>2,586,700</u> | <u>2,344,270</u> | <u>2,319,550</u> | <u>2,343,830</u> |
| ALLOCATIONS TO RESERVES | | | | | | | | | | | | | | | | | | | | | |
| <i>Allocation to Bridge Reconstruction Reserve</i> | 55,037 | 7,536 | 75,000 | 264,764 | 0 | 204,764 | 0 | 129,764 | 0 | 104,764 | 199,764 | 154,764 | 189,764 | 139,764 | 139,764 | 139,764 | 139,764 | 139,764 | 139,764 | 139,764 | 139,764 |
| <i>Allocations to Sidewalks Reconstruction Reserve</i> | 0 | 0 | 0 | 0 | 30,000 | 10,000 | 50,000 | 0 | 0 | 0 | 0 | 0 | 0 | 40,000 | 0 | 20,000 | 0 | 10,000 | 10,000 | 10,000 | 10,000 |
| <i>Allocations to Roads Reconstruction Reserve</i> | 37,400 | 0 | 0 | 37,600 | 136,200 | 367,550 | 534,330 | 374,220 | 72,000 | 520,600 | 372,100 | 491,100 | 548,533 | 583,173 | 632,000 | 781,223 | 1,137,173 | 910,363 | 1,162,073 | 1,167,073 | 1,212,073 |
| <i>Allocations to Parking Lot Reserve</i> | 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 | 5,000 |
| <i>Allocations to Road Equipment Reserve</i> | 270,000 | 274,500 | 290,940 | 321,680 | 342,420 | 383,160 | 383,900 | 299,640 | 340,000 | 330,000 | 330,000 | 350,000 | 350,000 | 350,000 | 350,000 | 350,000 | 350,000 | 350,000 | 350,000 | 350,000 | 350,000 |
| <i>Allocations to Road Buildings Reserve</i> | 10,000 | 14,800 | 10,000 | 10,000 | 10,000 | 20,000 | 70,000 | 20,000 | 20,380 | 21,120 | 31,860 | 32,600 | 33,340 | 34,080 | 34,820 | 35,560 | 36,300 | 37,040 | 37,780 | 38,520 | 39,260 |
| | <u>377,437</u> | <u>301,836</u> | <u>380,940</u> | <u>639,044</u> | <u>523,620</u> | <u>990,474</u> | <u>1,043,230</u> | <u>828,624</u> | <u>437,380</u> | <u>981,484</u> | <u>938,724</u> | <u>1,033,464</u> | <u>1,126,637</u> | <u>1,152,017</u> | <u>1,161,584</u> | <u>1,331,547</u> | <u>1,668,237</u> | <u>1,452,167</u> | <u>1,704,617</u> | <u>1,710,357</u> | <u>1,756,097</u> |
| TOTAL CAPITAL REQUIREMENTS | <u>2,302,603</u> | <u>4,869,307</u> | <u>3,004,603</u> | <u>2,247,587</u> | <u>2,529,843</u> | <u>2,489,627</u> | <u>2,835,883</u> | <u>2,473,667</u> | <u>3,201,123</u> | <u>2,687,207</u> | <u>3,505,727</u> | <u>3,107,747</u> | <u>3,381,767</u> | <u>3,496,787</u> | <u>3,825,094</u> | <u>4,165,327</u> | <u>3,906,847</u> | <u>4,038,867</u> | <u>4,048,887</u> | <u>4,029,907</u> | <u>4,099,927</u> |
| CAPITAL FINANCING | | | | | | | | | | | | | | | | | | | | | |
| Federal Gas Tax Monies | 370,767 | 335,000 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 |
| OCIF Formula Component | 131,902 | 132,244 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 |
| OCIF Top-Up Funding | 0 | 341,474 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transfer from the Dev Charges R/F - Roads | 63,473 | 15,000 | 176,300 | 56,000 | 0 | 24,000 | 0 | 16,000 | 0 | 50,000 | 40,000 | 50,000 | 45,000 | 16,000 | 70,000 | 0 | 16,000 | 80,000 | 0 | 0 | 0 |
| Transfer from the Dev Charges R/F - Public Works | 0 | 161,760 | 61,974 | 60,642 | 59,310 | 57,978 | 56,646 | 55,314 | 53,982 | 52,650 | 51,318 | 49,986 | 48,654 | 47,322 | 45,990 | 44,658 | 43,326 | 41,994 | 40,662 | 39,330 | 37,998 |
| Transfers from Bridge Reconstruction Reserve | 0 | 20,000 | 0 | 20,000 | 280,236 | 20,000 | 125,236 | 0 | 60,236 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transfers from Sidewalks Reconstruction Reserve | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transfer from Road Reconstruction Reserve | 121,500 | 43,368 | 37,236 | 0 | 0 | 0 | 200,000 | 0 | 390,200 | 0 | 15,000 | 0 | 0 | 0 | 141,287 | 50,000 | 0 | 0 | 0 | 0 | 0 |
| Transfer from Parking Lot Reserve | 0 | 0 | 0 | 20,000 | 0 | 0 | 0 | 0 | 2,000 | 2,500 | 0 | 0 | 0 | 2,000 | 0 | 0 | 0 | 0 | 0 | 50,000 | 0 |
| Transfer from Road Equipment Reserve | 322,000 | 270,000 | 340,500 | 305,000 | 306,500 | 384,000 | 320,500 | 134,000 | 286,500 | 34,000 | 711,500 | 180,000 | 320,500 | 324,000 | 320,500 | 683,500 | 320,500 | 250,000 | 316,500 | 224,000 | 320,500 |
| Transfer from Road Buildings Reserve | 0 | 0 | 7,256 | 7,108 | 6,960 | 6,812 | 6,664 | 6,516 | 6,368 | 6,220 | 6,072 | 5,924 | 5,776 | 5,628 | 5,480 | 5,332 | 5,184 | 5,036 | 4,888 | 4,740 | 4,592 |
| Transfer from Streetlight Reserve | 9,500 | 7,000 | 4,500 | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transfer from Rate Stabilization Reserve | 245,000 | 1,225,000 | 700,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transfer from Provincial Efficiency Funding Reserve | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Debenture Financing | 0 | 1,100,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL CAPITAL FINANCING | <u>1,264,142</u> | <u>3,750,846</u> | <u>1,801,142</u> | <u>944,126</u> | <u>1,126,382</u> | <u>966,166</u> | <u>1,182,422</u> | <u>685,206</u> | <u>1,272,662</u> | <u>618,746</u> | <u>1,297,266</u> | <u>759,286</u> | <u>893,306</u> | <u>868,326</u> | <u>1,056,633</u> | <u>1,256,866</u> | <u>858,386</u> | <u>850,406</u> | <u>835,426</u> | <u>791,446</u> | <u>836,466</u> |
| RAISE FROM TAX LEVY | <u>1,038,461</u> | <u>1,118,461</u> | <u>1,203,461</u> | <u>1,303,461</u> | <u>1,403,461</u> | <u>1,523,461</u> | <u>1,653,461</u> | <u>1,788,461</u> | <u>1,928,461</u> | <u>2,068,461</u> | <u>2,208,461</u> | <u>2,348,461</u> | <u>2,488,461</u> | <u>2,628,461</u> | <u>2,768,461</u> | <u>2,908,461</u> | <u>3,048,461</u> | <u>3,188,461</u> | <u>3,213,461</u> | <u>3,238,461</u> | <u>3,263,461</u> |
| DOLLAR INCREASE FROM PRIOR YEAR | <u>80,000</u> | <u>80,000</u> | <u>85,000</u> | <u>100,000</u> | <u>100,000</u> | <u>120,000</u> | <u>130,000</u> | <u>135,000</u> | <u>140,000</u> | <u>140,000</u> | <u>140,000</u> | <u>140,000</u> | <u>140,000</u> | <u>140,000</u> | <u>140,000</u> | <u>140,000</u> | <u>140,000</u> | <u>140,000</u> | <u>25,000</u> | <u>25,000</u> | <u>25,000</u> |

**TOWNSHIP OF NORWICH WORKS DEPARTMENT
LONG-TERM ROAD RECONSTRUCTION PROGRAM**

APPENDIX T

| | | | | | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|----------------------------|-----------------------------|-----------|----------------------------------|------------------------------------|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| ROAD RECONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | |
| YEAR | ROAD | SECTION # | WORK TO BE COMPLETED | SECTION | | | | | | | | | | | | | | | | | | | | | |
| 2019 | Cornell Road | 072 | Pulverize, Pave & Overlay | Coal Ln to Middletown Ln | 250,000 | | | | | | | | | | | | | | | | | | | | |
| 2019 | Furnace Road | 131 | Partial Depth Reconstruction | Cornell Rd to New Rd | 174,200 | | | | | | | | | | | | | | | | | | | | |
| 2019 | South Court St E Norwich | 207B | Overlay | Albert St to Dead End | 48,300 | | | | | | | | | | | | | | | | | | | | |
| 2019 | Cook Street Norwich | 241B | Full Depth Reconstruction | Main St to South Court St | 550,793 | | | | | | | | | | | | | | | | | | | | |
| 2019 | Mill Street East Otterville | 256A | Urban Overlay | John St to Dover St | 32,200 | | | | | | | | | | | | | | | | | | | | |
| 2019 | Old Hwy # 2 | 001 | Overlay 50/50 Blandford-Blenheim | Highway 2 to Dead End | 25,000 | | | | | | | | | | | | | | | | | | | | |
| 2020 | Queen Street Otterville | 256C | Pulverize & Pave - 1 Lift | John St to Albert St | 64,000 | | | | | | | | | | | | | | | | | | | | |
| 2020 | Albert Street Otterville | 258 | Pulverize & Pave - 1 Lift | Mill St E to Norfolk St | 48,000 | | | | | | | | | | | | | | | | | | | | |
| 2020 | Middletown Line | 119A | Partial Depth Reconstruction | Maple Dell Rd to Milldale Rd | 325,700 | | | | | | | | | | | | | | | | | | | | |
| 2020 | Middletown Line | 119B | Partial Depth Reconstruction | Milldale Rd to Otterville Rd | 325,700 | | | | | | | | | | | | | | | | | | | | |
| 2020 | Old Stage Road | 011 | Overlay | Oxford Rd 59 to Middletown Ln | 354,000 | | | | | | | | | | | | | | | | | | | | |
| 2021 | Old Stage Road | 009 | Overlay | Sweaburg Rd to Oxford Rd 59 | 93,150 | | | | | | | | | | | | | | | | | | | | |
| 2021 | Old Stage Road | 010 | Overlay | Sweaburg Rd to Oxford Rd 59 | 93,150 | | | | | | | | | | | | | | | | | | | | |
| 2020 | Victoria Street Norwich | 240 | Full Depth Reconstruction | Main St to North Court St | 575,000 | | | | | | | | | | | | | | | | | | | | |
| 2020 | Victoria Street Norwich | 235A | Overlay | North Court St to North St | 64,800 | | | | | | | | | | | | | | | | | | | | |
| 2019 | Spring Street | 229 | Urban Overlay | Main St to north end of road | 111,000 | | | | | | | | | | | | | | | | | | | | |
| 2019 | Mary Street Norwich | 205 | Urban Overlay | Spring St to Centre St | 18,500 | | | | | | | | | | | | | | | | | | | | |
| 2019 | Elgin Street Norwich | 205 | Urban Overlay | Spring St to Centre St | 18,500 | | | | | | | | | | | | | | | | | | | | |
| 2019 | Bailey Street Norwich | 246 | Urban Overlay | Spring St to Centre St | 18,500 | | | | | | | | | | | | | | | | | | | | |
| 2021 | New Road | 073 | Overlay | Oxford Rd 13 to Zenda Ln | 291,600 | | | | | | | | | | | | | | | | | | | | |
| 2022 | Summerville Line | 137 | Pulverize & Pave | Oxford Rd 59 to Potters Rd | 140,000 | | | | | | | | | | | | | | | | | | | | |
| 2022 | Middletown Line | 090 | Overlay | Pattullo Ave to Oxford Centre Rd | 113,400 | | | | | | | | | | | | | | | | | | | | |
| 2022 | Middletown Line | 091 | Overlay | Oxford Centre Rd to Firehall Road | 105,300 | | | | | | | | | | | | | | | | | | | | |
| 2022 | Airport Road | 051A | Overlay | Middletown Ln to west of 59 | 218,700 | | | | | | | | | | | | | | | | | | | | |
| 2022 | Airport Road | 051B | Overlay | west of Oxford Rd 59 (0.9km) | 72,900 | | | | | | | | | | | | | | | | | | | | |
| 2022 | Florence St Norwich | 225 | Full Depth Reconstruction | Main St to Carman St | 316,500 | | | | | | | | | | | | | | | | | | | | |
| 2023 | East Street Eastwood | 280 | Pulverize and Pave - 1 Lift | Hwy 2 to Oxford 55 | 64,000 | | | | | | | | | | | | | | | | | | | | |
| 2023 | Old Stage Road | 016A | Overlay | east of Middletown Ln (0.5km) | 40,500 | | | | | | | | | | | | | | | | | | | | |
| 2023 | Quaker Street | 046 | Overlay | Oxford Rd 59 to Slant Road | 48,600 | | | | | | | | | | | | | | | | | | | | |
| 2023 | Cornell Road | 070 | Overlay | Oatman Ln to Oxford Rd 13 | 81,000 | | | | | | | | | | | | | | | | | | | | |
| 2023 | Cornell Road | 071 | Overlay | Middletown Ln to Oatman Ln | 210,600 | | | | | | | | | | | | | | | | | | | | |
| 2023 | Middletown Line | 127 | Single Surface Treatment | Otterville Rd to Ninth Rd | 150,000 | | | | | | | | | | | | | | | | | | | | |
| 2023 | Middletown Line | 129 | Single Surface Treatment | Ninth Rd to Cornell Rd | 60,000 | | | | | | | | | | | | | | | | | | | | |
| 2023 | McNab St Burgessville | 272 | Urban Overlay | Main St to Smith's Ln | 64,400 | | | | | | | | | | | | | | | | | | | | |
| 2023 | Nichol Lane Burgessville | 273B | Urban Overlay | McNabb St to Church St | 16,100 | | | | | | | | | | | | | | | | | | | | |
| 2023 | Middletown Line | 105A | Pulverize & Pave | 0.4km South of Oxford 59 to Quaker | 280,000 | | | | | | | | | | | | | | | | | | | | |
| 2024 | Quaker Street | 045B | Pulverize & Pave | 1.4km East of Middletown to Oxf 59 | 210,000 | | | | | | | | | | | | | | | | | | | | |
| 2024 | Airport Road | 053 | Overlay | Base Line to Windham Line | 48,600 | | | | | | | | | | | | | | | | | | | | |
| 2024 | Zenda Line | 128 | Partial Dpth Recon 50/50 SWOX | Ninth Line to New Road | 132,750 | | | | | | | | | | | | | | | | | | | | |
| 2024 | South Street Norwich | 216 | Overlay | Dufferin St to Pitcher St | 32,200 | | | | | | | | | | | | | | | | | | | | |
| 2024 | Robson Street Norwich | 219 | Overlay | Dufferin St to Oxford 59 | 16,100 | | | | | | | | | | | | | | | | | | | | |
| 2024 | Pitcher Street Norwich | 222A | Overlay | Jerdon St to Palmer St W | 32,200 | | | | | | | | | | | | | | | | | | | | |
| 2024 | Middletown Line | 105B | Pulverize & Pave | Quaker St to Airport Rd | 320,000 | | | | | | | | | | | | | | | | | | | | |
| 2025 | Beaconsfield Road | 031 | Overlay | Zenda Line to Cedar Line | 145,800 | | | | | | | | | | | | | | | | | | | | |
| 2025 | Beaconsfield Road | 032 | Overlay | Cedar Line to Oxford 13 | 145,800 | | | | | | | | | | | | | | | | | | | | |
| 2025 | Cornell Road | 072 | Overlay | Middletown Ln to Dover St | 202,500 | | | | | | | | | | | | | | | | | | | | |
| 2025 | Carman Street Norwich | 214B | Full Depth Reconstruction | Pitcher St to Avery's Lane | 397,500 | | | | | | | | | | | | | | | | | | | | |
| 2025 | Carman Street Norwich | 214C | Overlay | Avery's Lane to Marshall Dr | 43,470 | | | | | | | | | | | | | | | | | | | | |
| 2026 | Pleasant Valley Road | 050 | Partial Depth Reconstr - LCB | Oxford 13 to Middletown Ln | 495,800 | | | | | | | | | | | | | | | | | | | | |
| 2026 | Mall Road | 083 | Partial Dpth Recon 50/50 Norfolk | Summerville Ln to Oxford 59 | 185,850 | | | | | | | | | | | | | | | | | | | | |
| 2026 | Mall Road | 084 | Partial Dpth Recon 50/50 Norfolk | Oxford 59 to Township Boundary | 274,350 | | | | | | | | | | | | | | | | | | | | |
| 2026 | Irving Drive Norwich | 250 | Overlay | Cayley St to Dead End | 32,200 | | | | | | | | | | | | | | | | | | | | |
| 2026 | Bond Street Otterville | 254C | Overlay | Main St E to North St E | 19,640 | | | | | | | | | | | | | | | | | | | | |
| 2026 | Cedar Street Otterville | 254D | Overlay | Main St E to North St E | 19,640 | | | | | | | | | | | | | | | | | | | | |
| 2026 | Main St N Burgessville | 270 | Overlay | Oxford 59 to 0.3 km North | 48,300 | | | | | | | | | | | | | | | | | | | | |
| 2026 | Main St S Burgessville | 271 | Overlay | Oxford 59 to 0.4 km South | 64,400 | | | | | | | | | | | | | | | | | | | | |
| 2027 | Quaker Street | 043 | Partial Depth Reconstruction | Zenda Line to Oxford 13 | 654,900 | | | | | | | | | | | | | | | | | | | | |
| 2027 | New Road | 075 | Partial Depth Reconstr - LCB | Oxford 59 to Base Line | 495,800 | | | | | | | | | | | | | | | | | | | | |
| 2027 | Pitcher Street Norwich | 222B | Full Depth Reconstruction | Palmer St W to Carman St | 132,500 | | | | | | | | | | | | | | | | | | | | |
| 2027 | Pitcher Street Norwich | 222C | Pulverize & Pave | Carman St to Tidey St | 39,000 | | | | | | | | | | | | | | | | | | | | |
| 2027 | Pitcher Street Norwich | 222D | Overlay | Tidey St to Front St | 8,050 | | | | | | | | | | | | | | | | | | | | |
| 2027 | Pitcher Street Norwich | 222E | Full Depth Reconstruction | Front St to Main St W | 66,250 | | | | | | | | | | | | | | | | | | | | |
| 2027 | Albert Street Norwich | 239 | Full Depth Reconstruction | South Court St E to Main St E | 479,100 | | | | | | | | | | | | | | | | | | | | |
| 2028 | Old Stage Road | 009 | Pulverize & Pave | Sweaburg Rd to Horn Rd | 100,000 | | | | | | | | | | | | | | | | | | | | |
| 2028 | Old Stage Road | 010 | Pulverize & Pave | Horn Rd to Oxford 59 | 100,000 | | | | | | | | | | | | | | | | | | | | |
| 2028 | Old Stage Road | 011 | Pulverize & Pave | Oxford 59 to Middletown Ln | 380,000 | | | | | | | | | | | | | | | | | | | | |
| 2028 | Middletown Line | 109 | Partial Depth Reconstruction | Airport Rd to Maple Dell Rd | 300,900 | | | | | | | | | | | | | | | | | | | | |
| 2028 | Middletown Line | 119A | Overlay | Maple Dell Rd to Milldale Rd | 129,600 | | | | | | | | | | | | | | | | | | | | |
| 2028 | Middletown Line | 119B | Overlay | Milldale Rd to Otterville Rd | 129,600 | | | | | | | | | | | | | | | | | | | | |
| 2028 | Dufferin Street Norwich | 220 | Overlay | Robson St to Carman St | 112,700 | | | | | | | | | | | | | | | | | | | | |
| 2028 | Avery's Lane Norwich | 242 | Pulverize & Pave | Main St W to Carman St | 48,000 | | | | | | | | | | | | | | | | | | | | |
| 2029 | Middletown Line | 105A | Overlay | 0.4 km South of 59 to Quaker St | 226,800 | | | | | | | | | | | | | | | | | | | | |

**TOWNSHIP OF NORWICH WORKS DEPARTMENT
LONG-TERM ROAD RECONSTRUCTION PROGRAM**

APPENDIX T

| | | | | | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|------|-----------------------------|------|------------------------------|-----------------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| 2029 | Middletown Line | 105B | Overlay | Quaker St to Airport Rd | | | | | | | | | | | 259,200 | | | | | | | | | | |
| 2029 | Base Line | 116 | Pulverize & Pave | Norwich Rd to Otterville Rd | | | | | | | | | | | 650,000 | | | | | | | | | | |
| 2029 | North St W Otterville | 250A | Overlay | Church St to Dead End | | | | | | | | | | | 64,400 | | | | | | | | | | |
| 2029 | Grove Street Otterville | 250B | Overlay | North St W to Main St W | | | | | | | | | | | 16,100 | | | | | | | | | | |
| 2029 | Maple Street Otterville | 251A | Overlay | North St W to Main St W | | | | | | | | | | | 16,100 | | | | | | | | | | |
| 2029 | Burgess St Burgessville | 273C | Partial Depth Reconstruction | Church St to Dead End | | | | | | | | | | | 106,200 | | | | | | | | | | |
| 2029 | Marshall Drive Norwich | 224 | Overlay | Cayley St to Dead End | | | | | | | | | | | 80,500 | | | | | | | | | | |
| 2030 | New Durham Road | 035B | Partial Depth Reconstruction | Oxford 59 to Muir Rd | | | | | | | | | | | | 637,200 | | | | | | | | | |
| 2030 | Quaker Street | 044 | Overlay | Oxford 13 to Middletown Ln | | | | | | | | | | | | 307,800 | | | | | | | | | |
| 2030 | Quaker Street | 045A | Overlay | Middletown Ln to 1.4 km East | | | | | | | | | | | | 113,400 | | | | | | | | | |
| 2030 | Carman Street Norwich | 214A | Overlay | Stover St to Pitcher St | | | | | | | | | | | | 32,200 | | | | | | | | | |
| 2030 | Centre Street Norwich | 230A | Pulverize & Pave | Dead End to Mary St | | | | | | | | | | | | 32,000 | | | | | | | | | |
| 2030 | Centre Street Norwich | 230B | Full Depth Reconstruction | Mary St to Elgin St | | | | | | | | | | | | 156,400 | | | | | | | | | |
| 2030 | Centre Street Norwich | 230C | Pulverize & Pave | Elgin St to Main St W | | | | | | | | | | | | 32,000 | | | | | | | | | |
| 2030 | Washington St Norwich | 234A | Overlay | North St W to Brock St | | | | | | | | | | | | 32,200 | | | | | | | | | |
| 2030 | John Street Otterville | 254B | Pulverize & Pave | North St E to Main St E | | | | | | | | | | | | 14,900 | | | | | | | | | |
| 2030 | John Street Otterville | 262 | Pulverize & Pave | Main St E to Dover St | | | | | | | | | | | | 147,200 | | | | | | | | | |
| 2031 | New Road | 076 | Partial Depth Reconstruction | Base Line to Twsp Boundary | | | | | | | | | | | | | | 194,700 | | | | | | | |
| 2031 | Base Line | 133 | Partial Depth Reconstruction | Otterville Rd to New Rd | | | | | | | | | | | | | | | 531,000 | | | | | | |
| 2031 | Front Street Norwich | 212A | Full Depth Reconstruction | Avery's Ln to Church St | | | | | | | | | | | | | | | 156,400 | | | | | | |
| 2031 | Front Street Norwich | 212B | Full Depth Reconstruction | Church St to Pitcher St | | | | | | | | | | | | | | | 93,840 | | | | | | |
| 2031 | Front Street Norwich | 212C | Pulverize & Pave | Pitcher St to Oxford 59 | | | | | | | | | | | | | | | 28,800 | | | | | | |
| 2031 | Palmer Street W Norwich | 215A | Full Depth Reconstruction | Pitcher St to Oxford 59 | | | | | | | | | | | | | | | 319,400 | | | | | | |
| 2031 | Palmer Street W Norwich | 215B | Full Depth Reconstruction | Dufferin St to Pitcher St | | | | | | | | | | | | | | | 319,400 | | | | | | |
| 2032 | Airport Road | 053 | Partial Depth Reconstruction | Base Line to Windham Line | | | | | | | | | | | | | | 106,200 | | | | | | | |
| 2032 | Middletown Line | 91 | Pulverize & Pave | Oxford Centre Rd to Firehall Rd | | | | | | | | | | | | | | | 130,000 | | | | | | |
| 2032 | South Street Norwich | 217 | Overlay | Pitcher St to Oxford 59 | | | | | | | | | | | | | | | 32,200 | | | | | | |
| 2032 | Slant Road | 106A | Partial Depth Reconstruction | Evergreen St to New Durham Rd | | | | | | | | | | | | | | | 407,100 | | | | | | |
| 2032 | Slant Road | 106B | Partial Depth Reconstruction | Evergreen St to 0.7 km N of Quaker | | | | | | | | | | | | | | | 407,100 | | | | | | |
| 2032 | Slant Road | 106C | Pulverize & Pave | Quaker St to 0.7 km North | | | | | | | | | | | | | | | 70,000 | | | | | | |
| 2032 | South Court St W Norwich | 206 | Full Depth Reconstruction | Clyde St to Oxford 59 | | | | | | | | | | | | | | | 397,600 | | | | | | |
| 2032 | South Court St E Norwich | 207A | Full Depth Reconstruction | Oxford 59 to Albert St | | | | | | | | | | | | | | | 159,700 | | | | | | |
| 2033 | Airport Road | 052 | Partial Depth Reconstruction | Oxford 59 to Base Line | | | | | | | | | | | | | | | | | 690,300 | | | | |
| 2033 | Mall Road | 082 | Partial Dpth Recon | 50/50 Norfolk Middletown Ln to Summerville Ln | | | | | | | | | | | | | | | | | 327,450 | | | | |
| 2033 | Base Line | 107 | Pulverize & Pave | New Durham Rd to Norwich Rd | | | | | | | | | | | | | | | | | 550,000 | | | | |
| 2033 | Base Line | 138 | Partial Depth Reconstruction | New Rd to Wendy's Rd | | | | | | | | | | | | | | | | | 177,000 | | | | |
| 2033 | Mill Street West Otterville | 255C | Overlay | Cherry St to Otterview Dr | | | | | | | | | | | | | | | | | 48,300 | | | | |
| 2033 | James Street Otterville | 264 | Overlay | Main St W to Dead End | | | | | | | | | | | | | | | | | 128,800 | | | | |
| 2033 | Otterview Drive Otterville | 265 | Overlay | Main St W to Dead End | | | | | | | | | | | | | | | | | 32,200 | | | | |
| 2033 | Wood Street E Springford | 277C | Partial Depth Reconstruction | Oxford 13 to Dead End | | | | | | | | | | | | | | | | | 57,530 | | | | |
| 2033 | Water Street Springford | 277D | Partial Depth Reconstruction | Otterville Rd to Dead End | | | | | | | | | | | | | | | | | 44,780 | | | | |
| 2034 | Airport Road | 051A | Pulverize & Pave | Middletown Ln to west of 59 | | | | | | | | | | | | | | | | | | | 270,000 | | |
| 2034 | Airport Road | 051B | Partial Depth Reconstruction | west of Oxford Rd 59 (0.9km) | | | | | | | | | | | | | | | | | | | | 159,300 | |
| 2034 | Cornell Road | 070 | Partial Depth Reconstruction | Oatman Ln to Oxford Rd 13 | | | | | | | | | | | | | | | | | | | | | 177,000 |
| 2034 | Cornell Road | 071 | Partial Depth Reconstruction | Middletown Ln to Oatman Ln | | | | | | | | | | | | | | | | | | | | | 460,200 |
| 2034 | Brock Street W Norwich | 201A | Full Depth Reconstruction | Washington St to Dead End | | | | | | | | | | | | | | | | | | | | | 312,800 |
| 2034 | Brock Street W Norwich | 201B | Full Depth Reconstruction | Washington St to Oxford 59 | | | | | | | | | | | | | | | | | | | | | 137,150 |
| 2034 | Washington St Norwich | 237A | Full Depth Reconstruction | Main St W to Elgin St | | | | | | | | | | | | | | | | | | | | | 159,700 |
| 2034 | Washington St Norwich | 237B | Full Depth Reconstruction | Elgin St to South Court St W | | | | | | | | | | | | | | | | | | | | | 159,700 |
| 2035 | Beaconsfield Road | 031 | Pulverize & Pave | Zenda Ln to Cedar Ln | | | | | | | | | | | | | | | | | | | | | 180,000 |
| 2035 | Beaconsfield Road | 032 | Pulverize & Pave | Cedar Ln to Oxford 13 | | | | | | | | | | | | | | | | | | | | | 180,000 |
| 2035 | Beaconsfield Road | 033B | Pulverize & Pave | Middletown Ln to 0.3 km West | | | | | | | | | | | | | | | | | | | | | 30,000 |
| 2035 | Quaker Street | 046 | Partial Depth Reconstruction | Oxford 59 to Slant Rd | | | | | | | | | | | | | | | | | | | | | 106,200 |
| 2035 | Middletown Line | 090 | Pulverize & Pave | Patullo Rd to Oxford Centre Rd | | | | | | | | | | | | | | | | | | | | | 140,000 |
| 2035 | North Court St W Norwich | 203A | Full Depth Reconstruction | Centre St To Clyde St | | | | | | | | | | | | | | | | | | | | | 633,000 |
| 2035 | North Court St W Norwich | 203B | Pulverize & Pave | Clyde St to Oxford 59 | | | | | | | | | | | | | | | | | | | | | 55,200 |
| 2035 | North Court St E Norwich | 204 | Pulverize & Pave | Oxford 59 to Lossing Dr | | | | | | | | | | | | | | | | | | | | | 64,400 |
| 2035 | Church Street Norwich | 213A | Full Depth Reconstruction | Main St W to Tidey St | | | | | | | | | | | | | | | | | | | | | 137,150 |
| 2035 | Church Street Norwich | 213B | Full Depth Reconstruction | Tidey St to Dead End | | | | | | | | | | | | | | | | | | | | | 52,750 |
| 2035 | Pine Street Otterville | 255A | Overlay | Main St W to Mill St W | | | | | | | | | | | | | | | | | | | | | 16,100 |
| 2035 | Cherry Street Otterville | 255B | Overlay | Main St W to Mill St W | | | | | | | | | | | | | | | | | | | | | 16,100 |
| 2036 | Quaker Street | 045B | Overlay | 1.4 km East of Middletown Ln to 59 | | | | | | | | | | | | | | | | | | | | | 170,100 |
| 2036 | Cornell Road | 072 | Partial Depth Reconstruction | Middletown Ln to Dover St | | | | | | | | | | | | | | | | | | | | | 442,500 |
| 2036 | Mall Road | 084 | Overlay | Oxford 59 to Twsp Boundary | | | | | | | | | | | | | | | | | | | | | 125,550 |
| 2036 | Elgin Street E Norwich | 210A | Full Depth Reconstruction | Cook St to Washington St | | | | | | | | | | | | | | | | | | | | | 558,950 |
| 2036 | Elgin Street W Norwich | 210B | Full Depth Reconstruction | Washington St to Clyde St | | | | | | | | | | | | | | | | | | | | | 239,550 |
| 2036 | Lossing Drive Norwich | 247 | Overlay | North Court St E to Dead End | | | | | | | | | | | | | | | | | | | | | 32,200 |
| 2036 | Carroll Street Norwich | 249 | Overlay | Marshall Dr to Florence St | | | | | | | | | | | | | | | | | | | | | 16,100 |
| 2036 | Cayley Street Norwich | 249B | Overlay | Carmen St to Dead End | | | | | | | | | | | | | | | | | | | | | 32,200 |
| 2036 | Poldon Drive Norwich | 251 | | | | | | | | | | | | | | | | | | | | | | | |

**TOWNSHIP OF NORWICH WORKS DEPARTMENT
LONG-TERM ROAD RECONSTRUCTION PROGRAM**

APPENDIX T

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|-------------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Update of Road Needs Study | 0 | 25,000 | 0 | 0 | 0 | 0 | 25,000 | 0 | 0 | 0 | 0 | 25,000 | 0 | 0 | 0 | 0 | 25,000 | 0 | 0 | 0 | 0 |
| TOTAL REQUIREMENT - ROADS RECONSTRUCTION | 1,192,493 | 1,030,400 | 1,284,200 | 966,800 | 1,015,200 | 791,850 | 960,070 | 1,140,180 | 1,875,600 | 1,300,800 | 1,419,300 | 1,530,300 | 1,643,540 | 1,709,900 | 2,056,360 | 1,835,850 | 1,635,900 | 2,036,710 | 1,750,000 | 1,750,000 | 1,750,000 |
| ALLOCATIONS TO CAPITAL RESERVES | | | | | | | | | | | | | | | | | | | | | |
| Allocations to Roads Reconstruction Reserve | 37,400 | 0 | 0 | 37,600 | 136,200 | 367,550 | 534,330 | 374,220 | 72,000 | 520,600 | 372,100 | 491,100 | 548,533 | 583,173 | 632,000 | 781,223 | 1,137,173 | 910,363 | 1,162,073 | 1,167,073 | 1,212,073 |
| TOTAL CAPITAL REQUIREMENTS | 1,229,893 | 1,030,400 | 1,284,200 | 1,004,400 | 1,151,400 | 1,159,400 | 1,494,400 | 1,514,400 | 1,947,600 | 1,821,400 | 1,791,400 | 2,021,400 | 2,192,073 | 2,293,073 | 2,688,360 | 2,617,073 | 2,773,073 | 2,947,073 | 2,912,073 | 2,917,073 | 2,962,073 |
| CAPITAL FINANCING | | | | | | | | | | | | | | | | | | | | | |
| Federal Gas Tax Monies | 370,767 | 335,000 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 | 341,474 |
| OCIF Formula Component | 131,902 | 132,244 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 | 131,902 |
| Transfer from the Development Charges R/F - Roads | 63,473 | 15,000 | 176,300 | 56,000 | 0 | 24,000 | 0 | 16,000 | 0 | 50,000 | 40,000 | 50,000 | 45,000 | 16,000 | 70,000 | 0 | 16,000 | 80,000 | | | |
| Transfer from Road Reconstruction Reserve | 121,500 | 43,368 | 37,236 | 0 | 0 | 0 | 200,000 | 0 | 390,200 | 0 | 15,000 | 0 | 0 | 0 | 141,287 | 50,000 | 0 | 0 | 0 | 0 | 0 |
| TOTAL CAPITAL FINANCING | 687,642 | 525,612 | 686,912 | 529,376 | 473,376 | 497,376 | 673,376 | 489,376 | 863,576 | 523,376 | 528,376 | 523,376 | 518,376 | 489,376 | 684,663 | 523,376 | 489,376 | 553,376 | 473,376 | 473,376 | 473,376 |
| NET CAPITAL REQUIREMENTS | 542,251 | 504,788 | 597,288 | 475,024 | 678,024 | 662,024 | 821,024 | 1,025,024 | 1,084,024 | 1,298,024 | 1,263,024 | 1,498,024 | 1,673,697 | 1,803,697 | 2,003,697 | 2,093,697 | 2,283,697 | 2,393,697 | 2,438,697 | 2,443,697 | 2,488,697 |
| ROAD RECONSTRUCTION RESERVE | | | | | | | | | | | | | | | | | | | | | |
| Opening Balance | 368,676 | 284,576 | 241,208 | 203,972 | 241,572 | 377,772 | 745,322 | 1,079,652 | 1,453,872 | 1,135,672 | 1,656,272 | 2,013,372 | 2,504,472 | 3,053,005 | 3,636,178 | 4,126,891 | 4,858,114 | 5,995,287 | 6,905,650 | 8,067,723 | 9,234,796 |
| Allocations to Reserve | 37,400 | 0 | 0 | 37,600 | 136,200 | 367,550 | 534,330 | 374,220 | 72,000 | 520,600 | 372,100 | 491,100 | 548,533 | 583,173 | 632,000 | 781,223 | 1,137,173 | 910,363 | 1,162,073 | 1,167,073 | 1,212,073 |
| Transfers to Capital - New Central Works Garage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transfers to Capital - Roads Reconstruction | -121,500 | -43,368 | -37,236 | 0 | 0 | 0 | -200,000 | 0 | -390,200 | 0 | -15,000 | 0 | 0 | 0 | -141,287 | -50,000 | 0 | 0 | 0 | 0 | 0 |
| Closing Balance | 284,576 | 241,208 | 203,972 | 241,572 | 377,772 | 745,322 | 1,079,652 | 1,453,872 | 1,135,672 | 1,656,272 | 2,013,372 | 2,504,472 | 3,053,005 | 3,636,178 | 4,126,891 | 4,858,114 | 5,995,287 | 6,905,650 | 8,067,723 | 9,234,796 | 10,446,869 |
| DEVELOPMENT CHARGES RESERVE FUND - ROADS | | | | | | | | | | | | | | | | | | | | | |
| Opening Balance | 293,000 | 289,527 | 194,767 | 38,493 | 3,851 | 26,541 | 26,563 | 51,917 | 62,603 | 90,621 | 69,971 | 60,653 | 42,667 | 31,013 | 49,691 | 15,701 | 53,043 | 75,717 | 35,723 | 77,061 | 119,731 |
| Estimated Yearly Revenue | 60,000 | 82,000 | 82,000 | 82,000 | 82,000 | 82,000 | 82,000 | 82,000 | 82,000 | 82,000 | 82,000 | 82,000 | 82,000 | 82,000 | 82,000 | 82,000 | 82,000 | 82,000 | 82,000 | 82,000 | 82,000 |
| Transfers to Capital - New Central Works Garage + Debenture | 0 | -161,760 | -61,974 | -60,642 | -59,310 | -57,978 | -56,646 | -55,314 | -53,982 | -52,650 | -51,318 | -49,986 | -48,654 | -47,322 | -45,990 | -44,658 | -43,326 | -41,994 | -40,662 | -39,330 | -37,998 |
| Transfers to Capital - Roads Reconstruction | -63,473 | -15,000 | -176,300 | -56,000 | 0 | -24,000 | 0 | -16,000 | 0 | -50,000 | -40,000 | -50,000 | -45,000 | -16,000 | -70,000 | 0 | -16,000 | -80,000 | 0 | 0 | 0 |
| Closing Balance | 289,527 | 194,767 | 38,493 | 3,851 | 26,541 | 26,563 | 51,917 | 62,603 | 90,621 | 69,971 | 60,653 | 42,667 | 31,013 | 49,691 | 15,701 | 53,043 | 75,717 | 35,723 | 77,061 | 119,731 | 163,733 |

**TOWNSHIP OF NORWICH WORKS DEPARTMENT
LONG-TERM BRIDGE RECONSTRUCTION PROGRAM**

APPENDIX T

| <u>BRIDGE RECONSTRUCTION</u> | <u>YEAR BUILT</u> | <u>CONDITION RATING</u> | <u>2019</u> | <u>2020</u> | <u>2021</u> | <u>2022</u> | <u>2023</u> | <u>2024</u> | <u>2025</u> | <u>2026</u> | <u>2027</u> | <u>2028</u> | <u>2029</u> | <u>2030</u> | <u>2031</u> | <u>2032</u> | <u>2033</u> | <u>2034</u> | <u>2035</u> | <u>2036</u> | <u>2037</u> | <u>2038</u> | <u>2039</u> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-------------------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| BRIDGE | | | | | | | | | | | | | | | | | | | | | | | |
| Middletown Line Bridge No. 39 * | 1907 | 3 - Poor | | | | | | | | | | | 40,000 | | | | | | | | | | |
| Rock's Mill Line Bridge No. 40 | 1969 | 3 - Poor | | | | | 400,000 | | | | | | | | | | | | | | | | |
| Middletown Line Bridge No. 37 (EXTRA FED GAS TAX) | 1966 | 3.5 - Poor | | 458,938 | | | | | | | | | | | | | | | | | | | |
| Vandecar Line Bridge No. 6 * | 1914 | 4 - Fair | | | | | | | | | | | 40,000 | | | | | | | | | | |
| Pick Line Bridge No. 34 | 1972 | 4.5 - Fair | | CBR | | | | | 250,000 | | | | | | | | | | | | | | |
| Milldale Rd Bridge No. 35 | 1967 | 4.5 - Fair | | CBR | | | | | | | 250,000 | | | | | | | | | | | | |
| Quaker Street Bridge No. 14 | 1967 | 4.5 - Fair | | | | CBR | | | | | | | | | | | | | | | | | |
| Hanmer Line Bridge No. 20 | 1914 | 5 - Fair | | | CBR | | | | | | | | | | | | | | | | | | |
| Oxford Centre Rd Bridge No. 4 | 1955 | 5 - Fair | | | | | CBR | | | | | | | | | | | | | | | | |
| Middletown Line Bridge No. 26 | 1962 | 5 - Fair | | | | | | CBR | | | | | | | | | | | | | | | |
| Maple Dell Rd Bridge No. 27 | 1960 | 5 - Fair | | | | | | | CBR | | | | | | | | | | | | | | |
| Windham Line Bridge No. 23 | 1950 | 5 - Fair | | | | | | | | CBR | | | | | | | | | | | | | |
| Milldale Road Bridge No. 33 | 1964 | 5 - Fair | | | | | | | | | CBR | | | | | | | | | | | | |
| Maple Dell Road Bridge No. 25 | 1973 | 5.5 - Fair | | | | | | | | | | CBR | | | | | | | | | | | |
| Milldale Rd Bridge No. 32 | 1956 | 5.5 - Fair | | | | | | | | | | | CBR | | | | | | | | | | |
| Pattullo Ave Bridge No. 2 | 1963 | 5.5 - Fair | | | | | | | | | | | | CBR | | | | | | | | | |
| Maple Dell Road Bridge No. 24 | 1969 | 5.5 - Fair | | | | | | | | | | | | | CBR | | | | | | | | |
| Capital Bridge Repairs (CBR) | | | 35,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 |
| Bridge Inspections + Report (Every 2 Years) | | | | 20,000 | | 20,000 | | 20,000 | | 20,000 | | 20,000 | | 20,000 | | 20,000 | | 20,000 | | 20,000 | | 20,000 | |
| TOTAL REQUIREMENT - BRIDGE RECONSTRUCTION | | | <u>35,000</u> | <u>518,938</u> | <u>40,000</u> | <u>60,000</u> | <u>440,000</u> | <u>60,000</u> | <u>290,000</u> | <u>60,000</u> | <u>290,000</u> | <u>60,000</u> | <u>120,000</u> | <u>60,000</u> | <u>40,000</u> | <u>60,000</u> | <u>40,000</u> | <u>60,000</u> | <u>40,000</u> | <u>60,000</u> | <u>40,000</u> | <u>60,000</u> | <u>40,000</u> |
| ALLOCATIONS TO CAPITAL RESERVES | | | | | | | | | | | | | | | | | | | | | | | |
| Allocation to Bridge Reconstruction Reserve | | | 55,037 | 7,536 | 75,000 | 264,764 | 0 | 204,764 | 0 | 129,764 | 0 | 104,764 | 199,764 | 154,764 | 189,764 | 139,764 | 139,764 | 139,764 | 139,764 | 139,764 | 139,764 | 139,764 | 139,764 |
| TOTAL CAPITAL REQUIREMENTS | | | <u>90,037</u> | <u>526,474</u> | <u>115,000</u> | <u>324,764</u> | <u>440,000</u> | <u>264,764</u> | <u>290,000</u> | <u>189,764</u> | <u>290,000</u> | <u>164,764</u> | <u>319,764</u> | <u>214,764</u> | <u>229,764</u> | <u>199,764</u> | <u>179,764</u> | <u>199,764</u> | <u>179,764</u> | <u>199,764</u> | <u>179,764</u> | <u>199,764</u> | <u>179,764</u> |
| CAPITAL FINANCING | | | | | | | | | | | | | | | | | | | | | | | |
| Fed Gas Tax Revenue | | | | 341,474 | | | | | | | | | | | | | | | | | | | |
| Transfers from Bridge Reconstruction Reserve | | | 0 | 20,000 | 0 | 20,000 | 280,236 | 20,000 | 125,236 | 0 | 60,236 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL CAPITAL FINANCING | | | <u>0</u> | <u>361,474</u> | <u>0</u> | <u>20,000</u> | <u>280,236</u> | <u>20,000</u> | <u>125,236</u> | <u>0</u> | <u>60,236</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| NET CAPITAL REQUIREMENTS | | | <u>90,037</u> | <u>165,000</u> | <u>115,000</u> | <u>304,764</u> | <u>159,764</u> | <u>244,764</u> | <u>164,764</u> | <u>189,764</u> | <u>229,764</u> | <u>164,764</u> | <u>319,764</u> | <u>214,764</u> | <u>229,764</u> | <u>199,764</u> | <u>179,764</u> | <u>199,764</u> | <u>179,764</u> | <u>199,764</u> | <u>179,764</u> | <u>199,764</u> | <u>179,764</u> |
| NOTES | | | | | | | | | | | | | | | | | | | | | | | |
| 1. " * " Middletown Line Bridge No. 39 and Vandecar Line Bridge No. 6 need to be replaced at some point over the next 10 years at a cost of approximately \$300,000-\$400,000 each. As the traffic volumes and number of residences on these roads is very low, it is proposed that these bridges be converted into walking bridges. Costs shown reflect conversion costs. Actual years of conversion may vary as bridges will remain in place as long as they continue to be safe. | | | | | | | | | | | | | | | | | | | | | | | |
| 2. " CBR " Bridge is targeted for work through the Capital Bridge Repairs budget line which will result in an improved structure with an increased lifespan. While the exact year of work on each of these bridges may not occur as indicated, all these bridges will receive work over this time frame. | | | | | | | | | | | | | | | | | | | | | | | |
| 3. All Bridges with a condition rating of Poor or Fair have been included within the 20 Year Long-Term Bridge Reconstruction Program. | | | | | | | | | | | | | | | | | | | | | | | |
| BRIDGE RECONSTRUCTION RESERVE | | | | | | | | | | | | | | | | | | | | | | | |
| Opening Balance | | | 2,470 | 57,507 | 45,043 | 120,043 | 364,807 | 84,571 | 269,335 | 144,099 | 273,863 | 213,627 | 318,391 | 518,155 | 672,919 | 862,683 | 1,002,447 | 1,142,211 | 1,281,975 | 1,421,739 | 1,561,503 | 1,701,267 | 1,841,031 |
| Allocations to Reserve | | | 55,037 | 7,536 | 75,000 | 264,764 | 0 | 204,764 | 0 | 129,764 | 0 | 104,764 | 199,764 | 154,764 | 189,764 | 139,764 | 139,764 | 139,764 | 139,764 | 139,764 | 139,764 | 139,764 | 139,764 |
| Transfers to Capital | | | 0 | -20,000 | 0 | -20,000 | -280,236 | -20,000 | -125,236 | 0 | -60,236 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Closing Balance | | | <u>57,507</u> | <u>45,043</u> | <u>120,043</u> | <u>364,807</u> | <u>84,571</u> | <u>269,335</u> | <u>144,099</u> | <u>273,863</u> | <u>213,627</u> | <u>318,391</u> | <u>518,155</u> | <u>672,919</u> | <u>862,683</u> | <u>1,002,447</u> | <u>1,142,211</u> | <u>1,281,975</u> | <u>1,421,739</u> | <u>1,561,503</u> | <u>1,701,267</u> | <u>1,841,031</u> | <u>1,980,795</u> |

**TOWNSHIP OF NORWICH WORKS DEPARTMENT
LONG-TERM ROAD SIDEWALK CONSTRUCTION PROGRAM**

APPENDIX T

| SIDEWALK RECONSTRUCTION | | | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|-------------------------------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| SIDEWALK | Asset ID | SECTION | | | | | | | | | | | | | | | | | | | | | |
| 2019 | Marshall Drive, Norwich | New Pollard St to Carman St | 7,500 | | | | | | | | | | | | | | | | | | | | |
| 2019 | Centre Street, Norwich | SW343 Main St to Elgin St | 7,500 | | | | | | | | | | | | | | | | | | | | |
| 2020 | Undetermined | | 65,000 | | | | | | | | | | | | | | | | | | | | |
| 2021 | Victoria Street, Norwich | SW580-581 Main St to North Crt St E | **** | | | | | | | | | | | | | | | | | | | | |
| 2021 | Undetermined | | 90,000 | | | | | | | | | | | | | | | | | | | | |
| 2022 | Undetermined | | 90,000 | | | | | | | | | | | | | | | | | | | | |
| 2023 | Undetermined | | 80,000 | | | | | | | | | | | | | | | | | | | | |
| 2024 | Undetermined | | 90,000 | | | | | | | | | | | | | | | | | | | | |
| 2025 | Carman Street | Pitcher St to Avery's Lane | **** | | | | | | | | | | | | | | | | | | | | |
| 2025 | Undetermined | | 60,000 | | | | | | | | | | | | | | | | | | | | |
| 2026 | Undetermined | | 150,000 | | | | | | | | | | | | | | | | | | | | |
| 2027 | Albert Street, Norwich | Main St to South Court St | **** | | | | | | | | | | | | | | | | | | | | |
| 2027 | Undetermined | | 150,000 | | | | | | | | | | | | | | | | | | | | |
| 2028 | Undetermined | | 150,000 | | | | | | | | | | | | | | | | | | | | |
| 2029 | Undetermined | | 150,000 | | | | | | | | | | | | | | | | | | | | |
| 2030 | Undetermined | | 150,000 | | | | | | | | | | | | | | | | | | | | |
| 2031 | Palmer Street West, Norwich | Oxford 59 to Dufferin St | **** | | | | | | | | | | | | | | | | | | | | |
| 2031 | Undetermined | | 150,000 | | | | | | | | | | | | | | | | | | | | |
| 2032 | Souuth Court Street, Norwich | Clyde St to Oxford 59 | **** | | | | | | | | | | | | | | | | | | | | |
| 2032 | Souuth Court Street, Norwich | Oxford 59 to Albert St | **** | | | | | | | | | | | | | | | | | | | | |
| 2032 | Undetermined | | 150,000 | | | | | | | | | | | | | | | | | | | | |
| 2033 | Undetermined | | 150,000 | | | | | | | | | | | | | | | | | | | | |
| 2034 | Washington Street, Norwich | Main St to South Court St | **** | | | | | | | | | | | | | | | | | | | | |
| 2034 | Brock Street West, Norwich | Washington St to Oxford 59 | **** | | | | | | | | | | | | | | | | | | | | |
| 2034 | Undetermined | | 150,000 | | | | | | | | | | | | | | | | | | | | |
| 2035 | North Court Street West, Norwich | Centre St to Clyde St | **** | | | | | | | | | | | | | | | | | | | | |
| 2035 | Undetermined | | 150,000 | | | | | | | | | | | | | | | | | | | | |
| 2036 | Undetermined | | 150,000 | | | | | | | | | | | | | | | | | | | | |
| 2037 | Undetermined | | 150,000 | | | | | | | | | | | | | | | | | | | | |
| 2038 | Undetermined | | 150,000 | | | | | | | | | | | | | | | | | | | | |
| 2039 | Undetermined | | 150,000 | | | | | | | | | | | | | | | | | | | | |
| | Sidewalk Streetscan Assessment / Evaluation | | 10,000 | 10,000 | | 10,000 | | 10,000 | | 10,000 | | 10,000 | | 10,000 | | 10,000 | | 10,000 | | 10,000 | | 10,000 | |
| | Reconstruction - Misc. Locations | | 50,000 | 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 | 10,000 |
| | Total Sidewalk Reconstruction | | 75,000 | 75,000 | 100,000 | 100,000 | 90,000 | 110,000 | 70,000 | 160,000 | 160,000 | 160,000 | 170,000 | 160,000 | 160,000 | 160,000 | 160,000 | 170,000 | 160,000 | 160,000 | 160,000 | 160,000 | 160,000 |
| ALLOCATIONS TO CAPITAL RESERVES | | | | | | | | | | | | | | | | | | | | | | | |
| | <i>Allocations to Sidewalks Reconstruction Reserve</i> | | 0 | 0 | 0 | 0 | 30,000 | 10,000 | 50,000 | 0 | 0 | 0 | 0 | 0 | 0 | 40,000 | 0 | 20,000 | 0 | 10,000 | 10,000 | 10,000 | 10,000 |
| TOTAL CAPITAL REQUIREMENTS | | | 75,000 | 75,000 | 100,000 | 100,000 | 120,000 | 120,000 | 120,000 | 160,000 | 160,000 | 160,000 | 170,000 | 160,000 | 160,000 | 200,000 | 160,000 | 190,000 | 160,000 | 170,000 | 170,000 | 170,000 | 170,000 |
| CAPITAL FINANCING | | | | | | | | | | | | | | | | | | | | | | | |
| | Transfers from Sidewalks Reconstruction Reserve | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NET CAPITAL REQUIREMENTS | | | 75,000 | 75,000 | 100,000 | 100,000 | 120,000 | 120,000 | 120,000 | 160,000 | 160,000 | 160,000 | 170,000 | 160,000 | 160,000 | 200,000 | 160,000 | 190,000 | 160,000 | 170,000 | 170,000 | 170,000 | 170,000 |
| NOTE: **** Costs related to Sidewalk Reconstruction for these sections are included within the Urban Full Depth Reconstruction Costs for these road sections within The Road Reconstruction Program | | | | | | | | | | | | | | | | | | | | | | | |
| SIDEWALK RECONSTRUCTION RESERVE | | | | | | | | | | | | | | | | | | | | | | | |
| | Opening Balance | | 18,439 | 18,439 | 18,439 | 18,439 | 18,439 | 48,439 | 58,439 | 108,439 | 108,439 | 108,439 | 108,439 | 108,439 | 108,439 | 148,439 | 148,439 | 168,439 | 168,439 | 178,439 | 188,439 | 198,439 | 198,439 |
| | Allocations to Reserve | | 0 | 0 | 0 | 0 | 30,000 | 10,000 | 50,000 | 0 | 0 | 0 | 0 | 0 | 40,000 | 0 | 20,000 | 0 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| | Transfers to Capital | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Closing Balance | | <u>18,439</u> | <u>18,439</u> | <u>18,439</u> | <u>18,439</u> | <u>48,439</u> | <u>58,439</u> | <u>108,439</u> | <u>108,439</u> | <u>108,439</u> | <u>108,439</u> | <u>108,439</u> | <u>108,439</u> | <u>148,439</u> | <u>148,439</u> | <u>168,439</u> | <u>168,439</u> | <u>178,439</u> | <u>188,439</u> | <u>198,439</u> | <u>198,439</u> | <u>208,439</u> |

**TOWNSHIP OF NORWICH WORKS DEPARTMENT
LONG-TERM PARKING LOT PROGRAM**

APPENDIX T

| PARKING LOT PROGRAM | | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|----------------------------------------|---------------------------------------------------|------------------|----------------|----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|----------------|
| PARKING LOT | DESCRIPTION OF WORK | | | | | | | | | | | | | | | | | | | | | |
| 2018 | Norwich Downtown Back Lot - drainage, pave, lines | \$120,000 | | | | | | | | | | | | | | | | | | | | \$50,000 |
| 2022 | Stover Street Lot - Norwich - resurface, re-line | | | | \$20,000 | | | | | | | | | | | | | | | | | |
| 2027 | North Street Parking Lot - Otterville - re-line | | | | | | | | | \$2,000 | | | | | | | | | | | | |
| 2028 | Norwich Downtown Back Lot - re-line | | | | | | | | | | \$2,500 | | | | | | | | | | | |
| 2032 | Stover Street Lot - Norwich - re-line | | | | | | | | | | | | | | \$2,000 | | | | | | | |
| | | <u>\$120,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$20,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$2,000</u> | <u>\$2,500</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$2,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$50,000</u> | <u>\$0</u> |
| ALLOCATIONS TO CAPITAL RESERVES | | | | | | | | | | | | | | | | | | | | | | |
| | <i>Allocations to Parking Lot Reserve</i> | \$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 | \$5,000 |
| | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL CAPITAL REQUIREMENTS | | <u>\$125,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$25,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$7,000</u> | <u>\$7,500</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$7,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$55,000</u> | <u>\$5,000</u> |
| CAPITAL FINANCING | | | | | | | | | | | | | | | | | | | | | | |
| | Transfers from Rate Stabilization Reserve | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Transfers from Road Construction Reserve | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Transfers from Parking Lot Reserve | \$0 | \$0 | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$2,000 | \$2,500 | \$0 | \$0 | \$0 | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 | \$0 |
| | | <u>\$120,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$20,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$2,000</u> | <u>\$2,500</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$2,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$50,000</u> | <u>\$0</u> |
| | | | | | | | | | | | | | | | | | | | | | | |
| NET CAPITAL REQUIREMENTS | | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> | <u>\$5,000</u> |
| PARKING LOT RESERVE | | | | | | | | | | | | | | | | | | | | | | |
| | Opening Balance | 0 | 5,000 | 10,000 | 15,000 | 0 | 5,000 | 10,000 | 15,000 | 20,000 | 23,000 | 25,500 | 30,500 | 35,500 | 40,500 | 43,500 | 48,500 | 53,500 | 58,500 | 63,500 | 68,500 | 23,500 |
| | Allocations to Reserve | 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 | 5,000 |
| | Transfers to Capital | 0 | 0 | 0 | -20,000 | 0 | 0 | 0 | 0 | -2,000 | -2,500 | 0 | 0 | 0 | -2,000 | 0 | 0 | 0 | 0 | 0 | -50,000 | 0 |
| | Closing Balance | <u>5,000</u> | <u>10,000</u> | <u>15,000</u> | <u>0</u> | <u>5,000</u> | <u>10,000</u> | <u>15,000</u> | <u>20,000</u> | <u>23,000</u> | <u>25,500</u> | <u>30,500</u> | <u>35,500</u> | <u>40,500</u> | <u>43,500</u> | <u>48,500</u> | <u>53,500</u> | <u>58,500</u> | <u>63,500</u> | <u>68,500</u> | <u>23,500</u> | <u>28,500</u> |

**TOWNSHIP OF NORWICH WORKS DEPARTMENT
LONG-TERM EQUIPMENT REPLACEMENT / BUILDING PROGRAM**

APPENDIX T

| | <u>2019</u> | <u>2020</u> | <u>2021</u> | <u>2022</u> | <u>2023</u> | <u>2024</u> | <u>2025</u> | <u>2026</u> | <u>2027</u> | <u>2028</u> | <u>2029</u> | <u>2030</u> | <u>2031</u> | <u>2032</u> | <u>2033</u> | <u>2034</u> | <u>2035</u> | <u>2036</u> | <u>2037</u> | <u>2038</u> | <u>2039</u> |
|--------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| ROAD EQUIPMENT RESERVE | | | | | | | | | | | | | | | | | | | | | |
| Balance - Beginning of Year | 102,946 | 50,946 | 55,446 | 5,886 | 22,566 | 58,486 | 57,646 | 121,046 | 286,686 | 340,186 | 636,186 | 254,686 | 424,686 | 454,186 | 480,186 | 509,686 | 176,186 | 205,686 | 305,686 | 339,186 | 465,186 |
| Yearly Allocation to Reserve | 270,000 | 274,500 | 290,940 | 321,680 | 342,420 | 383,160 | 383,900 | 299,640 | 340,000 | 330,000 | 330,000 | 350,000 | 350,000 | 350,000 | 350,000 | 350,000 | 350,000 | 350,000 | 350,000 | 350,000 | 350,000 |
| Transfer - Capital Requirement | <u>-322,000</u> | <u>-270,000</u> | <u>-340,500</u> | <u>-305,000</u> | <u>-306,500</u> | <u>-384,000</u> | <u>-320,500</u> | <u>-134,000</u> | <u>-286,500</u> | <u>-34,000</u> | <u>-711,500</u> | <u>-180,000</u> | <u>-320,500</u> | <u>-324,000</u> | <u>-320,500</u> | <u>-683,500</u> | <u>-320,500</u> | <u>-250,000</u> | <u>-316,500</u> | <u>-224,000</u> | <u>-320,500</u> |
| Balance - End of Year | <u>50,946</u> | <u>55,446</u> | <u>5,886</u> | <u>22,566</u> | <u>58,486</u> | <u>57,646</u> | <u>121,046</u> | <u>286,686</u> | <u>340,186</u> | <u>636,186</u> | <u>254,686</u> | <u>424,686</u> | <u>454,186</u> | <u>480,186</u> | <u>509,686</u> | <u>176,186</u> | <u>205,686</u> | <u>305,686</u> | <u>339,186</u> | <u>465,186</u> | <u>494,686</u> |
| ROAD BUILDINGS RESERVE | | | | | | | | | | | | | | | | | | | | | |
| Balance - Beginning of Year | 10,000 | 20,000 | 34,800 | 37,544 | 40,436 | 43,476 | 56,664 | 120,000 | 133,484 | 147,496 | 162,396 | 188,184 | 214,860 | 242,424 | 270,876 | 300,216 | 330,444 | 361,560 | 393,564 | 426,456 | 460,236 |
| Yearly Allocation to Reserve | 10,000 | 14,800 | 10,000 | 10,000 | 10,000 | 20,000 | 70,000 | 20,000 | 20,380 | 21,120 | 31,860 | 32,600 | 33,340 | 34,080 | 34,820 | 35,560 | 36,300 | 37,040 | 37,780 | 38,520 | 39,260 |
| Transfer - Capital Requirement | <u>0</u> | <u>0</u> | <u>-7,256</u> | <u>-7,108</u> | <u>-6,960</u> | <u>-6,812</u> | <u>-6,664</u> | <u>-6,516</u> | <u>-6,368</u> | <u>-6,220</u> | <u>-6,072</u> | <u>-5,924</u> | <u>-5,776</u> | <u>-5,628</u> | <u>-5,480</u> | <u>-5,332</u> | <u>-5,184</u> | <u>-5,036</u> | <u>-4,888</u> | <u>-4,740</u> | <u>-4,592</u> |
| Balance - End of Year | <u>20,000</u> | <u>34,800</u> | <u>37,544</u> | <u>40,436</u> | <u>43,476</u> | <u>56,664</u> | <u>120,000</u> | <u>133,484</u> | <u>147,496</u> | <u>162,396</u> | <u>188,184</u> | <u>214,860</u> | <u>242,424</u> | <u>270,876</u> | <u>300,216</u> | <u>330,444</u> | <u>361,560</u> | <u>393,564</u> | <u>426,456</u> | <u>460,236</u> | <u>494,904</u> |

**TOWNSHIP OF NORWICH HEALTH SERVICES
LONG-TERM CAPITAL PROGRAM**

APPENDIX U

| | <u>2019</u> | <u>2020</u> | <u>2021</u> | <u>2022</u> | <u>2023</u> | <u>2024</u> | <u>2025</u> | <u>2026</u> | <u>2027</u> | <u>2028</u> | <u>2029</u> | <u>2030</u> | <u>2031</u> | <u>2032</u> | <u>2033</u> | <u>2034</u> | <u>2035</u> | <u>2036</u> | <u>2037</u> | <u>2038</u> | <u>2039</u> |
|--------------------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| HEALTH SERVICES | | | | | | | | | | | | | | | | | | | | | |
| MEDICAL CENTRE | | | | | | | | | | | | | | | | | | | | | |
| Computer Replacement Program (4 year schedule) | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$4,500 |
| Capital Building Repairs/Renovations/Upgrades | \$0 | \$4,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ALLOCATIONS TO CAPITAL RESERVES | | | | | | | | | | | | | | | | | | | | | |
| - Medical Centre Reserve | \$5,000 | \$10,000 | \$10,000 | \$15,000 | \$15,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 |
| TOTAL REQUIREMENT - MEDICAL CENTRE | \$9,500 | \$18,500 | \$14,500 | \$19,500 | \$19,500 | \$24,500 | \$24,500 | \$24,500 | \$24,500 | \$24,500 | \$29,500 | \$29,500 | \$29,500 | \$29,500 | \$34,500 | \$34,500 | \$34,500 | \$34,500 | \$34,500 | \$34,500 | \$34,500 |
| CAPITAL FINANCING | | | | | | | | | | | | | | | | | | | | | |
| Transfer from Medical Centre Reserve | \$0 | \$4,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| NET CAPITAL REQUIREMENTS - MEDICAL CENTRE | \$9,500 | \$14,500 | \$14,500 | \$19,500 | \$19,500 | \$24,500 | \$24,500 | \$24,500 | \$24,500 | \$24,500 | \$29,500 | \$29,500 | \$29,500 | \$29,500 | \$34,500 | \$34,500 | \$34,500 | \$34,500 | \$34,500 | \$34,500 | \$34,500 |
| CEMETERIES | | | | | | | | | | | | | | | | | | | | | |
| Roadway (New Otterville Cemetery) | - | - | \$10,000 | - | - | - | - | \$10,000 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Gates / Pillar (New Otterville Cemetery) | - | - | - | \$10,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Fencing - Various Cemeteries | - | \$5,000 | - | \$5,000 | - | \$5,000 | - | \$5,000 | - | \$5,000 | - | \$5,000 | - | \$5,000 | - | \$5,000 | - | \$5,000 | - | \$5,000 | - |
| ALLOCATIONS TO CAPITAL RESERVES | | | | | | | | | | | | | | | | | | | | | |
| - Cemeteries Reserve | \$2,189 | \$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 |
| TOTAL REQUIREMENT - CEMETERIES | \$2,189 | \$15,000 | \$20,000 | \$25,000 | \$10,000 | \$15,000 | \$10,000 | \$25,000 | \$10,000 | \$15,000 | \$10,000 | \$15,000 | \$10,000 | \$15,000 | \$10,000 | \$15,000 | \$10,000 | \$15,000 | \$10,000 | \$15,000 | \$10,000 |
| CAPITAL FINANCING | | | | | | | | | | | | | | | | | | | | | |
| Transfer from Cemeteries Reserve | \$0 | \$5,000 | \$10,000 | \$15,000 | \$0 | \$5,000 | \$0 | \$15,000 | \$0 | \$5,000 | \$0 | \$5,000 | \$0 | \$5,000 | \$0 | \$5,000 | \$0 | \$5,000 | \$0 | \$5,000 | \$0 |
| NET CAPITAL REQUIREMENTS - CEMETERIES | \$2,189 | \$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 |
| TOTAL HEALTH SERVICES | \$11,689 | \$24,500 | \$24,500 | \$29,500 | \$29,500 | \$34,500 | \$34,500 | \$34,500 | \$34,500 | \$34,500 | \$39,500 | \$39,500 | \$39,500 | \$39,500 | \$44,500 | \$44,500 | \$44,500 | \$44,500 | \$44,500 | \$44,500 | \$44,500 |
| <i>Increase</i> | | <u>\$12,811</u> | <u>\$0</u> | <u>\$5,000</u> | <u>\$0</u> | <u>\$5,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$5,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$5,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |
| RESERVE BALANCES | | | | | | | | | | | | | | | | | | | | | |
| Medical Centre Reserve | \$119,324 | \$125,324 | \$135,324 | \$150,324 | \$165,324 | \$185,324 | \$205,324 | \$225,324 | \$245,324 | \$265,324 | \$290,324 | \$315,324 | \$340,324 | \$365,324 | \$395,324 | \$425,324 | \$455,324 | \$485,324 | \$515,324 | \$545,324 | \$575,324 |
| Cemeteries Reserve | \$7,793 | \$12,793 | \$12,793 | \$7,793 | \$17,793 | \$22,793 | \$32,793 | \$27,793 | \$37,793 | \$42,793 | \$52,793 | \$57,793 | \$67,793 | \$72,793 | \$82,793 | \$87,793 | \$97,793 | \$102,793 | \$112,793 | \$117,793 | \$127,793 |
| | \$127,117 | \$138,117 | \$148,117 | \$158,117 | \$183,117 | \$208,117 | \$238,117 | \$253,117 | \$283,117 | \$308,117 | \$343,117 | \$373,117 | \$408,117 | \$438,117 | \$478,117 | \$513,117 | \$553,117 | \$588,117 | \$628,117 | \$663,117 | \$703,117 |

**TOWNSHIP OF NORWICH PARK & REC DEPARTMENT
LONG-TERM STRUCTURES REPLACEMENT PROGRAM**

APPENDIX V

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|-------------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Other: | | | | | | | | | | | | | | | | | | | | | |
| Otterville Pool/Poolhouse | 35,000 | | | | | | | | | | | 200,000 | | | | | | | | | |
| LED Electronic Sign - NCC | | | | | | | | | | | | | | | | | | | | | |
| Bridge - Otterville Park Entrance | | | | | | | | | | | | | | | | | | | | | |
| Outdoor Fitness Equip-New SW Norwich Park | | | | | | 75,000 | | | | | | | | | | | | | | | |
| TOTAL CAPITAL REQUIREMENT | 139,000 | 224,000 | 249,000 | 120,000 | 190,500 | 166,000 | 92,000 | 198,000 | 158,000 | 9,000 | 37,000 | 204,000 | 198,000 | 17,000 | 71,500 | 34,000 | 24,000 | 163,500 | 312,000 | 64,000 | 220,000 |
| CONTRIBUTIONS TO RESERVES | | | | | | | | | | | | | | | | | | | | | |
| Parks Structures Reserve | 0 | 0 | 0 | 75,000 | 63,200 | 72,500 | 148,500 | 45,000 | 37,000 | 186,000 | 158,000 | 35,000 | 35,000 | 178,000 | 121,000 | 156,000 | 161,000 | 35,000 | 35,000 | 121,000 | 35,000 |
| TOTAL EXPENDITURE BUDGET | 139,000 | 224,000 | 249,000 | 195,000 | 253,700 | 238,500 | 240,500 | 243,000 | 195,000 | 195,000 | 195,000 | 239,000 | 233,000 | 195,000 | 192,500 | 190,000 | 185,000 | 198,500 | 347,000 | 185,000 | 255,000 |
| LESS: | | | | | | | | | | | | | | | | | | | | | |
| FINANCING | | | | | | | | | | | | | | | | | | | | | |
| Trillium Funding | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Donations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transfer from Parkland RF | 0 | 70,000 | 0 | 0 | 5,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transfers from Dev Charges - Parks & Rec | 0 | 127,000 | 108,000 | 48,000 | 88,200 | 66,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transfer from Parks Structures Reserve | 24,000 | 19,000 | 11,000 | 0 | 1,500 | 0 | 24,000 | 47,500 | 0 | 0 | 0 | 44,000 | 38,000 | 0 | 2,500 | 0 | 0 | 13,500 | 162,000 | 0 | 70,000 |
| | 24,000 | 216,000 | 119,000 | 48,000 | 94,700 | 66,000 | 24,000 | 47,500 | 0 | 0 | 0 | 44,000 | 38,000 | 0 | 2,500 | 0 | 0 | 13,500 | 162,000 | 0 | 70,000 |
| RAISE FROM TAX LEVY | 115,000 | 8,000 | 130,000 | 147,000 | 159,000 | 172,500 | 216,500 | 195,500 | 195,000 | 195,000 | 195,000 | 195,000 | 195,000 | 195,000 | 190,000 | 190,000 | 185,000 | 185,000 | 185,000 | 185,000 | 185,000 |

NOTE: ITEMS SHOWN IN GREEN are growth items identified in the Parks Master Plan that were not previously included in our long-term capital plans for the Parks and Recreation Department.

| PARKS STRUCTURES RESERVE | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------------|----------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Opening Balance | 126,231 | 102,231 | 83,231 | 72,231 | 147,231 | 208,931 | 281,431 | 405,931 | 403,431 | 440,431 | 626,431 | 784,431 | 775,431 | 772,431 | 950,431 | 1,068,931 | 1,224,931 | 1,385,931 | 1,407,431 | 1,280,431 | 1,401,431 |
| Contributions to Reserve | 0 | 0 | 0 | 75,000 | 63,200 | 72,500 | 148,500 | 45,000 | 37,000 | 186,000 | 158,000 | 35,000 | 35,000 | 178,000 | 121,000 | 156,000 | 161,000 | 35,000 | 35,000 | 121,000 | 35,000 |
| Transfers from Reserve - Buildings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transfers from Reserve - Structures | -24,000 | -19,000 | -11,000 | 0 | -1,500 | 0 | -24,000 | -47,500 | 0 | 0 | 0 | -44,000 | -38,000 | 0 | -2,500 | 0 | 0 | -13,500 | -162,000 | 0 | -70,000 |
| Closing Balance | 102,231 | 83,231 | 72,231 | 147,231 | 208,931 | 281,431 | 405,931 | 403,431 | 440,431 | 626,431 | 784,431 | 775,431 | 772,431 | 950,431 | 1,068,931 | 1,224,931 | 1,385,931 | 1,407,431 | 1,280,431 | 1,401,431 | 1,366,431 |

| PARKLAND RF | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Opening Balance | 83,245 | 93,245 | 33,245 | 34,745 | 36,245 | 32,745 | 34,245 | 35,745 | 37,245 | 38,745 | 40,245 | 41,745 | 43,245 | 44,745 | 46,245 | 47,745 | 49,245 | 50,745 | 52,245 | 53,745 | 55,245 |
| Estimated Yearly Revenue | 10,000 | 10,000 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 | 1,500 |
| Transfers from RF - Parks Structures | 0 | -70,000 | 0 | 0 | -5,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Closing Balance | 93,245 | 33,245 | 34,745 | 36,245 | 32,745 | 34,245 | 35,745 | 37,245 | 38,745 | 40,245 | 41,745 | 43,245 | 44,745 | 46,245 | 47,745 | 49,245 | 50,745 | 52,245 | 53,745 | 55,245 | 56,745 |

| DEV CHARGES RF - PARKS & REC | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|
| Opening Balance | 131,383 | 146,383 | 90,383 | 53,383 | 76,383 | 59,183 | 64,183 | 135,183 | 26,183 | 117,183 | 208,183 | 299,183 | 390,183 | 481,183 | 572,183 | 663,183 | 754,183 | 845,183 | 936,183 | 1,027,183 | 1,118,183 |
| Estimated Yearly Revenue | 35,000 | 91,000 | 91,000 | 91,000 | 91,000 | 91,000 | 91,000 | 91,000 | 91,000 | 91,000 | 91,000 | 91,000 | 91,000 | 91,000 | 91,000 | 91,000 | 91,000 | 91,000 | 91,000 | 91,000 | 91,000 |
| Transfers from Reserve - Arena Debenture | -20,000 | -20,000 | -20,000 | -20,000 | -20,000 | -20,000 | -20,000 | -20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transfers from Reserve - Arena Parking Lot | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -180,000 | | | | | | | | | | | | | |
| Transfers from Reserve - Parks Structures | 0 | -127,000 | -108,000 | -48,000 | -88,200 | -66,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Closing Balance | 146,383 | 90,383 | 53,383 | 76,383 | 59,183 | 64,183 | 135,183 | 26,183 | 117,183 | 208,183 | 299,183 | 390,183 | 481,183 | 572,183 | 663,183 | 754,183 | 845,183 | 936,183 | 1,027,183 | 1,118,183 | 1,209,183 |

**TOWNSHIP OF NORWICH PARK & REC DEPARTMENT
LONG-TERM EQUIPMENT REPLACEMENT PROGRAM**

APPENDIX V

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|------------------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|----------------|
| PARK & REC VEHICLES & EQUIPMENT | | | | | | | | | | | | | | | | | | | | | |
| Pick-Up Truck - 2015 Chevy 4x4 | | | | 34,000 | | | | | | | 34,000 | | | | | | | 34,000 | | | |
| Pick-Up Truck - 2013 RAM | | 34,000 | | | | | | | 34,000 | | | | | | | 34,000 | | | | | |
| Parks Trailer - 2011 | | | | | 10,000 | | | | | | | | | | | | 10,000 | | | | |
| Parks - Small Trailer - <i>New 2019</i> | 5,000 | | | | | | | | | | | | 5,000 | | | | | | | | |
| Parks Tractor - 2014 Kubota | | | | | | | | 50,000 | | | | | | | | | | | | | 50,000 |
| Parks Aerator | | | | | | 5,000 | | | | | | | | | | | | | | | 5,000 |
| Parks Zero-Turn | | | | | | 15,000 | | | | | | 15,000 | | | | | | | | | 15,000 |
| Parks-Diamond Master | 10,000 | | | | | | | | | | 10,000 | | | | | | | | | | |
| Ice Resurfacer | | | | | | | 110,000 | | | | | | | | 110,000 | | | | | | |
| Scissor Lift | | | | | | | | 20,000 | | | | | | | | | | | | | |
| Floor Scrubber | | | | 10,000 | | | | | | 10,000 | | | | | | 10,000 | | | | | |
| Mini Floor Scrubber | | | 5,000 | | | | | | 5,000 | | | | | | 5,000 | | | | | | 5,000 |
| COMPUTER EQUIPMENT | | | | | | | | | | | | | | | | | | | | | |
| Admin Staff Desktop Computers | 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 | 2,000 | 2,000 | 2,000 |
| TOTAL CAPITAL REQUIREMENT | 17,000 | 36,000 | 7,000 | 46,000 | 12,000 | 22,000 | 112,000 | 72,000 | 41,000 | 12,000 | 46,000 | 17,000 | 7,000 | 2,000 | 117,000 | 46,000 | 12,000 | 56,000 | 2,000 | 52,000 | 7,000 |
| CONTRIBUTIONS TO RESERVES | | | | | | | | | | | | | | | | | | | | | |
| Reserve - Parks Vehicles/Equip | 20,000 | 27,500 | 17,500 | 17,500 | 16,000 | 13,000 | 23,000 | 28,000 | 32,000 | 24,000 | 23,000 | 20,000 | 13,000 | 18,000 | 14,000 | 23,000 | 13,000 | 23,000 | 20,000 | 25,000 | 22,000 |
| Reserve - Arena Equipment | 15,000 | 7,500 | 17,500 | 18,500 | 20,000 | 24,000 | 14,000 | 10,000 | 6,000 | 14,000 | 15,000 | 18,000 | 25,000 | 20,000 | 24,000 | 15,000 | 25,000 | 15,000 | 18,000 | 13,000 | 16,000 |
| | 35,000 | 35,000 | 35,000 | 36,000 | 36,000 | 37,000 | 37,000 | 38,000 | 38,000 | 38,000 | 38,000 | 38,000 | 38,000 | 38,000 | 38,000 | 38,000 | 38,000 | 38,000 | 38,000 | 38,000 | 38,000 |
| TOTAL EXPENDITURE BUDGET | 52,000 | 71,000 | 42,000 | 82,000 | 48,000 | 59,000 | 149,000 | 110,000 | 79,000 | 50,000 | 84,000 | 55,000 | 45,000 | 40,000 | 155,000 | 84,000 | 50,000 | 94,000 | 40,000 | 90,000 | 45,000 |
| REVENUE | | | | | | | | | | | | | | | | | | | | | |
| Sale of Equipment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CONTRIBUTIONS FROM RESERVES/RFs | | | | | | | | | | | | | | | | | | | | | |
| Reserve - Parks Vehicles/Equip | 15,000 | 34,000 | 0 | 34,000 | 10,000 | 20,000 | 0 | 50,000 | 34,000 | 0 | 44,000 | 15,000 | 5,000 | 0 | 0 | 34,000 | 10,000 | 54,000 | 0 | 50,000 | 0 |
| Reserve - Arena Equipment | 0 | 0 | 5,000 | 10,000 | 0 | 0 | 110,000 | 20,000 | 5,000 | 10,000 | 0 | 0 | 0 | 0 | 115,000 | 10,000 | 0 | 0 | 0 | 0 | 5,000 |
| TOTAL FINANCING | 15,000 | 34,000 | 5,000 | 44,000 | 10,000 | 20,000 | 110,000 | 70,000 | 39,000 | 10,000 | 44,000 | 15,000 | 5,000 | 0 | 115,000 | 44,000 | 10,000 | 54,000 | 0 | 50,000 | 5,000 |
| RAISE FROM TAX LEVY | 37,000 | 37,000 | 37,000 | 38,000 | 38,000 | 39,000 | 39,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 |
| PARKS VEHICLE /EQUIPMENT RESERVE | | | | | | | | | | | | | | | | | | | | | |
| Opening Balance | 4,921 | 9,921 | 3,421 | 20,921 | 4,421 | 10,421 | 3,421 | 26,421 | 4,421 | 2,421 | 26,421 | 5,421 | 10,421 | 18,421 | 36,421 | 50,421 | 39,421 | 42,421 | 11,421 | 31,421 | 6,421 |
| Contributions to Reserve | 20,000 | 27,500 | 17,500 | 17,500 | 16,000 | 13,000 | 23,000 | 28,000 | 32,000 | 24,000 | 23,000 | 20,000 | 13,000 | 18,000 | 14,000 | 23,000 | 13,000 | 23,000 | 20,000 | 25,000 | 22,000 |
| Sale of Equipment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transfers from Reserve | -15,000 | -34,000 | 0 | -34,000 | -10,000 | -20,000 | 0 | -50,000 | -34,000 | 0 | -44,000 | -15,000 | -5,000 | 0 | 0 | -34,000 | -10,000 | -54,000 | 0 | -50,000 | 0 |
| Closing Balance | 9,921 | 3,421 | 20,921 | 4,421 | 10,421 | 3,421 | 26,421 | 4,421 | 2,421 | 26,421 | 5,421 | 10,421 | 18,421 | 36,421 | 50,421 | 39,421 | 42,421 | 11,421 | 31,421 | 6,421 | 28,421 |
| ARENA EQUIPMENT RESERVE | | | | | | | | | | | | | | | | | | | | | |
| Opening Balance | 549 | 15,549 | 23,049 | 35,549 | 44,049 | 64,049 | 88,049 | 12,049 | 2,049 | 3,049 | 7,049 | 22,049 | 40,049 | 65,049 | 85,049 | 14,049 | 19,049 | 44,049 | 59,049 | 77,049 | 90,049 |
| Contributions to Reserve | 15,000 | 7,500 | 17,500 | 18,500 | 20,000 | 24,000 | 14,000 | 10,000 | 6,000 | 14,000 | 15,000 | 18,000 | 25,000 | 20,000 | 24,000 | 15,000 | 25,000 | 15,000 | 18,000 | 13,000 | 16,000 |
| Sale of Equipment | 0 | 0 | 0 | 0 | 0 | 0 | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 |
| Transfers from Reserve | 0 | 0 | -5,000 | -10,000 | 0 | 0 | -110,000 | -20,000 | -5,000 | -10,000 | 0 | 0 | 0 | 0 | -115,000 | -10,000 | 0 | 0 | 0 | 0 | -5,000 |
| Closing Balance | 15,549 | 23,049 | 35,549 | 44,049 | 64,049 | 88,049 | 12,049 | 2,049 | 3,049 | 7,049 | 22,049 | 40,049 | 65,049 | 85,049 | 14,049 | 19,049 | 44,049 | 59,049 | 77,049 | 90,049 | 101,049 |

