

# 2023 Norwich Road Needs Study



R.J. Burnside & Associates Limited 35 Perry Street Woodstock ON N4S 3C4 Canada

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## **Record of Revisions**

Revision	Date	Description
0	October 13, 2023	Draft Submission to Township of Norwich
1	November 15, 2023	Second Draft Submission to Township of Norwich
2	November 28, 2023	Third Draft Submission to Township of Norwich
3	December 7, 2023	Draft Submission to Township of Norwich Council

## R.J. Burnside & Associates Limited

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### **Executive Summary**

R.J. Burnside & Associates Limited (Burnside) was retained by the Corporation of the Township of Norwich (Township) to conduct a Road Needs Study (RNS). This RNS updates the Township's existing road section inventory and condition data, as well as addresses various road maintenance, improvement, and management issues in the Township. In particular, this RNS identifies the Township's Road capital and maintenance needs over the next ten-year period (2024 to 2033), provides recommendations related to on-going maintenance requirements and provides recommendations on minimum road budget levels.

#### **Inventory of Roads**

Road inventory information was collected, and road condition ratings were established in July 2023 for hardtop roads within the Townships' Road network. Approximately 364.42 centerline km of roads were inventoried as part of this study, comprised of:

- 144.81 centerline km of High Class Bituminous, HCB (asphalt) roads.
- 66.18 centerline km of Low Class Bituminous, LCB (surface treatment) roads.
- 153.43 centerline km of Gravel, GST roads.

For hardtop roads, severity, and extent of 15 pavement distresses as well as Ride Comfort Ratings (RCRs) were collected, in addition to various road inventory data. Hardtop condition data was used to estimate Pavement Condition Index (PCI) values.

The full lengths of the boundary roads with the adjacent municipalities (County of Brant, Norfolk County, Town of Tillsonburg, Township of Southwest Oxford, Township of Blandford-Blenheim, and the City of Woodstock) are included in the inventory, while acknowledging that the adjacent municipalities are fully responsible for maintenance on part of these boundary roads.

Maps presenting the overall surface types can be found in Appendix A, along with a spreadsheet database of the road network inventory data.

Traffic volume ranges are based on data that the Township provided to Burnside that was collected in 2022 and 2023 at various locations in the Township. Ten-year Annual Average Daily Traffic (AADT) forecasts were made for all roads reviewed.

#### **Assessment of Road Needs**

A Pavement Condition Index (PCI) was established for each road segment within the network, based on the rating system developed by the Ontario Ministry of Transportation (MTO). The PCI has been used to assess the improvement requirements for each road segment within the road network, together with functional needs of the road and local knowledge from the Township staff. An improvement matrix has been developed by

Burnside for the Township that Identifies the appropriate improvement type considering various factors such as the condition of the road, roadside environment, surface type, traffic volumes and recommended best practices for the life cycle management of road network assets. The lifecycle improvements include routine maintenance, preventive maintenance, resurfacing, rehabilitation, and reconstruction. A Priority Guide Number (PGN) and Priority Rating Number (PR) were developed to prioritize improvement needs.

The primary conclusions and recommendations made in this RNS are as follows:

Existing LCB roads that may warrant upgrading (i.e., to an HCB surface) have been identified.

- Road sections with the following issues / deficiencies have been identified in this RNS:
  - deficient horizontal / vertical curves or deficient sightlines.
  - less than tolerable (i.e., deficient) road widths.
  - drainage issues / deficiencies.
  - high (i.e., above-average) maintenance demands.
- The road improvement / maintenance needs determined in this study are shown on a map and spreadsheet in Appendix E of the report.
- The estimated total cost of hardtop improvement / maintenance needs in the Township is approximately \$10.2 million (M). This equates to an overall average of approximately \$48,398/km of existing hardtop roads (i.e., 210.98 km).
- Approximately 50.66% of all existing hardtop roads in the Township are in good condition, about 28.34% in satisfactory condition, about 17.67% in fair condition, about 1.82% in poor condition and about 1.50% in serious condition.
- Based on input from the Township staff, this study assumes a budget of \$1.5M for
  the development of a road improvement / maintenance program for hardtop roads.
  Based on the sensitivity analysis of the 10-year capital plan, the proposed budget of
  \$1.5M is calculated to result in a significant theoretical decline in the overall condition
  of the road network. In order for the Township to adequately sustain their current
  overall network condition (i.e., 81.4/100), an optimum annual road improvement
  budget of approximately \$3M would need to be allocated for capital improvements.
- The proposed Ten-Year Capital Plan is shown on a map in Appendix G of the report. Based on the ten-year budget sensitivity analysis, it was determined that the weighted overall condition of all roads in the Township will experience a theoretical decline from 81.4 (existing) to 67.3 out of 100 at the end of year ten (i.e., 2033), assuming the improvements will occur in each respective year outlined in the proposed Ten-Year Capital Plan. This analysis considered both the ongoing degradation of existing roads in the Township, in conjunction with the proposed improvements. The total cost to implement the road-specific improvements outlined in the Township's Ten-Year Capital Plan is approximately \$15.3M, or \$1,533,804 per year.

 It is recommended that the Township establish an annual allowance specifically for applying cost-effective routine and/or preventive maintenance treatments on existing hardtop roads.

Burnside gratefully acknowledges the assistance and contributions of Township staff in the preparation of this study.



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### 1.0 Introduction

R.J. Burnside & Associates Limited (Burnside) has been retained by the Corporation of the Township of Norwich (Township) to conduct a Road Needs Study (RNS). This RNS updates the Township's existing road section inventory and condition data, as well as addresses various road maintenance, improvement, and management issues in the Township. In particular, this RNS identifies the Township's Road capital and maintenance needs over the next ten-year period (2024 to 2033), provides recommendations related to on-going maintenance requirements and provides recommendations on minimum road budget levels.

We gratefully acknowledge the assistance and contributions of the Township staff in the preparation of this study.

## 1.1 Boundary Roads

The Township shares 50.67 centerline km of boundary roads with adjacent municipalities, consisting of 26.32 centerline km (51.94%) under full maintenance responsibility of the adjacent municipality, and 24.36 centerline km (48.07%) under full maintenance responsibility of the Township of Norwich. As follows:

- Beaconsfield Road (Cedar Line to Zenda Line) 1.90 km Norwich is responsible for routine summer and winter maintenance along this section.
- Cedar Line (Beaconsfield Road to Sweaburg Road) 6.78 km Southwest Oxford is responsible for routine summer and winter maintenance on the section between Beaconsfield Road and Gunn's Hill Road (3.33 km) with Norwich being responsible for routine summer and winter maintenance along the section from Gunn's Hill Road to Sweaburg Road (3.45 km)
- Mall Road (Westtown Line to Swimmingpool Road) 16.32 km Norfolk County is responsible for routine summer and winter maintenance along the section from Westtown Line to Middletown Line (7.51 km), with Norwich being responsible for routine summer and winter maintenance along the section from Middletown Line to Swimmingpool Road (8.81 km).
- Old Highway #2 (Oxford County Road 2 to Oxford County Road 2) –
   1.46 km-Blandford-Blenheim is responsible for routine summer and winter maintenance as well as capital improvements along the "west" section (0.91 km) with Norwich responsible for routine summer and winter maintenance as well as capital improvements for the "east" section (0.55 km).
- Swimmingpool Road (New Road to Wendy's Road) 1.01 km Norfolk County is responsible for routine summer and winter maintenance along this section.
- Westtown Line (Mall Road to Potters Road) 1.13 km Norwich is responsible for routine summer and winter maintenance along this section.

- Windham Line (Otterville Road to Caley Road) 5.70 km Norfolk County is responsible for routine summer and winter maintenance along the section from Otterville Road to Windham Road 2 (3.96 km) with Norwich responsible for routine summer and winter maintenance along the section from Windham Road 2 to Caley Road (1.74 km).
- Zenda Line (541 m south of Cornell Road to Beaconsfield Road) 16.38 km –
  Norwich is responsible for routine summer and winter maintenance along the section
  from 541 m south of Cornell Road to Ninth Road (2.01 km) and from Quaker Street
  to Beaconsfield (4.77 km) and Southwest Oxford is responsible for routine summer
  and winter maintenance from Ninth Road to Quaker Street (9.60 km).

Capital improvement costs for the above-mentioned boundary roads, except for Old Highway #2 and Mall Road are split 50/50 between Norwich and the adjacent municipality. Mall Road, shared with Norfolk is shared 50/50 for all major capital improvements, however LCB improvements are not seen as a capital improvement by Norfolk and are therefore paid 100%.

### 1.2 Previous Planning Study

It is understood that a previous RNS was completed for the Township in 2015 with an update completed in 2017 and 2021, therefore this study is an update to the previous RNS condition and inventory data. Other previous planning study work has been reviewed in the completion of this RNS, including the following:

- Official Plan for Oxford County; Office Consolidation, March 2023.
- 2019 Development Charges Background Study, Township of Norwich; Watson & Associates Economists Ltd., April 18, 2019.
- Township of Norwich, 2020 Asset Management Plan; 2020.

## 2.0 The Road Study

## 2.1 Road Network Inventory

All road section data contained in this RNS is based on a field review conducted in July 2023 for hardtop roads by one Township staff member and one Burnside staff member. It was determined at the start of the project that the Township would like to have the gravel roads reviewed in the Spring of 2024, during the freeze / thaw period. Reviewing the gravel roads during the spring breakup period will capture the typical performance of each gravel road segment during the spring which will help indicate the adequacy of the subbase material.

A total of 364.42 centerline km of roads were inventoried and reviewed as part of this study, including 144.81 centerline km of High Class Bituminous (HCB) roads, 66.18 centerline km of Low Class Bituminous (LCB) and 153.43 centerline km of gravel roads. Roads have been identified by their road names and identification numbers, and road segments have been identified by reference to their location with respect to intersecting roads. The road database and road inventory mapping are provided in Appendix A for reference purposes.

The database and mapping are fully integrated within a GIS database and each section has been assigned a unique ID number and GIS reference number. Data related to the road sections were obtained through field review of the overall road network including:

- Road ID, Name, From, To.
- Length.
- Road Width.
- Boundary Road Status.
- Roadside Environment: Rural, Semi-urban and Urban.
- Platform Width.
- Shoulder Material.
- Shoulder Width.
- Speed Limit.
- Drainage Type.
- Structural Adequacy of the Road.
- Distress Manifestation Index (DMI): various types of road distresses with quantification of the density and severity of the distress.
- Ride Comfort Rating (RCR): qualitative assessment of the ride comfort.
- Calculation of the Pavement Condition Index (PCI): based on DMI and RCR, using the Ontario Ministry of Transportation (MTO) formulae.

#### 2.2 Functional Road Classification

Based on the road classification definitions and the minimum right-of-way widths as per the County's Official Plan, the functional classifications of the roads in the network can be defined as follows:

- Provincial Highway: Provincial highways serve high volume through traffic movement at high-speed free flow with limited access to abutting property. These highways provide vehicular and goods movement. The planned right-of-way for provincial highways is determined by the province.
- County Roads: County roads serve moderate to high volumes of inter-municipal and long-distance traffic movements. Direct access to abutting properties along county roads shall be limited where possible with parking restricted to improve traffic movement. County roads provide vehicular and goods movement for residential, commercial, and industrial land uses. The planned right-of-way width for County roads is 26 m within designated settlements and 31 m in rural areas.
- Township Roads: Township roads carry light volumes of traffic movement between
  points of origin and the road system. Full access to abutting properties is permitted
  where the road is maintained year round, with parking permitted except where
  restricted by municipal by-laws. The planned right-of-way width for Township roads is
  15-20 m.

#### 2.3 Traffic Considerations

Traffic volume is an important consideration in determining the road improvement needs for any particular road segment within the road network. Traffic range estimates (Annual Average Daily Traffic, AADT) for each road segment are included in the inventory database in Appendix A, as well as shown graphically on a map in Appendix B. AADT volume ranges are estimated based on traffic count data provided by the Township for various locations within the Township in 2022 and 2023. Most of the roads within the Township's network are gravel roads which will experience very little traffic growth over the 10-year period of the proposed capital improvement plan in this RNS. Some of the roads that are in proximity to County Roads, and / or planned development areas may experience some minor traffic growth over the next 10-year period.

The only major planned developments for the Township that will largely impact traffic volumes are summarized in Table 1 below. In addition to the developments listed in Table 1, there are single road developments (Herb Court, Delong Drive, August Crescent, and Otter View Drive) scattered throughout the villages which will increase the traffic volumes on surrounding roads once they are assumed by the Township.

Table 1: Major Developments Planned in the Township

Development Name	Location	Roads Expected to Receive Higher Traffic		
Winzen Development	Southwest corner of Norwich	Dufferin Street, Robson Street, South Street, Palmer Street West, and Carman Street		
Spring Meadow Estates	Southeast corner of Otterville	John Street, Dover Street and Queen Street		

In the *Township of Norwich Development Charges Background Study* (Watson & Associates Economists Ltd., April 18, 2019), it is stated that the Township's population would be expected to increase to 12,240 by 2029. This would represent a total increase of 8.70% above the Township's population (2019) of 11,260, or an average of approximately 0.87% per annum.

To review how roads in the vicinity of the City of Woodstock may be impacted, anticipated growth rates in the City were reviewed. In the City of Woodstock Development Charges Background Study (Hemson Consulting Ltd., April 14, 2022), it was estimated that the population will increase from 46,705 in 2021 to 52,990 in 2031. This equates to an overall growth rate of approximately 13.46%, or approximately 1.35% per annum.

Based on the above considerations, a 1.0% annual growth rate was applied to the traffic volumes (i.e., AADT) for all roadways in this RNS, for the purpose of estimating 10-year (i.e., 2033) traffic volumes:

The length of roads under the jurisdiction of the Township in the various traffic ranges are summarized in Table 2.

Table 2: Length of Roads with	<b>Various AADT Traffic Ranges</b>
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AADT Traffic Range (vpd)	Total 2023 Existing (km)	Total 2033 Future (km) <sup>1</sup>
0 – 49	55.11	55.11
50 – 199	139.37	136.55
200 – 499	67.45	67.01
500 – 999	50.62	41.62
1,000 – 1,999	43.71	52.19
2,000 – 2,999	8.15	11.93
Total	364.42	364.42

Future AADT total represents the 1% per annum growth on all Township roads. Additional subdivision roads could affect this future total, if assumed over the 10-year horizon period.

Traffic volumes and traffic types are also important considerations in establishing the road surface needs for roads within the road network.

For AADTs in the range of 400 to 800 vpd upgrading to a low class bituminous (LCB) surface may be considered, whereas upgrading to a high class bituminous (HCB) surface is recommended for AADTs exceeding 800 vpd.

Truck volumes typically range from a low of 3% on low volume roads to a high of 15% on higher volume roads. Based on the traffic count data provided by the Township, large vehicle percentages of 0% to 30% were recorded. The higher truck traffic percentages reported in this study could be a result of agricultural traffic utilizing the low-volume gravel roads. Since most gravel roads in the Township have low AADT, the higher truck percentages are not considered to be an issue, as long as the overall number of trucks is not considered to be excessive. It is recommended that future traffic counting work in the Township continue to delineate truck volumes, particularly if consideration is being made to upgrade the road surface type. For low volume rural roads, this study suggests that surface upgrading may be economical to consider where the percentage of trucks exceed 10% of the AADT and is over 30 trucks per day.

### 2.4 Roadside Environment and Road Surface Type

The corresponding roadside environment and surface type for each road segment have been identified in the database presented in Appendix A, with the surface type also illustrated on the map in Appendix A. For the purposes of this study, the roadside environment and surface types have been differentiated as follows:

#### **Roadside Environment**

 Urban Environment: Reasonably continuous development occurs along the roadway and the roadway cross-section design includes curbs and / or gutters and storm sewers.

- Semi-Urban Environment: Reasonably continuous development occurs along the roadway and the roadway cross-section design includes open ditches or swales and/or does not include curbs and / or gutters, or storm sewers.
- **Rural Environment:** Rural roads which abut scattered rural development, farmland, or undeveloped open space.

### **Surface Type**

- High Class Bituminous (HCB, Asphalt).
- Low Class Bituminous (LCB, Surface Treatment/Tar and Chip).
- Gravel (GST).

The roadside environment and road surface types within the Township (i.e., including boundary roads maintained by adjacent municipalities) are summarized in Table 3.

Table 3: Road Summary by Surface Type and Roadside Environment

Surface Type	Roadside	Length (km)	Percent of Total
	Environment		
Gravel	Rural	153.23	42.05%
	Semi-Urban	0.21	0.06%
LCB	Rural	64.61	17.73%
HCB	Rural	109.89	30.15%
	Semi-Urban	27.82	7.63%
	Urban	8.67	2.38%
Total		364.42	100.00%

Of the 364.42 km of roads inventoried, the roadside environment and surface type breakdowns can be summarized as follows:

- Roadside Environment: 327.72 km rural (89.93%), 28.03 km semi-urban (7.69%) and 8.67 km urban (2.38%).
- Road Surface Type: 153.43 km gravel (42.10%), 66.18 km LCB (18.16%) and 144.81 km HCB (39.74%).

## 3.0 Methodology and Analysis

### 3.1 Hardtop Road Condition Ratings

The road system has been reviewed in the field with Township staff in July 2023 to determine the hardtop road condition ratings. Specific pavement distress ratings were assigned for 15 distress types for all hardtop road sections in the Township, based generally on the Flexible Pavement Condition Evaluation Form and consistent with MTO methodology, as illustrated in Figure 1.

As shown in Figure 1, a Ride Comfort Rating (RCR) was also estimated for each road section. The RCR is a subjective measure of ride smoothness on a one to ten rating scale, with ten representing a very good RCR (i.e., very smooth ride). Distress Manifestation Index (DMI) and Pavement Condition Index (PCI) values are also obtained for all hardtop road sections in the Township, according to the formulae identified in Figure 1. The PCI, which is based on the individual distress and RCR values for each road section, results in a rating out of 100. Higher PCI ratings reflect better road conditions.

Figure 1: Flexible Pavement Condition Evaluation Form

								S	Section ID:								
								S	ection	Lengt	h _					kr	
Con	nments:	0															
		de Comfo at posted															
10	9 8	7 8	5 4	3	2	1	Se	verity	of Dis	stress (	(Si)	De	ensity	of Dis	tress (	Di)	
Very Good	Good		Fair		Poor	Very Poor	Very Slight	Slight	Moderate	Severe	Very Severe	Few	Intermittent	Frequent	Extensive	Throughout	
	H	8				a						<10	10- 20	20- 40	40- 80	>8	
	Pav	ement/				Wi	0.25	0.5	1	1.5	2	0.25	0.5	1	1.5	2	
Surface			avelling & loss of urface aggregate		1	1.5		8 355 5 45					3				
Def	ects	Flushing			2	0.5											
ADSTA	NOTES CONT	Rippling Shoving	and	-8	3	1.0		8. — 35 5. — 65			8.—-3 0		3				
-	face formations		Wheel Track Rutting		4	3.0									1		
		Distortio	Distortion		5	3.0		8 - 30					4 3				
	Longitudinal	Single a	Single and Multiple		6	1.0											
	Wheel Track		Alligator	į.	- 35	7	3.0		9					-3			
- 8	Controller	Single a	nd Multip	le	8	0.5					85 - 3						
Б	Centreline	Alligator		9	2.0												
Cracking	Pavement	Single a	nd Multip	le	10	0.5											
ö	Edge	Alligator	§ ·		11	1.5											
- 8		Half, full	and mult	tiple	12	1.0					83 8						
	Transverse	Alligator	Alligator		13	3.0											
	Longitudinal -	meander o	meander or mid-lane		14	1.0					10				0 0 0 0		
	Potholes/Pato	hing			15	3.0											

Where W = Weighting factor for distress type; D = Density Factor; S = Severity Factor.

**Asphalt:** PCI =  $13.75 + (9 \times DMI) - (7.5 \times e^{(8.5-RCR)/3.02})$ 

Surface Treatment: PCI =  $12.75 + (9 \times DMI) - (5.5 \times e^{(9.94-RCR)/3.46)}$ ).

Where DMI = Distress Manifestation Index and RCR = Ride Condition Rating

The PCI ratings for each hardtop road section inventoried are included in Appendix E. The distresses and PCI ratings have been updated to reflect the improvement work that was completed in 2023, after the period of the field review for this study.

### 3.2 Improvement Types

The different road improvement types that are proposed in this study are listed below. These improvement types cover the full lifecycle of the road assets and require the Township to keep up with road maintenance and to prevent leaving roads until they slip into a more extensive category like rehabilitation or reconstruction.

#### **Routine Maintenance (RM)**

Routine maintenance for HCB (asphalt) roads consists of crack sealing. Routine maintenance can help to delay the need for more extensive rehabilitation or reconstruction. Routine maintenance is typically done when a road is in good condition. Typically, in the past the Township has not completed crack sealing as part of their maintenance efforts. However, crack sealing can prevent water from infiltrating through cracks to the road base, which ultimately helps prevent further deterioration of the road base and increases the length of time before more extensive treatments are required.

#### **Preventive Maintenance (PM)**

Preventive maintenance for HCB (asphalt) roads consists of micro surfacing or slurry seal and for LCB (surface treated) roads, preventive maintenance consists of the application of single surface treatment (SST). Preventive maintenance is typically done when a road is in good condition. Micro surfacing and SST can prevent water from infiltrating through cracks to the road base, which ultimately helps prevent further deterioration of the road base and increases the length of time before more extensive treatments are required.

#### Resurfacing (R)

For hardtop roads, resurfacing consists of either milling and paving (shave and pave), if sufficient asphalt thickness is present or a lift of Hot Mix Asphalt (HMA) over the existing surface. Given that the road is in fair condition, resurfacing treatments consist of replacing the surface of roadways, but minimal (if any) work is done to the base of the road, aside from patching where required. Resurfacing treatments mentioned in this RNS are not to be confused with micro surfacing treatments, which are considered a form of preventative maintenance which is applied to roads still in good condition with only very minor amounts of cracking. Typically, in the past the Township has not performed resurfacing improvements, but rather would leave the roads until they degrade into the rehabilitation category. Implementing resurfacing treatments typically provides a lower cost alternative, over a road's overall lifecycle, as compared to allowing

the road to degrade into a condition that requires a more costly rehabilitation treatment. As a result, the 10-Year Capital Plan developed as part of this study considers resurfacing treatments to be applied to the hardtop roads within the Township.

#### Rehabilitation (REH)

For urban roads, rehabilitation consists of full depth removal, spot curb replacement and the application of HMA. For semi-urban or rural roads, rehabilitation consists of full depth removal or pulverizing followed by nominal base strengthening (thin lift of granular A) and finished with the application of either HMA or DST. For semi-Urban roads where a rehabilitation improvement is warranted, but the adequacy of drainage is low, the Township has recommended that they be placed into a "holding strategy" until they meet the warrants for full reconstruction at which point, they will be converted to a full urban cross-section. More extensive rehabilitation treatments are applied to pavements in poor condition which have deteriorated to a point where full depth replacement of the road surface is required to protect the integrity of the underlying granular base and to delay more extensive reconstruction being required. Rehabilitation extends the service life of a pavement and its load carrying capacity by enhancing the pavement structure. This is achieved by eliminating age related deterioration of the pavement or increasing the thickness of pavement layers to address increases in traffic volume.

#### **Reconstruction (REC)**

Reconstruction for urban roads consists of full depth removal, total base strengthening, total curb replacement and the application of HMA. For semi-urban roads, reconstruction consists of a level of service upgrade to provide adequate drainage by urbanizing the cross-section, including full depth removal, total base strengthening, installation of curb and gutter, installation of storm sewers and the application of HMA. For rural roads. reconstruction consists of full depth removal, total base strengthening, and the application of either HMA or DST. Reconstruction is typically completed when a road is in poor condition, or if work is being done on infrastructure beneath a road which will require that the road be reconstructed. If the pavement structure is left to deteriorate, the road will become weak and lose its structural integrity. As the structural capacity is weakened, a pavement structure will begin to disintegrate, resulting in extensive cracking, rutting and potholes being developed. At this point, maintenance, resurfacing, or rehabilitation treatments will not be able to restore its structural integrity. Once a minimum condition level is reached, the pavement and road base may require full reconstruction to re-establish the proper base support for the pavement. Applying a lesser rehabilitation treatment may result in premature failure of any newly applied pavement surface.

Once the pavement degrades below a minimum recommended condition, ongoing maintenance (i.e., filling of potholes) will typically increase significantly and / or safety or user complaints may become a concern. Reconstruction is also required when the

pavement structure needs to be improved to cater to significant increases in projected traffic volumes, or to accommodate road widening.

### **Determining Improvement Needs**

To determine improvement types that are warranted for certain road sections, the PCI (hardtop) values collected in the field were assigned to the distress trigger value ranges set for different improvement types. The trigger value ranges set for each improvement type are summarized in Table 4 for hardtop roads in addition to the improvement effects on road conditions (i.e., the net benefit to the PCI values after a certain improvement type). Specific details on what each improvement entails are included in Table 4 for hardtop roads based not only on the distress trigger ranges but also the surface type, roadside environment and traffic volumes. Estimated benchmark treatment costs are also provided in Table 4 for hardtop roads.

A map showing the improvement needs for the overall road network is included in Appendix E.

Township of Norwich

2023 Norwich Road Needs Study December 2023

**Table 4: Hardtop Road Improvement Decision Matrix** 

		Urban – Hardtop (HCB)		Semi-Urban or Rural – Hardtop (HCB/LCB)						
Improvement	Post- Treatment Condition	Any AADT	Distress Triggers	Post- Treatment Condition	AADT>1000	1000>AADT>=400	AADT<400	Distress Triggers		
Routine Maintenance (RM)	PCI + 5	Crack Sealing (\$0.95 per m²)¹	95>PCI>=85	PCI + 5	HCB – Crack Sealing (\$0.95 pe LCB – N/A (Responsive Mainte	· ·		95>PCI>=85		
Preventive Maintenance (PM)	PCI + 10	Micro Surfacing (\$6 per m²)	85>PCI>=75	PCI + 10	Micro Surfacing (\$6 per m²)	Slurry Seal (\$4 per m²)		85>PCI>=75		
Resurfacing (R)	PCI + 20	Defer to Rehabilitation Category. If Asphalt Thickness Allows, Mill + 1 HMA (50 mm) + Patching (\$32 per m²)	75>PCI>=65	PCI + 20	HCB – 1 HMA Overlay (50 mm) + Patching + Nominal Shoulder/Ditch Repair (\$25 per m²) LCB – Single Surface Treatment (\$13 per m²)	HCB – 1 HMA Overlay (50 mm) + Patching + Nominal Shoulder/Ditch Repair (\$25 per m²) LCB – Single Surface Treatment (\$13 per m²)	HCB – 1 HMA Overlay (50 mm) + Patching + Nominal Shoulder/Ditch Repair (\$25 per m²) LCB – Single Surface Treatment (\$13 per m²)	75>PCI>=65		
Rehabilitation (REH)	PCI + 40	Full Depth Removal + 2 HMA (50 mm each) + Spot Curb Replacement + Nominal Storm Sewer Adjustments (\$66 per m²)	65>PCI>=40	PCI + 40	Rural – (HCB) Pulverize + Granular A + 1 HMA (75 mm) + Nominal Shoulder/Ditch Repair (\$42 per m²) (LCB) Pulverize + Granular A + DST (\$26 per m²) Semi-Urban – Pulverize + Granular A + 2 HMA (50 mm each) + Nominal Shoulder/Ditch Repair (\$55 per m²)	Rural –  (HCB) Pulverize + Granular A + 1 HMA (75 mm) +  Nominal Shoulder/Ditch Repair (\$42 per m²)  (LCB) Pulverize + Granular A + DST (\$26 per m²)  Semi-Urban –  Pulverize + Granular A + 1 HMA (75 mm) + Nominal Shoulder/Ditch Repair  (\$42 per m²)	Rural –  (HCB) Pulverize +  Granular A + 1 HMA  (75 mm) + Nominal  Shoulder/Ditch Repair (\$42 per m²)  (LCB) Pulverize + Granular  A + DST (\$26 per m²)  Semi-Urban –  Pulverize + Granular A +  1 HMA (75 mm) + Nominal  Shoulder/Ditch Repair  (\$42 per m²)	65>PCI>=40		
Reconstruction (REC)	PCI = 100	Full Depth Removal + 2 HMA (50 mm each) + Total Base and Curb Replacement + Nominal Storm Sewer Adjustments (\$121 per m²)	PCI<40	PCI = 100	Rural –  (HCB) Full Depth Removal +  1 HMA (75 mm) + Total Base Replacement + Nominal Shoulder/Ditch Repair (\$80 per m²)  (LCB) Full Depth Removal + DST + Total Base Replacement + Nominal Shoulder/Ditch Repair  (\$64 per m²)	Rural –  (HCB) Full Depth Removal + 1 HMA (75mm) + Total Base Replacement + Nominal Shoulder/Ditch Repair (\$80 per m²)  (LCB) Full Depth Removal + DST + Total Base Replacement + Nominal Shoulder/Ditch Repair (\$64 per m²)	Rural –  (HCB) Full Depth Removal + 1 HMA (75mm) + Total Base Replacement + Nominal Shoulder/Ditch Repair (\$80 per m²)  (LCB) Full Depth Removal + DST + Total Base Replacement + Nominal Shoulder/Ditch Repair  (\$64 per m²)	PCI<40		

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		Urban – Hardtop (HCB)		Semi-Urban or Rural – Hardtop (HCB/LCB)							
Improvement	Post-	Any AADT	Distress	Post-	AADT>1000	1000>AADT>=400	AADT<400	Distress			
Improvement	Treatment		Triggers	Treatment				Triggers			
	Condition			Condition							
					Semi-Urban - Full Depth	Semi-Urban - Full Depth	Semi-Urban - Full Depth				
					Removal + 2 HMA (50 mm	Removal + 1 HMA (75 mm	Removal + 1 HMA (75 mm				
					each) + Total Base	each) + Total Base	each) + Total Base				
					Replacement + Nominal	Replacement + Nominal	Replacement + Nominal				
					Shoulder Repair (\$94 per m²)	Shoulder Repair	Shoulder Repair				
					Semi-Urban (Convert to	(\$80 per m <sup>2</sup> )	(\$80 per m <sup>2</sup> )				
					Urban Cross-Section) <sup>2</sup> –	Semi-Urban (Convert to	Semi-Urban (Convert to				
					Full Depth Removal + 2 HMA	Urban Cross-Section) <sup>2</sup> –	Urban Cross-Section) <sup>2</sup> –				
					(50 mm each) + Total Base	Full Depth Removal +	Full Depth Removal +				
					Replacement + Nominal	2 HMA (50mm each) + Total	2 HMA (50 mm each) +				
					Shoulder Repair + Curb and	Base Replacement +	Total Base Replacement +				
					Gutter Installation + Storm	Nominal Shoulder Repair +	Nominal Shoulder Repair +				
					Sewer Installation	Curb and Gutter Installation	Curb and Gutter				
					(\$212 per m <sup>2</sup> )	+ Storm Sewer Installation	Installation + Storm Sewer				
						(\$212 per m <sup>2</sup> )	Installation (\$212 per m <sup>2</sup> )				

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If asphalt thickness is sufficient (i.e., two lifts of asphalt).

2 Override during analysis to convert the cross-section of semi-urban roads with poor drainage to a full urban cross-section.

### 3.3 Improvement Costs

The general improvement benchmark unit costs are for budget planning purposes and have been based on theoretical costs per square metre for the applicable recommended improvement standard. Improvement projects are generally completed through a combination of day labour and equipment rental, where required, or through contract work. While these unit costs are considered sufficient for planning purposes, actual costs may vary according to the following factors:

- Site specific requirements / constraints
- Fluctuations in input costs (such as the price of oil).
- Budget constraints requiring consideration of lesser standards (such as maintaining vertical profiles to tolerable conditions or reducing overall improvements).

It is recommended that standards be reviewed on a project specific basis as budgets are established.

Benchmark improvement costs (per square metre) are outlined in Table 4 for hardtop roads above and are based on recent data provided by the Township as well as available unit cost data from similar lower-tier Ontario municipalities (in terms of location, population, and climate). The improvement types / costs consider surface types, traffic volumes, road conditions and roadside environments. Since the improvement benchmark costs are estimated on a square metre basis, the improvement costs for any particular road section will also capture individual road widths.

The breakdown of the unit costs applied in this RNS is provided in Appendix F.

#### 3.4 Improvement Prioritization

There are two prioritization methodologies available for use in prioritizing road improvements. The Ministry of Transportation Ontario (MTO) has developed a Priority Rating (PR) and Priority Guide Number (PGN) formula in the *Inventory Manual for Municipal Roads*, 1991 that can be used to prioritize road improvements.

The Priority Rating (PR) developed by the MTO takes into account the condition ratings and traffic volumes to prioritize the improvements. The PR formula used in this RNS is as follows:

$$PR = 0.2 (100 - CR) \times (AADT + 40)^{1/4}$$

Where:

- CR = Condition Rating, out of 100
- AADT = Existing traffic volume

The higher the PR value, the higher the priority of the road section improvement relative to its condition and the traffic its serving. This formula will help prioritize improvements that are driven by road conditions and high traffic volumes. The intent of this improvement prioritization method is to initially reduce the Township's backlog of needs, so that future budgets may be allocated to proactively address the full range of lifecycle needs within the road network. The PR value for each road is summarized in Appendix A.

It is recommended that the Township adopt a lifecycle approach to allocate budgets towards road improvement needs. Road improvements, using a lifecycle management approach may be prioritized using a Priority Guide Number (PGN).

The PGN has built-in factors which account for asset management best practices, to strive to recommend the right treatment to the right road at the right time, based on where the road section lies within its lifecycle. As described in this RNS, to be most cost-effective, timely expenditures should be made using routine maintenance, preventive maintenance, and resurfacing treatments, rather than allowing further degradation requiring much more costly rehabilitation or reconstruction treatments. The PGN formula used in this RNS is as follows:

$$PGN = \frac{(100 - \text{Condition Rating}) * \text{TF} * \text{LCF}}{10000 * Road Width} * (cost per square metre)$$

#### Where:

- PGN is the Priority Guide Number.
- Condition Rating is either one of the following:
  - for hardtop (HCB and LCB) road sections, the Condition Rating is the Pavement Condition Index (PCI), which is out of 100.
  - for gravel road sections, the Condition Rating is the Gravel Condition Rating (GCR), which is out of 100.
- TF is the Traffic Factor, which is an estimate of the traffic served over the life cycle of the improvement as follows:
  - routine maintenance TF = (Existing AADT + Yr. 10 AADT) x 0.38.
  - preventive maintenance TF = (Existing AADT + Yr. 10 AADT) x 0.42.
  - resurfacing TF = (Existing AADT + Yr. 10 AADT) x 0.5.
  - rehabilitation or reconstruction TF = Yr. 10 AADT.
- LCF is the Life Cycle Factor, which is the typical number of days that is assumed to be added to the pavement life as a result of the treatment, as follows:
  - 1095 for routine maintenance treatments.
  - 1825 for preventive maintenance treatments.
  - 3650 for or resurfacing treatments.
  - 7300 for rehabilitation and reconstruction treatments.
- Road Width is the surface width of a given road section (in metres).

Similar to the PR, the higher the PGN value, the higher the priority of the road section improvement relative to its condition, the traffic it is serving and the cost of improving the section to provide the most service to traffic for the dollar expended. This provides a measure of comparison between improvement requirements of any particular road section relative to other road sections. The PGN value for each road is summarized in Appendix A.

In addition to the PR and PGN, a manual override to the priority of roads can be completed based on their required needs to maintain a recommended level of service for the corresponding surface type and / or surface condition. Some minor overrides to the order of priority have been made in the proposed 10-year capital plan to address condition related needs and / or upgrade needs to better serve the traffic volumes.

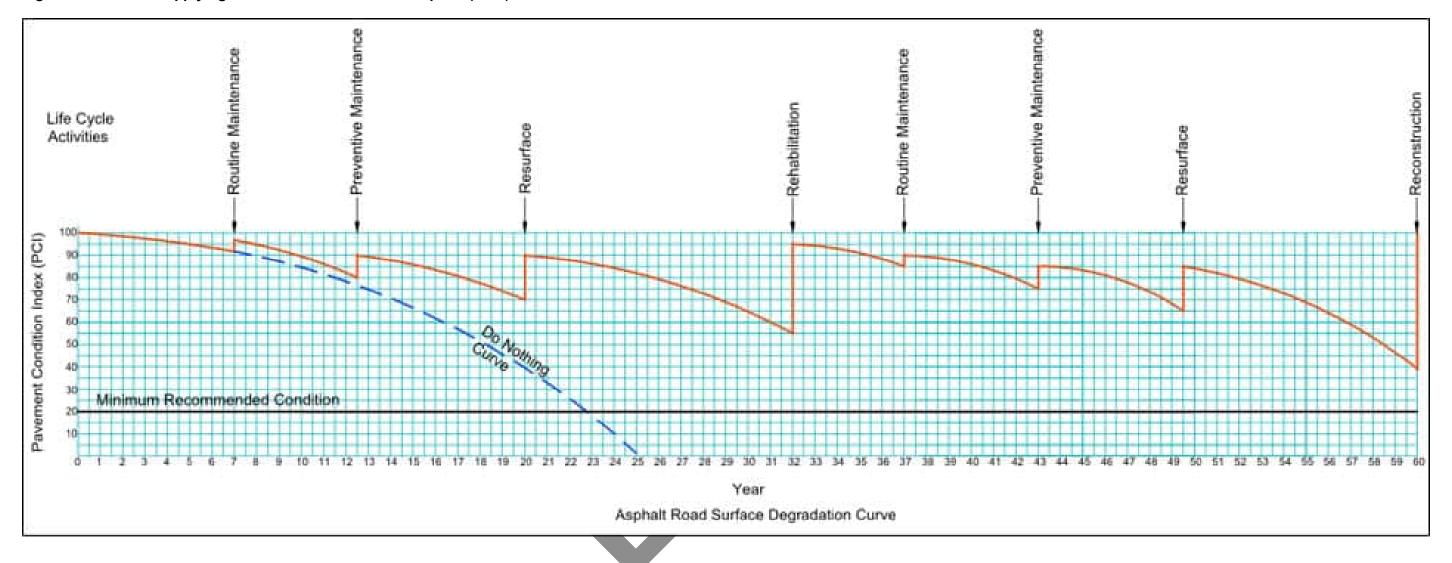
### 3.5 Road Condition Degradation

Typically, roadways with poor condition ratings are considered maintenance intensive. It is recognized that budget constraints may result in road sections deteriorating to conditions that require more intensive improvements than would be the case if less intensive improvements were implemented earlier in the life cycle of the road. If routine and / or preventive maintenance is applied to a road section prior to the road surface or base being significantly impacted, then the overall life of the road section can be extended, beyond that achievable through a reconstruction / rehabilitation strategy alone, thus optimizing the use of the Township's resources. Figure 2 and Figure 3 below illustrate how preventative maintenance extends the useful life of asphalt (HCB) and surface treated (LCB) roads, respectively.

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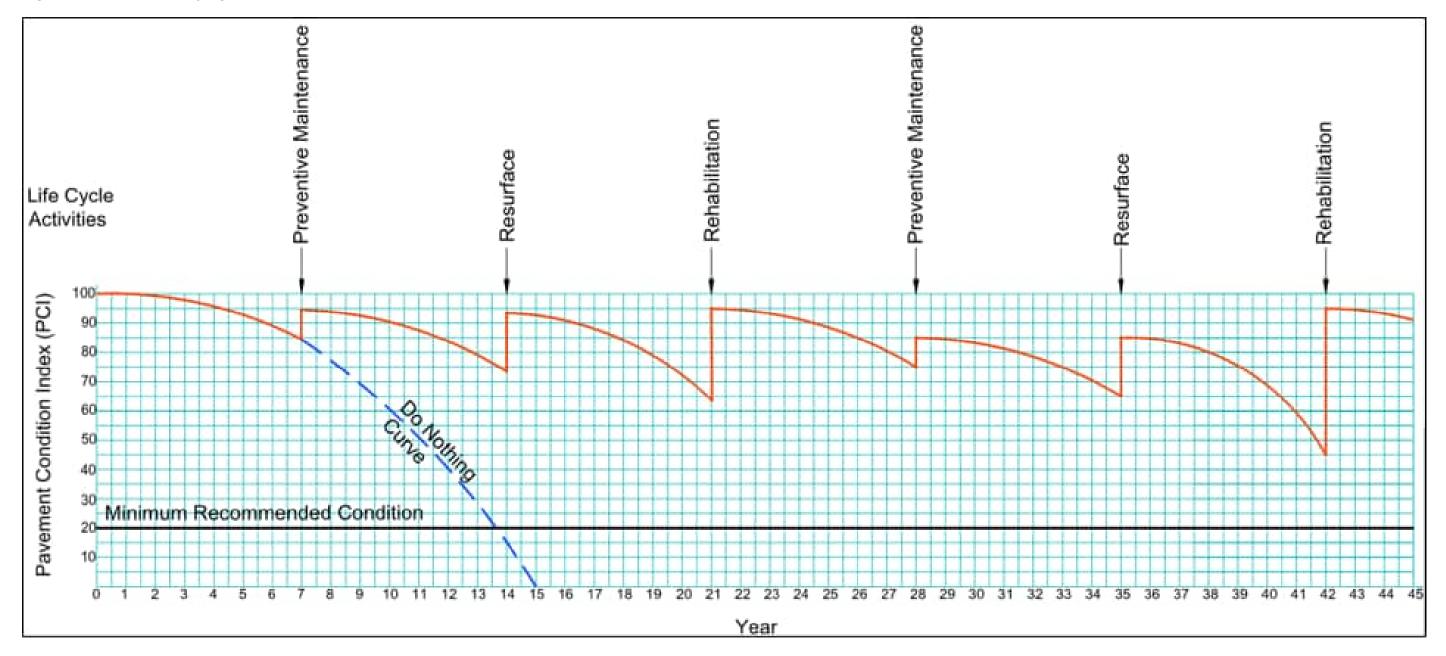
Figure 2: Benefit of Applying Preventive Maintenance - Asphalt (HCB) Road Service Life



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Figure 3: Benefit of Applying Preventive Maintenance - Surface Treated (LCB) Road Service Life



To account for the ongoing degradation of hardtop roads in the Township, Burnside has developed formulas to estimate the future condition of a road section in any given year. The road condition degradation formulae are described below.

This study assumes that the useful life of asphalt (HCB) and surface treated (LCB) roads is approximately 25 and 15 years, respectively. Based on these assumptions, a degradation formula has been developed for a hardtop road's (i.e., HCB or LCB) surface condition, as follows:

PCI in Year Y = (Current PCI) 
$$x e^{(M \times Y)}$$

#### Where:

- PCI in Year Y is the Pavement Condition Index value in the horizon year in which the PCI is being forecasted. For the purposes of this study, it is assumed that the PCI value will not degrade below 20 (out of 100), and that a "holding strategy" would be utilized at such poor conditions to keep the road section serviceable.
- Current PCI is the Pavement Condition Index value, out of 100, in the year at which the forecasting is beginning from.
- M is the PCI Decay Factor, which accounts for the surface type (i.e., HCB or LCB) and where the road section lies within its lifecycle (i.e., based on its current PCI value), as outlined in the following table:

**Table 5: Decay Factor for Road Condition Degradation** 

Surface Type	Current Pavement Condition (PCI)	Decay Factor (M)
НСВ	>=85	-0.0171
	85>PCI>=75	-0.0417
	75>PCI>=65	-0.0477
	65>PCI>=40	-0.1079
	<40	-0.2310
LCB	>=85	-0.0232
	85>PCI>=75	-0.0834
	75>PCI>=65	-0.0955
	65>PCI>=40	-0.1942
	<40	-0.4621

 Y is the year at which a road section's PCI value is estimated (for example Y would be ten if a road section's PCI value was being estimated ten years into the future).

### 3.6 Remaining Useful Life

In general, the remaining useful life of a physical asset is the length of time an asset is forecast to function / operate acceptably (i.e., remain "useful") before it needs to be replaced. As noted previously, this study assumes that the useful life of asphalt and surface treated roads in the Township will be 25 and 15 years, respectively.

The remaining useful life of hard-top roads in the Township have been determined based on the following formula:

Road Remaining Useful Life (in Years) = 
$$\frac{Ln(20/Current\ PCI)}{M}$$

#### where:

- Current PCI is the Pavement Condition Index value, out of one hundred, in the year at which the forecasting is beginning from.
- M is the Useful Life Decay Factor, which accounts for the surface type (i.e., HCB or LCB) and where the road section lies within its life cycle (i.e., based on its current PCI value), as outlined in the following table:

Surface Type	Current Pavement Condition (PCI)	Decay Factor (M)
НСВ	>=85	-0.0828
	85>PCI>=75	-0.1027
	75>PCI>=65	-0.1139
	65>PCI>=40	-0.1259
	<40	-0.1379
LCB	>=85	-0.1531
	85>PCI>=75	-0.1848
	75>PCI>=65	-0.2144
	65>PCI>=40	-0.2457
	<40	-0.2757

Table 6: Decay Factor for Determining Remaining Useful Life

## 3.7 Replacement Costs

The replacement cost of a physical asset is the amount it would cost to replace the existing asset with the same (or a similar) asset.

The benchmark improvement costs for "Reconstruction" improvements, as outlined in Table 4 for hardtop roads were used to estimate the replacement cost for all roads in the Township. For the purposes of estimating the replacement cost of gravel roads reviewed

in this study, it is assumed that roads will retain their gravel surface (i.e., rather than be upgraded to a hardtop surface).

The estimated replacement cost for all roads reviewed in this study are contained in the inventory table in Appendix A. In summary, the total 2023 replacement cost for all roads inventoried in this study is estimated to be nearly \$144.86M. A breakdown of the replacement costs in the Township is provided in Table 7 below.

**Table 7: Replacement Cost Breakdown** 

Road Asset	Replacement Cost
Gravel	\$ 32,237,484
LCB (surface treated)	\$ 28,643,648
HCB (asphalt)	\$ 83, 978,723
Township Road Network	\$ 144,859,855



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### 4.0 Hardtop Road Considerations

Hardtop roads within the Township's Road network include both High Class Bituminous (HCB) surfaces and Low Class Bituminous (LCB) surfaces. The Template for Lifecycle Improvements that has been developed in this study takes into consideration the following parameter in recommending improvement types (i.e., including type of surface).

- roadside environment (rural, semi-urban or urban).
- traffic volumes (i.e., AADT volumes).
- road condition.

Additional parameters that may be considered in the establishment of surface type include:

- traffic types (e.g., percentage of trucks).
- functional classifications (e.g., local or collector, residential or industrial / commercial).

The Township's urban roads have HCB surfaces, due to the constraints imposed by curbs, storm sewers. There are also a limited number of rural and semi-urban roads that have HCB surfaces, which have been developed to respond to additional structural requirements (e.g., higher traffic), to provide smoother surfaces, or for other maintenance or planning reasons (e.g., boundary roads etc.).

The Township has used LCB surfaces on their hardtop roads, together with a maintenance strategy (i.e., application of single surface treatment as preventive maintenance every seven years) that is intended to maintain the structural integrity of the road throughout its life cycle. It is well known that having water within a pavement structure is one of the most damaging factors in the performance of a pavement. The primary benefit of a thin surface treatment is the prevention of water from entering the pavement surface, since this treatment is not applied to make structural improvement (i.e., unlike an HCB surface which does provide structural improvement). Two primary assumptions are inherent in maintaining the success of this lifecycle strategy.

- The overall pavement structure and condition is sufficient to accommodate the vehicular loading (i.e., AADT volumes and truck percentages, without requiring the additional structural benefit of an HCB surface).
- The preventive maintenance (i.e., single surface treatment) is applied at a frequency that is commensurate with the estimated years of performance of this treatment.
   Typically, LCB surfaces are expected to have a pavement extension life of five to seven years.

Considering that the parameters associated with these assumptions will vary among the various road segments within the Township's Road network, the condition model developed in this study has conservatively assumed that some strengthening may be required over time (i.e., due to ongoing structural deterioration or to increased traffic volumes or truck volumes). Therefore, the surface types and resulting cost estimates have been based on upgrading of surface types to HCB, for roads with AADT >=400 vpd. This approach is consistent with the road standards proposed in the *Inventory Manual for Municipal Roads* (MTO, February 1991). However, it should be noted that LCB surfaces have been found to perform adequately for significantly higher AADT volumes, assuming appropriate design and maintenance practices are employed.



## 5.0 Consideration of Other Needs for Establishing Road Network Improvements

In addition to the condition of roads, this study has considered several other road-related needs that may trigger certain improvement requirements for any particular road section. The other needs considered in this RNS include the following:

- Surface Type Needs based on operational considerations (e.g., hardtop surfaces for urban and semi-urban areas, for sections with high truck traffic or for sections where AADT volumes that justify such surfaces.
- Geometric Needs including deficiencies in horizontal / vertical alignments or surface/platform widths.
- Drainage Needs based on the frequency of flooding on the roadway or the adequacy of roadside drainage (such as ditching and brushing).
- Maintenance considerations.
- Coordination with other projects.

It is recommended that these roads be considered independently, rather than collectively. The benefits of this approach include the following:

- Allows for a better integration into a pavement management system, where road condition will form the primary trigger for improvements.
- Provides clarity in establishing the time of needs, reason for improvement, and appropriate response.

The standards associated with the above road needs are based on the criteria outlined in the *Inventory Manual for Municipal Roads* (MTO, February 1991).

## 5.1 Surface Type Needs

Surface type should be appropriately designed to accommodate the volume of traffic and type of traffic, according to the MTO guidelines (*Inventory Manual for Municipal Roads*, Ministry of Transportation, 1991) and/or the Template for Life Cycle Road Improvements that has been developed for the Township in this RNS, as follows:

• Gravel roads are typically tolerable for traffic volumes of less than 200 vehicles per day (vpd), however, depending on the use of the gravel road (i.e., agricultural access, traffic movement within the network, etc.) as well as traffic type, gravel roads can be suitable for traffic volumes higher than 200 vpd. Upgrades to hardtop may be considered if roadside environment is semi-urban or for road network connectivity/hardtop continuity, subject to budget constraints and desired Level of Service, as detailed in a previous section of this report.

- Surface treated roads are tolerable for traffic volumes of between 200 vpd and 400 vpd, or even higher depending on maintenance initiatives, although consideration may be given to upgrading to asphalt for AADT >= 400 vpd, as detailed in a previous section of this report.
- Asphalt roads may be considered where traffic volumes exceed 400 vpd, however HCB surfaced are recommended where AADT volumes exceed 800 vpd. Due to the cost of upgrading LCB roads to HCB and available budgets, these upgrades are not recommended / proposed currently. Although these improvements are not recommended, it should be noted that the roads meeting the criteria above should be upgraded when budget is available as traffic volume and traffic type can lead to premature surface failure as well as increased maintenance efforts.

The above surface type considerations are used as a guide to identify potential surface type needs. A review of the inventory data in Appendix A indicates there are several roads in the Township that presently meet these surface type criteria, as summarized in Table 8. Roads that are planned for upgrading should be reviewed at the detailed design stage, to ensure that the structural conditions and design conditions (i.e., widths, cross-section geometry, vertical and horizontal alignments, etc.) are conducive to such upgrading and / or whether additional work is required to achieve the upgrading. If additional work is required, the benchmark costs should be increased to account for any related upgrading required to support the updated surface type.



**Table 8: Existing Surface Types that May Warrant Upgrading** 

Road	Road Length (km)	AADT (vpd)	Reason for Surface Need
Gravel Roads with AADT>200			
Semi-Urban Gravel Roads			
Smith's Lane from McNab Street to Church	0.12	25	Land use
Street East			(Semi-Urban)
Union Street from Stover Street South to	0.09	10	Land use
West End			(Semi-Urban)
Cecilia Street from Base Line to End	0.18	30	Land use
			(Semi-Urban)
LCB Road with AADT>400			
Mall Road from Middletown Line to	3.68	1395	Traffic
Summerville Line			Volume
Mall Road from Summerville Line to	2.15	1137	Traffic
Highway 59	_ ` \		Volume
Summerville Line from Coal Line to Potters	1.46	953	Traffic
Road			Volume
New Road from Base Line to Swimming	1.15	692	Traffic
Pool Road			Volume/Truck
			Percentage
Windham Line from Airport Road to	0.92	635	Traffic
Windham Road 2			Volume/Truck
			Percentage

#### 5.2 Geometrics

### 5.2.1 Alignments

Road alignments were reviewed to determine the number of substandard horizonal / vertical curves and / or substandard gradients and / or substandard stopping sight distances (i.e., resulting from curves near driveway locations).

Deficient horizontal curves are defined as those which do not meet design speeds of 10 km/h over posted speeds. However, the *Inventory Manual for Municipal Roads* (MTO, 1991) defines curves as tolerable when they meet design speeds of 5 to 15 km/h below the posted speeds, assuming they have appropriate warning signs.

Road segments that appear to have inadequate vertical or horizontal grades and / or sightlines in the field were flagged during the field investigations in July 2023 for hardtop roads. In general, the roads in the Township are relatively flat with sufficient sightlines on vertical and horizontal curves. The rural roads in the Township that have been flagged for alignment deficiencies are summarized in Table 9.

As shown in Table 9, limited warning signage has been placed to delineate operating conditions at a number of the locations that have substandard alignments. It is recommended that these locations be further reviewed, at the project level, if future improvements are planned to address condition deficiencies, to determine the following:

- Confirmation that warning signage is in compliance with the requirements set out in the Ontario Traffic Manuals.
- Determination of the cost / benefit for improving the substandard alignments as part of the overall condition improvement project.

Improvements to alignments and / or enhanced warning signage should particularly be considered at the following locations:

- sections that have the potential for higher speeds (e.g., existing hardtop roads or those roads proposed to be converted to hardtop).
- sections that have higher traffic volumes and / or experience significant non-local traffic.
- sections that have a previous history of collisions.

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Table 9: Summary of Alignment Deficiencies on Rural Township Roads

ID	Road	Existing Warning	AADT	No. Vertical Alignment	No. Vertical Alignment	No. Horizontal	No. Horizontal
		Signage		Deficiencies	Sight	Alignment	Alignment
					Deficiencies	Deficiencies	Sight
							Deficiencies
072A	Cornell Road	Reduced	1029		1		1
	from Middletown	speed (50 km/h),					
	Line to	steep hill					
	Furnace	sign,					
	Road	intersection					
	11000	sign, advisory					
		speed sign					
		(with flashing					
		beacon) and					
		chevrons					
135	Rock Mills	N/A	116		1		
	Line from						
	Oxford						
	Road 13 to						
	Oxford						
	County						
	Road 37						
	(Potters						
	Road)						

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ID	Road	Existing Warning Signage	AADT	No. Vertical Alignment Deficiencies	No. Vertical Alignment Sight Deficiencies	No. Horizontal Alignment Deficiencies	No. Horizontal Alignment Sight Deficiencies
128A	Zenda Line from Ninth Road to Cornell Road	Reduced speed limit (60 km/h) and hidden driveway	356				
063A	Milldale Road from Csont Line to Highway 59	Sharp curve and chevrons	137			2	

#### 5.2.2 Road Widths

Minimum tolerable and recommended minimum road widths for hardtop roads have been assessed according to criteria outlined in the *Geometric Design Guide for Canadian Roads* (Transportation Association of Canada [TAC], June 2017). The surface (i.e., through lane) width requirements for hardtop roads are outlined below in Table 10.

Table 10: Tolerable & Recommended Surface Widths for Hardtop Roads

	Design	Roa	Road Surface Width (Two-Lane Roadways)										
Roadside	Speed	Tolerable	Recommended	Recommended	Tolerable								
Environment	(km/h)	Lower	Lower Limit	Upper Limit	Upper								
	(KIII/II)	Limit			Limit								
Rural or	60 or	5.4 m	6.0 m	7.4 m	8.0 m								
Semi-Urban	less												
	70 to	6.5 m	7.0 m	7.4 m	8.0 m								
	100												
Urban	60 or	5.4 m	6.0 m	7.4 m	8.0 m								
	less												
	70 to	6.0 m	6.6 m	<b>7</b> .4 m	8.0 m								
	100												

The TAC criteria apply to roads which have traffic volumes of less than 450 vph in the peak direction, while the volume of traffic on the Township roads is much lower than this. However, providing widths that are less than 6.0 m may not provide adequate access for fire equipment or for two-way travel at higher speeds. Therefore, considering these factors it is recommended that the recommended lower limit should apply.

The hardtop roads in the Township that have been identified to have widths that currently do not meet the recommended lower limit widths are summarized in Table 11.

Table 11: Summary of Hardtop Roads with Deficient Widths

ID	Road	Length	AADT	Speed	Width
		(m)	(vpd)	(km/h)	(m)
206B	South Court Street West from John	107	250	20	5.9
	Street to Washington Street			km/h	
215A.2	Palmer Street West from Otter Street to	100	250	50	5.7
	Stover Street South			km/h	
134	Zenda Line from Cornell Road to 541 m	541	15	80	6.2
	South of Cornell Road			km/h	
131	Furnace Road from Cornell Road to New	1243	256	80	6.95
	Road			km/h	

ID	Road	Length	AADT	Speed	Width
		(m)	(vpd)	(km/h)	(m)
067B	Ninth Road from Coal Line to Highway	1135	405	80	5.9
	59			km/h	
085	Summerville Line from Potters Road to	1636	488	80	6.7
	Mall Road			km/h	
064	Ninth Road from Zenda Line to Oxford	3788	78	80	6.2
	Road 13			km/h	
141	Middletown Line from Potters Road to	1627	483	80	6.7
	Mall Road			km/h	
075	New Road from Highway 59 to Base	3712	293	80	6.6
	Line			km/h	
135	Rock's Mills Line from Oxford Road 13 to	1715	116	80	6.4
	Potters Road			km/h	
052	Airport Road from Oxford Road 59 to	3603	1247	80	6.6
	Base Line			km/h	
061	Milldale Road from Pick Line to Highway	2090	233	80	6.25
	59			km/h	
063B	Milldale Road from Csont Line to Base	2080	137	80	6.5
	Line			km/h	
124	Csont Line from Milldale Road to	1623	80	80	6.5
	Otterville Road			km/h	
115	Hanmer Line from Airport Road to Maple	1637	96	80	5.8
	Dell Road			km/h	
117A	Windham Line from Airport Road to	922	635	80	6.4
	Windham Road 2			km/h	
105A.2	Middletown Line from Evergreen Street	1601	1545	80	6.8
	to Quaker Street			km/h	
037	Evergreen Street from Oxford Road 13	3734	143	80	6.6
	to Middletown Line			km/h	
092A	Old 14 Line from Oxford Centre Road to	910	1919	80	4.3
	Old Stage Road	440=	100	km/h	
800	Horn Road from Sweaburg Road to Old	1167	136	80	6.8
	Stage Road	110		km/h	
273B	Nichol Lane from McNab Street to	118	50	90	6.5
4.455	Church Street East	400	40.4	km/h	0.0
145B	Second Road from Slant Road to Base	136	104	80	6.8
000	Line	4070	000	km/h	0.7
086	Base Line from Potters Road to Mall	1673	369	80	6.7
100=	Road	1.155		km/h	0.5
133B	Base Line from Ninth Road to New Road	1468	1111	80	6.8
				km/h	

ID	Road	Length (m)	AADT (vpd)	Speed (km/h)	Width (m)
048B	Caley Road from Base Line to Windham	625	208	80	6.8
	Line			km/h	
053	Airport Road from Base Line to Windham	690	636	80	6.6
	Line			km/h	
057C	Maple Dell Road from Base Line to	792	165	80	6.7
	Windham Line			km/h	
133A	Base Line from Otterville Road to Ninth	1453	1111	80	6.7
	Road			km/h	
076	New Road from Base Line to Swimming	1152	692	80	6.7
	Pool Road			km/h	
084B	Mall Road from Base Line to Swimming	1334	896	80	6.5
	Pool Road			km/h	
084A	Mall Road from Highway 59 to Base Line	1649	896	80	6.5
				km/h	
074B	Middletown Line from New Road to	1529	200	80	6.7
	Potters Road			km/h	
074.1	New Road from Middletown Line to	2074	168	80	5.9
	Furnace Road			km/h	
074.2	New Road from Furnace Road to Coal	1451	168	80	5.9
	Line			km/h	
074.3	New Road from Coal Line to Highway 59	157	168	80	6.7
				km/h	
067A	Ninth Road from Cornell Road to Coal	639	405	80	6.5
1001 1	Line	222	222	km/h	0.5
132A.1	Coal Line from Cornell Road to Ninth	392	660	80	6.5
	Road			km/h	
090A	Middletown Line from Pattullo Ave to	1116	1063	80	6.9
0014	300 m North of Oxford Centre Road	110	004	km/h	0.0
091A	Middletown Line from Oxford Centre	448	904	80	6.8
0000	Road to Old Stage Road	400	1010	km/h	4.0
092B	Old 14 Line from Oxford Centre Road to	408	1919	80	4.3
4.45.0	Firehall Road	70	404	km/h	0.0
145A	Second Road from New Durham Road to	73	104	80	6.8
0000	Slant Road	4447	200	km/h	C 4
038B	Evergreen Street from McCready Line to	1417	200	80 Israe //b	6.4
1054	Oxford Road 59	1051	1515	km/h	6.0
105A.1	Middletown Line from 387 m South of	1251	1545	80 km/b	6.8
0204	Church Street to Evergreen Street	0407	200	km/h	6.7
038A	Evergreen Street from Middletown Line	2127	200	80 km/b	6.7
	to McCready Line			km/h	

ID	Road	Length	AADT	Speed	Width
		(m)	(vpd)	(km/h)	(m)
105B.1	Middletown Line from Quaker Street to	1612	2542	80	6.8
	Norwich Road			km/h	
057A	Maple Dell Road from Highway 59 to	2627	165	80	6.4
	Hanmer Line			km/h	
112	Windham Line from Caley Road to	819	359	80	6.4
	Airport Road			km/h	
123A	Pick Line from Milldale Road to Church	1375	200	80	6.5
	Street			km/h	
062B	Seventh Road from Highway 59 to End	120	137	80	5.9
				km/h	
140B	Westtown Line from Simcoe Street to	120	247	80	6.4
	Mall Road			km/h	
063A	Milldale Road from Highway 59 to Csont	1709	137	80	6.3
	Line			km/h	
057B	Maple Dell Road from Hanmer Line to	1002	165	80	6.4
	Base Line			km/h	
042B	Hatchley Road from Base Line to 231 m	231	158	80	6.8
	East of Base Line			km/h	
104B.1	Zenda Line from 514 m North of Quaker	403	121	80	6.7
	Street to 672 m North of Quaker Street			km/h	
121	Windham Line from Maple Dell Road to	3261	504	80	6.8
	Oxford Road 19			km/h	
001	Old Highway 2 from Highway 2 to CPR	546	30	80	6.2
				km/h	
096A.1	Cedar Line from Rivers Road to Curries	391	76	80	6.5
	Road			km/h	
117B	Windham Line from Windham Road 2 to	701	635	80	6.0
	Maple Dell Road			km/h	

Many of the deficient road widths are located on roads with very low traffic volumes (i.e., less than 50 vpd) and / or low traffic speeds, and therefore may not be considered critical (i.e., not justifying widening to address the width deficiency alone in the short term), unless required to maintain acceptable emergency access. It is recommended that the Township consider widening requirements on a case-by-case basis, to assess whether such widening is critical in the short-term. Consideration may be given to completing some widening of these roads as part of future maintenance work (i.e., maintenance gravel for gravel roads or surface treatment maintenance for the hardtop roads). It is recommended that widths be upgraded to meet minimum recommended lower limit standards when, or if such sections are rehabilitated or reconstructed to address condition needs. Costs associated with widening roads are not

included in the cost estimates in this study as this would be determined during the detailed design stage of each project.

Widening of the roads identified above has not been planned as part of the improvements identified in the 10-Year Capital Plan, however each road identified on the list above should be reviewed during the detailed design stage to determine if widening should be completed to accommodate emergency access and/or to adequately accommodate two-way traffic.

#### 5.3 Drainage

Historical and existing drainage issues (e.g., flooding, ponding) were identified based on discussions with Township staff. In general, the Township does not have a history of flooding on any of their roads. The Township undertakes brushing as part of their regular maintenance practices.

The Township undertakes brushing as part of their regular maintenance practices (i.e., minimum once a year, with a second cut done as needed or as time allows).

The Township does not currently have a formal ditching program. Ditching is completed on an as-needed basis to respond to complaints or problems that are identified.

Where road works are proposed, it is recommended that additional investigations be completed to determine the requirements for drainage improvements. However, it is also recognized that the practicality of achieving sufficient drainage outlets may constrain the opportunities to improve roads in areas with drainage issues. Depending on traffic requirements in those areas, it may be more cost-effective to continue to undertake additional Spring maintenance, on a yearly basis, to address such drainage issues.

#### 5.4 Maintenance Considerations

Maintenance demands (e.g., low, average, high) is not a primary consideration in the prioritization of road sections for improvements, however they may be a consideration in the decision to upgrade gravel surfaces to hardtop surfaces.

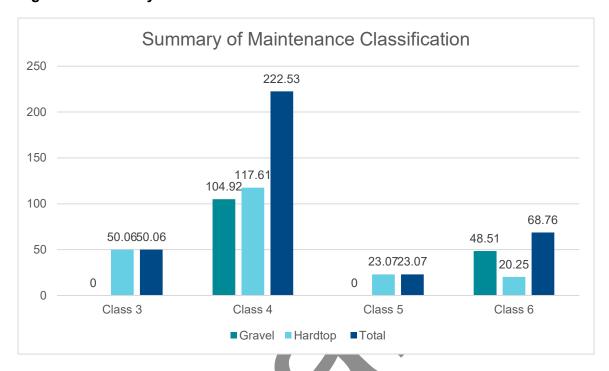
The Level of Service for maintenance of the Township's roads follows the Provincial Minimum Maintenance Standards (O. Reg. 239/02 as amended by O. Reg. 366/18). These regulations prescribe required monitoring of the roads and maintenance response requirements, based on the road's class. The road class is set by its Average Annual Daily Traffic and speed limit. The Township's minimum maintenance standard classes are summarized in Table 12.

Table 12: Minimum Maintenance Standard Road Classifications (O. Reg. 239/02, May 2018)

Environment	Speed Limit (km/h)	AADT (vpd)	Minimum Maintenance Classification	Length of Road (km)
	20	200 – 499	6	1.67
	30	200 – 499	6	0.09
		500 – 999	5	0.14
	50	0 – 49	6	4.41
Built-Up Areas		50 – 199	6	10.63
Built-Op Areas		200 – 499	5	15.41
		500 – 999	5	3.09
		1,000 – 1,999	5	0.69
	80	500 – 999	3	0.45
	90	50 – 199	3	0.12
Rural	50	50 – 199	6	1.25
		200 – 499	5	1.01
		1,000 – 1,999	5	1.22
	60	200 – 499	5	1.51
		500 – 999	4	3.76
	80	0 – 49	6	50.71
		50 – 199	4	127.38
		200 – 499	4	47.76
		500 – 999	3	43.18
		1,000 – 1,999	3	41.79
		2,000 – 2,999	3	8.15

Based on Burnside's review of the Minimum Maintenance Classes of the Township's roads, Figure 4 below summarizes the length of Township roads in the various Minimum Maintenance Classes.

Figure 4: Summary of Maintenance Classification



Road sections in the Township with above-average (i.e., high) maintenance demands have been identified through discussions with Township staff, as summarized in Table 13.

**Table 13: Rural Roads with Above Average Maintenance Demands** 

Municipal ID	Road Segment	Length (km)	AADT (vpd)				
123A	Pick Line from	1.38	200				
	Milldale Road to						
	Church Street						
061	Milldale Road from	2.09	233				
	Pick Line to						
	Highway 59						
067A & 067B	Ninth Road from	1.77	405				
	Cornell Road to						
	Highway 59						
064	Ninth Road from	3.79	78				
	Zenda Line to Oxford						
	Road 13						
074	New Road from	3.68	168				
	Middletown Line to						
	Highway 59						
075	New Road from	3.71	293				
	Highway 59 to Base						
	Line						
076	New Road from Base	1.15	692				
	Line to Swimming						
	Pool Road						
084A & 084B	Mall Road from	2.98	896				
	Highway 59 to						
	Swimming Pool Road						
074B	Middletown Line from	1.53	200				
	New Road to Potters						
	Road						
141	Middletown Line from	1.63	483				
	Potters Road to Mall						
	Road						
128A	Zenda Line from	1.47	323				
	Cornell Road to Ninth						
	Road						
201A & 201B	Brock Street from	0.51	250				
	Stover Street to end						
	I.	I	ı				

#### 6.0 Road Improvement Needs

#### 6.1 Hardtop Road Needs

Based on the existing hardtop road condition data collected in the field in July 2023, the hardtop road improvement needs were determined according to the improvement trigger criteria and benchmark costs outlined in Table 4, as shown on the map in Appendix E. Table 14 below summarizes the hardtop road improvement need types and costs. As noted above in section 5.1, LCB to HCB surface upgrades are not proposed at this time due to the cost and level of service increase.

**Table 14: Township of Norwich Hardtop Road Needs** 

Improvement	Amou	int of Hardtop Road I	Needs
Need Type	Estimated Cost (\$)	Length (km)	Percentage of
iveed Type			Total Length
No Current	N/A	24.27	11.50 %
Improvement Need			
Routine	N/A	82.62	39.16 %
Maintenance			
Preventive	\$867,713	34.46	16.33 %
Maintenance			
Resurface	\$3,679,497	42.94	20.35 %
Rehabilitation	\$4,173,667	23.52	11.15 %
Reconstruction	\$1,490,082	3.17	1.50 %
Total	\$10,224,601	210.98	100.00 %

It has been estimated that the existing cost of hardtop road needs in the Township is approximately \$10.2M. This equates to an overall average need of approximately \$48,398/km of existing hardtop roads (i.e., 210.98 km).

Table 15 provides a qualitative condition summary based on the PCI ranges of all hardtop roads in the Township.

**Table 15: Qualitative Description of Hardtop Road Network** 

PCI Range	Condition	Length of Road (km)	Percentage of Total Length
85 to 100	Good	106.89	50.66 %
70 to 84	Satisfactory	59.80	28.34 %
55 to 69	Fair	37.29	17.67 %
40 to 54	Poor	3.83	1.82 %
Below 40	Very Poor	3.17	1.50
Total		210.99	100.00 %

As shown in Table 15, nearly 50.66% of all existing hardtop roads in the Township are in good condition.



#### 7.0 Ten-Year Budget Sensitivity Analysis

In order to assess minimum budget levels, Burnside has conducted a ten-year budget sensitivity analysis, considering all roads in the Township. In order to conduct the analysis, Burnside has applied all road-specific improvements outlined in the Township's 10-Year Capital Plan, which is updated annually by the Township, to forecast the impact that such improvements will have on roads in the Township after the ten-year period. The Township's Ten-Year Capital Plan improvement recommendations and estimated costs are summarized in the spreadsheet and on the map in Appendix G.

The following steps were employed in conducting the ten-year budget sensitivity analysis:

- 1. It was determined that the existing (2023) weighted average overall condition of all roads in the Township was approximately 81.4 out of 100.
- 2. Starting in year 2024, the PCI values for every hardtop road section in the Township were degraded based on the degradation formula outlined in Section 3.6.
- 3. Road section improvements identified in the proposed Ten-Year Capital Plan had their respective improvement type and costs applied in each year. After each improvement type was applied to a given road section, the PCI values were increased by the amounts outlined in Table 4 for hardtop roads. Untreated road sections continued to degrade annually.
- 4. Repeat step three for years one through ten (i.e., 2024 to 2033), based on the improvement types and costs outlined in the proposed Ten-Year Capital Plan.
- 5. At the end of year ten (i.e., after all the road improvements outlined in the proposed Ten-Year Capital Plan were applied in each respective year), the year ten (i.e., 2033) weighted average overall condition rating was determined, based on the new/current PCI values.

Based on the above analysis, it was determined that the average (weighted by length) overall condition of all roads in the Township will be approximately 67.3 out of 100 at the end of year ten (i.e., 2033), compared to the existing value of 81.4 out of 100. In addition to the improvements listed in the Ten-Year Capital plan, new roads being assumed by the Township will result in an increased overall condition rating. The total cost to implement the road-specific improvements outlined in the Ten-Year Capital Plan is forecast to be approximately \$15.3M, or an average of approximately \$1,533,804 per year.

Based on the net degradation of approximately 17.32% over the next ten years, it is concluded that the Township's current budget for managing their hardtop roads is not sufficient enough to keep up with the increasing needs.

It is recommended that the Township continue to apply relatively cost-effective resurfacing treatments in the future. Also, it is recommended that the Township establish an annual allowance specifically for applying cost-effective maintenance treatments on hardtop roads early in their lifecycle. The amount of such an annual maintenance budget is subject to deliberations amongst Township Council and staff. It is recommended that the Township utilize the funds according to the Township's preferred maintenance treatment types (such as crack sealing, micro-surfacing, slurry sealing, FibreMat, etc.), based on historical benefits received by certain maintenance activities relative to their costs. Also, for maintenance treatment types that historically have not been employed in the Township, it is recommended that "test" treatments be applied on select road sections, so that the Township may observe the road section in the future to assess whether or not the benefits of the applied maintenance treatment justify the costs.

#### 8.0 Conclusions and Recommendations

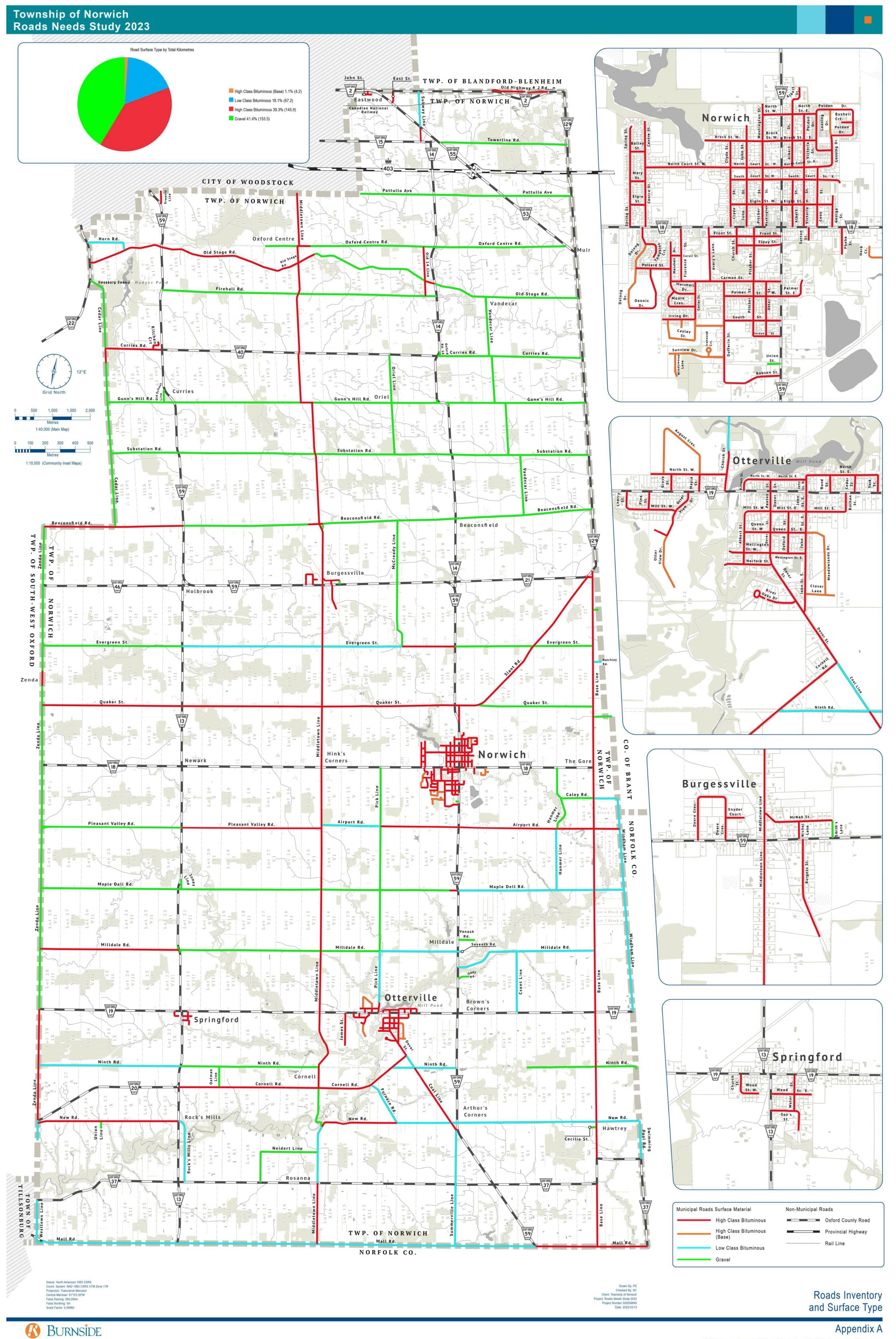
The primary conclusions and recommendations made in this RNS are as follows:

- Existing LCB roads that may warrant upgrading (i.e., to LCB surfaces) have been identified.
- Road sections with the following issues / deficiencies have been identified in this RNS:
  - deficient horizontal / vertical curves or deficient sightlines
  - less than tolerable (i.e., deficient) road widths
  - drainage issues/deficiencies
  - high (i.e., above-average) maintenance demands
- The road improvement / maintenance needs are shown on a map and spreadsheet in Appendix E of the report.
- The estimated total cost of hardtop improvement / maintenance needs in the Township is approximately \$10.2M. This equates to an overall average of approximately \$48,398/km of existing hardtop roads (i.e., 210.98 km).
- Approximately 50.66% of all existing hardtop roads in the Township are in good condition, about 28.34% in satisfactory condition, about 17.67% in fair condition, about 1.82% in poor condition and about 1.50% in serious condition.
- Based on input from the Township staff, this study assumes a budget of \$1.5M for
  the development of a road improvement / maintenance program for hardtop roads.
  Based on the sensitivity analysis of the 10-year capital plan, the proposed budget of
  \$1.5M is calculated to result in a significant theoretical decline in the overall condition
  of the road network. In order for the Township to adequately sustain their current
  overall network connection (i.e., 81.4/100), an optimum annual road improvement
  budget of approximately \$3M would need to be allocated for capital improvements.
- The proposed Ten-Year Capital Plan is shown on a map in Appendix G of the report. Based on the ten-year budget sensitivity analysis, it was determined that the weighted overall condition of all roads in the Township will decline from 81.4 (existing) to 67.3 out of 100 at the end of year ten (i.e., 2033), assuming the improvements will occur in each respective year outlined in the proposed Ten-Year Capital Plan. This analysis considered both the ongoing degradation of existing roads in the Township, in conjunction with the proposed improvements. The total cost to implement the road-specific improvements outlined in the Township's Ten-Year Capital Plan is approximately \$15.3M, or \$1,533,804 per year.
- It is recommended that the Township establish an annual allowance specifically for applying cost-effective routine and/or preventive maintenance treatments on existing hardtop roads.



# Appendix A

**Road Network Inventory (Map and Table)** 



The column	Appendix A - Ro	oad inventor	y Databa	ise (All Road	is in the Tov	wnsnip)				1		T						AADT						
	2023 Evaluation Status Municipal ID Asse	et or PSAB ID Community	Name	Name From	Name To	Maintenance Agenc	y Surface Material Maintena	ance Boundary Road		Patrol Frequency (O Reg 239		Even Odd				AADT Range AA	AADT Method		Projected Tr	affic Grade	Sight	Curve	Sight Comments /	/ Notes
			p) 11th Concession Rd.		Township Boundary	Municipality: Adjacent	t Gravel 0	No No	156 N/A N/A N/A 4			Granular A Shoulder Granular A Shoulder	0.50 0.50	Open Ditch Open Ditch	80 km/h	50-199 1	58 Estimate	N/A 174	50-199	0 Deficiencie	es Deficiencies 0	Deficiencies Def	0 O	
	Evaluated 051A	2738 Norwich (Township	p) Airport Rd.	Middletown Line	Pick Line	Municipality	Low Class Bituminous 100	No	1573 7.2 8.2 11326 3	Once Every 7 Days	Rural	Granular A Shoulder Granular A Shoulder	0.50 0.50	No Ditch No Ditch	80 km/h	1000-1999 13	288 Actual Count	2022 1422	1000-1999	0 0	0	0	0	
				Oxford Rd. 59	Base Line			No No	3603 6.6 7.6 23780 3 690 6.6 7.6 4554 3	Once Every 7 Days Once Every 7 Days Once Every 7 Days		Granular A Shoulder Granular A Shoulder	0.50 0.50 0.50 0.50 0.50 0.50			1000-1999 1: 1000-1999 1: 500-999 6	247 Actual Count 36 Actual Count	2022 1422 2022 1377 2022 702	1000-1999 1000-1999 500-999	7 0 6 0	0	0	0 The west end of this segment (by TimHi	fortons) has some edge breakup
	Evaluated 238A Evaluated 238B	56 Norwich	Albert St.	67m N. of North St. E. North St. E.	End (Cul-de-Sac) 67m N. of North St. E.	Municipality	High Class Bituminous 100 High Class Bituminous 100	No No	145 8.7 8.7 1262 6 67 8.7 8.7 583 6	Patrol Not Required Patrol Not Required	Urban	Mountable Curb Mountable Curb	N/A N/A	Storm Sewer Storm Sewer Adjacent Road; Storm Sewer Adjacent Road; Storm Sew	50 km/h er 50 km/h	0-49 50-199	35 Estimate 75 Estimate	N/A 38 N/A 82	0-49 50-199	0 0	0	0	0	
The content of the	Evaluated 238D	57 Norwich	Albert St.	Brock St. E.	North Court St. E.		High Class Bituminous 100			Once Every 30 Days	Urban	Combination Curb Combination Curb	N/A N/A	Storm Sewer Storm Sewer		200-433 2	30 Estillate	N/A 2/0	200-455	0 0	0	0	0	-
	Evaluated 239B Evaluated 258A	58 Norwich 270 Otterville	Albert St. Albert St.	Elgin St. E. Mill St. W.	Main St. E. Queen St. W.	Municipality	High Class Bituminous 100 High Class Bituminous 100	No No	150 6.8 6.8 1020 5	Once Every 30 Days Patrol Not Required	Semi-Urban Semi-Urban	No Curb No Curb No Curb No Curb	N/A N/A N/A N/A	No Ditch Storm Sewer Without Ditch No Ditch No Ditch	h 50 km/h 50 km/h	200-499 2	50 Estimate	N/A 276	200-499	0 0	0	0	0	
The column	Evaluated 258C	273 Otterville	Albert St.	Wellington St. W.	Norfolk St.	Municipality	High Class Bituminous 100	No No	137 6.4 6.4 877 6 77 6.4 6.4 493 6	Patrol Not Required	Semi-Urban	No Curb No Curb	N/A N/A	No Ditch No Ditch	50 km/h	0-49 : 0-49 :	30 Estimate 15 Estimate	N/A 33 N/A 16 N/A 321	0-49 0-49 200-499	0 0	0	0	0 Tree trimming is required, st	top sign is obstructed
Column   C	Evaluated 242B Evaluated 246	60 Norwich	Avery's Lane.	Front St.	Carman St. Centre St.	Municipality	High Class Bituminous 100	No	297 6.1 6.1 1812 5	Once Every 30 Days	Semi-Urban	No Curb No Curb	N/A N/A	No Ditch No Ditch	50 km/h	200-499 3	00 Estimate	N/A 331	200-499	0 0	0	0	0	
Column	Evaluated 107A	70 Norwich (Township	p) Base Line	Potters Rd. New Durham Rd.	Second Rd.	Municipality	High Class Bituminous 100 High Class Bituminous 100	No	171 7.2 8.2 1231 3	Once Every 7 Days	Rural	Granular A Shoulder Granular A Shoulder	0.50 0.50	Open Ditch Open Ditch	80 km/h 80 km/h	200-499 3 500-999 9	69 Actual Count 09 Actual Count	2022 407 2022 1004	200-499 1000-1999	3 0 7 0	0	0	0	
	Evaluated 107C	72 Norwich (Township	p) Base Line	Eleventh Conc Rd.	Evergreen St.	Municipality	High Class Bituminous 100 High Class Bituminous 100	No	968 7.2 8.2 6970 3	Once Every 7 Days	Rural	Granular A Shoulder Granular A Shoulder	0.50 0.50	Open Ditch Open Ditch	80 km/h	500-999 9	09 Actual Count	2022 1004	1000-1999	7 0 7 0	0	0	0	
	Evaluated 107F	75 Norwich (Township	p) Base Line	Hatchley Rd. Quaker St.	13th Concession Rd.	Municipality Municipality	High Class Bituminous 100 High Class Bituminous 100	No No	1188 7.2 8.2 8554 3 276 7.2 9.2 1987 3	Once Every 7 Days	Rural Rural	Granular A Shoulder Granular A Shoulder Granular A Shoulder Granular A Shoulder	0.50 0.50 1.00 1.00	Open Ditch Open Ditch Open Ditch Open Ditch	80 km/h 80 km/h	500-999 9	09 Actual Count	2022 1004	1000-1999	7 0 7 0	0	0	0	
The column	Evaluated 116A	76 Norwich (Township	p) Base Line	Norwich Rd.	Caley Rd.	Municipality	High Class Bituminous 100	No	822 7.2 8.2 5918 3	Once Every 7 Days	Rural	Granular A Shoulder Granular A Shoulder	0.50 0.50	Open Ditch Open Ditch	80 km/h 80 km/h	500-999 9	09 Actual Count	2022 1004	1000-1999	7 0 10 0	0	0	0	
A	Evaluated 116C	78 Norwich (Township	p) Base Line	Airport Rd.	Maple Dell Rd.	Municipality	High Class Bituminous 100	No	1632 7.2 8.2 11750 3	Once Every 7 Days Once Every 7 Days	Rural	Granular A Shoulder Granular A Shoulder	0.50 0.50	Onen Ditch Onen Ditch	80 km/h 80 km/h	1000-1999 14	106 Actual Count	2023 1553	1000-1999	10 0 6 0	0	0	0	
A	Evaluated 133A	79 Norwich (Township 67 Norwich (Township		Otterville Rd.	Ninth Rd.	Municipality  Municipality  Municipality	High Class Bituminous 100 High Class Bituminous 100 High Class Bituminous 100	No	1453 6.7 7.7 9735 3	Once Every 7 Days	Rural Rural Rural	Granular A Shoulder	1.00 1.00 0.50 0.50 1.00 1.00	Open Ditch Open Ditch Open Ditch Open Ditch Open Ditch Open Ditch	80 km/h 80 km/h	1000-1999 1:	111 Actual Count	2023 1227	1000-1999	10 0 10 0	0	0	0 Breakup is present througho	out the road segment
The column	Evaluated 138A Evaluated 1388	65 Norwich (Township 63 Norwich (Township	p) Base Line	Cecilia St	Nelson St	Municipality Municipality	High Class Bituminous 100 High Class Bituminous 100	No	155 6.7 7.7 1039 6	Patrol Not Required Patrol Not Required	Rural	Granular A Shoulder Granular A Shoulder Grass Shoulder Grass Shoulder	0.50 0.50 0.50 0.50	Open Ditch Open Ditch Open Ditch Open Ditch	50 km/h	50-199 1	84 Actual Count 84 Actual Count	2023 203 2023 203	200-499	4 0	0	0	0	
The column		83 Norwich (Township	p) Beaconsfield Rd.		Trillium Line	Municipality	High Class Bituminous 50	No Yes Yes	165 6.7 7.7 1106 6 1480 7.4 8.4 10952 3 419 7.4 8.95 3101 3	Once Every 7 Days	Rural Rural	Granular A Shoulder	0.50 0.50 0.50 0.50 0.75 0.80	No Ditch No Ditch Open Ditch Open Ditch Onen Ditch Open Ditch	80 km/h	500-999 5	48 Actual Count	2023 605	500-999	4 0 8 0 8 0	0	0	0	
The column	Evaluated 032 Not Evaluated 033A	82 Norwich (Township 2576 Norwich (Township	p) Beaconsfield Rd. p) Beaconsfield Rd.	Cedar Line Hwy 59	Hwy 59 299m E. of Middletown Line	Municipality Municipality	High Class Bituminous 100 Gravel 100	No No	1819 7.4 8.4 13461 3 3326 N/A N/A N/A 4	Once Every 7 Days Once Every 14 Days	Rural Rural	Granular A Shoulder Granular A Shoulder N/A N/A	0.50 0.50 N/A N/A	Open Ditch Open Ditch N/A N/A	80 km/h 80 km/h	500-999 5 50-199 1	48 Actual Count 28 Actual Count	2023 605 2023 141	500-999 50-199	8 0 6 0	0	0 0	0 Heavily rutted at the star 0	rt of the segment
Mary	Evaluated 034A	2375 Norwich (Township	p) Beaconsfield Rd.	Middletown Line	Middletown Line	Municipality	High Class Bituminous 100 High Class Bituminous 100	No	91 7.2 7.2 655 4	Once Every 14 Days	Rural	No Shoulder No Shoulder No Shoulder No Shoulder	N/A N/A N/A N/A	Open Ditch No Ditch No Ditch Open Ditch	80 km/h	50-199 1 50-199 9	28 Actual Count 90 Actual Count	2023 141 2023 99	50-199 50-199		0	0	0	
Column	Not Evaluated 034C Not Evaluated 035A.1	2578 Norwich (Township 2579 Norwich (Township	<ul> <li>p) Beaconsfield Rd.</li> <li>p) Beaconsfield Rd.</li> </ul>	McCready Line Oxford Rd. 14	Oxford Rd. 14 Vandecar Line	Municipality Municipality	Gravel 100 Gravel 100	No No	1556 N/A N/A N/A 4 1820 N/A N/A N/A 4	Once Every 14 Days Once Every 14 Days	Rural Rural	N/A N/A N/A N/A	N/A N/A N/A N/A	N/A N/A N/A N/A	80 km/h 80 km/h	50-199 5 50-199 5	90 Actual Count 59 Actual Count	2023 99 2023 65	50-199 50-199	9 0	0	0	0	
Column	Evaluated 254C	90 Otterville	Bond St.	North St. E.	Main St. E.	Municipality	High Class Bituminous 100	No	118 7.2 7.2 850 6	Patrol Not Required	Semi-Urban	No Curb No Curb	N/A N/A	No Ditch No Ditch		50-199	75 Estimate	N/A 82	50-199	14 0 0 0	0	0	0	
The column	Evaluated 202A.2 Evaluated 202B	97 Norwich 95 Norwich	Brock St. E Brock St. E	Albert St. Victoria St.	Victoria St. Poldon Dr.	Municipality Municipality	High Class Bituminous 100 High Class Bituminous 100	No No	78 6.4 6.4 499 5 81 8.6 8.6 697 5	Once Every 30 Days Once Every 30 Days	Semi-Urban Urban	No Curb No Curb  Mountable Curb Mountable Curb	N/A N/A N/A N/A	No Ditch No Ditch No Ditch No Ditch		200-499 3 200-499 3	00 Estimate 00 Estimate	N/A 331 N/A 331	200-499 200-499	0 0	0	0	0	
April 19	Evaluated 201A.2	91 Norwich	Brock St. W.	Clyde St. Clyde St.	John St.	Municipality	High Class Bituminous 100	No	108 6.5 6.5 702 5	Once Every 30 Days	Semi-Urban	No Curb No Curb	N/A N/A	Storm Sewer Without Ditch Storm Sewer Without Ditch	h 50 km/h h 50 km/h	200-499 2	50 Estimate	N/A 276	200-499	0 0	0	0	0 Heavy alligator cracking, and lo	ats of patched potholes
The column	Evaluated 201B	93 Norwich	Brock St. W. Buchan St.	Washington St. Main St. E.	Stover St. N. Mill St. E.	Municipality	High Class Bituminous 100	No	126 6.5 6.5 819 5	Once Every 30 Days Patrol Not Required	Semi-Urban	No Curb No Curb No Curb No Curb	N/A N/A	Adjacent Road; Storm Sewer Adjacent Road; Storm Sew	er 50 km/h	200-499 3	00 Estimate	N/A 331	200-499	0 0	0	0	0 Lots of alligator cracking as well as 0	s pothole and edge patches
The column	Evaluated 273C.1	317 Otterville 98 Burgessville	Burgess St.	Church St. E.	North St. W. 440m S. of Church St. E.		High Class Bituminous 100 High Class Bituminous 100	No No	72 6.2 6.2 446 6 438 6.6 6.6 2891 6	Patrol Not Required	Semi-Urban Semi-Urban	No Curb No Curb	N/A N/A	Open Ditch Open Ditch		50-199 1 50-199 1	50 Estimate 00 Estimate	N/A 165 N/A 110	50-199 50-199	0 0	0	0	0	
State   Stat	Evaluated 252		Bushell Crt.	Poldon Dr.	End (Cul-de-Sac)	Municipality	High Class Bituminous 100	No	77 8.6 8.6 662 6	Patrol Not Required	Urban Rural	Mountable Curb Mountable Curb	N/A N/A	Storm Sewer Storm Sewer		0-49	25 Estimate	N/A 2/	0-49	0 0	0	0	0	
March   Marc	Evaluated 0488	102 Norwich	p) Caley Rd. Carman St.	Base Line	Windham Line	Municipality Municipality	Low Class Bituminous 100 High Class Bituminous 100		625 6.8 7.8 4250 4	Once Every 14 Days	Rural Semi-Urban	Granular A Shoulder Granular A Shoulder No Curb No Curb	0.50 0.50 N/A N/A	Open Ditch Open Ditch Storm Sewer Without Ditch Storm Sewer Without Ditch	h 50 km/h	200-499 2 200-499 3	08 Actual Count 50 Estimate	2023 229 N/A 386	200-499	11 0 0 0	0	0	0	
Column   C	Evaluated 214B.1	107 Norwich	Carman St.	Avery's Lane	Dufferin St.	Municipality	High Class Bituminous 100	No No	92 6.5 6.5 598 5	Once Every 30 Days	Semi-Urban Semi-Urban	No Curb No Curb	N/A N/A	No Ditch No Ditch		200-499 3	50 Estimate	N/A 386	200-499	0 0	0	0	0 Township noted that an overlay was co	ompleted on this segment due to
State   Stat	Evaluated 214C.1	104 Norwich	Carman St.	Marshall Dr.	Florence St.		High Class Bituminous 100	No	75 8.6 8.6 645 5	Once Every 30 Days	Semi-Urban Urban	Mountable Curb Mountable Curb	N/A N/A	Storm Sewer Storm Sewer		200-499 3	50 Estimate	N/A 386	200-499	0 0	0	0		
Mail	Evaluated 214C.3	106 Norwich	Carman St.	Cayley St.	Avery's Lane	Municipality	High Class Bituminous 100	No	99 8.8 8.8 871 5	Once Every 30 Days	Semi-Urban	Mountable Curb No Curb	N/A N/A	Storm Sewer Storm Sewer	50 km/h 50 km/h	200-499 3	50 Estimate	N/A 386	200-499	0 0	0	0	0	
Property	Evaluated 249B.2	2633 Norwich		Carman St.	Marshall Dr.	Municipality	High Class Bituminous 100 High Class Bituminous 100	No No	84 8.6 8.6 722 5 85 8.6 8.6 731 5			Mountable Curb Mountable Curb	N/A N/A	Storm Sewer Storm Sewer	50 km/h 50 km/h	200-499 2	S0 Estimate	N/A 276	200-499	0 0	0	0	0	
Property		2561 Norwich (Township	p) Cecilia St.	Not Recorded	Not Recorded	Municipality	Gravel 100	No	180 N/A N/A N/A 6	Patrol Not Required	Rural		N/A N/A	N/A N/A		200-499 2 0-49 3 50-199	50 Estimate 30 Estimate 75 Actual Count	N/A 276 N/A 33 2023 82	200-499 0-49 50-199	0 0	0	0	0	
March   Marc		2547 Norwich (Township	p) Cedar Line	426m N. of Curries Rd. Rivers Rd.	Curries Rd. Curries Rd.	Municipality	Gravel 50 High Class Bituminous 50	Yes	426 N/A N/A N/A 4	Once Every 14 Days	Rural Rural	Granular A Shoulder Granular A Shoulder	N/A N/A 0.50 0.50	N/A N/A	80 km/h 80 km/h	50-199 1	76 Estimate	N/A 194	50-199	0 0	0	0	0	
March   Marc	Not Evaluated 0968	115 Norwich (Township	p) Cedar Line	Substation Rd.	Gunn's Hill Rd.	Municipality: Adjacent	t Gravel 50	Yes	1367 N/A N/A N/A 4	Once Every 14 Days	Rural	N/A N/A	N/A N/A	N/A N/A	80 km/h	50-199	76 Actual Count	2023 83	50-199	9 0	0	0	0	
The column	Evaluated 230A.1		Cedar St. Centre St.	North St. E. Bailey St.	Main St. E. End	Municipality Municipality	High Class Bituminous 100 High Class Bituminous 100	No No	119 6.1 6.1 726 6 204 8.5 8.5 1734 6	Patrol Not Required Patrol Not Required	Rural	No Curb No Curb  Mountable Curb Mountable Curb	N/A N/A N/A N/A	No Ditch No Ditch Storm Sewer Storm Sewer	50 km/h 50 km/h	50-199 0-49	75 Estimate 25 Estimate	N/A 82 N/A 27	50-199 0-49	0 0	0	0	0	
March   Marc			Centre St.	North Court St. W.	Mary St.	Municipality	High Class Bituminous 100	No No	105 6.5 6.5 683 6 92 6.6 6.6 607 5	Once Every 30 Days		No Curb No Curb		No Ditch No Ditch	50 km/h 50 km/h	50-199 1 200-499 3	00 Estimate 92 Estimate	N/A 110 N/A 433		0 0	0	0	0	
Column   C		119 Norwich	Centre St.	Elgin St.	Main St. W.	Municipality	High Class Bituminous 100	No No	147 6.9 6.9 1014 5 117 6.3 6.3 737 6	Once Every 30 Days	Semi-Urban	No Curb No Curb		Adjacent Road; Storm Sewer Adjacent Road; Storm Sew	er 50 km/h 50 km/h	200-499 3	92 Estimate 35 Estimate	N/A 433 N/A 38	0-49	0 0	0	0	0	
March   Marc	Evaluated 213A.1		Church St.	Main St. W.	Front St.	Municipality	High Class Bituminous 100	No No	157 7.6 7.6 1193 5 64 6.5 6.5 416 6	Once Every 30 Days Patrol Not Required	Semi-Urban Semi-Urban	Mountable Curb No Curb No Curb No Curb	N/A N/A N/A N/A	Storm Sewer Non-Applicable Storm Sewer Storm Sewer	50 km/h 50 km/h	50-199	75 Estimate	N/A 82	50-199	4 0 0 0	0	0	0	
March   Column   Co	Evaluated 213B	124 Norwich	Church St.	Tidey St.	End	Municipality	High Class Bituminous 100 High Class Bituminous 100	No No	60 7.2 7.2 432 6 116 7.6 7.6 882 5	Patrol Not Required		No Curb No Curb		No Ditch No Ditch		0-49	25 Estimate	N/A 27	0-49	0 0	0	0	0	
March   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966   1966	Evaluated 231A	129 Norwich	Clyde St.	Brock St. W.	North Court St. W.	Municipality	High Class Bituminous 100 High Class Bituminous 100	No No	122 6.2 6.2 756 6 177 6.5 6.5 1151 5	Once Every 30 Days	Semi-Urban	No Curb No Curb	N/A N/A	No Ditch No Ditch Adjacent Road; Storm Sewer Adjacent Road; Storm Sew	er 50 km/h	200-499 3	O3 Estimate	N/A 334	200-499	0 0	0	0	0	
Control   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984   1984	Evaluated 231C	128 Norwich	Clyde St.	South Court St. W.	Elgin St. W.	Municipality	High Class Bituminous 100	No	166 6.7 6.7 1112 6	Patrol Not Required	Semi-Urban	No Curb No Curb	N/A N/A	Adjacent Road; Storm Sewer Adjacent Road; Storm Sew	er 20 km/h	200-499 3	03 Estimate	N/A 334	200-499	0 0	0	0	0	
February   15	Evaluated 132A.1 Evaluated 132A.2	2740 Norwich (Township 2741 Norwich (Township	p) Coal Line Coal Line	Cornell Rd. Ninth Rd.	New Rd.	Municipality Municipality	Low Class Bituminous 100	No No	392 6.5 7.5 2548 3 1768 7 8 12376 3	Once Every 7 Days	Rural	Granular A Shoulder Granular A Shoulder	0.50 0.50	Open Ditch Open Ditch	80 km/h	500-999 6	60 Actual Count	2023 729	500-999		0		0 Few potholes and minor edge cracking	g. FibreMat has been completed
Control   Cont	Evaluated 241A Evaluated 241B.1	135 Norwich 136 Norwich	Cook St.	North Court St. E.	South Court St. E.	Municipality	High Class Bituminous 100	No	85 7.7 7.7 655 5	Once Every 30 Days	Urban	Mountable Curb Mountable Curb	N/A N/A	Storm Sewer Storm Sewer	50 km/h 50 km/h	200-499 2 200-499 2	76 Estimate 76 Estimate	N/A 304 N/A 304	200-499 200-499	0 0	0	0	0 0	on this section
Contact   Cont	Evaluated 241B.2 Evaluated 070	137 Norwich 140 Norwich (Township	Cook St. p) Cornell Rd.	Elgin St. E. Oxford Rd. 13	Main St. E. Oatman Line	Municipality Municipality	High Class Bituminous 100 High Class Bituminous 100	No No	151 7.7 7.7 1163 5 1078 7.2 8.2 7762 3	Once Every 30 Days Once Every 7 Days	Urban Rural	Mountable Curb Mountable Curb Granular A Shoulder Granular A Shoulder	N/A N/A 0.50 0.50	Storm Sewer Storm Sewer Open Ditch Open Ditch	50 km/h 80 km/h	200-499 2 1000-1999 1	76 Estimate 553 Actual Count	N/A 304 2022 1715	200-499 1000-1999	5 0	0	0	0	
Part   Control	Evaluated 072B	142 Norwich (Township	p) Cornell Rd.	Middletown Line Ninth Rd.	Furnace Rd. Furnace Rd.	Municipality	High Class Bituminous 100	No	1419 7 8 9933 3	Once Every 7 Days Once Every 30 Days	Rural Rural	Granular A Shoulder Granular A Shoulder Granular A Shoulder Granular A Shoulder	0.50 0.50 0.50 0.50	Open Ditch Open Ditch Open Ditch No Ditch	50 km/h	1000-1999 10	029 Actual Count	2022 1136	1000-1999	4 0	1 0	0	1 0	
Not included   OSA2   146   Note Notice   March 16   Note 146   Note Note   Note 146	Evaluated 072C Evaluated 124	<ul> <li>Norwich (Township</li> <li>Norwich (Township</li> </ul>	p) Cornell Rd. p) Csont Line	Milldale Rd.	Ninth Rd. Otterville Rd. (Oxford Rd. 19)	Municipality Municipality	High Class Bituminous 100 Low Class Bituminous 100	No	1623 6.5 6.5 10550 4	Once Every 30 Days Once Every 14 Days	Rural Rural	Grass Shoulder Grass Shoulder No Shoulder No Shoulder	0.50 0.50 N/A N/A	No Ditch No Ditch Open Ditch Open Ditch	50 km/h 80 km/h	1000-1999 10 50-199 1	O29 Actual Count O29 Actual Count	2022 1136 2023 88	1000-1999 50-199	4 0	0	0	0	
Formation   Computer	Not Evaluated 021A.2	146 Norwich (Townshir	p) Curries Rd.	Vandecar Line	Muir Line	Municipality Municipality	Gravel 100 High Class Rituminous 100	No	2489 N/A N/A N/A 6	Patrol Not Required	Rural	N/A N/A	N/A N/A	N/A N/A	80 km/h	0-49	11 Actual Count	2023 45	0-49	11 0 11 0 0 0	0 0	0	0	
Part	Evaluated 275B	148 Burgessville	Deere Cres. Deere Cres.	Snyder Court Church St. W.	Snyder Court	Municipality	High Class Bituminous 100 High Class Bituminous 100	No No	153 8.9 11.9 1362 6 599 8.9 8.9 5331 6	Patrol Not Required	Semi-Urban Semi-Urban	Gravel Shoulder Gravel Shoulder No Curb No Curb	1.50 1.5 N/A N/A	No Ditch No Ditch Open Ditch No Ditch	50 km/h 50 km/h	50-199 ! 50-199 !	50 Estimate 50 Estimate	N/A 55 N/A 55	50-199 50-199	0 0	0	0	0	
Visualized   2518   151   Ottovilles   Dover 9.	Evaluated 283	N/A Norwich	Dennis Dr.	Pollard St.	Delong Dr.	Municipality	High Class Bituminous 100 High Class Bituminous 100	No No	119 8.6 8.6 1023 5 435 8.5 8.5 3698 6	Patrol Not Required	Urban	Mountable Curb Mountable Curb  Mountable Curb Mountable Curb  No Curb No Curb	N/A N/A N/A N/A	Storm Sewer Storm Sewer No Ditch No Ditch	50 km/h 50 km/h	200-499 3 50-199 5 500-999 8	50 Estimate 50 Estimate 15 Estimate	N/A 386 N/A 55 N/A 900	50-199 500-999	0 0	0 0	0 0		eted last year (2022)
Evaluated 200 158 Norwish Duffers St. John St. Center Rt W. Municipality Ngh Class Billuminous 100 No. 3 A 2 700 5 Once (every 20 Dys) - Sem-Unitars No. 1 200-299 8.10 Center Rt W. Municipality Ngh Class Billuminous 100 No. 1 20 7 7 70 5 Once (every 20 Dys) - Sem-Unitars No. 1 200-299 8.10 Center Rt W. Municipality Ngh Class Billuminous 100 No. 1 20 7 7 70 5 Once (every 20 Dys) - Sem-Unitars No. 1 200-299 8.10 Center Rt W. Municipality Ngh Class Billuminous 100 No. 1 20 7 7 7 70 5 Once (every 20 Dys) - Sem-Unitars No. 1 200-299 8.10 Center Rt W. Municipality Ngh Class Billuminous 100 No. 1 20 No. 2 No. 1 20 No. 1 20 No. 1 20 No. 1 20 No. 2 No. 1 20 No. 2	Evaluated 261B Evaluated 261C	151 Otterville 155 Otterville	Dover St. Dover St.	Mill St. Queen St.	Queen St. Wellington St.	Municipality Municipality	High Class Bituminous 100	No.	142 6.7 6.7 951 5	Once Every 30 Days Once Every 30 Days	Semi-Urban Semi-Urban	No Curb No Curb No Curb No Curb	N/A N/A N/A N/A	No Ditch No Ditch No Ditch No Ditch	50 km/h 50 km/h	500-999 8 500-999 8	15 Estimate 15 Estimate	N/A 900 N/A 900	500-999 500-999	0 0	0	0	0	
Evaluated   220A   158   Norwich   Dufferin'S   Cerem'S   Pather'S W   Municipality   Sight Class Billuminous   100   No   100   7   7   700   5   Once Feey's Days   Semi-Urban   No Curb   No Linh   200-499   379   Estimate   100   No   100   7   7   700   5   Once Feey's Days   Semi-Urban   No Curb   No Linh   200-499   379   Estimate   100   No	Evaluated 261D Evaluated 261E	153 Otterville	Dover St.	Norfolk St.	John St. S.	Municipality	High Class Bituminous 100 High Class Bituminous 100 High Class Bituminous 100	No	398 6.8 7.4 2706 5	Once Every 30 Days	Semi-Urban	No Curb No Curb  No Curb No Curb	N/A N/A N/A N/A	Storm Sewer Storm Sewer	50 km/h 50 km/h 50 km/h	500-999 8 500-999 8 500-999	15 Estimate 15 Estimate 15 Estimate	N/A 900 N/A 900 N/A 900	500-999 500-999	0 0 0 0	0 0	0 0	0	
Evaluated 200   100   Norwich   Egistro   Eg	Evaluated 220A	158 Norwich 157 Norwich	Dufferin St.	Carman St Palmer St. W.	Palmer St W South St.	Municipality Municipality	High Class Bituminous 100	No No	100 7 7 700 5 163 7 7 1141 5	Once Every 30 Days Once Every 30 Days	Semi-Urban Semi-Urban	No Curb No Curb No Curb No Curb	N/A N/A N/A N/A	Storm Sewer Without Ditch Storm Sewer Without Ditch Storm Sewer Without Ditch Storm Sewer Without Ditch	:h 50 km/h	200-499 3	79 Estimate	N/A 418	200-499	0 0	0			
Columber   209   102   Norwich   Egin St.   Spring St.   Georges   50   Norwich   Egin St.   Spring St.   Georges   50   Norwich   Egin St.   Spring St.   Georges   50   Norwich   Egin St.   Georges   50   Norwich   Egin St.   Spring St.	Evaluated 220D	159 Norwich	Dufferin St.	Sunview Dr.	Robson St.	Municipality	High Class Bituminous 100 High Class Bituminous 100 High Class Bituminous 100	No No	244 6.6 6.6 1610 5 167 6.6 6.6 1102 5 330 7.6 7.6 2508 6	Once Every 30 Days	Semi-Urban	No Curb No Curb	N/A N/A	No Ditch No Ditch	50 km/h 50 km/h 50 km/h	200-499 3 200-499 3 50-199	79 Estimate 79 Estimate 50 Estimate	N/A 418 N/A 55	200-499 200-499 50-199	0 0	0	0	0	
Evaluated 210.A.2 166 Norwich Egy St. E. Storer St. N. Adjusted Plan St. E. Storer St. N. Adjusted Roof, Storm Sever Adjusted Storm Sever Adjusted Roof, Storm Sever Storm Available Cut No.	Evaluated 209 Evaluated 208	162 Norwich 161 Norwich	Elgin St. Elgin St. E.	Spring St. Cook St.	Centre St. George St.	Municipality Municipality	High Class Bituminous 100 High Class Bituminous 100	No No	102 6.5 6.5 663 6 102 6.5 6.5 663 5	Patrol Not Required Once Every 30 Days	Semi-Urban Semi-Urban	No Curb No Curb No Curb No Curb	N/A N/A N/A N/A	No Ditch No Ditch No Ditch No Ditch	50 km/h 50 km/h	50-199 1 200-499 2	00 Estimate 50 Estimate	N/A 110 N/A 276	50-199 200-499	0 0	0	0		
Evaluated 210A.1 2622 Norwich Elys S.W. Washington St. Stover S. N. Municipality High Class Bituminous 100 No 127 6 9 69 876 5 Once Every 3 Days; Urban Combination Curb Denderation Curb NA NA A A Grant Flower Stown State Storm Sever A State Storm Sever A State Storm Sever A State Storm Sever A State Storm Sever Storm	Evaluated 210A.3	167 Norwich	Elgin St. E.	Albert St.	Victoria St.	Municipality	High Class Bituminous 100 High Class Bituminous 100	No No	72 6.9 6.9 497 5 76 6.9 6.9 524 5	Once Every 30 Days	Urban	Barrier Curb Mountable Curb	N/A N/A	Adjacent Road; Storm Sewer Adjacent Road; Storm Sew	er 50 km/h	200-499 2	50 Estimate	N/A 276	200-499	0 0	0	0 0	0 This road segment has a we	ell established crown
Not Evaluated   036   174   Norwich (Townshio)   Everareen St.   Zenda Line   Oxford Rd. 13   Municipality   Gravel   100   No   3726   N/A   N/	Evaluated 210A.1 Evaluated 210B.1	2622 Norwich 2624 Norwich	Elgin St. W.	Washington St. Clyde St.	Stover St. N. John St.	Municipality Municipality	High Class Bituminous 100	No	127 6.9 6.9 876 5	Once Every 30 Days Once Every 30 Days	Urban Urban	Combination Curb Combination Curb Combination Curb	N/A N/A N/A N/A	Adjacent Road; Storm Sewer Roa	er 50 km/h er 50 km/h	200-499 2 200-499 2	50 Estimate 50 Estimate	N/A 276 N/A 276	200-499 200-499	0 0	0	0	0	
Evaluated 038A 2584 Norwich (Countship) Evergreen St. Middletown Line McCready Line Municipality Low Class Bituminous 100 No 2227 6.7 6.7 14251 4 Once Every 14 Days Rural No Shoulder No	Evaluated 2108.2 Not Evaluated 036	2623 Norwich 174 Norwich (Township	Elgin St. W. p) Evergreen St.	John St. Zenda Line	Washington St. Oxford Rd. 13	Municipality Municipality	Gravel 100	No	3726 N/A N/A N/A 4	Once Every 30 Days Once Every 14 Days	Urban Rural	Combination Curb Combination Curb  N/A N/A	N/A N/A N/A N/A	Storm Sewer Storm Sewer N/A N/A	50 km/h 80 km/h	200-499 2 50-199 8	50 Estimate 35 Actual Count	N/A 276 2023 93	200-499 50-199	0 0	0	0	0	
	Evaluated 038A	2584 Norwich (Township	p) Evergreen St.	Middletown Line	McCready Line	Municipality	Low Class Bituminous 100	No No	2127 6.7 6.7 14251 4	Once Every 14 Days	Rural	No Shoulder No Shoulder	N/A N/A	Open Ditch Open Ditch	80 km/h	200-499 2	00 Actual Count	2023 220	200-499	8 0	0	0	0	

Appendix A - Road Inv	rentory	Databa	se (All Roa	as in the row	vnsnip)						1								
Status	Community	Name	Name From	Name To	Maintenance Agency		Naintenance Road Road	Length Win	ad Platform Surface dth Width Area n) (m) (m²)	Class	Patrol Frequency (O Reg 239-02	Environment	Curb/Shoulders Even	Curb/Shoulders Odd	Shoulder Shoulde Width (m) Width (r Even Side Odd Sid	e	Drainage Type Odd Side	Posted Speed Limit (km/h)	Teal (10 Years) Percent Denciencies Denciencies Denciencies
Evaluated 0388 2583 No. Not Evaluated 041A 2586 No. Not Evaluated 041B 2585 No. Not Evaluated 017 176 No.	rwich (Township)	Evergreen St. Evergreen St.	McCready Line Highway 59 Slant Rd.	Oxford Rd. 59 Slant Rd. Base Line	Municipality Municipality Municipality Municipality	High Class Bituminous Gravel Gravel	100 No	2087 N, 1586 N,	4 6.4 9069 'A N/A N/A 'A N/A N/A 'A N/A N/A	4	Once Every 14 Days Once Every 14 Days Once Every 14 Days Patrol Not Required	Rural Rural Rural Rural	No Shoulder N/A N/A N/A	No Shoulder N/A N/A	N/A N/A N/A N/A N/A N/A N/A N/A	N/A N/A	Open Ditch N/A N/A	80 km/h 80 km/h	200-499   200   Actual Court   2023   220   200-499   8   0   0   0   0
Not Evaluated         019A         175         No           Not Evaluated         019B         177         No	orwich (Township) orwich (Township)	Firehall Rd. Firehall Rd.	Highway 59 Middletown Line Old 14 Line	Middletown Line Old 14 Line Oxford Rd. 14	Municipality Municipality	Gravel Gravel	100 No 100 No	3397 N, 296 N,	'A N/A N/A 'A N/A N/A	6	Patrol Not Required Patrol Not Required	Rural Rural	N/A N/A	N/A N/A N/A	N/A N/A N/A N/A	N/A N/A	N/A N/A N/A	80 km/h 80 km/h	0-49 37 Actual Count 2023 40 0-49 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Evaluated 225A 179  Evaluated 225B 178  Evaluated 212A 180	Norwich Norwich	Florence St.	Main St. W. Caroll St.	Caroll St.  Carman St.	Municipality Municipality	High Class Bituminous High Class Bituminous	100 No	170 6	8 6.8 1251 6 6.6 1122	5	Once Every 30 Days Once Every 30 Days	Semi-Urban Semi-Urban	No Curb No Curb	No Curb No Curb	N/A N/A	No Ditch	Adjacent Road; Storm Sewer No Ditch	50 km/h 50 km/h	heavy alligator cracking
Evaluated 2128 182 Evaluated 212C 181	Norwich Norwich Norwich	Front St. Front St. Front St.	Avery's Lane Church St. Pitcher St.	Church St. Pitcher St. Stover St. S.	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 No	115 6 182 7	4 6.4 1184 2 6.2 713 2 10 1310	6	Patrol Not Required Patrol Not Required Once Every 30 Days	Semi-Urban Semi-Urban Urban	No Curb No Curb Asphalt Shoulder	No Curb No Curb Combination Curb	N/A N/A N/A N/A 2.80 N/A	No Ditch Storm Sewer	Adjacent Road; Storm Sewer No Ditch Storm Sewer	50 km/h 50 km/h	S0-199   100   Estimate   N/A   110   S0-199   0   0   0   0   0   0   0   0   0
Evaluated 211A 185 Evaluated 211B 184	Norwich	George St. George St.	Cornell Rd. Elgin St. E. Elgin St. E.	New Rd. End Main St. E.		Low Class Bituminous High Class Bituminous High Class Bituminous	100 No 100 No	1243 6. 61 7 151 7	95 6.95 8639 8 7.8 476 6 7.6 1148	6	Once Every 14 Days Patrol Not Required Patrol Not Required	Rural Semi-Urban Semi-Urban	Grass Shoulder No Curb No Curb	Grass Shoulder No Curb No Curb	0.50 0.50 N/A N/A N/A N/A	No Ditch No Ditch No Ditch	No Ditch No Ditch No Ditch	50 km/h 50 km/h	S0-199 150 Estimate N/A 165 S0-199 0 0 0 0 0
Evaluated         2508         2308           Not Evaluated         022A         189         No	Otterville prwich (Township)	Grove St. Gunn's Hill Rd.	Pattullo Ave North St. W. Cedar Line	Highway 59 Main St. W. Old School Line	Municipality Municipality	High Class Bituminous High Class Bituminous Gravel		1512 N	2 7.2 2614 5 6.5 761 'A N/A N/A	4	Once Every 30 Days Patrol Not Required Once Every 14 Days	Semi-Urban Semi-Urban Rural	Mountable Curb No Curb N/A	No Curb No Curb N/A	N/A N/A N/A N/A N/A N/A	No Ditch N/A	Open Ditch No Ditch N/A	50 km/h 80 km/h	50-199 60 Actual Count 2022 66 50-199 10 0 0 0 0
Not Evaluated         023         191         No           Evaluated         024A         N/A         No	orwich (Township) orwich (Township) orwich (Township)	Gunn's Hill Rd. Gunn's Hill Rd.	Old School Line Highway 59 30m W. of Middletown Line	Highway 59 Middletown Line 30m E. of Middletown Line		Gravel Gravel High Class Bituminous	100 No 100 No 100 No	3352 N, 356 7	A N/A N/A A N/A N/A 1 9.1 2528	4	Once Every 14 Days Once Every 14 Days Once Every 14 Days	Rural Rural Rural	N/A N/A Granular A Shoulder	N/A N/A r Granular A Shoulder	N/A N/A N/A N/A 1.00 1.00	N/A Open Ditch	N/A N/A Open Ditch	80 km/h 80 km/h 80 km/h	S0-199
Not Evaluated         024C         194         No           Not Evaluated         025A         198         No	orwich (Township) orwich (Township) orwich (Township)	Gunn's Hill Rd. Gunn's Hill Rd.	Middletown Line Oriel Line Oxford Rd. 14	Oriel Line Oxford Rd. 14 Vandecar Line	Municipality Municipality Municipality	Gravel Gravel	100 No 100 No 100 No	1298 N, 1311 N,	'A N/A N/A 'A N/A N/A 'A N/A N/A	4	Once Every 14 Days Once Every 14 Days Once Every 14 Days	Rural Rural Rural	N/A N/A N/A	N/A N/A N/A	N/A N/A N/A N/A N/A N/A	N/A	N/A N/A N/A	80 km/h	
Not Evaluated 025C 188 No	orwich (Township) orwich (Township) orwich (Township)	Gunn's Hill Rd.	Vandecar Line Vandecar Line Norwich Rd.	Vandecar Line Muir Line Caley Rd.	Municipality Municipality Municipality	Gravel Gravel	100 No 100 No 100 No	286 N, 2130 N, 856 N,	'A N/A N/A 'A N/A N/A 'A N/A N/A	4	Once Every 14 Days Once Every 14 Days Once Every 14 Days	Rural Rural Rural	N/A N/A N/A	N/A N/A N/A	N/A N/A N/A N/A N/A N/A	N/A N/A N/A	N/A N/A N/A	80 km/h 80 km/h	50-199 51 Actual Count 2023 56 50-199 30 0 0 0 0
Not Evaluated         111B         201         No           Evaluated         115         200         No	prwich (Township) prwich (Township) prwich (Township)		Caley Rd. Airport Rd. Base Line	Airport Rd. Maple Dell Rd. 231m E. of Base Line	Municipality Municipality Municipality: Adjacent	Gravel Low Class Bituminous	100 No 100 No 0 No	906 N, 1637 S 231 6	A N/A N/A 8 5.8 9495 8 7.8 1571	4 4	Once Every 14 Days Once Every 14 Days Once Every 14 Days	Rural Rural Rural	N/A No Shoulder Granular A Shoulder	N/A No Shoulder Granular A Shoulder	N/A N/A N/A N/A 0.50 0.50	N/A No Ditch Open Ditch	N/A No Ditch Open Ditch	80 km/h 80 km/h 80 km/h	S0-199   S1   Actual Count   2023   56   S0-199   30   0   0   0   0   0
Evaluated 008 203 No Evaluated 250 2631	Norwich (Township) Norwich (Township)	Horn Rd. Irving Dr. James St.	Sweaburg Rd. (Oxford Rd 12) Cayley St. Otterville Rd. (Oxford Rd. 19)	Old Stage Rd. End End		Low Class Bituminous High Class Bituminous High Class Bituminous	100 No	220 8	8 6.8 7936 6 8.6 1892 2 6.2 5468	6	Once Every 14 Days Patrol Not Required Once Every 30 Days	Rural Urban Semi-Urban	No Shoulder Mountable Curb No Shoulder	No Shoulder Mountable Curb No Shoulder	N/A N/A N/A N/A N/A N/A	Open Ditch Storm Sewer	Open Ditch Storm Sewer	50 km/h	So 199   136   Actual Count   2022   150   So 199   4   0   0   0   0   FibreMat and Surface Treatment to be installed this year   So 199   So Estimate   N/A   55   So 199   0   0   0   0   0   0   0   0   0
Evaluated 218A 207 Evaluated 218B 206 Evaluated 232A 213	Norwich Norwich Norwich	Jerdon St. Jerdon St. John St.	Pitcher St Otter St. Brock St. W.	Otter St Stover St. S. End	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 No 100 No 100 No	87 7 99 7 106 6	5 7.5 653 5 7.5 743 6 6.6 700	5 5 6	Once Every 30 Days Once Every 30 Days Patrol Not Required	Semi-Urban Semi-Urban Urban	No Curb No Curb Mountable Curb	No Curb No Curb Mountable Curb	N/A N/A N/A N/A N/A N/A	Non-Applicable No Ditch Storm Sewer	Storm Sewer No Ditch Storm Sewer	50 km/h 50 km/h 50 km/h	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
Evaluated 2328 209 Evaluated 232C 212 Evaluated 232D 211	Norwich Norwich Norwich	John St. John St. John St.	Brock St. W. North Court St. W. South Court St. W.	North Court St. W. South Court St. W. Elgin St. W.	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 No 100 No 100 No	177 6 80 6 166 6	7 6.7 1186 7 6.7 536 7 6.7 1112	6 6	Patrol Not Required Patrol Not Required Patrol Not Required	Urban Urban Urban	Mountable Curb Mountable Curb Mountable Curb	Mountable Curb Mountable Curb Mountable Curb	N/A N/A N/A N/A N/A N/A	Storm Sewer Storm Sewer Storm Sewer	Storm Sewer Storm Sewer Storm Sewer	20 km/h 20 km/h	0-49 10 Estimate N/A 11 0-49 0 0 0 0 0 0 0 0 20-200-499 130 Estimate N/A 386 200-499 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Evaluated 233 2641	Norwich	John St. John St. (Eastwood) John St. N.	Elgin St. W. East End Main St. E.	Main St. W. West End North St. E.	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 No 100 No 100 No	150 6 265 6 111 6	7 6.7 1005 2 6.2 1643 7 6.7 744	5 6	Once Every 30 Days Patrol Not Required Patrol Not Required	Urban Semi-Urban Semi-Urban	Combination Curb No Curb No Curb	Combination Curb No Curb No Curb	N/A N/A N/A N/A N/A N/A	Storm Sewer No Ditch No Ditch	Storm Sewer No Ditch No Ditch		200-499   395   Estimate   N/A   436   200-499   0   0   0   0   0   0   0   0   0
Evaluated 262A 215 Evaluated 262B 216 Evaluated 262C 217	Otterville Otterville Otterville	John St. S. John St. S. John St. S.	Main St. E. Mill St. E. Queen St. E.	Mill St. E.  Queen St. E.  Wellington St. E.	Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 No 100 No 100 No		6 6.6 865 6 6.6 931 6 6.6 911	S S	Once Every 30 Days Once Every 30 Days Once Every 30 Days Once Every 30 Days	Semi-Urban Semi-Urban Semi-Urban	No Curb No Curb No Curb	No Curb No Curb No Curb	N/A N/A N/A N/A N/A N/A	No Ditch No Ditch No Ditch	No Ditch No Ditch No Ditch	50 km/h 30 km/h 50 km/h	S00-999   684   Estimate   N/A   755   S00-999   0   0   0   0   0   0   0   0   0
Evaluated 262D 214		John St. S. Jones Line Kitchen Crt	Wellington St. E. Oxford Rd. 13 Curries Rd.	Dover St. Maple Dell Rd. End	Municipality Municipality Municipality	High Class Bituminous Gravel High Class Bituminous	100 No 100 No	397 6 270 N	6 6.6 2620 /A N/A N/A 4 7.4 2553	5 6	Once Every 30 Days Patrol Not Required Patrol Not Required	Semi-Urban Rural Semi-Urban	No Curb N/A No Curb	No Curb N/A No Curb	N/A N/A N/A N/A N/A N/A	No Ditch	No Ditch N/A Open Ditch	50 km/h 80 km/h 50 km/h	S00-999   G84   Estimate   N/A   755   S00-999   0   0   0   0   0   0   0   0   0
Evaluated 2478 2637 Evaluated 279A 2569 No	Norwich prwich (Township) P prwich (Township)	Lossing Dr. Main St. (Eastwood)	Poldon Dr. Highway 2 Westtown Line	Lossing Dr. John St	Municipality	High Class Bituminous High Class Bituminous	100 No 100 No	99 8 98 1	6 8.6 851 6 6 588 1 8.1 1466	5 6	Once Every 30 Days Patrol Not Required Once Every 7 Days	Urban Semi-Urban Rural	Mountable Curb No Curb No Shoulder	Mountable Curb No Curb No Shoulder	N/A N/A N/A N/A N/A N/A	Storm Sewer No Ditch Open Ditch	Storm Sewer No Ditch		200-499   311   Estimate   N/A   343   200-499   0   0   0   0   0   0   0   0   0
Evaluated 0788 2604 No	orwich (Township) orwich (Township)		Oxford Rd. 51 Jackson Sideroad Oxford Rd. 13	Jackson Sideroad	Municipality: Adjacent Municipality: Adjacent Municipality: Adjacent Municipality: Adjacent	Low Class Bituminous Low Class Bituminous	50 Yes	1282 7	3 7.3 9359 3 7.3 16921		Once Every 7 Days Once Every 7 Days Once Every 7 Days Once Every 7 Days	Rural Rural Rural	No Shoulder No Shoulder No Shoulder	No Shoulder No Shoulder No Shoulder	N/A N/A N/A N/A N/A N/A	No Ditch	No Ditch Open Ditch	80 km/h	1000-1959 1874 Estimate N/A 2070 2000-2959 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Evaluated 081 2549 No.	prwich (Township)	Mall Rd.	Byerlay Sideroad	Middletown Line	Municipality: Adjacent	Low Class Bituminous	50 Yes	20.11	5 7.5 13103	3	Once Every 7 Days	Rural	No Shoulder	No Shoulder	N/A N/A	Open Ditch	Open Ditch	80 km/h	500-999 776 Estimate N/A 857 500-999 0 0 0 0 0 Township noted that Norfolk will probably install a lift of surface treatment this year
Evaluated 083 223 No	orwich (Township) orwich (Township) orwich (Township)		Middletown Line Summerville Line Highway 59	Summerville Line Hwy 59 Base Line Swimming Pool Rd.	Municipality Municipality Municipality Municipality	Low Class Bituminous Low Class Bituminous High Class Bituminous High Class Bituminous	50 Yes 50 Yes	2146 7 1649 6	1 8.1 26156 1 8.7 15237 5 8.1 10719 5 7.5 8671	3	Once Every 7 Days	Rural	Granular A Shoulder Granular A Shoulder Granular A Shoulder Granular A Shoulder	Granular A Shoulder Granular A Shoulder	0.50 0.50 0.80 0.80 0.80 0.80 0.50 0.50	Open Ditch Open Ditch	Open Ditch Open Ditch Open Ditch Open Ditch	80 km/h 80 km/h	1000-1999         1395         Actual Count         2023         1540         1000-1999         6         0         0         0         FibreMat has been completed on this section           1000-1999         1372         Actual Count         2023         1598         1000-1999         5         0         0         0         0         some guilles present that require ditching           500-999         286         Actual Count         2023         989         500-999         4         0         0         0         0
Not Evaluated         054         226         No           Not Evaluated         055         228         No	orwich (Township)	Maple Dell Rd. Maple Dell Rd.	Base Line Zenda Line Jones Line	Jones Line Middletown Line	Municipality Municipality	Gravel Gravel	100 No 100 No	5357 N, 2117 N,	/A N/A N/A /A N/A N/A	4	Once Every 14 Days Once Every 14 Days	Rural Rural	N/A N/A	N/A N/A	N/A N/A N/A N/A	N/A N/A	N/A N/A	80 km/h 80 km/h	500999         896         Actual Count         2023         989         500999         4         0         0         0         0         0           50-199         136         Actual Count         2023         149         50-199         9         0         0         0         0           50-199         94         Actual Count         2023         103         50-199         9         0         0         0         0
Not Evaluated 0568 225 No	orwich (Township) orwich (Township) orwich (Township)		Middletown Line Pick Line Highway 59	Pick Line Hwy 59 225m W. of Highway 59	Municipality Municipality Municipality	Gravel Gravel High Class Bituminous	100 No 100 No 100 No	1861 N	/A N/A N/A /A N/A N/A 4 7.4 1643	4 4	Once Every 14 Days Once Every 14 Days Once Every 14 Days	Rural Rural	N/A N/A No Shoulder	N/A N/A No Shoulder	N/A N/A N/A N/A	N/A N/A No Ditch	N/A N/A No Ditch	80 km/h 80 km/h	S0-199 83 Actual Count 2023 91 50-199 9 0 0 0 Township noted that this segment was upgraded to remove the k
Evaluated 057A 2593 No Evaluated 057B 2594 No	orwich (Township) orwich (Township)	Maple Dell Rd. Maple Dell Rd.	Highway 59 Hammer Line	Hammer Line Base Line	Municipality Municipality	Low Class Bituminous Low Class Bituminous	100 No	2627 6 1002 6	4 6.4 16813 4 6.4 6413		Once Every 14 Days Once Every 14 Days	Rural Rural	No Shoulder No Shoulder	No Shoulder No Shoulder	N/A N/A N/A N/A	No Ditch Open Ditch	No Ditch Open Ditch	80 km/h 80 km/h	So-199   165   Actual Count   2023   182   So-199   10   0   0   0   0
Evaluated 251 2307 Evaluated 224A 2646	Otterville Norwich	Maple St. Marshall Dr.	Base Line North St. W. Caroll St.	Windham Line Main St. W. End (Cul-de-Sac)	Municipality Municipality	Low Class Bituminous High Class Bituminous High Class Bituminous	100 No 100 No 100 No	117 6 93 8	7 6.7 5306 4 6.4 749 5 8.5 791	5	Once Every 14 Days Patrol Not Required Once Every 30 Days	Rural Semi-Urban Urban	No Shoulder No Curb Mountable Curb	No Shoulder No Curb Mountable Curb	N/A N/A N/A N/A	Open Ditch No Ditch Storm Sewer	Open Ditch No Ditch Storm Sewer	50 km/h 50 km/h	50-199 165 ActualCount 2023 182 50-199 10 0 0 0 0 0 50-199 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Evaluated         2248         2647           Evaluated         224C         2648           Evaluated         224D         2645	Norwich Norwich	Marshall Dr. Marshall Dr. Marshall Dr.	Caroll St. Pollard St. Carman St.	Pollard St.  Carman St.  Cayley St.	Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 No 100 No	83 8 218 8	5 8.5 748 5 8.5 706 6 8.6 1875	5	Once Every 30 Days Once Every 30 Days Once Every 30 Days	Urban Urban Urban	Mountable Curb Mountable Curb Mountable Curb	Mountable Curb  Mountable Curb  Mountable Curb	N/A N/A N/A N/A N/A N/A		Storm Sewer Storm Sewer Storm Sewer	50 km/h 50 km/h	200-499 250 Estimate N/A 276 200-499 0 0 0 0 0 0 0 0 200-499 200-499 250 Estimate N/A 276 200-499 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	Norwich orwich (Township) orwich (Township)		Spring St. Beaconsfield Rd. Highway 59	Centre St. Highway 59 Evergreen St.	Municipality Municipality	High Class Bituminous Gravel Gravel	100 No 100 No 100 No	1677 N	4 6.4 646 /A N/A N/A /A N/A N/A	6	Patrol Not Required Patrol Not Required Once Every 14 Days	Semi-Urban Rural Rural	No Curb N/A N/A	No Curb N/A N/A	N/A N/A N/A N/A N/A N/A	N/A N/A	Adjacent Road; Storm Sewer N/A N/A	50 km/h 80 km/h 80 km/h	50-199 54 Actual Count 2023 59 50-199 19 0 0 0 0
Evaluated 272B 240 Evaluated 272C 241	Burgessville Burgessville Burgessville		Middletown Line 100m E. of Middletown Line Nichol Lane	100m E. of Middletown Line Nichol Lane Smith's Lane	Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 No	105 6 145 6 224 6	7 6.7 972	6	Patrol Not Required Patrol Not Required Patrol Not Required	Semi-Urban Rural Semi-Urban	No Curb No Shoulder No Curb	No Curb No Shoulder No Curb	N/A N/A N/A N/A N/A N/A	Open Ditch	No Ditch Open Ditch No Ditch	50 km/h 50 km/h	50-199         50         Estimate         55         50-199         0         0         0         0         0           50-199         50         Estimate         N/A         55         50-199         0         0         0         0         0           30-199         50         Estimate         N/A         55         50-199         0         0         0         0         0           30-199         50         Estimate         N/A         55         50-199         0         0         0         0         0
Evaluated 090A 260 No	orwich (Township) brwich (Township) brwich (Township)	Middletown Line	New Rd. Pattullo Ave Oxford Centre Rd.	Potters Rd. (Oxford Rd. 37) 300m N. of Oxford Centre Rd. 300m N. of Oxford Centre Rd.	Municipality Municipality Municipality	Low Class Bituminous High Class Bituminous High Class Bituminous	100 No 100 No 100 No	1529 6 1116 6 305 7	7 6.7 10244 9 8.9 7700 2 9.2 2496	4 3 5	Once Every 14 Days Once Every 7 Days Once Every 30 Days	Rural Rural Semi-Urban	Grass Shoulder Granular A Shoulder Granular A Shoulder	Grass Shoulder  Granular A Shoulder  Granular A Shoulder	0.50 0.50 1.00 1.00 1.00 1.00	Open Ditch Open Ditch Open Ditch	Open Ditch Open Ditch Open Ditch	80 km/h 50 km/h	200499   200   Actual Count   2023   220   200499   8 0 0 0 0 0 0 0
Evaluated         0918         N/A         Nc           Evaluated         091C         N/A         Nc	orwich (Township) orwich (Township) orwich (Township)	Middletown Line Middletown Line Middletown Line	Oxford Centre Rd. Old Stage Rd. 335m S. of Old Stage Rd.	Old Stage Rd. 335m S. of Old Stage Rd. Firehall Rd.	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 No 100 No 100 No	448 6 334 499	8 7.8 3046 7 8 2338 7 9 3493	3 5 3	Once Every 7 Days Once Every 30 Days Once Every 7 Days	Semi-Urban Semi-Urban Rural	Granular A Shoulder Granular A Shoulder Granular A Shoulder	r Granular A Shoulder r Granular A Shoulder r Granular A Shoulder	0.50 0.50 0.50 0.50 1.00 1.00	Open Ditch Open Ditch Open Ditch Open Ditch	Open Ditch Open Ditch Open Ditch	80 km/h	S00-999   904   Actual Count   2023   998   S00-999   9   0   0   0   0   0   0   0   0
Evaluated 099B 264 No	orwich (Township) orwich (Township) orwich (Township)	Middletown Line	Firehall Rd. Gunn's Hill Rd. Substation Rd.	Curries Rd. Substation Rd. Beaconsfield Rd.	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 No 100 No 100 No	1586 7 1374 7 1870 7	2 9.2 11419 3 9.3 10030 2 8.6 13464	3 3	Once Every 7 Days Once Every 7 Days Once Every 7 Days	Rural Rural Rural	Granular A Shoulder Granular A Shoulder Granular A Shoulder	r Granular A Shoulder r Granular A Shoulder r Granular A Shoulder	1.00 1.00 1.00 1.00 0.70 0.70	Open Ditch No Ditch Open Ditch	Open Ditch Open Ditch Open Ditch		500-999 SS2 Actual Court 2023 642 500-999 6 0 0 0 0 0 0 0 1000-1999 1075 Actual Court 2023 1187 1000-1999 7 0 0 0 0 0 0 1000-1999 1075 Actual Court 2023 1187 1000-1999 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Evaluated 1028 242 No Evaluated 102C 242 No	orwich (Township) orwich (Township) orwich (Township)	Middletown Line Middletown Line	Beaconsfield Rd.  Beaconsfield Rd.  831m S. of Beaconsfield Rd.	Middletown Line 831m S. of Beaconsfield Rd. McNab St.	Municipality Municipality Municipality	Gravel High Class Bituminous High Class Bituminous	100 No 100 No 100 No	157 N 834 7 640 7	A N/A N/A 2 8.2 6005 2 8.2 4608	6 3 5	Once Every 7 Days Once Every 30 Days	Rural Rural Semi-Urban	N/A Granular A Shoulder Granular A Shoulder	N/A r Granular A Shoulder r Granular A Shoulder	N/A N/A 0.50 0.50 0.50 0.50	N/A Open Ditch Open Ditch	N/A Open Ditch Open Ditch	80 km/h 50 km/h	500-999 929 Actual Count   2023   1026   1000-1999   6   0   0   0   0
Evaluated 105A.2 2320 No Evaluated 105B.1 2321 No	orwich (Township) orwich (Township)	Middletown Line	387m S. of Church St. Evergreen St. Quaker St.	Evergreen St. Quaker St. Norwich Rd.	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 No	1612 6	8 8.4 8507 8 8.8 10887 8 8.8 10962	3 3	Once Every 7 Days Once Every 7 Days Once Every 7 Days	Rural Rural Rural	Granular A Shoulder	r Granular A Shoulder r Granular A Shoulder r Granular A Shoulder	0.80 0.80 1.00 1.00 1.00 1.00	Open Ditch Open Ditch	Open Ditch Open Ditch Open Ditch	80 km/h 80 km/h 80 km/h	1000-1999 1545 Actual Court 2022 1706 1000-1999 7 0 0 0 0 0 0 1000-1999 17 0 0 0 0 0 0 1000-1999 17 0 0 0 0 0 0 1000-1999 17 0 0 0 0 0 0 0 1000-1999 17 0 0 0 0 0 0 0 0 0 1000-1999 17 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Evaluated 109 261 No	orwich (Township) orwich (Township) orwich (Township)	Middletown Line Middletown Line	Norwich Rd. Airport Rd. Maple Dell Rd.	Airport Rd. Maple Dell Rd. Milldale Rd.	Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 No 100 No	1725 7 1638 7	3 8.3 11264 1 8.1 12248 1 8.1 11630	3 3	Once Every 7 Days Once Every 7 Days Once Every 7 Days	Rural Rural Rural	Granular A Shoulder Granular A Shoulder		0.50 0.50 0.50 0.50 0.50 0.50	Open Ditch Open Ditch	Open Ditch Open Ditch Open Ditch	80 km/h 80 km/h	2000-2999   2542   Actual Count   2023   2807   2000-2999   7   0   0   0   0   0   0   0   0   0
Evaluated 127 2614 No Evaluated 129 2616 No	orwich (Township) orwich (Township) orwich (Township)	Middletown Line Middletown Line	Milldale Rd. Otterville Rd. (Oxford Rd. 19) Ninth Rd.	Otterville Rd. (Oxford Rd. 19) Ninth Rd. Cornell Rd.	Municipality Municipality	High Class Bituminous High Class Bituminous	100 No	1602 7		3 3	Once Every 7 Days Once Every 7 Days Once Every 7 Days			r Granular A Shoulder r Granular A Shoulder r Granular A Shoulder	0.50 0.50 0.50 0.50 0.50 0.50		Open Ditch Open Ditch Open Ditch	80 km/h 80 km/h	500-999 574 Actual Count 2023 634 500-999 4 0 0 0 To be paved in 2023 [golverized at the time of inspection] 500-999 574 Actual Count 2023 634 500-999 4 0 0 0 To be paved in 2023 [golverized at the time of inspection]
Evaluated 141 262 No	orwich (Township) orwich (Township)	Middletown Line Middletown Line Middletown Line	Cornell Rd. Curries Rd. Potters Rd. (Oxford Rd. 37)	New Rd. Gunn's Hill Rd. Mall Rd.	Municipality Municipality Municipality	Gravel High Class Bituminous High Class Bituminous High Class Bituminous High Class Bituminous	100 No 100 No 100 No	1172 N 1326 7 1627 6	A N/A N/A 3 9.3 9680 7 6.7 10901	6 3 4	Patrol Not Required Once Every 7 Days Once Every 14 Days	Rural Rural Rural	Granular A Shoulder Grass Shoulder	N/A r Granular A Shoulder Grass Shoulder	0.50 0.50	Open Ditch Open Ditch	N/A Open Ditch Open Ditch	80 km/h 80 km/h	0-49 25 Estimate V/A 27 0-49 0 0 0 0 0 0 0 500-5999 S82 Actual Court 2023 642 500-999 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Evaluated 271 2551	Burgessville Burgessville Otterville	Middletown Line	McNab St. Church St. Dover St.	Church St. W. 387m S. of Church St. Oxford St.	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 No 100 No 100 No	181 6 387 6 120 6	6 7.6 1195 8 6.8 2632 3 6.3 756	5 5 6	Once Every 30 Days Once Every 30 Days Patrol Not Required	Semi-Urban Semi-Urban Semi-Urban	Granular A Shoulder No Curb No Curb	Granular A Shoulder No Curb No Curb	0.50 0.5 N/A N/A N/A N/A	Storm Sewer No Ditch	Storm Sewer Without Ditch No Ditch No Ditch	50 km/h 50 km/h	500-999   698   Estimate   N/A   771   500-999   0   0   0   0   0   0   0   0   1000-1999   1441   Estimate   N/A   1812   1000-1999   0   0   0   0   0   0   0   0   0
Evaluated 256A.2 271 Evaluated 263A 268 Evaluated 255C.1 2367	Otterville Otterville Otterville	Mill St. E. Mill St. E.	Oxford St. John St. S. Cherry St.	John St. S.  Buchan St.  Pine St.	Municipality Municipality	High Class Bituminous High Class Bituminous	100 No 100 No	117 6 265 6	3 6.3 737 3 6.3 1670	6	Patrol Not Required Patrol Not Required Patrol Not Required	Semi-Urban Semi-Urban Semi-Urban	No Curb	No Curb No Curb No Curb	N/A N/A N/A N/A N/A N/A	No Ditch No Ditch	No Ditch No Ditch No Ditch	50 km/h 50 km/h	
Evaluated 255C.2 2629 Evaluated 2568 266	Otterville Otterville orwich (Township)	Mill St. W. Mill St. W.	Pine St. Albert St. Zenda Line	Otter View Dr Dover St. 1.9km W. of Oxford Rd. 13	Municipality	High Class Bituminous	100 No	169 6	3 6.3 1065	6	Patrol Not Required Patrol Not Required Once Every 14 Days	Urban Semi-Urban Rural	Mountable Curb No Curb Granular A Shoulder	Mountable Curb No Curb r Granular A Shoulder	N/A N/A N/A N/A 0.50 0.50	No Ditch	Storm Sewer No Ditch Open Ditch	50 km/h 50 km/h	50-199 65 Estimate V/A 71 50-199 0 0 0 0 0 0 0 5 50-199 100 Estimate V/A 11 50-199 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Evaluated 058B 2381 No Not Evaluated 059 2595 No	orwich (Township)	Milldale Rd. Milldale Rd.	Oxford Rd. 13 Oxford Rd. 13 Middletown Line	1.9km W. of Oxford Rd. 13 Middletown Line Pick Line	Municipality Municipality Municipality	High Class Bituminous Gravel Gravel	100 No 100 No	1881 7 3777 N	3 8.3 13731	4 6	Once Every 14 Days Patrol Not Required Patrol Not Required		Granular A Shoulder N/A	Granular A Shoulder N/A N/A		No Ditch	No Ditch N/A N/A	80 km/h 80 km/h	200-499         386         Actual Count         2023         426         200-499         6         0         0         0         0         0           0-49         38         Actual Count         2023         41         0-49         7         0         0         0         0         0           0-49         40         Actual Count         2023         41         0-49         7         0         0         0         0         0
Vol. Evaluated	prwich (Township)	Milldale Rd.	Pick Line Highway 59 Csont Line	Highway 59 Csont Line Base Line	Municipality Municipality	Low Class Bituminous Low Class Bituminous	100 No 100 No 100 No	2090 6. 1709 6	25 6.25 13063 3 6.3 10767	4	Once Every 14 Days Once Every 14 Days Once Every 14 Days Once Every 14 Days	Rural Rural Rural	Grass Shoulder No Shoulder	Grass Shoulder No Shoulder No Shoulder	0.50 0.50 N/A N/A N/A N/A	Open Ditch Open Ditch	Open Ditch Open Ditch No Ditch	80 km/h 80 km/h	200-99 20 Actual Count 2022 49 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Evaluated 038 2639  Not Evaluated 136 2620 No  Evaluated 073A 2602 No	Norwich prwich (Township)	Moore Cres. Neidert Line	Marshall Dr. Potters Rd. Zenda Line	Cayley St. Middletown Line Union Line	Municipality Municipality	High Class Bituminous Gravel	100 No 100 No	288 8 2340 N	.6 8.6 2477 'A N/A N/A	6	Patrol Not Required Patrol Not Required Once Every 14 Days	Urban Rural	Mountable Curb N/A	Mountable Curb N/A Granular A Shoulder	N/A N/A N/A N/A	Storm Sewer N/A	Storm Sewer N/A No Ditch	50 km/h 80 km/h	30-199 137 Asia Com. A252 131 20-199 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Evaluated 0738 292 Ne. Evaluated 0738 292 Ne. Evaluated 074.1 291 Ne. Evaluated 074.2 289 Ne.	orwich (Township) orwich (Township)	New Rd. New Rd.	Union Rd. Middletown Line Furnace Rd.	Oxford Rd. 13 Furnace Rd. Coal Line	Municipality	High Class Bituminous High Class Bituminous High Class Bituminous Low Class Bituminous	100 No 100 No 100 No	2074 5	9 5.9 12237	4	Once Every 14 Days Once Every 14 Days Once Every 14 Days Once Every 14 Days	Rural Rural	Granular A Shoulder Grass Shoulder	Granular A Shoulder	0.50 0.50 0.50 0.50 0.50 0.50	Open Ditch Open Ditch	Open Ditch Open Ditch No Ditch	60 km/h 80 km/h	200-999
Evaluated 074.3 288 No Evaluated 075 290 No	orwich (Township) orwich (Township)	New Rd. New Rd.	Coal Line Highway 59 Base Line	Highway 59 Base Line	Municipality Municipality	Low Class Bituminous  Low Class Bituminous  Low Class Bituminous  Low Class Bituminous	100 No 100 No	157 6 3712 6	7 6.7 1052 6 6.6 24499	4	Once Every 14 Days Once Every 14 Days Once Every 14 Days Once Every 7 Days	Rural Rural	Grass Shoulder	Grass Shoulder Grass Shoulder	0.50 0.50 0.50 0.50 0.50 0.50	No Ditch Open Ditch	No Ditch Open Ditch Open Ditch	80 km/h 80 km/h	30-159 (3.09 Acutal Count 2023) 140 (3.0-159) 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Evaluated 273B 294	Burgessville prwich (Township)		McNab St. Zenda Line	Swimming Pool Rd. Church St. E. Oxford Rd. 13		High Class Bituminous  Low Class Bituminous	100 No	118 6 3788 6	5 6.5 767 2 6.2 23486	4	Once Every 7 Days Once Every 14 Days	Semi-Urban Rural	No Curb Grass Shoulder	No Curb Grass Shoulder	0.50 0.50 N/A N/A 0.50 0.50	Open Ditch	Open Ditch Open Ditch	90 km/h 80 km/h	50-199   50   Estimate   N/A   55   50-199   0   0   0   0
Not Evaluated 066B 2599 No	orwich (Township)	Ninth Rd.	Oxford Rd. 13 Oatman Line Cornell Rd.	Oatman Line Middletown Line Coal Line	Municipality Municipality Municipality	Gravel Gravel Low Class Bituminous	100 No	2655 N	'A N/A N/A 'A N/A N/A 5 65 4154	6	Patrol Not Required Patrol Not Required Once Every 14 Days	Rural Rural	N/A N/A Grass Shoulder	N/A N/A Grass Shoulder	N/A N/A N/A N/A 0.50 0.50	N/A	N/A N/A Open Ditch	80 km/h	0-49 40 Actual Count 2023 44 0-49 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Evaluated 0678 297 No Not Evaluated 068 2601 No	orwich (Township) orwich (Township)	Ninth Rd. Ninth Rd.	Coal Line W. of Base Line E. of Base Line	Highway 59 End Township Boundary	Municipality	Low Class Bituminous  Low Class Bituminous  Gravel  Gravel  High Class Bituminous	100 No	1135 5	5 6.5 4154 9 5.9 6697 /A N/A N/A	4	Once Every 14 Days	Rural Rural Rural	Grass Shoulder N/A	Grass Shoulder Grass Shoulder N/A N/A	0.50 0.50 0.50 0.50 N/A N/A N/A N/A	Open Ditch No Ditch N/A N/A	No Ditch N/A N/A	80 km/h 80 km/h	200-999 405 Actual Court 2022 447 200-499 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Not Evaluated         069         296         No           Evaluated         260A         304	Otterville	Norfolk St.	Albert St.	End (Cul-de-Sac)	Municipality	High Class Bituminous	100 No	132 6	3 6.3 832	6	Patrol Not Required	Semi-Urban	N/A Swale - Paved Gutter	N/A r No Curb	N/A N/A			50 km/h	391399 5.2 Actual Court 2023 57 301399 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

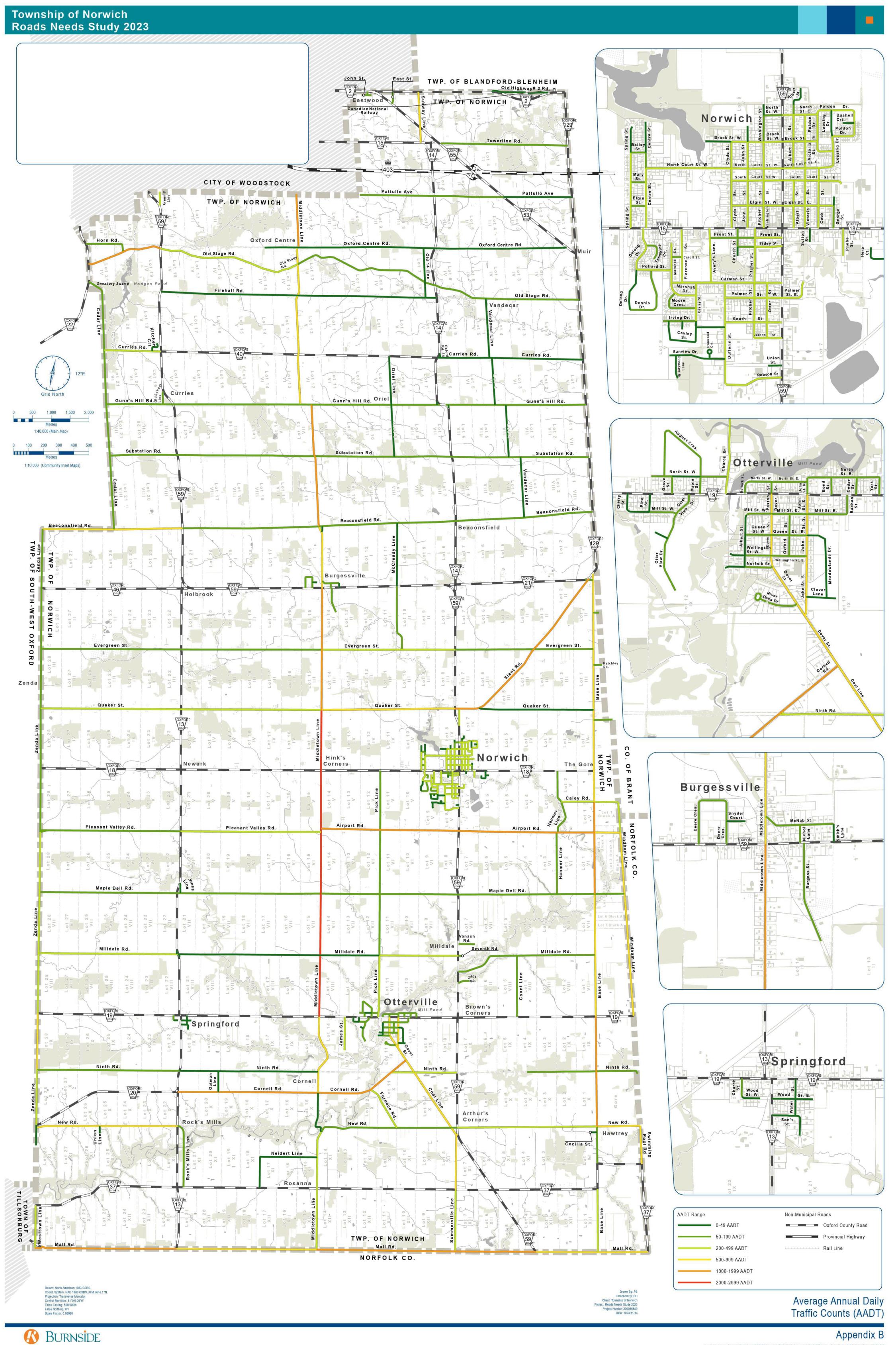
2023 Evaluation Status		iset or PSAB ID	Community Na		Name From	ds in the Tow	Maintenance Agency	Surface Material	Capital Maintenance Percent	Length	Road Platform Surf. Width Width Are (m) (m) (m	ea Maintenance	Patrol Frequency (O Reg 23	9-02) Roadside Environment	Curb/Shoulders Even	Curb/Shoulders Odd	Shoulder Shoul Width (m) Width Even Side Odd S	der (m) Drainage Type Even Si	le Drainage Type Odd Side	Posted Speed Limit (km/h)	ADT Range AADT	AADT Method Cou	AADT Count Proje Projected AADT	cted Troffic	Grade	n. No. Vert. Align. Sight Deficiencies	No. Horiz. Align. Curve Deficiencies	No. Horiz. Align. Sight Deficiencies	. Comments / Notes
Evaluated Evaluated	260B 204A	303 307	Otterville Norf Norwich North C	urt St. E.	Albert St. Stover St. N.	Dover St. Albert St.	Municipality	High Class Bituminous High Class Bituminous	100	No 187 No 71	6.2 6.2 115 7 7 49	59 6 97 5	Patrol Not Required Once Every 30 Days	Semi-Urban Semi-Urban	No Curb	No Curb No Curb	N/A N/A N/A N/A	No Ditch A Adjacent Road; Storm Sev	No Ditch er Adjacent Road; Storm Sewe	r 50 km/h	200-499 300	Estimate N/A	Projected AADT (10 Years) A 82 50-3 A 331 200-4	199 0 499 0	0	0	0	0	
Evaluated Evaluated Evaluated Evaluated	204D	305 306 310 311	Norwich North C Norwich North C Norwich North C Norwich North C	urt St. E. urt St. E.	Albert St. Victoria St. Polden Dr Centre St.	Victoria St. Cook St. Cook St. Clyde St.	Municipality Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous High Class Bituminous	100	No 90 No 193	7.9 7.9 71 8.6 8.6 166	11 5 60 5	Once Every 30 Days Once Every 30 Days Once Every 30 Days Patrol Not Required	Semi-Urban Semi-Urban Urban Semi-Urban	No Curb Mountable Curb	No Curb No Curb Mountable Curb No Curb	N/A N/A N/A N/A N/A N/A N/A N/A	A Storm Sewer A Storm Sewer	No Ditch Storm Sewer Storm Sewer Storm Sewer	50 km/h	200-499 300 200-499 300 200-499 300 200-499 390	Estimate N/A	A 331 200- A 331 200- A 331 200-	499 0	0	0	0	0	
Evaluated Evaluated	203B.1 203B.2 203B.3	314 313	Norwich North Co Norwich North Co	urt St. W. urt St. W.	Clyde St. John St.	John St. Washington St.	Municipality Municipality	High Class Bituminous High Class Bituminous	100	No 108 No 107	6.7 6.7 38: 6.7 6.7 72 6.7 6.7 71	24 6 17 6	Patrol Not Required Patrol Not Required	Semi-Urban Semi-Urban	No Curb No Curb	No Curb No Curb	N/A N/A	A Adjacent Road; Storm Sev	er Adjacent Road; Storm Sewe er Adjacent Road; Storm Sewe	r 20 km/h r 20 km/h	200-499 390 200-499 390 200-499 390	Estimate N/A	A 430 200- A 430 200- A 430 200- A 430 200-	499 0 499 0	0	0	0	0	
Evaluated Evaluated Evaluated	235B.2 235B.3 235B.4	312 323 322 2640	Norwich North Co Norwich North Norwich North Norwich North	St. E.	Washington St. Stover St. N. Albert St. Victoria St.	Stover St. N. Albert St. Victoria St. Poldon Dr.	Municipality Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous High Class Bituminous	100 100	No 74 No 77	6.7 6.7 49	96 5 24 5	Once Every 30 Days Once Every 30 Days Once Every 30 Days Once Every 30 Days	Semi-Urban Urban Urban Urban	Mountable Curb Mountable Curb	No Curb  Mountable Curb  Mountable Curb  Mountable Curb	N/A N/A N/A N/A N/A N/A	A Storm Sewer A Adjacent Road; Storm Sev	Storm Sewer er Adjacent Road; Storm Sewer er Adjacent Road; Storm Sewer Storm Sewer	50 km/h r 50 km/h	200-499 300 200-499 300 200-499 300	Estimate N/s Estimate N/s Estimate N/s	A 331 200- A 331 200- A 331 200-	499 0 499 0	0	0	0	0	
Evaluated Evaluated	254F.1 254F.2	315 316 319	Otterville Norti Otterville Norti	St. E.	William St. John St. N.	John St. N. Bond St.	Municipality Municipality	High Class Bituminous High Class Bituminous	100 100	No 238 No 159	6.5 6.5 154 6.2 6.2 98	47 6 86 6	Patrol Not Required Patrol Not Required	Semi-Urban Semi-Urban	No Curb No Curb	No Curb No Curb	N/A N/A	A No Ditch A No Ditch	No Ditch No Ditch	50 km/h 50 km/h	50-199 150 50-199 140	Estimate N/s Estimate N/s	A 165 50: A 154 50:	199 0 199 0	0	0	0	0	
Evaluated Evaluated Evaluated Evaluated	254F.4 254F.4 235B.1 250A.1	318 325	Otterville Norti	St. E. St. E. St. W.	Bond St. Cedar St. Washington St. Grove St.	Cedar St. York St. Stover St. N. End	Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous High Class Bituminous	100 100 100	No 152 No 125 No 129	6.1 6.1 103 6.3 6.3 95 6.6 6.6 82	58 6 25 6	Patrol Not Required Patrol Not Required Patrol Not Required Patrol Not Required	Semi-Urban Semi-Urban Urban		No Curb No Curb Mountable Curb No Curb	N/A N/A N/A N/A N/A N/A	A No Ditch A Storm Sewer	No Ditch No Ditch Storm Sewer No Ditch	50 km/h 50 km/h 50 km/h	50-199 140 50-199 140 50-199 100 50-199 50	Estimate N/A Estimate N/A Estimate N/A Estimate N/A	A 154 50: A 154 50: A 110 50: A 55 50:	199 0 199 0	0	0	0	0	
Evaluated Evaluated	250A.2 250A.3 253B	2309 2310 320	Otterville North Otterville North Otterville North	St. W. St. W.	Grove St. Church St. Paxton St.	Maple St. Maple St. Bullock St.	Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100	No 188 No 180 No 168	6.9 6.9 124	42 6	Patrol Not Required Patrol Not Required Patrol Not Required Patrol Not Required	Semi-Urban Semi-Urban Semi-Urban	Swale - Paved Gutte No Curb	No Curb No Curb No Curb	N/A N/A N/A N/A N/A N/A	A Storm Sewer A Storm Sewer	Storm Sewer Storm Sewer No Ditch	50 km/h 50 km/h	0-49 40 50-199 60	Estimate N/A Estimate N/A Estimate N/A	A 44 0-	19 0	0	0	0	0 0	
Not Evaluated Not Evaluated Evaluated	144 062C	329 I 330 I	Norwich (Township) Oatm Norwich (Township) Odd	ın Line y Rd. E	Ninth Rd. E. of Highway 59 Ixford Centre Rd.	Cornell Rd. End Old Stage Rd.	Municipality Municipality	Gravel Gravel High Class Bituminous	100	No 554	N/A N/A N/	/A 6	Patrol Not Required Once Every 14 Days Patrol Not Required	Rural Rural Rural	N/A N/A No Shoulder	N/A N/A No Shoulder	N/A N/A N/A N/A N/A N/A	A N/A N/A	N/A N/A No Ditch	80 km/h 80 km/h 80 km/h	50-199 137	Actual Count 202 Actual Count 202	3 151 50	19 0 199 8	0	0	0	0	
Evaluated Evaluated Not Evaluated	0928 001 143	332 I 2570 I	Norwich (Township) Old 1 Norwich (Township) Old High Norwich (Township) Old Sch	4 Line O:	xford Centre Rd. Highway 2 Highway 59	Firehall Rd. CPR Gunn's Hill Rd.	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous Gravel	100	Yes 546	4.3 4.3 39: 4.3 4.3 17: 6.2 6.2 33: N/A N/A N/	85 6	Patrol Not Required Patrol Not Required Once Every 14 Days	Rural Rural Rural	No Shoulder No Shoulder	No Shoulder	N/A N/A N/A N/A N/A N/A	A No Ditch A Open Ditch	No Ditch Open Ditch N/A	80 km/h 80 km/h 80 km/h	0-49 19 0-49 30 50-199 97	Estimate N/A	A 20 0-4 A 33 0-4 A 107 50-:	19 0	0	0 0	0	0	FibreMat has been completed on this section
Evaluated Evaluated Evaluated	009 010 011A	334 I 337 I	Norwich (Township) Old St Norwich (Township) Old St Norwich (Township) Old St	age Rd. Sweabu age Rd.	urg Rd. (Oxford Rd 12) Horn Rd. Viddletown Line	Horn Rd. Highway 59 320m W. of Middletown Line	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100	No 988 No 1021 No 321	7 96 60	16 3 47 3 11 5	Once Every 7 Days Once Every 7 Days Once Every 30 Days		Granular A Shoulde	er Granular A Shoulder er Granular A Shoulder	0.80 0.81	Open Ditch Open Ditch	Open Ditch Open Ditch th Storm Sewer Without Ditch	80 km/h 80 km/h	1000-1999 1349 1000-1999 1507	Actual Count 202 Actual Count 202	2 1490 1000- 2 1664 1000- 2 498 200-	1999 10 1999 11	0	0 0	0	0	
Evaluated Evaluated Not Evaluated	011B 016A 016B	2573 I 2338 I	Norwich (Township) Old St Norwich (Township) Old St Norwich (Township) Old St	age Rd. N	Highway 59 Middletown Line E. of Middletown Line	320m W. of Middletown Line 480m E. of Middletown Line Old 14 Line	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous Gravel	100	No 489	7.4 8.4 257 6.5 6.5 313 N/A N/A N/	79 6	Once Every 14 Days Patrol Not Required Once Every 14 Days	Rural Semi-Urban Rural	No Curb	er Granular A Shoulder No Curb N/A	0.50 0.50 N/A N/A N/A N/A	A No Ditch	Open Ditch No Ditch N/A	80 km/h 50 km/h 80 km/h	200-499 451 50-199 178 50-199 83	Actual Count 202 Actual Count 202 Actual Count 202	2 498 200- 3 196 50- 3 91 50-	499 4 199 6 199 11	0 0	0 0	0 0	0 0	
Evaluated Not Evaluated Not Evaluated	016C 020A		Norwich (Township) Old St Norwich (Township) Old St	ige Rd. ige Rd.	Old 14 Line Oxford Rd. 14 Vanecar Line	Oxford Rd. 14 Vandecar Line Muir Line	Municipality Municipality Municipality	High Class Bituminous Gravel Gravel	100 100	No 271 No 1424	7 8 185 N/A N/A N/ N/A N/A N/	97 4 /A 4	Once Every 14 Days Once Every 14 Days Once Every 14 Days	Rural Rural Rural	Granular A Shoulde N/A N/A	er Granular A Shoulder N/A N/A	0.50 0.50 N/A N/A N/A N/A	O Open Ditch	Open Ditch N/A N/A	80 km/h 80 km/h 80 km/h	50-199 86 50-199 65 50-199 65	Estimate N/A Actual Count 202 Actual Count 202	A 94 50- 3 71 50- 3 71 50-	199 0 199 8 199 8	0 0	0 0	0 0	0 0	
Not Evaluated Not Evaluated Evaluated	097A 097B 223A	341 I 342 I 344	Norwich (Township) Orie Norwich (Township) Orie Norwich Otto	Line Line er St.	Curries Rd. Gunn's Hill Rd. Carman St.	Gunn's Hill Rd. Substation Rd. Palmer St. W.	Municipality Municipality Municipality	Gravel Gravel High Class Bituminous	100 100 100	No 1292 No 1380 No 100	N/A N/A N/ N/A N/A N/ 6.4 6.4 64	/A 6 /A 6 40 5	Patrol Not Required Patrol Not Required Once Every 30 Days	Rural Rural Semi-Urban	N/A N/A No Curb	N/A N/A No Curb	N/A N/A N/A N/A N/A N/A	N/A Storm Sewer Without Die	N/A N/A th Storm Sewer Without Ditch	80 km/h 80 km/h 50 km/h	0-49 18 0-49 18 200-499 250	Actual Count 202 Actual Count 202 Estimate N/	3 19 0-4 3 19 0-4 A 276 200-	19 28 19 28 499 0	0 0	0 0	0 0	0 0	
Evaluated Evaluated Evaluated	223B 223C 265A	343 345 2627	Norwich Otto Norwich Otto Otterville Otter	er St. er St. riew Dr	Palmer St. W. South St. Main St. W.	South St. Jerdon St. Mill St. W.	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 100 100	No 161 No 106 No 166	6.4 6.4 103 6.4 6.4 67 8.5 8.5 143	30 5 78 5 11 6	Once Every 30 Days Once Every 30 Days Patrol Not Required	Semi-Urban Semi-Urban Urban	No Curb No Curb Mountable Curb	No Curb No Curb Mountable Curb	N/A N/A N/A N/A N/A N/A	No Ditch No Ditch Storm Sewer	No Ditch No Ditch Storm Sewer	50 km/h 50 km/h	200-499 250 50-199 140	Estimate N/A Estimate N/A		499 0 199 0	0 0	0 0 0	0 0 0	0 0 0	
Evaluated Not Evaluated Evaluated	0138	348	Norwich (Township) Oxford ( Norwich (Township) Oxford (	entre Rd. 23m W	Mill St. W. of Middletown Line V. of Middletown Line	Van Parys Dr. Not Recorded 300m E. of Middletown Line	Municipality Municipality Municipality	High Class Bituminous Gravel High Class Bituminous	100 100	No 838 No 367	6.6 7.6 242	/A 6 22 6	Patrol Not Required Patrol Not Required Patrol Not Required	Urban Rural Semi-Urban	Granular A Shoulde		N/A N/A N/A N/A 0.50 0.50	Storm Sewer  N/A  Open Ditch	Storm Sewer N/A Open Ditch	50 km/h 80 km/h 50 km/h	50-199 115 0-49 13 0-49 27	Actual Count 202 Actual Count 202	3 14 0-4 3 29 0-4	19 19 19 8	0 0	0 0 0	0 0 0	0 0	
Not Evaluated Not Evaluated Not Evaluated	014B 015	351 I	Norwich (Township) Oxford C Norwich (Township) Oxford C	entre Rd. entre Rd.	E. of Middletown Line Old 14 Line Oxford Rd. 14	e Old 14 Line Oxford Rd. 14 Highway 53	Municipality Municipality Municipality	Gravel Gravel Gravel	100 100	No 294 No 3511		/A 6	Patrol Not Required Patrol Not Required Patrol Not Required	Rural Rural Rural	N/A N/A	N/A N/A N/A	N/A N/A N/A N/A N/A N/A	A N/A N/A	N/A N/A N/A	80 km/h 80 km/h 80 km/h	0-49 28 0-49 23	Actual Count 202 Actual Count 202 Actual Count 202	3 30 0-4 3 25 0-4	9 8 9 8 9 14	0	0 0	0 0	0 0	
Not Evaluated Not Evaluated Not Evaluated	296 297 298	N/A I	Norwich (Township) Oxfore Norwich (Township) Oxfore	Rd. 13 Rd. 14	Oxford Rd. 13 Oxford Rd. 13 Oxford Rd. 14	Milldale Rd. Milldale Rd. Curries Rd.	Municipality Municipality Municipality	Gravel Gravel Gravel	100 100	No 74 No 123	N/A N/A N/	/A 6	Patrol Not Required Patrol Not Required Patrol Not Required	Rural Rural Rural	N/A N/A	N/A N/A N/A	N/A N/A N/A N/A N/A N/A	A N/A N/A	N/A N/A N/A	80 km/h 80 km/h	0-49 15 0-49 15 0-49 15	Estimate N/A Estimate N/A Estimate N/A	A 16 0-4 A 16 0-4	19 0 19 0 19 0	0	0 0	0	0	
Not Evaluated Not Evaluated Evaluated	299 300 257	N/A I N/A I 2567	Norwich (Township) Oxfore Otterville Oxfo	Rd. 14 rd St.	Oxford Rd. 14 Oxford Rd. 14 Mill St. E.	Gunn's Hill Rd. Gunn's Hill Road Wellington St. E.	Municipality Municipality Municipality	Gravel Gravel High Class Bituminous	100 100 100	No 97 No 96 No 279	N/A N/A N/ N/A N/A N/ 6 6 16: 8.4 8.4 19:		Patrol Not Required Patrol Not Required Patrol Not Required	Rural Rural Semi-Urban	N/A No Curb	N/A N/A No Curb	N/A N/A N/A N/A N/A N/A	No Ditch	N/A N/A No Ditch	80 km/h 80 km/h 50 km/h	0-49 15 0-49 15 50-199 75	Estimate N/A	A 16 0- A 16 0- A 82 50-	19 0 199 0	0	0	0	0	
Evaluated	244 215A.1 215A.2	352 354 353	Norwich Palme Norwich Palme	r St. E. St. W.	Stover St. S. Pitcher St. Otter St.	Otter St. Stover St. S.	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100	No 100	6.4 6.4 53 5.7 5.7 57	38 5 70 5	Once Every 30 Days Once Every 30 Days Once Every 30 Days	Semi-Urban Semi-Urban Semi-Urban	No Curb	No Curb No Curb No Curb	N/A N/A N/A N/A N/A N/A	A Storm Sewer A No Ditch	Open Ditch Storm Sewer No Ditch	50 km/h	200-499 250	Estimate N/A	A 276 200- A 276 200-	499 0 499 0	0	0 0	0	0 0	
Evaluated  Not Evaluated  Not Evaluated  Not Evaluated	2158 005 006	2572	Norwich (Township) Pattu Norwich (Township) Pattu	St. W. Io Ave N Io Ave	Dufferin St. Middletown Line Oxford Rd. 14	Pitcher St. Oxford Rd. 14 Highway 53 Muir Line	Municipality Municipality Municipality	High Class Bituminous Gravel Gravel Gravel	100 100	No 196 No 1974 No 1847 No 1817	N/A N/A N/ N/A N/A N/	/A 4 /A 4	Once Every 30 Days Once Every 14 Days Once Every 14 Days Patrol Not Required	Semi-Urban Rural Rural	N/A N/A	No Curb N/A N/A	N/A N/A N/A N/A N/A N/A	Storm Sewer	Storm Sewer N/A N/A	50 km/h 80 km/h 80 km/h	200-499 250 50-199 63 50-199 72 0-49 36	Estimate N/A Actual Count 202 Actual Count 202 Actual Count 202	A 276 200- 3 69 50- 3 79 50-	199 11 199 8	0	0 0	0	0 0	
Evaluated	254A 228B	2630 361	Otterville Paxt Norwich Phe	on St. oe St.	Highway 53 North St. Main St. E.	Main St. End	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous	100 100	No 78 No 183	7.5 7.5 58 7.4 7.4 135	85 6 54 5	Patrol Not Required Once Every 30 Days	Rural Urban Semi-Urban		N/A Barrier Curb No Curb	N/A N/A	A Storm Sewer A No Ditch N/A	N/A Storm Sewer No Ditch	50 km/h 50 km/h	50-199 150 200-499 300	Estimate N/A	A 165 50- A 331 200-	199 0 499 0	0	0	0	0	
Not Evaluated  Not Evaluated  Not Evaluated  Fivaluated	114A 114B 114C 123A	366 I	Norwich (Township) Pick Norwich (Township) Pick Norwich (Township) Pick Norwich (Township) Pick	Line Line	Norwich Rd. Airport Rd. Maple Dell Rd. Milldale Rd.	Airport Rd. Maple Dell Rd. Milldale Rd. Church St.	Municipality Municipality Municipality Municipality	Gravel Gravel Low Class Bituminous	100 100	No 1707 No 1629	N/A N/A N/ N/A N/A N/ N/A N/A N/ 6.5 6.5 893	/A 4 /A 4	Once Every 14 Days	Rural Rural Rural Rural	N/A N/A N/A Grass Shoulder	N/A N/A N/A Grass Shoulder	N/A N/A N/A N/A N/A N/A	N/A N/A N/A	N/A N/A N/A Open Ditch	80 km/h	50-199 113	Actual Count 202	3 124 50-	199 7 199 7	0	0	0	0	
Evaluated	255A 222A.1	2365 369 368	Otterville Pin Norwich Pitch Norwich Pitch	e St. er St.	Main St. W. Palmer St. W. South St.	Mill St. W. South St. Jerdon St.	Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 100	No 121 No 162	6 6 72 8 8 125	26 6 96 5	Patrol Not Required Once Every 30 Days Once Every 30 Days	Semi-Urban Semi-Urban Semi-Urban	No Curb	No Curb No Curb No Curb	N/A N/A N/A N/A N/A N/A	No Ditch Storm Sewer	No Ditch Storm Sewer Storm Sewer	50 km/h 50 km/h	0-49 30 200-499 350	Estimate N/A	A 33 0-4	19 0 499 0	0	0	0	0	
Evaluated Evaluated Evaluated	222B	371 2625 372	Norwich Pitch Norwich Pitch	er St.	Carman St. Tidey St. Front St.	Palmer St. W. Carman St. Tidey St.	Municipality Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 100	No 100 No 238	6.3 6.3 63 7.6 7.6 180 10.6 10.6 63	30 S 109 S	Once Every 30 Days Once Every 30 Days Once Every 30 Days Once Every 30 Days	Semi-Urban Urban	No Curb		N/A N/A N/A N/A N/A N/A	A Ne Ditch	No Ditch Storm Sewer	50 km/h 50 km/h	200-499 350 200-499 350	Estimate N/A	A 386 200- A 386 200-	499 0 499 0	0	0	0	0 0	
Evaluated Not Evaluated	222E 049	373 375	Norwich Pitch Norwich (Township) Pleasant	er St.	Main St. W. Zenda Line	Front St. Middletown Line	Municipality  Municipality	High Class Bituminous Gravel	100	No 64	7.3 7.3 46 N/A N/A N/	57 5	Once Every 30 Days Once Every 14 Days	Semi-Urban Rural	No Curb N/A	No Curb	N/A N/A		er Adjacent Road; Storm Sewer	r 50 km/h	200-499 350	Estimate N/A			0	0	0	0	Township noted this road is to be improved/widened when the property to the northeast is developed
Evaluated Not Evaluated Evaluated	050 142 251A	2552	Norwich (Township) Pleasant Norwich (Township) Pleasant	Valley Rd. N	Viddletown Line Zenda Line (dog leg) Lossing Dr.	Oxford Rd. 13 Pleasent Valley Rd. Brock St. E.		High Class Bituminous Gravel High Class Bituminous	100 100	No 3730 No 233	7.2 8.2 268 N/A N/A N/ 8.6 8.6 143	856 4 /A 4	Once Every 14 Days Once Every 14 Days Once Every 30 Days	Rural Rural Urban	Granular A Shoulde N/A Mountable Curb	Rranular A Shoulder N/A Mountable Curb	0.50 0.50 N/A N/A N/A N/A	Open Ditch N/A	Open Ditch N/A Storm Sewer	80 km/h 50 km/h	50-199 64 200-499 200	Estimate N/A	A 70 50: A 220 200-	199 0 499 0	0 0	0 0	0	0 0	
Evaluated Evaluated Evaluated	251B 251D 251E	N/A N/A N/A	Norwich Pold Norwich Pold Norwich Pold	on Dr. on Dr.	North St. E. Lossing Dr. Bushell Crt.	Brock St. E.  Bushell Crt.  Lossing Dr.	Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 100	No 178 No 231	8.6 8.6 153 8.6 8.6 198 8.6 8.6 194	31 5 87 5	Once Every 30 Days Once Every 30 Days Once Every 30 Days	Urban Urban Urban	Mountable Curb	Mountable Curb Mountable Gurb Mountable Curb	N/A N/A N/A N/A N/A N/A	A Storm Sewer A Storm Sewer	Storm Sewer Storm Sewer Storm Sewer	50 km/h	200-499 300 200-499 275	Estimate N/A	A 331 200- A 303 200- A 303 200-	499 0 499 0	0	0 0	0	0 0	
Evaluated Evaluated	249C 043	2632 378	Norwich Polls Norwich (Township) Qual	er St.	Marshall Dr. Zenda Line	Delong Dr. Oxford Rd. 13	Municipality Municipality	High Class Bituminous High Class Bituminous	100	No 3733		131 4	Once Every 30 Days Once Every 14 Days	Urban Rural	Mountable Curb No Shoulder	Mountable Curb No Shoulder	N/A N/A	A Open Ditch	Storm Sewer Open Ditch		200-499 250 200-499 255		A 276 200- 3 281 200-	499 0 499 12	0	0	0	0	To be paved in 2023 (crews were pulverizing the road at the time of inspection)
Evaluated Evaluated Evaluated	044 045 046A		Norwich (Township) Qual	er St. N	Oxford Rd. 13 Middletown Line Highway 59	Middletown Line Highway 59 Utility Line	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100	No 3730 No 3547 No 113	7.2 8.2 268 7.1 7.1 251 7.1 8.1 80	856 4 184 3 02 3	Once Every 14 Days Once Every 7 Days Once Every 7 Days	Rural Rural Rural		er Granular A Shoulder No Shoulder er Granular A Shoulder	0.50 0.50 N/A N/A 0.50 0.50	D Open Ditch Open Ditch Open Ditch	Open Ditch Open Ditch Open Ditch			Actual Count 202 Actual Count 202 Actual Count 202	3 284 200- 3 693 500- 3 1308 1000-	999 10	0 0	0 0	0 0	0 0	
Evaluated Not Evaluated Evaluated	0468 047 256C.3		Otterville Quee	er St. er St. n St. E	Utility Line Slant Rd. Oxford St. Dover St.	Slant Rd.  Base Line  John St. S.  Oxford St.	Municipality Municipality Municipality	High Class Bituminous Gravel High Class Bituminous	100 100	No 537	7.1 8.1 38: N/A N/A N/	13 3	Once Every 7 Days Patrol Not Required Patrol Not Required	Rural Rural Semi-Urban	Granular A Shoulde N/A	N/A No Curb No Curb	0.50 0.50 N/A N/A N/A N/A	D Open Ditch A N/A	Open Ditch N/A No Ditch No Ditch	80 km/h 80 km/h 50 km/h	1000-1999 1185	Actual Count 202 Actual Count 202 Estimate N// Estimate N//	3 1308 1000-	1999 4 19 13 199 0	0 0	0 0	0 0	0 0	
Evaluated Evaluated Evaluated	256C.2 256C.1 266	382 383 2626	Otterville Quee Otterville Quee Otterville River	n St. E. n St. W Daks Dr	Albert St. Dover St.	Dover St. End (Cul-de-Sac)	Municipality	High Class Bituminous High Class Bituminous High Class Bituminous High Class Bituminous	100	No 119	6.2 6.2 73	38 6 14 6 20 6	Patrol Not Required Patrol Not Required Patrol Not Required	Semi-Urban Semi-Urban Urban	No Curb No Curb Mountable Curb	No Curb Mountable Curb	N/A N/A N/A N/A N/A N/A	A No Ditch A No Ditch A Storm Sewer	No Ditch No Ditch Storm Sewer	50 km/h 50 km/h 50 km/h	50-199 /5 50-199 75	Estimate N/A	A 82 50-:	199 0 199 0	0 0	0 0	0 0	0 0	
Evaluated Evaluated Evaluated	219 135	385 2562 I	Norwich Robs Norwich (Township) Rock's I Norwich (Township) Seco	Mills Line	Oxford Rd. 13 New Durham Rd. Slant Rd.	Stover St. S. Oxford Rd. 37 (Potters Rd.) Slant Rd.	Municipality Municipality	Low Class Bituminous High Class Bituminous	100	No 1715	6.4 6.4 109	976 4 96 4	Once Every 14 Days Once Every 14 Days Once Every 14 Days	Rural	Grass Shoulder No Shoulder	No Shoulder	N/A N/A 0.50 0.50 N/A N/A	D Open Ditch A Open Ditch	No Ditch Open Ditch No Ditch	50 km/h 80 km/h	200-499 350 50-199 116	Estimate N/A Actual Count 202	A 386 200- 3 128 50-	499 0 199 8	0 0	0 1 0	0 0	0 0	Significant asphalt patch work has been completed
Evaluated Evaluated Evaluated	145A 145B 062B 106A.1	2581	Norwich (Township) Seco Norwich (Township) Seven Norwich (Township) Slar	th Rd. t Rd.	Highway 59 Second Rd.	Base Line End New Durham Rd.	Municipality	High Class Bituminous Low Class Bituminous High Class Bituminous	100 100 100	No 73 No 136 No 120 No 46	6.8 6.8 92 5.9 5.9 70 7 8 32	08 4	Once Every 14 Days Once Every 14 Days Once Every 7 Days	Rural		No Shoulder No Shoulder er Granular A Shoulder		A Open Ditch  Open Ditch	No Ditch Open Ditch Open Ditch	80 km/n	1000-1999 1773	Actual Count 202	A 114 50: A 114 50: 3 151 50: 3 1958 1000:	1999 10	U	0	0	0 0	
Evaluated Evaluated Evaluated	1068 106C	2735	Norwich (Township) Slar Norwich (Township) Slar Norwich (Township) Slar	t Rd. t Rd.	Evergreen St.  Quaker St.	Evergreen St. 552m N. of Quaker St. 552m N. of Quaker St.	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 100 100	No 2342 No 1593 No 552	7 8 163 7.2 8.2 114 7.2 8.2 39	394 3 470 3 774 3	Once Every 7 Days Once Every 7 Days Once Every 7 Days	Rural	Granular A Shoulde Granular A Shoulde	er Granular A Shoulder er Granular A Shoulder er Granular A Shoulder	0.50 0.50 0.50 0.50	O Open Ditch O Open Ditch	Open Ditch Open Ditch Open Ditch No Ditch	80 km/h	1000-1999 1773	Actual Count 202	3 1958 1000- 3 1958 1000- A 1236 1000-	1999 10	0	0	0	0	
Evaluated Evaluated Evaluated	274 276 278A	393 394 2370	Burgessville Snyde Springford Son	r Court 's St. West !	McNab St. Deere Cres. St. S. (Oxford Rd. 13)	Church St. E. End (Cul-de-Sac) Water St.	Municipality Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous Gravel High Class Bituminous Gravel High Class Bituminous High Class Bituminous High Class Bituminous	100 100 100	No 117 No 126 No 156	0.4 6.4 N/ 8.8 10.8 110 6.6 6.6 103	7A 6 09 6 30 6	Patrol Not Required Patrol Not Required Patrol Not Required	Semi-Urban Semi-Urban Semi-Urban	No Curb Gravel Shoulder No Curb	No Curb Gravel Shoulder No Curb	N/A N/A 1.00 1 N/A N/A	A No Ditch Storm Sewer Without Dit A No Ditch	h Storm Sewer Without Ditch No Ditch	50 km/h 50 km/h	0-49 25 0-49 25 0-49 40	Estimate N/A Estimate N/A Estimate N/A	A 1236 1000- A 27 0-4 A 27 0-4 A 44 0-4	9 0 19 0	0	0 0	0	0	
Evaluated Evaluated Evaluated Evaluated Evaluated	2788 207A 207B.1 207B.2	399 396	Springford Son Norwich South C Norwich South C Norwich South C	urt St. E. urt St. E.	Water St. Stover St. N. Albert St. Victoria St.	End Albert St. Victoria St. Cook St.	Municipality	High Class Bituminous	100	No 75	6.7 10.7 50	03 5	Patrol Not Required Once Every 30 Days Once Every 30 Days Patrol Not Required	Semi-Urban Semi-Urban Semi-Urban	No Curb Asphalt Shoulder	No Curb	2.00 2.00	A Adjacent Road; Storm Sev D Adjacent Road; Storm Sev	No Ditch eer Adjacent Road; Storm Sewei eer Adjacent Road; Storm Sewei No Ditch	50 km/h r 50 km/h r 50 km/h	0-49 25 200-499 350 200-499 350	Estimate N/s Estimate N/s Estimate N/s	A 27 0- A 386 200- A 386 200-	19 0 499 0 499 0	0	0 0	0	0 0 0	Hydro poles are in the road limits
Evaluated Evaluated	207B.3 206A	397 401	Norwich South Co	urt St. E. urt St. W.	Cook St. Clyde St.	End John St.	Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100	No 109	6.2 6.2 67	76 6	Once Every 30 Days Patrol Not Required	Semi-Urban Semi-Urban Semi-Urban	No Curb No Curb	No Curb No Curb	N/A N/A N/A N/A N/A N/A	A Storm Sewer A No Ditch	Storm Sewer No Ditch	50 km/h 20 km/h	200-499 350 200-499 250	Estimate N/s	A 386 200- A 386 200- A 276 200- A 276 200-	499 0 499 0	0	0	0	0	
Evaluated	206C 216	403	Norwich South Co Norwich South Co Norwich Sou	urt St. W. \	John St. Washington St. Dufferin St.	Washington St. Stover St. N. Pitcher St.	Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 100	No 125 No 195	6.4 6.4 80 6.7 6.7 130	00 5	Patrol Not Required Once Every 30 Days Once Every 30 Days	Semi-Urban Semi-Urban Semi-Urban	No Curb No Curb	No Curb	N/A N/A	A Storm Sewer	h No Ditch No Ditch Storm Sewer	50 km/h 50 km/h	200-499 250 200-499 250	Estimate N// Estimate N//	A 276 200- A 276 200- A 276 200- A 276 200-	499 0 499 0	0	0	0	0 0	
Evaluated Evaluated Evaluated	229A	2643	Norwich Spri	h St. ng St.	Pitcher St. Otter St. Bailey St. Bailey St.	Otter St. Stover St. S. End Mary St.	Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 100	No 99 No 176	7 7 69 8.5 8.5 149	93 5 96 6	Once Every 30 Days Once Every 30 Days Patrol Not Required Once Every 30 Days		No Curb Mountable Curb		N/A N/A N/A N/A N/A N/A	A Storm Sewer A Storm Sewer	Storm Sewer Without Ditch Storm Sewer Storm Sewer	50 km/h 50 km/h	200-499 250 0-49 35	Estimate N/a Estimate N/a	A 276 200- A 276 200- A 38 0- A 220 200-	499 0 19 0	0	0 0	0	0 0	Tree trimming is required, stop sign is obstructed
Evaluated Evaluated Evaluated	229C 229D	406 407	Norwich Spri Norwich Spri	ng St.	Bailey St. Mary St. Elgin St.	Mary St. Elgin St. Main St. W.	Municipality Municipality	High Class Bituminous High Class Bituminous High Class Bituminous	100 100	No 156 No 149	6.3 6.3 93	70 5 39 5	Once Every 30 Days Once Every 30 Days Once Every 30 Days Once Every 11 Days	Semi-Urban Semi-Urban	No Curb	No Curb No Curb	N/A N/A	A No Ditch A No Ditch	Storm Sewer No Ditch No Ditch	50 km/h 50 km/h	200-499 300 200-499 300	Estimate N/A	A 331 200-	499 0 499 0	0	0 0	0	0 0	
Not Evaluated Not Evaluated Not Evaluated Not Evaluated	027 028A		Norwich (Township) Substa	tion Rd. N	Cedar Line Highway 59 Widdletown Line Oriel Line	Middletown Line Oriel Line Oxford Rd. 14	Municipality Municipality Municipality Municipality	Gravel Gravel Gravel	100	No 2115	N/A N/A N/ N/A N/A N/ N/A N/A N/	/A 4	Once Every 14 Days Once Every 14 Days Once Every 14 Days Once Every 14 Days	Rural Rural Rural	N/A N/A	N/A N/A N/A	N/A N/A N/A N/A N/A N/A	A N/A A N/A	N/A N/A N/A N/A	80 km/h 80 km/h	50-199 84 50-199 60	Actual Count 202	3 92 50- 3 66 50-	199 9	0	0	0	0 0	
Not Evaluated Not Evaluated Not Evaluated Not Evaluated	029A 029B	415 I	Norwich (Township) Substa Norwich (Township) Substa	tion Rd.	Oriel Line Oxford Rd. 14 Vandecar Line Vandecar Line	Vandecar Line Vandecar Line Vandecar Line Muir Line	Municipality Municipality Municipality Municipality	Gravel Gravel			N/A N/A N/ N/A N/A N/ N/A N/A N/		Once Every 14 Days Once Every 14 Days Once Every 14 Days Once Every 14 Days	Rural Rural Rural Rural	N/A	N/A N/A N/A	N/A N/A N/A N/A N/A N/A	A N/A A N/A	N/A N/A N/A N/A	80 km/h	50-199 85	Actual Count 202	3 66 50: 3 93 50: 3 93 50:	199 0	0	0	0	0 0 0	
Evaluated Evaluated Evaluated	002 087 085	2733	Norwich (Township) Subw Norwich (Township) Subw	ay Line sy Line ville Line	Highway 2 Highway 53 Potters Rd.	Highway 53 Towerline Rd. Mall Rd.	Municipality Municipality Municipality Municipality	Gravel Low Class Bituminous High Class Bituminous Low Class Bituminous	100 100 100	No 949 No 405 No 1636	N/A N/A N/ 7.2 8.2 683 7.1 7.1 283 6.7 6.7 109	33 3 3 76 3	Once Every 14 Days Once Every 7 Days Once Every 7 Days Once Every 14 Days	Rural Rural	Granular A Shoulde Grass Shoulder	N/A er Granular A Shoulder Grass Shoulder Grass Shoulder	N/A N/A 0.50 0.50 0.50 0.50 0.50 0.50	U Open Ditch	Open Ditch Open Ditch Open Ditch	80 km/h 80 km/h	500-999 552 500-999 508 200-499 489	Actual Count 202 Actual Count 202 Actual Count 202	3 93 50- 3 609 500- 3 561 500- 3 539 500-	999 3 999 7 999 5	0 0	0 0	0	0	FibreMat has been completed on this section
Evaluated Evaluated	137 228A	420	Norwich (Township) Summer Norwich Sutt	ville Line	Coal Line Main St. E. Church St.	Potters Rd. End Pitcher St.	Municipality Municipality Municipality	Low Class Bituminous High Class Bituminous	100	No 1458 No 91	7 7 63 65 65 75	206 3 37 6	Once Every 7 Days Once Every 7 Days Patrol Not Required Patrol Not Required	Rural	Granular A Shoulde Mountable Curb	er Granular A Shoulder Mountable Curb	0.20 0.20	D Open Ditch A Storm Sewer	Open Ditch Storm Sewer Storm Sewer	80 km/h	0-49 953	Actual Count 202	3 1052 1000- A 27 0	1999 7	0 0	0 0	0 0	0 0	FibreMat has been completed on this section
Evaluated	213C 213D 282 003	423 N/A	Norwich Tide Norwich Tompl	y St. y St. ins Crt. line Rd.	Pitcher St. Delong Dr. Highway 53	Stover St. S. End (Cul-de-Sac) Muir Line	Municipality Municipality	High Class Bituminous High Class Bituminous Gravel	100 100 100	No 183 No 154 No 3379	6.7 6.7 12: 8.6 8.6 13: N/A N/A N/A N/ N/A N/A N/A	226 5 224 6 /A 4	Once Every 30 Days Patrol Not Required Once Every 14 Days	Semi-Urban Urban	No Curb Mountable Curb	No Curb No Curb Mountable Curb N/A	N/A N/A N/A N/A N/A N/A	A No Ditch A Storm Sewer	No Ditch Storm Sewer	50 km/h 50 km/h 80 km/h	200-499 300 50-199 50 50-199 07	Estimate N/A Estimate N/A Actual Count 202	A 110 SO- A 331 200- A 55 SO- 3 107 SO- A 11 O-	499 0 199 0	0 0	0 0	0	0	
Not Evaluated Not Evaluated	295	425			outh of New Rd.	End	Municipality	Gravel	100	No 198	N/A N/A N/	/A 6	Patrol Not Required	Rural Rural	N/A	N/A	N/A N/A	N/A	N/A	80 km/h	0-49 10	Estimate N/s	A 11 0-	19 0	0	0	0	0	

2023 Evaluation	Municipal ID A	iset or PSAB ID	Community	Name	Name From	Name To	Maintenance Agency	Surface Material	Capital Maintenance	Boundary	toad Road	Platform Surface	ce Maintenance	Patrol Frequency (O Reg 239-02)	Roadside	Curb/Shoulders	Curb/Shoulders	Shoulder Sh Width (m) Wi	oulder dth (m) Drainage Type Eve	n Side Drainage Type Odd Si	Posted Speed	AADT Ran	ge AADT	AADT Metho	AADT Count	T t Projecti		No. Vert. Alig	n. No. Vert. Align Sight	No. Horiz. Align Curve	No. Horiz. Align	n. Comments / Notes
Status	viulicipal ID A	iset of F3AB ID	Community	Name	Name From	Name 10	Maintenance Agency	Surface Material	Percent	Road	(m) (m)	(m) (m²)	Class	Pation Frequency (O keg 255-02)	Environment	Even	Odd	Even Side O		if side   Drainage Type Odd Si	Limit (km/h)	AADI Kali	ge AGG1	AADT WELITO	d Count Year (10 Year	ted AADT Ra		Deficiencies		Deficiencies	Deficiencies	Comments / Notes
Evaluated	245	2563	Norwich	Union St.	Stover St. S.	End	Municipality	Gravel	100	No	91 6	8 N/A	6	Patrol Not Required	Semi-Urban	Granular A Shoulder	Granular A Shoulder	1.00	1 Open Ditch	Open Ditch	50 km/h	0-49	10	Estimate	N/A 11	0-49	0	0	0	0	0	1
Evaluated	110	426	Norwich (Township)	Utility Line	Quaker St.	Highway 59	Municipality	High Class Bituminous	100	No	456 7	8 3192	! 4	Once Every 14 Days	Rural	Granular A Shoulder	Granular A Shoulder		0.50 Open Ditch	Open Ditch	80 km/h	200-499	400	Estimate	N/A 441			0	0	0	0	
Evaluated	291	N/A	Otterville	Van Parys Dr.	Otter View Dr.	End (Cul-de-Sac)	Municipality	High Class Bituminous	100	No	94 8.2	8.2 771	6	Patrol Not Required	Urban	Mountable Curb	Mountable Curb	N/A	N/A Storm Sewer	Storm Sewer	50 km/h	0-49	20	Estimate	N/A 22	0-49	0	0	0	0	0	
Not Evaluated	062A	427	Norwich (Township)	Vanash Rd.	E. of Highway 59	End	Municipality	Gravel	100	No	440 N/A	N/A N/A	. 4	Once Every 14 Days	Rural	N/A	N/A	N/A	N/A N/A	N/A	80 km/h	50-199	137	Actual Count	2023 151	50-199	9 8	0	0	0	0	
Not Evaluated	095A	429	Norwich (Township)	Vandecar Line	Old Stage Rd.	Curries Rd.	Municipality	Gravel	100	No	1584 N/A	N/A N/A	. 6	Patrol Not Required	Rural	N/A	N/A	N/A	N/A N/A	N/A	80 km/h	0-49	9	Actual Count	2023 9	0-49	12	0	0	0	0	
Not Evaluated	095B	428	Norwich (Township)	Vandecar Line	Curries Rd.	Gunn's Hill Rd.	Municipality	Gravel	100	No	1250 N/A			Patrol Not Required	Rural	N/A	N/A		N/A N/A	N/A	80 km/h	0-49	9	Actual Count	2023 9	0-49	12	0	0	0	0	
Not Evaluated	100A	431	Norwich (Township)	Vandecar Line	Gunn's Hill Rd.	Substation Rd.	Municipality	Gravel	100	No	1389 N/A	N/A N/A	. 6	Patrol Not Required	Rural	N/A	N/A	N/A	N/A N/A	N/A	80 km/h	0-49	24	Actual Count	2023 26	0-49	4	0	0	0	0	
Not Evaluated	1008	430	Norwich (Township)	Vandecar Line	Substation Rd.	Beaconsfield Rd.	Municipality	Gravel	100	No	1601 N/A	N/A N/A	. 6	Patrol Not Required	Rural	N/A	N/A	N/A	N/A N/A	N/A	80 km/h	0-49	24	Actual Count	2023 26	0-49	4	0	0	0	0	
Evaluated	235A.1	433	Norwich	Victoria St.	North St. E.	Brock St. E.	Municipality	High Class Bituminous	100	No	177 6	6 1062	. 5	Once Every 30 Days	Semi-Urban	No Curb	No Curb		N/A No Ditch	No Ditch	50 km/h	200-499	250	Estimate	N/A 276			0	0	0	0	
Evaluated	235A.2	432	Norwich	Victoria St.	Brock St. E.	North Court St. E.	Municipality	High Class Bituminous	100		179 6.8			Once Every 30 Days	Semi-Urban	No Curb	No Curb	N/A	N/A No Ditch	No Ditch	50 km/h	200-499	250	Estimate	N/A 276			0	0	0	0	
Evaluated	240A	436	Norwich	Victoria St.	North Court St. E.	South Court St. E.	Municipality	High Class Bituminous	100	No	81 6.7	6.7 543	5	Once Every 30 Days	Urban	Mountable Curb	Mountable Curb	N/A	N/A Adjacent Road; Store	Sewer Adjacent Road; Storm Sev	er 50 km/h	200-499	250	Estimate	N/A 276			0	0	0	0	
Evaluated	240B	434	Norwich	Victoria St.	South Court St. E.	Elgin St. E.	Municipality	High Class Bituminous	100	No	167 6.7			Once Every 30 Days	Urban	Mountable Curb	Mountable Curb	N/A	N/A Storm Sewer	Storm Sewer	50 km/h	200-499	250	Estimate	N/A 276	200-49	9 0	0	0	0	0	
Evaluated	240C	435	Norwich	Victoria St.	Elgin St. E.	Main St. E.	Municipality	High Class Bituminous	100		150 6.7			Once Every 30 Days	Urban	Mountable Curb	Mountable Curb		N/A Storm Sewer	Storm Sewer	50 km/h	200-499	250	Estimate	N/A 276			0	0	0	0	
Evaluated	234A	442	Norwich	Washington St.	North St. W.	Brock St. W.	Municipality	High Class Bituminous		No	178 6.6	6.6 1175		Patrol Not Required	Semi-Urban	No Curb	No Curb		N/A Adjacent Road; Storn	Sewer Adjacent Road; Storm Sev	er 50 km/h	50-199	100	Estimate	N/A 110			0	0	0	0	
Evaluated	2348	438	Norwich	Washington St.	North St. W.	End	Municipality	High Class Bituminous	100		74 6.6		6	Patrol Not Required	Semi-Urban	No Curb	No Curb		N/A No Ditch	No Ditch	50 km/h	0-49	10	Estimate	N/A 11	0-49		0	0	0	0	
Evaluated	236A	437	Norwich	Washington St.	Brock St. W.	North Court St. W.	Municipality	High Class Bituminous	100	No				Once Every 30 Days	Semi-Urban	No Curb	No Curb		N/A Adjacent Road; Storn		er 50 km/h	200-499		Estimate	N/A 276			Ü	0	0	0	
Evaluated	236B	443	Norwich	Washington St.	North Court St. W.	South Court St. W.	Municipality	High Class Bituminous	100	No	80 6.6			Once Every 30 Days	Semi-Urban	No Curb	No Curb	N/A	N/A Adjacent Road; Storn	Sewer Adjacent Road; Storm Sev	er 50 km/h	200-499	250	Estimate	N/A 276			0	0	0	0	
Evaluated	237A	440	Norwich	Washington St.	Elgin St. W.	Main St. W.	Municipality	High Class Bituminous	100	No	150 6.7	6.7 1005	5	Once Every 30 Days	Semi-Urban	No Curb	No Curb		N/A Storm Sewer	Storm Sewer	50 km/h	200-499	300	Estimate	N/A 331			0	0	0	0	
Evaluated	2378	439	Norwich	Washington St.	South Court St. W.	Elgin St. W.	Municipality	High Class Bituminous		No				Once Every 30 Days	Semi-Urban	No Curb	No Curb		N/A No Ditch	No Ditch	50 km/h	200-499	250	Estimate	N/A 276		9 0	0	0	0	0	
Evaluated	277D.1	444	Springford	Water St.	Main St.	Wood St.	Municipality	High Class Bituminous	100	No	132 6.2	6.2 818	6	Patrol Not Required	Semi-Urban	No Curb	No Curb	N/A	N/A No Ditch	No Ditch	50 km/h	0-49	40	Estimate	N/A 44			0	0	0	0	
Evaluated	277D.2	445	Springford	Water St.	Wood St.	Son's St.	Municipality	High Class Bituminous	100	No	111 6.3	6.3 699	6	Patrol Not Required	Semi-Urban	No Curb	No Curb		N/A No Ditch	No Ditch	50 km/h	0-49	18	Estimate	N/A 19			0	0	0	0	
Evaluated	259C	446	Otterville	Wellington St. E.	Dover St.	John St. S.	Municipality	High Class Bituminous	100	No				Patrol Not Required	Semi-Urban	No Curb	No Curb		N/A No Ditch	No Ditch	50 km/h	50-199	75	Estimate				Ü	0	0	0	
Evaluated	259A	447	Otterville	Wellington St. W.	Albert St.	End	Municipality	High Class Bituminous		No				Patrol Not Required	Semi-Urban	No Curb	No Curb		N/A No Ditch	No Ditch	50 km/h	0-49	35	Estimate				_	0	0	0	
Evaluated	259B	448	Otterville	Wellington St. W.	Albert St.	Dover St.	Municipality	High Class Bituminous		No				Patrol Not Required	Semi-Urban	No Curb	No Curb		N/A No Ditch	Open Ditch	50 km/h	50-199		Estimate					0	0	0	
Evaluated	140A	449	Norwich (Township)	Westtown Line	Potters Rd.	Oxford Rd. 51	Municipality	Low Class Bituminous		Yes				Once Every 30 Days	Rural	No Shoulder	No Shoulder		N/A Open Ditch	Open Ditch	50 km/h	200-499		Actual Count		200-49		- u	0	0	0	
Evaluated	1408	450	Norwich (Township)	Westtown Line	Simcoe St.	Mall Rd.	Municipality	Low Class Bituminous				6.4 768		Once Every 14 Days	Rural	No Shoulder	No Shoulder		N/A No Ditch	No Ditch	80 km/h	200-499	247	Actual Count				0	0	0	0	Significant asphalt patch work has been completed
Evaluated	112	452	Norwich (Township)	Windham Line	Caley Rd.	Airport Rd.	Municipality	Low Class Bituminous		Yes				Once Every 14 Days	Rural	Granular A Shoulder	Granular A Shoulder		0.50 No Ditch	No Ditch	80 km/h	200-499	359	Actual Count				0	0	0	0	Asphalt edge patching has been completed
Evaluated	117A	451	Norwich (Township)	Windham Line	Airport Rd.	Windham Rd. 2	Municipality	Low Class Bituminous		Yes				Once Every 7 Days	Rural	Granular A Shoulder	Granular A Shoulder		0.50 Open Ditch	Open Ditch	80 km/h	500-999		Actual Count				Ü	0	0	0	
Evaluated	117B	N/A	Norwich (Township)	Windham Line	Windham Rd. 2	Maple Dell Rd.	Municipality: Adjacent	Low Class Bituminous		Yes				Once Every 7 Days	Rural	No Shoulder	No Shoulder		N/A Open Ditch	Open Ditch	80 km/h	500-999	635		2023 701				0	0	0	
Evaluated	121	2554	Norwich (Township)	Windham Line	Maple Dell Rd.	Oxford Rd. 19	Municipality: Adjacent	Low Class Bituminous		Yes				Once Every 7 Days	Rural	No Shoulder	No Shoulder		N/A Open Ditch	Open Ditch	80 km/h	500-999	504	Estimate				-	0	0	0	
Evaluated	277C.1	453	Springford	Wood St. E.	West St.	Water St.	Municipality	High Class Bituminous		No				Patrol Not Required	Semi-Urban	No Curb	No Curb		N/A No Ditch	No Ditch	50 km/h	0-49	20	Estimate					0	0	0	
Evaluated	277C.2	454	Springford	Wood St. E.	Water St.	End	Municipality	High Class Bituminous			117 6.5			Patrol Not Required	Semi-Urban	No Curb	No Curb		N/A No Ditch	No Ditch	50 km/h	0-49	15	Estimate				-	0	0	0	
Evaluated	277B	123	Springford	Wood St. W.	Church St.	End	Municipality	High Class Bituminous				6.2 763		Patrol Not Required	Semi-Urban	No Curb	No Curb		N/A No Ditch	No Ditch	50 km/h	0-49	25	Estimate				-	0	0	0	
Evaluated Not Evaluated	254E 101	2566 2607	Otterville Norwich (Township)	York St. Zenda Line	North St. E. Beaconsfield Rd.	Main St. E. Salford Rd.	Municipality Municipality	High Class Bituminous Gravel		No Yes				Patrol Not Required Once Every 14 Days	Semi-Urban Rural	No Curb N/A	No Curb N/A		N/A No Ditch	No Ditch N/A	50 km/h 80 km/h	50-199 50-199		Estimate	N/A 165 2023 196			Ü	0	0	0	
Not Evaluated Not Evaluated	101 104A.1	458	Norwich (Township)	Zenda Line Zenda Line	Salford Rd.	Salford Rd. Evergreen St.	Municipality	Gravel		Yes			4	Once Every 14 Days Once Every 14 Days	Rural	N/A N/A	N/A N/A		N/A N/A	N/A	80 km/h	50-199			2023 196			_	0	0	0	
Not Evaluated Not Evaluated	104A.1 104A.2		Norwich (Township)	Zenda Line Zenda Line	672m S. of Evergreen St.		Municipality	Gravel		Yes			4	Once Every 14 Days Once Every 14 Days	Rural		N/A N/A	N/A		N/A	80 km/h	50-199			2023 133				0	0	0	
Evaluated Evaluated	104A.2 104B.1	2608	Norwich (Township)	Zenda Line Zenda Line		Evergreen St.		High Class Bituminous				6.7 2700				No Shoulder	No Shoulder				80 km/h	50-199			2023 133			0	0	0	0	
Not Evaluated	1048.1	456	Norwich (Township)	Zenda Line Zenda Line	514m N. of Quaker St. Quaker St.	672m S. of Evergreen St. 514m N. of Quaker St.	Municipality	Gravel		Yes				Once Every 14 Days	Rural	No Shoulder N/A	N/A	N/A	N/A Open Ditten	Open Ditch N/A	80 km/h	50-199			2023 133			0	0	0	0	+
			Norwich (Township)		Pleasant Valley Rd.		Municipality			Yes			4	Once Every 14 Days	Rural													-	0	0	0	+
Not Evaluated	108A 1088	460 460	Norwich (Township)	Zenda Line Zenda Line	Pleasant Valley Rd. Pleasant Valley Rd.	Quaker St. Quaker St	Municipality: Adjacent	Gravel		Yes				Once Every 14 Days Once Every 14 Days	Rural	N/A N/A	N/A N/Δ		N/A N/A N/A N/A	N/A N/A	80 km/h 80 km/h	50-199			2023 133			Ü	0	0	0	+
Not Evaluated Not Evaluated	1088	460 461	Norwich (Township)	Zenda Line Zenda Line	Pleasant Valley Rd. Maple Dell Rd.	Quaker St. Pleasant Valley Rd.	Municipality: Adjacent Municipality: Adjacent	Gravel	50	Yes			4	Once Every 14 Days Once Every 14 Days	Rural	N/A N/A	N/A N/A		N/A N/A	N/A N/A	80 km/h 80 km/h	200-499		Actual Count Estimate			9 10		0	0	0	+
Not Evaluated Not Evaluated	118		Norwich (Township)	Zenda Line Zenda Line	Mildale Rd	Maple Dell Rd.	Municipality: Adjacent Municipality: Adjacent	Gravel				N/A N/A		Once Every 14 Days Once Every 14 Days	Rural		N/A N/A	N/A		N/A	80 km/h		229		N/A 252		19 0		0	0	0	+
Not Evaluated Not Evaluated	122	2611	Norwich (Township)	Zenda Line Zenda Line	Otterville Rd.	Milldale Rd.		Gravel	50			N/A N/A		Once Every 14 Days Once Every 14 Days	Rural	N/A N/A	N/A N/A		N/A N/A	N/A N/A	80 km/h	200-499		Estimate				0	0	0	0	+
Evaluated Evaluated	122	464	Norwich (Township)	Zenda Line Zenda Line	Ninth Rd	1.5 km N, of Ninth Rd.	Municipality: Adjacent Municipality: Adjacent	High Class Bituminous	50	Yes		7 1049		Once Every 14 Days Once Every 7 Days	Rural	No Shoulder	No Shoulder		N/A Open Ditch	Open Ditch	80 km/h	500-999		Estimate					0	0	0	+
Evaluated	125 128A	2615	Norwich (Township)	Zenda Line Zenda Line	Cornell Rd.	Ninth Rd.	Municipality: Adjacent Municipality	High Class Bituminous		Yes			-	Once Every 14 Days	Rural	No Shoulder No Shoulder	No Shoulder		N/A Open Ditch	No Ditch	80 km/h	200-499			2022 356		19 6	-	1	0	0	This road is scheduled to be improved in 2024 (Shared with SWOX)
Evaluated	128A 134		Norwich (Township)	Zenda Line Zenda Line	Cornell Rd.	541m S. of Cornell Rd.	Municipality	Low Class Bituminous				6.2 3354	, ,	Patrol Not Required		No Shoulder No Shoulder	No Shoulder	N/A		Open Ditch					N/A 16			0		0	0	This road is scheduled to be improved in 2024 (shared with SWOX)
Evaluated	134	2013	NOTWICH (TOWNSNIP)	Zerrua Line	Cornell Rd.	34111 3. df Cornell Kd.	municipality	LOW Class Bituminous	50	162	341 0.2	0.2 3334		rati oi ivot Required	nulfal	190 SHOULDER	rvo silouider	n/A	ny A Open Ditch	Open Ditten	od KM/n	0-49	15	Escimate	N/A 10	0-49		U	U		U	



**Appendix B** 

**Traffic Volume (AADT) Map** 





# **Appendix C**

**Distress Factors** 

## **APPENDIX C**

# Distress Factors for Road Condition Assessment Calculation of Distress Manifestation Index (DMI) and Pavement Condition Index (PCI)

## **Weighting Factors**

	Weighting	Distress Manifestation For Surface Treated	Weighting		Weighting Factor
Distress Manfestation For Asphalt Roads	Factor (W)	Roads	Factor (W)	Distress Manifestation For Gravel Roads	(W)
Ravelling and course aggesgate loss	3.0	Cover Aggregate Loss	3.0	Flat/reversse crown	2.0
Flushing	1.5	Flushing	2.0	Loose gravel	1.5
Rippling and showing	1.0	Rippling and Shoving	2.0	Dust	0.5
Wheel track rutting	3.0	Wheel track rutting	3.0	Break-up	3.0
Distortion	3.0	Distortion	3.0	Washboarding	1.0
Longitundinal wheel track - single/multiple cracking	1.5	Streaking	1.0	Rutting	3.0
Longitundinal wheel track - alligator cracking	3.0	Alligator Cracking	3.0	Distortion	3.0
Centerline - single/multiple cracking	0.5	Edge Cracking	1.0	Potholes	2.0
Centerline - alligator cracking	2.0	Edge Break	2.0		
Pavement edge - single/multiple cracking	0.5	Transverse Cracking	0.5		
Pavement edge - alligator cracking	1.5	Longitudinal Cracking	1.0		
Transverse - singel/multiple cracking	1.0	Potholing	1.0		
Transverse - alligator cracking	3.0				
Longitudinal, meander and midlane cracking	1.0				
Random cracking	0.5				

## **Density Factors**

## **Severity Factors**

## **Ride Condtion Rating Factors**

Density of Distress Asphalt or Gravel Roads)	Density	Severity of Distress (Asphalt or Gravel	Severity	Ride Condition Rating (RCR)	Factor
,	Factor (D)	Roads)	Factor (S)	3 ( )	
Few (<10%)	0.5	Very Slight	0.5	Very Poor	1
Intermittent (10 to 20%)	1.0	Slight	1.0	Poor	2 to 3
Frequent (20 to 40%)	2.0	Moderate	2.0	Fair	4 to 6
Extensive (40 to 80%)	3.0	Severe	3.0	Good	7 to 9
Throughout (>80%)	4.0	Very Severe	4.0	Very Good	10

### **Empirical Formulae For Calculation of Distress Manifestation Index (DMI)**

Surface Type	Formulae For Distress Manifestation Index (DMI)
Asphalt	DMI = 10 x (208 - summation of W x (D+S))/208
Surface Treatment or Gravel or Earth	DMI = 10 x (135 - summation of W x (D+S))/135

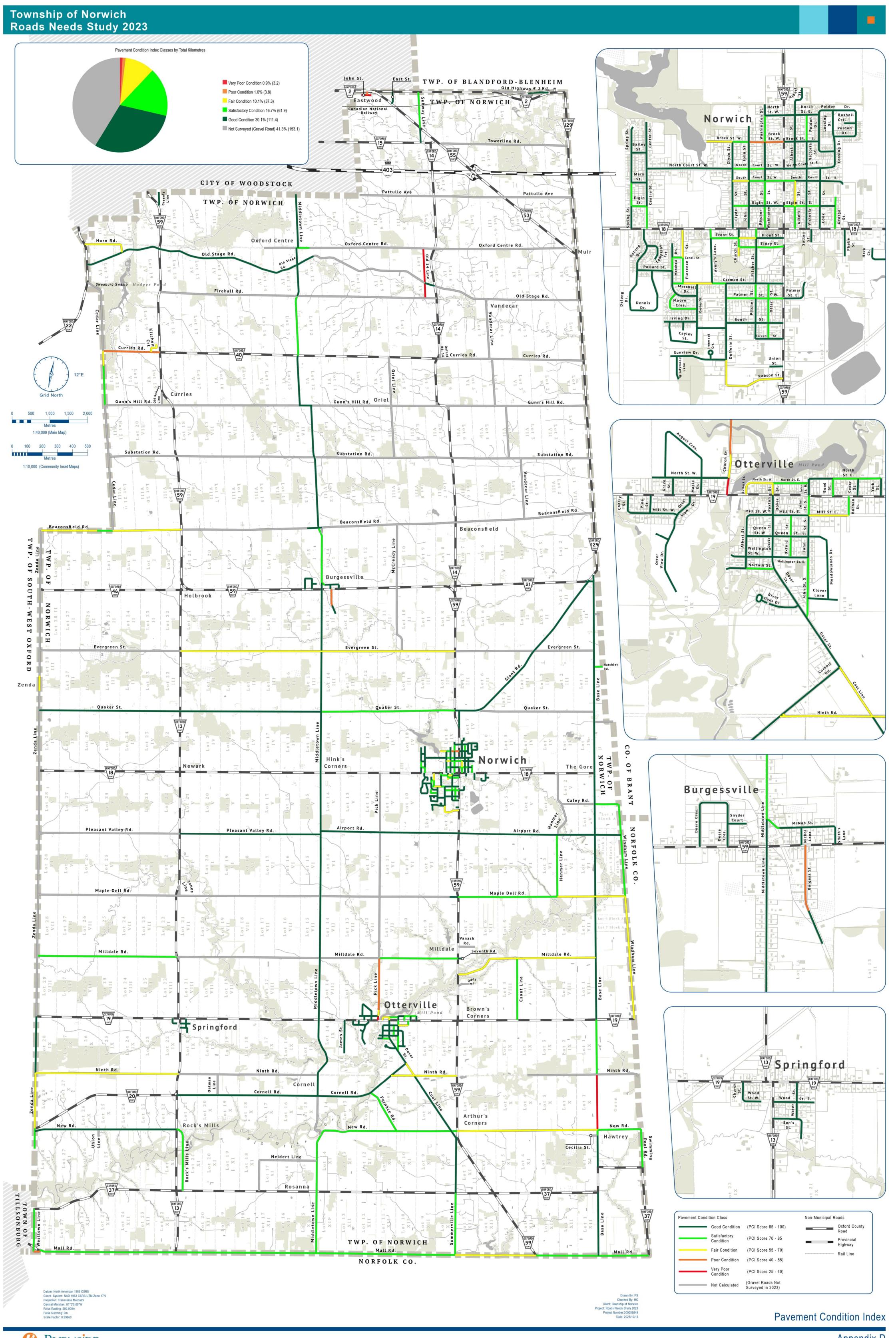
## **Empirical Formulae For Calculation of Pavement Condition Index (PCI)**

Surface Type	Formulae For Pavement Condition Index (PCI)
	$PCI = 13.75 + (9 \times DMI) - (7.5 \times e^{(8.5-RCR)/3.02})$
Surface Treatment or Gravel or Earth	$PCI = 12.75 + (9 \times DMI) - (5.5 \times e^{(9.94-RCR)/3.46})$



# **Appendix D**

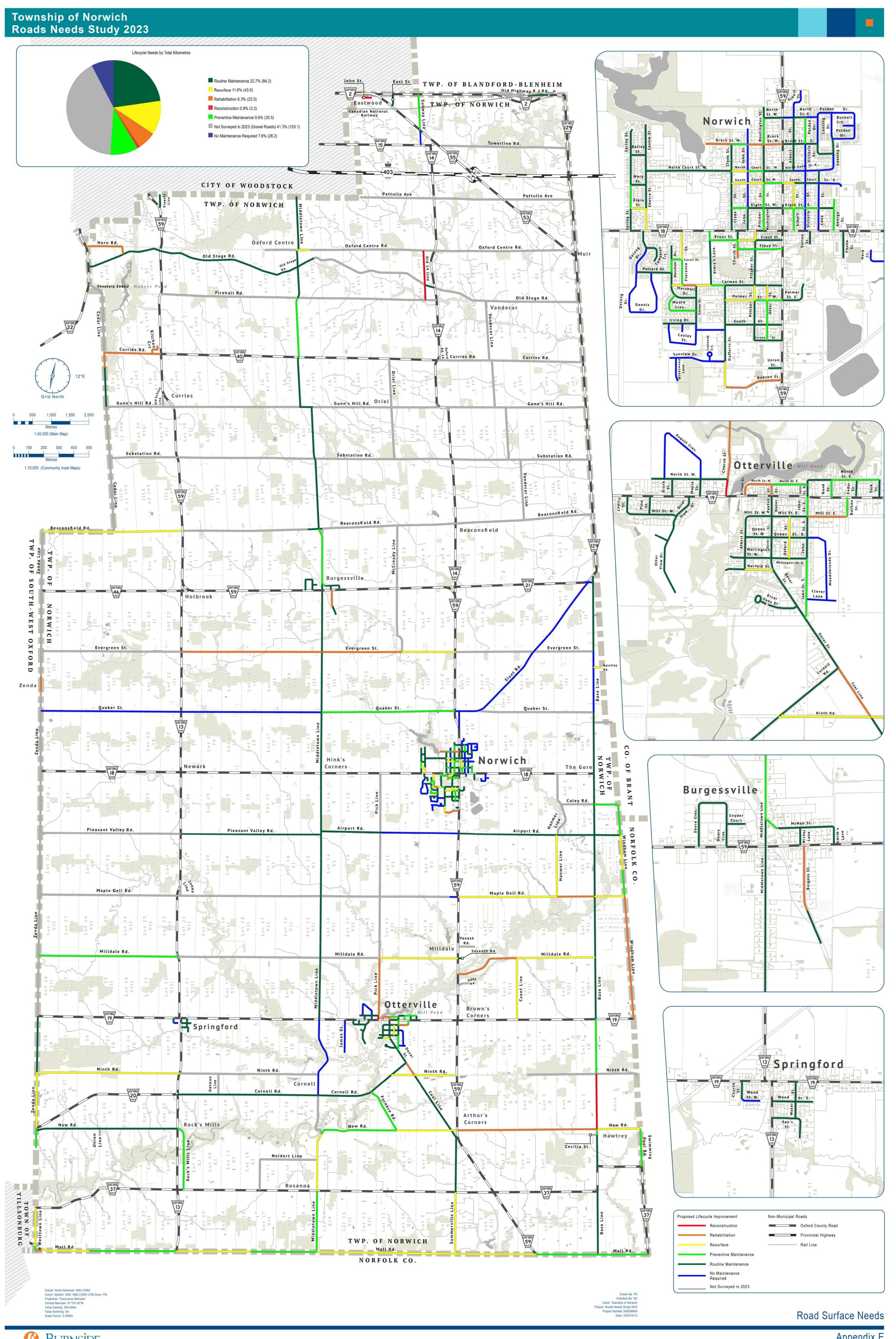
# **Condition Rating (PCI) Map**





## **Appendix E**

**Road Improvement Needs (Map and Table)** 



# Appendix E - Road Improvement Needs (All Roads in the Township)

		ı	•		•						1			
									Priority	Priority				
2023 Evaluation	Municipal ID	Asset or PSAB ID	Community	Name	Name From	Name To	AADT Range	AADT	Guide	_	2023 Lifecycle Improvement Need	2023 Improvement	Benchmark	Comments / Notes
Status	Ividilicipal ID	Asset of FSADID	Community	Ivaille	Name 110m	Name 10	AADI Kalige	ועאא	Number		2023 Enecycle improvement weed	Need Cost	Cost (m²)	Comments / Notes
									(PGN)	(PR)				
Evaluated	278A	2370	Springford	Son's St.	West St. S. (Oxford Rd. 13)	Water St.	0-49	40	0	5.98	Routine Maintenance	\$0.00	\$0.00	
Evaluated	277D.1	444	Springford	Water St.	Main St.	Wood St.	0-49	40	0	4.79	Routine Maintenance	\$0.00	\$0.00	
Evaluated	277C.1	453	Springford	Wood St. E.	West St.	Water St.	0-49	20	0	6.68	Routine Maintenance	\$0.00	\$0.00	
Evaluated	277B	123	Springford	Wood St. W.	Church St.	End	0-49	25	0	2.27	No Maintenance Required	\$0.00	\$0.00	
Evaluated	264	2358	Norwich (Township)	James St.	Otterville Rd. (Oxford Rd. 19)	End	200-499	250	0	3.3	No Maintenance Required	\$0.00	\$0.00	
Evaluated	255C.2	2629	Otterville	Mill St. W.	Pine St.	Otter View Dr	50-199	65	0	7.04	Routine Maintenance	\$0.00	\$0.00	
Evaluated	265A	2627	Otterville	Otter View Dr	Main St. W.	Mill St. W.	50-199	140	0	8.06	Routine Maintenance	\$0.00	\$0.00	
Evaluated	255A	2365	Otterville	Pine St.	Main St. W.	Mill St. W.	0-49	30	0	5.79	Routine Maintenance	\$0.00	\$0.00	
Evaluated	250B	2308	Otterville	Grove St.	North St. W.	Main St. W.	50-199	55	0	6.87	Routine Maintenance	\$0.00	\$0.00	
Evaluated	251	2307	Otterville	Maple St.	North St. W.	Main St. W.	50-199	65	0	7.68	Routine Maintenance	\$0.00	\$0.00	
Evaluated	250A.2	2309	Otterville	North St. W.	Grove St.	Maple St.	0-49	40	0	7.78	Routine Maintenance	\$0.00	\$0.00	
Evaluated	254F.1	315	Otterville	North St. E.	William St.	John St. N.	50-199	150	15.8	12.62	Preventive Maintenance	\$6,188.00	\$4.00	
Evaluated	254A	2630	Otterville	Paxton St.	North St.	Main St.	50-199	150	18.1	28.96	Rehabilitation	\$38,610.00	\$66.00	
Evaluated	254D	2283	Otterville	Cedar St.	North St. E.	Main St. E.	50-199	75	0	6.55	Routine Maintenance	\$0.00	\$0.00	
Evaluated	254F.2	316	Otterville	North St. E.	John St. N.	Bond St.	50-199	140	0	9.52	Routine Maintenance	\$0.00	\$0.00	
Evaluated	254C	90	Otterville	Bond St.	North St. E.	Main St. E.	50-199	75	7.9	12.44	Preventive Maintenance	\$3,400.00	\$4.00	
Evaluated	263A	268	Otterville	Mill St. E.	John St. S.	Buchan St.	50-199	100	21.4	25.45	Rehabilitation	\$70,140.00	\$42.00	
Evaluated	256C.2	382	Otterville	Queen St. E.	Dover St.	Oxford St.	50-199	75	0	5.24	Routine Maintenance	\$0.00	\$0.00	
Evaluated	259C	446	Otterville	Wellington St. E.	Dover St.	John St. S.	50-199	75	0	5.89	Routine Maintenance	\$0.00	\$0.00	
Evaluated	260B	303	Otterville	Norfolk St.	Albert St.	Dover St.	50-199	75	4.7	17.03	Resurface	\$28,975.00	\$25.00	
Evaluated	262D	214	Otterville	John St. S.	Wellington St. E.	Dover St.	500-999	684	91.9	22.82	Preventive Maintenance	\$10,480.00	\$4.00	
Evaluated	261B	151	Otterville	Dover St.	Mill St.	Queen St.	500-999	815	0	10.81	Routine Maintenance	\$0.00	\$0.00	
Evaluated	071	138		Cornell Rd.	Oatman Line	Middletown Line	1000-1999	1553	0	10.81	Routine Maintenance	\$0.00	\$0.00	
	144	329	Norwich (Township)		Ninth Rd.	Cornell Rd.	0-49	7	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	134	2619	Norwich (Township)	Oatman Line		541m S. of Cornell Rd.	0-49	15	1.6	9.26		·	\$4.00	
Evaluated			Norwich (Township)	Zenda Line	Cornell Rd.				<b>+</b>	13.15	Preventive Maintenance	\$6,708.00	\$0.00	
Evaluated	073B	292	Norwich (Township)	New Rd.	Union Rd.	Oxford Rd. 13	500-999	615	0		Routine Maintenance	\$0.00	<u> </u>	
Not Evaluated	295	425	Norwich (Township)	Union Line	South of New Rd.	End Nov. Pd	0-49	10	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	131	2739	Norwich (Township)	Furnace Rd.	Cornell Rd.	New Rd.	200-499	256	26.7	14.93	Preventive Maintenance	\$34,556.00	\$4.00	
Evaluated	067B	297	Norwich (Township)	Ninth Rd.	Coal Line	Highway 59	200-499	405	63.3	29.39	Resurface	\$87,061.00	\$13.00	Fib. Mathewhar and to death the control
Evaluated	085	419	Norwich (Township)	Summerville Line	Potters Rd.	Mall Rd.	200-499	488	63	28.76	Resurface	\$142,493.00	\$13.00	FibreMat has been completed on this section
Evaluated	132A.2	2741	Norwich (Township)	Coal Line	Ninth Rd.	New Rd.	500-999	660	0	11.32	Routine Maintenance	\$0.00	\$0.00	Few potholes and minor edge cracking. FibreMat has been completed
Not Evaluated	130	2617	Norwich (Township)	Middletown Line	Cornell Rd.	New Rd.	0-49	25	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	064	2598	Norwich (Township)	Ninth Rd.	Zenda Line	Oxford Rd. 13	50-199	78	12.7	23.07	Resurface	\$305,318.00	\$13.00	Township noted this segment is maintenance intensive for potholes
		224			2011		1000 1000	4005	4.47.0				440.00	and patching
Evaluated	082	221	Norwich (Township)	Mall Rd.	Middletown Line	Summerville Line	1000-1999	1395		32	Resurface	\$170,014.00	\$13.00	FibreMat has been completed on this section
Evaluated	141	262	Norwich (Township)	Middletown Line	Potters Rd. (Oxford Rd. 37)	Mall Rd.	200-499	483	52.3	17.22	Preventive Maintenance	\$43,604.00	\$4.00	
Evaluated	075	290	Norwich (Township)	New Rd.	Highway 59	Base Line	200-499	293	94.3	30.76	Rehabilitation	\$636,974.00	\$26.00	
Not Evaluated	136	2620	Norwich (Township)	Neidert Line	Potters Rd.	Middletown Line	0-49	16	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	140A	449	Norwich (Township)	Westtown Line	Potters Rd.	Oxford Rd. 51	200-499	247	32.3	24.7	Resurface	\$43,459.00	\$13.00	
Evaluated	135	2562	Norwich (Township)	Rock's Mills Line	Oxford Rd. 13	Oxford Rd. 37 (Potters Rd.)	50-199	116	17.5	16.96	Preventive Maintenance	\$43,904.00	\$4.00	Significant asphalt patch work has been completed
Not Evaluated	068	2601	Norwich (Township)	Ninth Rd.	W. of Base Line	End	50-199	192	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	069	296	Norwich (Township)	Ninth Rd.	E. of Base Line	Township Boundary	50-199	52	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	142	2621		Pleasant Valley Rd.		Pleasent Valley Rd.	50-199	64	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	049	375	Norwich (Township)	Pleasant Valley Rd.	Zenda Line	Middletown Line	50-199	94	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	052	51	Norwich (Township)	Airport Rd.	Oxford Rd. 59	Base Line	1000-1999	1247	0	13.18	Routine Maintenance	\$0.00	\$0.00	The west end of this segment (by TimHortons) has some edge breakup
Not Evaluated	056B	225	Norwich (Township)	Maple Dell Rd.	Pick Line	Hwy 59	50-199	83	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	054	226	Norwich (Township)	Maple Dell Rd.	Zenda Line	Jones Line	50-199	135	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	061	2596	Norwich (Township)	Milldale Rd.	Pick Line	Highway 59	200-499	233	27.9	21.14	Resurface	\$169,819.00	\$13.00	
Not Evaluated	062A	427	Norwich (Township)	Vanash Rd.	E. of Highway 59	End	50-199	137	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	062C	330	Norwich (Township)	Oddy Rd.	E. of Highway 59	End	50-199	137	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	063B	277	Norwich (Township)	Milldale Rd.	Csont Line	Base Line	50-199	137	18.8	22.61	Resurface	\$175,760.00	\$13.00	
Evaluated	124	143	Norwich (Township)	Csont Line	Milldale Rd.	Otterville Rd. (Oxford Rd. 19)	50-199	80	10.6	19.86	Resurface	\$137,150.00	\$13.00	
Not Evaluated	146	218	Norwich (Township)	Jones Line	Oxford Rd. 13	Maple Dell Rd.	0-49	25	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	048A	2589	Norwich (Township)	Caley Rd.	Hanmer Line	Base Line	200-499	208	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	115	200	Norwich (Township)	Hanmer Line	Airport Rd.	Maple Dell Rd.	50-199	96	12.9	18.44	Resurface	\$123,435.00	\$13.00	
Not Evaluated	111B	201	Norwich (Township)	Hanmer Line	Caley Rd.	Airport Rd.	50-199	51	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	117A	451	Norwich (Township)	Windham Line	Airport Rd.	Windham Rd. 2	500-999	635	74.3	26.51	Resurface	\$38,357.00	\$13.00	
Evaluated	119A	2610	Norwich (Township)	Middletown Line	Maple Dell Rd.	Milldale Rd.	2000-2999	2133	0	13.66	Routine Maintenance	\$0.00	\$0.00	
Not Evaluated	114C	363	Norwich (Township)	Pick Line	Maple Dell Rd.	Milldale Rd.	50-199	113	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	105A.2	2320	Norwich (Township)	Middletown Line	Evergreen St.	Quaker St.	1000-1999	1545	0	13.88	Routine Maintenance	\$0.00	\$0.00	
Not Evaluated	103B	238	Norwich (Township)	McCready Line	Highway 59	Evergreen St.	50-199	54	0	0	Not Calculated	\$0.00	-\$1.00	
110t Evaluated	1000			Tricereday Line	ingilway 33	Everbicen St.	30 133	J-7			1101 Calculated	70.00	71.00	I .

F .1 .11	044	277	No. 1. by (To and 1.1.)	0 -1 61	0 (: :101.42	National Land	200 400	250	0	2.40	No Martine and Book to de	Ć0.00	ć0.00	
Evaluated	044	377	Norwich (Township)	Quaker St.	Oxford Rd. 13	Middletown Line	200-499	258	0	2.49	No Maintenance Required	\$0.00	\$0.00	
Not Evaluated	104A.1	458	Norwich (Township)	Zenda Line	Salford Rd.	Evergreen St.	50-199	121	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	037	2582	Norwich (Township)	Evergreen St.	Oxford Rd. 13	Middletown Line	50-199	143	52.3	30.16	Rehabilitation	\$640,744.00	\$26.00	
Evaluated	110	426	Norwich (Township)	Utility Line	Quaker St.	Highway 59	200-499	400	0	3.66	No Maintenance Required	\$0.00	\$0.00	
Evaluated	106B	2735	Norwich (Township)	Slant Rd.	Evergreen St.	552m N. of Quaker St.	1000-1999	1773	0	5.22	No Maintenance Required	\$0.00	\$0.00	
Not Evaluated	047	381	Norwich (Township)	Quaker St.	Slant Rd.	Base Line	0-49	42	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	235B.1	325	Norwich	North St. W.	Washington St.	Stover St. N.	50-199	100	0	7.57	Routine Maintenance	\$0.00	\$0.00	
Evaluated	201A.1	92	Norwich	Brock St. W.	Clyde St.	End	0-49	25	6	24.42	Rehabilitation	\$47,250.00	\$42.00	Heavy alligator cracking, and lots of patched potholes
Evaluated	203A	311	Norwich	North Court St. W.	Centre St.	Clyde St.	200-499	390	0	11.84	Routine Maintenance	\$0.00	\$0.00	
Evaluated	206B	400	Norwich	South Court St. W.	John St.	Washington St.	200-499	250	17.1	22.28	Resurface	\$15,775.00	\$25.00	
Evaluated	210B.2	2623	Norwich	Elgin St. W.	John St.	Washington St.	200-499	250	0	10.73	Routine Maintenance	\$0.00	\$0.00	
Evaluated	237B	439	Norwich	Washington St.	South Court St. W.	Elgin St. W.	200-499	250	22.7	14.86	Preventive Maintenance	\$5,312.00	\$4.00	
Evaluated	232B	209	Norwich	John St.	Brock St. W.	North Court St. W.	200-499	350	0	4.44	No Maintenance Required	\$0.00	\$0.00	
Evaluated	231C	128	Norwich	Clyde St.	South Court St. W.	Elgin St. W.	200-499	303	0	8.61	Routine Maintenance	\$0.00	\$0.00	
Evaluated	230B.2	118	Norwich	Centre St.	Mary St.	Elgin St.	200-499	392	0	8.21	Routine Maintenance	\$0.00	\$0.00	
Evaluated	229C	406	Norwich	Spring St.	Mary St.	Elgin St.	200-499	300	25.8	13.74	Preventive Maintenance	\$4,680.00	\$4.00	
Evaluated	246	2638	Norwich	Bailey St.	Spring St.	Centre St.	50-199	100	0	6.88	Routine Maintenance	\$0.00	\$0.00	
Evaluated	205	237	Norwich	Mary St.	Spring St.	Centre St.	50-199	100	0	6.88	Routine Maintenance	\$0.00	\$0.00	
Evaluated	209	162	Norwich	Elgin St.	Spring St.	Centre St.	50-199	100	6.7	19.95	Resurface	\$16,575.00	\$25.00	
Evaluated	235B.3	322	Norwich	North St. E.	Albert St.	Victoria St.	200-499	300	0	5.15	Routine Maintenance	\$0.00	\$0.00	
Evaluated	202B	95	Norwich	Brock St. E	Victoria St.	Poldon Dr.	200-499	300	0	6.01	Routine Maintenance	\$0.00	\$0.00	
Evaluated	204B	305	Norwich	North Court St. E.	Albert St.	Victoria St.	200-499	300	0	4.29	No Maintenance Required	\$0.00	\$0.00	
Evaluated	207B.1	396	Norwich	South Court St. E.	Albert St.	Victoria St.	200-499	350	0	8.89	Routine Maintenance	\$0.00	\$0.00	Hydro poles are in the road limits
Evaluated	208	161	Norwich	Elgin St. E.	Cook St.	George St.	200-499	250	0	12.38	Routine Maintenance	\$0.00	\$0.00	
Evaluated	228B	361	Norwich	Phebe St.	Main St. E.	End	200-499	300	0	5.15	Routine Maintenance	\$0.00	\$0.00	
Evaluated	228A	2644	Norwich	Sutton St.	Main St. E.	End	0-49	25	0	4.54	Routine Maintenance	\$0.00	\$0.00	
Evaluated	211B	184	Norwich	George St.	Elgin St. E.	Main St. E.	50-199	150	15.1	14.11	Preventive Maintenance	\$4,592.00	\$4.00	
Evaluated	239A	59	Norwich	Albert St.	South Court St. E.	Elgin St. E.	200-499	250	18.2	27.24	Resurface	\$28,550.00	\$25.00	
Evaluated	241B.1	136	Norwich	Cook St.	South Court St. E.	Elgin St. E.	200-499	276	0	2.53	No Maintenance Required	\$0.00	\$0.00	
Evaluated	240B	434	Norwich	Victoria St.	South Court St. E.	Elgin St. E.	200-499	250	0	2.48	No Maintenance Required	\$0.00	\$0.00	
Evaluated	238C	55	Norwich	Albert St.	North St. E.	Brock St. E.	200-499	250	0	6.6	Routine Maintenance	\$0.00	\$0.00	
Evaluated	222A.1	369	Norwich	Pitcher St.	Palmer St. W.	South St.	200-499	350	0	10.67	Routine Maintenance	\$0.00	\$0.00	
Evaluated	218B	206	Norwich	Jerdon St.	Otter St.	Stover St. S.	200-499	350	0	10.67	Routine Maintenance	\$0.00	\$0.00	
Evaluated	245	2563	Norwich	Union St.	Stover St. S.	End	0-49	10	0	5.32	Routine Maintenance	\$0.00	\$0.00	
Evaluated	220D	159	Norwich	Dufferin St.	Sunview Dr.	Robson St.	200-499	379	27.5	28.96	Resurface	\$27,550.00	\$25.00	
Evaluated	242B	60	Norwich	Avery's Lane.	Front St.	Carman St.	200-499	300	0	11.16	Routine Maintenance	\$0.00	\$0.00	
Evaluated	225A	179	Norwich	Florence St.	Main St. W.	Caroll St.	200-499	316	21.6	26.93	Resurface	\$31,275.00	\$25.00	
Evaluated	249B.3	109	Norwich	Cayley St.	Moore Cres.	Irving Dr.	200-499	250	0	11.55	Routine Maintenance	\$0.00	\$0.00	
Evaluated	250	2631	Norwich	Irving Dr.	Cayley St.	End	50-199	50	0	7.39	Routine Maintenance	\$0.00	\$0.00	
Evaluated	243	2639	Norwich	Moore Cres.	Marshall Dr.	Cayley St.	50-199	100	7.2	15.82	Preventive Maintenance	\$14,862.00	\$6.00	
Evaluated	224D	2645	Norwich	Marshall Dr.	Carman St.	Cayley St.	200-499	250	0	9.08	Routine Maintenance	\$0.00	\$0.00	
Evaluated	249	2636	Norwich	Caroll St.	Marshall Dr.	Florence St.	50-199	50	3.7	14.78	Preventive Maintenance	\$3,654.00	\$6.00	
Evaluated	214B.2	102	Norwich	Carman St	Dufferin St.	Pitcher St.	200-499	350	0	10.67	Douting Maintanance	¢0.00	¢0.00	Township noted that an overlay was completed on this segment due to
Evaluated	2148.2	103	Norwich	Carman St.	Dufferin St.	Pitcher St.	200-499	350	U	10.67	Routine Maintenance	\$0.00	\$0.00	heavy alligator cracking
Evaluated	215B	355	Norwich	Palmer St. W.	Dufferin St.	Pitcher St.	200-499	250	15.2	21.46	Resurface	\$31,350.00	\$25.00	
Evaluated	216	403	Norwich	South St.	Dufferin St.	Pitcher St.	200-499	250	0	12.38	Routine Maintenance	\$0.00	\$0.00	
Evaluated	223B	343	Norwich	Otter St.	Palmer St. W.	South St.	200-499	250	31.5	16.51	Preventive Maintenance	\$4,120.00	\$4.00	
Evaluated	244	352	Norwich	Palmer St. E.	Stover St. S.	End (Cul-de-Sac)	200-499	300	0	6.87	Routine Maintenance	\$0.00	\$0.00	
Evaluated	213D	423	Norwich	Tidey St.	Pitcher St.	Stover St. S.	200-499	300	45.1	21.47	Preventive Maintenance	\$4,904.00	\$4.00	
Evaluated	213B	124	Norwich	Church St.	Tidey St.	End	0-49	25	4.5	20.44	Rehabilitation	\$18,144.00	\$42.00	
Evaluated	212C	181	Norwich	Front St.	Pitcher St.	Stover St. S.	200-499	350	0	9.78	Routine Maintenance	\$0.00	\$0.00	
Evaluated	249C	2632	Norwich	Pollard St.	Marshall Dr.	Delong Dr.	200-499	250	0	4.95	Routine Maintenance	\$0.00	\$0.00	
Not Evaluated	025C	188	Norwich (Township)	Gunn's Hill Rd.	Vandecar Line	Muir Line	50-199	61	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	143	333	Norwich (Township)	Old School Line	Highway 59	Gunn's Hill Rd.	50-199	97	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	096A.2	113	Norwich (Township)	Cedar Line	Rivers Rd.	Gunn's Hill Rd.	50-199	76	0	11.16	Routine Maintenance	\$0.00	\$0.00	
Evaluated	132	245	Norwich (Township)	Middletown Line	Curries Rd.	Gunn's Hill Rd.	500-999	582	0	8.99	Routine Maintenance	\$0.00	\$0.00	
Not Evaluated	097A	341	Norwich (Township)	Oriel Line	Curries Rd.	Gunn's Hill Rd.	0-49	18	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	095B	428	Norwich (Township)	Vandecar Line	Curries Rd.	Gunn's Hill Rd.	0-49	9	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	019A	175	Norwich (Township)	Firehall Rd.	Middletown Line	Old 14 Line	0-49	37	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	21C	2736	Norwich (Township)	Kitchen Crt	Curries Rd.	End	0-49	10	2.1	22.87	Rehabilitation	\$107,226.00	\$42.00	
Not Evaluated	093A	114	Norwich (Township)	Cedar Line	426m N. of Curries Rd.	Sweaburg Rd.	50-199	75	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	092A	331	Norwich (Township)	Old 14 Line	Oxford Centre Rd.	Old Stage Rd.	0-49	19	5.1	34.37	Reconstruction	\$313,040.00	\$80.00	
Not Evaluated	095A	429	Norwich (Township)	Vandecar Line	Old Stage Rd.	Curries Rd.	0-49	9	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	021A.2	146	Norwich (Township)	Curries Rd.	Vandecar Line	Muir Line	0-49	41	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	094	247	Norwich (Township)	Middletown Line	Firehall Rd.	Curries Rd.	500-999	582	61.9	18.98	Preventive Maintenance	\$45,676.00	\$4.00	
Evaluated	088	186	Norwich (Township)	Greenly Line	Pattullo Ave	Highway 59	200-499	315	0	9.55	Routine Maintenance	\$0.00	\$0.00	
Not Evaluated	005	359	Norwich (Township)	Pattullo Ave	Middletown Line	Oxford Rd. 14	50-199	63	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	014A	348	Norwich (Township)	Oxford Centre Rd.	0.34km E. of Middletown Line	Old 14 Line	0-49	28	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	008	203	Norwich (Township)	Horn Rd.	Sweaburg Rd. (Oxford Rd 12)	Old Stage Rd.	50-199	136	46.1	28.41	Rehabilitation	\$206,336.00	\$26.00	FibreMat and Surface Treatment to be installed this year
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Not Evaluated	0200	2574	Nagyich /Township)	Old Stage Dd	Vancorling	Muirtino	FO 100	65	1 0	1 0 1	Not Calculated	¢0.00	¢1.00	
Not Evaluated Not Evaluated	020B 003	2574 424	Norwich (Township) Norwich (Township)	Old Stage Rd. Towerline Rd.	Vanecar Line	Muir Line Muir Line	50-199 50-199	65 97	0	0	Not Calculated  Not Calculated	\$0.00 \$0.00	-\$1.00 -\$1.00	
Evaluated  Evaluated	003	2737	Norwich (Township)	Subway Line	Highway 53	<u> </u>	50-199	552	49.4	15.78	Preventive Maintenance	\$0.00	-\$1.00 \$4.00	
Evaluated	280	160	Norwich (Township)	East St. (Eastwood)	Highway 2 Highway 2	Highway 53 Highway 53	50-199	50	0	4.93	Routine Maintenance	\$0.00	\$0.00	
Evaluated	279A	2569	Norwich (Township)	Main St. (Eastwood)	Highway 2	John St	50-199	75	23.2	33.4	Rehabilitation	\$24,696.00	\$42.00	
Evaluated	279B	210	Norwich (Township)	John St. (Eastwood)	East End	West End	50-199	50	9.4	37.58	Reconstruction	\$131,440.00	\$80.00	Very poor condition, no drainage and no cul-de-sac
Evaluated	272B	240	Burgessville	McNab St.	100m E. of Middletown Line	Nichol Lane	50-199	50	0	5.54	Routine Maintenance	\$0.00	\$0.00	Tery poor containing aramage and no car ac sac
Evaluated	274	393	Burgessville	Smith's Lane	McNab St.	Church St. E.	0-49	25	0	3.98	Routine Maintenance	\$0.00	\$0.00	
Evaluated	273B	294	Burgessville	Nichol Lane	McNab St.	Church St. E.	50-199	50	0	8.62	Routine Maintenance	\$0.00	\$0.00	
Evaluated	275B	148	Burgessville	Deere Cres.	Church St. W.	Snyder Court	50-199	50	0	4.93	Routine Maintenance	\$0.00	\$0.00	
Evaluated	276	394	Burgessville	Snyder Court	Deere Cres.	End (Cul-de-Sac)	0-49	25	0	4.54	Routine Maintenance	\$0.00	\$0.00	
Not Evaluated	296		Norwich (Township)	Oxford Rd. 13	Oxford Rd. 13	Milldale Rd.	0-49		0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	297		Norwich (Township)	Oxford Rd. 13	Oxford Rd. 13	Milldale Rd.	0-49		0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	251E		Norwich	Poldon Dr.	Bushell Crt.	Lossing Dr.	200-499	275	0	4.21	No Maintenance Required	\$0.00	\$0.00	
Evaluated	252		Norwich	Bushell Crt.	Poldon Dr.	End (Cul-de-Sac)	0-49	25	0	2.27	No Maintenance Required	\$0.00	\$0.00	
Evaluated	251B		Norwich	Poldon Dr.	North St. E.	Brock St. E.	200-499	300	0	4.29	No Maintenance Required	\$0.00	\$0.00	
Evaluated	282		Norwich	Tompkins Crt.	Delong Dr.	End (Cul-de-Sac)	50-199	50	0	3.7	Routine Maintenance	\$0.00	\$0.00	
Not Evaluated	299		Norwich (Township)	Oxford Rd. 14	Oxford Rd. 14	Gunn's Hill Rd.	0-49	-	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	300		Norwich (Township)	Oxford Rd. 14	Oxford Rd. 14	Gunn's Hill Road	0-49	-	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	298	00	Norwich (Township)	Oxford Rd. 14	Oxford Rd. 14	Curries Rd.	0-49	100	0	0	Not Calculated	\$0.00	-\$1.00 \$43.00	
Evaluated	273C.1	98	Burgessville	Burgess St.	Church St. E.	440m S. of Church St. E.	50-199	100		35.77	Rehabilitation	\$121,422.00	\$42.00	
Evaluated Not Evaluated	145B	386	Norwich (Township)	Second Rd.	Slant Rd.	Base Line Salford Rd.	50-199	104	0	2.08	No Maintenance Required	\$0.00	\$0.00	
Not Evaluated Not Evaluated	101 035A.1	2607 2579	Norwich (Township) Norwich (Township)	Zenda Line Beaconsfield Rd.	Beaconsfield Rd. Oxford Rd. 14	Vandecar Line	50-199 50-199	178 59	0	0	Not Calculated  Not Calculated	\$0.00 \$0.00	-\$1.00 -\$1.00	
Not Evaluated  Not Evaluated	100B	430	Norwich (Township)	Vandecar Line	Substation Rd.	Beaconsfield Rd.	0-49	24	0	0	Not Calculated  Not Calculated	\$0.00	-\$1.00 -\$1.00	
Not Evaluated  Not Evaluated	100B 103A	239	Norwich (Township)	McCready Line	Beaconsfield Rd.	Highway 59	0-49	27	0	0	Not Calculated  Not Calculated	\$0.00	-\$1.00	
Evaluated	099B	264	Norwich (Township)	Middletown Line	Substation Rd.	Beaconsfield Rd.	1000-1999	1075	0	11.56	Routine Maintenance	\$0.00	\$0.00	
Not Evaluated	100A	431	Norwich (Township)	Vandecar Line	Gunn's Hill Rd.	Substation Rd.	0-49	24	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	097B	342	Norwich (Township)	Oriel Line	Gunn's Hill Rd.	Substation Rd.	0-49	18	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	030	410	Norwich (Township)	Substation Rd.	Vandecar Line	Muir Line	50-199	116	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	086	66	Norwich (Township)	Base Line	Potters Rd.	Mall Rd.	200-499	369	0	13.49	Routine Maintenance	\$0.00	\$0.00	
Evaluated	133B	67	Norwich (Township)	Base Line	Ninth Rd.	New Rd.	1000-1999	1111	229	85.04	Reconstruction	\$798,560.00	\$80.00	
Evaluated	116E	68	Norwich (Township)	Base Line	Milldale Rd.	Otterville Rd. (Oxford Rd. 19)	500-999	928	0	16.73	Routine Maintenance	\$0.00	\$0.00	
Evaluated	107G	69	Norwich (Township)	Base Line	13th Conc Line	Norwich Rd.	500-999	909	0	9.99	Routine Maintenance	\$0.00	\$0.00	
Evaluated	031A	83	Norwich (Township)	Beaconsfield Rd.	Zenda Line	Trillium Line	500-999	548	34.4	30.53	Resurface	\$136,900.00	\$25.00	
Evaluated	031B	84	Norwich (Township)	Beaconsfield Rd.	Trillium Line	Cedar Line	500-999	548	32.2	28.56	Resurface	\$38,763.00	\$25.00	
Evaluated	032	82	Norwich (Township)	Beaconsfield Rd.	Cedar Line	Hwy 59	500-999	548	35.5	31.52	Resurface	\$336,525.00	\$25.00	Heavily rutted at the start of the segment
Not Evaluated	033A	2576	Norwich (Township)	Beaconsfield Rd.	Hwy 59	299m E. of Middletown Line	50-199	128	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	102B	242	Norwich (Township)	Middletown Line	Beaconsfield Rd.	831m S. of Beaconsfield Rd.	500-999	929		17.85	Preventive Maintenance	\$24,020.00	\$4.00	
Not Evaluated	034B	2577	Norwich (Township)	Beaconsfield Rd.	Middletown Line	McCready Line	50-199	90	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	035A.2	2580	Norwich (Township)	Beaconsfield Rd.	Vandecar Line	Muir Line	50-199	59	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	107A	70	Norwich (Township)	Base Line	New Durham Rd.	Second Rd.	500-999	909	0	14.43	Routine Maintenance	\$0.00	\$0.00	
Evaluated	107B	71	Norwich (Township)	Base Line	Second Rd.	Eleventh Conc Rd.	500-999	909	0	14.43	Routine Maintenance	\$0.00	\$0.00	
Evaluated	107C 107D	72 73	Norwich (Township)	Base Line	Eleventh Conc Rd.	Evergreen St. Hatchley Rd.	500-999	909	0	14.43	Routine Maintenance	\$0.00 \$0.00	\$0.00	
Evaluated		73	Norwich (Township)	Base Line	Evergreen St.	,	500-999 500-999	909	0	5.55	No Maintenance Required	\$0.00	\$0.00 \$0.00	
Evaluated Evaluated	107E 107F	74 75	Norwich (Township) Norwich (Township)	Base Line Base Line	Hatchley Rd. Quaker St.	Quaker St. 13th Concession Rd.	500-999	909	0	5.55 9.99	No Maintenance Required  Routine Maintenance	\$0.00	\$0.00	
Evaluated	107F 116A	76	Norwich (Township)	Base Line Base Line	Norwich Rd.	Caley Rd.	500-999	909	0	9.99	Routine Maintenance  Routine Maintenance	\$0.00	\$0.00	
Evaluated	048B	100	Norwich (Township)	Caley Rd.	Base Line	Windham Line	200-499	208	24.5	15.86	Preventive Maintenance	\$17,000.00	\$4.00	
Evaluated	053	2591	Norwich (Township)	Airport Rd.	Base Line	Windham Line	500-999	636	0	7.14	Routine Maintenance	\$0.00	\$0.00	
Evaluated	116B	77	Norwich (Township)	Base Line	Caley Rd.	Airport Rd.	1000-1999	1406		16.03	Routine Maintenance	\$0.00	\$0.00	
Evaluated	116C	78	Norwich (Township)	Base Line	Airport Rd.	Maple Dell Rd.	1000-1999	1406		14.8	Routine Maintenance	\$0.00	\$0.00	
Evaluated	057C	2592	Norwich (Township)	Maple Dell Rd.	Base Line	Windham Line	50-199	165			Resurface	\$68,978.00	\$13.00	
Evaluated	133A	79	Norwich (Township)	Base Line	Otterville Rd.	Ninth Rd.	1000-1999	1111			Preventive Maintenance	\$58,410.00	\$6.00	Breakup is present throughout the road segment
Evaluated	076	2603	Norwich (Township)	New Rd.	Base Line	Swimming Pool Rd.	500-999	692	89.3	31.21	Resurface	\$100,334.00	\$13.00	
Evaluated	138B	63	Norwich (Township)	Base Line	Cecilia St	Nelson St	50-199	184	0	10.06	Routine Maintenance	\$0.00	\$0.00	
Evaluated	138C	64	Norwich (Township)	Base Line	Nelson St.	Wendy's Rd.	50-199	184		10.06	Routine Maintenance	\$0.00	\$0.00	
Evaluated	138A	65	Norwich (Township)	Base Line	New Rd.	Cecilia St.	50-199	184		12.38	Preventive Maintenance	\$4,156.00	\$4.00	
Evaluated	084B	2605	Norwich (Township)	Mall Rd.	Base Line	Swimming Pool Rd.	500-999	896			Preventive Maintenance	\$17,342.00	\$4.00	
Evaluated	084A	220	Norwich (Township)	Mall Rd.	Highway 59	Base Line	500-999	896			Preventive Maintenance	\$21,438.00	\$4.00	
Evaluated	083	223	Norwich (Township)	Mall Rd.	Summerville Line	Hwy 59	1000-1999	1137			Resurface	\$99,041.00	\$13.00	some gullies present that require ditching
Evaluated	074B	253	Norwich (Township)	Middletown Line	New Rd.	Potters Rd. (Oxford Rd. 37)	200-499	200			Resurface	\$133,172.00	\$13.00	
Evaluated	074.1	291	Norwich (Township)	New Rd.	Middletown Line	Furnace Rd.	50-199	168	26.4	17.47	Preventive Maintenance	\$48,948.00	\$4.00	minor edge breakup present
Evaluated	074.2	289	Norwich (Township)	New Rd.	Furnace Rd.	Coal Line	50-199	168		21.27	Resurface	\$111,293.00	\$13.00	Potholes and edge breakup are present on this segment
Evaluated	132B	2618	Norwich (Township)	Coal Line	New Rd.	Highway 59	500-999	660	0	14.4	Routine Maintenance	\$0.00	\$0.00	FibreMat has been completed on this section
Evaluated	074.3	288	Norwich (Township)	New Rd.	Coal Line	Highway 59	50-199	168		19.75	Resurface	\$13,676.00	\$13.00	
Evaluated	067A	299	Norwich (Township)	Ninth Rd.	Cornell Rd.	Coal Line	200-499	405	61	31.23	Resurface	\$54,002.00	\$13.00	
Evaluated	132A.1	2740	Norwich (Township)	Coal Line	Cornell Rd.	Ninth Rd.	500-999	660	252	43.21	Rehabilitation	\$66,248.00	\$26.00	
Evaluated	261F	152	Norwich (Township)	Dover St.	John St. S.	Cornell Rd.	500-999	815	0	10.81	Routine Maintenance	\$0.00	\$0.00	

Fugluated	2615	152	Ottonvillo	Davar Ct	Norfall, C+	John St. S.	F00 000	015	0	9.73	Douting Maintenance	\$0.00	¢0.00	
Evaluated Evaluated	261E 260A	153 304	Otterville Otterville	Dover St. Norfolk St.	Norfolk St. Albert St.	End (Cul-de-Sac)	500-999 0-49	815 40	0	7.78	Routine Maintenance Routine Maintenance	\$0.00	\$0.00 \$0.00	
Evaluated	259A	447	Otterville	Wellington St. W.	Albert St.	End (cui-de-3ac)	0-49	35	0	5.89	Routine Maintenance	\$0.00	\$0.00	
Evaluated	258C	273	Otterville	Albert St.	Wellington St. W.	Norfolk St.	0-49	15	0	3.27	Routine Maintenance	\$0.00	\$0.00	Tree trimming is required, stop sign is obstructed
Evaluated	259B	448	Otterville	Wellington St. W.	Albert St.	Dover St.	50-199	75	0	5.89	Routine Maintenance	\$0.00	\$0.00	, , , , , , , , , , , , , , , , , , ,
Evaluated	261D	154	Otterville	Dover St.	Wellington St.	Norfolk St.	500-999	815	0	8.65	Routine Maintenance	\$0.00	\$0.00	
Evaluated	256C.1	383	Otterville	Queen St. W	Albert St.	Dover St.	50-199	75	0	5.89	Routine Maintenance	\$0.00	\$0.00	
Evaluated	261C	155	Otterville	Dover St.	Queen St.	Wellington St.	500-999	815	0	8.65	Routine Maintenance	\$0.00	\$0.00	
Evaluated	258B	272	Otterville	Albert St.	Queen St. W.	Wellington St. W.	0-49	30	0	4.05	Routine Maintenance	\$0.00	\$0.00	
Evaluated	261A	156	Otterville	Dover St.	Main St.	Mill St.	500-999	815	0	11.9	Routine Maintenance	\$0.00	\$0.00	
Evaluated	262A	215	Otterville	John St. S.	Main St. E.	Mill St. E.	500-999	684	75.2	18.67	Preventive Maintenance	\$3,460.00	\$4.00	
Evaluated	256A.2	271	Otterville	Mill St. E.	Oxford St.	John St. S.	50-199	100	0	8.94	Routine Maintenance	\$0.00	\$0.00	
Evaluated	263B	269	Otterville	Buchan St.	Main St. E.	Mill St. E.	50-199	100	10.2	11.01	Preventive Maintenance	\$3,200.00	\$4.00	
Evaluated	254E	2566	Otterville	York St.	North St. E.	Main St. E.	50-199	150	0	8.17	Routine Maintenance	\$0.00	\$0.00	
Evaluated	254F.4	318	Otterville	North St. E.	Cedar St.	York St.	50-199	140	16.1	13.19	Preventive Maintenance	\$3,832.00	\$4.00	
Evaluated	254F.3	319	Otterville	North St. E.	Bond St.	Cedar St.	50-199	140	17.5	13.92	Preventive Maintenance	\$4,124.00	\$4.00	
Evaluated	254B 253B	2565 320	Otterville	John St. N. North St. W.	Main St. E.	North St. E. Bullock St.	50-199 50-199	150	0 35.9	8.91 31.19	Routine Maintenance Rehabilitation	\$0.00 \$45,150.00	\$0.00 \$42.00	
Evaluated Evaluated	253B 253A	317	Otterville Otterville	Bullock St.	Paxton St. Main St. W.	North St. W.	50-199	150 150	31.8	26.73	Rehabilitation	\$45,150.00	\$42.00	
Evaluated	256B	266	Otterville	Mill St. W.	Albert St.	Dover St.	50-199	100	0	5.5	Routine Maintenance	\$18,732.00	\$0.00	
Evaluated	258A	270	Otterville	Albert St.	Mill St. W.	Queen St. W.	0-49	40	0	6.58	Routine Maintenance	\$0.00	\$0.00	
Evaluated	256C.3	384	Otterville	Queen St. E	Oxford St.	John St. S.	50-199	75	0	5.89	Routine Maintenance	\$0.00	\$0.00	
Evaluated	262B	216	Otterville	John St. S.	Mill St. E.	Queen St. E.	500-999	684	0	12.45	Routine Maintenance	\$0.00	\$0.00	
Evaluated	262C	217	Otterville	John St. S.	Queen St. E.	Wellington St. E.	500-999	684	0	13.49	Routine Maintenance	\$0.00	\$0.00	
Evaluated	250A.3	2310	Otterville	North St. W.	Church St.	Maple St.	50-199	60	0	7.59	Routine Maintenance	\$0.00	\$0.00	
Evaluated	250A.1	2311	Otterville	North St. W.	Grove St.	End	50-199	50	0	6.16	Routine Maintenance	\$0.00	\$0.00	
Evaluated	255B	2364	Otterville	Cherry St.	Main St. W.	Mill St. W.	0-49	35	0	6.47	Routine Maintenance	\$0.00	\$0.00	
Evaluated	255C.1	2367	Otterville	Mill St. W.	Cherry St.	Pine St.	0-49	40	0	6.58	Routine Maintenance	\$0.00	\$0.00	
Evaluated	265B	2628	Otterville	Otter View Dr	Mill St. W.	Van Parys Dr.	50-199	115	0	7.06	Routine Maintenance	\$0.00	\$0.00	
Evaluated	127	2614	Norwich (Township)	Middletown Line	Otterville Rd. (Oxford Rd. 19)	Ninth Rd.	500-999	574	0	1	No Maintenance Required	\$0.00	\$0.00	To be paved in 2023 (pulverized at the time of inspection)
Evaluated	072A	139	Norwich (Township)	Cornell Rd.	Middletown Line	Furnace Rd.	1000-1999	1029	0	10.29	Routine Maintenance	\$0.00	\$0.00	
Evaluated	129	2616	Norwich (Township)	Middletown Line	Ninth Rd.	Cornell Rd.	500-999	574	0	1	No Maintenance Required	\$0.00	\$0.00	To be paved in 2023 (pulverized at the time of inspection)
Evaluated	070	140	Norwich (Township)	Cornell Rd.	Oxford Rd. 13	Oatman Line	1000-1999	1553	0	11.37	Routine Maintenance	\$0.00	\$0.00	
Not Evaluated	066B	2599	Norwich (Township)	Ninth Rd.	Oatman Line	Middletown Line	0-49	40	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	066A	2600	Norwich (Township)	Ninth Rd.	Oxford Rd. 13	Oatman Line	0-49	40	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	058B	2381	Norwich (Township)	Milldale Rd.	Oxford Rd. 13	1.9km W. of Oxford Rd. 13	200-499	386	38.4	16.36	Preventive Maintenance	\$54,924.00	\$4.00	
Not Evaluated	013A	349	Norwich (Township)	Oxford Centre Rd.	W. of Middletown Line	Not Recorded	0-49	13	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	090A	260	Norwich (Township)	Middletown Line	Pattullo Ave	300m N. of Oxford Centre Rd.	1000-1999	1063	0	12.68	Routine Maintenance	\$0.00	\$0.00	
Evaluated	011B	2573	Norwich (Township)	Old Stage Rd.	Highway 59	320m W. of Middletown Line	200-499	451	0	5.65	Routine Maintenance	\$0.00	\$0.00	
Evaluated Not Evaluated	091A 017	259 176	Norwich (Township)	Middletown Line Firehall Rd.	Oxford Centre Rd.	Old Stage Rd. Middletown Line	500-999 0-49	904 32	0	7.76 0	Routine Maintenance  Not Calculated	\$0.00 \$0.00	\$0.00 -\$1.00	
Not Evaluated Evaluated	017 092B	332	Norwich (Township) Norwich (Township)	Old 14 Line	Highway 59 Oxford Centre Rd.	Firehall Rd.	0-49	19	5.1	34.37	Reconstruction	\$140,320.00	\$80.00	
Not Evaluated	016B	2334	Norwich (Township)	Old Stage Rd.	480m E. of Middletown Line	Old 14 Line	50-199	83	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	020A	2575	Norwich (Township)	Old Stage Rd.	Oxford Rd. 14	Vandecar Line	50-199	65	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	021A.1	144	Norwich (Township)	Curries Rd.	Oxford Rd. 14	Vandecar Line Vandecar Line	0-49	41	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	022A	189	Norwich (Township)	Gunn's Hill Rd.	Cedar Line	Old School Line	50-199	60	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	022B	190	Norwich (Township)	Gunn's Hill Rd.	Old School Line	Highway 59	50-199	60	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	023	191	Norwich (Township)	Gunn's Hill Rd.	Highway 59	Middletown Line	50-199	148	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	024B	193	Norwich (Township)	Gunn's Hill Rd.	Middletown Line	Oriel Line	50-199	58	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	024C	194	Norwich (Township)	Gunn's Hill Rd.	Oriel Line	Oxford Rd. 14	50-199	58	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	025A	198	Norwich (Township)	Gunn's Hill Rd.	Oxford Rd. 14	Vandecar Line	50-199	61	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	025B	199	Norwich (Township)	Gunn's Hill Rd.	Vandecar Line	Vandecar Line	50-199	61	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	026	411	Norwich (Township)	Substation Rd.	Cedar Line	Highway 59	50-199	85	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	027	412	Norwich (Township)	Substation Rd.	Highway 59	Middletown Line	50-199	84	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	099A	248	Norwich (Township)	Middletown Line	Gunn's Hill Rd.	Substation Rd.	1000-1999	1075		9.25	Routine Maintenance	\$0.00	\$0.00	
Not Evaluated	028A	413	Norwich (Township)	Substation Rd.	Middletown Line	Oriel Line	50-199	60	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	028B	414	Norwich (Township)	Substation Rd.	Oriel Line	Oxford Rd. 14	50-199	60	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	029A	415	Norwich (Township)	Substation Rd.	Oxford Rd. 14	Vandecar Line	50-199	85	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	029B	416	Norwich (Township)	Substation Rd.	Vandecar Line	Vandecar Line	50-199	116	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	034C	2578	Norwich (Township)	Beaconsfield Rd.	McCready Line	Oxford Rd. 14	50-199	90	0	0	Not Calculated	\$0.00	-\$1.00 \$0.00	
Evaluated	145A	387	Norwich (Township)	Second Rd.	New Durham Rd.	Slant Rd.	50-199	104	0	2.08	No Maintenance Required	\$0.00	\$0.00	
Evaluated	106A.1	2581	Norwich (Township)	Slant Rd.	Second Rd.	New Durham Rd.	1000-1999	1773	0	6.53	No Maintenance Required	\$0.00	\$0.00 \$0.00	
Evaluated Not Evaluated	106A.2 041B	2734 2585	Norwich (Township)	Slant Rd.	New Durham Line Slant Rd.	Evergreen St.	1000-1999 50-199	1773 61	0	6.53 0	No Maintenance Required  Not Calculated	\$0.00 \$0.00	\$0.00 -\$1.00	
Not Evaluated  Not Evaluated	041B 041A	2585	Norwich (Township) Norwich (Township)	Evergreen St. Evergreen St.	Highway 59	Base Line Slant Rd.	50-199	61	0	0	Not Calculated  Not Calculated	\$0.00	-\$1.00 -\$1.00	
Evaluated	038B	2583	Norwich (Township)	Evergreen St.	McCready Line	Oxford Rd. 59	200-499	200		26.76	Resurface	\$226,725.00	\$25.00	
Evaluated	105A.1	2319	Burgessville	Middletown Line	387m S. of Church St.	Evergreen St.	1000-1999	1545		16.41	Routine Maintenance	\$0.00	\$0.00	
Evaluated	038A	2584	Norwich (Township)	Evergreen St.	Middletown Line	McCready Line	200-499	200		34.64	Rehabilitation	\$370,526.00	\$26.00	
Not Evaluated	036	174	Norwich (Township)	Evergreen St.	Zenda Line	Oxford Rd. 13	50-199	85		0	Not Calculated	\$0.00	-\$1.00	
Lvalaatea	030	4,7	(10WII3IIIP)		Echa Ente	CAIOIG NG. 13	50 155	- 55			Calculated	70.00	71.00	

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Evaluated	272C	241	Burgessville	McNab St.	Nichol Lane	Smith's Lane	50-199	50	0	5.54	Routine Maintenance	\$0.00	\$0.00	
Not Evaluated	104A.2	456	Norwich (Township)	Zenda Line	672m S. of Evergreen St.	Evergreen St.	50-199	121	0	0	Not Calculated	\$0.00	-\$1.00	Taba and the 2022 feet and the state of the
Evaluated	043	378	Norwich (Township)	Quaker St.	Zenda Line	Oxford Rd. 13	200-499	255	0	0.83	No Maintenance Required	\$0.00	\$0.00	To be paved in 2023 (crews were pulverizing the road at the time of inspection)
Evaluated	105B.1	2321	Norwich (Township)	Middletown Line	Quaker St.	Norwich Rd.	2000-2999	2542	0	21.39	Routine Maintenance	\$0.00	\$0.00	inspection)
Evaluated	045	379	Norwich (Township)	Quaker St.	Middletown Line	Highway 59	500-999	628	67.7	19.32	Preventive Maintenance	\$100,736.00	\$4.00	
Evaluated	046A	2587	Norwich (Township)	Quaker St.	Highway 59	Utility Line	1000-1999	1185	0	4.73	No Maintenance Required	\$0.00	\$0.00	
Evaluated	046B	2588	Norwich (Township)	Quaker St.	Utility Line	Slant Rd.	1000-1999	1185	0	5.92	No Maintenance Required	\$0.00	\$0.00	
Evaluated	235B.2	323	Norwich	North St. E.	Stover St. N.	Albert St.	200-499	300	0	4.29	No Maintenance Required	\$0.00	\$0.00	
Evaluated	238B	56	Norwich	Albert St.	North St. E.	67m N. of North St. E.	50-199	75	0	3.27	No Maintenance Required	\$0.00	\$0.00	
Evaluated	235B.4	2640	Norwich	North St. E.	Victoria St.	Poldon Dr.	200-499	300	0	4.29	No Maintenance Required	\$0.00	\$0.00	
Evaluated	247B	2637	Norwich	Lossing Dr.	Poldon Dr.	Lossing Dr.	200-499	311	0	6.06	Routine Maintenance	\$0.00	\$0.00	
Evaluated	204D	310	Norwich	North Court St. E.	Polden Dr	Cook St.	200-499	300	0	4.29	No Maintenance Required	\$0.00	\$0.00	
Evaluated	204C	306	Norwich	North Court St. E.	Victoria St.	Cook St.	200-499	300	0	4.29	No Maintenance Required	\$0.00	\$0.00	
Evaluated	235A.2	432	Norwich	Victoria St.	Brock St. E.	North Court St. E.	200-499	250	0	3.3	No Maintenance Required	\$0.00	\$0.00	
Evaluated	204A	307	Norwich	North Court St. E.	Stover St. N.	Albert St.	200-499	300	0	5.15	Routine Maintenance	\$0.00	\$0.00	
Evaluated	202A.1	96	Norwich	Brock St. E	Stover St. N.	Albert St.	200-499	300	0	6.87	Routine Maintenance	\$0.00	\$0.00	
Evaluated	238D	57	Norwich	Albert St.	Brock St. E.	North Court St. E.	200-499	250	0	7.43	Routine Maintenance	\$0.00	\$0.00	
Evaluated	235A.1	433	Norwich	Victoria St.	North St. E.	Brock St. E.	200-499	250	37	18.16	Preventive Maintenance	\$4,248.00	\$4.00	
Evaluated	202A.2	97	Norwich	Brock St. E	Albert St.	Victoria St.	200-499	300	0	7.73	Routine Maintenance	\$0.00	\$0.00	
Evaluated	234A	442	Norwich	Washington St.	North St. W.	Brock St. W.	50-199	100	9.8	11.01	Preventive Maintenance	\$4,700.00	\$4.00	Late of alliantes and alliance
Evaluated	201B	93	Norwich	Brock St. W.	Washington St.	Stover St. N.	200-499	300	81	41.22	Rehabilitation	\$34,398.00	\$42.00	Lots of alligator cracking as well as pothole and edge patches
Evaluated	236A	437	Norwich	Washington St.	Brock St. W.	North Court St. W.	200-499	250	0	6.6	Routine Maintenance	\$0.00	\$0.00	
Evaluated	203B.3	312	Norwich	North Court St. W. South Court St. W.	Washington St.	Stover St. N.	200-499	390	0	9.11	Routine Maintenance	\$0.00	\$0.00	
Evaluated	206C 236B	402 443	Norwich Norwich		Washington St. North Court St. W.	Stover St. N. South Court St. W.	200-499 200-499	250 250	34.6 0	18.16 6.6	Preventive Maintenance  Routine Maintenance	\$3,200.00 \$0.00	\$4.00 \$0.00	
Evaluated Evaluated	236B 210A.1	2622	Norwich	Washington St. Elgin St. W.	Washington St.	Stover St. N.	200-499	250	0	12.38	Routine Maintenance  Routine Maintenance	\$0.00	\$0.00	
Evaluated	237A	440	Norwich	Washington St.	Elgin St. W.	Main St. W.	200-499	300	41.5	19.75	Preventive Maintenance	\$4,020.00	\$4.00	
Evaluated	210B.1	2624	Norwich	Elgin St. W.	Clyde St.	John St.	200-499	250	18.1	14.86	Preventive Maintenance	\$4,344.00	\$6.00	
Evaluated	233	2641	Norwich	John St.	Elgin St. W.	Main St. W.	200-499	395	0	8.22	Routine Maintenance	\$0.00	\$0.00	
Not Evaluated	102A	2041	Norwich (Township)		Beaconsfield Rd.	Middletown Line	0-49	333	0	0.22	Not Calculated	\$0.00	-\$1.00	
Evaluated	091C		Norwich (Township)	Middletown Line	335m S. of Old Stage Rd.	Firehall Rd.	500-999	904	0	8.87	Routine Maintenance	\$0.00	\$0.00	
Evaluated	206A	401	Norwich	South Court St. W.	Clyde St.	John St.	200-499	250	21.1	28.89	Resurface	\$16,900.00	\$25.00	
Evaluated	232D	211	Norwich	John St.	South Court St. W.	Elgin St. W.	200-499	350	0	4.44	No Maintenance Required	\$0.00	\$0.00	
Evaluated	203B.2	313	Norwich	North Court St. W.	John St.	Washington St.	200-499	390	53.9	20.95	Preventive Maintenance	\$2,868.00	\$4.00	
Evaluated	232C	212	Norwich	John St.	North Court St. W.	South Court St. W.	200-499	350	0	4.44	No Maintenance Required	\$0.00	\$0.00	
Evaluated	201A.3	94	Norwich	Brock St. W.	John St.	Washington St.	200-499	250	77.4	45.39	Rehabilitation	\$28,938.00	\$42.00	
Evaluated	232A	213	Norwich	John St.	Brock St. W.	End	0-49	10	0	2.66	No Maintenance Required	\$0.00	\$0.00	
Evaluated	203B.1	314	Norwich	North Court St. W.	Clyde St.	John St.	200-499	390	22.7	23.68	Resurface	\$18,100.00	\$25.00	
Evaluated	231A	129	Norwich	Clyde St.	Brock St. W.	North Court St. W.	200-499	303	0	9.47	Routine Maintenance	\$0.00	\$0.00	
Evaluated	231B	130	Norwich	Clyde St.	North Court St. W.	South Court St. W.	200-499	303	0	6.89	Routine Maintenance	\$0.00	\$0.00	
Evaluated	231D	131	Norwich	Clyde St.	Elgin St. W.	Main St. W.	200-499	303	0	10.33	Routine Maintenance	\$0.00	\$0.00	
Evaluated	210A.2	166	Norwich	Elgin St. E.	Stover St. N.	Albert St.	200-499	250	18.5	15.68	Preventive Maintenance	\$2,982.00	\$6.00	
Evaluated	239B	58	Norwich	Albert St.	Elgin St. E.	Main St. E.	200-499	250	31.1	17.33	Preventive Maintenance	\$4,080.00	\$4.00	
Evaluated	210A.3	167	Norwich	Elgin St. E.	Albert St.	Victoria St.	200-499	250	20.5	17.33	Preventive Maintenance	\$3,144.00	\$6.00	This road segment has a well established crown
Evaluated	240C	435	Norwich	Victoria St.	Elgin St. E.	Main St. E.	200-499	250	0	2.48	No Maintenance Required	\$0.00	\$0.00	
Evaluated Evaluated	210A.4 241B.2	168	Norwich	Elgin St. E. Cook St.	Victoria St.	Cook St. Main St. E.	200-499 200-499	250 276	29.5 0	15.68 2.53	Preventive Maintenance	\$2,288.00 \$0.00	\$4.00 \$0.00	
Evaluated	241B.2 211A	137 185	Norwich Norwich	George St.	Elgin St. E. Elgin St. E.	End	0-49	276	2.9	13.06	No Maintenance Required  Preventive Maintenance	\$1,904.00	\$4.00	
Evaluated	207B.3	397	Norwich	South Court St. E.	Cook St.	End	200-499	350	0	3.56	No Maintenance Required	\$1,904.00	\$4.00	
Evaluated	207B.3 241A	135	Norwich	Cook St.	North Court St. E.	South Court St. E.	200-499	276	0	5.06	Routine Maintenance	\$0.00	\$0.00	
Evaluated	207B.2	398	Norwich	South Court St. E.	Victoria St.	Cook St.	200-499	350	0	7.11	Routine Maintenance	\$0.00	\$0.00	
Evaluated	240A	436	Norwich	Victoria St.	North Court St. E.	South Court St. E.	200-499	250	0	3.3	No Maintenance Required	\$0.00	\$0.00	
Evaluated	207A	399	Norwich	South Court St. E.	Stover St. N.	Albert St.	200-499	350	20.3	23.11	Resurface	\$12,575.00	\$25.00	
Evaluated	230A.1	2642	Norwich	Centre St.	Bailey St.	End	0-49	25	0	7.38	Routine Maintenance	\$0.00	\$0.00	
Evaluated	230A.2	121	Norwich	Centre St.	Bailey St.	North Court St. W.	50-199	100	0	4.13	Routine Maintenance	\$0.00	\$0.00	
Evaluated	230B.1	122	Norwich	Centre St.	North Court St. W.	Mary St.	200-499	392	0	5.47	Routine Maintenance	\$0.00	\$0.00	
Evaluated	230C	119	Norwich	Centre St.	Elgin St.	Main St. W.	200-499	392	22.1	23.71	Resurface	\$25,350.00	\$25.00	
Evaluated	229A	2643	Norwich	Spring St.	Bailey St.	End	0-49	35	0	5.89	Routine Maintenance	\$0.00	\$0.00	
Evaluated	229B	409	Norwich	Spring St.	Bailey St.	Mary St.	200-499	200	0	10.23	Routine Maintenance	\$0.00	\$0.00	
Evaluated	229D	407	Norwich	Spring St.	Elgin St.	Main St. W.	200-499	300	0	9.45	Routine Maintenance	\$0.00	\$0.00	
Evaluated	224A	2646	Norwich	Marshall Dr.	Caroll St.	End (Cul-de-Sac)	200-499	250	0	9.08	Routine Maintenance	\$0.00	\$0.00	
Evaluated	224B	2647	Norwich	Marshall Dr.	Caroll St.	Pollard St.	200-499	250	15	15.68	Preventive Maintenance	\$4,488.00	\$6.00	
Evaluated	224C	2648	Norwich	Marshall Dr.	Pollard St.	Carman St.	200-499	250	0	9.9	Routine Maintenance	\$0.00	\$0.00	
Evaluated	225B	178	Norwich	Florence St.	Caroll St.	Carman St.	200-499	316	40.5	18.24	Preventive Maintenance	\$4,488.00	\$4.00	Township noted that an overlay was completed on this segment due to
														heavy alligator cracking
Evaluated	214C.1	104	Norwich	Carman St.	Marshall Dr.	Florence St.	200-499	350	12.4	23.11	Resurface	\$20,640.00	\$32.00	
Evaluated	214C.2	105	Norwich	Carman St.	Florence St.	Cayley St.	200-499	350	52.3	32	Rehabilitation	\$32,886.00	\$42.00	
Evaluated	214C.3	106	Norwich	Carman St.	Cayley St.	Avery's Lane	200-499	350	19.7	29.33	Resurface	\$21,775.00	\$25.00	

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Evaluated	214B.1	107	Norwich	Carman St.	Avery's Lane	Dufferin St.	200-499	350	47.7	19.55	Preventive Maintenance	\$2,392.00	\$4.00	
Evaluated	214A.2	101	Norwich	Carman St.	Otter St.	Stover St. S.	200-499	350	0	8	Routine Maintenance	\$0.00	\$0.00	
Evaluated	222C	2625	Norwich	Pitcher St.	Tidey St.	Carman St.	200-499	350	0	12.44	Routine Maintenance	\$0.00	\$0.00	
Evaluated	214A.1	102	Norwich	Carman St.	Pitcher St.	Otter St.	200-499	350	0	8.89	Routine Maintenance	\$0.00	\$0.00	
Evaluated	215A.2	353	Norwich	Palmer St. W.	Otter St.	Stover St. S.	200-499	250	38.9	18.16	Preventive Maintenance	\$2,280.00	\$4.00	
Evaluated	223A	344	Norwich	Otter St.	Carman St.	Palmer St. W.	200-499	250	17	23.93	Resurface	\$16,000.00	\$25.00	
Evaluated	215A.1	354	Norwich	Palmer St. W.	Pitcher St.	Otter St.	200-499	250	26.8	14.03	Preventive Maintenance	\$2,152.00	\$4.00	
Evaluated	222B	371	Norwich	Pitcher St.	Carman St.	Palmer St. W.	200-499	350	23.3	24.89	Resurface	\$15,750.00	\$25.00	
Evaluated	218A	207	Norwich	Jerdon St	Pitcher St	Otter St	200-499	350	0	9.78	Routine Maintenance	\$0.00	\$0.00	
Evaluated	222A.2	368	Norwich	Pitcher St.	South St.	Jerdon St.	200-499	350	0	10.67	Routine Maintenance	\$0.00	\$0.00	
Evaluated	217A	404	Norwich	South St.	Pitcher St.	Otter St.	200-499	250	0	4.95	Routine Maintenance	\$0.00	\$0.00	
Evaluated	217B	405	Norwich	South St.	Otter St.	Stover St. S.	200-499	250	0	8.25	Routine Maintenance	\$0.00	\$0.00	Tree trimming is required, stop sign is obstructed
Evaluated	223C	345	Norwich	Otter St.	South St.	Jerdon St.	200-499	250	37.8	19.81	Preventive Maintenance	\$2,712.00	\$4.00	
Evaluated	220B	157	Norwich	Dufferin St.	Palmer St. W.	South St.	200-499	379	0	13.57	Routine Maintenance	\$0.00	\$0.00	
Evaluated	219	385	Norwich	Robson St.	Dufferin St.	Stover St. S.	200-499	350	73.7	33.77	Rehabilitation	\$106,428.00	\$42.00	
Evaluated	213C	422	Norwich	Tidey St.	Church St.	Pitcher St.	50-199	100	10.5	11.7	Preventive Maintenance	\$3,016.00	\$4.00	
Evaluated	222D	372	Norwich	Pitcher St.	Front St.	Tidey St.	200-499	350	0	8.89	Routine Maintenance	\$0.00	\$0.00	
Evaluated	213A.1	125	Norwich	Church St.	Main St. W.	Front St.	50-199	75	0	9.82	Routine Maintenance	\$0.00	\$0.00	
Evaluated	212A	180	Norwich	Front St.	Avery's Lane	Church St.	50-199	100	13.8	15.14	Preventive Maintenance	\$4,736.00	\$4.00	1 isolated patch of severe alligator cracking
Evaluated	212B	182	Norwich	Front St.	Church St.	Pitcher St.	50-199	100	8.2	23.39	Resurface	\$17,825.00	\$25.00	2 isolated patern or severe unigator tracking
Lvaiuateu	717D	102	INOI WICH	i i oilt 3t.	Citarell St.	FILLIEI St.	30-133	100	0.2	23.33	Nesullace	711,023.00	J23.00	Township noted this road is to be improved /widehad where the
Evaluated	222E	373	Norwich	Pitcher St.	Main St. W.	Front St.	200-499	350	21.5	26.66	Resurface	\$11,675.00	\$25.00	Township noted this road is to be improved/widened when the
														property to the northeast is developed
Evaluated	213A.2	126	Norwich	Church St.	Front St.	Tidey St.	50-199	75	11.4	16.37	Preventive Maintenance	\$1,584.00	\$4.00	
Not Evaluated	114A	364	Norwich (Township)	Pick Line	Norwich Rd.	Airport Rd.	50-199	113	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	051A	2738	Norwich (Township)	Airport Rd.	Middletown Line	Pick Line	1000-1999	1288	0	9.66	Routine Maintenance	\$0.00	\$0.00	
Evaluated	105B.2	256	Norwich (Township)	Middletown Line	Norwich Rd.	Airport Rd.	2000-2999	2542	0	12.83	Routine Maintenance	\$0.00	\$0.00	
Not Evaluated	055	228	Norwich (Township)	Maple Dell Rd.	Jones Line	Middletown Line	50-199	94	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	109	261	Norwich (Township)	Middletown Line	Airport Rd.	Maple Dell Rd.	2000-2999	2542	0	14.26	Routine Maintenance	\$0.00	\$0.00	
Not Evaluated	059	2595	Norwich (Township)	Milldale Rd.	Oxford Rd. 13	Middletown Line	0-49	38	0	0	Not Calculated	\$0.00	-\$1.00	
		254									Routine Maintenance			
Evaluated	119B		Norwich (Township)	Middletown Line	Milldale Rd.	Otterville Rd. (Oxford Rd. 19)	2000-2999	2133	0	13.66		\$0.00	\$0.00	Fil Advit I I I I I I I I I I I I I I I I I I I
Evaluated	137	420	Norwich (Township)	Summerville Line	Coal Line	Potters Rd.	500-999	953	0	16.84	Routine Maintenance	\$0.00	\$0.00	FibreMat has been completed on this section
Evaluated	057A	2593	Norwich (Township)	Maple Dell Rd.	Highway 59	Hammer Line	50-199	165	22.3	22.7	Resurface	\$218,569.00	\$13.00	
Not Evaluated	019B	177	Norwich (Township)	Firehall Rd.	Old 14 Line	Oxford Rd. 14	0-49	37	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	270	252	Burgessville	Middletown Line	McNab St.	Church St. W.	500-999	698	0	9.38	Routine Maintenance	\$0.00	\$0.00	
Evaluated	009	334	Norwich (Township)	Old Stage Rd.	Sweaburg Rd. (Oxford Rd 12)	Horn Rd.	1000-1999	1349	0	9.77	Routine Maintenance	\$0.00	\$0.00	
Evaluated	010	337	Norwich (Township)	Old Stage Rd.	Horn Rd.	Highway 59	1000-1999	1507	0	10.03	Routine Maintenance	\$0.00	\$0.00	
Evaluated	087	2733	Norwich (Township)	Subway Line	Highway 53	Towerline Rd.	500-999	508	0	2.9	No Maintenance Required	\$0.00	\$0.00	
Not Evaluated	007	360	Norwich (Township)	Pattullo Ave	Highway 53	Muir Line	0-49	36	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	006	2572	Norwich (Township)	Pattullo Ave	Oxford Rd. 14	Highway 53	50-199	72	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated  Not Evaluated	015	350	· · · · · · · · · · · · · · · · · · ·	Oxford Centre Rd.	Oxford Rd. 14		0-49	_	0	0	Not Calculated	\$0.00	-\$1.00	
			Norwich (Township)			Highway 53		23				<u> </u>	· ·	
Not Evaluated	014B	351	Norwich (Township)	Oxford Centre Rd.	Old 14 Line	Oxford Rd. 14	0-49	28	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	016C	338	Norwich (Township)	Old Stage Rd.	Old 14 Line	Oxford Rd. 14	50-199	86	0	6.7	Routine Maintenance	\$0.00	\$0.00	
Evaluated	252A	2613	Norwich (Township)	Church St.	North St. W.	Main St. W.	200-499	225	25.5	54.87	Reconstruction	\$106,722.00	\$121.00	
Evaluated	072C	141	Norwich (Township)	Cornell Rd.	Dover St.	Ninth Rd.	1000-1999	1029	0	8.01	Routine Maintenance	\$0.00	\$0.00	
Evaluated	072B	142	Norwich (Township)	Cornell Rd.	Ninth Rd.	Furnace Rd.	1000-1999	1029	0	8.01	Routine Maintenance	\$0.00	\$0.00	
Evaluated	112	452	Norwich (Township)	Windham Line	Caley Rd.	Airport Rd.	200-499	359	43	16.98	Preventive Maintenance	\$10,484.00	\$4.00	Asphalt edge patching has been completed
Not Evaluated	114B	366	Norwich (Township)	Pick Line	Airport Rd.	Maple Dell Rd.	50-199	113	0	0	Not Calculated	\$0.00	-\$1.00	, 0, 0
Not Evaluated	056A	230	Norwich (Township)	Maple Dell Rd.	Middletown Line	Pick Line	50-199	83	0	0	Not Calculated	\$0.00	-\$1.00	<del> </del>
Not Evaluated	060	282	Norwich (Township)	Milldale Rd.	Middletown Line	Pick Line	0-49	40	0	0	Not Calculated  Not Calculated	\$0.00	-\$1.00	
	123A	2612	· · · · · · · · · · · · · · · · · · ·		Milldale Rd.	Church St.	200-499	200	_	36.21	Rehabilitation	\$232,388.00	\$26.00	
Evaluated			Norwich (Township)	Pick Line										
Evaluated	062B	2560	Norwich (Township)	Seventh Rd.	Highway 59	End	50-199	137	0	5.84	Routine Maintenance	\$0.00	\$0.00	
Evaluated	051B	2590	Norwich (Township)	Airport Rd.	Pick Line	Highway 59	1000-1999	1288	0	3.62	No Maintenance Required	\$0.00	\$0.00	
Evaluated	277C.2	454	Springford	Wood St. E.	Water St.	End	0-49	15	0	5.45	Routine Maintenance	\$0.00	\$0.00	
Evaluated	277D.2	445	Springford	Water St.	Wood St.	Son's St.	0-49	18	0	6.07	Routine Maintenance	\$0.00	\$0.00	
Evaluated	277A	127	Springford	Church St.	Main St	Wood St. W.	50-199	75	0	4.58	Routine Maintenance	\$0.00	\$0.00	
Evaluated	073A	2602	Norwich (Township)	New Rd.	Zenda Line	Union Line	500-999	615	0	13.15	Routine Maintenance	\$0.00	\$0.00	
Evaluated	140B	450	Norwich (Township)	Westtown Line	Simcoe St.	Mall Rd.	200-499	263	41.4	20.86	Preventive Maintenance	\$1,536.00	\$4.00	Significant asphalt patch work has been completed
Evaluated	034A	2375	Norwich (Township)	Beaconsfield Rd.	Middletown Line	Middletown Line	50-199	90	0	6.75	Routine Maintenance	\$0.00	\$0.00	2.g 22p. are passin work has been completed
Evaluated	275A	149	Burgessville	Deere Cres.	Snyder Court	Church St. W.	50-199	50	0	4.93	Routine Maintenance	\$0.00	\$0.00	
		438			· · · · · · · · · · · · · · · · · · ·									
Evaluated	234B		Norwich	Washington St.	North St. W.	End	0-49	10	0	7.45	Routine Maintenance	\$0.00	\$0.00	
Evaluated	201A.2	91	Norwich	Brock St. W.	Clyde St.	John St.	200-499	250	26.4	14.03	Preventive Maintenance	\$2,808.00	\$4.00	
Evaluated	220A	158	Norwich	Dufferin St	Carman St	Palmer St W	200-499	379	0	13.57	Routine Maintenance	\$0.00	\$0.00	
Evaluated	242A	61	Norwich	Avery's Lane.	Main St. W.	Front St.	200-499	300	29.8	13.74	Preventive Maintenance	\$1,692.00	\$4.00	
Evaluated	249B.1	2633	Norwich	Cayley St.	Carman St.	Marshall Dr.	200-499	250	0	9.9	Routine Maintenance	\$0.00	\$0.00	
Evaluated	249B.2	2634	Norwich	Cayley St.	Marshall Dr.	Moore Cres.	200-499	250	0	11.55	Routine Maintenance	\$0.00	\$0.00	
Evaluated	063A	2597	Norwich (Township)	Milldale Rd.	Highway 59	Csont Line	50-199	137	51.3	29.18	Rehabilitation	\$279,942.00	\$26.00	Township noted this segment is maintenance intensive for cold patch
Not Evaluated	111A	202	Norwich (Township)	Hanmer Line	Norwich Rd.	Caley Rd.	50-199	51	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	116D	80	Norwich (Township)	Base Line	Maple Dell Rd.	Milldale Rd.	500-999	928	0	11.16	Routine Maintenance	\$0.00	\$0.00	
Evaluated	256A.1		· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·							·		
	L.Agc.	267	Otterville	Mill St. E.	Dover St.	Oxford St.	50-199	100	0	9.63	Routine Maintenance	\$0.00	\$0.00	

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Evaluated	057B	2594	Norwich (Township)	Maple Dell Rd.	Hammer Line	Base Line	50-199	165	56.3	28	Rehabilitation	\$166,738.00	\$26.00	
Evaluated	021B	145	Norwich (Township)	Curries Rd.	Cedar Line	Oxford Rd. 59	200-499	307	98.5	49.2	Rehabilitation	\$412,230.00	\$42.00	
Evaluated	125	464	Norwich (Township)	Zenda Line	Ninth Rd.	1.5 km N. of Ninth Rd.	500-999	771	0	7.47	Routine Maintenance	\$0.00	\$0.00	
Not Evaluated	077	2561	Norwich (Township)	Cecilia St.	Not Recorded	Not Recorded	0-49	30	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	096B	115	Norwich (Township)	Cedar Line	Substation Rd.	Gunn's Hill Rd.	50-199	76	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	098	116	Norwich (Township)	Cedar Line	Beaconsfield Rd.	Substation Rd.	50-199	154	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	093B	2547	Norwich (Township)	Cedar Line	426m N. of Curries Rd.	Curries Rd.	50-199	176	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	108B	460	Norwich (Township)	Zenda Line	Pleasant Valley Rd.	Quaker St.	50-199	121	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	113	461	Norwich (Township)	Zenda Line	Maple Dell Rd.	Pleasant Valley Rd.	200-499	229	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	079	2548	Norwich (Township)	Mall Rd.	Jackson Sideroad	Oxford Rd. 13	1000-1999	1874	172.6	33.07	Preventive Maintenance	\$50,763.00	\$6.00	
Evaluated	078B	2604	Norwich (Township)	Mall Rd.	Oxford Rd. 51	Jackson Sideroad	1000-1999	1874	221.9	39.69	Resurface	\$60,834.00	\$13.00	
Evaluated	080	2550	Norwich (Township)	Mall Rd.	Oxford Rd. 13	Byerlay Sideroad	500-999	776	85	28.86	Resurface	\$91,241.00	\$13.00	
Evaluated	271	2551	Burgessville	Middletown Line	Church St.	387m S. of Church St.	1000-1999	1641	0	10.24	Routine Maintenance	\$0.00	\$0.00	
Evaluated	050	2552	Norwich (Township)	Pleasant Valley Rd.	Middletown Line	Oxford Rd. 13	200-499	311	0	5.19	Routine Maintenance	\$0.00	\$0.00	
Evaluated	042B	2558	Norwich (Township)	Hatchley Rd.	Base Line	231m E. of Base Line	50-199	158	18.7	21.01	Resurface	\$0.00	\$13.00	
Not Evaluated	042C	2559	Norwich (Township)	13th Concession Rd.	Base Line	Township Boundary	50-199	158	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	042A	2557	Norwich (Township)	11th Concession Rd.	Base Line	Township Boundary	50-199	158	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	257	2567	Otterville	Oxford St.	Mill St. E.	Wellington St. E.	50-199	75	5.2	18.34	Resurface	\$41,850.00	\$25.00	
Evaluated	104B.1	2608	Norwich (Township)	Zenda Line	514m N. of Quaker St.	672m S. of Evergreen St.	50-199	121	25	27.07	Rehabilitation	\$56,700.00	\$42.00	
Evaluated	106C	2609	Norwich (Township)	Slant Rd.	Quaker St.	552m N. of Quaker St.	1000-1999	1119	0	5.83	No Maintenance Required	\$0.00	\$0.00	
Evaluated	128A	2615	Norwich (Township)	Zenda Line	Cornell Rd.	Ninth Rd.	200-499 AADT	323	20	27.06	Resurface	\$137,538.00	\$25.00	This road is scheduled to be improved in 2024 (Shared with SWOX)
Not Evaluated	122	2611	Norwich (Township)	Zenda Line	Otterville Rd.	Milldale Rd.	200-499	229	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	266	2626	Otterville	River Oaks Dr	Dover St.	End (Cul-de-Sac)	50-199	75	0	6.55	Routine Maintenance	\$0.00	\$0.00	
Evaluated	081	2549	Norwich (Township)	Mall Rd.	Byerlay Sideroad	Middletown Line	500-999	776	104.3	26.72	Preventive Maintenance	\$26,206.00	\$4.00	Township noted that Norfolk will probably install a lift of surface treatment this year
Evaluated	058A	2503	Norwich (Township)	Milldale Rd.	Zenda Line	1.9km W. of Oxford Rd. 13	200-499	386	42.6	18.17	Preventive Maintenance	\$53,376.00	\$4.00	·
Evaluated	016A	2338	Norwich (Township)	Old Stage Rd.	Middletown Line	480m E. of Middletown Line	50-199	178	0	7.69	Routine Maintenance	\$0.00	\$0.00	
Not Evaluated	118	462	Norwich (Township)	Zenda Line	Milldale Rd.	Maple Dell Rd.	200-499	229	0	0	Not Calculated	\$0.00	-\$1.00	
Evaluated	121	2554	Norwich (Township)	Windham Line	Maple Dell Rd.	Oxford Rd. 19	500-999	504	179.4	39.6	Rehabilitation	\$288,275.00	\$26.00	
Evaluated	281A		Norwich	Delong Dr.	Main St. W. (Oxford Rd. 18)	Tompkins Crt.	200-499	350	0	5.33	Routine Maintenance	\$0.00	\$0.00	
Evaluated	278B		Springford	Son's St.	Water St.	End	0-49	25	0	6.81	Routine Maintenance	\$0.00	\$0.00	
Evaluated	251A		Norwich	Poldon Dr.	Lossing Dr.	Brock St. E.	200-499	200	0	4.72	Routine Maintenance	\$0.00	\$0.00	
Evaluated	238A		Norwich	Albert St.	67m N. of North St. E.	End (Cul-de-Sac)	0-49	35	0	2.94	No Maintenance Required	\$0.00	\$0.00	
Evaluated	251D		Norwich	Poldon Dr.	Lossing Dr.	Bushell Crt.	200-499	275	0	2.53	No Maintenance Required	\$0.00	\$0.00	
Evaluated	283		Norwich	Dennis Dr.	Pollard St.	Delong Dr.	50-199	50	0	3.08	No Maintenance Required	\$0.00	\$0.00	Surface asphalt was completed last year (2022)
Evaluated	291		Otterville	Van Parys Dr.	Otter View Dr.	End (Cul-de-Sac)	0-49	20	0	3.9	Routine Maintenance	\$0.00	\$0.00	, , , , , , , , , , , , , , , , , , , ,
Evaluated	033B	2576	Norwich (Township)	Beaconsfield Rd.	299m E. of Middletown Line	Middletown Line	50-199	128	0	7.2	Routine Maintenance	\$0.00	\$0.00	
Evaluated	001	2570	Norwich (Township)	Old Highway # 2 Rd.	Highway 2	CPR	0-49	30	0	6.94	Routine Maintenance	\$0.00	\$0.00	FibreMat has been completed on this section
Evaluated	013B	348	Norwich (Township)	Oxford Centre Rd.	23m W. of Middletown Line	300m E. of Middletown Line	0-49	27	1.8	17.17	Resurface	\$60,550.00	\$25.00	, , , , , , , , , , , , , , , , , , ,
Evaluated	056C		Norwich (Township)	Maple Dell Rd.	Highway 59	225m W. of Highway 59	50-199	83	0	2.66	No Maintenance Required	\$0.00	\$0.00	Township noted that this segment was upgraded to remove the load restriction as part of the premier dealership development
Evaluated	024A		Norwich (Township)	Gunn's Hill Rd.	30m W. of Middletown Line	30m E. of Middletown Line	50-199	58	0	4.4	Routine Maintenance	\$0.00	\$0.00	The state of the s
Evaluated	091B		Norwich (Township)	Middletown Line	Old Stage Rd.	335m S. of Old Stage Rd.	500-999	904	0	7.76	Routine Maintenance	\$0.00	\$0.00	
Evaluated	090B		Norwich (Township)	Middletown Line	Oxford Centre Rd.	300m N. of Oxford Centre Rd.	1000-1999	1063	0	9.22	Routine Maintenance	\$0.00	\$0.00	
Evaluated	272A		Burgessville	McNab St.	Middletown Line	100m E. of Middletown Line	50-199	50	6.3	12.94	Preventive Maintenance	\$2,816.00	\$4.00	
Evaluated	273C.2		Burgessville	Burgess St.	440m S. of Church St. E.	End	50-199	100	0.5	4.13	Routine Maintenance	\$0.00	\$0.00	
Evaluated	096A.1	113	Norwich (Township)	Cedar Line	Rivers Rd.	Curries Rd.	50-199	76	17	26.25	Rehabilitation	\$53,382.00	\$42.00	
Evaluated	102C	242	Norwich (Township)	Middletown Line	831m S. of Beaconsfield Rd.	McNab St.	500-999	929	83.3	17.85	Preventive Maintenance	\$18,432.00	\$4.00	
Evaluated	011A	2573	Norwich (Township)		Middletown Line	320m W. of Middletown Line	200-499	451	0	8.47	Routine Maintenance	\$18,432.00	\$0.00	
-	011A 078A	2604	` ',	Old Stage Rd. Mall Rd.		Oxford Rd. 51	1000-1999	1874	669.9	64.82	Rehabilitation	\$19,058.00	\$26.00	
Evaluated Evaluated	123B	2004	Norwich (Township)	Church St.	Westtown Line North St. W.	Pick Line	200-499		37.5	30.7	Rehabilitation	\$19,058.00	\$42.00	
-			Otterville					200				' '	· ·	
Evaluated	220C 117B		Norwich	Dufferin St.	South St.	Sunview Dr.	200-499	379	0	8.14 22.43	Routine Maintenance	\$0.00	\$0.00 \$4.00	
Evaluated		450	Norwich (Township)	Windham Line	Windham Rd. 2	Maple Dell Rd.	500-999	635	93.9		Preventive Maintenance	\$8,412.00		
Not Evaluated	104B.2	456	Norwich (Township)	Zenda Line	Quaker St.	514m N. of Quaker St.	50-199	121	0	0	Not Calculated	\$0.00	-\$1.00	
Not Evaluated	108A	460	Norwich (Township)	Zenda Line	Pleasant Valley Rd.	Quaker St.	50-199	121	0	0	Not Calculated	\$0.00	-\$1.00	



## **Appendix F**

## **Improvement Benchmark Costs**

Unit Costs	Units	Unit Cost
Granular A	t	\$18.00
150mm Granular A	m2	\$6.48
Granular B	t	\$16.00
300mm Granular B	m2	\$9.60
Asphalt	t	\$125.00
Asphalt (50mm)	m2	\$15.31
Asphalt (75mm)	m2	\$22.97
Earth Excavation	m3	\$16.50
Earth Excavation (partial depth)	m2	\$2.48
Earth Excavation (full depth)	m2	\$7.43
Milling	m2	\$8.26
Asphalt Removal	m2	\$13.92
Pulverizing	m2	\$3.50
Microsurfacing	m2	\$6.00
Crack Sealing	m2	\$0.95
Catch Basin/Manhole Adjustments	m2	\$2.41
Crack Sealing + Patching	m2	\$1.75
Maintenance Gravel + Calcium Chloride*	m2	\$0.55
Curb and Gutter Removal	m2	\$3.19
Curb and Gutter Replacement	m2	\$21.23
Tack Coat	m2	\$2.10
Gravel Shoulders	m2	\$2.00
Ditch Repairs	m2	\$0.75
FibreMat	m2	\$7.00
Single Surface Treatment	m2	\$6.00
Double Surface Treatment	m2	\$11.00
Triple Surface Treatment	m2	\$16.00
Storm Sewer PVC Pipe (375mm)	m2	\$50.08
Standard Single Storm Sewer Catchbasin	m2	\$12.68
Storm Sewer Manhole (1200mm dia.)	m2	\$10.33

<sup>\*</sup> Maintenance gravel and calcium chloride are material costs only. Road preparation and grading are assumed to be by Township forces.

	Urban HCB Resurfacing														
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2							
Milling			50		m2		\$8.26	\$8.26							
Tack Coat					m2		\$2.10	\$2.10							
Asphalt			50	0.1225t/m2	m2		\$15.31	\$15.31							
Contingencies	25%							\$6.42							
							Total =	\$32.09							

		Semi-U	ban or Rural HC	B Resurfacing AADT>=1	000			
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Tack Coat					m2		\$2.10	\$2.10
Asphalt			50	0.1225t/m2	m2		\$15.31	\$15.31
Gravel Shoulders			50		m2		\$2.00	\$2.00
Nominal Ditch Repair					m2		\$0.75	\$0.75
Contingencies	25%						·	\$5.04
							Total =	\$25.20
	•	Semi-U	rban or Rural LCI	Resurfacing AADT>=1	.000			
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Crack Sealing + Patching					m2		\$1.75	\$1.75
Single Surface Treatment					m2		\$6.00	\$6.00
Gravel Shoulders					m2		\$2.00	\$2.00
Nominal Ditch Repair					m2		\$0.75	\$0.75
Contingencies	25%							\$2.63
							Total =	\$13.13
		Semi-Urba		Resurfacing 1000>AAD	Γ>=400			
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Tack Coat					m2		\$2.10	\$2.10
Asphalt			50	0.1225t/m2	m2		\$15.31	\$15.31
Gravel Shoulders			50		m2		\$2.00	\$2.00
Nominal Ditch Repair					m2		\$0.75	\$0.75
Contingencies	25%							\$5.04
-								
							Total =	\$25.20
		Semi-Urba	an or Rural LCB R	esurfacing 1000>AADT	>=400			
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Crack Sealing + Patching					m2		\$1.75	\$1.75
Single Surface Treatment					m2		\$6.00	\$6.00
Gravel Shoulders					m2		\$2.00	\$2.00
Nominal Ditch Repair					m2		\$0.75	\$0.75
Contingencies	25%							\$2.63
							Total =	\$13.13
	1			CB Resurfacing AADT<4		1		
ltem	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Tack Coat				0.42251/2	m2		\$2.10	\$2.10
Asphalt	1	+	50	0.1225t/m2	m2	+	\$15.31	\$15.31
Gravel Shoulders			50		m2	1	\$2.00	\$2.00
Nominal Ditch Repair		-			m2	1	\$0.75	\$0.75
Contingencies	25%					1		\$5.04
								425.22
	<u> </u>	Somi I	Irban or Bural I	B Resurfacing AADT<4	00		Total =	\$25.20
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Crack Sealing + Patching	Amount	widen (III)	Depth (min)	CONVENSION FUELOS	m2	Quantity	\$1.75	\$1.75
Single Surface Treatment	1	1			m2		\$6.00	\$6.00
Gravel Shoulders		1			m2	+	\$2.00	\$2.00
Nominal Ditch Repair		1			m2	+	\$0.75	\$0.75
Contingencies	25%	+			1112	+	70.75	\$0.73
Contingencies	23/0					+		۷۷.۵۵
							Total =	\$13.13
							rotar =	713.13

		Urban HCB R	ehabilitation				
Item	Amount	Quantity	Unit Cost	Cost/m2			
Asphalt Removal				m2		\$13.92	\$13.92
Curb and Gutter Removal	15%			m2		\$3.19	\$0.48
Curb and Gutter Remplacement	15%			m2		\$21.23	\$3.18
Catch Basin/Manhole Adjustments				m2	30	\$2.41	\$2.41
Asphalt		50	0.1225t/m2	m2		\$15.31	\$15.31
Tack Coat				m2		\$2.10	\$2.10
Asphalt		50	0.1225t/m2	m2		\$15.31	\$15.31
Contingencies	25%						\$13.18
	_					Total =	\$65.89

30 structures per km at \$542 each

		1		itation AADT>=1000				
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverizing					m2		\$3.50	\$3.50
Granular A	50%			2.4t/m3	m2		\$6.48	\$3.24
Asphalt			75	0.18375t/m2	m2		\$22.97	\$22.97
Gravel Shoulders			75		m2		\$2.00	\$3.00
Nominal Ditch Repair					m2		\$0.75	\$0.75
Contingencies	25%					1	70	\$8.37
contingencies	2370	1			m2			70.57
							Total =	\$41.83
			-Urban HCB Reh	abilitation AADT>=100	0			
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverizing					m2		\$3.50	\$3.50
Granular A	50%			2.4t/m3	m2		\$6.48	\$3.24
Asphalt			50	0.1225t/m2	m2		\$15.31	\$15.31
Tack Coat					m2		\$2.10	\$2.10
Asphalt			50	0.1225t/m2	m2		\$15.31	\$15.31
Gravel Shoulders			100		m2		\$2.00	\$4.00
Nominal Ditch Repair					m2		\$0.75	\$0.75
Contingencies	25%				=		70	\$11.05
U U					m2			,
							Total =	\$55.26
		1		Rehabilitation AADT>=				
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverizing					m2		\$3.50	\$3.50
Granular A	50%			2.4t/m3	m2		\$6.48	\$3.24
ouble Surface Treatment				, -	m2	1	\$11.00	\$11.00
Gravel Shoulders	İ	1			m2		\$2.00	\$2.00
Nominal Ditch Repair		1			m2	1	\$0.75	\$0.75
Contingencies	25%	+			1112	+ -	70.73	\$5.12
contingencies	2370	+			m2	1	+	22.12
					IIIZ		Total =	\$25.61
		Rura	al HCB Rehabilita	ntion 1000>AADT>=400	)		10tal =	72J.UI
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverizing			,		m2	, ,,,	\$3.50	\$3.50
Granular A	50%			2.4t/m3	m2		\$6.48	\$3.24
Asphalt	30,0	1	75	0.18375t/m2	m2	1	\$22.97	\$22.97
Gravel Shoulders		+	75	0.10373YIIIZ	m2	1	\$2.00	\$3.00
	1	+	/3			+	\$2.00	
Nominal Ditch Repair	350/	+			m2	+	ŞU./5	\$0.75
Contingencies	25%	+				+	+	\$8.37
							Total =	\$41.83
	<u> </u>	Semi-U	rban HCB Rehab	ilitation 1000>AADT>=	400	<del>'</del>	Total =	Ç-1.03
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverizing					m2		\$3.50	\$3.50
Granular A	50%			2.4t/m3	m2		\$6.48	\$3.24
Asphalt			75	0.1225t/m2	m2		\$22.97	\$22.97
Gravel Shoulders		1	75		m2	1	\$2.00	\$3.00
Nominal Ditch Repair		+			m2	<del>                                     </del>	\$0.75	\$0.75
Contingencies	25%	+			1112	+	ر 70.75	\$8.37
contingenties	2370		1				+	76.57
							Total =	\$41.83
		Semi-Urbar	or Rural LCB Re	habilitation 1000>AAD	T>=400			, , , , , , ,
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m
Pulverizing					m2		\$3.50	\$3.50
Granular A	50%	1		2.4t/m3	m2	1	\$6.48	\$3.24
ouble Surface Treatment	30/0	+		2.7(/1113	m2	1	\$11.00	\$11.00
	1	+				1		-
Gravel Shoulders		+			m2		\$2.00	\$2.00
Nominal Ditch Repair	2551	+			m2		\$0.75	\$0.75
Contingencies	25%					<del> </del>		\$5.12
							Total =	\$25.61
			Rural HCB Rehab	ilitation AADT<400			Total –	ΨZJ.01
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m
Pulverizing			,		m2		\$3.50	\$3.50
Granular A	50%			2.4t/m3	m2		\$6.48	\$3.24
Asphalt	/-	1	75	0.18375t/m2	m2	1	\$22.97	\$22.97
Gravel Shoulders		1	75	5.2557 5tf IIIZ	m2		\$2.00	\$3.00
	1	+	/3		m2	+		
	i .	1			IIIZ	1	\$0.75	\$0.75
Nominal Ditch Repair	250/							רכ סי
	25%							\$8.37
Nominal Ditch Repair	25%						Total =	\$8.37

Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverizing					m2		\$3.50	\$3.50
Granular A	50%				m2		\$6.48	\$3.24
Asphalt			75	0.18375t/m2	m2		\$22.97	\$22.97
Gravel Shoulders			75		m2		\$2.00	\$3.00
Nominal Ditch Repair					m2		\$0.75	\$0.75
Contingencies	25%							\$8.37
							Total =	\$41.83
		Semi-Ur	ban or Rural LCE	Rehabilitation AADT	400			
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Pulverizing					m2		\$3.50	\$3.50
Granular A	50%				m2		\$6.48	\$3.24
Double Surface Treatment					m2		\$11.00	\$11.00
Gravel Shoulders					m2		\$2.00	\$2.00
Nominal Ditch Repair					m2		\$0.75	\$0.75
Contingencies	25%							\$5.12
							Total =	\$25.61

	Urban HCB Reconstruction													
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2						
Asphalt Removal					m2		\$13.92	\$13.92						
Earth Excavation			450		m2		\$7.43	\$7.43						
Granular A			150	2.4t/m3	m2		\$6.48	\$6.48						
Granular B			300	2.0t/m3	m2		\$9.60	\$9.60						
Curb and Gutter Removal					m2		\$3.19	\$3.19						
Curb and Gutter Replacement					m2		\$21.23	\$21.23						
Catchbasin/Manhole Adjustments					m2	30	\$2.41	\$2.41						
Asphalt			50	0.1225t/m2	m2		\$15.31	\$15.31						
Tack Coat					m2		\$2.10	\$2.10						
Asphalt			50	0.1225t/m2	m2		\$15.31	\$15.31						
Contingencies	25%							\$24.25						
							Total =	\$121.23						

30 structures per km at \$542 each

				ection AADT>=1000		1	Unit Cost	2 1/ 2	
Asphalt Removal	Amount	Width (m)	Depth (mm) 450	Conversion Factor	m2	Quantity	\$13.92 \$7.43	\$13.92 \$7.43	=
Earth Excavation Granular A			150	2.4t/m3	m2 m2		\$6.48	\$6.48	1
Granular B Asphalt			300 75	2.0t/m3 0.1225t/m2	m2 m2		\$9.60 \$22.97	\$9.60 \$22.97	_
Gravel Shoulders Nominal Ditch Repair			75		m2 m2		\$2.00 \$0.75	\$3.00 \$0.75	7
Contingencies	25%							\$16.04	7
		Semi-U	rban HCB Recon	struction AADT>=1000			Total =	\$80.19	Ħ
Item Asphalt Removal	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit m2	Quantity	Unit Cost \$13.92	Cost/m2 \$13.92	
Earth Excavation Granular A			450 150	2.4t/m3	m2 m2		\$7.43 \$6.48	\$7.43 \$6.48	1
Granular A Granular B Asphalt			300 50	2.0t/m3	m2 m2 m2		\$9.60 \$15.31	\$9.60 \$15.31	1
Tack Coat				0.1225t/m2	m2		\$2.10	\$2.10	1
Asphalt Gravel Shoulders			50 100	0.1225t/m2	m2 m2		\$15.31 \$2.00	\$15.31 \$4.00	1
Nominal Ditch Repair Contingencies	25%				m2		\$0.75	\$0.75 \$18.73	+
							Total =	\$93.63	7
Item		n HCB Recons		1000 (Convert to Urba Conversion Factor	n Cross-Sect Unit	ion) Quantity	Unit Cost	Cost/m2	
Asphalt Removal Storm Sewer Pipe (375mm PVC)					m2 m2		\$13.92 \$50.08	\$13.92 \$50.08	7
Catch Basin (Standard Single)					m2		\$12.68	\$12.68	2
Manhole (1200mm) Earth Excavation			450		m2 m2		\$10.33 \$7.43	\$10.33 \$7.43	1
Granular A Granular B			150 300	2.4t/m3 2.0t/m3	m2 m2		\$6.48 \$9.60	\$6.48 \$9.60	
Curb and Gutter Asphalt			50	0.1225t/m2	m2 m2		\$21.23 \$15.31	\$21.23 \$15.31	+
Tack Coat Asphalt			50	0.1225t/m2	m2 m2		\$2.10 \$15.31	\$2.10 \$15.31	7
Gravel Shoulders Nominal Ditch Repair			100		m2 m2		\$2.00 \$0.75	\$4.00 \$0.75	7
Contingencies	25%				1112		30.73	\$42.31	1
							Total =	\$211.53	
Item	Amount	Semi-Urban Width (m)		construction AADT>=1 Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2	
Asphalt Removal Earth Excavation			450		m2 m2		\$13.92 \$7.43	\$13.92 \$7.43	-
Granular A Granular B			150 300	2.4t/m3 2.0t/m3	m2 m2		\$6.48 \$9.60	\$6.48 \$9.60	7
Double Surface Treatment Gravel Shoulders					m2 m2		\$11.00 \$2.00	\$11.00 \$2.00	7
Nominal Ditch Repair	250				m2 m2		\$0.75	\$0.75	1
Contingencies	25%							\$12.80	1
		Rural I	ICB Reconstruct	ion 1000>AADT>=400			Total =	\$63.98	
Item Asphalt Removal	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit m2	Quantity	Unit Cost \$13.92	Cost/m2 \$13.92	-
Earth Excavation Granular A			450 150	2.4t/m3	m2 m2		\$7.43 \$6.48	\$7.43 \$6.48	7
Granular B Asphalt			300 75	2.0t/m3 0.18375t/m2	m2 m2		\$9.60 \$22.97	\$9.60 \$22.97	1
Gravel Shoulders			75	0.10373Q1112	m2		\$2.00	\$3.00	1
Nominal Ditch Repair Contingencies	25%				m2		\$0.75	\$0.75 \$16.04	1
							Total =	\$80.19	
Item	Amount	Semi-Urba Width (m)	Depth (mm)	uction 1000>AADT>=4 Conversion Factor	00 Unit	Quantity	Unit Cost	Cost/m2	
Asphalt Removal Earth Excavation			450		m2 m2		\$13.92 \$7.43	\$13.92 \$7.43	4
Granular A Granular B			150 300	2.4t/m3 2.0t/m3	m2 m2		\$6.48 \$9.60	\$6.48 \$9.60	7
Asphalt Gravel Shoulders			75 75	0.1225t/m2	m2 m2		\$22.97 \$2.00	\$22.97 \$3.00	1
Nominal Ditch Repair Contingencies	25%		/3		m2		\$0.75	\$0.75 \$16.04	1
contingencies	2370							310.04	1
							iotal=	\$80.19	
	Semi-Urban HU	B/LCB Recons	truction 1000>A	ADT>=400 (Convert to	Urban Cross	-Section)			
Item Asphalt Removal	Amount Amount	Width (m)	Depth (mm)	ADT>=400 (Convert to Conversion Factor	Unit m2	-Section) Quantity	Unit Cost \$13.92	Cost/m2 \$13.92	
Asphalt Removal Storm Sewer Pipe (375mm PVC) Catch Basin (Standard Single)	Amount	Width (m)	Depth (mm)	ADT>=400 (Convert to Conversion Factor	Unit	-Section) Quantity	\$13.92 \$50.08 \$12.68	\$13.92 \$50.08 \$12.68	2
Asphalt Removal  Storm Sewer Pipe (375mm PVC)  Catch Basin (Standard Single)  Manhole (1200mm)	Amount	Width (m)	Depth (mm)	ADT>=400 (Convert to Conversion Factor	m2 m2 m2 m2 m2	Quantity	\$13.92 \$50.08 \$12.68 \$10.33	\$13.92 \$50.08 \$12.68 \$10.33	2
Asphalt Removal Storm Sewer Pipe (375mm PVC) Catch Basin (Standard Single) Manhole (1200mm) Earth Excavation Granular A	Amount	Width (m)	450 150	Conversion Factor	m2 m2 m2 m2 m2 m2 m2 m2	-Section) Quantity	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48	2
Asphalt Removal Storm Sewer Pipe (375mm PVC) Catch Basin (Standard Single) Manhole (1200mm) Earth Excavation Granular A Granular B Curb and Gutter	Amount	Width (m)	450 150 300	2.4t/m3 2.0t/m3	m2 m2 m2 m2 m2 m2 m2 m2 m2 m2 m2	-Section) Quantity	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23	2 1
Asphalt Removal Storm Sewer Pipe (375mm PVC) Catch Basin (Standard Single) Manhole (1200mm) Earth Exavation Granular A Granular B Curb and Gutter Asphalt Tack Coat	Amount	Width (m)	450 150 300	2.4t/m3 2.0t/m3	m2 m	-Section) Quantity	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23 \$15.31 \$2.10	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23 \$15.31 \$2.10	2 1
Asphalt Removal Storm Sewer Pipe (375mm PVC) Catch Basin (Standard Single) Manhole (1200mm) Earth Excavation Granular A Granular B Curb and Gutter Asphalt	Amount Amount	Width (m)	450 150 300	2.4t/m3 2.0t/m3	m2 m	Section) Quantity	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23 \$15.31	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23 \$15.31	2 1
Apphalt Removal Storm Sewer Pipe (375mm PVC) Catch Basin (Standard Single) Manhole (1200mm) Earth Exexuation Granular A Granular B Curb and Gutter Apphalt Tack Cost Asphalt Gravel Shoulders Mominal Dick Repair	Amount	Width (m)	450 150 300 50	2.4t/m3 2.0t/m3	m2 m	-Section) Quantity	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23 \$15.31 \$2.10 \$15.31	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23 \$15.31 \$2.10 \$15.31 \$4.00 \$0.75	2 1
Storm Sewer Pipe (275mm PVC) Catch Basin (Standard Single) Manhole (1200mm) Earth Exavation Granular A Granular A Granular B Cutb and Gutter Asphalt Tack Cost Asphalt Gravel Shoulders	Amount  25%	Width (m)	450 150 300 50 50	2.4t/m3 2.0t/m3 0.1225t/m2 0.1225t/m2	Unit m2	Section)  Quantity	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23 \$15.31 \$2.10 \$15.31 \$2.00	\$13.92 \$50.08 \$11.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23 \$15.31 \$2.10 \$15.31 \$4.00	2 1
Asphalt Removal Storm Sever Rips (275mm PVC). Catch Basin (Standard Single) Manhole (1200mm) Farth Cicravition Granular A Granular A Granular A Granular A Granular A Granular A Cuth and Guiter Alightat A Cuth Storm Cott  Fact Cott  Covert Stouders  Nommal Dich Repair Contingencies	25%	Width (m)	450 150 300 50 50 100	2.4t/m3 2.0t/m3 0.1225t/m2 0.1225t/m2	### Unit  ### ### ### ### ### ### ### ### ### #	Quantity	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23 \$15.31 \$2.10 \$15.31 \$2.00 \$0.75	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23 \$15.31 \$2.10 \$4.00 \$0.75 \$4.231	2 1
Asphalt Removal Soom Sever Pag (17/3mm PVC) Catch basin (basedued Single) Catch basin (basedued Single) Garnaler A Garnaler B Garnal	25%	Width (m)	450 150 300 50 100 450 100	2.4t/m3 2.0t/m3 0.1225t/m2 0.1225t/m2	Unit   m2   m2   m2   m2   m2   m2   m2   m	Section Quantity	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23 \$15.31 \$2.10 \$15.31 \$2.00 \$0.75 **Total =	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23 \$15.31 \$2.10 \$15.31 \$4.00 \$0.75 \$4.23 \$211.53 \$211.53	2 1
Asphalt Removal Somm Sever Pile (278mm PVC) Carch Basin (Sandard Single) Carch Basin (Sandard Single) Earth Sezantion Apphalt Tack Cont. Apphalt Removal Earth Sezantion Earth Sezantion Earth Sezantion Earth Sezantion Earth Sezantion Earth Sezantion	25%	Width (m)	Depth (mm)  450 150 300  50 100  Paral LCB Reco Depth (mm)  450 150	2.41/m3 2.01/m3 0.1225t/m2 0.1225t/m2 0.1225t/m2 0.1225t/m2 2.41/m3	Unit   m2   m2   m2   m2   m2   m2   m2   m	Quantity	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23 \$51.5 31 \$2.10 \$0.75 Total = Unit Cost \$13.92 \$7.43 \$0.75	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23 \$15.31 \$4.00 \$0.75 \$42.31 \$211.53 \$211.53 \$211.53	2 1
Asphahi Removal Someware for Jamen Pel' Jamen Beware for Jamen Pel Jamen Beware for Jamen Be	25%	Width (m)	Depth (mm)	2.41/m3 2.01/m3 0.1225t/m2 0.1225t/m2 Conversion Factor	Unit   m2   m2   m2   m2   m2   m2   m2   m	Quantity	\$13.92 \$50.08 \$12.68 \$12.68 \$12.68 \$51.28 \$6.45 \$6.45 \$5.45 \$5.45 \$12.23 \$13.23 \$21.00 \$13.20 \$0.75 \$13.21 \$2.00 \$0.75 \$13.21 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45 \$6.45	\$13.92 \$50.08 \$12.68 \$12.68 \$12.68 \$13.24 \$5.48 \$5.48 \$5.68 \$21.23 \$15.31 \$2.10 \$5.00 \$5.75 \$5.00 \$5.75 \$5.00 \$5.75 \$5.00 \$5.75 \$5.00 \$5.75 \$5.00 \$5.75 \$5.00 \$5.75 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$	2 1
Acombish Removal  Acombish Rem	Amount  25%  Amount	Width (m)	Depth (mm)  450 150 300  50 100  Paral LCB Reco Depth (mm)  450 150	2.41/m3 2.01/m3 0.1225t/m2 0.1225t/m2 0.1225t/m2 0.1225t/m2 2.41/m3	Unit   m2   m2   m2   m2   m2   m2   m2   m	Quantity	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$6.48 \$9.60 \$21.23 \$15.31 \$2.10 \$15.31 \$2.00 \$0.75 \$0.75 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$1	\$13.92 \$50.08 \$12.68 \$10.38 \$7.43 \$6.48 \$9.60 \$21.23 \$15.31 \$2.10 \$5.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.	2 1
Asphalt Removal Soom Sweer Per (27/3mm PCV) Carch Saint (Sandard Single) Carch Saint (Sandard Single) Earth Exercision Generaler A Generaler B Curb and Gotter Apphalt Apphalt Apphalt Generaler B Grander B Romand BUCh Repair Contingencies  Here Apphalt B Here Apphalt B Grander B Romand BUCh Repair Contingencies  Dealth Removal Earth Exercision Generaler B Grander B Doubline Grander B Grander	25%	Width (m)	Depth (mm)  450 150 300  50 100  Paral LCB Reco Depth (mm)  450 150	2.41/m3 2.01/m3 0.1225t/m2 0.1225t/m2 0.1225t/m2 0.1225t/m2 2.41/m3	Unit   m2   m2   m2   m2   m2   m2   m2   m	Quantity	\$13.92 \$50.08 \$12.68 \$12.33 \$7.43 \$5.40 \$5.40 \$5.20 \$5.20 \$15.21 \$15.31 \$2.00 \$0.75 \$15.31 \$2.00 \$0.75 \$15.31 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 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Anjahah Removal More Server Se	Amount  25%  Amount	Width (m)	Depth (mm)  450 150 300  50 100  Paral LCB Reco Depth (mm)  450 150	2.41/m3 2.01/m3 0.1225t/m2 0.1225t/m2 0.1225t/m2 0.1225t/m2 2.41/m3	Unit   m2   m2   m2   m2   m2   m2   m2   m	Quantity	\$13.92 \$50.08 \$12.68 \$12.33 \$7.43 \$5.40 \$5.40 \$5.20 \$5.20 \$15.21 \$15.31 \$2.00 \$0.75 \$15.31 \$2.00 \$0.75 \$15.31 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.40 \$5.4	\$13.92 \$50.08 \$12.68 \$10.38 \$7.43 \$6.48 \$9.60 \$21.23 \$15.31 \$2.10 \$5.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$4.00 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.	2:1
Asphalt Removal Some Sever Bey (27/mm PPC) Construction of Con	25% 25% 4mount 25% 25%	Width (m)	Depth (mm)  450 150 300 50 100  For Rural LCB Reconstruction (mm)  450 300  450 300	2.46/m3 2.06/m3 0.1225/m2 0.1225/m2 0.1225/m2 0.2225/m2 2.247/m3 2.06/m3	### Description of the control of th	Quantity	\$11.92 \$50.08 \$12.68 \$10.33 \$7.43 \$5.40 \$9.60 \$10.33 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$5.48 \$9.60 \$5.50 \$5.50 \$5.50 \$5.50 \$5.50 \$5.50 \$5.50 \$5.75 \$42.31 \$5.50 \$5.75 \$42.31 \$5.60 \$5.75 \$4.30 \$5.75 \$4.30 \$5.75 \$4.30 \$5.75 \$4.30 \$5.75 \$4.30 \$5.75 \$4.30 \$5.75 \$4.30 \$5.75 \$4.30 \$5.75 \$4.30 \$5.75 \$4.30 \$5.75 \$4.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.30 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.75 \$5.	2 1
Somphil Removal Somphil Removal Somphil Removal Somphil Removal Somphil Removal Somphil Somphi	25% 25% 4mount 25% 25%	Width (m)	### ASS   Depth (mm)    ### AS	2.44/m3 2.04/m3 2.02/m2 0.12256/m2 0.12256/m2 0.12256/m2 0.12256/m3 2.06/m3 2.06/m3 2.06/m3	Unit   m2   m2   m2   m2   m2   m2   m2   m	Quantity	\$11.92 \$50.08 \$12.68 \$10.33 \$7.43 \$9.60 \$9.60 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$10.33 \$	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$5.48 \$9.60 \$21.23 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$15.33 \$	2 1
Seem Seven Per Service Seem Seven Per Service Per Serv	25% 25% 4mount 25% 25%	Width (m)	Depth (mm)	2.41/m3 2.01/m3 2.01/m3 2.01/m3 0.12255/m2 0.12255/m2 2.41/m3 2.02/m3 2.01/m3 2.01/m3 2.01/m3	Unit Unit Unit Unit Unit Unit Unit Unit	Quantity	\$11.92 \$50.08 \$11.68 \$10.13 \$5.48 \$5.48 \$5.40 \$51.23 \$51.23 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.21 \$51.2	\$13.92 \$50.08 \$12.68 \$10.33 \$7.43 \$5.48 \$9.60 \$21.23 \$13.30 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$40.00 \$	2 1
Stem Several Section (Section Section	25% 25% 4mount 25% 25%	Width (m)	### A	2.44/m3 2.04/m3 2.012/m3 0.1225/m2 0.1225/m2 0.1225/m2 2.44/m3 2.04/m3 2.04/m3 2.04/m3 2.04/m3	Unit unit unit unit unit unit unit unit u	Quantity	\$11.92 \$50.08 \$11.68 \$10.33 \$5.48 \$5.48 \$5.48 \$5.48 \$5.48 \$5.13 \$15.31 \$2.10 <b>Total</b> = <b>Unit Cost</b> \$11.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.92 \$13.9	\$13.92 \$50.08 \$17.08 \$10.33 \$2.48 \$5.48 \$5.9.60 \$31.23 \$2.10 \$31.23 \$2.10 \$31.23 \$4.00 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05	2:1
Storm Sever The California Process of Sever The California Pro	25% 25% 4mount 25% 25%	Width (m)	Depth (mm)	2.41/m3 2.01/m3 2.01/m3 2.01/m3 0.12255/m2 0.12255/m2 2.41/m3 2.02/m3 2.01/m3 2.01/m3 2.01/m3	Unit	Quantity	\$11.92 \$50.08 \$12.68 \$12.68 \$1.23 \$2.741 \$5.48 \$5.40 \$11.23 \$11.11 \$2.110 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.11 \$11.1	\$13.92 \$50.08 \$12.08 \$10.33 \$7.43 \$5.40 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5.00 \$5	2:1
South Removal South Search Sea	25% 25% Amount	Width (m)	Depth (mm)	2.41/m3 2.01/m3 2.01/m3 2.01/m3 0.12255/m2 0.12255/m2 2.41/m3 2.02/m3 2.01/m3 2.01/m3 2.01/m3	Unit unit unit unit unit unit unit unit u	Quantity	\$11.92 \$50.08 \$12.63 \$17.43 \$54.48 \$54.48 \$54.49 \$12.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$13.13 \$2.10 \$2.10 \$13.13 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10 \$2.10	\$13.92 \$50.08 \$17.08 \$10.33 \$10.33 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48 \$50.48	2:1
Stem Sever The Light Removal Stem Sever The Light Removal Continued to the	25% 25% Amount  Amount  Amount	Width (m)  Width (m)  Width (m)	Depth (mm)	2.41/m3 2.01/m3 2.01/m3 2.02/m3 0.12255/m2 0.12255/m2 0.12255/m2 2.41/m3 2.01/m3	Unit	Quantity	\$11.92 \$50.08 \$12.63 \$12.63 \$12.63 \$12.63 \$56.48 \$56.48 \$56.48 \$56.48 \$56.49 \$51.23 \$56.49 \$51.23 \$51.23 \$51.23 \$51.23 \$51.23 \$51.23 \$51.23 \$52.00 \$50.75  Total of the cost o	\$13.92 \$50.08 \$12.08 \$12.08 \$7.43 \$6.48 \$9.60 \$71.33 \$5.43 \$5.40 \$5.13 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.31 \$13.	2.1
Storm Sever The Light Temporal Storm Sever The Light Temporal Storm Sever The Light Temporal Sever The Light Temporal Sever The Light Temporal Sever Tempora	25% 25% Amount	Width (m)  Width (m)  Width (m)	Depth (mm)	2.44/m3 2.04/m3 2.00/m2 0.12256/m2 0.12256/m2 0.12256/m3 0.12256/m3 2.44/m3 2.06/m3 2.44/m3 2.04/m3 0.12256/m3	Unit	Quantity	\$11.02 \$51.02 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$5	\$13.92 \$50.08 \$12.08 \$12.08 \$12.08 \$7.43 \$6.48 \$9.60 \$51.13 \$2.13 \$2.13 \$2.13 \$2.13 \$3.10 \$3.10 \$4.00 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.05 \$0.	2.1
Soom Sever Price (1997) A several seve	25% 25% Amount  Amount  Amount	Width (m)  Width (m)  Width (m)	Depth (mm)	2.44/m3 2.04/m3 2.00/m3 2.00/m3 2.00/m3 0.12256/m2 0.12	Unit   Un	Quantity	\$11.02 \$50.08 \$50.08 \$50.08 \$10.13 \$10.13 \$51.41 \$54.48 \$54.48 \$54.49 \$54.49 \$54.49 \$54.49 \$54.49 \$54.49 \$54.49 \$54.49 \$54.49 \$54.49 \$54.49 \$54.49 \$54.49 \$54.49 \$54.49 \$54.49 \$54.49 \$54.49 \$54.49 \$54.49	\$13.92 \$50.08 \$10.08 \$12.08 \$1.08 \$1.08 \$1.08 \$1.08 \$1.08 \$1.08 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00	2 1
Storm Sever Principles (Several Several Severa	25% 25% Amount  Amount  Amount	Width (m)  Width (m)  Width (m)	450   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   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Asphalt Removal  Gernale Asphalt Removal  Gernale Removal  Asphalt Removal  Gernale Removal  Asphalt Removal	25% 25% Amount  Amount  Amount	Width (m)  Width (m)  Width (m)	450   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   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Stem Several Processor Several	25% 25% Amount  Amount  Amount  25%  Semi-Urb Market Marke	Worth (es)  Peril Urban or Worth (es)  Riol Worth (es)  Worth (es)  Worth (es)  Worth (es)  And Worth (es)	Depth (mm)	2.41/m3 2.01/m3 2.02/m3 2.02/m3 0.12255/m2 0.12255/m2 0.12255/m2 2.41/m3 2.01/m3	Usit	Quentity	\$11.02 \$51.02 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$5	\$31.92 \$50.00 \$10.03 \$17.03 \$17.03 \$17.03 \$17.03 \$17.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$15.03 \$1	
Stem Several Section of the Continuence of the Cont	25% 25% Amount  Amount  Amount  25%  Semi-Urb Market Marke	Worth (es)  Peril Urban or Worth (es)  Riola (es)  Worth (es)  Worth (es)  Worth (es)  And Worth (es)	Depth (mm)	2.44/m3 2.04/m3 2.05/m2 0.1225/m2 0.1225/m2 0.1225/m2 0.1225/m3	Use	Quentity	\$11.02 \$51.02 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.09 \$50.79 \$50.79 \$50.79 \$50.79 \$50.79	\$13.92 \$50.00 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03	2 2 1
Against Removal  Agains	25% 25% Amount  Amount  Amount  25%  Semi-Urb Market Marke	Worth (es)  Peril Urban or Worth (es)  Riola (es)  Worth (es)  Worth (es)  Worth (es)  And Worth (es)	Depth (mm)	2.44/m3 2.04/m3 2.05/m2 0.1225/m2 0.1225/m2 0.1225/m2 0.1225/m3	Uset	Quentity	\$11.02 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.09 \$50.79 \$50.79 \$50.79 \$50.79 \$50.79 \$50.79 \$50.79 \$50.79 \$50.79 \$50.79 \$50.79 \$50.79 \$50.79 \$50.79 \$50.79 \$50.79 \$50.79 \$50.79 \$50.79	\$13.92 \$50.00 \$13.02 \$13.02 \$13.02 \$13.02 \$13.02 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$13.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03	2 2 1
Stem Beautiful Stem Stem Stem Stem Stem Stem Stem Stem	25% 25% Amount  Amount  Amount  25%  Semi-Urb Market Marke	Worth (es)  Peril Urban or Worth (es)  Riola (es)  Worth (es)  Worth (es)  Worth (es)  And Worth (es)	Depth (mm)	2.44/m3 2.04/m3 2.05/m2 0.1225/m2 0.1225/m2 0.1225/m2 0.1225/m3	Unit Unit Unit Unit Unit Unit Unit Unit	Quentity	\$11.02 \$11.02 \$15.00 Mills \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10	\$13.92 \$50.08 \$10.08 \$12.08 \$1.08 \$1.08 \$1.08 \$1.08 \$1.08 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00	2 2 1 1
Stem Several Processor Several	25% 25% Amount  Amount  Amount  25%  Semi-Urb Market Marke	Worth (es)  Peril Urban or Worth (es)  Riola (es)  Worth (es)  Worth (es)  Worth (es)  And Worth (es)	150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150  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Asphalt Removal  Some Sever Page (17/14m) PGC)  Commerce Page (17/14m) PGC)  Remove Page (17/14m) PGC)  Commerce Page	25% 25% Amount  Amount  Amount  25%  Semi-Urb Market Marke	Worth (es)  Peril Urban or Worth (es)  Riola (es)  Worth (es)  Worth (es)  Worth (es)  And Worth (es)	450   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   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Soom Sever Piece (17 Piece Piece)  Soom Sever Piece (17 Piece)  Conclusion Sever Piece (17 Piece)  Task Cost  Appliant  Task Cost  Task	25% 25% Amount  Amount  Amount  25%  Semi-Urb Market Marke	Worth (es)  Peril Urban or Worth (es)  Riola (es)  Worth (es)  Worth (es)  Worth (es)  And Worth (es)	450   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   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Stem Several Processor Several	Amount  25%  Amount  Amount  Amount  Amount  25%	Worth (es)  Peril Urban or Worth (es)  Riola (es)  Worth (es)  Worth (es)  Worth (es)  And Worth (es)	Depth (mm)   Dep	2.41/m3 2.01/m3 2.02/m3 0.12256/m2 0.12256/m2 0.12256/m2 0.12256/m2 2.41/m3 2.00/m3 2.00/m3 2.00/m3 2.00/m3 0.181756/m3 0.181756/m3 0.181756/m3 0.12256/m3 0.12256/m3 0.12256/m3 0.12256/m3 0.12256/m3 0.12256/m3 0.12256/m3	Unit	Quentity	\$11.02 \$51.02 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$5	\$13.92 \$50.08 \$50.08 \$13.28 \$13.28 \$13.28 \$13.28 \$13.28 \$13.28 \$13.28 \$13.28 \$13.28 \$13.28 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21 \$13.21	
Asphalt Removal  More Server File (17/14m) FC(1/14m) FC(	25% 25% Amount  Amount  Amount  25%  Semi-Urb Market Marke	Worth (es)  Peril Urban or Worth (es)  Riola (es)  Worth (es)  Worth (es)  Worth (es)  And Worth (es)	450   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   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Stem Several Processor Several	Amount  25%  Amount  Amount  Amount  Amount  25%	Worth (es)  Peril Urban or Worth (es)  Riola (es)  Worth (es)  Worth (es)  Worth (es)  And Worth (es)	450   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   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Asphalt Removal  More Services of the Contraction of Co	25% 25% 25% Amount  Amount  Amount  25% 25% 25% 25%	Width (es)  Remi Urban on Ministry (Ministry (	Depth (mm)	2.41/m3 2.01/m3 2.02/m3 0.12256/m2 0.12256/m2 0.12256/m2 0.12256/m2 2.41/m3 2.00/m3 2.00/m3 2.00/m3 2.00/m3 0.181756/m3 0.181756/m3 0.181756/m3 0.12256/m3 0.12256/m3 0.12256/m3 0.12256/m3 0.12256/m3 0.12256/m3 0.12256/m3	Unit	Quentity	\$11.02 \$51.02 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 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Stem Sever Per Jahrin Removal Stem Sever Per Jahrin Reford General Per Jahrin	25% 25% 25% Amount  Amount  Amount  25% 25% 25% 25%	Width (es)  Remi Urban on Ministry (Ministry (	Depth (mm)   Depth (mm)	2.48/m3 2.08/m3 2.07/m3 2.07/m3 0.12255/m2 0.12255/m2 0.12255/m2 0.12255/m2 2.48/m3 2.09/m3 2.09/m3 2.09/m3 2.09/m3 2.09/m3 0.181754/m3 0.181754/m3 0.181754/m3 0.12256/m3	Unit   The property   Unit	Quentity  Quentity  Quentity  Quentity  Quentity  Quentity	\$11.02 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$5	\$13.92 \$50.00 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03	2 2 1
Stem Sever Proc. (1977) Stem Sever S	25% 25% 25% Amount  Amount  Amount  25% 25% 25% 25%	Width (es)  Remi Urban on Ministry (Ministry (	Add	2.44/m3 2.06/m3 0.1275/m2 0.1275/m2 0.1275/m2 0.1275/m3	Unit	Quentity  Quentity  Quentity  Quentity  Quentity  Quentity	\$11.02 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$50.08 \$5	\$13.92 \$50.00 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03 \$10.03	2 2 1
Storm Sever Piece (27mm PIC) Cotto Rearin Elevation (27mm PIC) General Rearin Elevation General Rearin Elevation General Rearin Elevation General Rearin (27mm PIC) Task Cott Appliable Task Cott Appliable Task Cott Appliable Task Cott General Rearing Appliable Removal Appliable Removal Elevation General Rearing General Rearin	25% 25% 25% Amount  Amount  Amount  25% 25% 25% 25%	Width (es)  Remi Urban on Ministry (Ministry (	450   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150   150  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\$13.28 \$13.28 \$13.28	

2 CBs every 90m (22 per km) 1 MH every 90m (11 per km)

2 CBs every 90m (22 per km) 1 MH every 90m (11 per km)

2 CBs every 90m (22 per km) 1 MH every 90m (11 per km)

				el AADT>=400 Upgrade				
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/n
Granular A	50%		150	2.4t/m3	m2		\$6.48	\$3.24
Asphalt			75	0.18375t/m2	m2		\$22.97	\$22.9
Gravel Shoulders			75		m2		\$2.00	\$3.00
Nominal Ditch Repair					m2		\$0.75	\$0.75
Contingencies	25%							\$7.49
							Total =	\$37.4
				AADT>=400 Rehabilitat				
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/r
Earth Excavation			150		m2		\$2.48	\$2.48
Granular A			150	2.4t/m3	m2		\$6.48	\$6.48
Granular B	33%		300	2.0t/m3	m2		\$9.60	\$3.1
Asphalt			75	0.18375t/m2	m2		\$22.97	\$22.9
Gravel Shoulders			75		m2		\$2.00	\$3.00
Nominal Ditch Repair					m2		\$0.75	\$0.75
Contingencies	25%						,	\$9.73
								7-17
							Total =	\$48.5
	Semi-Ur	ban or Rural C	Gravel AADT>=40	00 Rehabilitation (Rema	ain as Grave	I)		
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/r
Earth Excavation			150		m2		\$2.48	\$2.48
Granular A			150	2.4t/m3	m2		\$6.48	\$6.48
Granular B	33%		300	2.0t/m3	m2		\$9.60	\$3.1
Nominal Ditch Repair				,	m2		\$0.75	\$0.75
Contingencies	25%						, -	\$3.22
							Total =	\$16.1
		Semi-Urban	or Rural Gravel A	AADT>=400 Reconstruc	tion			
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/r
Earth Excavation			450		m2		\$7.43	\$7.43
Granular A			150	2.4t/m3	m2		\$6.48	\$6.48
Granular B	1		300	2.0t/m3	m2	†	\$9.60	\$9.60
Asphalt	1		75	0.18375	m2	†	\$22.97	\$22.9
Gravel Shoulders		1	75	0.20070	m2	<del>                                     </del>	\$2.00	\$3.0
Nominal Ditch Repair	1		/3		m2	1	\$0.75	\$0.7
	250/				IIIZ	+	ŞU.75	
Contingencies	25%	-				<del>                                     </del>		\$12.5
							Total =	\$62.7
	Semi-Ur	ban or Rural G	ravel AADT>=40	0 Reconstruction (Rem	ain as Grave	el)	Total –	<del>3</del> 02.7
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/r
Earth Excavation			450		m2	1	\$7.43	\$7.43
Granular A	1		150	2.4t/m3	m2	1	\$6.48	\$6.4
Granular B		1	300	2.0t/m3	m2	<del>                                     </del>	\$9.60	\$9.60
Nonminal Ditch Repair			300	2.00/1113	m2	+	\$0.75	\$0.7
Contingencies	25%				1114	+	ψ0.73	\$6.0
Contingenties	23/0	-						.0.0

		Rura	al Gravel 400>AA	ADT>=200 Upgrade				
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Granular A	50%	, ,	150	2.4t/m3	m2	,	\$6.48	\$3.24
Double Surface Treatment	30,0		100	2.14,5	m2		\$11.00	\$11.00
Gravel Shoulders			50		m2		\$2.00	\$2.00
			30					
Nominal Ditch Repair					m2		\$0.75	\$0.75
Contingencies	25%							\$4.25
							Total =	\$21.24
		Semi-U	rban Gravel 400	>AADT>=200 Upgrade				
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Granular A	50%	, ,	150	2.4t/m3	m2		\$6.48	\$3.24
Asphalt	3070		75	0.18375t/m2	m2		\$22.97	\$22.97
				0.165/51/1112		1		
Gravel Shoulders			75		m2		\$2.00	\$3.00
Nominal Ditch Repair					m2		\$0.75	\$0.75
Contingencies	25%							\$7.49
							Total =	\$37.45
		Rural C	ravel 400>AADT	>=200 Rehabilitation				
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Earth Excavation	Amount	with this	150	Conversion ractor	m2	Qualitity	\$2.48	\$2.48
				2 41 / 2		1		
Granular A			150	2.4t/m3	m2		\$6.48	\$6.48
Granular B	33%		300	2.0t/m3	m2		\$9.60	\$3.17
Double Surface Treatment	<u> </u>		<u> </u>		m2		\$11.00	\$11.00
Gravel Shoulders			50		m2		\$2.00	\$2.00
Nominal Ditch Repair					m2	1	\$0.75	\$0.75
Contingencies	25%					1		\$6.47
Containgenties	23/0	1				1	+	<b>↓0.47</b>
	<del> </del>	<u> </u>	<u> </u>				T	622.2-
							Total =	\$32.35
		1		ADT>=200 Rehabilitation				
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Earth Excavation			150		m2		\$2.48	\$2.48
Granular A			150	2.4t/m3	m2		\$6.48	\$6.48
Granular B	33%		300	2.0t/m3	m2		\$9.60	\$3.17
	33/0					+		
Asphalt			75	0.18375t/m2	m2		\$22.97	\$22.97
Gravel Shoulders			75		m2		\$2.00	\$3.00
Nominal Ditch Repair					m2		\$0.75	\$0.75
Contingencies	25%							\$9.71
-								
							Total =	\$48.56
							Total –	γ-0.50
	Pural or Se	omi Urban Gra	WALARDS AADTS	-200 Pohabilitation (Po	main ac Gra	woll		
	1			=200 Rehabilitation (Re			11-2-0	S
Item	Rural or Se Amount	width (m)	Depth (mm)	=200 Rehabilitation (Re Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Earth Excavation	1		<b>Depth (mm)</b> 150	Conversion Factor	Unit m2		\$2.48	\$2.48
	1		Depth (mm)		Unit			
Earth Excavation	1		<b>Depth (mm)</b> 150	Conversion Factor	Unit m2		\$2.48	\$2.48
Earth Excavation Granular A Granular B	Amount		150 150	Conversion Factor 2.4t/m3	Unit m2 m2		\$2.48 \$6.48	\$2.48 \$6.48
Earth Excavation Granular A Granular B Nominal Ditch Repair	Amount 33%		150 150	Conversion Factor 2.4t/m3	Unit m2 m2 m2		\$2.48 \$6.48 \$9.60	\$2.48 \$6.48 \$3.17 \$0.75
Earth Excavation Granular A Granular B	Amount		150 150	Conversion Factor 2.4t/m3	Unit m2 m2 m2		\$2.48 \$6.48 \$9.60	\$2.48 \$6.48 \$3.17
Earth Excavation Granular A Granular B Nominal Ditch Repair	Amount 33%		150 150	Conversion Factor 2.4t/m3	Unit m2 m2 m2		\$2.48 \$6.48 \$9.60 \$0.75	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22
Earth Excavation Granular A Granular B Nominal Ditch Repair	Amount 33%	Width (m)	Depth (mm) 150 150 300	Conversion Factor  2.4t/m3 2.0t/m3	Unit m2 m2 m2		\$2.48 \$6.48 \$9.60	\$2.48 \$6.48 \$3.17 \$0.75
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies	33% 25%	Width (m)	Depth (mm) 150 150 300  ravel 400>AADT	2.4t/m3 2.0t/m3 ->=200 Reconstruction	Unit m2 m2 m2 m2 m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies	Amount 33%	Width (m)	Depth (mm) 150 150 300	Conversion Factor  2.4t/m3 2.0t/m3	Unit m2 m2 m2		\$2.48 \$6.48 \$9.60 \$0.75	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies	33% 25%	Width (m)	Depth (mm) 150 150 300  ravel 400>AADT	2.4t/m3 2.0t/m3 ->=200 Reconstruction	Unit m2 m2 m2 m2 m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies	33% 25%	Width (m)	Depth (mm)  150  150  300  ravel 400>AADT  Depth (mm)	2.4t/m3 2.0t/m3 ->=200 Reconstruction	Unit m2 m2 m2 m2 m2 Unit	Quantity	\$2.48 \$6.48 \$9.60 \$0.75	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A	33% 25%	Width (m)	150 150 300 300 ravel 400>AADT Depth (mm) 450 150	2.4t/m3 2.0t/m3 >=200 Reconstruction Conversion Factor 2.4t/m3	Unit m2 m2 m2 m2 m2 m2 m2 m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B	33% 25%	Width (m)	150 150 300 ravel 400>AADT Depth (mm)	2.4t/m3 2.0t/m3  >>=200 Reconstruction Conversion Factor	Unit m2 unit	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment	33% 25%	Width (m)	150 150 300 300 ravel 400>AADT Depth (mm) 450 150	2.4t/m3 2.0t/m3 >=200 Reconstruction Conversion Factor 2.4t/m3	Unit m2 m2 m2 m2 m2 m2 m2 m2 unit m2 m2 m2 m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders	33% 25%	Width (m)	150 150 300 300 ravel 400>AADT Depth (mm) 450 150	2.4t/m3 2.0t/m3 >=200 Reconstruction Conversion Factor 2.4t/m3	Unit m2 m2 m2 m2 m2  Unit m2 m2 m2 m2 m2 m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair	33% 25% Amount	Width (m)	150 150 300 300 ravel 400>AADT Depth (mm) 450 150	2.4t/m3 2.0t/m3 >=200 Reconstruction Conversion Factor 2.4t/m3	Unit m2 m2 m2 m2 m2 m2 m2 m2 unit m2 m2 m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders	33% 25%	Width (m)	150 150 300 300 ravel 400>AADT Depth (mm) 450 150	2.4t/m3 2.0t/m3 >=200 Reconstruction Conversion Factor 2.4t/m3	Unit m2 m2 m2 m2 m2  Unit m2 m2 m2 m2 m2 m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair	33% 25% Amount	Width (m)	150 150 300 300 ravel 400>AADT Depth (mm) 450 150	2.4t/m3 2.0t/m3 >=200 Reconstruction Conversion Factor 2.4t/m3	Unit m2 m2 m2 m2 m2  Unit m2 m2 m2 m2 m2 m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75 \$9.32
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair	33% 25% Amount	Width (m)	150 150 300 300 ravel 400>AADT Depth (mm) 450 150	2.4t/m3 2.0t/m3 >=200 Reconstruction Conversion Factor 2.4t/m3	Unit m2 m2 m2 m2 m2  Unit m2 m2 m2 m2 m2 m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair	33% 25% Amount	Rural G Width (m)	Depth (mm) 150 150 300 300  ravel 400>AADT Depth (mm) 450 150 300	2.4t/m3 2.0t/m3 >=200 Reconstruction Conversion Factor 2.4t/m3	Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$0.75 \$9.32
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies	Amount 33% 25% Amount 25% 25%	Rural G Width (m)	150 150 300 300 ravel 400>AADT Depth (mm) 450 150 300	2.4t/m3 2.0t/m3 2.0t/m3 2.0t/m3 2.0t/m3 2.0t/m3 2.0t/m3 2.0t/m3	Unit m2 m2 m2 m2 m2  Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75 \$9.32
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies	33% 25% Amount	Rural G Width (m)	Depth (mm)  150  150  300  ravel 400>AADT  Depth (mm)  450  300  and  and  and  and  and  and  and  a	2.4t/m3 2.0t/m3  >=200 Reconstruction Conversion Factor  2.4t/m3 2.0t/m3	Unit m2 m2 m2 m2 Unit m2 m2 m2 m2 m2 m2 m2 m0 m2 m0 Unit m1 m2 m0 m1 m2 m0 m1 m1 m2 m1 m2 m1 m2 m2 m1 m2 m2 m2 m1 m2 m2 m2 m2 m1 m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75 \$9.32 \$46.58
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies	Amount 33% 25% Amount 25% 25%	Rural G Width (m)	Depth (mm)  150  150  300  ravel 400>AADT  Depth (mm)  450  150  300  n Gravel 400>AA  Depth (mm)  450	2.4t/m3 2.0t/m3 >=200 Reconstruction Conversion Factor  2.4t/m3 2.0t/m3	Unit m2 m2 m2 m2 m2 Unit m2 m2 m2 m2 m2 m2 m2 m0 m1 m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation	Amount 33% 25% Amount 25% 25%	Rural G Width (m)	Depth (mm) 150 150 300  150 300  ravel 400>AADT Depth (mm) 450 150 300  n Gravel 400>AA Depth (mm) 450 150 150	2.4t/m3 2.0t/m3 2.0t/m3 >>=200 Reconstruction Conversion Factor  2.4t/m3 2.0t/m3	Unit m2 m2 m2 m2 m2  Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation	Amount 33% 25% Amount 25% 25%	Rural G Width (m)	Depth (mm) 150 150 300 300  ravel 400>AADT Depth (mm) 450 150 300  n Gravel 400>AA Depth (mm) 450 150 300	2.4t/m3 2.0t/m3	Unit m2 m2 m2 m2 m2  Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43 \$6.48 \$9.60	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75 \$9.32 \$46.58
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation	Amount 33% 25% Amount 25% 25%	Rural G Width (m)	Depth (mm)  150  150  300  300  ravel 400>AADT  Depth (mm)  450  300  n Gravel 400>AA  Depth (mm)  450  150  300  75	2.4t/m3 2.0t/m3 2.0t/m3 >>=200 Reconstruction Conversion Factor  2.4t/m3 2.0t/m3	Unit m2 m2 m2 m2 m2  Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation	Amount 33% 25% Amount 25% 25%	Rural G Width (m)	Depth (mm) 150 150 300 300  ravel 400>AADT Depth (mm) 450 150 300  n Gravel 400>AA Depth (mm) 450 150 300	2.4t/m3 2.0t/m3	Unit m2 m2 m2 m2 m2  Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43 \$6.48 \$9.60	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75 \$9.32 \$46.58
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders	Amount 33% 25% Amount 25% 25%	Rural G Width (m)	Depth (mm)  150  150  300  300  ravel 400>AADT  Depth (mm)  450  300  n Gravel 400>AA  Depth (mm)  450  150  300  75	2.4t/m3 2.0t/m3	Unit m2 m2 m2 m2  Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$2.97 \$2.00	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 \$2.00 \$1.00 \$2.00 \$0.75 \$9.32 \$46.58 \$7.43 \$6.48 \$9.60 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$3.20 \$3.20 \$46.58
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Granular B Granular A Granular A Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair	Amount  33%  25%  Amount  25%  Amount	Rural G Width (m)	Depth (mm)  150  150  300  300  ravel 400>AADT  Depth (mm)  450  300  n Gravel 400>AA  Depth (mm)  450  150  300  75	2.4t/m3 2.0t/m3	Unit m2 m2 m2 m2 m2  Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$1.00 \$2.00 \$0.75	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$13.00 \$0.75 \$9.32
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders	Amount 33% 25% Amount 25% 25%	Rural G Width (m)	Depth (mm)  150  150  300  300  ravel 400>AADT  Depth (mm)  450  300  n Gravel 400>AA  Depth (mm)  450  150  300  75	2.4t/m3 2.0t/m3	Unit m2 m2 m2 m2  Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$2.97 \$2.00	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 \$2.00 \$1.00 \$2.00 \$0.75 \$9.32 \$46.58 \$7.43 \$6.48 \$9.60 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$3.20 \$3.20 \$46.58
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Granular B Granular A Granular A Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair	Amount  33%  25%  Amount  25%  Amount	Rural G Width (m)	Depth (mm)  150  150  300  300  ravel 400>AADT  Depth (mm)  450  300  n Gravel 400>AA  Depth (mm)  450  150  300  75	2.4t/m3 2.0t/m3	Unit m2 m2 m2 m2  Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43 \$6.48 \$9.60  \$2.00  \$0.75	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 \$2.00 \$11.00 \$2.00 \$0.75 \$9.32 \$46.58 \$46.58 \$9.60 \$2.00 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Granular B Granular A Granular A Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair	Amount  33%  25%  Amount  25%  25%  25%	Rural G Width (m)  Semi-Urba Width (m)	Depth (mm) 150 150 300 300  ravel 400>AADT Depth (mm) 450 150 300  n Gravel 400>AA Depth (mm) 450 150 300 75 75	2.4t/m3 2.0t/m3 0.18375t/m2	Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$2.97 \$2.00	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$13.00 \$0.75 \$9.32
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair Contingencies	Amount  33%  25%  Amount  25%  Amount  25%  Amount	Rural G Width (m)  Semi-Urba Width (m)	Depth (mm)  150  150  300  300  ravel 400>AADT  Depth (mm)  450  150  300  n Gravel 400>AA  Depth (mm)  450  150  300  75  75	2.4t/m3 2.0t/m3 2.0t/m3 2.0t/m3 2.2t/m3 2.0t/m3	Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$2.2.97 \$2.00 \$0.75	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 \$16.10 \$2.00 \$2.00 \$2.00 \$2.00 \$9.75 \$9.32 \$46.58 \$6.48 \$9.60 \$9.32 \$7.43 \$6.48 \$9.60 \$1.00 \$2.00 \$7.55 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.56 \$1.
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Granular B Granular A Granular A Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair	Amount  33%  25%  Amount  25%  25%  25%	Rural G Width (m)  Semi-Urba Width (m)	Depth (mm) 150 150 300 300  ravel 400>AADT Depth (mm) 450 150 300  n Gravel 400>AA Depth (mm) 450 150 300 75 75	2.4t/m3 2.0t/m3 0.18375t/m2	Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43 \$6.48 \$9.60  \$2.00  \$0.75	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 \$2.00 \$11.00 \$2.00 \$0.75 \$9.32 \$46.58 \$46.58 \$9.60 \$2.00 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair Contingencies	Amount  33%  25%  Amount  25%  Amount  25%  Amount	Rural G Width (m)  Semi-Urba Width (m)	Depth (mm)  150  150  300  300  ravel 400>AADT  Depth (mm)  450  150  300  n Gravel 400>AA  Depth (mm)  450  150  300  75  75	2.4t/m3 2.0t/m3 2.0t/m3 2.0t/m3 2.2t/m3 2.0t/m3	Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$2.2.97 \$2.00 \$0.75	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 \$2.00 \$11.00 \$2.00 \$2.00 \$9.32 \$46.58 \$46.58 \$9.60 \$9.60 \$9.60 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9.50 \$9
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B A Contingencies  Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair Contingencies	Amount  33%  25%  Amount  25%  Amount  25%  Amount	Rural G Width (m)  Semi-Urba Width (m)	Depth (mm)  150  150  300  150  300  ravel 400>AADT  Depth (mm)  450  150  300  n Gravel 400>AA  Depth (mm)  450  150  300  75  75  >AADT>=200 Rec  Depth (mm)  450	2.4t/m3 2.0t/m3 2.0t/m3 2.0t/m3 2.2t/m3 2.0t/m3 2.2t/m3 2.0t/m3 2.0t/m	Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$2.20 \$0.75  Total =  Unit Cost \$7.43	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$12.56 \$9.60 \$2.97 \$3.00 \$0.75 \$1.00 \$2.00 \$0.75 \$9.32
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Contingencies  Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Asphalt Granular S Nominal Ditch Repair Contingencies	Amount  33%  25%  Amount  25%  Amount  25%  Amount	Rural G Width (m)  Semi-Urba Width (m)	Depth (mm)  150  150  300  150  300  ravel 400>AADT  Depth (mm)  450  150  300  n Gravel 400>AA  Depth (mm)  450  150  300  75  75  >AADT>=200 Rec  Depth (mm)  450  150	2.4t/m3 2.0t/m3 2.0t/m3 2.0t/m3 2.2t/m3 2.0t/m3 2.2t/m3 2.0t/m3	Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48  \$9.60  \$11.00  \$2.00  \$0.75  Total =  Unit Cost \$7.43  \$6.48  \$9.60  \$22.97  \$2.00  \$0.75  Total =  Unit Cost \$7.43  \$6.48  \$9.60  \$22.97	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 \$2.00 \$11.00 \$2.00 \$0.75 \$9.32 \$46.58 \$9.60 \$2.00 \$2.00 \$0.75 \$9.60 \$2.00 \$2.00 \$2.00 \$0.75 \$9.60 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.00 \$2.
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular A Granular B Earth Excavation Granular C Granular C Granular C Granular C Granular B Asphalt Gravel Shoulders Nominal Ditch Repair Contingencies	Amount  33%  25%  Amount  25%  Amount  25%  Amount	Rural G Width (m)  Semi-Urba Width (m)	Depth (mm)  150  150  300  150  300  ravel 400>AADT  Depth (mm)  450  150  300  n Gravel 400>AA  Depth (mm)  450  150  300  75  75  >AADT>=200 Rec  Depth (mm)  450	2.4t/m3 2.0t/m3 2.0t/m3 2.0t/m3 2.2t/m3 2.0t/m3 2.2t/m3 2.0t/m3 2.0t/m	Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$22.97 \$2.00 \$0.75	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75 \$9.75 \$9.85 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Touble Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair	Amount  33%  25%  Amount  25%  25%  Amount  Amount	Rural G Width (m)  Semi-Urba Width (m)	Depth (mm)  150  150  300  150  300  ravel 400>AADT  Depth (mm)  450  150  300  n Gravel 400>AA  Depth (mm)  450  150  300  75  75  >AADT>=200 Rec  Depth (mm)  450  150	2.4t/m3 2.0t/m3 2.0t/m3 2.0t/m3 2.2t/m3 2.0t/m3 2.2t/m3 2.0t/m3	Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48  \$9.60  \$11.00  \$2.00  \$0.75  Total =  Unit Cost \$7.43  \$6.48  \$9.60  \$22.97  \$2.00  \$0.75  Total =  Unit Cost \$7.43  \$6.48  \$9.60  \$22.97	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97 \$3.00 \$0.75 \$12.56 Cost/m2 \$7.43 \$6.48 \$9.60 \$2.00 \$0.75
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular A Granular B Earth Excavation Granular C Granular C Granular C Granular C Granular B Asphalt Gravel Shoulders Nominal Ditch Repair Contingencies	Amount  33%  25%  Amount  25%  Amount  25%  Amount	Rural G Width (m)  Semi-Urba Width (m)	Depth (mm)  150  150  300  150  300  ravel 400>AADT  Depth (mm)  450  150  300  n Gravel 400>AA  Depth (mm)  450  150  300  75  75  >AADT>=200 Rec  Depth (mm)  450  150	2.4t/m3 2.0t/m3 2.0t/m3 2.0t/m3 2.2t/m3 2.0t/m3 2.2t/m3 2.0t/m3	Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$22.97 \$2.00 \$0.75	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75 \$9.75 \$9.85 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Touble Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair	Amount  33%  25%  Amount  25%  25%  Amount  Amount	Rural G Width (m)  Semi-Urba Width (m)	Depth (mm)  150  150  300  150  300  ravel 400>AADT  Depth (mm)  450  150  300  n Gravel 400>AA  Depth (mm)  450  150  300  75  75  >AADT>=200 Rec  Depth (mm)  450  150	2.4t/m3 2.0t/m3 2.0t/m3 2.0t/m3 2.2t/m3 2.0t/m3 2.2t/m3 2.0t/m3	Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$2.2.97 \$2.00 \$0.75  Total =	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$2.297 \$3.00 \$0.75 \$12.56 Cost/m2 \$6.48 \$9.60 \$2.90 \$0.75 \$6.48 \$9.60 \$2.90 \$0.75 \$6.48 \$9.60 \$2.90 \$0.75 \$6.48 \$9.60 \$2.90 \$0.75 \$6.48 \$9.60 \$2.90 \$0.75 \$6.48 \$9.60 \$2.90 \$0.75 \$6.48 \$9.60 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75 \$0.75
Earth Excavation Granular A Granular B Nominal Ditch Repair Contingencies  Item Earth Excavation Granular B Double Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Touble Surface Treatment Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair	Amount  33%  25%  Amount  25%  25%  Amount  Amount	Rural G Width (m)  Semi-Urba Width (m)	Depth (mm)  150  150  300  150  300  ravel 400>AADT  Depth (mm)  450  150  300  n Gravel 400>AA  Depth (mm)  450  150  300  75  75  >AADT>=200 Rec  Depth (mm)  450  150	2.4t/m3 2.0t/m3 2.0t/m3 2.0t/m3 2.2t/m3 2.0t/m3 2.2t/m3 2.0t/m3	Unit m2	Quantity	\$2.48 \$6.48 \$9.60 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75  Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$22.97 \$2.00 \$0.75	\$2.48 \$6.48 \$3.17 \$0.75 \$3.22 \$16.10 Cost/m2 \$7.43 \$6.48 \$9.60 \$11.00 \$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97 \$3.00 \$0.75 \$12.56 Cost/m2 \$7.43 \$6.48 \$9.60 \$2.00 \$0.75

		R	ural Gravel AAD	T<200 Ungrade				
	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Item Granular A	50%	wiath (iii)	150	2.4t/m3	m2	Quantity	\$6.48	\$3.24
	30%		150	2.41/1113		-		
Double Surface Treatment					m2		\$11.00	\$11.00
Gravel Shoulders					m2		\$2.00	\$2.00
Nominal Ditch Repair					m2		\$0.75	\$0.75
Contingencies	25%							\$4.25
							Total =	\$21.24
		Sem	i-Urban Gravel A	ADT<200 Upgrade				
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Granular A	50%	,	150	2.4t/m3	m2		\$6.48	\$3.24
Asphalt	3070		75	0.18375t/m2	m2		\$22.97	\$22.97
Gravel Shoulders			75	0.10373(/11/2	m2		\$2.00	\$3.00
			73					
Nominal Ditch Repair	250/				m2	-	\$0.75	\$0.75
Contingencies	25%							\$7.49
							Total =	\$37.45
		Rura	al Gravel AADT<	200 Rehabilitation				
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Earth Excavation			150		m2		\$2.48	\$2.48
Granular A			150	2.4t/m3	m2		\$6.48	\$6.48
Granular B	33%		300	2.0t/m3	m2		\$9.60	\$3.17
Double Surface Treatment	3370		300	2.00/1113	m2	1	\$11.00	\$11.00
	1	1				1		
Gravel Shoulders	<del>                                     </del>	<del>                                     </del>			m2		\$2.00	\$2.00
Nominal Ditch Repair		1			m2	1	\$0.75	\$0.75
Contingencies	25%							\$6.47
							Total =	\$32.35
		Semi-U	rban Gravel AAD	T<200 Rehabilitation				
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Earth Excavation			150		m2		\$2.48	\$2.48
Granular A			150	2.4t/m3	m2		\$6.48	\$6.48
Granular B	33%		300	2.0t/m3	m2		\$9.60	\$3.17
	3370		75	0.18375t/m2			\$22.97	\$22.97
Asphalt				0.165751/1112	m2			
Gravel Shoulders			75		m2		\$2.00	\$3.00
Nominal Ditch Repair					m2		\$0.75	\$0.75
Contingencies	25%							\$9.71
							Total =	\$48.56
	Sei	mi-Urban Grav	el AADT<200 Re	habilitation (Remain as	Gravel)			
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Earth Excavation		, ,	150		m2		\$2.48	\$2.48
Granular A			150	2.4t/m3	m2		\$6.48	\$6.48
Granular B	33%		300	2.0t/m3	m2	1	\$9.60	\$3.17
	33/0		300	2.01/1113			\$0.75	
Nominal Ditch Repair					m2		\$0.75	\$0.75
Contingencies	25%							\$3.22
							Total =	\$16.10
		Rura	I Gravel AADT<2	00 Reconstruction				
Item	Amount	Width (m)	Depth (mm)	Conversion Factor	Unit	Quantity	Unit Cost	Cost/m2
Earth Excavation			450		m2		\$7.43	\$7.43
Granular A	Ì		150	2.4t/m3	m2		\$6.48	\$6.48
Granular B	<b> </b>	1	300	2.0t/m3	m2		\$9.60	\$9.60
Double Surface Treatment	1	1	300	2.00,1113	m2		\$11.00	
Gravel Shoulders	1	1			1112	1	-3 T T T (V)	\$11 NN
	1				m?			\$11.00
			50		m2		\$2.00	\$2.00
Nominal Ditch Repair			50		m2 m2			\$2.00 \$0.75
Contingencies	25%		50				\$2.00	\$2.00
·	25%		50				\$2.00 \$0.75	\$2.00 \$0.75 \$9.32
·	25%						\$2.00	\$2.00 \$0.75
·	25%	Semi-Ui		T<200 Reconstruction			\$2.00 \$0.75	\$2.00 \$0.75 \$9.32
·	25% Amount	Semi-Ui Width (m)		T<200 Reconstruction Conversion Factor		Quantity	\$2.00 \$0.75	\$2.00 \$0.75 \$9.32
Contingencies			ban Gravel AAD		m2	Quantity	\$2.00 \$0.75 Total =	\$2.00 \$0.75 \$9.32 \$46.58
Contingencies  Item  Earth Excavation			ban Gravel AAD Depth (mm) 450	Conversion Factor	m2 Unit m2	Quantity	\$2.00 \$0.75 Total =	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43
Contingencies  Item  Earth Excavation  Granular A			rban Gravel AAD Depth (mm) 450 150	Conversion Factor 2.4t/m3	m2 Unit m2 m2	Quantity	\$2.00 \$0.75 Total =  Unit Cost \$7.43 \$6.48	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48
Item Earth Excavation Granular A Granular B			rban Gravel AAD Depth (mm) 450 150 300	2.4t/m3 2.0t/m3	Unit m2 m2 m2	Quantity	\$2.00 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60
Item Earth Excavation Granular A Granular B Asphalt			ban Gravel AAD Depth (mm) 450 150 300 75	Conversion Factor 2.4t/m3	m2 Unit m2 m2 m2 m2 m2	Quantity	\$2.00 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$22.97	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97
Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders			rban Gravel AAD Depth (mm) 450 150 300	2.4t/m3 2.0t/m3	m2  Unit m2 m2 m2 m2 m2 m2 m2	Quantity	\$2.00 \$0.75 Total = Unit Cost \$7.43 \$6.48 \$9.60 \$22.97 \$2.00	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97 \$3.00
Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair	Amount		ban Gravel AAD Depth (mm) 450 150 300 75	2.4t/m3 2.0t/m3	m2 Unit m2 m2 m2 m2 m2	Quantity	\$2.00 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$22.97	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97 \$3.00 \$0.75
Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders			ban Gravel AAD Depth (mm) 450 150 300 75	2.4t/m3 2.0t/m3	m2  Unit m2 m2 m2 m2 m2 m2 m2	Quantity	\$2.00 \$0.75 Total = Unit Cost \$7.43 \$6.48 \$9.60 \$22.97 \$2.00	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97 \$3.00
Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair	Amount		ban Gravel AAD Depth (mm) 450 150 300 75	2.4t/m3 2.0t/m3	m2  Unit m2 m2 m2 m2 m2 m2 m2	Quantity	\$2.00 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$22.97 \$2.00 \$0.75	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97 \$3.00 \$0.75 \$12.56
Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair	Amount		ban Gravel AAD Depth (mm) 450 150 300 75	2.4t/m3 2.0t/m3	m2  Unit m2 m2 m2 m2 m2 m2 m2	Quantity	\$2.00 \$0.75 Total = Unit Cost \$7.43 \$6.48 \$9.60 \$22.97 \$2.00	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97 \$3.00 \$0.75
Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair	Amount	Width (m)	rban Gravel AAD Depth (mm) 450 150 300 75 75	2.4t/m3 2.0t/m3	m2  Unit m2 m2 m2 m2 m2 m2 m2	Quantity	\$2.00 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$22.97 \$2.00 \$0.75	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97 \$3.00 \$0.75 \$12.56
Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair	Amount	Width (m)	Tban Gravel AAD Depth (mm) 450 150 300 75 75	2.4t/m3 2.0t/m3 0.18375t/m2	m2  Unit m2 m2 m2 m2 m2 m2 m2	Quantity	\$2.00 \$0.75 Total = Unit Cost \$7.43 \$6.48 \$9.60 \$22.97 \$2.00 \$0.75	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97 \$3.00 \$0.75 \$12.56
Item  Earth Excavation  Granular A  Granular B  Asphalt  Gravel Shoulders  Nominal Ditch Repair  Contingencies	Amount  25%	Width (m)	ban Gravel AAD Depth (mm) 450 150 300 75 75 75 Depth (Gravel AADT<2 Depth (mm)	2.4t/m3 2.0t/m3 0.18375t/m2	m2   Unit   m2   m2   m2   m2   m2   m2   m2   m		\$2.00 \$0.75 Total = Unit Cost \$7.43 \$6.48 \$9.60 \$22.97 \$2.00 \$0.75	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97 \$3.00 \$0.75 \$12.56 \$62.79
Item  Earth Excavation  Granular A  Granular B  Asphalt  Gravel Shoulders  Nominal Ditch Repair  Contingencies  Item  Earth Excavation	Amount  25%	Width (m)	Depth (mm) 450 150 300 75 75 75 Depth (amm) 450 450 450 450	2.4t/m3 2.0t/m3 0.18375t/m2  00 Reconstruction  Conversion Factor	M2		\$2.00 \$0.75 Total = Unit Cost \$7.43 \$6.48 \$9.60 \$22.97 \$2.00 \$0.75 Total = Unit Cost \$7.43	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97 \$3.00 \$0.75 \$12.56 Cost/m2 \$7.43
Item  Earth Excavation  Granular A  Granular B  Asphalt  Gravel Shoulders  Nominal Ditch Repair  Contingencies  Item  Earth Excavation  Granular A	Amount  25%	Width (m)	Depth (mm)  450 150 300 75 75  1 Gravel AADT<2 Depth (mm)  450 150	2.4t/m3 2.0t/m3 0.18375t/m2  0.00 Reconstruction Conversion Factor	M2		\$2.00 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$22.97 \$2.00 \$0.75  Total =  Unit Cost \$7.43	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97 \$3.00 \$0.75 \$12.56 \$62.79 Cost/m2 \$7.43 \$6.48
Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B	Amount  25%	Width (m)	Depth (mm) 450 150 300 75 75 75 Depth (amm) 450 450 450 450	2.4t/m3 2.0t/m3 0.18375t/m2  00 Reconstruction  Conversion Factor	M2   Wnit   m2   m2   m2   m2   m2   m2   m2   m		\$2.00 \$0.75 Total = Unit Cost \$7.43 \$6.48 \$9.60 \$22.97 \$2.00 \$0.75 Total = Unit Cost \$7.43 \$6.48 \$9.60	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97 \$3.00 \$0.75 \$12.56 \$62.79 Cost/m2 \$7.43 \$6.48 \$9.60
Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Nominal Ditch Repair	Amount 25%	Width (m)	Depth (mm)  450 150 300 75 75  1 Gravel AADT<2 Depth (mm)  450 150	2.4t/m3 2.0t/m3 0.18375t/m2  0.00 Reconstruction Conversion Factor	M2		\$2.00 \$0.75 Total =  Unit Cost \$7.43 \$6.48 \$9.60 \$22.97 \$2.00 \$0.75  Total =  Unit Cost \$7.43	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97 \$3.00 \$0.75 \$12.56 \$62.79 Cost/m2 \$7.43 \$6.48 \$9.60 \$20.75
Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B	Amount  25%	Width (m)	Depth (mm)  450 150 300 75 75  1 Gravel AADT<2 Depth (mm)  450 150	2.4t/m3 2.0t/m3 0.18375t/m2  0.00 Reconstruction Conversion Factor	M2   Wnit   m2   m2   m2   m2   m2   m2   m2   m		\$2.00 \$0.75 Total = Unit Cost \$7.43 \$6.48 \$9.60 \$22.97 \$2.00 \$0.75 Total = Unit Cost \$7.43 \$6.48 \$9.60	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97 \$3.00 \$0.75 \$12.56 \$62.79 Cost/m2 \$7.43 \$6.48 \$9.60
Item Earth Excavation Granular A Granular B Asphalt Gravel Shoulders Nominal Ditch Repair Contingencies  Item Earth Excavation Granular A Granular B Nominal Ditch Repair	Amount 25%	Width (m)	Depth (mm)  450 150 300 75 75  1 Gravel AADT<2 Depth (mm)  450 150	2.4t/m3 2.0t/m3 0.18375t/m2  0.00 Reconstruction Conversion Factor	M2   Wnit   m2   m2   m2   m2   m2   m2   m2   m		\$2.00 \$0.75 Total = Unit Cost \$7.43 \$6.48 \$9.60 \$22.97 \$2.00 \$0.75 Total = Unit Cost \$7.43 \$6.48 \$9.60	\$2.00 \$0.75 \$9.32 \$46.58 Cost/m2 \$7.43 \$6.48 \$9.60 \$22.97 \$3.00 \$0.75 \$12.56 \$62.79 Cost/m2 \$7.43 \$6.48 \$9.60 \$20.75



## **Appendix G**

10-Year Capital Road Improvement Plan (Map and Table)



## Draft 10-Year Road Improvement Plan

						Capital		Road Surface			Truck	Ride Comfor	Structural D		evement		Priority Guide Priority		2023 Need	2023	Proposed Lifecycle		Proposed	Proposed
Municipal ID	Community	Name	Name From	Name To	Surface Material	Maintenano Percent		Width Area (m) (m²)	Environment	AADT Range		Pating (PCP)		Adequacy	Index (PCI)	PCI Class	Number (PGN) Rating (PR)	2023 Lifecycle Improvement	Improvement Cost	Benchmark Cost (\$/m²)	Improvement	Proposed Improvement Type		Benchmark Cost (\$/m²)
Year 1 (2024) 075	Norwich (Township)	New Rd.	Highway CO	Base Line	Low Class Bituminous	100	2712	6.60 34400	Dureal	200-499	202 10	8	19	14	64	Fair Condition	94.3 30.76	Rehabilitation	\$636.974.00	£36.00	Rehabilitation	Pulverize + Granular A + DST	\$636,974.00	636.00
	Norwich (Township)		Highway 59 Base Line	Swimming Pool Rd.		100	1157	6.70 7718	Rural	500-499	692 10	8	19			Satisfactory Condition		Resurface	\$100,334.00		Rehabilitation	Pulverize + Granular A + DST	\$200,668.00	
	Norwich (Township)	Zenda Line	Cornell Rd.	Ninth Rd.	High Class Bituminous	5 50	1467	7.50 11003	Rural	500-999 200-499	323 6	8	18	12		Fair Condition		Resurface	\$137,538.00	\$25.00		Pulverize + Granular A + 1 HMA (75mm) + Nominal Shoulder Repair	\$231,063.00	
	Norwich (Township)		Base Line	Windham Line	High Class Bituminous	s 100	690	6.60 4554	Rural	500-999	636 6	9				Good Condition	0 7.14	Routine Maintenance	\$0.00	\$0.00	Resurface	1 HMA (50mm) Overlay + Patching + Nominal Shoulder/Ditch Repair	\$113,850.00	\$25.00
Year 2 (2025)		•	•	•													•	•				Year 1 (2024) Total	\$1,182,555.00	
083	Norwich (Township)	Mall Rd.	Summerville Line	Hwy 59	Low Class Bituminous	50	2146	7.10 15237	Rural	1000-1999	1137 5	7	19	14	67	Fair Condition	152.2 38.66	Resurface	\$99,041.00			Pulverize + Granular A + DST	\$198,075.00	\$26.00
082	Norwich (Township)	Mall Rd.	Middletown Line	Summerville Line	Low Class Bituminous	50	3684	7.10 26156	Rural	1000-1999	1395 6	8	19	14	74 5	Satisfactory Condition	147.2 32	Resurface	\$170,014.00		Rehabilitation	Pulverize + Granular A + DST	\$340,033.00	\$26.00
084A	Norwich (Township)	Mall Rd.	Highway 59	Base Line	High Class Bituminous	s 50	1649	6.50 10719	Rural	500-999	896 4	8	19	14	75 9	Satisfactory Condition	138.9 27.66	Preventive Maintenance	\$21,438.00	\$4.00	Rehabilitation	Pulverize + Granular A + 1 HMA (75mm) + Nominal Shoulder Repair	\$225,088.00	
084B	Norwich (Township)	Mall Rd. Maple Dell Rd	Base Line	Swimming Pool Rd.	High Class Bituminous	5 50	1334	6.50 8671	Rural	500-999	896 4	7	19	13	78 9	Satisfactory Condition	122.3 24.34	Preventive Maintenance	\$17,342.00 \$68.978.00			Pulverize + Granular A + 1 HMA (75mm) + Nominal Shoulder Repair	\$182,091.00 \$68.983.00	
057C 057A	Norwich (Township) Norwich (Township)	Maple Dell Rd	Base Line Highway 59	Windham Line Hanmer Line	Low Class Bituminous	100	2627	6.70 5308	Rural	50-199	165 10	9	20	15	70 9	Fair Condition Satisfactory Condition	24.1 25.73	Resurface Resurface	\$218,569.00		Resurface Resurface	Patching + Single Surface Treatment  Patching + Single Surface Treatment	\$218,566.00	
	Norwich (Township)		Hanmer Line	Base Line	Low Class Bituminous Low Class Bituminous Low Class Bituminous	100	1002	6.40 6413	Rural	50-199	165 10	9	20	15	63	Fair Condition	56.3 28	Rehabilitation	\$166,738.00		Resurface	Patching - Single Surface Treatment	\$83,366.00	
			•	*																		Year 2 (2025) Total	\$1,316,202.00	
Year 3 (2026)	Norwich (Township)	Church St.	North St. W.	Main St. W	High Class Bituminous	100	116	7.60 883	Helson	200.400	225 0	-	15	10	22	Von Dans Condition	25.5 54.87	Reconstruction	\$106,722.00	£131.00	Reconstruction	Full Depth Asphalt Removal + 2 HMA (50mm each) + Total Base and Curb Replacement + Nominal Storm Sewer Adjustment	\$106,722.00	Ć131.00
232A 132A	Norwich (Township)	Pick Line	Milldale Rd.	Church St.	Low Class Bituminous					200-499						Poor Condition		Rehabilitation	\$232,388.00		Rehabilitation	Pulserize + Granular A + DST  Pulserize + Granular A + DST	\$232,388.00	
123B	Otterville	Church St.	North St. W.	Pick Line	High Class Bituminous					200-499			15			Fair Condition	37.5 30.7	Rehabilitation		\$42.00		Pulverize + Granular A + 1511 Pulver	\$52,492.00	
	Norwich (Township)		East End	West End	High Class Bituminous	100	265	6.20 1643	Semi-Urban	50-199	50 0	5	16	13			9.4 37.58	Reconstruction	\$131,440.00	\$80.00	Reconstruction	Full Depth Removal + 1 HMA (75mm) + Total Base Replacement + Nominal Shoulder Repair	\$131,440.00	\$80.00
		Main St. (Eastwood)	Highway 2	John St	High Class Bituminous	s 100	98	6.00 588	Semi-Urban	50-199	75 0	7	16	13	49	Very Poor Condition Poor Condition	23.2 33.4	Rehabilitation	\$24,696.00	\$42.00	Reconstruction	Full Depth Removal + 1 HMA (75mm) + Total Base Replacement + Nominal Shoulder Repair	\$47,040.00	
104B.1	Norwich (Township)	Zenda Line	514m N. of Quaker St.	672m S. of Evergreen St						50-199			18			Fair Condition	25 27.07		\$56,700.00			Pulverize + Granular A + 1 HMA (75mm) + Nominal Shoulder Repair	\$113,400.00	
201A.3 201B	Norwich Norwich	Brock St. W. Brock St. W.	John St.	Washington St. Stover St. N.	High Class Bituminous	s 100 s 100	106	6.50 689	Semi-Urban	200-499	250 0	6	16 17		45 52	Poor Condition	77.4 45.39 81 41.22	Rehabilitation Rehabilitation	\$28,938.00	\$42.00	Reconstruction Reconstruction	Full Depth Removal + 2 HMA (50mm each) + Total Base Replacement + Nominal Shoulder Repair + Curb and Gutter Installation + Storm Sewer Installation Full Depth Removal + 2 HMA (50mm each) + Total Base Replacement + Nominal Shoulder Repair + Curb and Gutter Installation + Storm Sewer Installation	\$146,068.00 \$173.628.00	
201B 201A.1	Norwich	Brock St. W.	Washington St. Clyde St.	End	High Class Bituminous High Class Bituminous	s 100	173	6.50 1125	Semi-Urban	200-499 0-49 AADT	25 0	7				Fair Condition	6 24.42	Rehabilitation	\$47,250.00	\$42.00	Reconstruction	Full Depth Removal + 2 HMA (50mm each) + Total Base Replacement + Nonlinial shoulder Repair + Curb and Gutter Installation + Storm Sewer Installation Full Depth Removal + 2 HMA (50mm each) + Total Base Replacement + Nonlinial Shoulder Repair + Curb and Gutter Installation + Storm Sewer Installation	\$238.500.00	
201A.2	Norwich	Brock St. W.	Clyde St.	John St.	High Class Bituminous	100	108	6.50 702	Semi-Urban	200-499	250 0	8					26.4 14.03		\$2,808.00	\$4.00	Reconstruction		\$148,824.00	
140A	Norwich (Township)	Westtown Line	Potters Rd.	Oxford Rd. 51	Low Class Bituminous	50 50	1013	6.60 6686	Rural	200-499 200-499	247 0	9	20 20	15	70 9	Satisfactory Condition	32.3 24.7	Resurface	\$43,459.00	\$13.00	Rehabilitation	Pulverize + Granular A + DST	\$86,918.00	
140B	Norwich (Township)	Westtown Line	Simcoe St.	Mall Rd.	Low Class Bituminous	50	120	6.40 768	Rural	200-499	247 0	9	20	15	75 5	Satisfactory Condition	41.4 20.86	Preventive Maintenance	\$1,536.00	\$4.00	Rehabilitation	Pulverize + Granular A + DST	\$9,984.00	\$26.00
V 4 (2027)																			$\overline{}$			Year 3 (2026) Total	\$1,487,404.00	
Year 4 (2027)	Norwich (Township)	Csont Line	Milldale Rd.	Ottoprillo Pd. (Oxford Pd.	19) Low Class Bituminous	100	1672	650 10550	Rural	50-199	90 25		20	10	70 0	aticfactory Condition	10.6 19.86	Resurface	\$137,150.00	\$13.00	Pohabilitation	Pulsarina + Granular A + DST	\$274,300.00	\$26.00
032	Norwich (Township)	Beaconsfield Rd.	Cedar Line	Hwy 59	High Class Bituminous	100	1819	7.40 13461	Rural	500-999	548 8	8 7	18	13	68	Fair Condition	35.5 31.52	Resurface	\$336,525.00	\$25.00	Rehabilitation	Pulverize + Granular A + DST  Pulverize + Granular A + 1 HMA (75mm) + Nominal Shoulder Repair	\$565,362.00	\$42.00
	Norwich (Township)		Zenda Line	Trillium Line	High Class Bituminous	5 50	1480	7.40 10952	Rural	500-999 500-999	548 8	8	20		69	Fair Condition	34.4 30.53	Resurface	\$136,900.00	\$25.00	Rehabilitation	Pulverize + Granular A + 1 HMA (75mm) + Nominal Shoulder Repair	\$229,992.00	\$42.00
	Norwich (Township)		Trillium Line	Cedar Line	High Class Bituminous	50	419	7.40 3101	Rural	500-999	548 8	8	18	13		Satisfactory Condition		Resurface	\$38,763.00	\$25.00		Pulverize + Granular A + 1 HMA (75mm) + Nominal Shoulder Repair	\$65,121.00	
115	Norwich (Township)	Hanmer Line	Airport Rd.	Maple Dell Rd.	Low Class Bituminous	100	1637	5.80 9495	Rural	50-199	96 8	9	20	15	73 9	Satisfactory Condition	12.9 18.44	Resurface	\$123,435.00	\$13.00		Pulverize + Granular A + DST	\$246,870.00	
209	Norwich	Elgin St.	Spring St.	Centre St.	High Class Bituminous	100	102	6.50 663	Semi-Urban	50-199	100 0	9	18	15	/1   5	Satisfactory Condition	1 6./ 19.95	Resurface	\$16,575.00	\$25.00	Reconstruction	Full Depth Removal + 2 HMA (50mm each) + Total Base Replacement + Nominal Shoulder Repair + Curb and Gutter Installation + Storm Sewer Installation  Year 4 (2027) Total	\$140,556.00	\$212.00
Year 5 (2028)																							\$1,5EE,E01.00	
133B	Norwich (Township)	Base Line	Ninth Rd.	New Rd.	High Class Bituminous High Class Bituminous	100	1468	6.80 9982	Rural	1000-1999	1111 10	5	8	9	27	Very Poor Condition	229 85.04 1 111.4 29.12	Reconstruction	\$798,560.00	\$80.00	Reconstruction	Full Depth Removal + 1 HMA (75mm) + Total Base Replacement + Nominal Shoulder Repair	\$798,560.00 \$243,375.00	\$80.00
	Norwich (Township)		Otterville Rd.	Ninth Rd.	High Class Bituminous	s 100													\$58,410.00	\$6.00	Resurface			
	Norwich (Township)		New Rd. Cecilia St	Cecilia St. Nelson St	High Class Bituminous	100		6.70 1039			184 4		18			Satisfactory Condition Good Condition		Preventive Maintenance	\$4,156.00	\$4.00 \$0.00	Resurface Resurface	1 HMA (50mm) Overlay + Patching + Nominal Shoulder/Ditch Repair	\$25,975.00	
	Norwich (Township) Norwich (Township)		Nelson St.	Wendy's Rd.	High Class Bituminous High Class Bituminous		165	6.70 4429 6.70 1106		50-199	184 4 184 4	9	19			Good Condition			\$0.00	\$0.00	Resurface	1 HMA (50mm) Overlay + Patching + Nominal Shoulder/Ditch Repair  1 HMA (50mm) Overlay + Patching + Nominal Shoulder/Ditch Repair	\$110,725.00 \$27,650.00	
	Norwich (Township)		Cedar Line	Oxford Rd. 59	High Class Bituminous				Rural	200-499		5	19	13	43	Poor Condition	0 10.06 98.5 49.2	Rehabilitation	\$412,230,00	\$42.00	Rehabilitation	1 mink (20min) Overlay * Prominia shoulder) bick negari Pulverize * Granular A + 1 MIMA (75mm) * Nominial Shoulder Repair	\$412.230.00	
096A.1	Norwich (Township)	Cedar Line	Rivers Rd.	Curries Rd.	High Class Bituminous							6	17	13	60	Fair Condition			\$53,382.00		Rehabilitation	Pulverize + Granular A + 1 HMA (75mm) + Nominal Shoulder Repair	\$53,382.00	\$42.00
																						Year 5 (2028) Total	\$1,671,897.00	
Year 6 (2029)	Namuich (Taumchia)	Mindham Line	Airport Rd.	Windham Rd. 2	Laur Class Bituminaus		022	6.40   5001	Durel	F00.000	635 14	0	10	14	74 6	atisfastas. Canditias	1 742   25.51	Desurface	\$38,357.00	\$13.00	Dahahilitatian	Pulverize + Granular A + DST	\$153,426.00	¢26.00
11/A 117R	Norwich (Township)	Windham Line Windham Line	Windham Rd. 2	Maple Dell Rd.	Low Class Bituminous Low Class Bituminous	50	701	6.40 5901	Rural	500-999	635 14	9	17	14	78 9	Satisfactory Condition Satisfactory Condition	74.3 26.51 n 93.9 22.43	Preventive Maintenance	\$8,412.00	\$13.00		PUNERIZE + Granular A + DST Pulverize + Granular A + DST	\$109,356.00	
112	Norwich (Township)	Windham Line	Caley Rd.	Airport Rd.	Low Class Bituminous		819	6.40 5242	Rural	200-499	359 6	8				Satisfactory Condition			\$10,484.00	\$4.00	Rehabilitation	Pulverize + Granular A + DST	\$136,292.00	
048B	Norwich (Township)	Caley Rd.	Base Line	Windham Line	Low Class Bituminous	100	625	6.90 4350	Pural	200.400	209 11		10	1/	90 0	atirfactory Condition	2/6 15 07	Preventive Maintenance	\$17,000.00	\$4.00	Rehabilitation	Pulverize + Granular A + DST	\$110,500.00	\$26.00
	Norwich (Township)	New Rd.	Furnace Rd.	Coal Line	Low Class Bituminous	100	1451	5.90 8561	Rural	50-199	168 8	9	19	14	72 5	Satisfactory Condition	22.9 21.27		\$111,293.00	\$13.00	Rehabilitation	Pulverize + Granular A + DST	\$222,586.00	
	Norwich (Township)		New Rd.	Potters Rd. (Oxford Rd. 3		100	1529	6.70 10244	Rural	200-499	200 8	9	19	14	74 9	satisfactory Condition satisfactory Condition satisfactory Condition	22.3 20.47			\$13.00	Rehabilitation	Pulverize + Granular A + DST	\$266,344.00	
	Norwich (Township) Norwich (Township)		Coal Line Middletown Line	Highway 59 Furnace Rd.	Low Class Bituminous High Class Bituminous	100	2074	6./U 1052 5.00 12227	Rural	50-199	160 8	9	19	14	74 5	Satisfactory Condition	18.8 19.75 n 26.4 17.47		\$13,676.00 \$48,948.00		Rehabilitation	Pulverize + Granular A + DST  Pulverize + Granular A + 1 HMA (75mm) + Nominal Shoulder Repair	\$27,352.00 \$513,954.00	
074.1	(NOT WICH (TOWNSHIP)	New No.	Wilddietowii Line	i diliace No.	riigii class bituiriirous	100	2074	3.30 12237	Kulai	30-133	100 0		19	24	//	satisfactory condition	20.4 17.47	Preventive Maintenance	540,540.00	34.00	Renabilitation	Year 6 (2029) Total Year 6 (2029) Total	\$1,539,810.00	342.00
Year 7 (2030)																								
253B	Otterville	North St. W.	Paxton St.	Bullock St.	High Class Bituminous	s 100	168	6.40 1075	Semi-Urban	50-199			18	14		Fair Condition	35.9 31.19	Rehabilitation	\$45,150.00	\$42.00	Reconstruction	Full Depth Removal + 2 HMA (50mm each) + Total Base Replacement + Nominal Shoulder Repair + Curb and Gutter Installation + Storm Sewer Installation	\$227,900.00	
254A 253A	Otterville	Paxton St. Bullock St.	North St.	Main St. North St. W.	High Class Bituminous	100					150 0 150 0	7 8	16 16	14	64	Fair Condition	18.1 28.96	Rehabilitation	\$38,610.00 \$18,732.00	\$66.00		Full Depth Removal + 2 HMA (50 mm each) + Spot Curb Replacement + Nominal Storm Sewer Adjustments	\$70,785.00	
253A 254F.1	Otterville Otterville	Bullock St. North St. E.	Main St. W. William St.	North St. W. John St. N.	High Class Bituminous High Class Bituminous	100	238	6.20 446 6.50 1547	Semi-Urhan	50-199	150 0	8 .	16	13		Fair Condition Satisfactory Condition	31.8 26.73 15.8 12.62	Rehabilitation Preventive Maintenance	\$18,732.00 \$6.188.00	\$42.00 \$4.00	Reconstruction Reconstruction	Full Depth Removal + 2 HMA (50mm each) + Total Base Replacement + Nominal Shoulder Repair + Curb and Gutter Installation + Storm Sewer Installation  Full Depth Removal + 2 HMA (50mm each) + Total Base Replacement + Nominal Shoulder Repair + Curb and Gutter Installation + Storm Sewer Installation	\$94,552.00 \$327,964.00	\$212.00
	Norwich (Township)		Zenda Line	Oxford Rd. 13	Low Class Bituminous	100	3788	6.20 23486	Rural	50-199	78 4	8	20	15	65	Fair Condition	12.7 23.07	Resurface	\$305,318.00			Pulverize + Granular A + DST	\$610,636.00	
067A	Norwich (Township)	Ninth Rd.	Cornell Rd.	Coal Line	Low Class Bituminous Low Class Bituminous Low Class Bituminous	100	639	6.50 4154	Rural	200-499	405 0	8	19	14	66	Fair Condition Fair Condition Fair Condition	61 31.23	Resurface	\$54,002.00	\$13.00	Rehabilitation	Pulverize + Granular A + DST	\$108,004.00	\$26.00
067B	Norwich (Township)	Ninth Rd.	Coal Line	Highway 59	Low Class Bituminous	100	1135	5.90 6697	Rural	200-499	405 0	9	19	14	68	Fair Condition	63.3 29.39	Resurface	\$87,061.00	\$13.00	Rehabilitation	Pulverize + Granular A + DST	\$174,122.00	\$26.00
Vees 0 (2024)																						Year 7 (2030) Total	\$1,613,963.00	
Year 8 (2031) 063A	Norwich (Township)	Milldale Rd.	Highway 59	Csont Line	Low Class Bituminous	100	1709	6.30 10767	Rural	50-199	137 8	9	20	15	60	Fair Condition	51.3 29.18	Rehabilitation	\$279.942.00	\$26.00	Rehabilitation	Pulverize + Granular A + DST	\$279,942.00	\$26.00
063B	Norwich (Township)	Milldale Rd.	Csont Line	Base Line	Low Class Bituminous												18.8 22.61	Resurface	\$175,760.00			Pulverize + Granular A + DST  Pulverize + Granular A + DST	\$351,520.00	
061	Norwich (Township)	Milldale Rd.	Pick Line	Highway 59	Low Class Bituminous	100	2090	6.25 13063	Rural	200-499	233 4 4	9	20	15	74 9	Satisfactory Condition	27.9 21.14	Resurface	\$169,819.00	\$13.00	Rehabilitation	Pulverize + Granular A + DST	\$339,638.00	
219	Norwich	Robson St.	Dufferin St.	Stover St. S.	High Class Bituminous	100	384	6.60 2534	Semi-Urban	200-499	350 0	7	17	12	62	Fair Condition	73.7 33.77	Rehabilitation	\$106,428.00		Reconstruction	Full Depth Removal + 2 HMA (50mm each) + Total Base Replacement + Nominal Shoulder Repair + Curb and Gutter Installation + Storm Sewer Installation	\$537,208.00	\$212.00
Year 9 (2032)																	· ·					Year 8 (2031) Total	\$1,508,308.00	
	Norwich (Township)	Evergroon St	Middletown Line	McCready Line	Low Class Rituminous	100	2127	6.70 14251	Rural	200-499	200 8	7	20	15	56	Fair Condition	77.4 34.64	Rehabilitation	\$370,526.00	\$26.00	Rehabilitation	Pulverize + Granular A + DST	\$370,526.00	\$26 nn
037	Norwich (Township)	Evergreen St.	Oxford Rd. 13	Middletown Line	Low Class Bituminous Low Class Bituminous	100	3734	6.60 24644	Rural	50-199	143 10	9	20	15	59	Fair Condition	52.3 30.16		\$640,744.00			PUWEIZE + Granular A + DST PUWEIZE + Granular A + DST	\$640,744.00	\$26.00
	Norwich (Township)	Evergreen St.		Oxford Rd. 59	High Class Bituminous	100	1417	6.40 9069	Rural	200-499	200 8	6	18	15	66	Fair Condition	15.9 26.76	Resurface	\$226,725.00			Full Depth Removal + 1 HMA (75mm) + Total Base Replacement + Nominal Shoulder Repair	\$725,520.00	
		•	•				•				•								•			Year 9 (2032) Total	\$1,736,790.00	
Year 10 (2033)	No. of the last of		B	0245(0	nd track of a pro-	100	024	7.20	D	500.000	020 6		20	45				Barrier Material	424 020 57	64.00			4353 340 55	643.00
	Norwich (Township) Norwich (Township)		Beaconsfield Rd. Quaker St.	831m S. of Beaconsfield F Norwich Rd.	Rd. High Class Bituminous High Class Bituminous	100	1617	7.20 6005 6.80 10063	Rural	500-999 2000-2999 50-199	929 6 2542 7	9	20		84 5	Good Condition		Preventive Maintenance Routine Maintenance	\$24,020.00 \$0.00	\$4.00 \$0.00	Resurface Reconstruction	1 HMA (50mm) Overlay + Patching + Nominal Shoulder/Ditch Repair  Full Depth Removal + 2 HMA (50mm each) + Total Base Replacement + Nominal Shoulder Repair	\$252,210.00 \$1.030.428.00	
273C.1				440m S. of Church St. E	. High Class Bituminous	100	438	6.60 2891	Semi-Urhan	50-199	100 0	9	20 19	15 4	48	Poor Condition		Rehabilitation	\$121,422.00	\$42.00			\$271,754.00	
273C.2	Burgessville	Burgess St.	440m S. of Church St. E.	End	High Class Bituminous	100	237	6.70 1588	Semi-Urban	50-199	100 0	9	19	14			0 4.13	Routine Maintenance	\$0.00	\$0.00	Resurface	1 HMA (50mm) Overlay + Patching + Nominal Shoulder/Ditch Repair	\$39,700.00	\$25.00
	-		. —		•	**	**					. —				-		•				Year 10 (2033) Total	\$1,594,092.00	
														4										