



Asset Management Plan

Prepared for:

The Township of Drummond/North Elmsley
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Perth, Ontario
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Executive Summary

Existing infrastructure in Drummond/North Elmsley Township is ageing as the demand continues to grow for better roads, bridges, and equipment. This demand is a reaction to the higher standards Municipalities are being held to, whether it is health and safety, bylaws and regulations, or community growth. As small Townships such as Drummond/North Elmsley continue to grow, they are forced to adapt to these changes. In order to meet these standards we must change the way we plan, design and manage infrastructure.

Long term planning with regard to infrastructure is not a new concept. It has more recently become known as “Asset Management”, and has come to be a process of reviewing strategies, current practices, and financial budgeting to create and consolidate existing infrastructure situations into a more formal Asset Management Plan.

The Asset Management Plan presented in the following report is comprised of the following components:

- State of Existing Local Infrastructure
- Desired Levels of Service
- Asset Management Strategy
- Financial Strategy

This Asset Management Plan has been created in conjunction with the Bridge Studies prepared by McIntosh Perry (available under separate cover), as well as the information provided by Drummond/North Elmsley (with regard to road condition, culverts, streetlights, signs, etc.). The plan in this report is a process that allows for maintenance, upgrading, and operations of physical assets owned by the Township.

The intent is that by implementing an asset management plan, the Township of Drummond/North Elmsley can meet new demands in a financially accountable framework while preserving the Township’s quality of life.

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1.0 INTRODUCTION

The Township recognizes that in order to sustain services and maintain the quality of life as desired for its residents and for the competitiveness of its businesses, agriculture and industry, it must manage the Municipality's assets cost effectively. For this reason, the Municipality is developing an asset management plan for its road network, equipment and buildings. Once the plan is developed for the various components of the infrastructure the municipality will assimilate and synthesize the information into a comprehensive plan.

The asset management plan is a comprehensive plan that inventories and assesses the infrastructure and develops a plan to best maintain the infrastructure. The plan must take into account timely maintenance and capital repairs in order to best preserve the asset, while maintaining the desired levels of service to the public. The plan takes a long view perspective on managing the asset through life cycle cost analysis in which timely maintenance and rehabilitation can save money in the long term. The plan outlines how to sustain the infrastructure and provides strategies on how to finance the operation, maintenance, renewal and expansion of the system.

The asset management plan covers a period of ten (10) years in which the plan should be updated every five (5) years.

This asset management plan was developed by McIntosh Perry in conjunction with Allan Chartered Accountants.

2.0 STATE OF EXISTING LOCAL INFRASTRUCTURE

The following summarizes the inventory of the municipality's infrastructure as well as their condition.

2.1 Roads

The condition rating procedure is based on a visual assessment of the structural integrity of each road section. The condition rating numbers are assigned on a scale of 1 to 10, with the lower numbers assigned to those roads showing the most distress, and the higher numbers to those roads with little or no distress. The actual point rating may vary from those numbers described in the rating procedure to more accurately represent the condition of the road section. The condition rating numbers provide a relative measure of the condition of all road sections, and of an appropriate treatment needed to either maintain or improve the level of service.

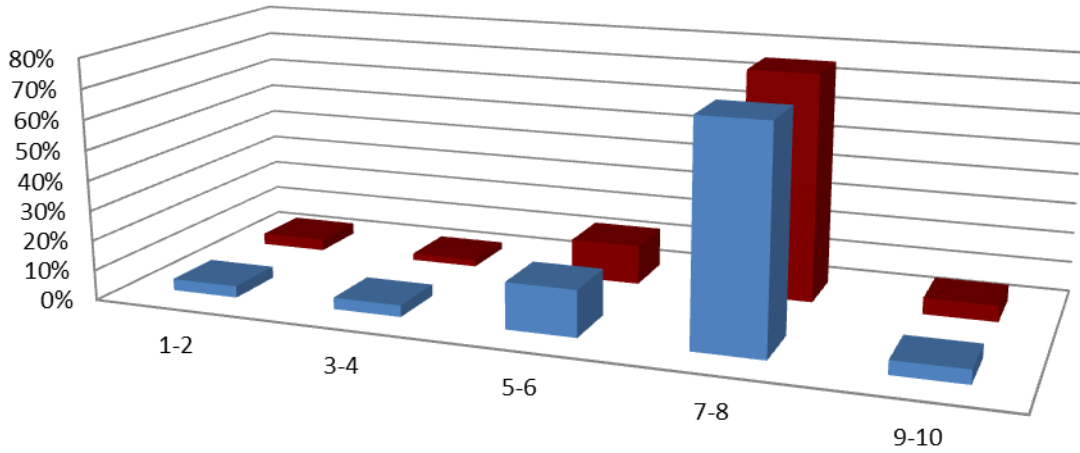
The condition ratings are described in detail in the following table. To obtain the most accurate measures of distress, the condition rating survey should be carried out during the "spring break-up period". It is important that the road superintendent be involved in this part of the road inventory.

Condition Rating	Gravel – Surface Condition	Hard Surface – Surface Condition	Ride Condition Quality
10	<ul style="list-style-type: none"> Gravel surface well shaped and maintained from shoulder rounding to shoulder rounding for entire length of section No evidence of soft spots or heaving in the spring 	<ul style="list-style-type: none"> Pavement structural condition is excellent No evidence of cracking or distortion 	Excellent
7	<ul style="list-style-type: none"> Gravel surface well shaped and maintained from shoulder rounding to shoulder rounding for most of the length of section Some evidence of localized soft spots and heaving during the spring Some loss of fines 	<ul style="list-style-type: none"> Pavement structure condition is good Some evidence of minor cracking and distortion 	Good
5	<ul style="list-style-type: none"> Gravel surface poorly shaped for half the section length Numerous spots and areas of heaving in the spring Barely sufficient gravel for grading 	<ul style="list-style-type: none"> Excessive cracking at various locations (transverse, longitudinal, alligating etc.) Surface distortion evident – some sever Surface may have been patched (hot or cold mix) 	Fair to Poor
3	<ul style="list-style-type: none"> Road base poor over most or entire length of road section Very little or no crushed gravel Numerous soft spots or frost boils 	<ul style="list-style-type: none"> Extensive cracking and distortion over most or entire length of the road section Surface patching (hot or cold mix) is required on a regular basis 	Poor

The following table details inventory and road conditions for all road sections in Drummond/North Elmsley Township:

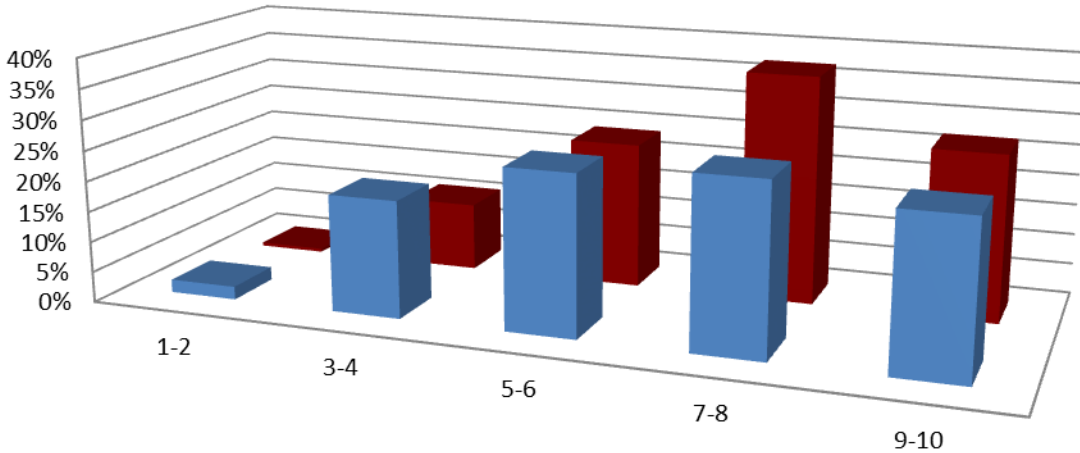
	Gravel	Hard Surface
Inventory (km)	115.60	141.61
Surface Condition Range	1-10	1-10
Ride Condition Range	1-10	1-10
Weighted Average Surface Condition	6.83	6.93
Weighted Average Ride Condition	7.46	7.58

Road Condition - Gravel Roads



	1-2	3-4	5-6	7-8	9-10
Surface Condition	4%	4%	15%	72%	5%
Ride Condition Quality	4%	2%	13%	75%	5%

Road Condition - Hard Surface Roads



	1-2	3-4	5-6	7-8	9-10
Surface Condition	2%	19%	26%	28%	25%
Ride Condition Quality	1%	11%	24%	37%	27%

A detailed review of the Municipal road network should be completed every five years as part of the efforts to update the Roads Needs Study.

2.2 Signs

Measuring Retro-Reflectivity

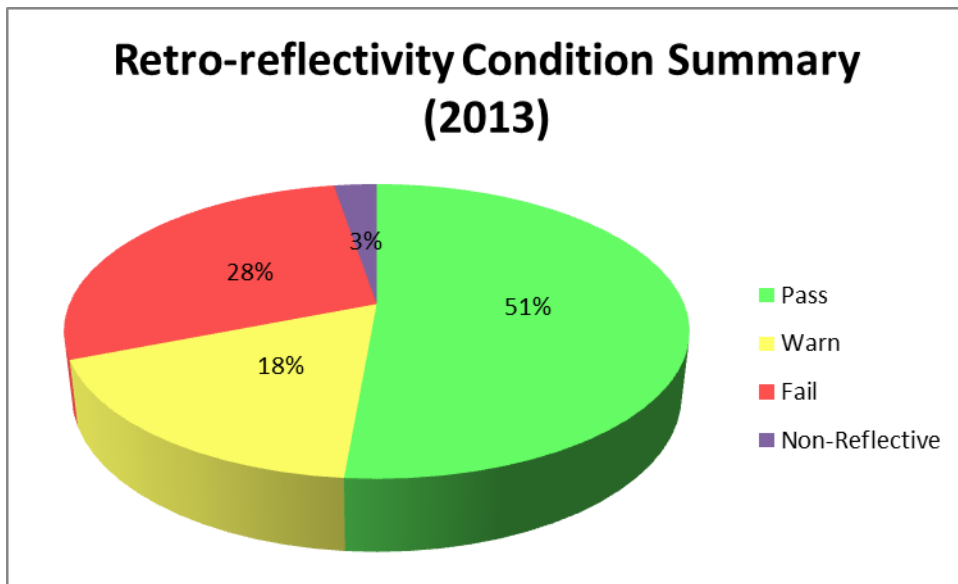
Retro-reflectivity can be simply defined as the amount of light that is bounced off a reflective surface (i.e. reflective sheeting) and returned back to the original source. To measure retro-reflectivity, a retro-reflectometer is used to capture two different observation angles simultaneously. A 0.2 observation angle represents a smaller vehicle like a car or a small van and a 0.5 degree angle represents a larger vehicle like a pick-up or a larger truck. Therefore the 0.2 degree observation angle will always yield a higher retro-reflectivity value because in a smaller vehicle you are closer to the source of the light or the cone of retro-reflectivity.

Retro-reflectivity Assessment

Currently, the Ontario Traffic Manual does not provide minimum levels of retro-reflectivity for signage as required by O.Reg 239/02. However, the United States Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) Minimum Maintained Retro-reflectivity is used by other municipalities in Ontario and are currently being considered for adoption by the Transportation Association of Canada. All signage that was inspected has been evaluated based on the MUTCD Minimum Maintained Retro-reflectivity Levels.

The following table breaks down retro-reflectivity assessments of "Pass", "Warn" and "Fail" by sign classification. For further breakdown, please see "Report on Inspection and Inventory of Road Signs and Name Blades" by Advantage Specialties, dated May 21st, 2013.

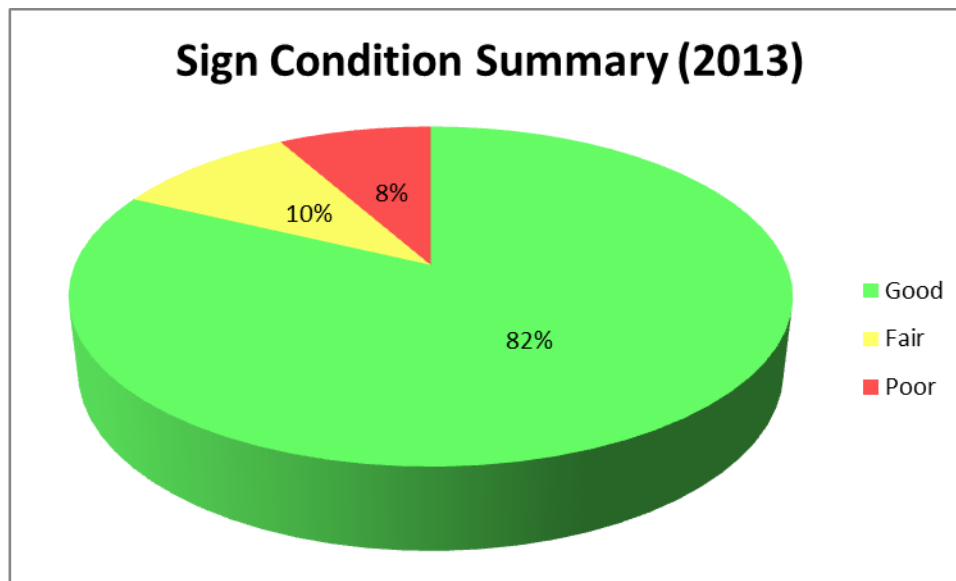
Classification	Pass	Warn	Fail	Total
Priority	138	34	39	211
Regulatory	32	18	22	72
Warning	257	92	165	514
Information	1	3	10	14
Non-Reflective	-	-	-	22
Grand Total	428	147	236	833



The 28% of signs with a retro-reflectivity rating of “Fail” must be replaced, as signs with a retro-reflectivity rating of “Warn” will eventually become a “Fail”. From this, it can be concluded that the Township will always have an approximate 79% of signs with a retro-reflectivity rating of “Pass”, 3% will remain non-reflective, and 18% that will have a rating of “Warn”. As the “Warn” ratings fall into the “Fail” category, they must be replaced and will then contribute to the “Pass” quantity.

The signs were also assessed based on the general condition of the sign and post as a unit. Signs were reviewed based on whether they were bent, chipped, cracked, faded, possessed holes, dented, scratched, peeling or dirty, and then were assessed as either “Good”, “Fair” or “Poor” in relation to these issues. The posts were reviewed based on whether they were leaning, bent, loose, rusted or rotting, and then were assessed as either “Good”, “Fair” or “Poor” in relation to these issues. The following table summarizes these results. For further information, please see “Report on Inspection and Inventory of Road Signs and Name Blades” by Advantage Specialties, dated May 21st, 2013.

Classification	Good	Fair	Poor	Total
Priority	182	13	16	211
Regulatory	50	14	8	72
Warning	420	53	41	514
Information	32	1	3	36
Grand Total	684	81	68	833



The 8% of signs with a condition rating of “Poor” must be replaced, as signs with a condition rating of “Fair” will eventually become a “Poor”. From this, it can be concluded that the Township will always have an approximate 90% of signs with a condition rating of “Good” and 10% that will have a rating of “Fair”. As the “Fair” ratings fall into the “Poor” category, they must be replaced and will then contribute to the “Good” quantity.

Based on the above results, there are 236 signs with a retro-reflectivity rating of “Fail” and 68 signs with a condition rating of “Poor”. The summation of the two is 304; however 56 signs are rated as both “Fail” and “Poor”. As such, the 56 signs were subtracted from the total to provide an accurate total of 248 that require replacement.

All signs in Drummond/North Elmsley Township should be inspected once per calendar year, with no more than 16 months between inspections, as per the Minimum Maintenance Standards for Municipal Highways. A detailed inventory of the Township’s signs can be viewed in Appendix B.

2.3 Streetlights

The streetlight inventory for Drummond/North Elmsley Township accounts for one hundred and eleven (111) 150 Watt High Pressure Sodium lights. This inventory list can be found in Appendix C.

The minimum standard for the frequency of inspecting all streetlights to check to see that they are functioning is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection.

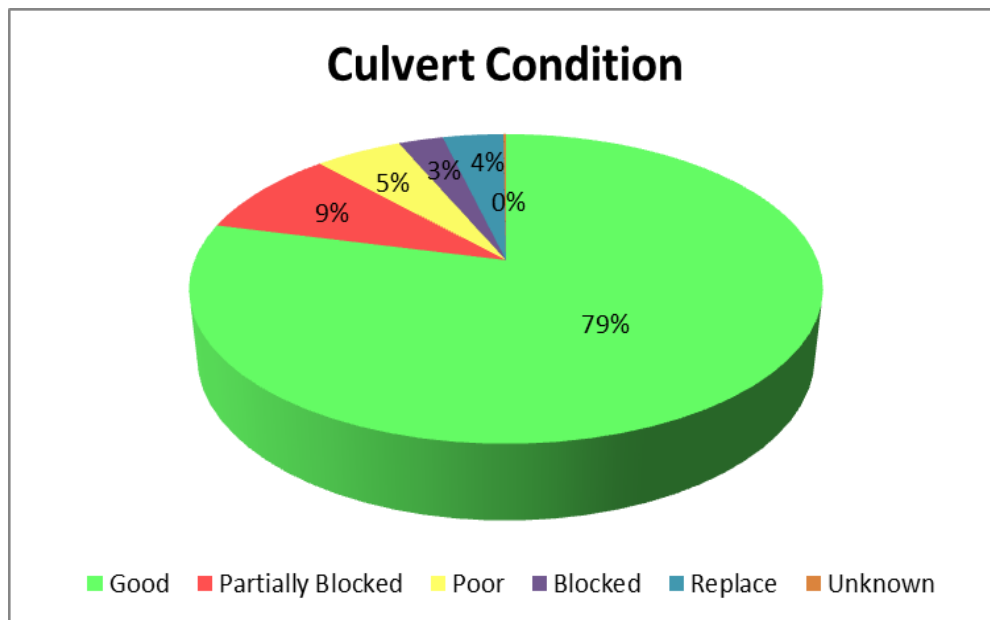
2.4 Culverts

A summary of the inventory of culverts found in Drummond/North Elmsley Township has been provided in the table below. Their condition has been detailed further thereafter. A detailed list can be found in Appendix D.

Total Number of Culverts	621
Total Length of Culverts	7199 m
Average Length of Culvert	11.6 m
Diameter Range	300mm – 3000mm (39x300mm, 207x400mm, 64x450mm, 72x500mm, 133x600mm, 15x700mm, 26x800mm, 39x900mm, 8x1000mm, 2x1100mm, 2x1200mm, 11x1500mm, 2x2000mm, 1x3000mm)

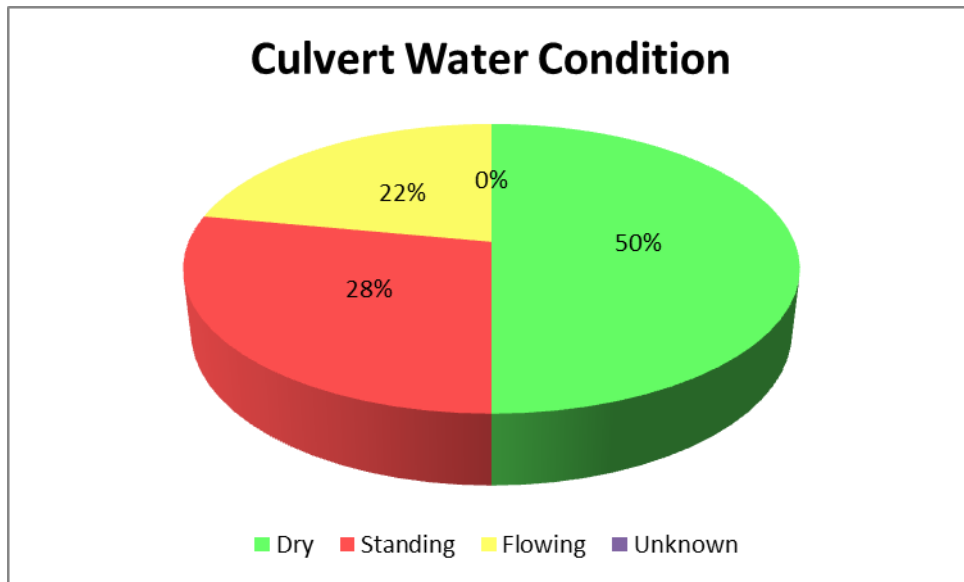
All culverts were assessed based on their general condition as well as the water condition in the culvert. The following charts and tables show this data in detail.

Condition	Number of Culverts
Good	490
Partially Blocked	57
Poor	33
Blocked	17
Replace	23
Unknown	1
Grand Total	621



The 4% of culverts with a condition rating of “Replace” and the 3% with a condition rating of “Blocked” must be maintained or replaced. From this, it can be concluded that the Township will always have approximately 86% of culverts with a condition rating of “Good” and 14% with a rating of “Partially Blocked” or “Poor”. As the “Partially Blocked” and “Poor” ratings fall into the “Blocked” and “Replace” categories, they must be maintained or replaced and will then contribute to the “Good” quantity.

Water Condition	Number of Culverts
Dry	306
Standing	176
Flowing	138
Unknown	1
Grand Total	621



The 28% of culverts with a condition rating of “Standing” must be assessed to ensure that there are no blockages and that the standing water is not causing any negative impacts to neighbouring lands. From this, it can be concluded that the Township will always have approximately 72% of culverts with a condition rating of “Dry” or “Flowing”. As the “Dry” and “Flowing” ratings fall into the “Standing” category, the culverts must be once again reviewed to assure that the standing water is not causing any negative impacts on neighbouring lands or existing infrastructure (i.e. flooding the road).

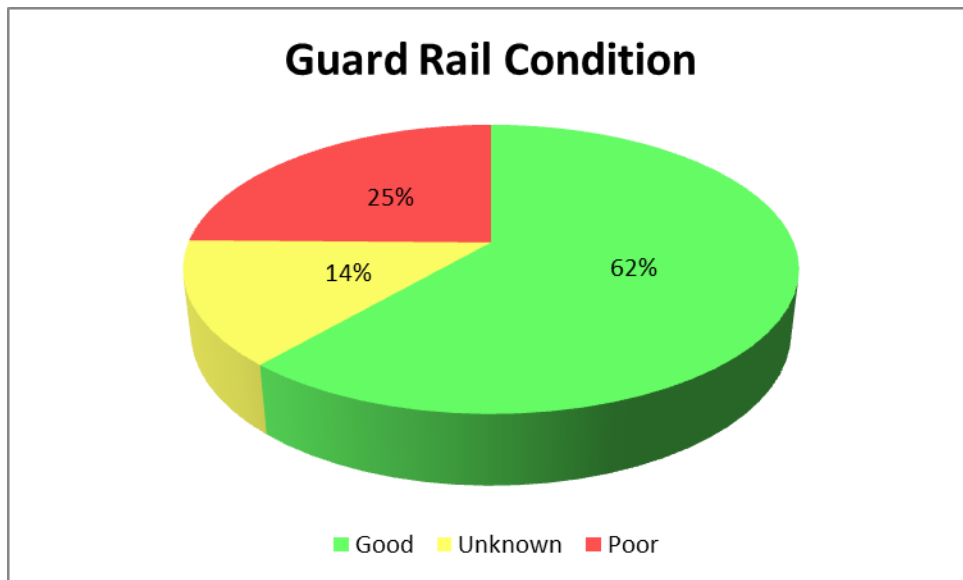
All culverts in Drummond/North Elmsley Township should be inspected every 5-years in conjunction with the update of the road condition assessments, unless a drainage issue is brought forth prior to this update.

2.5 Guard Rails

The inventory of guard rails found in the Township of Drummond/North Elmsley has been summarized in the table below. A detailed list can be found in Appendix E.

Inventory (Number of Guard Rail Sections)	14
Total Length of Guard Rails	1137 m
Range of Length of Guard Rail	42 m – 159 m
Types	Channel Steel, 3-Strand

The Township has fourteen (14) different sections of guard rails, four (4) of which are lengths of channel steel while the remainder are 3-strand.



All guard rails in the Township of Drummon/North Elmsley should be inspected during the road condition assessments, unless damage issues are brought forth. This should be done every 5-years for a Roads Needs Study. All guard rails in the Township should have a “Good” to “Fair” condition rating. Any guard rail sections that fall into the “Poor” condition rating category should be replaced as soon as possible.

2.6 Bridges

Please refer to “Drummond/North Elmsley – 2011 Bridge Inspection Report”, submitted by McIntosh Perry under separate cover. The 2013 report was not yet completed at the time of this report. The following summarizes the bridge assets possessed by Drummond/North Elmsley Township. A more detailed inventory list can be found in Appendix F.

No.	Bridge	General Condition	Span	Asphalt Riding Surface (above concrete riding slab)
15-079	7 th Concession Drummond	Good	Twin 3.3m diameter CSP	7.0m
15-080	Ebbs Side Road	Excellent	7.3m	7.2m
15-081	McIntyre Creek Bridge	Good	8.0m	8.0m
15-106	Porter's Road	Fair	9.0m	5.6m
15-107	Armstrong Road	Fair-Poor	9.1m	6.2m
15-108	Buttermilk Hill Road	Fair	8.5m	7.5m
15-110	Poonamalie Road	Good	10.9m	8.2m
15-150	7 th Concession of Drummond	Good	6.0m	6.0m
C15-A01	Tennyson Road	Good	3.0m	7.0m
C15-A02	Tennyson Road	Good	3.0m	7.0m
C15-A04	Glenview Road	Good	3.1m	5.8m
C15-A05	Moores Road	Good	4.6m	7.0m
C15-A06	7 th Concession of Drummond	Excellent	3.0m	7.0m
C15-A07	8 th Concession of Drummond	Good-Fair	3.9m	7.0m
C15-A08	Maple Lane Road	Good-Fair	3.4m	7.0m

2.7 Equipment

The municipality's equipment was inventoried and recommended replacement years were provided by the Public Works Superintendent. For a detailed breakdown of spending for equipment, refer to Appendix G. A summary of the equipment inventory can be found below.

2.7.1 Transportation Equipment

LARGE TRUCKS	REPLACEMENT YEAR
1992 International Sander/Plow Truck Spare Plow/Water	2006
2000 International Sander/Plow Truck	2014
2006 International 7600 Tandem Plow Truck	2021
2008 International 7600 Tandem Plow Truck	2023
2011 International 7600 Tandem Plow Truck	2026

SMALL TRUCKS	REPLACEMENT YEAR
2002 Ford Cube Van	2016
2002 Ford F250 4X4 Pick-Up Truck	2015
2006 Chevrolet 3/4 ton 4X4 Pick-Up Truck	2017
2007 Chev Ext Cab 4X4 Pick-Up Truck	2017
2008 Chevrolet 1/2 ton 4X4 Pick-Up Truck	2018

HEAVY EQUIPMENT	REPLACEMENT YEAR
Champion Grader (1990)	2015
Volvo G740 Grader (2002)	2027
Case loader/Backhoe/Extendahoe (1999)	2019
Dresser Rubber Tire Loader (1988)	2008
Kubota 4 Wheel Drive Tractor	2027

ACCESSORY EQUIPMENT	REPLACEMENT YEAR
Kubota Diesel Chipper	2018
Water Tank (Black)	2013
Water Tank (Stainless Steel)	2033
2nd-Water Tank With Pump	2014
Handi-Hitch Contour Packer	2043
Rock Drill Compressor	2033

OTHER	REPLACEMENT YEAR
35 KW Generator	2030
Brush Cutting unit	2030

2.7.2 Environmental Equipment

LARGE TRUCKS	REPLACEMENT YEAR
1990 Rear Packer Garbage Truck (used)	2020
1996 Ford Tandem Sander/Plow Truck Waste Site	2016

HEAVY EQUIPMENT	REPLACEMENT YEAR
Liebherr Litronic Crawler Loader (1999)	2019
Dynapac waste compactor (1980)	2005

OTHER	REPLACEMENT YEAR
Weigh Scales	2028

All vehicles in Drummond/North Elmsley Township should be inspected annually, prior to developing the Municipal Public Works Budget to ensure that sufficient funding is available to maintain the fleet.

3.0 DESIRED LEVELS OF SERVICE

3.1 Roads

The desired levels of service for roads are based primarily on the Minimum Maintenance Standards for Municipal Highways. The following provides a summary of the applicable exerts. The optimum overall condition rating for Low Class Bituminous (LCB or surface treatment) roads based on available pavement preservation treatments and lifecycle analysis is between 5.9 and 6.4. Similarly, for High Class Bituminous (HCB or asphalt) the optimum condition rating is between 6.7 and 7.1. Based on the foregoing, for hard surface roads, a blended average condition rating should be between 6.3 and 6.75. A rating below the above mentioned ranges is an indication that the hard surfaced roads are underfunded.

It is recommended that Drummond/North Elmsley Township have a Roads Needs Study completed in order to prepare a detailed plan based on condition ratings, life cycles etc. A Roads Needs Study would assess how much the Township should be spending to improve their existing infrastructure. A reserve of approximately \$20,000 should be set aside for this study. Please note that the proposed road works shown in Appendix A are as per the Public Works Visioning Session by Drummond/North Elmsley Township February 15th, 2013. The overall weighted average condition rating will continue deteriorate over the ten year period with the proposed improvements. In spending the proposed average of \$486,500 per year, the overall average weighted condition rating will fall from 6.88 to 5.73 by 2023. A spreadsheet detailing condition rating forecasts can be found in Appendix K. A detailed Roads Needs Study would assess the financial requirements necessary to improve condition ratings of existing infrastructure. Based on approximate rehabilitation and reconstruction costs, along with applicable lifecycles, it can be approximated that \$9,655 per kilometer of hard surface roads per year should be spent. This will maintain a condition rating of 6.0.

The Township is also budgeting for maintenance items including guard rail repairs, mowing, ditching, asphalt patching, crack sealing, dust suppressant, and gravel. These items total approximately \$279,500 per year. A few of these maintenance items such as asphalt patching and crack sealing would help extend the life of the road and improve the condition rating accordingly. A full Roads Needs Study would compute how much these maintenance efforts would improve the overall average weighted condition rating.

The following table presents the priorities in the proposed ten year plan for capital road improvement projects.

Ten Year Plan Priorities

ROAD NAME	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
West Shore Drive	X									
Drummond School Road		X								
Miller's Road			X							
7 th Concession (E.Hwy 7)			X							
Coutts Bay Road				X						
Wayside Drive					X					
Poonamalie Road						X				
Dufferin Street							X			
Richmond's Road								X		
Burns Road									X	X

Road Classification

Average Annual Daily Traffic (AADT)	Posted or Statutory Speed Limit (km/hr)						
	91-100	81-90	71-80	61-70	51-60	41-50	1-40
15,000 or more	1	1	1	2	2	2	2
12,000 - 14,999	1	1	1	2	2	3	3
10,000 - 11,999	1	1	2	2	3	3	3
8,000 - 9,999	1	1	2	3	3	3	3
6,000 - 7,999	1	2	2	3	3	3	3
5,000 - 5,999	1	2	2	3	3	3	3
4,000 - 4,999	1	2	3	3	3	3	4
3,000 - 3,999	1	2	3	3	3	4	4
2,000 - 2,999	1	2	3	3	4	4	4
1,000 - 1,999	1	3	3	3	4	4	5
500 - 999	1	3	4	4	4	4	5
200 - 499	1	3	4	4	5	5	5
50 - 199	1	3	4	5	5	5	5
0 - 49	1	3	6	6	6	6	6

Potholes

Table 1: Potholes on Paved Surface of Roadways

Class of Highway	Surface Area	Depth	Time
4	1000 cm ²	8 cm	14 days
5	1000 cm ²	8 cm	30 days

Table 2: Potholes on Non-Paved Surface of Roadway

Class of Highway	Surface Area	Depth	Time
4	1500 cm ²	10 cm	14 days
5	1500 cm ²	12 cm	30 days

Table 3: Potholes on Paved or Non-Paved Surface of Shoulder

Class of Highway	Surface Area	Depth	Time
4	1500 cm ²	10 cm	30 days
5	1500 cm ²	12 cm	60 days

3.2 Signs

The desired levels of service for signs are based primarily on the Minimum Maintenance Standards for Municipal Highways. The following provides a summary of the applicable exerts. The minimum standard for the frequency of inspecting signs to check to see that they meet the retro-reflectivity requirements of the Ontario Traffic Manual is once per calendar year, with each inspection taking place not more than sixteen months from the previous inspection. If any sign is illegible, improperly oriented, obscured or missing, the minimum standard is to deploy resources as soon as practicable after becoming aware of the fact to repair or replace the sign.

3.3 Streetlights

The desired levels of service for streetlights are based primarily on the Minimum Maintenance Standards for Municipal Highways (Section 10 – Luminaires). The following section details the applicable exerts.

The minimum standard for the frequency of inspecting all streetlights to check to see that they are functioning is once per calendar year, with each inspection taking place not more than 16 months from the previous inspection. If three or more consecutive lights on a highway, or 30% or more, are not functioning, the minimum standard is to repair the luminaires within the time set out in the table below.

Class of Highway	Time
1	7 days
2	7 days
3	14 days
4	14 days
5	14 days

If all of the lights on consecutive poles are not functioning, the minimum standard is to deploy resources as soon as practicable after becoming aware of the fact to repair them.

3.4 Culverts

The desired levels of service for culverts are based primarily on the Ontario Structure Inspection Manual (OSIM). The manual contains tables for inspectors to follow in rating substructures and superstructures. Section 5 – Suspected Performance Deficiencies (Pages 2-40 to 2-44), describes a list of possible deficiencies and corresponding follow-up actions. Section 8 – Examples, Page 2-77 to 2-78, gives descriptions including photos of a condition rating of “Poor” or “Good” for different types of culverts.

3.5 Guard Rails

The desired levels of service for guard rails are based primarily on the Ontario Structure Inspection Manual (OSIM).

3.6 Bridges

The desired levels of service for bridges are based primarily on the Ontario Structure Inspection Manual (OSIM). This manual contains material condition state tables (Section 4 – Material Condition State Tables – Pages 2-28 to 2-39 inclusively) which provide criteria to give a rating of either “Good”, “Fair” or “Poor” to the following: asphalt wearing surface, bearings, coatings, concrete, drainage system, embankments, expansion joints, masonry construction, signs, slope protection, soils, steel, streams and waterways, and wood. Section 5 – Suspected Performance Deficiencies (Pages 2-40 to 2-44), describes a list of possible deficiencies and corresponding follow-up actions. Section 6 – Maintenance Needs (Page 2-45), provides a list of 16 maintenance needs and descriptions for bridges upon visual inspection. Visual inspections biennially will provide the Township with detailed recommendations. For these recommendations please refer to the most recent Bridge Inspection Report submitted by McIntosh Perry under separate cover.

This manual also describes the defects that are typically found in concrete, steel, wood, masonry, aluminum, asphalt pavements and coatings. Each defect is described and the causes that produce it are identified. Severity levels, wherever possible, are established. Protective measures are discussed with respect to performance defects in streams and waterways. These defects are based upon the ability of the structure opened to accommodate the stream flow, frequency of flooding, and material defects of the stream. Other detailed sections of this manual include: embankments and slope protections, substructures, bearings, joints, superstructures, deck components, railing systems, coatings, signs, utilities, and live loads. For further information on any of the above, please see the Ontario Structure Inspection Manual (OSIM).

3.7 Equipment

Replacement of vehicles and equipment should be based on maintenance costs and the number of hours used or in the case of half-ton trucks, the mileage. Generally speaking, municipal equipment can be replaced based on the following schedule:

Graders	every 15 years
Single Axle and Tandem Trucks	every 10 years
Loader/Backhoe	every 10 years
Half-Ton Trucks	every 7 years

Upon use, a visual vehicle inspection report should be completed to assess the condition of the vehicle. This will be a daily exercise for equipment that is used often, and should be done periodically for seasonal equipment.

4.0 ASSET MANAGEMENT STRATEGY

The following sections of this report summarize the overall asset management strategy for each municipal asset. These strategies have been prepared with reference to the Ministry of Infrastructure’s *Building Together: Guide for Municipal Asset management Plans* as well as reference to reports previously prepared for the municipality.

ASSET	ROADS
Inventory	Approximately 260km of gravel and hard surface roadways
Anticipated Asset Life Cycle	Asphalt (HCB) roads will need to be resurfaced within 15 years and if not resurfaced, then reconstructed in 30 years. Note that one cannot perpetually resurface and at some point the road must be reconstructed. Surface treated (LCB) roads have an assumed life expectancy of approximately 15 years before reconstruction is required. For gravel roads it is assumed that the condition of the road will be maintained with regular gravel resurfacing.
Integrated	The roads are integrated with buried assets in some locations, such as hydro or telephone
Rehabilitation and Replacement Criteria	All roads have been given a condition rating (CR) between 3 and 10. The threshold point for rehabilitation or reconstruction are as follows: <ul style="list-style-type: none"> • Rehabilitation = 5.0 • Reconstruction = 3.0
Rehabilitation and Replacement Strategies	Rehabilitation and replacement strategies are based on road surface type and condition rating. Rehabilitation of existing paved roads should take priority over updating gravel roads. <p>Gravel road maintenance will include:</p> <ul style="list-style-type: none"> • Shoulder reclamation program (5 year cycle) • Continue to install quarry sourced Granular ‘A’ (black rock) • Contributing \$20,000 per year towards drainage improvements • Use of tow-behind packers on graders • Continue dust suppressant program <p>Paved road maintenance will include:</p> <ul style="list-style-type: none"> • Up-keep patching and crack sealing program • Increase shoulder maintenance – patching and grading • Maintain single-coat surface treatment program

	<p>General road maintenance efforts will include:</p> <ul style="list-style-type: none"> • Increase in annual ditching cleanout and brushing • Culvert and guardrail replacement program • Mowing and ditching
Life Cycle Consequences	Underfunding rehabilitation results in more roads condition ratings falling below the ideal average (6.3-6.75), resulting in a severe increase in construction costs.
Integrated Asset Priorities	The integration of utility projects with road improvement projects occurs between the Township and external utility companies.
Previous Report on Subject	N/A
Estimated Cost per Year for Strategy Described	Approximately \$486,500 per year based on the Drummond/North Elmsley Public Works Visioning Session (February 15 th , 2013).
Other Information or Reference Materials	Minimum Maintenance Standards for Municipal Highways Drummond/North Elmsley Public Works Visioning Session (February 15 th , 2013)

ASSET	SIGNS
Inventory	Total of 833 signs
Anticipated Asset Life Cycle	Approximately 15 years or on average 7% of signs replaced per year.
Integrated	N/A
Rehabilitation and Replacement Criteria	All signs have been given rating based on retro-reflectivity of either “Pass”, “Warn” or “Fail” and a general condition rating of “Good”, “Fair” or “Poor”. Ideally all signs would have a retro-reflectivity rating of “Pass” and a condition rating of “Good”, however depending on the AADT and posted speed limit on the road, signs will deteriorate at a different rate.
Rehabilitation and Replacement Strategies	Rehabilitation and replacement strategies are based on retro-reflectivity and condition rating. Signs must be replaced when retro-reflectivity rating is “Fail” and/or the condition rating is “Poor”. All signs with a retro-reflectivity rating of “Fail” and/or a condition rating of “Poor” will be replaced within the next 2 to 3 years.
Life Cycle Consequences	Underfunding results in an increase in signs falling into the “Fail” and “Poor” categories, resulting in an increased risk of drivers failing to see sign and therefore greater potential for accidents.
Integrated Asset Priorities	N/A
Previous Report on Subject	Report on Inspection of Regulatory and Warning Signage (May 21 st , 2013)
Estimated Cost per Year for Strategy Described	The first 2 to 3 years will have a higher annual cost of approximately \$16,500 (based on 3 years to replace the 248 signs). After catching up to the signs that require replacement, based on a 15 year life cycle and \$200 per sign, approximately \$11,000 per year should be spent on sign replacement and rehabilitation.
Other Information or Reference Materials	Report on Inspection of Regulatory and Warning Signage (May 21 st , 2013) Minimum Maintenance Standards for Municipal Highways

ASSET	STREETLIGHTS
Inventory	111 High Pressure Sodium Streetlights
Anticipated Asset Life Cycle	35 Years
Integrated	Some of the streetlights will be integrated with utilities such as hydro.
Rehabilitation and Replacement Criteria	All lights should be in working condition to provide safety for walking and driving purposes.
Rehabilitation and Replacement Strategies	Replace lights that are not functioning in a timely manner.
Life Cycle Consequences	Underfunding street lighting presents a major safety concern for the Public.
Integrated Asset Priorities	The integration of utility projects with road improvement projects occurs between the Township and external utility companies.
Previous Report on Subject	N/A
Estimated Cost per Year for Strategy Described	Approximately \$2,461 per year , based on assumptions including 96% of the streetlights are on hydro poles (\$600 to replace) and 4% are on standalone light standard poles (\$5,000 to replace)
Other Information or Reference Materials	Drummond/North Elmsley Township GIS

ASSET	CULVERTS
Inventory	621 (various sizes, ranging from 300mm – 3000mm diameter)
Anticipated Asset Life Cycle	35 Years
Integrated	The culverts are integrated with roads and associated drainage works.
Rehabilitation and Replacement Criteria	All culverts have been given rating based on a condition of either “Good”, “Partially Blocked”, “Blocked”, “Poor” or “Replace” and a water condition rating of “Dry”, “Flowing” or “Standing”. Ideally all culverts would have a condition rating of “Good” with a water condition rating of “Dry” or “Flowing”.
Rehabilitation and Replacement Strategies	All culverts with a condition rating of “Replace” will be replaced within the next 2 to 3 years. Culverts with a condition rating of “Partially Blocked” or “Blocked”, or a water condition rating of “Standing”, will be cleaned out in the next 1 to 2 years.
Life Cycle Consequences	Underfunding rehabilitation results in an increase in failing culverts, possibly creating flooding and other drainage issues.
Integrated Asset Priorities	Culvert improvements and replacements can take place during road rehabilitation or replacement projects.
Previous Report on Subject	N/A
Estimated Cost per Year for Strategy Described	The first 2 to 3 years will have an annual cost of \$18,000 (based on 3 years to replace culverts with a condition rating of “Replace”). After catching up to the culverts that require replacement approximately \$53,500 per year should be spent on culvert rehabilitation and replacement. It is estimated that approximately \$30,000 worth of culverts will be replaced as part of capital projects. The remaining \$23,500 per year budgeted as part of the culvert replacement program.
Other Information or Reference Materials	Drummond/North Elmsley Township GIS

ASSET	GUARD RAILS
Inventory	14 (1137m total)
Anticipated Asset Life Cycle	30 Years
Integrated	N/A
Rehabilitation and Replacement Criteria	All guard rails have been given a condition rating of “Good” or “Poor”. Once the condition rating becomes “Poor” they either need to be repaired or replaced.
Rehabilitation and Replacement Strategies	Rehabilitation and replacement strategies are based on condition rating.
Life Cycle Consequences	Underfunding rehabilitation results in more roads condition ratings falling below the ideal average (6.3-6.75), resulting in a severe increase in construction costs.
Integrated Asset Priorities	N/A
Previous Report on Subject	N/A
Estimated Cost per Year for Strategy Described	Approximately \$4,250 per year should be spent on guard rail rehabilitation and replacement.
Other Information or Reference Materials	Drummond/North Elmsley Township GIS

ASSET	BRIDGES
Inventory	15 Bridges
Anticipated Asset Life Cycle	75 Years
Integrated	The bridges are integrated with the Township’s road network
Rehabilitation and Replacement Criteria	All bridges have been given a condition rating of “Excellent”, “Good”, “Fair”, or “Poor”, based on the Ontario Structure Inspection Manual (OSIM) during biennial inspections. The bridge inspection report provides recommendations based on maintenance needs also outlines in OSIM, and gives a timeline within which the work should be completed.
Rehabilitation and Replacement Strategies	Rehabilitation and replacement strategies are based on bridge rating and the provided recommendations. Recommendations for bridges can be found in the most recent Bridge Inspections Report (currently 2011) submitted by McIntosh Perry under separate cover. A 2013 Report is to be completed before year end and will be submitted under separate cover.
Life Cycle Consequences	Underfunding rehabilitation results in increasing severity of deficiencies, therefore resulting in a severe increase in construction costs.
Integrated Asset Priorities	The integration of bridge/culvert projects with road improvement projects can occur, but does not necessarily have to.
Previous Report on Subject	Drummond/North Elmsley Township – 2011 Bridge Inspection Report
Estimated Cost per Year for Strategy Described	Approximately \$21,125 per year based on the Drummond/North Elmsley Public Works Visioning Session (February 15 th , 2013). Note that this is to be verified in 2013 OSIM Reports.
Other Information or Reference Materials	Drummond/North Elmsley Township – 2011 Bridge Inspection Report Drummond/North Elmsley Public Works Visioning Session (February 15 th , 2013) Ontario Structure Inspection Manual (OSIM)

ASSET	EQUIPMENT
Inventory	30
Anticipated Asset Life Cycle	Ranges from 7-30 years
Integrated	N/A
Rehabilitation and Replacement Criteria	All equipment has been assigned a replacement year based on typical life cycle and use/mileage etc. Each vehicle should be replaced within its or at its life cycle year.
Rehabilitation and Replacement Strategies	Repair and replacement strategies are based on the year of the vehicle and its associated anticipated replacement year. A detailed list with associated cost per year to plan ahead for these replacements can be found in the Roads Needs Study 2013 submitted by McIntosh Perry under separate cover.
Life Cycle Consequences	If maintenance and replacement is not timely, then operation and maintenance of vehicles increases therefore reducing funding for capital projects. Minimum maintenance standards can also be affected with vehicles unavailable to do maintenance due to breakdowns.
Integrated Asset Priorities	N/A
Previous Report on Subject	N/A
Estimated Cost per Year for Strategy Described	Approximately \$184,100 per year based on the Drummond/North Elmsley Public Works Visioning Session (February 15 th , 2013).
Other Information or Reference Materials	Drummond/North Elmsley Public Works Visioning Session (February 15 th , 2013)

5.0 FINANCING STRATEGY

5.1 Road Infrastructure

5.1.1 *Economic Environment*

Historically, road infrastructure has been funded from taxation and government grants. Increased obligations for services, such as policing, have stretched the demands for the tax dollar. The municipal tax levy has increased from \$2.66 million in 2009 to \$3.33 million in 2013, an increase of 25% over a four year period. Growth related assessment for the four year period was 6.4%. For the same period households have increased from 3429 to 3564, an increase of 4%. One would conclude the levy increase was primarily for rising costs for service responsibilities.

In 2013 property taxes on an average household (assessment 217,000) are \$2,375. The Ministry of Finance OMPF information (based on Statistics Canada) indicates the median household income as \$71,817 compared to the Ontario median income of \$73,290. Estimating after tax income of \$61,000 would have property taxes as 3.9% of median household income.

Affordability of tax increases is a concern in the Township of Drummond/North Elmsley.

In recent years, a sustainable source of infrastructure funding has been the Federal Gas Tax Grant. The funding has allowed the continual improvement of the road infrastructure. The Federal government has committed to the continuation of the funding, however the annual amount is expected to decrease as it is tied to population growth and Ontario will be receiving a lower proportion of funds. As the new funding agreement is not known, the financing projections have maintained the gas funding at the current amount.

5.1.2 *Regulatory Environment/Financial Flexibility*

The Province has established core services for which municipalities are responsible as well as regulatory requirements for service standards. The downloaded responsibilities comprise a significant proportion of the Municipal budget. Two significant areas are policing and roads.

Policing services are a Municipal responsibility, as are the minimum standards of levels of service. The original download included a Provincial funding format that protected the Municipal tax base from increasing costs. However, with the reduction in Ontario Municipal Partnership Fund (OMPF) and the increasing costs of the contracted service, the net impact over four years is \$130,000. Policing costs have increased from \$671,000 in 2009 to \$775,000 in 2013; an increase of 15% over 4 years. The ability to reduce the level of service is limited and thereby reduces the financial flexibility available to the Township.

For roads, the Province establishes Minimum Maintenance Standards. As a “best practices” approach the Township has undertaken a condition rating assessment study. One of the recommendations within this Asset Management Plan is a Roads Needs Study. The major benefits of a Roads Needs Study include:

Systematic Approach

- Roads prioritized based on needs
- Limited resources allocated to cost-effective projects
- Council can justify why a road was or was not selected for improvements

Long Term Strategy

- Tax dollars will be spent strategically
- Government grant availability may be optimized
- Ten year plan spans between terms of Council

Benchmark

- Ability to project future adequacy of the road system
- Comparability to other municipalities
- Justification for tax increase and/or shifting priorities to address spending shortfalls

Clearly, this plan is the foundation step for moving forward with forecasts for the replacement and rehabilitation activities associated with road infrastructure in the Township.

5.1.3 Financial Plan

The attached financial models (Appendix H & I, Table 1 and 2) explore a long range plan for maintaining the most cost effective approach for delivering services at acceptable levels, assuming the lowest risk possible. A proactive approach including condition assessment studies will provide meaningful management information for decision making. In this manner, repair and replacement work can be assessed and completed on a timely basis to avoid the possibility of system failure.

Table 2 sets out the capital expenditures over a ten year period. The information is based on capital expenditures referenced in the Public Works Visioning Session (February 2013) and Section 4.0 of the report. Table 1, the Financial Plan, includes the capital expenditures identified in Table 2 and the funding sources available. Funding sources include funds from reserves, development charges, proceeds of long term debt and government grants. As long term debt creates an obligation on future revenues, the repayment of long term debt is considered a commitment of future resources. The annual funding shortfall is calculated as the difference between required expenditures and the available sources of funding.

The continuity of reserves included in Table 1 is included to add clarification to funding sources available. The financial plan includes funds allocated for capital projects to accumulate within the reserve and as funds are required for capital expenditures and debt repayment they are withdrawn from the reserve.

5.1.4 Assumptions

The assumptions, both general and specific, for the financial models are included in the following table:

Risk Factors	Considerations
Interest Rate	Debt repayment on existing debt is based on the fixed rate associated with the debt. Annual updates to this plan, which is a “living” document, would include a review of the borrowing rates. Interest on reserves has been calculated at 2% (prime less 1%)
Inflation	No inflation factor has been included in the model for Years 2014-2015 as costs are broad estimates and could be incurred within as short a time frame as 2 years. For midrange expenditures (3-10 year period), inflation has been estimated at 2% per year based on simple interest. The risk for inflation estimates increases in longer term projections.
Discounting to Present Value	<p>The future value of replacement costs are calculated at 2% compounding inflation rate. The risk in the inflation estimate is the potential for increased service standards and the inflation indices for construction outpacing standard inflation.</p> <p>To determine the present value investment of funds required interest rates are estimated at 2%.</p>
Allocation to Reserves	<p>The annual allocation to reserves is based on an estimate of historical spending. Annual increases are an estimate of inflation and growth.</p> <p>Interest income is allocated to reserves based on the opening reserve balance.</p>
Capitalization Threshold	Generally, preventative maintenance activities are not considered capital and are not included in the long term capital plan. However, due to the traditional inclusion of gravel as a capital expenditure it is included in the capital plan
Disposals	Disposals do not provide for any significant source of funding as the equipment would be obsolete at the time of replacement. The costs to remove infrastructure are included in the reconstruction costs.

5.1.5 *Funding Requirements*

The current spending on road infrastructure will result in a decline in the overall average road condition rating. To preserve the existing infrastructure, the Township has committed a regular investment towards preventative maintenance of \$326,200. Preventative maintenance includes culvert replacement, traffic sign replacement, streetlight replacement, roadside brushing and ditching, asphalt repair, crack sealing and for gravel roads calcium and dust layer as well gravel replacement. Historical costs are set out in Table 3 (Appendix J). To optimize the desired levels of service, it is recommended the Township consider a Roads Needs Study in addition to the road condition ratings study. As the intent of the asset management plan is to be a “living” document, the results of the assessment report could impact the annual review.

5.2 **Sources of Funding**

5.2.1 *Taxation*

To maintain the road rating at an optimum rating would create an annual funding shortfall of approximately \$1.2 million per year. A 1% tax rate increase raises \$33,300. This would equate to a 30% tax increase. A fully funded financial strategy to address the backlog of road renewal remains beyond the socially and political acceptable financial capacity of the current property tax system.

5.2.2 *Development Charges*

The Township has a residential development charge that provides funds for growth related projects for roads and road equipment. The initial study was completed in 1999 and is updated every five years. Growth related projects are identified in each study and funds are utilized as projects are undertaken.

5.2.3 *Debt Strategy*

The Township has leveraged capital expenditures with debt financing to maximize Federal and Provincial grant opportunities. The debt repayment strategy is aggressive. However, as the debt is eliminated the funds are reinvested in future infrastructure rehabilitation.

5.2.4 *Government Grants*

The costs to maintain the road system cannot be sustained solely on taxation. The institution of the Federal Gas Tax Funding has provided the Township with a sustainable source of infrastructure fund. The Township will need to rely on government infrastructure funding to maintain the road system. The financial model illustrates the potential shortfall and the necessity for the prioritization of projects to optimize infrastructure funding as it becomes available.

5.2.5 Partnerships

Partnership opportunities within road services are limited. The Township participates in boundary road agreements and winter control agreements. Within other service delivery areas the Township is fully committed to partnerships. Agreements include:

- recreation facility cost sharing agreement with the Town of Perth
- joint library board with the Town of Perth and Tay Valley Township
- joint fire board with Tay Valley Township

6.0 CONCLUSIONS AND RECOMMENDATIONS

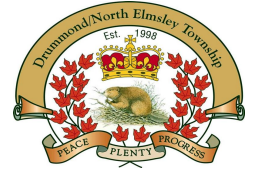
Based on the information presented in this report, we recommend that Drummond/North Elmsley Township focus on rehabilitation and ongoing maintenance efforts, opposed to replacement and reconstruction projects. Maintaining a policy for reviewing and maintaining assets on a scheduled basis will enable the Township to plan ahead for long term expenses.

It is imperative the Township be ready to move forward with specific detailed project requirements in order to satisfy the terms and conditions of possible funding opportunities.

This asset management plan is a foundation block for the implementation of an ongoing strategy to address emerging municipal infrastructure needs. Productive discussion regarding permanent funding solutions will be enhanced by the continued review and updating of the current model.

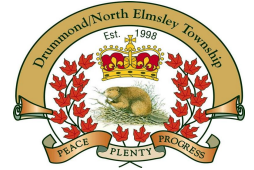
APPENDIX A ROAD INVENTORY

ROADS



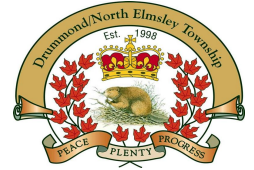
No.	Road Name	From	To	Length (km)	Surface Material	Surface Condition 2013	Road Ridability 2013
231	Bear Island Rd	Dr'd Conc. 5B	Dead End PIN 100	1.3	Gravel	1	1
207	Bay St	Wellington St.	Dead End	0.17	Gravel	2	2
229	Dr'd Conc. 5B	PIN 477	Bear Island Rd.	0.8	Gravel	2	2
159	Thompson Sd Rd	Dr'd Conc. 7	PIN 276	0.8	Gravel	2	2
133	Tullis Lane	Highway 511	Dead End	0.2	Gravel	2	2
102	Dr'd Conc. 5B	Hwy # 7	Leachs Rd	0.33	Gravel	3	4
104	Dr'd Conc. 5B	Leachs Rd	Richmonds Rd	1.09	Gravel	3	4
336	Irwin Street	County Rd 43	Dead End	0.13	Gravel	4	5
314	Barr Place	McLaren Dr	Dead End	0.23	Gravel	4	6
343	Stone Rd	County Rd 43	Dead End	0.17	Gravel	4	8
153	Prospect St	Ferguson's Falls Rd	Dead End	0.13	Gravel	5	5
234	The Old Rd	Dr'd Conc. 4D	Code Rd	0.84	Gravel	5	5
320	Karen Lane	Bernice Cres	Dead End	0.29	Gravel	5	6
227	Shail Rd	Tennyson Rd	Dead End	0.32	Gravel	5	6
236	Dr'd Conc. 4D	Code Rd	The Old Road	0.6	Gravel	5	7
220	Dr'd Conc. 9A	Hwy #7	Hoops Side Rd	1.32	Gravel	5	8
222	Gardiner Rd	Hoops Side Rd	Hwy # 7	1.22	Gravel	6	4
140	Widermaier Rd	Dr'd Conc. 8B	Dr'd Conc. 7	2.15	Gravel	6	5
TM	Carroll Rd	McGuire Rd	Buttermilk Hill Rd	0.43	Gravel	6	6
TM	Carroll Rd	McLaughlin Rd	McGuire Rd	1.42	Gravel	6	6
236	Dr'd Conc. 4D	The Old Road	Tennyson Rd	1.11	Gravel	6	6
138	Houston Rd	Dr'd Conc. 9A	Dr'd Conc. 8B	1.33	Gravel	6	6
304	Rosemac Dr	County Rd 1	Dead End	0.26	Gravel	6	6
203	Westshore Dr	McCreary' Beach Rd	End of Road	0.15	Gravel	6	6
139	Dr'd Conc. 8B	Houston Rd	Widermaier Rd	0.81	Gravel	6	7
337	Evans Rd	County Rd 43	Dead End	0.35	Gravel	6	8

ROADS



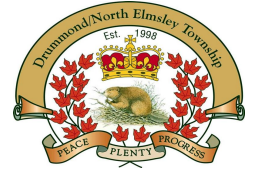
No.	Road Name	From	To	Length (km)	Surface Material	Surface Condition 2013	Road Ridability 2013
340	Foster Side Rd	County Rd 43	Dead End	0.81	Gravel	6	8
309	Mile Point Rd	McLaren Rd	Ken Don Lane	0.05	Gravel	6	8
309	Mile Point Rd	Ken Don Lane	Thompson Drive	0.16	Gravel	6	8
310	Thompson Dr	Mile Point Rd	Healey Dr	0.3	Gravel	6	8
152	Mill St	Ferguson's Falls Rd	Dead End	0.13	Gravel	7	6
412	Buttermilk Hill Rd	Glenview Rd	Carroll Rd	1.59	Gravel	7	7
BT	Day Rd	McLenaghan Rd	Dead End	1.54	Gravel	7	7
BT	Day Rd	County Rd 10	McLenaghan Rd	0.23	Gravel	7	7
236	Dr'd Conc. 4D	Tennyson Rd	Dead End	0.95	Gravel	7	7
142	Dr'd Conc. 8B	Ebbs Side Road	Armstrong Sd Rd	0.7	Gravel	7	7
142	Dr'd Conc. 8B	Armstrong Sd Rd	Widermaier Rd	0.11	Gravel	7	7
BT	Jericho Rd	Tennyson Rd	Dead End	1.3	Gravel	7	7
LH	Phelans Rd	Lanark 5 Con A	Lanark 6 Con A	1.35	Gravel	7	7
209	Rothwell Pk Rd	Ebbs Bay Rd	PIN 270	0.8	Gravel	7	7
TV	Twp Boundry Rd	Dr'd Con 9A	Cty 511	1.07	Gravel	7	7
136	Twp. Boundary Rd	Dr'd Conc. 10A	Dr'd Conc. 9A	1.36	Gravel	7	7
126	Barries Side Rd	Dr'd Conc. 6A	Dr'd Conc. 7	1.79	Gravel	7	8
438	Best Rd	County Rd 43	Dead End	0.95	Gravel	7	8
217	Dr'd Conc. 12C	Hwy # 7	Dead End	0.3	Gravel	7	8
229	Dr'd Conc. 5B	Code Rd	Tennyson Rd	2.96	Gravel	7	8
341	Frizzell Rd	County Rd 43	Dead End	1.44	Gravel	7	8
222	Gardiner Rd	Dead End	Hoops Side Rd	0.3	Gravel	7	8
221	Hoops Side Rd	Dr'd Conc. 9A	Gardiner Rd	0.99	Gravel	7	8
127	Maple Lane Rd	Dr'd Conc. 7	Dr'd Conc. 8A	1.46	Gravel	7	8
338	Rathwell Rd	County Rd #43	Dead End	1.19	Gravel	7	8
406	Spence Rd	County Rd 10	Dr'd Conc. 1	0.87	Gravel	7	8

ROADS



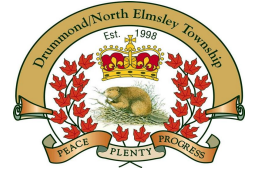
No.	Road Name	From	To	Length (km)	Surface Material	Surface Condition 2013	Road Ridability 2013
402	Dopson Rd	Churchill Rd	Dead End	0.75	Gravel	7	9
303	Elizabeth Dr	County Rd 1	Boat Launch	0.11	Gravel	8	6
303	Elizabeth Dr	Boat Launch	Dead End	0.06	Gravel	8	6
137	Dr'd Conc. 9A	Dunlop Side Rd	Prestonvale Rd	1.02	Gravel	8	7
137	Dr'd Conc. 9A	Prestonvale Rd	Houston Rd	1.73	Gravel	8	7
421	Glenview Rd	Armstrong Rd	Buttermilk Hill Rd	1.48	Gravel	8	7
416	Poonamalie Rd	PIN 712	PIN 836	0.59	Gravel	8	7
416	Poonamalie Rd	PIN 836	PIN926	0.4	Gravel	8	7
420	Armstrong Rd	Glenview Rd	Dead End	0.39	Gravel	8	8
143	Armstrong Sd Rd	Dr'd Conc. 8B	Dr'd Conc. 9A	1.34	Gravel	8	8
145	Baptist Church Rd	Dr'd Conc. 9A	Dr'd Conc. 10A	1.48	Gravel	8	8
147	Baptist Church Rd	Dr'd Conc. 10A	Prestonvale Rd	0.47	Gravel	8	8
150	Bennett St	Jerome St	Dead End	0.09	Gravel	8	8
411	Burns Rd	Dr'd Conc. 1	Buttermilk Hill Rd	1.88	Gravel	8	8
411	Burns Rd	Armstrong Rd	Buttermilk Hill Rd	1.47	Gravel	8	8
412	Buttermilk Hill Rd	Burns Rd	Glenview Rd	1.64	Gravel	8	8
216	Crampton Rd	Hwy # 7	Ferguson's Falls Rd	1.66	Gravel	8	8
130	Dr'd Conc. 10A	Cty 511	Dunlop Side Rd	1.8	Gravel	8	8
130	Dr'd Conc. 10A	Dunlop Side Rd	McIlqualm Blair Rd	0.21	Gravel	8	8
135	Dr'd Conc. 10A	Cty 511	Twp. Boundary Rd	1.58	Gravel	8	8
146	Dr'd Conc. 10A	Dead End	Baptist Church Rd	0.81	Gravel	8	8
146	Dr'd Conc. 10A	Baptist Church Rd	Prestonvale Rd	0.58	Gravel	8	8
155	Dr'd Conc. 10A	Prestonvale Road	McIlqualm Blair Rd	3.14	Gravel	8	8
205	Dr'd Conc. 10B	Hwy # 7	Dead End East	0.67	Gravel	8	8
218	Dr'd Conc. 10B	Hwy # 7	Dead End West	0.57	Gravel	8	8
132	Dr'd Conc. 12A	Riverbend Dr	Montgomery Rd	0.5	Gravel	8	8

ROADS



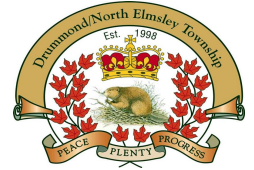
No.	Road Name	From	To	Length (km)	Surface Material	Surface Condition 2013	Road Ridability 2013
132	Dr'd Conc. 12A	Montgomery Rd	McLennan Rd	0.21	Gravel	8	8
132	Dr'd Conc. 12A	McLennan Rd	Ferguson's Falls Rd	0.49	Gravel	8	8
132	Dr'd Conc. 12A	Ferguson's Falls Rd	Cty 511	1.2	Gravel	8	8
149	Dr'd Conc. 12B	Ferguson's Falls Rd	Dead End	0.29	Gravel	8	8
215	Dr'd Conc. 12D	White Road	Dead End	0.41	Gravel	8	8
107	Dr'd Conc. 4B	Richmonds Rd	Hudson Rd	0.77	Gravel	8	8
124	Dr'd Conc. 5A	Georgina St	Dead End	0.22	Gravel	8	8
105	Dr'd Conc. 5B	Richmonds Rd	Dead End	1.19	Gravel	8	8
229	Dr'd Conc. 5B	Tennyson Rd	Moulton Rd	1.43	Gravel	8	8
229	Dr'd Conc. 5B	Moulton Rd	PIN 477	0.5	Gravel	8	8
244	Dr'd Conc. 5B	Hwy # 7	Code Rd	2.71	Gravel	8	8
128	Dr'd Conc. 8A	Prestonvale Rd	Dead End	1.67	Gravel	8	8
157	Dr'd Conc. 8A	Maple Lane Rd	Prestonvale Rd	0.2	Gravel	8	8
137	Dr'd Conc. 9A	Twp. Boundary Rd	Cty 511	1.02	Gravel	8	8
144	Dr'd Conc. 9A	Houston Rd	Armstrong Sd Rd	0.93	Gravel	8	8
144	Dr'd Conc. 9A	Armstrong Sd Rd	Baptist Church Rd	0.25	Gravel	8	8
144	Dr'd Conc. 9A	Baptist Church Rd	Hoops Side Rd	1.86	Gravel	8	8
204	Dr'd Conc. 9A	Hwy #7	Grasshopper Pt. Rd.	1.19	Gravel	8	8
246	Dr'd Conc. 6B	Code Rd	Dead End	0.45	Gravel	8	8
129	Dunlop Side Rd	Prestonvale Rd	Dr'd Conc. 9A	0.57	Gravel	8	8
129	Dunlop Side Rd	Dr'd Conc. 9A	Dr'd Conc. 10A	1.39	Gravel	8	8
141	Ebbs Side Rd	Dr'd Conc. 7	Dr'd Conc. 8B	2.05	Gravel	8	8
108	Hudson Rd	Dr'd Conc. 4B	Wayside Dr	0.26	Gravel	8	8
308	Hughes Rd	County Rd 21	McVeety Rd	0.34	Gravel	8	8
308	Hughes Rd	McVeety Rd	Dead End	0.33	Gravel	8	8
151	Jerome St	Dead End	Bennett St	0.23	Gravel	8	8

ROADS



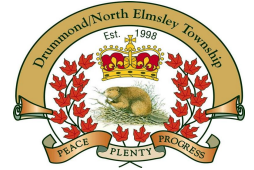
No.	Road Name	From	To	Length (km)	Surface Material	Surface Condition 2013	Road Ridability 2013
151	Jerome St	Bennett St	Ferguson's Falls Rd	0.11	Gravel	8	8
131	McIlqualm Blair Rd	Dr'd Conc. 10A	Ferguson's Falls Rd	1.67	Gravel	8	8
316	Miller Brooke Way	County Rd 1	Dead End (Barn)	0.94	Gravel	8	8
339	Moore's Rd	County Road 43	Dr'd Conc. 1	1.52	Gravel	8	8
232	Moulton Rd	Dr'd Conc. 5B	Tennyson Rd	0.69	Gravel	8	8
219	Pauls Rd	Hwy # 7	Dead End	0.71	Gravel	8	8
418	Porter Rd	Glenview Rd	Carroll Rd	1.62	Gravel	8	8
418	Porter Rd	Glenview Rd	Dead End	0.95	Gravel	8	8
307	Rideau Lake	Elm Grove Rd	Best Lane	2	Gravel	8	8
414	Scholten Rd	Carroll Rd	Dead End	0.68	Gravel	8	8
423	Station Rd	Armstrong Rd	Stone Rd	1.7	Gravel	8	8
424	Stone Rd E	Station Rd	Dead End	0.61	Gravel	8	8
306	Sunset Dr	County Rd 21	Old Wagon Rd	0.53	Gravel	8	8
207	Water St	Innisville North	Dead End	0.1	Gravel	8	8
207	Wellington St.	Isabella Street	Bay Street	0.06	Gravel	8	8
214	White Rd	Hwy # 7	Dr'd Conc. 12D	0.25	Gravel	8	8
335	Canal Bank Rd	Riverside Dr	Dead End	0.54	Gravel	8	9
125	Dr'd Con 6A	Cty 511	Barries Side Rd	0.3	Gravel	8	9
242	Dr'd Conc. 4C	Leachs Rd	Dead End	1.2	Gravel	8	9
137	Dr'd Conc. 9A	Cty 511	Dunlop Side Rd	2.37	Gravel	8	9
148	Haley Lake Rd	County Rd 15	Dead End	0.12	Gravel	9	6
239	McPhails Rd	Tennyson Rd	County Rd 10	2.34	Gravel	9	8
213	Dr'd Conc. 11	Ebbs Bay Rd	Boundary	2.82	Gravel	9	9
224	Dr'd Conc. 7B	Dr'd Conc. 7	Dead End	0.21	Gravel	9	9
211	Dr'd Conc. 9B	Ebbs Bay Rd	Chamney Shore	0.14	Gravel	10	8
211	Dr'd Conc. 9B	Chamney Shore	Cooks Shore	0.19	Gravel	10	8

ROADS



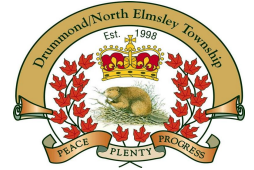
No.	Road Name	From	To	Length (km)	Surface Material	Surface Condition 2013	Road Ridability 2013
115	Stamford Dr	Dufferin Rd	Dead End	0.36	Hard Surface	1	5
106	Richmonds Rd	Dr'd Conc. 4B	Hwy #7	0.11	Hard Surface	1	6
134	John's Rd	Highway 511	Dead End	0.2	Hard Surface	2	2
225	Dr'd Conc. 7	Birchgrove Rd	Hardwood Lane	0.1	Hard Surface	2	4
225	Dr'd Conc. 7	Hardwood Lane	Sugarbush Dr	0.49	Hard Surface	3	3
225	Dr'd Conc. 7	Sugarbush Dr	Sugarbush Dr	0.01	Hard Surface	3	3
225	Dr'd Conc. 7	Beck Shore Rd	Tennyson Rd	0.82	Hard Surface	3	3
345	Jodi Ln	Tayview Dr	Dead End	0.16	Hard Surface	3	3
203	Westshore Dr	Hwy # 7	Island View Dr	1.09	Hard Surface	3	3
225	Dr'd Conc. 7	Mallochs Landing	Moss Shore Rd	0.68	Hard Surface	3	4
101	Dr'd School Rd	Dr'd Con 7	Hwy # 7	2.62	Hard Surface	3	4
118	Dufferin Rd	Morris Rd N	PIN #173	0.3	Hard Surface	3	4
346	Point View Dr.	Tayview Dr	Cul de Sac	0.15	Hard Surface	3	4
106	Richmonds Rd	Dr'd Conc. 5B	Dr'd Conc. 4B	1.43	Hard Surface	3	6
302	Coutts Bay Rd	Westpoint Drive	County Rd 1	0.7	Hard Surface	4	4
345	Jodi Ln	Tayview Dr	Point View Ln	0.24	Hard Surface	4	4
202	Miller Dr	Dr'd Conc. 7	Hwy # 7	1.96	Hard Surface	4	4
111	Wayside Dr	Hwy # 7	Collings St	0.22	Hard Surface	4	4
111	Wayside Dr	Collings St	Hudson Rd	0.18	Hard Surface	4	4
111	Wayside Dr	Hudson Rd	Ewart Ave	0.2	Hard Surface	4	4
111	Wayside Dr	Ewart Ave	Oak Ln	0.18	Hard Surface	4	4
113	Wayside Dr	Oak Ln	Hwy # 7	0.59	Hard Surface	4	4
203	Westshore Dr	Island View Dr	McCreary' Beach Rd	0.1	Hard Surface	4	4
116	Dufferin Rd	Stamford Dr	Sheldon Place	0.11	Hard Surface	4	5
116	Dufferin Rd	Sheldon Place	Morris Rd S	0.06	Hard Surface	4	5
118	Dufferin Rd	Morris Rd S	Morris Rd N	0.04	Hard Surface	4	5

ROADS



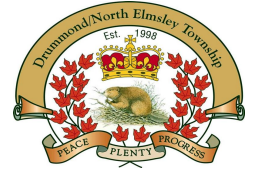
No.	Road Name	From	To	Length (km)	Surface Material	Surface Condition 2013	Road Ridability 2013
346	Point View Dr.	Jodi Ln	Tayview Dr	0.22	Hard Surface	4	5
333	Trillium Dr	Poole Dr	Otty Lake S.R.	0.13	Hard Surface	4	5
302	Coutts Bay Rd	Dead End	Cats Cove	0.73	Hard Surface	4	6
302	Coutts Bay Rd	Cats Cove	Westpoint Drive	0.47	Hard Surface	4	6
225	Dr'd Conc. 7	Moss Shore Rd	Sunsetview Rd	0.1	Hard Surface	4	6
225	Dr'd Conc. 7	Sunsetview Rd	Hillview Rd	0.15	Hard Surface	4	6
225	Dr'd Conc. 7	Hillview Rd	Acacia Rd	0.08	Hard Surface	4	6
225	Dr'd Conc. 7	Acacia Rd	Lakeview Rd	0.07	Hard Surface	4	6
225	Dr'd Conc. 7	Lakeview Rd	Birchgrove Rd	0.27	Hard Surface	4	6
345	Jodi Ln	County Rd 18	Tayview Dr	0.21	Hard Surface	4	6
315	McLaren Dr	Barr Place	County Rd 1	0.14	Hard Surface	4	6
347	Tayview Dr	Point View Ln	Jodi Ln	0.27	Hard Surface	4	6
313	McLaren Dr	Mile Point Rd	Barr Place	0.48	Hard Surface	4	8
318	Robert Run	Clifford Cres	Clifford Cres	0.96	Hard Surface	4	8
312	Church Ave	Healey Dr	Cul de Sac	0.6	Hard Surface	5	5
225	Dr'd Conc. 7	Dr'd Conc. 7B	Mallochs Landing	0.6	Hard Surface	5	5
114	Dufferin Rd	Hwy # 7	Stamford Dr	0.29	Hard Surface	5	5
416	Poonamalie Rd	County Rd 43	PIN 712	1.53	Hard Surface	5	5
305	Yacht Club Rd	County Rd 1	Manor Way	0.5	Hard Surface	5	5
305	Yacht Club Rd	Manor Way	Stone Edge Ln	0.01	Hard Surface	5	5
436	North Rd	Pine Ave	Dead End	0.77	Hard Surface	5	6
329	Rideau Ct	Elmsley Cres	Dead End	0.18	Hard Surface	5	6
333	Trillium Dr	Otty Way	Poole Dr	0.59	Hard Surface	5	6
323	Wild Life Rd	County Road 1	Perth Landfill Gate	0.53	Hard Surface	5	6
430	Bracken Ave	Cromwell Cres (S)	Western Ave	0.56	Hard Surface	5	7
317	Clifford Cres	County Road 1	Robert Run	0.11	Hard Surface	5	8

ROADS



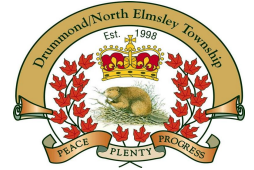
No.	Road Name	From	To	Length (km)	Surface Material	Surface Condition 2013	Road Ridability 2013
317	Clifford Cres	Robert Run	Robert Run	0.17	Hard Surface	5	8
321	Bernice Cres	Karen Lane	County Road 1W	0.69	Hard Surface	6	4
206	Innisville S	Moore Dr	McManus Dr	0.13	Hard Surface	6	4
328	Elmsley Cres	Otty Way	Rideau Court	0.49	Hard Surface	6	5
311	Healey Dr	Church Ave	Cul de Sac	0.5	Hard Surface	6	5
206	Innisville S	Hwy # 7	Moore Dr	0.39	Hard Surface	6	5
324	Poole Dr	Trillium Dr	Carson Circle	1.01	Hard Surface	6	5
305	Yacht Club Rd	Stone Edge Ln	Dead End	0.62	Hard Surface	6	5
330	Elmsley Cres	Rideau Court	Burgess Dr	0.14	Hard Surface	6	6
207	Innisville N	Isabella Street	Dead End	0.09	Hard Surface	6	6
206	Innisville S	McManus Dr	Dead End	0.04	Hard Surface	6	6
326	Poole Dr	Carson Circle	Trillium Dr	0.19	Hard Surface	6	6
237	Tennyson Rd	Dr'd Conc. 4D	Code Rd - McPhails Rd	1.87	Hard Surface	6	6
331	Burgess Dr	Otty Way	Otty Lake S.R.	0.15	Hard Surface	6	7
407	Dr'd Conc. 1	Ebert Rd	Churchill Rd	0.84	Hard Surface	6	7
433	Duncan St	Centre Dr	Dead End	0.12	Hard Surface	6	7
TV	Otty Lake Sd. Rd.	County Rd. No.10	Kenyon Road	4.2	Hard Surface	6	7
432	Pine Ave	Western Ave	Duncan St	0.19	Hard Surface	6	7
435	Pine Ave	Zaches Lane	Centre Dr	0.15	Hard Surface	6	7
435	Pine Ave	Centre Dr	North Rd	0.12	Hard Surface	6	7
431	Western Ave	Bracken Ave	Pine Ave	0.52	Hard Surface	6	7
319	Bernice Cres	County Road 1 E	Sheil Drive	0.02	Hard Surface	6	8
319	Bernice Cres	Sheil Drive	Karen Lane	0.31	Hard Surface	6	8
430	Bracken Ave	Capt.Sherwood Dr	Cromwell Cres (S)	0.22	Hard Surface	6	8
430	Bracken Ave	Western Ave	County Rd 43	0.25	Hard Surface	6	8
325	Carson Circle	Poole Dr	Dead End	0.85	Hard Surface	6	8

ROADS



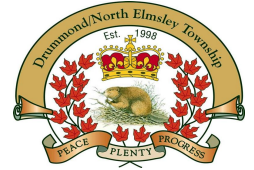
No.	Road Name	From	To	Length (km)	Surface Material	Surface Condition 2013	Road Ridability 2013
317	Clifford Cres	Robert Run	Dead End	0.25	Hard Surface	6	8
433	Duncan St	Pine Ave	Centre Dr	0.22	Hard Surface	6	8
311	Healey Dr	Thompson Dr	Church Ave	0.1	Hard Surface	6	8
309	Mile Point Rd	County Rd 1	McLaren Rd	0.51	Hard Surface	6	8
117	Morris Rd S	Dufferin Rd	Hwy # 7	0.29	Hard Surface	6	8
112	Oak Ln	Wayside Dr	Dead End	0.37	Hard Surface	6	8
437	Pine Ave	North Rd	Western Ave	0.04	Hard Surface	6	8
327	Trillium Dr	Poole Dr	Otty Way	0.15	Hard Surface	6	8
427	Cromwell Cres	Bracken Ave (N)	Bracken Ave (S)	0.66	Hard Surface	6	9
109	Ewart Ave	Wayside Dr	Collings St	0.15	Hard Surface	6	9
109	Ewart Ave	Collings St	Hwy # 7	0.18	Hard Surface	6	9
332	Otty Way	Burgess Dr	Whipperwill Dr	0.88	Hard Surface	7	5
332	Otty Way	Whipperwill Dr	Darou Dr	0.07	Hard Surface	7	6
332	Otty Way	Darou Dr	Elmsley Cres	0.13	Hard Surface	7	6
332	Otty Way	Trillium Dr	Elmsley Cres	0.28	Hard Surface	7	6
334	South St	Sherbrook St	Dead End	0.19	Hard Surface	7	6
240	Tennyson Rd	Code Rd - McPhails Rd	Hands Rd - Leach's Rd	3.35	Hard Surface	7	6
SF	Mazie St	Carroll Rd	County Rd 43	0.42	Hard Surface	7	7
432	Pine Ave	County Rd 43	Duncan St	0.02	Hard Surface	7	7
228	Tennyson Rd	Shail Rd	Jerico Rd	1.08	Hard Surface	7	7
229	Tennyson Rd	Dr'd Conc. 7	Moulton Rd	0.51	Hard Surface	7	7
229	Tennyson Rd	Moulton Rd	Dr'd Conc. 5B	1.7	Hard Surface	7	7
240	Tennyson Rd	Hands Rd - Leach's Rd	Hwy # 7	2.18	Hard Surface	7	7
BT	Tennyson Rd	Jericho Rd	Craigs Ln	0.69	Hard Surface	7	7
323	Wild Life Rd	Perth Landfill Gate	Otty Lake S.R	1.61	Hard Surface	7	7
426	Bracken Ave	Station Rd	Cromwell Cres (N)	0.29	Hard Surface	7	8

ROADS



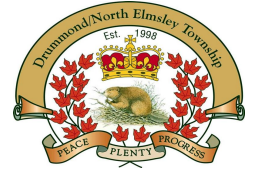
No.	Road Name	From	To	Length (km)	Surface Material	Surface Condition 2013	Road Ridability 2013
430	Bracken Ave	Cromwell Cres (N)	Capt.Sherwood Dr	0.2	Hard Surface	7	8
434	Centre Dr	Duncan St	Pine Ave	0.19	Hard Surface	7	8
157	Dr'd Conc. 8A	Maple Lane Rd	Curb & Gutter	1.51	Hard Surface	7	8
157	Dr'd Conc. 8A	Curb & Gutter	County Rd #511	0.35	Hard Surface	7	8
311	Healey Dr	Thompson Dr	Cul de Sac	0.2	Hard Surface	7	8
226	Tennyson Rd	Dr'd Conc. 7	Coleman Rd	1.31	Hard Surface	7	8
226	Tennyson Rd	Coleman Rd	Shail Rd	0.27	Hard Surface	7	8
233	Tennyson Rd	Dr'd Conc. 5B	Dr'd Conc. 4D	1.84	Hard Surface	7	8
110	Collings St	Ewart Ave	Wayside Dr	0.43	Hard Surface	7	9
342	Meadow Ln	County Rd 43	Dead End	0.51	Hard Surface	7	9
117	Morris Rd S	Morris Road S	Dead End	0.09	Hard Surface	7	9
422	Armstrong Rd	Glenview Rd	Burns Rd	1.58	Hard Surface	8	8
422	Armstrong Rd	Burns Rd	Station Rd	2.23	Hard Surface	8	8
422	Armstrong Rd	Station Rd	Churchill Rd	2.1	Hard Surface	8	8
428	Capt.Sherwood Dr	Bracken Ave	Moores Place	0.25	Hard Surface	8	8
428	Capt.Sherwood Dr	Moores Place	Dead End	0.35	Hard Surface	8	8
413	Carroll Rd	Buttermilk Hill Rd	Ferguson Tetlock	2.93	Hard Surface	8	8
238	Code Rd	Tennyson Rd	Dr'd Conc. 4D	0.8	Hard Surface	8	8
247	Code Rd	Dr'd Conc.6B	Dr'd Conc. 7	1.18	Hard Surface	8	8
409	Dr'd Conc. 2A	County rd 10	Dead End	0.25	Hard Surface	8	8
160	Dr'd Conc. 7	Ebbs Side Road	Dr'd School Rd	0.34	Hard Surface	8	8
201	Dr'd Conc. 7	Dr'd School Road	Miller Drive	0.91	Hard Surface	8	8
223	Dr'd Conc. 7	Code Rd	Dr'd Conc. 7B	2.02	Hard Surface	8	8
248	Dr'd Conc. 7	Hwy # 7	Miller Drive	0.15	Hard Surface	8	8
212	Ebbs Bay Rd	Dr'd Conc. 9B	Ebbs Bay Dr	0.14	Hard Surface	8	8
212	Ebbs Bay Rd	Ebbs Bay Dr	End of Pavement	0.16	Hard Surface	8	8

ROADS



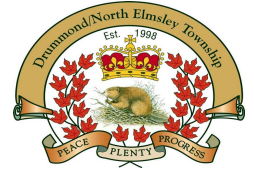
No.	Road Name	From	To	Length (km)	Surface Material	Surface Condition 2013	Road Ridability 2013
212	Ebbs Bay Rd	End of Pavement	Pretties Island Rd	1.57	Hard Surface	8	8
207	Innisville N	Hwy # 7	Isabella Street	0.13	Hard Surface	8	8
334	South St	County Rd 1	Sherbrook St	0.43	Hard Surface	8	8
425	Station Rd	Stone Rd	Bracken Ave	0.68	Hard Surface	8	8
322	Wild Life Rd	County Road 1	Conservation Gate	2.24	Hard Surface	8	8
119	Dr'd Conc. 4A	Cty 511	Dead End	0.3	Hard Surface	8	9
124	Dr'd Conc. 5A	Cty 511	Georgina St	0.45	Hard Surface	8	9
160	Dr'd Conc. 7	Widermaier Rd	Ebbs Side Road	1.72	Hard Surface	8	9
103	Leachs Rd	Dr'd Conc. 5B	Hwy #7	0.21	Hard Surface	8	9
429	Moore's Place	Capt. Sherwood Dr	Dead End	0.22	Hard Surface	8	9
408	Richardson Sd Rd	Dr'd Conc. 1	County Road 10	1.39	Hard Surface	8	9
415	Carroll Rd	Scholtan Rd	Mazie St	2.79	Hard Surface	9	7
223	Dr'd Conc. 7	Hwy # 7	Code Rd	0.04	Hard Surface	9	7
208	Ebbs Bay Rd	Hwy # 7	Dr'd Conc. 11	2.41	Hard Surface	9	7
404	Ebert Rd	County Rd 10	Dr'd Conc. 1	1.38	Hard Surface	9	7
413	Carroll Rd	Porter Rd	Kelly Jordan Rd	1.38	Hard Surface	9	8
413	Carroll Rd	Kelly Jordan Rd	Scholtan Rd	0.25	Hard Surface	9	8
225	Dr'd Conc. 7	Sugarbush Dr	Beck Shore Rd	0.52	Hard Surface	9	8
413	Carroll Rd	Ferguson Tetlock	Porter Rd	0.24	Hard Surface	9	9
401	Churchill Rd	Armstrong Rd	Dopson Rd	1.64	Hard Surface	9	9
403	Churchill Rd	Dopson Rd	Dr'd Conc. 1	2.06	Hard Surface	9	9
235	Code Rd	The Old Road	Dr'd Conc. 4D	0.36	Hard Surface	9	9
245	Code Rd	The Old Road	Dr'd Conc. 5B	0.95	Hard Surface	9	9
245	Code Rd	Dr'd Conc. 5B	Dr'd Conc. 6B	1.44	Hard Surface	9	9
410	Dr'd Conc. 1	Richardson Sd Rd	PIN 485(Old Bunker)	0.52	Hard Surface	9	9
158	Dr'd Conc. 7	Cty Rd 511	Barries Side Rd	1.38	Hard Surface	9	9

ROADS



No.	Road Name	From	To	Length (km)	Surface Material	Surface Condition 2013	Road Ridability 2013
158	Dr'd Conc. 7	Maple Lane Rd	Thompson Sd Rd	2.13	Hard Surface	9	9
160	Dr'd Conc. 7	Thompson Sd Rd	Widermaier Rd	2.41	Hard Surface	9	9
120	Georgina St	McPherson Way	McPherson Way	0.77	Hard Surface	9	9
417	Glenview Rd	County Rd 43	Porter Rd	2.61	Hard Surface	9	9
419	Glenview Rd	Porter Rd	Armstrong Rd	1.68	Hard Surface	9	9
207	Isabella St	Wellington St.	Dead End	0.16	Hard Surface	9	9
156	Prestonvale Rd	Dunlop Side Rd	Dr'd Conc. 8A	1.55	Hard Surface	9	9
401	Churchill Rd	County Rd 43	Armstrong Rd	1.51	Hard Surface	9	10
120	Georgina St	McPherson Way	Dr'd Conc. 5A	0.74	Hard Surface	9	10
121	Street "A"	Georgina St	Street "B"	0.24	Hard Surface	9	10
123	Street "A"	Street "B"	Dr'd Conc. 4A	0.39	Hard Surface	9	10
122	Street "B"	Street "A"	Cty 511	0.23	Hard Surface	9	10
301	Westpoint Drive	Coutts Bay Rd	Dead End	1.23	Hard Surface	9	10
207	Isabella St	Innisville North	Wellington St.	0.19	Hard Surface	10	6
407	Dr'd Conc. 1	County Rd #43	Spence Rd	1.07	Hard Surface	10	9
407	Dr'd Conc. 1	Moore's Rd	Ebert Rd	2.2	Hard Surface	10	9
407	Dr'd Conc. 1	Churchhill Rd	Richardson Sd Rd	2.17	Hard Surface	10	9
410	Dr'd Conc. 1	PIN 485(Old Bunker)	Burns Rd	1.86	Hard Surface	10	9
208	Ebbs Bay Rd	Dr'd Conc. 11	Rothwell Pk Rd	1.54	Hard Surface	10	9
210	Ebbs Bay Rd	Rothwell Pk Rd	Dr'd Conc. 9B	1.2	Hard Surface	10	9
154	Prestonvale Rd	Ferguson's Falls Rd	Baptist Church Rd	1.16	Hard Surface	10	9
154	Prestonvale Rd	Baptist Church Rd	Dr'd Conc. 10A	0.73	Hard Surface	10	9
156	Prestonvale Rd	Dr'd Conc. 10A	Dr'd Conc. 9A	2.82	Hard Surface	10	9
156	Prestonvale Rd	Dr'd Conc. 9A	Dunlop Side Rd	1.18	Hard Surface	10	9
344	Sherwood St	County Road 18	Dead End	0.11	Hard Surface	10	9
425	Station Rd	County Rd 43	Bracken Ave	0.91	Hard Surface	10	9

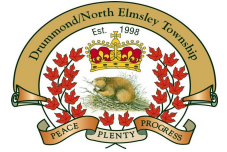
ROADS



No.	Road Name	From	To	Length (km)	Surface Material	Surface Condition 2013	Road Ridability 2013
407	Dr'd Conc. 1	Spence Rd	Moores Rd	1.17	Hard Surface	10	10
410	Dr'd Conc. 1	Burns Rd	Dead End	0.33	Hard Surface	10	10
158	Dr'd Conc. 7	Barries Side Rd	Maple Lane Rd	0.16	Hard Surface	10	10
405	Hands Rd	Tennyson Rd	County Road 10	2.46	Hard Surface	10	10
241	Leachs Rd	Tennyson Rd	Dr'd Conc. 4C	0.39	Hard Surface	10	10
243	Leachs Rd	Dr'd Conc. 4C	Hwy # 7	1.08	Hard Surface	10	10

APPENDIX B SIGN INVENTORY

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-2R	SHARP CURVE Sign (Right)	Fair	Priority	Fail	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-7T	ADVISORY SPEED (Tab Sign) - 40 Km/h	Good	Priority	Fail	U Channel	Good	Ebbs Bay Rd.	\$200
Other	Hidden Entrance	Poor	Warning	Fail	Wood 4x4	Poor	Ebbs Bay Rd.	\$200
Wa-13A	INTERSECTION Signs (Controlled)	Good	Warning	Warn	U Channel	Good	Ebbs Bay Rd.	\$200
Ra-1	STOP Sign	Good	Priority	Pass	Wood 4x4	Good	Ebbs Bay Rd.	\$200
Wa-8LR	CHECKERBOARD Sign (both directions)	Poor	Priority	Fail	Wood 4x4	Fair	Drummond Conc 11	\$200
Wa-13A	INTERSECTION Signs (Controlled)	Good	Warning	Warn	U Channel	Good	Drummond Conc 11	\$200
Other	Watch for Children	Poor	Warning	Fail	Wood 4x4	Good	Drummond Conc 11	\$200
Other	Watch for Children	Fair	Warning	Fail	Wood 4x4	Good	Drummond Conc 11	\$200
Wa-5L	REVERSE CURVE Sign (Left)	Good	Warning	Warn	U Channel	Good	Drummond Conc 11	\$200
Wa-13A	INTERSECTION Signs (Controlled)	Good	Warning	Warn	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-13A	INTERSECTION Signs (Controlled)	Good	Warning	Warn	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-2L	SHARP CURVE Sign (Left)	Good	Warning	Warn	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-2R	SHARP CURVE Sign (Right)	Good	Warning	Warn	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-33L	OBJECT MARKER Sign (one direction) (left version)	Fair	Warning	Pass	U Channel	Poor	Drummond Conc 9B	\$200
Ra-1	STOP Sign	Good	Priority	Fail	U Channel	Good	Drummond Conc 9B	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Drummond Conc 9B	\$200
Wa-33R	OBJECT MARKER Sign (one direction) (right version)	Fair	Warning	Pass	U Channel	Poor	Drummond Conc 9B	\$200
Other	Neighbourhood Watch Community	Good	Information	Fail	U Channel	Good	Drummond Conc 9B	\$200
Wa-28	ROADWAY NARROWS Sign	Good	Warning	Fail	U Channel	Good	Ebbs Bay Rd.	\$200
Wa-2R	SHARP CURVE Sign (Right)	Poor	Warning	Fail	Tree	Good	Ebbs Bay Rd.	\$200
Wa-2L	SHARP CURVE Sign (Left)	Good	Warning	Fail	Tree	Good	Ebbs Bay Rd.	\$200
Rb-1A	MAXIMUM SPEED Sign with KM/H included - 30	Good	Regulatory	Pass	U Channel	Good	Drummond Conc 9B	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Other	Watch For Children	Good	Warning	Warn	2" Tubular Post	Good	Ebbs Bay Rd.	\$200
Wa-31	NO EXIT Sign	Fair	Warning	Fail	U Channel	Good	Innisville Rd.	\$200
Wc-7	PEDESTRIANS AHEAD Sign	Fair	Warning	Warn	U Channel	Good	Innisville North Rd.	\$200
Other	Neighbourhood Watch Community Policing	Good	Information	Fail	U Channel	Good	Innisville North Rd.	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Innisville Isabella St.	\$200
Wc-3	PLAYGROUND AHEAD Sign	Fair	Warning	Fail	Wood 4x4	Good	Innisville Isabella Rd.	\$200
Wa-7T	ADVISORY SPEED (Tab Sign) - 15 Km/h	Poor	Priority	Fail	Wood 4x4	Good	Innisville Isabella Rd.	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Brittany St.	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Innisville Water St.	\$200
Wa-8	CHECKERBOARD Sign	Good	Priority	Pass	U Channel	Good	Innisville North Rd.	\$200
Other	No Parking - Fire Dept. Use Only	Good	Regulatory	Pass	U Channel	Good	Innisville North Rd.	\$200
Other	Dead End	Poor	Warning	Fail	U Channel	Good	Innisville South Rd.	\$200
Wa-8	CHECKERBOARD Sign	Good	Priority	Pass	U Channel	Good	Innisville South Rd.	\$200
Wc-7	PEDESTRIANS AHEAD Sign	Poor	Warning	Fail	U Channel	Good	Innisville North Rd.	\$200
Other	Neighbourhood Watch Community Policing	Good	Information	Fail	U Channel	Good	Innisville South Rd.	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Innisville South Rd.	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	Wood 4x4	Fair	Drummond Conc 10B	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	Wood 4x4	Good	Drummond Conc 10B	\$200
Other	No Public Lake Access	Good	Information	Fail	Wood 4x4	Good	Drummond Conc 10B	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Pauls Rd.	\$200
Wa-13A	INTERSECTION Signs (Controlled)	Good	Warning	Warn	U Channel	Good	Drummond Conc 9A	\$200
Ra-1	STOP Sign	Fair	Priority	Pass	U Channel	Good	Hoop's Sideroad	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Hoop's Sideroad	\$200
Wa-31	NO EXIT Sign	Good	Warning	Warn	U Channel	Good	Gardiner Rd.	\$200
Other	Watch for Children	Good	Warning	Fail	U Channel	Good	Gardiner Rd.	\$200
Wa-31	NO EXIT Sign	Good	Warning	Warn	U Channel	Good	Drummond Conc 9A	\$200
Wa-13A	INTERSECTION Signs (Controlled)	Good	Warning	Warn	U Channel	Good	Drummond Conc 9A	\$200
Wc-7	PEDESTRIANS AHEAD Sign	Poor	Warning	Fail	Wood 4x4	Good	Drummond Conc 9A	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wa-8LR	CHECKERBOARD Sign (both directions)	Good	Priority	Pass	U Channel	Good	Drummond Conc 9A	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Baptist Church Rd.	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Armstrong Sideroad	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	Wood 4x4	Good	Drummond Conc 9A	\$200
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	Drummond Conc 9A	\$200
Ra-1	STOP Sign	Good	Priority	Pass	Wood 4x4	Good	Houston Rd.	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	Wood 4x4	Good	Drummond Conc 9A	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Drummond Conc 9A	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Drummond Conc 9A	\$200
Ra-1T	STOP (Tab Sign)	Good	Regulatory	Pass	U Channel	Good	Drummond Conc 9A	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Dunlop Sideroad	\$200
Ra-1T	STOP (Tab Sign)	Good	Regulatory	Pass	U Channel	Good	Dunlop Sideroad	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Drummond Conc 9A	\$200
Ra-1T	STOP (Tab Sign)	Good	Regulatory	Pass	U Channel	Good	Drummond Conc 9A	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Dunlop Sideroad	\$200
Ra-1T	STOP (Tab Sign)	Good	Regulatory	Pass	U Channel	Good	Dunlop Sideroad	\$200
Wc-3	PLAYGROUND AHEAD Sign	Good	Warning	Pass	U Channel	Good	Drummond Conc 9A	\$200
Wc-7	PEDESTRIANS AHEAD Sign	Good	Warning	Pass	U Channel	Good	Drummond Conc 9A	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Fail	Wood 4x4	Good	Drummond Conc 9A	\$200
Other	Entering Drummond Township - Protected By OPP & Residents	Poor	Information	Non Reflective	Wood 4x4	Good	Drummond Conc 9A	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Pass	Fence Post	Good	Drummond Conc 9A	\$200
Wa-22	BUMP Sign	Good	Warning	Fail	U Channel	Good	Westshore Dr.	\$200
Wa-22	BUMP Sign	Good	Warning	Warn	U Channel	Good	Westshore Dr.	\$200
Other	Watch for Children	Fair	Warning	Fail	Utility Pole	Good	Westshore Dr.	\$200
Wc-7	PEDESTRIANS AHEAD Sign	Good	Warning	Pass	U Channel	Good	Miller Dr.	\$200
Wc-7	PEDESTRIANS AHEAD Sign	Good	Warning	Pass	U Channel	Good	Miller Dr.	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Miller Dr.	\$200
Other	Drummond North Elmsley Township - Drummond Center	Good	Information	Non Reflective	Wood 6x6	Good	Drummond Concession 7	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Fail	Wood 6x6	Good	Drummond Conc 7	\$200
Rb-1A	MAXIMUM SPEED Sign with KM/H included - 60	Good	Regulatory	Pass	Wood 4x4	Good	Drummond Conc 7	\$200
Rb-84T	BEGINS (Tab Sign)	Good	Regulatory	Pass	Wood 4x4	Good	Drummond Conc 7	\$200
Wa-8LR	CHECKERBOARD Sign (both directions)	Good	Priority	Fail	U Channel	Good	Drummond Conc 7	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Drummond School Rd.	\$200
Wc-1	SCHOOL AREA Sign	Good	Warning	Pass	U Channel	Good	Drummond School Rd.	\$200
Ra-1	STOP Sign	Good	Priority	Fail	U Channel	Good	Ebb's Side Road	\$200
Rb-1	MAXIMUM SPEED Sign - 60	Poor	Regulatory	Warn	U Channel	Good	Drummond Conc 7	\$200
Rb-7T	KM/H (Tab Sign)	Poor	Regulatory	Pass	U Channel	Good	Drummond Conc 7	\$200
Rb-84T	BEGINS (Tab Sign)	Poor	Regulatory	Fail	U Channel	Good	Drummond Conc 7	\$200
Other	Drummond North Elmsley Township - Drummond Center	Good	Information	Non Reflective	Wood 6x6	Good	Drummond Conc 7	\$200
Wa-33R	OBJECT MARKER Sign (one direction) (right version)	Poor	Warning	Fail		Good	Ebbs Bay Sideroad	\$200
Wa-33L	OBJECT MARKER Sign (one direction) (left version)	Fair	Warning	Fail		Good	Ebbs Bay Sideroad	\$200
Ra-2	YIELD Sign	Good	Priority	Pass	Wood 4x4	Good	Armstrong Sideroad	\$200
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	Armstrong Rd.	\$200
Ra-2	YIELD Sign	Good	Priority	Pass	Wood 4x4	Good	Widenmaier Rd.	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Widenmaier Rd.	\$200
Wc-1	SCHOOL AREA Sign	Good	Warning	Pass	U Channel	Good	Drummond School Rd.	\$200
Rb-1A	MAXIMUM SPEED Sign with KM/H included - 60	Good	Regulatory	Pass	U Channel	Good	Drummond School Rd.	\$200
Wa-2L	SHARP CURVE Sign (Left)	Fair	Warning	Fail	U Channel	Good	Drummond School Road	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Leach's Rd	\$200
Wa-15A	Y-INTERSECTION Sign (Controlled)	Good	Warning	Warn	U Channel	Good	Drummond Conc 5B	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Drummond Conc 5B	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Drummond Conc 5B	\$200
Wa-15A	Y-INTERSECTION Sign (Controlled)	Good	Warning	Warn	U Channel	Good	Richmond'd Rd	\$200

SIGNS



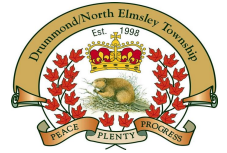
OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wa-2L	SHARP CURVE Sign (Left)	Fair	Warning	Fail	U Channel	Good	Richmond's Rd.	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Drummond Conc 4B	\$200
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	Drummond Conc 4B	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Hudson Road .	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Oak Lane	\$200
Rb-25	KEEP RIGHT Sign	Good	Regulatory	Pass	U Channel	Good	Oak Lane	\$200
Wa-33L	OBJECT MARKER Sign (one direction) (left version)	Good	Warning	Fail	U Channel	Good	Oak Lane	\$200
Wa-35	DIVIDED ROAD ENDS Sign	Good	Warning	Fail	U Channel	Good	Oak Lane	\$200
Wa-33L	OBJECT MARKER Sign (one direction) (left version)	Good	Warning	Fail	U Channel	Good	Oak Lane	\$200
Wa-2L	SHARP CURVE Sign (Left)	Good	Warning	Warn	U Channel	Good	Wayside Dr.	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Ewart Ave.	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Colling St.	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Colling's St.	\$200
Rb-1A	MAXIMUM SPEED Sign with KM/H included - 50	Good	Regulatory	Pass	U Channel	Good	Dufferin Rd.	\$200
Wa-2R	SHARP CURVE Sign (Right)	Poor	Warning	Fail	U Channel	Good	Dufferin Rd.	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Stamford Dr.	\$200
Wa-22	BUMP Sign	Good	Warning	Warn	Wood 2x4	Good	Dufferin Rd.	\$200
Wa-22	BUMP Sign	Good	Warning	Fail	Wood 2x4	Good	Dufferin Rd.	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Morris Rd S	\$200
Other	Watch For Children	Good	Warning	Fail	U Channel	Good	Morris Rd . S	\$200
Wa-31	NO EXIT Sign	Good	Warning	Warn	U Channel	Good	Morris Rd South	\$200
Other	NOTICE - The Township of Drummond North Elmsley Property Standards By-Law Forbids Dumping on Township Property \$250-\$5000 fine	Good	Information	Fail	U Channel	Good	Morris Rd. S	\$200
Other	Watch For Children	Good	Warning	Fail	U Channel	Good	Morris Rd. South	\$200
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	Dufferin Rd.	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Dufferin Rd.	\$200
Rb-12	NO LEFT TURN Sign	Good	Regulatory	Pass	U Channel	Good	Dufferin Rd.	\$200
Rb-25	KEEP RIGHT Sign	Good	Regulatory	Pass	U Channel	Poor	Drummond St W	\$200
Wa-33L	OBJECT MARKER Sign (one direction) (left version)	Good	Warning	Pass	U Channel	Poor	Drummond St W	\$200
Rb-25	KEEP RIGHT Sign	Good	Regulatory	Pass	U Channel	Good	Drummond St W	\$200
Wa-33L	OBJECT MARKER Sign (one direction) (left version)	Good	Warning	Pass	U Channel	Good	Drummond St W	\$200
Other	Welcome to Drummond North Elmsley Township	Good	Information	Non Reflective	Wood 6x6	Good	Hyw 511	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Warn	U Channel	Good	Drummond Conc 4a	\$200
Other	Turtle Crossing May to Sept	Good	Warning	Pass	U Channel	Good	Drummond Conc 4A	\$200
Other	Turtle Crossing May to Sept	Good	Warning	Pass	U Channel	Good	Drummond Conc 4A	\$200
Other	Dead End	Good	Warning	Fail	U Channel	Good	Drummond Conc 4A	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	MacPherson Way.	\$200
Ra-1	STOP Sign	Good	Priority	Fail	U Channel	Good	Georgina St.	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Crain Dr.	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Fail	Fence Post	Good	Crain Dr.	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	MacPherson Way.	\$200
Wc-7	PEDESTRIANS AHEAD Sign	Good	Warning	Pass	U Channel	Good	Georgina St.	\$200
Wc-7	PEDESTRIANS AHEAD Sign	Good	Warning	Warn	U Channel	Good	Georgina St.	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Georgina St.	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Drummond Conc 5A	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Fail	Fence Post	Good	Drummond Conc 5A	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Fail	Fence Post	Good	Drummond Conc 6A	\$200
Ra-1	STOP Sign	Good	Priority	Pass	Wood 4x4	Good	Drummond Conc 6A	\$200
Wa-31	NO EXIT Sign	Good	Warning	Warn	Wood 4x4	Good	Drummond Conc 6A	\$200
Wa-2L	SHARP CURVE Sign (Left)	Good	Warning	Fail	Wood 4x4	Good	Barry's Sd Rd.	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Barry's Sd Rd.	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Barry's Sd Rd.	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Barry's Sd Rd.	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Fail	Utility Pole	Good	Drummond Conc 7	\$200
Other	Entering Drummond Township - Protected By OPP & Residents	Poor	Information	Non Reflective	Wood 2x4	Good	Drummond Conc 7	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	Wood 4x4	Good	Maple Lane Rd	\$200
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	Maple Lane Rd.	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Maple Lane Rd.	\$200
Wa-31	NO EXIT Sign	Good	Warning	Warn	Wood 4x4	Good	Drummond Conc 8A	\$200
Other	Watch for Children	Fair	Warning	Fail	Wood 4x4	Good	Drummond Conc 8A	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Drummond Conc 8A	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Prestonvale Rd.	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Prestonvale Rd.	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Prestonvale Rd.	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Warn	U Channel	Good	Prestonvale Rd.	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Poor	Warning	Fail	U Channel	Good	Prestonvale Rd.	\$200
Wa-2R	SHARP CURVE Sign (Right)	Poor	Warning	Fail	Wood 4x4	Fair	Prestonvale Rd.	\$200
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	Dunlop Sideroad	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Dunlop Side Road	\$200
Other	Prestonvale - Drummond North Elmsley Township	Good	Information	Non Reflective	U Channel	Good	Prestonvale Rd.	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Drummond Conc 10A	\$200
Ra-1	STOP Sign	Fair	Priority	Pass	U Channel	Good	Drummond Conc 10A	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	Wood 4x4	Good	Drummond Conc 10A	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Drummond Conc 10A	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Drummond Conc 10A	\$200
Other	Hidden Entrance	Fair	Warning	Fail	Wood 4x4	Good	Baptist Church Sd Rd.	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Baptist Church Sd Rd.	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Haley Lake Rd.	\$200
Wa-8L	CHECKERBOARD Sign (Left)	Good	Priority	Pass	Wood 4x4	Good	Presonvale Rd.	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wa-31	NO EXIT Sign	Good	Warning	Warn	U Channel	Good	Drummond Conc 12A	\$200
Other	The Township of Drummond North Elmsley - Ferguson Falls	Good	Information	Non Reflective	Wood 6x6	Good	Ferguson Falls Rd.	\$200
Other	Dead End	Fair	Warning	Fail	Utility Pole	Good	Jerome Rd.	\$200
Ra-1	STOP Sign	Fair	Priority	Fail	U Channel	Good	Bennett Street	\$200
Other	Welcome To Drummond North Elmsley Township	Good	Information	Non Reflective	Wood 6x6	Good	Hwy 511	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Drummond Conc 12A	\$200
Other	Watch For Children	Fair	Warning	Fail	Utility Pole	Good	Tullis Ln Rd.	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Fail	Fence Post	Good	Drummond Conc 10A	\$200
Wa-2L	SHARP CURVE Sign (Left)	Poor	Warning	Fail	U Channel	Good	Drummond Conc 10A	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Township Boundary Rd.	\$200
Wa-2R	SHARP CURVE Sign (Right)	Poor	Warning	Fail	U Channel	Good	Township Boundary Rd	\$200
Other	Watch for Children	Good	Warning	Warn	U Channel	Good	Township Boundary Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Bathurst 9th Conc	\$200
Ra-1	STOP Sign	Good	Priority	Pass	Wood 4x4	Good	Drummond Conc 9A	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Warn	Fence Post	Good	Township Boundary Rd	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Fail	Utility Pole	Good	Drummond Conc 8A	\$200
Other	Parking	Good	Information	Warn	U Channel	Good	Drummond Conc 8A	\$200
Rb-1	MAXIMUM SPEED Sign - 70	Good	Regulatory	Pass	U Channel	Good	Drummond Conc 8A	\$200
Rb-84T	BEGINS (Tab Sign)	Good	Regulatory	Pass	U Channel	Good	Drummond Conc 8A	\$200
Wb-1	STOP AHEAD Sign	Poor	Priority	Warn	U Channel	Good	Dunlop Sd Rd.	\$200
Wc-26T	SCHOOL BUS STOP AHEAD Tab	Good	Warning	Warn	U Channel	Good	Dunlop Sd Rd.	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	Wood 4x4	Good	Dunlop Sd Rd.	\$200
Ra-1	STOP Sign	Good	Priority	Pass	Wood 4x4	Good	McIlquham Blair Rd.	\$200
Wc-8R	TRUCK ENTRANCE Sign (Right)	Fair	Warning	Fail	U Channel	Good	Prestonvale Rd.	\$200
Other	No Parking - Fire Access Point Tow Away Zone	Good	Regulatory	Fail	U Channel	Good	McIlquham Blair Rd.	\$200
Other	No Parking Fire Department Use Only	Good	Regulatory	Pass	U Channel	Good	McIlquham Blair Rd.	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Pass	Fence Post	Good	Drummond Conc 10A	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Other	The Township of Drummond North Elmsley - Ferguson Falls	Good	Information	Non Reflective	Wood 6x6	Good	Ferguson Falls Rd.	\$200
Other	Drummond North Elmsley Township - Innisville	Good	Information	Non Reflective	Wood 6x6	Good	Hyw 7	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Fail	Fence Post	Good	Drummond Conc 7	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Code Rd.	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Fair	Warning	Fail	Fence Post	Good	Drummond Conc 7	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Fail	Fence Post	Good	Drummond Conc 7	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Fail	Fence Post	Good	Drummond Conc 7	\$200
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	Code Rd.	\$200
Wa-3R	CURVE Sign (Right)	Good	Warning	Warn	U Channel	Good	Code Rd.	\$200
Wa-4L	SHARP REVERSE CURVE Sign (Left)	Good	Warning	Warn	U Channel	Good	Code Rd.	\$200
Wc-7	PEDESTRIANS AHEAD Sign	Good	Warning	Pass	U Channel	Good	Drummond Conc 6B	\$200
Rb-1A	MAXIMUM SPEED Sign with KM/H included - 50	Good	Regulatory	Pass	U Channel	Good	Drummond Con 6B	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Drummond Conc 6B	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Drummond Conc 6B	\$200
Ra-1	STOP Sign	Good	Priority	Pass	Wood 4x4	Good	Drummond Conc 6B	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Drummond Conc 6B	\$200
Wc-8R	TRUCK ENTRANCE Sign (Right)	Good	Warning	Fail	U Channel	Good	Code Rd.	\$200
Wa-13A	INTERSECTION Signs (Controlled)	Fair	Warning	Warn	U Channel	Good	Code Rd.	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Code Rd.	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Code Rd.	\$200
Wc-8L	TRUCK ENTRANCE Sign (Left)	Fair	Warning	Fail	U Channel	Good	Code Rd.	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Fair	Warning	Fail	U Channel	Good	Code Rd.	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Fair	Warning	Pass	U Channel	Good	Code Rd.	\$200
Ra-101	STOP Sign (Oversized)	Fair	Priority	Pass	Wood 4x4	Good	Drummond Conc 5B	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Drummond Conc 5A	\$200
Wb-1	STOP AHEAD Sign	Fair	Priority	Fail	Wood 4x4	Good	Drummond Conc 5A	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Fail	Fence Post	Good	Drummond Conc 5A	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	Drummond Conc 7	\$200
Wa-3L	CURVE Sign (Left)	Good	Warning	Warn	U Channel	Good	Drummond Conc 7	\$200
Wa-15A	Y-INTERSECTION Sign (Controlled)	Good	Warning	Warn	U Channel	Good	Drummond Conc 7	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Drummond Conc 7	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Drummond Conc 7	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Drummond Conc 7	\$200
Wa-15A	Y-INTERSECTION Sign (Controlled)	Good	Warning	Warn	U Channel	Good	Drummond Conc 7	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Drummond Conc 7	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Drummond Conc 7	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Drummond Conc 7	\$200
Wa-3R	CURVE Sign (Right)	Good	Warning	Fail	U Channel	Good	Drummond Conc 7	\$200
Other	Hidden Entrance	Poor	Warning	Fail	Wood 4x4	Good	Drummond Conc 7	\$200
Wc-7	PEDESTRIANS AHEAD Sign	Good	Warning	Warn	U Channel	Good	Drummond Conc 7	\$200
Wa-2R	SHARP CURVE Sign (Right)	Good	Warning	Pass	U Channel	Good	Drummond Conc 7	\$200
Wc-3	PLAYGROUND AHEAD Sign	Fair	Warning	Fail	Wood 4x4	Good	Drummond Conc 7	\$200
Wa-2L	SHARP CURVE Sign (Left)	Good	Warning	Warn	U Channel	Good	Drummond Conc 7	\$200
Wa-15A	Y-INTERSECTION Sign (Controlled)	Good	Warning	Warn	U Channel	Good	Drummond Conc 7	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	Wood 4x4	Good	Drummond Conc B	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Drummond Conc 7B	\$200
Wa-15A	Y-INTERSECTION Sign (Controlled)	Good	Warning	Warn	U Channel	Good	Drummond Conc 7	\$200
Wa-4L	SHARP REVERSE CURVE Sign (Left)	Good	Warning	Warn	Wood 4x4	Good	Drummond Conc 7	\$200
Other	Welcome To Drummond North Elmsley Township	Good	Information	Non Reflective	Wood 6x6	Good	Drummond Conc Rd 2	\$200
Wa-31	NO EXIT Sign	Good	Warning	Warn	U Channel	Good	Drummond Conc Rd 2A	\$200
Wc-3	PLAYGROUND AHEAD Sign	Good	Warning	Warn	U Channel	Good	Drummond Conc Rd 2A	\$200
Other	Neighbourhood Watch Community	Fair	Information	Warn	U Channel	Good	Richardson Sdrd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	2" Tubular	Good	Richardson Sdrd	\$200
Wa-8LR	CHECKERBOARD Sign (both directions)	Good	Priority	Pass	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-13A	INTERSECTION Signs (Controlled)	Good	Warning	Warn	U Channel	Good	Drummond Conc Rd 1	\$200
Other	Neighbourhood Watch Community	Good	Information	Warn	U Channel	Good	Drummond Conc Rd 1	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Fair	Drummond Conc Rd 1	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Fair	Drummond Conc Rd 1	\$200
Wa-2R	SHARP CURVE Sign (Right)	Fair	Warning	Fail	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-32	RAMP SPEED KM/H Sign - 40	Good	Priority	Warn	Wood 4x4	Good	Drummond Conc Rd 1	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Spence Rd	\$200
Wa-2L	SHARP CURVE Sign (Left)	Good	Warning	Warn	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-2R	SHARP CURVE Sign (Right)	Poor	Warning	Fail	Wood 4x4	Good	Drummond Conc Rd 1	\$200
Wc-4	RAILWAY CROSSING AHEAD Sign	Fair	Warning	Fail	U Channel	Good	Drummond Conc Rd 1	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Pass	Utility Pole	Good	Drummond Conc Rd 1	\$200
Other	Welcome To Drummond North Elmsley Township	Good	Information	Non Reflective	Wood 6x6	Good	Hwy 43	\$200
Wa-31	NO EXIT Sign	Good	Warning	Warn	U Channel	Good	Evans Rd	\$200
Wa-31	NO EXIT Sign	Fair	Warning	Fail	Wood 4x4	Good	Rathwell Rd	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Fair	Regulatory	Warn	1" Metal T	Fair	Moores Rd	\$200
Wc-4	RAILWAY CROSSING AHEAD Sign	Good	Warning	Fail	Wood 6x6	Good	Moores Rd	\$200
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	Moores Rd	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Foster Sdrd	\$200
Wa-31	NO EXIT Sign	Fair	Warning	Fail	Wood 4x4	Good	Frizzell Rd	\$200
Wa-2L	SHARP CURVE Sign (Left)	Good	Warning	Warn	U Channel	Good	Frizzell Rd	\$200
Wa-2R	SHARP CURVE Sign (Right)	Good	Warning	Warn	U Channel	Good	Frizzell Rd	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Fair	Regulatory	Pass	1" Metal T	Good	Churchill Rd	\$200

SIGNS



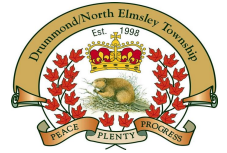
OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wc-7	PEDESTRIANS AHEAD Sign	Good	Warning	Fail	Wood 4x4	Good	Churchill Rd	\$200
Other	Watch For Children	Good	Warning	Fail	U Channel	Good	Churchill Rd	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Armstrong Rd	\$200
Wa-8LR	CHECKERBOARD Sign (both directions)	Good	Priority	Pass	U Channel	Good	Churchill Rd	\$200
Other	Solar Farm Deliveries	Good	Information	Fail	U Channel	Good	Churchill Rd	\$200
Wc-4	RAILWAY CROSSING AHEAD Sign	Poor	Warning	Fail	Wood 6x6	Good	Churchill Rd	\$200
Wc-4	RAILWAY CROSSING AHEAD Sign	Good	Warning	Fail	Wood 6x6	Good	Churchill Rd	\$200
Wa-3L	CURVE Sign (Left)	Good	Priority	Warn	U Channel	Good	Churchill Rd	\$200
Wa-7T	ADVISORY SPEED (Tab Sign) - 50 Km/h	Good	Priority	Fail	U Channel	Good	Churchill Rd	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	Utility Pole	Good	Dopson Rd	\$200
Wa-8LR	CHECKERBOARD Sign (both directions)	Good	Priority	Pass	U Channel	Good	Churchill Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Dipson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Poor	Warning	Fail	U Channel	Good	Churchill Rd	\$200
Wa-3R	CURVE Sign (Right)	Good	Warning	Warn	U Channel	Good	Churchill Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Fair	Warning	Warn	U Channel	Good	Churchill Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Poor	Warning	Fail	U Channel	Good	Churchill Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Fair	Warning	Fail	U Channel	Good	Churchill Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Poor	Warning	Fail	U Channel	Good	Churchill Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Churchill Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Churchill Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Churchill Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Churchill Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Poor	Warning	Fail	U Channel	Good	Churchill Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Poor	Warning	Fail	U Channel	Good	Churchill Rd	\$200
Wa-3L	CURVE Sign (Left)	Good	Priority	Warn	U Channel	Good	Churchill Rd	\$200
Wa-7T	ADVISORY SPEED (Tab Sign) - 50 Km/h	Good	Priority	Fail	U Channel	Good	Churchill Rd	\$200
Wb-1	STOP AHEAD Sign	Poor	Priority	Fail	U Channel	Good	Churchill Rd	\$200
Wa-13A	INTERSECTION Signs (Controlled)	Good	Warning	Warn	U Channel	Good	Drummond Conc Rd 1	\$200
Wc-108R	TRUCK ENTRANCE Sign (Right, Oversized)	Good	Warning	Fail	Wood 2x4	Good	Drummond Conc Rd 1	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wc-8L	TRUCK ENTRANCE Sign (Left)	Good	Warning	Fail	Wood 2x4	Good	Drummond Conc Rd 1	\$200
Other	School Bus Turning	Good	Warning	Fail	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-2R	SHARP CURVE Sign (Right)	Good	Warning	Warn	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-31	NO EXIT Sign	Poor	Warning	Fail	Wood 4x4	Good	Drummond Conc Rd 1	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-8R	CHECKERBOARD Sign (Right)	Good	Priority	Pass	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-8L	CHECKERBOARD Sign (Left)	Good	Priority	Pass	U Channel	Good	Drummond Conc Rd 1	\$200
Wa-14	T-INTERSECTION Sign (Uncontrolled)	Good	Warning	Warn	U Channel	Good	Burns Rd	\$200
Wb-101	STOP AHEAD Sign (Oversized)	Good	Priority	Warn	U Channel	Good	Burns Rd	\$200
Other	Neighbourhood Watch Community	Good	Information	Pass	U Channel	Good	Burns Rd	\$200
Wa-5L	REVERSE CURVE Sign (Left)	Good	Priority	Fail	U Channel	Good	Burns Rd	\$200
Wa-7T	ADVISORY SPEED (Tab Sign) - 50 Km/h	Fair	Priority	Fail	U Channel	Good	Burns Rd	\$200
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	Burns Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	1" Metal Square	Good	Burns Rd	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Burns Rd	\$200
Ra-1T	STOP (Tab Sign)(3 Way)	Good	Regulatory	Pass	U Channel	Good	Burns Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	1" Metal Square	Good	Burns Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	1" Metal Square	Good	Burns Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	1" Metal Square	Good	Burns Rd	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Buttermilk Hill Rd	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Burns Rd	\$200
Ra-1T	STOP (Tab Sign)(3 Way)	Good	Regulatory	Pass	U Channel	Good	Burns Rd	\$200
Wa-33L	OBJECT MARKER Sign (one direction) (left version)	Poor	Warning	Fail	Wood 4x4	Good	Buttermilk Hill Rd	\$200
Wa-33R	OBJECT MARKER Sign (one direction) (right version)	Poor	Warning	Fail	Wood 4x4	Good	Buttermilk Hill Rd	\$200
Wa-33L	OBJECT MARKER Sign (one direction) (left version)	Good	Warning	Fail	Wood 4x4	Good	Buttermilk Hill Rd	\$200
Wa-33R	OBJECT MARKER Sign (one direction) (right version)	Poor	Warning	Fail	Wood 4x4	Good	Buttermilk Hill Rd	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wc-108L	TRUCK ENTRANCE Sign (Left)	Good	Warning	Fail	Wood 4x4	Good	Buttermilk Hill Rd	\$200
Wc-108R	TRUCK ENTRANCE Sign (Right, Oversized)	Good	Warning	Fail	Wood 4x4	Good	Buttermilk Hill Rd	\$200
Wa-7T	ADVISORY SPEED (Tab Sign) - 50 Km/h	Good	Priority	Fail	Wood 4x4	Good	Buttermilk Hill Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Glenview Rd	\$200
Ra-1	STOP Sign	Poor	Priority	Fail	6" Wood Tubular	Good	Buttermilk Hill Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	McGuire Rd	\$200
Wa-2R	SHARP CURVE Sign (Right)	Poor	Warning	Fail	U Channel	Good	Carroll Rd	\$200
Wa-8R	CHECKERBOARD Sign (Right)	Good	Priority	Pass	U Channel	Good	Carroll Rd	\$200
Wa-8L	CHECKERBOARD Sign (Left)	Good	Priority	Pass	Wood 4x4	Good	McLachlin Rd	\$200
Wa-25T	PAVEMENT ENDS (Tab Sign)	Good	Warning	Fail	Wood 4x4	Good	Carroll Rd	\$200
Wa-28	ROADWAY NARROWS Sign	Good	Warning	Fail	Wood 4x4	Good	Carroll Rd	\$200
Wa-28T	ROAD NARROWS (Tab Sign)	Good	Warning	Fail	Wood 4x4	Good	Carroll Rd	\$200
Wa-25	PAVEMENT ENDS Sign	Fair	Warning	Fail	U Channel	Good	Carroll Rd	\$200
Wa-25T	PAVEMENT ENDS (Tab Sign)	Fair	Warning	Fail	U Channel	Good	Carroll Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	2" Tubular	Good	Ferguson Tetlock Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Porter Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Kelly-Jordan Rd	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Scholten Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Scholten Rd	\$200
Other	School Bus Stopping Ahead	Fair	Warning	Fail	U Channel	Good	Carroll Rd	\$200
Wc-4	RAILWAY CROSSING AHEAD Sign	Fair	Warning	Fail	Wood 4x4	Fair	Carroll Rd	\$200
Other	Be Prepared To Stop	Fair	Warning	Fail	Wood 4x4	Fair	Carroll Rd	\$200
Wc-4	RAILWAY CROSSING AHEAD Sign	Good	Warning	Fail	Wood 4x4	Good	Carroll Rd	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Fair	Regulatory	Fail	U Channel	Good	Carroll Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Mazie St	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Mazie St	\$200
Other	Welcome To Drummond North Elmsley Township	Good	Information	Non Reflective	Wood 6x6	Good	Highway 43	\$200
Rb-1	MAXIMUM SPEED Sign - 60	Poor	Regulatory	Fail	U Channel	Good	Poonamalie Sdrd	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Poonamalie Sdrd	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Warn	U Channel	Good	Poonamalie Sdrd	\$200
Wc-3	PLAYGROUND AHEAD Sign	Fair	Warning	Fail	U Channel	Good	Poonamalie Sdrd	\$200
Other	Reduce Speed At Bridge	Good	Warning	Fail	U Channel	Good	Poonamalie Sdrd	\$200
Wa-7T	ADVISORY SPEED (Tab Sign) - 40 Km/h	Good	Priority	Fail	U Channel	Good	Poonamalie Sdrd	\$200
Wa-33R	OBJECT MARKER Sign (one direction) (right version)	Good	Warning	Pass	U Channel	Good	Poonamalie Sdrd	\$200
Wa-33L	OBJECT MARKER Sign (one direction) (left version)	Good	Warning	Pass	U Channel	Good	Poonamalie Sdrd	\$200
Wa-33L	OBJECT MARKER Sign (one direction) (left version)	Good	Warning	Pass	U Channel	Good	Poonamalie Sdrd	\$200
Wa-33R	OBJECT MARKER Sign (one direction) (right version)	Good	Warning	Pass	U Channel	Good	Poonamalie Sdrd	\$200
Other	Reduce Speed At Bridge	Good	Warning	Fail	U Channel	Good	Poonamalie Sdrd	\$200
Wa-7T	ADVISORY SPEED (Tab Sign) - 40 Km/h	Good	Priority	Fail	U Channel	Good	Poonamalie Sdrd	\$200
Rb-1A	MAXIMUM SPEED Sign with KM/H included - 60	Good	Regulatory	Pass	U Channel	Good	Poonamalie Sdrd	\$200
Wa-22	BUMP Sign	Good	Warning	Fail	Wood 2x4	Good	Poonamalie Sdrd	\$200
Wa-22	BUMP Sign	Good	Warning	Fail	Wood 2x4	Good	Poonamalie Sdrd	\$200
Other	Dead End	Good	Warning	Fail	U Channel	Good	Poonamalie Sdrd	\$200
Wa-8L	CHECKERBOARD Sign (Left)	Good	Priority	Pass	U Channel	Good	Glenview Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Glenview Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Fair	Warning	Pass	U Channel	Fair	Glenview Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Glenview Rd	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Fail	Utility Pole	Good	Glenview Rd	\$200
Wa-2R	SHARP CURVE Sign (Right)	Good	Priority	Warn	U Channel	Good	Glenview Rd	\$200
Wa-7T	ADVISORY SPEED (Tab Sign) - 40 Km/h	Good	Priority	Fail	U Channel	Good	Glenview Rd	\$200
Wc-4	RAILWAY CROSSING AHEAD Sign	Poor	Warning	Fail	U Channel	Good	Glenview Rd	\$200
Wc-22A	Bumps Ahead	Good	Warning	Pass	U Channel	Good	Glenview Rd	\$200
Wc-4	RAILWAY CROSSING AHEAD Sign	Fair	Warning	Fail	U Channel	Good	Glenview Rd	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wc-3	PLAYGROUND AHEAD Sign	Poor	Warning	Fail	U Channel	Good	Porter Rd	\$200
Ra-1	STOP Sign	Good	Priority	Warn	Wood 4x4	Good	Portter Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Porter Rd	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Porter Rd	\$200
Wa-4R	SHARP REVERSE CURVE Sign (Right)	Good	Warning	Pass	U Channel	Good	Glenview Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Armstrong Rd	\$200
Wa-31	NO EXIT Sign	Good	Warning	Warn	U Channel	Good	Armstrong Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Armstrong Rd	\$200
Rb-63A	MAXIMUM 19/34/48 TONNES Sign (differentiated by truck type)	Good	Priority	Pass	Wood 4x4	Good	Armstrong Rd	\$200
Wa-8L	CHECKERBOARD Sign (Left)	Good	Priority	Pass	Wood 6x6	Good	Armstrong Rd	\$200
Wa-4R	SHARP REVERSE CURVE Sign (Right)	Good	Warning	Pass	U Channel	Good	Glenview Rd	\$200
Wc-8L	TRUCK ENTRANCE Sign (Left)	Good	Warning	Warn	Wood 4x4	Good	Glenview Rd	\$200
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	Burns Rd	\$200
Wc-9	CATTLE CROSSING Sign	Good	Warning	Pass	Utility Pole	Good	Burns Rd	\$200
Wc-9	CATTLE CROSSING Sign	Good	Warning	Pass	Utility Pole	Good	Burns Rd	\$200
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	Burns Rd	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Burns Rd	\$200
Wa-8LR	CHECKERBOARD Sign (both directions, T Intersection)	Poor	Priority	Fail	Wood 4x4	Good	Armstrong Rd	\$200
Rb-63A	MAXIMUM 19/34/48 TONNES Sign (differentiated by truck type)	Good	Priority	Pass	Wood 4x4	Good	Armstrong Rd	\$200
Wa-25	PAVEMENT ENDS Sign	Good	Warning	Fail	U Channel	Good	Armstrong Rd	\$200
Wa-25T	PAVEMENT ENDS (Tab Sign)	Good	Warning	Fail	U Channel	Good	Armstrong Rd	\$200
Wa-24	NARROW STRUCTURE Sign	Good	Warning	Warn	U Channel	Good	Armstrong Rd	\$200
Wa-13A	INTERSECTION Signs (Controlled)	Good	Warning	Warn	U Channel	Good	Armstrong Rd	\$200
Wa-33R	OBJECT MARKER Sign (one direction) (right version)	Good	Warning	Pass	Guard Rail	Good	Armstrong Rd	\$200
Rb-63A	MAXIMUM 19/34/48 TONNES Sign (differentiated by truck type)	Good	Priority	Pass	Wood 4x4	Good	Armstrong Rd	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wa-33R	OBJECT MARKER Sign (one direction) (right version)	Poor	Warning	Fail	Wood 4x4	Good	Armstrong Rd	\$200
Wa-33L	OBJECT MARKER Sign (one direction) (left version)	Good	Warning	Pass	Wood 4x4	Good	Armstrong Rd	\$200
Wa-33R	OBJECT MARKER Sign (one direction) (right version)	Good	Warning	Fail	Wood 4x4	Good	Armstrong Rd	\$200
Wa-33L	OBJECT MARKER Sign (one direction) (left version)	Good	Warning	Pass	Wood 4x4	Good	Armstrong Rd	\$200
Wa-33R	OBJECT MARKER Sign (one direction) (right version)	Good	Warning	Pass	Guard Rail	Good	Armstrong Rd	\$200
Rb-63A	MAXIMUM 19/34/48 TONNES Sign (differentiated by truck type)	Good	Priority	Warn	Wood 4x4	Good	Armstrong Rd	\$200
Wa-24	NARROW STRUCTURE Sign	Good	Warning	Fail	U Channel	Good	Armstrong Rd	\$200
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	Armstrong Rd	\$200
Wa-11	INTERSECTION Signs (Uncontrolled)	Good	Warning	Pass	U Channel	Good	Armstrong Rd	\$200
Wa-13A	INTERSECTION Signs (Controlled)	Good	Warning	Warn	U Channel	Good	Armstrong Rd	\$200
Wc-108R	TRUCK ENTRANCE Sign (Right)	Good	Warning	Fail	Wood 4x4	Good	Armstrong Rd	\$200
Wa-7T	ADVISORY SPEED (Tab Sign) - 50 Km/h	Good	Priority	Fail	Wood 4x4	Good	Armstrong Rd	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Station Rd	\$200
Wa-8LR	CHECKERBOARD Sign (both directions)	Good	Priority	Pass	U Channel	Good	Armstrong Rd	\$200
Wc-108L	TRUCK ENTRANCE Sign (Left)	Good	Warning	Fail	Wood 4x4	Good	Armstrong Rd	\$200
Wa-7T	ADVISORY SPEED (Tab Sign) - 50 Km/h	Good	Priority	Fail	Wood 4x4	Good	Armstrong Rd	\$200
Wc-4	RAILWAY CROSSING AHEAD Sign	Good	Warning	Warn	U Channel	Good	Armstrong Rd	\$200
Wc-4	RAILWAY CROSSING AHEAD Sign	Fair	Warning	Fail	Wood 6x6	Good	Armstrong Rd	\$200
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	Armstrong Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Poor	Warning	Warn	U Channel	Good	Station Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Fair	Warning	Fail	U Channel	Good	Station Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Poor	Warning	Fail	U Channel	Good	Station Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Station Rd	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Fair	Warning	Fail	U Channel	Good	Station Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Poor	Warning	Fail	U Channel	Good	Station Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wc-4	RAILWAY CROSSING AHEAD Sign	Fair	Warning	Fail	Wood 6x6	Good	Station Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wc-4	RAILWAY CROSSING AHEAD Sign	Fair	Warning	Fail	Wood 6x6	Good	Station Rd	\$200
Other	This Road Is Not Maintained Beyond This Point	Good	Information	Fail	Utility Pole	Good	Stone Rd E	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Stone Rd E	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Stone Rd E	\$200
Other	This Road Is Not Maintained Beyond This Point	Good	Information	Fail	U Channel	Good	Stone Rd E	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Station Rd	\$200
Rb-1A	MAXIMUM SPEED Sign with KM/H included - 60	Good	Regulatory	Pass	U Channel	Good	Station Rd	\$200
Rb-84T	BEGINS (Tab Sign)	Fair	Regulatory	Pass	U Channel	Good	Station Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	2" Tubular	Good	Bracken Ave	\$200
Rb-1A	MAXIMUM SPEED Sign with KM/H included - 50	Good	Regulatory	Pass	U Channel	Good	Bracken Ave	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Cromwell Cres	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Cromwell Cres	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Captain Sherwood Dr	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Moore's Pl	\$200
Wc-3	PLAYGROUND AHEAD Sign	Good	Warning	Warn	U Channel	Good	Bracken Ave	\$200
Rb-1	MAXIMUM SPEED Sign - 50	Good	Regulatory	Warn	U Channel	Good	Bracken Ave	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Warn	U Channel	Good	Bracken Ave	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Bracken Ave	\$200
Rb-1	MAXIMUM SPEED Sign - 50	Fair	Regulatory	Fail	U Channel	Good	Pine Ave	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Fair	Regulatory	Warn	U Channel	Good	Pine Ave	\$200
Ra-2	YIELD Sign	Good	Priority	Pass	U Channel	Good	Western Ave	\$200
Rb-1	MAXIMUM SPEED Sign - 50	Good	Regulatory	Warn	Wood 4x4	Good	North Rd	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	Wood 4x4	Good	North Rd	\$200
Ra-2	YIELD Sign	Good	Priority	Pass	U Channel	Good	North Rd	\$200
Wc-3	PLAYGROUND AHEAD Sign	Good	Warning	Fail	U Channel	Good	Pine Ave	\$200
Ra-2	YIELD Sign	Good	Priority	Pass	U Channel	Good	Centre Dr	\$200
Ra-2	YIELD Sign	Good	Priority	Pass	U Channel	Good	Centre Dr	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Best Rd	\$200
Other	Drummond North Elmsley Township - Port Elmsley	Good	Information	Non Reflective	Wood 6x6	Good	Highway 43	\$200
Other	Site Of The Original Tay Canal www.dnetownship.ca	Good	Information	Non Reflective	Wood 6x6	Good	Highway 43	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Fail	1" Metal T	Good	Station Rd	\$200

SIGNS



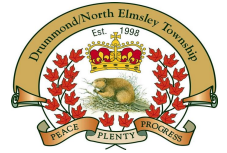
OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Rb-1A	MAXIMUM SPEED Sign with KM/H included - 60	Good	Regulatory	Pass	U Channel	Good	Station Rd	\$200
Rb-84T	BEGINS (Tab Sign)	Good	Regulatory	Pass	U Channel	Good	Station Rd	\$200
Other	This Road Is Not Maintained Beyond This Point	Good	Information	Fail	U Channel	Good	Stone Rd	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Stone Rd	\$200
Wa-31	NO EXIT Sign	Good	Warning	Warn	U Channel	Good	Meadow Ln	\$200
Other	Drummond North Elmsley Township - Port Elmsley	Good	Information	Non Reflective	Wood 6x6	Good	Highway 43	\$200
Other	Site Of The Original Tay Canal www.dnetownship.ca	Good	Information	Non Reflective	Wood 6x6	Good	Highway 43	\$200
Rb-1	MAXIMUM SPEED Sign - 40	Poor	Regulatory	Warn	U Channel	Good	Coutts Bay Rd	\$200
Wa-31	NO EXIT Sign	Poor	Warning	Fail	U Channel	Good	Coutts Bay Rd	\$200
Wa-22	BUMP Sign	Good	Warning	Fail	Wood 2x4	Good	Coutts Bay Rd	\$200
Wa-22	BUMP Sign	Good	Warning	Fail	Wood 2x4	Good	Coutts Bay Rd	\$200
Wa-2L	SHARP CURVE Sign (Left)	Good	Warning	Warn	U Channel	Good	Coutts Bay Rd	\$200
Wa-22	BUMP Sign	Good	Warning	Warn	Wood 2x4	Good	Coutts Bay Rd	\$200
Wa-22	BUMP Sign	Fair	Warning	Fail	Wood 2x4	Good	Coutts Bay Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	West Point Dr	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	West Point Dr	\$200
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	West Point Dr	\$200
Wa-2L	SHARP CURVE Sign (Left)	Good	Warning	Warn	U Channel	Good	West Point Dr	\$200
Wa-2L	SHARP CURVE Sign (Left)	Good	Warning	Warn	U Channel	Good	West Point Dr	\$200
Wa-2R	SHARP CURVE Sign (Right)	Good	Warning	Warn	U Channel	Good	West Point Dr	\$200
Wa-2R	SHARP CURVE Sign (Right)	Good	Warning	Pass	U Channel	Good	West Point Dr	\$200
Wa-2R	SHARP CURVE Sign (Right)	Good	Warning	Warn	U Channel	Good	Coutts Bay Rd	\$200
Rb-1	MAXIMUM SPEED Sign - 40	Poor	Regulatory	Warn	U Channel	Good	Coutts Bay Rd	\$200
Other	25 Km/h	Good	Warning	Fail	U Channel	Good	Coutts Bay Rd	\$200
Wa-22	BUMP Sign	Good	Warning	Fail	Wood 2x4	Good	Coutts Bay Rd	\$200
Wa-22	BUMP Sign	Good	Warning	Fail	Wood 2x4	Good	Coutts Bay Rd	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wa-22	BUMP Sign	Good	Warning	Fail	Wood 2x4	Good	Coutts Bay Rd	\$200
Wc-7	PEDESTRIANS AHEAD Sign	Poor	Warning	Fail	1" Metal T	Fair	Coutts Bay Rd	\$200
Other	25 Km/h	Fair	Warning	Warn	U Channel	Good	Coutts Bay Rd	\$200
Other	Drummond North Elmsley Township - Rideau Ferry	Good	Information	Non Reflective	Wood 6x6	Good	Rideau Ferry Rd	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Yacht Club Rd	\$200
Rb-1A	MAXIMUM SPEED Sign with KM/H included - 50	Fair	Regulatory	Warn	U Channel	Good	Yacht Club Rd	\$200
Wc-7	PEDESTRIANS AHEAD Sign	Good	Warning	Pass	U Channel	Good	Yacht Club Rd	\$200
Wa-3L	CURVE Sign (Left)	Good	Warning	Warn	U Channel	Good	Yacht Club Rd	\$200
Other	Slow Tab	Good	Warning	Warn	U Channel	Good	Yacht Club Rd	\$200
Rb-1A	MAXIMUM SPEED Sign with KM/H included - 50	Fair	Regulatory	Warn	U Channel	Good	Yacht Club Rd	\$200
Wc-7	PEDESTRIANS AHEAD Sign	Good	Warning	Pass	U Channel	Good	Yacht Club Rd	\$200
Wa-35	DIVIDED ROAD ENDS Sign	Good	Warning	Pass	Metal 2x5	Good	Yacht Club Rd	\$200
Wa-35	DIVIDED ROAD ENDS Sign	Good	Warning	Pass	Metal 2x4	Good	Yacht Club Rd	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Rose-Mac Dr	\$200
Wa-31	NO EXIT Sign	Fair	Warning	Fail	U Channel	Good	Elizabeth Dr	\$200
Other	Welcome To Drummond North Elmsley Township	Good	Information	Non Reflective	Wood 6x6	Good	Rideau Ferry Rd	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Sunset Dr	\$200
Other	15 M.P.H	Poor	Warning	Fail	Utility Pole	Good	Sunset Dr	\$200
Other	Slow Children At Play	Poor	Warning	Fail	Tree	Good	Sunset Dr	\$200
Rb-1	MAXIMUM SPEED Sign - 20	Poor	Regulatory	Fail	Tree	Poor	Sunset Dr	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Hughes Rd	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Rideau Lake Rd	\$200
Wa-21	STEEP HILL Sign	Fair	Warning	Fail	Wood 4x4	Good	Rideau Lake Rd	\$200
Other	Hill Tab	Fair	Warning	Fail	Wood 4x4	Good	Rideau Lake Rd	\$200
Other	Keep Right	Poor	Warning	Fail	U Channel	Good	Rideau Lake Rd	\$200
Other	Keep Right	Poor	Warning	Fail	U Channel	Good	Rideau Lake Rd	\$200

SIGNS

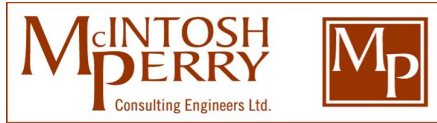


OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wa-13	INTERSECTION Signs (Uncontrolled)	Good	Warning	Pass	U Channel	Good	Otty Lake Sdrd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Wild Life Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Ferrier Rd E	\$200
Wa-4R	SHARP REVERSE CURVE Sign (Right)	Good	Warning	Pass	U Channel	Good	Otty Lake Sdrd	\$200
Wa-6R	WINDING ROAD Sign (Right)	Good	Warning	Pass	U Channel	Good	Otty Lake Sdrd	\$200
Wa-6R	WINDING ROAD Sign (Right)	Fair	Warning	Pass	U Channel	Good	Otty Lake Sdrd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	N. Burgess Conc 8	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Trillium Dr	\$200
Rb-1A	MAXIMUM SPEED Sign with KM/H included - 40	Fair	Regulatory	Fail	Wood 4x4	Good	Trillium Dr	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Poole Dr	\$200
Ra-1	STOP Sign	Poor	Priority	Fail	U Channel	Good	Otty Way	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Elmsley Cres	\$200
Rb-1A	MAXIMUM SPEED Sign with KM/H included - 40	Fair	Regulatory	Warn	Wood 4x4	Good	Burgess Dr	\$200
Ra-1	STOP Sign	Good	Priority	Pass	3" Tubular	Good	Burgess Dr	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Rideau Court	\$200
Wa-2R	SHARP CURVE Sign (Right)	Poor	Priority	Fail	U Channel	Good	Otty Lake Sdrd	\$200
Wa-7T	ADVISORY SPEED (Tab Sign) - 40 Km/h	Fair	Priority	Fail	U Channel	Good	Otty Lake Sdrd	\$200
Rb-5	MAXIMUM SPEED AHEAD Sign - 60	Fair	Regulatory	Warn	U Channel	Good	Otty Lake Sdrd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Otty Lake Sdrd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Fair	Warning	Pass	U Channel	Good	Otty Lake Sdrd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Poor	Warning	Pass	Wood 4x4	Poor	Otty Lake Sdrd	\$200
Other	Turtle Crossing May - Sept Mai-Sept	Good	Warning	Pass	U Channel	Good	Wild Life Rd	\$200
Wa-31	NO EXIT Sign	Good	Warning	Warn	U Channel	Good	Wild Life Rd	\$200
Rb-1A	MAXIMUM SPEED Sign with KM/H included - 50	Poor	Regulatory	Fail	U Channel	Good	Bernice Cres	\$200
Ra-1	STOP Sign	Fair	Priority	Pass	U Channel	Good	Robert Run	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Robert Run	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Millar Brooke Dr	\$200

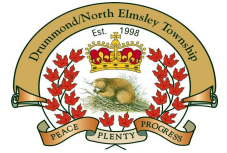
SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Barr Place	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	McLaren Dr	\$200
Other	Keep Right	Good	Warning	Fail	U Channel	Good	Thompson Dr	\$200
Other	Slow Tab	Good	Warning	Warn	U Channel	Good	Thompson Dr	\$200
Other	Hidden Intersection	Good	Warning	Fail	U Channel	Fair	Thompson Dr	\$200
Wa-33R	OBJECT MARKER Sign (one direction) (right version)	Good	Warning	Pass	U Channel	Good	Healey Dr	\$200
Wc-3	PLAYGROUND AHEAD Sign	Fair	Warning	Fail	U Channel	Good	Mile Point Rd	\$200
Rb-5	MAXIMUM SPEED AHEAD Sign with KM/H included - 50	Fair	Regulatory	Warn	U Channel	Good	Mile Point Rd	\$200
Wa-15	Y-INTERSECTION Sign (Uncontrolled)	Good	Warning	Warn	Wood 4x4	Good	Tennyson Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Jericho Rd	\$200
Other	Welcome To Drummond North Elmsley Township	Good	Information	Non Reflective	Wood 6x6	Good	Tennyson Rd	\$200
Wa-15	Y-INTERSECTION Sign (Uncontrolled)	Good	Warning	Warn	U Channel	Good	Tennyson Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Shail Rd	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Shail Rd	\$200
Other	School Bus Turning	Poor	Warning	Fail	U Channel	Good	Tennyson Rd	\$200
Wa-3L	CURVE Sign (Left)	Fair	Warning	Warn	U Channel	Good	Tennyson Rd	\$200
Ra-1	STOP Sign	Good	Priority	Fail	U Channel	Good	Drummond Conc Rd 7	\$200
Wa-8LR	CHECKERBOARD Sign (both directions)	Poor	Priority	Fail	Wood 4x4	Good	Tennyson Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Moulton Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Moulton Rd	\$200
Wa-31	NO EXIT Sign	Fair	Warning	Fail	Wood 4x4	Good	Drummond Conc Rd 5B	\$200
Ra-1	STOP Sign	Fair	Priority	Fail	U Channel	Good	Drummond Conc Rd 5B	\$200
Wa-6R	WINDING ROAD Sign (Right)	Good	Warning	Warn	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200



Helping shape better communities



SIGNS

OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-6R	WINDING ROAD Sign (Right)	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Tennyson Rd	\$200
Ra-1	STOP Sign	Fair	Priority	Fail	Wood 4x4	Good	Drummond Conc 5 B	\$200
Ra-1	STOP Sign	Fair	Priority	Fail	Wood 4x4	Fair	Drummond Conc 4D	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Drummond Conc Rd 4D	\$200
Ra-1	STOP Sign	Good	Priority	Pass	Wood 4x4	Good	Drummond Conc Rd 4D	\$200
Wa-3R	CURVE Sign (Right)	Poor	Warning	Fail	U Channel	Good	Tennyson Rd	\$200
Wa-3L	CURVE Sign (Left)	Good	Warning	Warn	Wood 4x4	Good	Tennyson Rd	\$200
Wa-11A	INTERSECTION Signs (Controlled)	Good	Warning	Warn	U Channel	Good	Tennyson Rd	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Pass	U Channel	Good	Code Rd	\$200
Ra-101	STOP Sign (Oversized)	Good	Priority	Warn	Wood 4x4	Good	McPhails Rd	\$200
Wa-11A	INTERSECTION Signs (Controlled)	Good	Warning	Warn	U Channel	Good	Tennyson Rd	\$200
Wa-3L	CURVE Sign (Left)	Poor	Priority	Warn	U Channel	Good	Tennyson Rd	\$200
Wa-7T	ADVISORY SPEED (Tab Sign) - 40 Km/h	Poor	Priority	Fail	U Channel	Good	Tennyson Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Fair	Warning	Warn	U Channel	Good	Tennyson Rd	\$200
Ra-1	STOP Sign	Poor	Priority	Warn	U Channel	Good	Leach's Rd	\$200
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Hands Rd	\$200
Wa-3R	CURVE Sign (Right)	Good	Warning	Warn	U Channel	Good	Tennyson Rd	\$200
Wa-3R	CURVE Sign (Right)	Poor	Priority	Fail	Wood 4x4	Good	Tennyson Rd	\$200
Wa-7T	ADVISORY SPEED (Tab Sign) - 40 Km/h	Good	Priority	Warn	Wood 4x4	Good	Tennyson Rd	\$200
Wc-7	PEDESTRIANS AHEAD Sign	Good	Warning	Warn	U Channel	Good	Tennyson Rd	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Warn	1" Metal T	Good	Tennyson Rd	\$200
Rb-76	LOAD RESTRICTION IN EFFECT Sign	Good	Regulatory	Fail	Utility Pole	Good	Leach's Rd	\$200
Ra-1	STOP Sign	Good	Priority	Warn	U Channel	Good	Drummond Conc Rd 4C	\$200
Rb-1	MAXIMUM SPEED Sign - 50	Good	Regulatory	Pass	U Channel	Good	Drummond Conc Rd 4C	\$200
Other	Watch For Children	Fair	Warning	Fail	U Channel	Good	Drummond Conc Rd 4C	\$200
Wa-31	NO EXIT Sign	Good	Warning	Fail	U Channel	Good	Drummond Conc Rd 4C	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Wa-109	CHEVRON ALIGNMENT Sign (Oversized)	Good	Warning	Pass	U Channel	Good	Hand's Rd	\$200
Other	Richardson	Poor	Information	Fail	U Channel	Good	Drummond Con 2	\$200
Wa-104R	SHARP REVERSE CURVE Sign (Right, Oversized)	Good	Priority	Warn	Wood 4x4	Good	McPhail's Rd	\$200
Wa-7T	ADVISORY SPEED (Tab Sign) - 50 Km/h	Good	Priority	Fail	Wood 4x4	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200

SIGNS



OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wa-9	CHEVRON ALIGNMENT Sign	Good	Warning	Pass	U Channel	Good	McPhail's Rd	\$200
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	McPhail's Rd	\$200
Wa-104R	SHARP REVERSE CURVE Sign (Right, Oversized)	Good	Priority	Warn	Wood 4x4	Good	McPhail's Rd	\$200
Wa-7T	ADVISORY SPEED (Tab Sign) - 50 Km/h	Good	Priority	Fail	U Channel	Good	McPhail's Rd	\$200
Wb-1	STOP AHEAD Sign	Good	Priority	Warn	U Channel	Good	Code Rd	\$200
Wa-5L	REVERSE CURVE Sign (Left)	Good	Warning	Warn	U Channel	Good	Code Rd	\$200

SIGNS

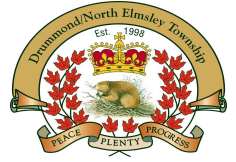


OTM Code	Sign Name	Sign Condition	Classification	Retroreflectivity Assessment	Post Type	Post Condition	Location	Cost
Ra-1	STOP Sign	Good	Priority	Pass	U Channel	Good	Drummond Conc Rd 4D	\$200
Ra-2	YIELD Sign	Good	Priority	Fail	Wood 4x4	Good	The Old Rd	\$200
Ra-2T	YIELD (Tab Sign)	Poor	Priority	Warn	Wood 4x4	Good	The Old Rd	\$200
Ra-2	YIELD Sign	Good	Priority	Pass	U Channel	Good	The Old Rd	\$200
Wa-5L	REVERSE CURVE Sign (Left)	Good	Warning	Warn	U Channel	Good	Code Rd	\$200
Wa-13A	INTERSECTION Signs (Controlled)	Good	Warning	Warn	U Channel	Good	Code Rd	\$200
Wa-13A	INTERSECTION Signs (Controlled)	Good	Warning	Warn	U Channel	Good	Code Rd	\$200
Other	Welcome To Drummond North Elmsley Township	Good	Information	Non Reflective	Wood 6x6	Good	Drummond Conc Rd 2	\$200
Other	Welcome To Drummond North Elmsley Township	Good	Information	Non Reflective	Wood 6x6	Good	Rideau Ferry Rd	\$200
<i>Total</i>								<i>\$166,600</i>
<i>Life Cycle</i>								<i>15 Years</i>
<i>Annual Expendature</i>								<i>\$11,107</i>

APPENDIX C

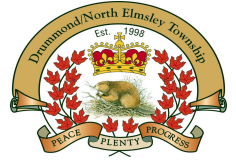
STREET LIGHT INVENTORY

STREET LIGHTS



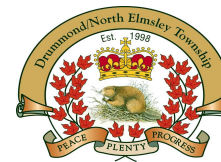
CGIS Feature ID	Type	Cost
0	150 Watt High Pressure Sodium	\$776
1	150 Watt High Pressure Sodium	\$776
2	150 Watt High Pressure Sodium	\$776
3	150 Watt High Pressure Sodium	\$776
4	150 Watt High Pressure Sodium	\$776
5	150 Watt High Pressure Sodium	\$776
6	150 Watt High Pressure Sodium	\$776
7	150 Watt High Pressure Sodium	\$776
8	150 Watt High Pressure Sodium	\$776
9	150 Watt High Pressure Sodium	\$776
10	150 Watt High Pressure Sodium	\$776
11	150 Watt High Pressure Sodium	\$776
12	150 Watt High Pressure Sodium	\$776
13	150 Watt High Pressure Sodium	\$776
14	150 Watt High Pressure Sodium	\$776
15	150 Watt High Pressure Sodium	\$776
16	150 Watt High Pressure Sodium	\$776
17	150 Watt High Pressure Sodium	\$776
18	150 Watt High Pressure Sodium	\$776
19	150 Watt High Pressure Sodium	\$776
20	150 Watt High Pressure Sodium	\$776
21	150 Watt High Pressure Sodium	\$776
22	150 Watt High Pressure Sodium	\$776
23	150 Watt High Pressure Sodium	\$776
24	150 Watt High Pressure Sodium	\$776
25	150 Watt High Pressure Sodium	\$776
26	150 Watt High Pressure Sodium	\$776
27	150 Watt High Pressure Sodium	\$776
28	150 Watt High Pressure Sodium	\$776

STREET LIGHTS



CGIS Feature ID	Type	Cost
29	150 Watt High Pressure Sodium	\$776
30	150 Watt High Pressure Sodium	\$776
31	150 Watt High Pressure Sodium	\$776
32	150 Watt High Pressure Sodium	\$776
33	150 Watt High Pressure Sodium	\$776
34	150 Watt High Pressure Sodium	\$776
35	150 Watt High Pressure Sodium	\$776
36	150 Watt High Pressure Sodium	\$776
37	150 Watt High Pressure Sodium	\$776
38	150 Watt High Pressure Sodium	\$776
39	150 Watt High Pressure Sodium	\$776
40	150 Watt High Pressure Sodium	\$776
41	150 Watt High Pressure Sodium	\$776
42	150 Watt High Pressure Sodium	\$776
43	150 Watt High Pressure Sodium	\$776
44	150 Watt High Pressure Sodium	\$776
45	150 Watt High Pressure Sodium	\$776
46	150 Watt High Pressure Sodium	\$776
47	150 Watt High Pressure Sodium	\$776
48	150 Watt High Pressure Sodium	\$776
49	150 Watt High Pressure Sodium	\$776
50	150 Watt High Pressure Sodium	\$776
51	150 Watt High Pressure Sodium	\$776
52	150 Watt High Pressure Sodium	\$776
53	150 Watt High Pressure Sodium	\$776
54	150 Watt High Pressure Sodium	\$776
55	150 Watt High Pressure Sodium	\$776
56	150 Watt High Pressure Sodium	\$776
57	150 Watt High Pressure Sodium	\$776

STREET LIGHTS



CGIS Feature ID	Type	Cost
58	150 Watt High Pressure Sodium	\$776
59	150 Watt High Pressure Sodium	\$776
60	150 Watt High Pressure Sodium	\$776
61	150 Watt High Pressure Sodium	\$776
62	150 Watt High Pressure Sodium	\$776
63	150 Watt High Pressure Sodium	\$776
64	150 Watt High Pressure Sodium	\$776
65	150 Watt High Pressure Sodium	\$776
66	150 Watt High Pressure Sodium	\$776
67	150 Watt High Pressure Sodium	\$776
68	150 Watt High Pressure Sodium	\$776
69	150 Watt High Pressure Sodium	\$776
70	150 Watt High Pressure Sodium	\$776
71	150 Watt High Pressure Sodium	\$776
72	150 Watt High Pressure Sodium	\$776
73	150 Watt High Pressure Sodium	\$776
74	150 Watt High Pressure Sodium	\$776
75	150 Watt High Pressure Sodium	\$776
76	150 Watt High Pressure Sodium	\$776
77	150 Watt High Pressure Sodium	\$776
78	150 Watt High Pressure Sodium	\$776
79	150 Watt High Pressure Sodium	\$776
80	150 Watt High Pressure Sodium	\$776
81	150 Watt High Pressure Sodium	\$776
82	150 Watt High Pressure Sodium	\$776
83	150 Watt High Pressure Sodium	\$776
84	150 Watt High Pressure Sodium	\$776
85	150 Watt High Pressure Sodium	\$776
86	150 Watt High Pressure Sodium	\$776

STREET LIGHTS



CGIS Feature ID	Type	Cost
87	150 Watt High Pressure Sodium	\$776
88	150 Watt High Pressure Sodium	\$776
89	150 Watt High Pressure Sodium	\$776
90	150 Watt High Pressure Sodium	\$776
91	150 Watt High Pressure Sodium	\$776
92	150 Watt High Pressure Sodium	\$776
93	150 Watt High Pressure Sodium	\$776
94	150 Watt High Pressure Sodium	\$776
95	150 Watt High Pressure Sodium	\$776
96	150 Watt High Pressure Sodium	\$776
97	150 Watt High Pressure Sodium	\$776
98	150 Watt High Pressure Sodium	\$776
99	150 Watt High Pressure Sodium	\$776
100	150 Watt High Pressure Sodium	\$776
101	150 Watt High Pressure Sodium	\$776
102	150 Watt High Pressure Sodium	\$776
103	150 Watt High Pressure Sodium	\$776
104	150 Watt High Pressure Sodium	\$776
105	150 Watt High Pressure Sodium	\$776
106	150 Watt High Pressure Sodium	\$776
107	150 Watt High Pressure Sodium	\$776
108	150 Watt High Pressure Sodium	\$776
109	150 Watt High Pressure Sodium	\$776
110	150 Watt High Pressure Sodium	\$776
	<i>Total</i>	<i>\$86,136</i>
	<i>Life Cycle</i>	<i>35 Years</i>
	<i>Annual Expendature</i>	<i>\$2,461</i>

APPENDIX D CULVERT INVENTORY

CULVERTS



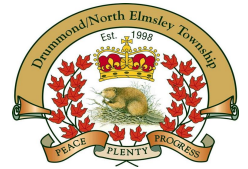
CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
93	1	300	Steel	Partially Blocked	Dry	\$137	\$137
126	1	300	Steel	Good	Standing	\$137	\$137
611	1	300	Steel	Good	Dry	\$137	\$137
190	5	300	CSP	Blocked	Dry	\$137	\$684
191	5	300	CSP	Blocked	Dry	\$137	\$684
183	5	300	CSP	Partially Blocked	Dry	\$137	\$684
110	6	300	Steel	Good	Dry	\$137	\$820
129	6	300	Steel	Good	Dry	\$137	\$820
454	6	300	Steel	Good	Dry	\$137	\$820
302	6	300	Steel	Partially Blocked	Dry	\$137	\$820
96	7	300	Steel	Good	Dry	\$137	\$957
102	7	300	Steel	Good	Dry	\$137	\$957
251	7	300	Steel	Good	Dry	\$137	\$957
276	7	300	Steel	Good	Dry	\$137	\$957
277	7	300	Steel	Good	Dry	\$137	\$957
92	7	300	Steel	Partially Blocked	Dry	\$137	\$957
221	7	300	Steel	Replace	Dry	\$137	\$957
226	7	300	Steel	Replace	Dry	\$137	\$957
216	7	300	Steel	Replace	Standing	\$137	\$957
273	8	300	Steel	Good	Dry	\$137	\$1,094
95	8	300	Steel	Partially Blocked	Dry	\$137	\$1,094
274	8	300	Steel	Partially Blocked	Dry	\$137	\$1,094
477	8	300	Steel	Partially Blocked	Dry	\$137	\$1,094
455	8	300	Steel	Replace	Dry	\$137	\$1,094
31	8	300	Steel	Partially Blocked	Standing	\$137	\$1,094
509	9	300	Steel	Good	Dry	\$137	\$1,231
609	9	300	Steel	Good	Dry	\$137	\$1,231
263	9	300	Steel	Poor	Dry	\$137	\$1,231

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
259	9	300	Steel	Good	Flowing	\$137	\$1,231
296	9	300	Steel	Good	Flowing	\$137	\$1,231
297	9	300	Steel	Good	Standing	\$137	\$1,231
113	10	300	Steel	Good	Dry	\$137	\$1,367
458	10	300	Steel	Good	Dry	\$137	\$1,367
507	10	300	Steel	Good	Dry	\$137	\$1,367
11	10	300	Steel	Partially Blocked	Dry	\$137	\$1,367
508	11	300	Steel	Good	Dry	\$137	\$1,504
64	14	300	Steel	Good	Dry	\$137	\$1,914
199	15	300	CSP	Good	Flowing	\$137	\$2,051
200	15	300	CSP	Good	Flowing	\$137	\$2,051
27	1	400	Steel	Good	Flowing	\$198	\$198
357	1	400	Steel	Good	Flowing	\$198	\$198
326	1	400	Concrete	Partially Blocked	Flowing	\$198	\$198
602	1	400	Steel	Good	Standing	\$198	\$198
604	1	400	Steel	Blocked	Dry	\$198	\$198
243	1	400	Steel	Good	Flowing	\$198	\$198
132	5	400	Steel	Blocked	Dry	\$198	\$991
305	5	400	Steel	Blocked	Dry	\$198	\$991
46	5	400	Plastic	Good	Dry	\$198	\$991
83	5	400	Steel	Replace	Standing	\$198	\$991
35	6	400	Steel	Good	Dry	\$198	\$1,189
109	6	400	Steel	Good	Dry	\$198	\$1,189
125	6	400	Steel	Good	Dry	\$198	\$1,189
133	6	400	Steel	Good	Dry	\$198	\$1,189
169	6	400	Steel	Good	Dry	\$198	\$1,189
253	6	400	Steel	Good	Dry	\$198	\$1,189
254	6	400	Steel	Good	Dry	\$198	\$1,189

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
316	6	400	Steel	Good	Dry	\$198	\$1,189
156	6	400	Steel	Good	Flowing	\$198	\$1,189
179	6	400	CSP	Good	Flowing	\$198	\$1,189
181	6	400	CSP	Good	Flowing	\$198	\$1,189
29	6	400	Steel	Blocked	Standing	\$198	\$1,189
12	7	400	Steel	Good	Dry	\$198	\$1,387
13	7	400	Steel	Good	Dry	\$198	\$1,387
30	7	400	Steel	Good	Dry	\$198	\$1,387
34	7	400	Steel	Good	Dry	\$198	\$1,387
103	7	400	Steel	Good	Dry	\$198	\$1,387
104	7	400	Steel	Good	Dry	\$198	\$1,387
105	7	400	Steel	Good	Dry	\$198	\$1,387
111	7	400	Steel	Good	Dry	\$198	\$1,387
112	7	400	Steel	Good	Dry	\$198	\$1,387
124	7	400	Steel	Good	Dry	\$198	\$1,387
136	7	400	Steel	Good	Dry	\$198	\$1,387
137	7	400	Steel	Good	Dry	\$198	\$1,387
146	7	400	Steel	Good	Dry	\$198	\$1,387
152	7	400	Steel	Good	Dry	\$198	\$1,387
154	7	400	Steel	Good	Dry	\$198	\$1,387
155	7	400	Steel	Good	Dry	\$198	\$1,387
224	7	400	Plastic	Good	Dry	\$198	\$1,387
286	7	400	Steel	Good	Dry	\$198	\$1,387
318	7	400	Steel	Good	Dry	\$198	\$1,387
493	7	400	Steel	Good	Dry	\$198	\$1,387
592	7	400	Steel	Good	Dry	\$198	\$1,387
10	7	400	Steel	Partially Blocked	Dry	\$198	\$1,387
94	7	400	Steel	Partially Blocked	Dry	\$198	\$1,387

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
138	7	400	Steel	Partially Blocked	Dry	\$198	\$1,387
252	7	400	Steel	Partially Blocked	Dry	\$198	\$1,387
306	7	400	Steel	Partially Blocked	Dry	\$198	\$1,387
311	7	400	Steel	Partially Blocked	Dry	\$198	\$1,387
314	7	400	Steel	Partially Blocked	Dry	\$198	\$1,387
605	7	400		Poor	Dry	\$198	\$1,387
225	7	400	Steel	Replace	Dry	\$198	\$1,387
128	7	400	Steel	Good	Flowing	\$198	\$1,387
180	7	400	CSP	Good	Flowing	\$198	\$1,387
14	7	400	Steel	Partially Blocked	Flowing	\$198	\$1,387
26	7	400	Steel	Partially Blocked	Flowing	\$198	\$1,387
151	7	400	Steel	Good	Standing	\$198	\$1,387
310	7	400	Steel	Good	Standing	\$198	\$1,387
494	7	400	Steel	Good	Standing	\$198	\$1,387
130	7	400	Steel	Partially Blocked	Standing	\$198	\$1,387
522	7	400	Steel	Partially Blocked	Standing	\$198	\$1,387
1	8	400	Steel	Good	Dry	\$198	\$1,585
6	8	400	Steel	Good	Dry	\$198	\$1,585
7	8	400	Steel	Good	Dry	\$198	\$1,585
32	8	400	Steel	Good	Dry	\$198	\$1,585
142	8	400	Steel	Good	Dry	\$198	\$1,585
147	8	400	Steel	Good	Dry	\$198	\$1,585
168	8	400	Steel	Good	Dry	\$198	\$1,585
223	8	400	Steel	Good	Dry	\$198	\$1,585
270	8	400	Steel	Good	Dry	\$198	\$1,585
501	8	400	Steel	Good	Dry	\$198	\$1,585
123	8	400	Steel	Partially Blocked	Dry	\$198	\$1,585
5	8	400	Steel	Good	Flowing	\$198	\$1,585

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
33	8	400	Steel	Good	Flowing	\$198	\$1,585
114	8	400	Steel	Good	Flowing	\$198	\$1,585
139	8	400	Steel	Good	Flowing	\$198	\$1,585
164	8	400	Steel	Good	Flowing	\$198	\$1,585
165	8	400	Steel	Good	Flowing	\$198	\$1,585
28	8	400	Steel	Good	Standing	\$198	\$1,585
38	8	400	Steel	Good	Standing	\$198	\$1,585
127	8	400	Steel	Good	Standing	\$198	\$1,585
166	8	400	Steel	Good	Standing	\$198	\$1,585
182	8	400	CSP	Partially Blocked	Standing	\$198	\$1,585
140	8	400	Steel	Replace	Standing	\$198	\$1,585
262	9	400	Plastic	Blocked	Dry	\$198	\$1,783
116	9	400	Steel	Good	Dry	\$198	\$1,783
135	9	400	Plastic	Good	Dry	\$198	\$1,783
150	9	400	Steel	Good	Dry	\$198	\$1,783
319	9	400	Steel	Good	Dry	\$198	\$1,783
361	9	400	Steel	Good	Dry	\$198	\$1,783
362	9	400	Steel	Good	Dry	\$198	\$1,783
363	9	400	Steel	Good	Dry	\$198	\$1,783
528	9	400	Steel	Good	Dry	\$198	\$1,783
537	9	400	Steel	Good	Dry	\$198	\$1,783
583	9	400	Steel	Good	Dry	\$198	\$1,783
584	9	400	Steel	Good	Dry	\$198	\$1,783
97	9	400	Steel	Partially Blocked	Dry	\$198	\$1,783
149	9	400	Steel	Partially Blocked	Dry	\$198	\$1,783
131	9	400	Steel	Poor	Dry	\$198	\$1,783
121	9	400	Steel	Good	Flowing	\$198	\$1,783
143	9	400	Steel	Good	Flowing	\$198	\$1,783

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
308	9	400	Steel	Good	Flowing	\$198	\$1,783
323	9	400	Steel	Good	Flowing	\$198	\$1,783
25	9	400	Steel	Partially Blocked	Flowing	\$198	\$1,783
298	9	400	Steel	Poor	Flowing	\$198	\$1,783
515	9	400	Steel	Poor	Flowing	\$198	\$1,783
516	9	400	Steel	Replace	Flowing	\$198	\$1,783
120	9	400	Plastic	Good	Standing	\$198	\$1,783
167	9	400	Steel	Good	Standing	\$198	\$1,783
462	9	400	Steel	Good	Standing	\$198	\$1,783
514	9	400	Steel	Good	Standing	\$198	\$1,783
299	9	400	Steel	Partially Blocked	Standing	\$198	\$1,783
335	9	400	Steel	Replace	Standing	\$198	\$1,783
465	9	400	Steel	Replace	Standing	\$198	\$1,783
518	9	400	Steel	Replace	Standing	\$198	\$1,783
90	10	400	Steel	Blocked	Dry	\$198	\$1,982
4	10	400	Steel	Good	Dry	\$198	\$1,982
119	10	400	Plastic	Good	Dry	\$198	\$1,982
172	10	400	Steel	Good	Dry	\$198	\$1,982
203	10	400	Steel	Good	Dry	\$198	\$1,982
341	10	400	Steel	Good	Dry	\$198	\$1,982
612	10	400	Steel	Good	Dry	\$198	\$1,982
613	10	400	Steel	Good	Dry	\$198	\$1,982
24	10	400	Steel	Partially Blocked	Dry	\$198	\$1,982
593	10	400	Steel	Partially Blocked	Dry	\$198	\$1,982
591	10	400	Steel	Poor	Dry	\$198	\$1,982
307	10	400	Plastic	Good	Flowing	\$198	\$1,982
271	10	400	Plastic	Good	Standing	\$198	\$1,982
603	10	400	Steel	Good	Standing	\$198	\$1,982

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
201	10	400	CSP	Partially Blocked	Standing	\$198	\$1,982
334	10	400	Steel	Partially Blocked	Standing	\$198	\$1,982
15	11	400	Steel	Good	Dry	\$198	\$2,180
570	11	400	Steel	Partially Blocked	Dry	\$198	\$2,180
153	11	400	Steel	Good	Flowing	\$198	\$2,180
157	11	400	Steel	Good	Flowing	\$198	\$2,180
202	11	400	Steel	Good	Flowing	\$198	\$2,180
523	11	400	Steel	Good	Standing	\$198	\$2,180
524	11	400	Steel	Good	Standing	\$198	\$2,180
81	12	400	Steel	Good	Dry	\$198	\$2,378
198	12	400	CSP	Good	Dry	\$198	\$2,378
461	12	400	Steel	Good	Dry	\$198	\$2,378
464	12	400	Steel	Good	Dry	\$198	\$2,378
484	12	400	Steel	Good	Dry	\$198	\$2,378
485	12	400	Steel	Good	Dry	\$198	\$2,378
533	12	400	Plastic	Good	Dry	\$198	\$2,378
610	12	400	Steel	Good	Dry	\$198	\$2,378
614	12	400	Plastic	Good	Dry	\$198	\$2,378
618	12	400	Plastic	Good	Dry	\$198	\$2,378
237	12	400	Plastic	Partially Blocked	Dry	\$198	\$2,378
170	12	400	Steel	Good	Flowing	\$198	\$2,378
268	12	400	Steel	Good	Flowing	\$198	\$2,378
278	12	400	Steel	Good	Flowing	\$198	\$2,378
468	12	400	Steel	Good	Flowing	\$198	\$2,378
588	12	400	Steel	Good	Flowing	\$198	\$2,378
17	12	400	Steel	Good	Standing	\$198	\$2,378
18	12	400	Steel	Good	Standing	\$198	\$2,378
377	12	400	Steel	Good	Standing	\$198	\$2,378

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
445	12	400	Plastic	Good	Standing	\$198	\$2,378
446	12	400	Plastic	Good	Standing	\$198	\$2,378
526	12	400	Steel	Good	Standing	\$198	\$2,378
615	12	400	Plastic	Good	Standing	\$198	\$2,378
22	12	400	Steel	Partially Blocked	Standing	\$198	\$2,378
261	12	400	Plastic	Partially Blocked	Standing	\$198	\$2,378
19	12	400	Steel	Poor	Standing	\$198	\$2,378
374	12	400	Steel	Poor	Standing	\$198	\$2,378
47	13	400	Plastic	Good	Dry	\$198	\$2,576
547	13	400	Steel	Good	Dry	\$198	\$2,576
552	13	400	Steel	Good	Dry	\$198	\$2,576
556	13	400	Steel	Partially Blocked	Standing	\$198	\$2,576
2	14	400	Steel	Good	Dry	\$198	\$2,774
50	14	400	Plastic	Good	Dry	\$198	\$2,774
69	14	400	Steel	Good	Dry	\$198	\$2,774
189	14	400	CSP	Good	Dry	\$198	\$2,774
411	14	400	Steel	Good	Dry	\$198	\$2,774
414	14	400	Steel	Good	Dry	\$198	\$2,774
448	14	400	Steel	Good	Dry	\$198	\$2,774
532	14	400	Steel	Good	Dry	\$198	\$2,774
538	14	400	Steel	Good	Dry	\$198	\$2,774
539	14	400	Steel	Good	Dry	\$198	\$2,774
560	14	400	Steel	Good	Dry	\$198	\$2,774
572	14	400	Steel	Good	Dry	\$198	\$2,774
192	14	400	Concrete	Partially Blocked	Dry	\$198	\$2,774
418	14	400	Steel		Dry	\$198	\$2,774
239	14	400	Steel	Good	Flowing	\$198	\$2,774
447	14	400	Plastic	Good	Flowing	\$198	\$2,774

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
616	14	400	Plastic	Good	Flowing	\$198	\$2,774
54	14	400	Steel	Good	Standing	\$198	\$2,774
55	15	400	Steel	Good	Dry	\$198	\$2,972
98	15	400	Steel	Good	Dry	\$198	\$2,972
242	15	400	Steel	Good	Dry	\$198	\$2,972
309	15	400	Steel	Good	Dry	\$198	\$2,972
397	15	400	Steel	Good	Dry	\$198	\$2,972
450	15	400	Steel	Good	Dry	\$198	\$2,972
480	15	400	Steel	Good	Dry	\$198	\$2,972
158	15	400	Steel	Good	Flowing	\$198	\$2,972
184	15	400	Concrete	Good	Flowing	\$198	\$2,972
245	15	400	Steel	Good	Flowing	\$198	\$2,972
300	15	400	Steel	Blocked	Standing	\$198	\$2,972
60	16	400	Plastic	Good	Dry	\$198	\$3,171
577	16	400	Steel	Good	Dry	\$198	\$3,171
106	17	400	Steel	Good	Dry	\$198	\$3,369
295	18	400	Steel	Good	Dry	\$198	\$3,567
36	19	400	Plastic	Good	Dry	\$198	\$3,765
395	21	400	Steel	Good	Dry	\$198	\$4,161
275	7	400	Steel	Good	Dry	\$198	\$1,387
317	7	400	Steel	Partially Blocked	Standing	\$198	\$1,387
459	12	400	Steel	Blocked	Dry	\$198	\$2,378
597	1	450	Steel	Poor	Dry	\$214	\$214
173	1	450	Steel	Good	Dry	\$214	\$214
345	7	450	Steel	Good	Dry	\$214	\$1,498
606	7	450		Partially Blocked	Dry	\$214	\$1,498
502	7	450	Steel	Poor	Dry	\$214	\$1,498
558	8	450	Steel	Poor	Flowing	\$214	\$1,712

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
557	8	450	Steel	Replace	Standing	\$214	\$1,712
359	9	450	Steel	Blocked	Dry	\$214	\$1,926
520	9	450	Steel	Good	Dry	\$214	\$1,926
503	10	450	Steel	Blocked	Dry	\$214	\$2,140
346	10	450	Steel	Good	Dry	\$214	\$2,140
347	10	450	Steel	Blocked	Standing	\$214	\$2,140
337	10	450	Steel	Good	Standing	\$214	\$2,140
354	10	450	Steel	Good	Standing	\$214	\$2,140
599	10	450	Steel	Good	Standing	\$214	\$2,140
392	11	450	Steel	Good	Dry	\$214	\$2,354
348	11	450	Steel	Partially Blocked	Dry	\$214	\$2,354
529	11	450	Steel	Partially Blocked	Dry	\$214	\$2,354
376	11	450	Steel	Partially Blocked	Flowing	\$214	\$2,354
563	11	450	Steel	Partially Blocked	Standing	\$214	\$2,354
352	12	450	Steel	Blocked	Dry	\$214	\$2,568
379	12	450	Steel	Good	Dry	\$214	\$2,568
380	12	450	Steel	Good	Dry	\$214	\$2,568
381	12	450	Steel	Good	Dry	\$214	\$2,568
382	12	450	Steel	Good	Dry	\$214	\$2,568
391	12	450	Steel	Good	Dry	\$214	\$2,568
453	12	450	Steel	Good	Dry	\$214	\$2,568
534	12	450	Plastic	Good	Dry	\$214	\$2,568
569	12	450	Steel	Good	Dry	\$214	\$2,568
620	12	450	Plastic	Good	Dry	\$214	\$2,568
281	12	450	Steel	Replace	Dry	\$214	\$2,568
282	12	450	Steel	Replace	Dry	\$214	\$2,568
340	12	450	Steel	Good	Flowing	\$214	\$2,568
500	12	450	Steel	Poor	Flowing	\$214	\$2,568

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
327	12	450	Steel	Good	Standing	\$214	\$2,568
344	12	450	Steel	Good	Standing	\$214	\$2,568
378	12	450	Steel	Good	Standing	\$214	\$2,568
562	12	450	Steel	Good	Standing	\$214	\$2,568
598	12	450	Steel	Good	Standing	\$214	\$2,568
384	13	450	Steel	Good	Dry	\$214	\$2,783
436	13	450	Steel	Good	Dry	\$214	\$2,783
549	13	450	Steel	Good	Standing	\$214	\$2,783
390	14	450	Steel	Blocked	Dry	\$214	\$2,997
387	14	450	Steel	Good	Dry	\$214	\$2,997
425	14	450	Steel	Good	Dry	\$214	\$2,997
437	14	450	Steel	Good	Dry	\$214	\$2,997
438	14	450	Steel	Good	Dry	\$214	\$2,997
439	14	450	Steel	Good	Dry	\$214	\$2,997
440	14	450	Steel	Good	Dry	\$214	\$2,997
360	14	450	Steel	Partially Blocked	Dry	\$214	\$2,997
388	14	450	Steel	Partially Blocked	Flowing	\$214	\$2,997
400	14	450	Steel	Good	Standing	\$214	\$2,997
441	14	450	Steel	Good	Standing	\$214	\$2,997
550	14	450	Steel	Good	Standing	\$214	\$2,997
451	15	450	Steel	Good	Dry	\$214	\$3,211
470	15	450	Steel	Good	Dry	\$214	\$3,211
385	15	450	Steel	Partially Blocked	Dry	\$214	\$3,211
85	15	450	Steel	Good	Standing	\$214	\$3,211
368	15	450	Steel	Good	Standing	\$214	\$3,211
471	15	450	Steel	Good	Standing	\$214	\$3,211
383	16	450	Steel	Good	Dry	\$214	\$3,425
358	20	450	Steel	Good	Flowing	\$214	\$4,281

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
578	22	450	Steel	Good	Dry	\$214	\$4,709
621	12	450	Plastic	Good	Dry	\$214	\$2,568
608	1	500	Steel	Partially Blocked	Dry	\$186	\$186
206	6	500	Steel	Good	Standing	\$186	\$1,116
99	7	500	Steel	Good	Dry	\$186	\$1,302
101	7	500	Steel	Good	Dry	\$186	\$1,302
205	7	500	Steel	Good	Standing	\$186	\$1,302
315	7	500	Steel	Partially Blocked	Standing	\$186	\$1,302
482	8	500	Steel	Good	Dry	\$186	\$1,488
20	8	500	Steel	Good	Flowing	\$186	\$1,488
134	8	500	Steel	Good	Flowing	\$186	\$1,488
504	9	500	Steel	Good	Dry	\$186	\$1,674
272	9	500	Steel	Good	Flowing	\$186	\$1,674
517	9	500	Steel	Replace	Flowing	\$186	\$1,674
339	10	500	Steel	Good	Dry	\$186	\$1,860
71	10	500	Concrete	Good	Flowing	\$186	\$1,860
222	10	500	Steel	Good	Flowing	\$186	\$1,860
353	10	500	Steel	Poor	Standing	\$186	\$1,860
336	10	500	Steel	Poor		\$186	\$1,860
235	11	500	Steel	Good	Dry	\$186	\$2,046
519	11	500	Steel	Good	Standing	\$186	\$2,046
118	12	500	Steel	Good	Dry	\$186	\$2,232
350	12	500	Steel	Good	Dry	\$186	\$2,232
351	12	500	Steel	Good	Dry	\$186	\$2,232
355	12	500	Steel	Good	Dry	\$186	\$2,232
366	12	500	Steel	Partially Blocked	Dry	\$186	\$2,232
389	12	500	Steel	Partially Blocked	Dry	\$186	\$2,232
386	12	500	Steel	Poor	Dry	\$186	\$2,232

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
16	12	500	Steel	Good	Flowing	\$186	\$2,232
197	12	500	CSP	Good	Flowing	\$186	\$2,232
375	12	500	Steel	Good	Flowing	\$186	\$2,232
338	12	500	Plastic	Good	Standing	\$186	\$2,232
371	12	500	Steel	Good	Standing	\$186	\$2,232
498	12	500	Steel	Good	Standing	\$186	\$2,232
177	13	500	CSP	Good	Dry	\$186	\$2,418
178	13	500	CSP	Good	Dry	\$186	\$2,418
291	13	500	Steel	Good	Dry	\$186	\$2,418
607	13	500	Steel	Good	Dry	\$186	\$2,418
531	13	500	Plastic	Good	Flowing	\$186	\$2,418
8	14	500	Steel	Good	Dry	\$186	\$2,604
283	14	500	Steel	Good	Dry	\$186	\$2,604
495	14	500	Steel	Good	Dry	\$186	\$2,604
497	14	500	Steel	Good	Dry	\$186	\$2,604
535	14	500	Plastic	Good	Flowing	\$186	\$2,604
84	14	500	Steel	Good	Standing	\$186	\$2,604
412	14	500	Steel	Good	Standing	\$186	\$2,604
492	14	500	Steel	Good	Standing	\$186	\$2,604
585	14	500	Steel	Good	Standing	\$186	\$2,604
590	14	500	Steel	Good	Standing	\$186	\$2,604
349	15	500	Steel	Blocked	Dry	\$186	\$2,790
40	15	500	Steel	Good	Dry	\$186	\$2,790
217	15	500	Steel	Good	Dry	\$186	\$2,790
287	15	500	Steel	Good	Dry	\$186	\$2,790
449	15	500	Steel	Good	Dry	\$186	\$2,790
475	15	500	Steel	Good	Dry	\$186	\$2,790
476	15	500	Steel	Good	Dry	\$186	\$2,790

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
293	15	500	Steel	Good	Flowing	\$186	\$2,790
175	15	500	CSP	Good	Standing	\$186	\$2,790
481	15	500	Steel	Partially Blocked	Standing	\$186	\$2,790
87	15	500	Steel	Replace	Standing	\$186	\$2,790
207	16	500	Steel	Good	Dry	\$186	\$2,976
230	16	500	Steel	Good	Dry	\$186	\$2,976
294	16	500	Steel	Good	Dry	\$186	\$2,976
229	16	500	Steel	Good	Flowing	\$186	\$2,976
402	16	500	Steel	Good	Flowing	\$186	\$2,976
195	18	500	CSP	Good	Dry	\$186	\$3,348
220	18	500	Steel	Good	Dry	\$186	\$3,348
234	18	500	Steel	Good	Dry	\$186	\$3,348
232	18	500	Steel	Good	Flowing	\$186	\$3,348
238	20	500	Steel	Good	Dry	\$186	\$3,720
452	20	500	Steel	Good	Dry	\$186	\$3,720
456	20	500	Steel	Good	Dry	\$186	\$3,720
499	20	500	Steel	Good	Dry	\$186	\$3,720
241	25	500	Steel	Good	Flowing	\$186	\$4,650
328	1	600	Steel	Good	Flowing	\$260	\$260
255	1	600	Plastic	Good	Standing	\$260	\$260
228	6	600	Steel	Good	Dry	\$260	\$1,562
108	6	600	Steel	Good	Flowing	\$260	\$1,562
23	6	600	Steel	Poor	Flowing	\$260	\$1,562
43	7	600	Steel	Good	Dry	\$260	\$1,823
44	7	600	Steel	Good	Dry	\$260	\$1,823
148	7	600	Steel	Good	Dry	\$260	\$1,823
159	7	600	Steel	Good	Dry	\$260	\$1,823
160	7	600	Steel	Good	Dry	\$260	\$1,823

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
505	8	600	Steel	Poor	Standing	\$260	\$2,083
521	8	600	Steel	Poor	Standing	\$260	\$2,083
115	9	600	Steel	Good	Dry	\$260	\$2,343
163	9	600	Steel	Good	Dry	\$260	\$2,343
264	9	600	Steel	Good	Flowing	\$260	\$2,343
466	9	600	Steel	Blocked	Standing	\$260	\$2,343
342	9	600	Steel	Poor	Standing	\$260	\$2,343
457	10	600	Steel	Good	Dry	\$260	\$2,604
75	10	600	Concrete	Poor	Dry	\$260	\$2,604
122	10	600	Steel	Good	Flowing	\$260	\$2,604
373	10	600	Steel	Good	Flowing	\$260	\$2,604
594	10	600	Steel	Good	Flowing	\$260	\$2,604
595	10	600	Steel	Good	Flowing	\$260	\$2,604
343	10	600	Steel	Poor	Flowing	\$260	\$2,604
21	10	600	Steel	Good	Standing	\$260	\$2,604
141	10	600	Steel	Good	Standing	\$260	\$2,604
600	10	600	Steel	Good	Standing	\$260	\$2,604
527	11	600	Steel	Poor	Flowing	\$260	\$2,864
525	11	600	Steel	Poor	Standing	\$260	\$2,864
204	12	600	Steel	Good	Dry	\$260	\$3,125
236	12	600	Steel	Good	Dry	\$260	\$3,125
289	12	600	Steel	Good	Dry	\$260	\$3,125
3	12	600	Plastic	Good	Flowing	\$260	\$3,125
144	12	600	Steel	Good	Flowing	\$260	\$3,125
162	12	600	Steel	Good	Flowing	\$260	\$3,125
370	12	600	Steel	Good	Flowing	\$260	\$3,125
460	12	600	Steel	Good	Flowing	\$260	\$3,125
463	12	600	Steel	Good	Flowing	\$260	\$3,125

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
510	12	600	Steel	Good	Flowing	\$260	\$3,125
511	12	600	Steel	Good	Flowing	\$260	\$3,125
269	12	600	Steel	Partially Blocked	Standing	\$260	\$3,125
117	12	600	Steel	Replace	Standing	\$260	\$3,125
56	13	600	Steel	Good	Dry	\$260	\$3,385
329	13	600	Steel	Partially Blocked	Dry	\$260	\$3,385
80	13	600	Steel	Good	Standing	\$260	\$3,385
265	13	600	Plastic	Good	Standing	\$260	\$3,385
313	14	600	Steel	Good	Dry	\$260	\$3,645
193	14	600	CSP	Good	Dry	\$260	\$3,645
284	14	600	Steel	Good	Dry	\$260	\$3,645
288	14	600	Steel	Good	Dry	\$260	\$3,645
405	14	600	Steel	Good	Dry	\$260	\$3,645
408	14	600	Steel	Good	Dry	\$260	\$3,645
409	14	600	Steel	Good	Dry	\$260	\$3,645
415	14	600	Steel	Good	Dry	\$260	\$3,645
417	14	600	Steel	Good	Dry	\$260	\$3,645
420	14	600	Steel	Good	Dry	\$260	\$3,645
421	14	600	Steel	Good	Dry	\$260	\$3,645
568	14	600	Steel	Good	Dry	\$260	\$3,645
581	14	600	Steel	Good	Dry	\$260	\$3,645
586	14	600	Steel	Good	Dry	\$260	\$3,645
9	14	600	Steel	Good	Flowing	\$260	\$3,645
82	14	600	Steel	Good	Flowing	\$260	\$3,645
145	14	600	Steel	Good	Flowing	\$260	\$3,645
208	14	600	Steel	Good	Flowing	\$260	\$3,645
567	14	600	Steel	Good	Flowing	\$260	\$3,645
407	14	600	Steel	Good	Standing	\$260	\$3,645

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
410	14	600	Steel	Good	Standing	\$260	\$3,645
413	14	600	Steel	Good	Standing	\$260	\$3,645
419	14	600	Steel	Good	Standing	\$260	\$3,645
423	14	600	Steel	Good	Standing	\$260	\$3,645
435	14	600	Steel	Good	Standing	\$260	\$3,645
496	14	600	Steel	Good	Standing	\$260	\$3,645
49	15	600	Plastic	Good	Dry	\$260	\$3,906
57	15	600	Plastic	Good	Dry	\$260	\$3,906
58	15	600	Plastic	Good	Dry	\$260	\$3,906
61	15	600	Plastic	Good	Dry	\$260	\$3,906
62	15	600	Plastic	Good	Dry	\$260	\$3,906
63	15	600	Plastic	Good	Dry	\$260	\$3,906
227	15	600	Steel	Good	Dry	\$260	\$3,906
231	15	600	Steel	Good	Dry	\$260	\$3,906
250	15	600	Plastic	Good	Dry	\$260	\$3,906
369	15	600	Steel	Good	Dry	\$260	\$3,906
416	15	600	Steel	Good	Dry	\$260	\$3,906
442	15	600	Steel	Good	Dry	\$260	\$3,906
551	15	600	Steel	Good	Dry	\$260	\$3,906
571	15	600	Steel	Good	Dry	\$260	\$3,906
45	15	600	Plastic	Good	Flowing	\$260	\$3,906
209	15	600	Steel	Good	Flowing	\$260	\$3,906
246	15	600	Plastic	Good	Flowing	\$260	\$3,906
248	15	600	Plastic	Good	Flowing	\$260	\$3,906
249	15	600	Plastic	Good	Flowing	\$260	\$3,906
256	15	600	Plastic	Good	Flowing	\$260	\$3,906
260	15	600	Steel	Good	Flowing	\$260	\$3,906
469	15	600	Steel	Good	Flowing	\$260	\$3,906

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
394	15	600	Steel	Poor	Flowing	\$260	\$3,906
543	15	600	Steel	Poor	Flowing	\$260	\$3,906
244	15	600	Steel	Replace	Flowing	\$260	\$3,906
210	15	600	Steel	Good	Standing	\$260	\$3,906
247	15	600	Plastic	Good	Standing	\$260	\$3,906
257	15	600	Plastic	Good	Standing	\$260	\$3,906
266	15	600	Plastic	Good	Standing	\$260	\$3,906
332	15	600	Steel	Good	Standing	\$260	\$3,906
541	15	600	Steel	Good	Standing	\$260	\$3,906
486	15	600	Steel	Partially Blocked	Standing	\$260	\$3,906
399	15	600	Steel	Poor	Standing	\$260	\$3,906
218	16	600	Steel	Good	Dry	\$260	\$4,166
219	16	600	Steel	Good	Dry	\$260	\$4,166
233	16	600	Steel	Good	Dry	\$260	\$4,166
330	16	600	Steel	Good	Dry	\$260	\$4,166
429	16	600	Steel	Good	Dry	\$260	\$4,166
356	16	600	Steel	Good	Flowing	\$260	\$4,166
430	16	600	Steel	Good	Flowing	\$260	\$4,166
59	16	600	Plastic	Good	Standing	\$260	\$4,166
331	16	600	Steel	Good	Standing	\$260	\$4,166
333	16	600	Steel	Good	Standing	\$260	\$4,166
427	16	600	Steel	Good	Standing	\$260	\$4,166
467	16	600	Steel	Good	Standing	\$260	\$4,166
65	17	600	Steel	Good	Dry	\$260	\$4,426
432	17	600	Steel	Good	Dry	\$260	\$4,426
212	17	600	Steel	Good	Flowing	\$260	\$4,426
213	17	600	Steel	Good	Flowing	\$260	\$4,426
428	17	600	Steel	Good	Flowing	\$260	\$4,426

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
565	17	600	Steel	Good	Flowing	\$260	\$4,426
214	17	600	Steel	Good	Standing	\$260	\$4,426
215	17	600	Steel	Good	Standing	\$260	\$4,426
367	18	600	Steel	Good	Dry	\$260	\$4,687
431	18	600	Steel	Good	Dry	\$260	\$4,687
211	18	600	Steel	Good	Flowing	\$260	\$4,687
267	18	600	Plastic	Good	Flowing	\$260	\$4,687
68	20	600	Steel	Good	Dry	\$260	\$5,208
258	20	600	Steel	Partially Blocked	Dry	\$260	\$5,208
86	16	600	Steel	Good	Dry	\$260	\$4,166
292	18	600	Steel	Good	Dry	\$260	\$4,687
579	1	700	Steel	Good	Flowing	\$281	\$281
91	8	700	Steel	Good	Dry	\$281	\$2,246
70	10	700	Concrete	Good	Dry	\$281	\$2,808
601	10	700	Steel	Replace	Standing	\$281	\$2,808
73	11	700	Concrete	Good	Dry	\$281	\$3,088
589	12	700	Steel	Good	Flowing	\$281	\$3,369
561	13	700	Steel	Good	Standing	\$281	\$3,650
566	14	700	Steel	Good	Dry	\$281	\$3,931
188	14	700	CSP	Good	Flowing	\$281	\$3,931
506	15	700	Steel	Good	Standing	\$281	\$4,211
546	17	700	Steel	Good	Flowing	\$281	\$4,773
545	17	700	Steel	Good	Standing	\$281	\$4,773
433	18	700	Steel	Good	Flowing	\$281	\$5,054
490	22	700	Steel	Partially Blocked	Dry	\$281	\$6,177
491	22	700	Steel	Good	Flowing	\$281	\$6,177
161	7	800	Steel	Good	Dry	\$357	\$2,501
303	7	800	Steel	Good	Flowing	\$357	\$2,501

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
187	10	800	CSP	Good	Flowing	\$357	\$3,574
301	10	800	Steel	Good	Flowing	\$357	\$3,574
396	11	800	Steel	Poor	Flowing	\$357	\$3,931
325	12	800	Steel	Good	Flowing	\$357	\$4,288
364	12	800	Steel	Good	Flowing	\$357	\$4,288
290	13	800	Steel	Good	Dry	\$357	\$4,646
401	13	800	Steel	Good	Flowing	\$357	\$4,646
548	13	800	Steel	Good	Standing	\$357	\$4,646
553	13	800	Steel	Good	Standing	\$357	\$4,646
554	13	800	Steel	Good	Standing	\$357	\$4,646
555	13	800	Steel	Good	Standing	\$357	\$4,646
582	14	800	Steel	Good	Dry	\$357	\$5,003
365	14	800	Steel	Good	Flowing	\$357	\$5,003
424	14	800	Steel	Good	Flowing	\$357	\$5,003
443	14	800	Steel	Good	Flowing	\$357	\$5,003
573	14	800	Steel	Good	Flowing	\$357	\$5,003
41	15	800	Steel	Good	Dry	\$357	\$5,360
51	15	800	Plastic	Good	Flowing	\$357	\$5,360
52	15	800	Plastic	Good	Flowing	\$357	\$5,360
53	15	800	Plastic	Good	Flowing	\$357	\$5,360
479	15	800	Steel	Good	Flowing	\$357	\$5,360
398	15	800	Steel	Poor	Standing	\$357	\$5,360
403	17	800	Steel	Good	Standing	\$357	\$6,075
617	14	800	Plastic	Good	Flowing	\$357	\$5,003
320	7	900	Steel	Good	Flowing	\$372	\$2,604
321	7	900	Steel	Good	Flowing	\$372	\$2,604
107	9	900	Steel	Good	Dry	\$372	\$3,348
37	9	900	Steel	Good	Flowing	\$372	\$3,348

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
304	9	900	Concrete	Good	Flowing	\$372	\$3,348
196	10	900	Concrete	Poor	Dry	\$372	\$3,720
185	10	900	Concrete	Replace	Dry	\$372	\$3,720
194	10	900	Concrete	Replace	Dry	\$372	\$3,720
72	10	900	Concrete	Good	Flowing	\$372	\$3,720
174	10	900	Steel	Good	Flowing	\$372	\$3,720
186	11	900	Concrete	Good	Dry	\$372	\$4,092
171	11	900	Steel	Good	Flowing	\$372	\$4,092
312	11	900	Steel	Good	Flowing	\$372	\$4,092
279	11	900	Steel	Replace	Flowing	\$372	\$4,092
404	12	900	Concrete	Good	Dry	\$372	\$4,464
39	12	900	Steel	Good	Flowing	\$372	\$4,464
42	12	900	Steel	Good	Flowing	\$372	\$4,464
322	12	900	Steel	Good	Flowing	\$372	\$4,464
324	12	900	Steel	Good	Flowing	\$372	\$4,464
372	12	900	Plastic	Good	Flowing	\$372	\$4,464
536	13	900	Plastic	Good	Flowing	\$372	\$4,836
559	13	900	Steel	Good	Standing	\$372	\$4,836
587	14	900	Steel	Good	Dry	\$372	\$5,208
393	14	900	Steel	Poor	Flowing	\$372	\$5,208
48	15	900	CSP	Good	Flowing	\$372	\$5,580
76	15	900	Steel	Good	Flowing	\$372	\$5,580
176	15	900	CSP	Good	Flowing	\$372	\$5,580
280	15	900	Steel	Replace	Flowing	\$372	\$5,580
77	15	900	Steel	Good	Standing	\$372	\$5,580
78	15	900	Steel	Good	Standing	\$372	\$5,580
100	16	900	Steel	Good	Flowing	\$372	\$5,952
89	17	900	Steel	Good	Flowing	\$372	\$6,324

CULVERTS



CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)
79	17	900	Steel	Good	Standing	\$372	\$6,324
285	18	900	Steel	Good	Flowing	\$372	\$6,696
88	22	900	CSP	Good	Flowing	\$372	\$8,184
66	25	900	Steel	Good	Standing	\$372	\$9,301
67	25	900	Steel	Good	Standing	\$372	\$9,301
240	30	900	Steel	Good	Flowing	\$372	\$11,161
74	15	900	Steel	Good	Flowing	\$372	\$5,580
422	11	1000	Concrete	Good	Flowing	\$414	\$4,550
426	11	1000	Concrete	Good	Flowing	\$414	\$4,550
434	13	1000	Concrete	Good	Flowing	\$414	\$5,377
512	11	1000	Steel	Partially Blocked	Standing	\$414	\$4,550
596	12	1000	Steel	Poor	Flowing	\$414	\$4,963
542	15	1000	Steel	Poor	Standing	\$414	\$6,204
478	16	1000	Steel	Good	Flowing	\$414	\$6,618
564	23	1000	Steel	Good	Flowing	\$414	\$9,513
530	9	1100	Steel	Good	Flowing	\$423	\$3,811
544	14	1100	Steel	Good	Flowing	\$423	\$5,927
473	10	1200	Concrete	Good	Flowing	\$433	\$4,332
474	12	1200	Steel	Good	Flowing	\$433	\$5,198
540	1	1500	Steel	Good	Flowing	\$487	\$487
513	11	1500	Steel	Poor	Flowing	\$487	\$5,360
619	12	1500	Steel	Good	Flowing	\$487	\$5,847
488	13	1500	Steel	Good	Standing	\$487	\$6,334
489	13	1500	Steel	Good	Standing	\$487	\$6,334
487	14	1500	Steel	Good	Standing	\$487	\$6,822
483	15	1500	Plastic	Good	Flowing	\$487	\$7,309
444	15	1500	Steel	Good	Standing	\$487	\$7,309
574	16	1500	Steel	Good	Flowing	\$487	\$7,796

CULVERTS

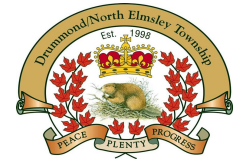


CGIS Feature ID	Length (m)	Diameter (mm)	Material	Condition	Water	Replacement Cost (\$/m)	Replacement Cost (\$)	
575	16	1500	Steel	Good	Flowing	\$487	\$7,796	
576	16	1500	Steel	Good	Flowing	\$487	\$7,796	
406	12	2000	Concrete	Good	Flowing	\$1,957	\$23,489	
472	12	2000	Steel	Good	Flowing	\$1,957	\$23,489	
580	12	3000	Concrete	Good	Flowing	\$5,633	\$67,592	
<i>Total</i>								\$1,866,244
<i>Life Cycle</i>								35 Years
<i>Annual Expendature</i>								\$53,321

APPENDIX E

GUARD RAIL INVENTORY

GUARD RAILS



CGIS Feature ID	Length (m)	Type	Condition	Cost
1	42	Channel Steel	Unknown	\$3,150
2	42	Channel Steel	Good	\$3,150
3	148	3-Strand	Good	\$17,760
4	159	3-Strand	Good	\$19,080
5	120	3-Strand	Poor	\$14,400
6	96	3-Strand	Poor	\$11,520
7	65	3-Strand	Unknown	\$7,800
8	75	3-Strand	Good	\$9,000
9	50	3-Strand	Good	\$6,000
10	65	3-Strand	Good	\$7,800
11	115	3-Strand	Good	\$13,800
12	50	Channel Steel	Good	\$3,750
13	50	Channel Steel	Unknown	\$3,750
14	60	3-Strand	Poor	\$7,200
<i>Total</i>				<i>\$128,160</i>
<i>Life Cycle</i>				<i>30 Years</i>
<i>Annual Expendature</i>				<i>\$4,272</i>

APPENDIX F
BRIDGE INVENTORY

BRIDGES

MTO Number	Bridge	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
15-106	Porter's Road Bridge										
	Concrete Repair to Abutments	\$40,000									
	Replace Timber Deck	\$12,000									
	Structural Evaluation	\$15,000									
	Detailed Deck Condition Survey	\$15,000									
	Renewal Options Study*	\$15,000									
15-107	Armstrong Road Bridge										
	Structural Evaluation	\$15,000									
	Detailed Deck Condition Survey	\$15,000									
	Renewal Options Study*	\$15,000									
15-108	Buttermilk Hill Road Bridge										
	Structural Evaluation	\$15,000									
	Detailed Deck Condition Survey	\$15,000									
	Renewal Options Study*	\$15,000									
	OSIM Inspection	\$1,500					\$3,000	\$1,500			
Enhanced OSIM Inspection	\$1,400	\$6,000	\$2,100	\$4,000	\$2,100	\$5,200	\$1,400	\$4,000	\$2,100	\$6,000	
	TOTAL	\$189,900	\$6,000	\$2,100	\$4,000	\$2,100	\$8,200	\$2,900	\$4,000	\$2,100	\$6,000

* Recommend completion of preliminary studies (structural evaluation and DDCS) first to assist in evaluating rehabilitation/replacement options in the renewal options study. Upon completion of the renewal options study the appropriate rehabilitation/replacement method and associated budget can be established.

Note: Estimates include engineering and contingencies, but do not include taxes. Estimates are in 2013 dollars and it is therefore important to add appropriate construction inflation each year when budgeting.

APPENDIX G
EQUIPMENT INVENTORY

TRANSPORTATION EQUIPMENT

Transportation - Make & Model	Purchase Date	Historic Cost	Repl. Cost in 2013	Useful Life	Repl. Year	Trade-in Value	Remaining Life	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
Large Trucks																			
1992 International Sander/Plow Truck Spare Plow/Water	1991	\$100,974	\$210,000	15	2006	-\$6,000	-7												
2000 International Sander/Plow Truck (Shawn)	1999	\$197,059	\$210,000	15	2014	-\$6,000	1		\$210,000										
2006 International 7600 Tandem Plow Truck (Brian)	2006	\$194,495	\$210,000	15	2021	-\$6,000	8									\$210,000			
2008 International 7600 Tandem Plow Truck (Russell)	2008	-	\$210,000	15	2023	-\$6,000	10											\$210,000	
2011 International 7600 Tandem Plow Truck (Jack)	2011	-	\$210,000	15	2026	-\$6,000	13												
Small Trucks																			
2002 Ford Cube Van	2007	\$1	\$50,000	14	2016	-\$4,500	3					\$50,000							
2002 Ford F250 4X4 Pick-Up Truck	2003	\$33,816	\$40,000	12	2015	-\$3,000	2			\$40,000									
2006 Chevrolet 3/4 ton 4X4 Pick-Up Truck (Lenny)	2006	\$34,892	\$40,000	11	2017	-\$3,000	4					\$40,000							
2007 Chev Ext Cab 4X4 Pick-Up Truck (CBO)	2009	-	\$35,000	10	2017	-\$3,000	4						\$35,000						
2008 Chevrolet 1/2 ton 4X4 Pick-Up Truck (Scott)	2008	-	\$35,000	10	2018	-\$3,000	5						\$35,000						
Heavy Equipment																			
Champion Grader (1990)	1990	\$125,544	\$265,000	25	2015	-\$10,000	2				\$265,000								
Volvo G740 Grader (2002)	2002	\$237,100	\$265,000	25	2027	-\$10,000	14												
Case loader/Backhoe/Extendahoe (1999)	1999	\$114,786	\$105,000	20	2019	-\$7,000	6							\$105,000					
Dresser Rubber Tire Loader (1988)	2007	\$20,100	\$80,000	20	2008	-\$5,000	-5			\$80,000									
Kubota 4 Wheel Drive Tractor	2007	\$57,240	\$60,000	20	2027	-\$4,000	14												
Accessory Equipment																			
Kubota Diesel Chipper	1998	\$20,000	\$28,000	20	2018	-\$500	5						\$28,000						
Water Tank (Black)	1994	\$10,025	\$22,500	19	2013	-\$200	0	\$22,500											
Water Tank (Stainless Steel)	2013	-	\$16,950	20	2033	-	20	\$16,950											
2nd-Water Tank With Pump (Yel)	1994	\$9,000	\$22,500	20	2014	-\$200	1		\$22,500										
Handi-Hitch Contour Packer	2013	-	\$31,312	20	2043	-	30	\$31,312											
Rock Drill Compressor	2013	-	\$11,000	20	2033	-\$500	20	\$11,000											
Other																			
35 KW Generator	2005	\$25,700	\$30,000	25	2030	-\$3,000	17												
Brush Cutting unit	2020	\$80,000	\$80,000	10	-	-	-							\$80,000					
Total								\$81,762	\$232,500	\$120,000	\$265,000	\$90,000	\$98,000	\$105,000	\$80,000	\$210,000	\$0	\$210,000	\$1,492,262
Trade-in Value								-\$700	-\$6,200	-\$8,000	-\$10,000	-\$7,500	-\$6,500	-\$7,000	-	-\$6,000	-	-\$6,000	-\$57,900
Grand Total								\$81,062	\$226,300	\$112,000	\$255,000	\$82,500	\$91,500	\$98,000	\$80,000	\$204,000	\$0	\$204,000	\$1,434,362

ENVIRONMENTAL EQUIPMENT

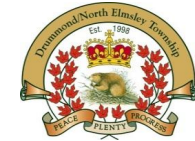
Environmental - Make & Model	Purchase Date	Historic Cost	Repl. Cost in 2013	Useful Life	Replacement Year	Trade-in Value	Remaining Life	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
Large Trucks																		
1990 Rear Packer Garbage Truck (used)	2009	\$3,000	\$20,000	30	2020	-\$3,500	7							\$20,000				
1996 Ford Tandem Sander/Plow Truck Waste Site	1996	\$131,032	\$210,000	20	2016	-\$3,500	3								\$50,000			
Heavy Equipment																		
Liebherr Litronic Crawler Loader (1999)	2004	\$120,000	\$165,000	20	2019	-\$10,000	6						\$165,000					
Dynapac waste compactor (1980)	2008	\$54,000	\$150,000	25	2005	-\$7,500	-8				\$150,000							
Other																		
Weigh Scales	2008	\$66,900	\$100,000	20	2028	-\$1,000	15											
Total								\$0	\$0	\$0	\$150,000	\$0	\$165,000	\$20,000	\$50,000	\$0	\$0	\$385,000
Trade-in Value								\$0	\$0	\$0	-\$7,500	\$0	-\$10,000	-\$3,500	-\$3,500	\$0	\$0	-\$24,500
Grand Total								\$0	\$0	\$0	\$142,500	\$0	\$155,000	\$16,500	\$46,500	\$0	\$0	\$360,500

APPENDIX H

Table 1 – Financial Plan

APPENDIX I
Table 2 – Capital Expenditure By Year

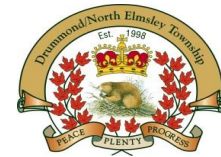
TOWNSHIP OF DRUMMOND NORTH ELSLEY
 ASSET MANAGEMENT PLAN
 FINANCIAL
 CAPITAL EXPENDITURE BY YEAR
 TABLE 2



	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
ROAD CONSTRUCTION										
Per Public works Visioning Session February 2013	486,500	486,500	486,500	486,500	486,500	486,500	486,500	486,500	486,500	486,500
Adjusted for Inflation			9,730	19,460	29,190	38,920	48,650	58,380	68,110	77,840
Included in operating budget preventative maintenance gravel, calcium/dust control, patching, crack sealing is \$223,200										
TOTAL ROAD CONSTRUCTION	486,500	486,500	496,230	505,960	515,690	525,420	535,150	544,880	554,610	564,340
ROAD CONSTRUCTION FOR OPTIMUM RATING										
Additional spending to maintain optimum road condition rating	880,500	880,500	880,500	880,500	880,500	880,500	880,500	880,500	880,500	880,500
Adjusted for Inflation			17,610	35,220	52,830	70,440	88,050	105,660	123,270	140,880
	880,500	880,500	898,110	915,720	933,330	950,940	968,550	986,160	1,003,770	1,021,380
ROAD SIGNS, STREETLIGHTS, CULVERTS										
Included in operating budget \$73,000 per year	0	0	0	0	0	0	0	0	0	0
TOTAL ROAD SIGNS, STREETLIGHTS, CULVERTS	0	0	0	0	0	0	0	0	0	0
BRIDGES										
Per Public works Visioning Session February 2013	74,500	6,000	1,500	3,500	19,500	6,000	1,500	56,500	0	0
Preventative maintenance in operating budget for culverts is \$30,000										
TOTAL BRIDGES	74,500	6,000	1,500	3,500	19,500	6,000	1,500	56,500	0	0
ROAD EQUIPMENT										
Per Appendix G (net of trade in values)	226,300	112,000	255,000	82,500	91,500	98,000	80,000	204,000	0	204,000
Adjusted for Inflation			5,100	3,300	5,490	7,840	8,000	24,480	0	32,640
TOTAL ROAD EQUIPMENT	226,300	112,000	260,100	85,800	96,990	105,840	88,000	228,480	0	236,640

APPENDIX J
Table 3 – Historical Revenues & Expenditures

TOWNSHIP OF DRUMMOND NORTH ELSLEY
 ASSET MANAGEMENT PLAN
 FINANCIAL
 HISTORICAL REVENUES & EXPENDITURES
 TABLE 3



	2010	2011	2012	Budget 2013
OPERATING REVENUES				
User Charges & Aggregate Fees	<u>51,118</u>	<u>110,107</u>	<u>30,695</u>	<u>20,000</u>
OPERATING EXPENDITURES				
Salaries & wages	356,854	367,446	421,531	401,140
Operating/Fleet/Garage	347,483	355,887	343,760	305,750
Bridges & culverts	0	4,148	122	39,500
Paved Roads	29,689	21,508	31,152	36,700
Unpaved Roads	190,015	201,626	214,807	218,000
Winter control	123,085	166,389	192,450	156,900
Streetlighting	17,291	21,570	21,217	25,260
Roadside - signs, brushing, ditching	<u>0</u>	<u>0</u>	<u>0</u>	<u>61,000</u>
	<u>1,064,417</u>	<u>1,138,574</u>	<u>1,225,039</u>	<u>1,244,250</u>
ROAD OPERATIONS NET EXPENDITURE	<u>-1,013,299</u>	<u>-1,028,467</u>	<u>-1,194,344</u>	<u>-1,224,250</u>
CAPITAL REVENUES				
Proceeds of Debt	897,494	350,000	0	0
Federal Gas Tax Funding	213,810	0	453,020	218,000
Development charges	0	102,000	147,000	0
Infrastructure Funding	<u>1,642,011</u>	<u>19,815</u>	<u>0</u>	<u>146,000</u>
	<u>2,753,315</u>	<u>471,815</u>	<u>600,020</u>	<u>364,000</u>
CAPITAL EXPENDITURE				
Road Infrastructure	2,771,543	498,792	614,084	590,000
Road Equipment	<u>190,098</u>	<u>3,447</u>	<u>0</u>	<u>93,500</u>
	<u>2,961,641</u>	<u>502,239</u>	<u>614,084</u>	<u>683,500</u>
LONG TERM DEBT REPAYMENT	<u>179,844</u>	<u>37,322</u>	<u>264,275</u>	<u>264,275</u>
ROAD CAPITAL NET EXPENDITURE	<u>-388,170</u>	<u>-67,746</u>	<u>-278,339</u>	<u>-583,775</u>

APPENDIX K
Forecast Condition Ratings by Year

TABLE 1 - FORECAST CONDITION RATINGS BY YEAR - GRAVEL SURFACE

No.	Road Name	From	To	km	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
420	Armstrong Rd	Glenview Rd	Dead End	0.39	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
143	Armstrong Sd Rd	Dr'd Conc. 8B	Dr'd Conc. 9A	1.34	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
145	Baptist Church Rd	Dr'd Conc. 9A	Dr'd Conc. 10A	1.48	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
147	Baptist Church Rd	Dr'd Conc. 10A	Prestonvale Rd	0.47	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
314	Barr Place	McLaren Dr	Dead End	0.23	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
126	Barries Side Rd	Dr'd Conc. 6A	Dr'd Conc. 7	1.79	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
207	Bay St	Wellington St.	Dead End	0.17	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
231	Bear Island Rd	Dr'd Conc. 5B	Dead End PIN 100	1.3	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
150	Bennett St	Jerome St	Dead End	0.09	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
438	Best Rd	County Rd 43	Dead End	0.95	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
411	Burns Rd	Dr'd Conc. 1	Buttermilk Hill Rd	1.88	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	-	-
411	Burns Rd	Armstrong Rd	Buttermilk Hill Rd	1.47	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	-
412	Buttermilk Hill Rd	Burns Rd	Glenview Rd	1.64	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
412	Buttermilk Hill Rd	Glenview Rd	Carroll Rd	1.59	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
335	Canal Bank Rd	Riverside Dr	Dead End	0.54	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
TM	Carroll Rd	McGuire Rd	Buttermilk Hill Rd	0.43	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
TM	Carroll Rd	McLaughlin Rd	McGuire Rd	1.42	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
216	Crampton Rd	Hwy # 7	Ferguson's Falls Rd	1.66	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
BT	Day Rd	McLenaghan Rd	Dead End	1.54	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
BT	Day Rd	County Rd 10	McLenaghan Rd	0.23	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
402	Dopson Rd	Churchill Rd	Dead End	0.75	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
125	Dr'd Con 6A	Cty 511	Barries Side Rd	0.3	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
130	Dr'd Conc. 10A	Cty 511	Dunlop Side Rd	1.8	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
130	Dr'd Conc. 10A	Dunlop Side Rd	McIlqualm Blair Rd	0.21	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
135	Dr'd Conc. 10A	Cty 511	Twp. Boundary Rd	1.58	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
146	Dr'd Conc. 10A	Dead End	Baptist Church Rd	0.81	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
146	Dr'd Conc. 10A	Baptist Church Rd	Prestonvale Rd	0.58	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
155	Dr'd Conc. 10A	Prestonvale Road	McIlqualm Blair Rd	3.14	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
205	Dr'd Conc. 10B	Hwy # 7	Dead End East	0.67	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
218	Dr'd Conc. 10B	Hwy # 7	Dead End West	0.57	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
213	Dr'd Conc. 11	Ebbs Bay Rd	Boundary	2.82	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00
132	Dr'd Conc. 12A	Riverbend Dr	Montgomery Rd	0.5	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
132	Dr'd Conc. 12A	Montgomery Rd	McLennan Rd	0.21	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
132	Dr'd Conc. 12A	McLennan Rd	Ferguson's Falls Rd	0.49	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
132	Dr'd Conc. 12A	Ferguson's Falls Rd	Cty 511	1.2	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
149	Dr'd Conc. 12B	Ferguson's Falls Rd	Dead End	0.29	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
217	Dr'd Conc. 12C	Hwy # 7	Dead End	0.3	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
215	Dr'd Conc. 12D	White Road	Dead End	0.41	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
107	Dr'd Conc. 4B	Richmonds Rd	Hudson Rd	0.77	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
242	Dr'd Conc. 4C	Leachs Rd	Dead End	1.2	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
236	Dr'd Conc. 4D	Code Rd	The Old Road	0.6	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
236	Dr'd Conc. 4D	The Old Road	Tennyson Rd	1.11	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
236	Dr'd Conc. 4D	Tennyson Rd	Dead End	0.95	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
124	Dr'd Conc. 5A	Georgina St	Dead End	0.22	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
102	Dr'd Conc. 5B	Hwy # 7	Leachs Rd	0.33	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

TABLE 1 - FORECAST CONDITION RATINGS BY YEAR - GRAVEL SURFACE

No.	Road Name	From	To	km	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
104	Dr'd Conc. 5B	Leachs Rd	Richmonds Rd	1.09	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
105	Dr'd Conc. 5B	Richmonds Rd	Dead End	1.19	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
229	Dr'd Conc. 5B	Code Rd	Tennyson Rd	2.96	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
229	Dr'd Conc. 5B	Tennyson Rd	Moulton Rd	1.43	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
229	Dr'd Conc. 5B	Moulton Rd	PIN 477	0.5	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
229	Dr'd Conc. 5B	PIN 477	Bear Island Rd.	0.8	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
244	Dr'd Conc. 5B	Hwy # 7	Code Rd	2.71	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
224	Dr'd Conc. 7B	Dr'd Conc. 7	Dead End	0.21	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00
128	Dr'd Conc. 8A	Prestonvale Rd	Dead End	1.67	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
157	Dr'd Conc. 8A	Maple Lane Rd	Prestonvale Rd	0.2	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
139	Dr'd Conc. 8B	Houston Rd	Widermaier Rd	0.81	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
142	Dr'd Conc. 8B	Ebbs Side Road	Armstrong Sd Rd	0.7	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
142	Dr'd Conc. 8B	Armstrong Sd Rd	Widermaier Rd	0.11	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
137	Dr'd Conc. 9A	Twp. Boundary Rd	Cty 511	1.02	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
137	Dr'd Conc. 9A	Cty 511	Dunlop Side Rd	2.37	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
137	Dr'd Conc. 9A	Dunlop Side Rd	Prestonvale Rd	1.02	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
137	Dr'd Conc. 9A	Prestonvale Rd	Houston Rd	1.73	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
144	Dr'd Conc. 9A	Houston Rd	Armstrong Sd Rd	0.93	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
144	Dr'd Conc. 9A	Armstrong Sd Rd	Baptist Church Rd	0.25	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
144	Dr'd Conc. 9A	Baptist Church Rd	Hoops Side Rd	1.86	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
204	Dr'd Conc. 9A	Hwy #7	Grasshopper Pt. Rd.	1.19	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
220	Dr'd Conc. 9A	Hwy #7	Hoops Side Rd	1.32	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
211	Dr'd Conc. 9B	Ebbs Bay Rd	Chamney Shore	0.14	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00
211	Dr'd Conc. 9B	Chamney Shore	Cooks Shore	0.19	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00
246	Dr'd Conc. 6B	Code Rd	Dead End	0.45	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
129	Dunlop Side Rd	Prestonvale Rd	Dr'd Conc. 9A	0.57	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
129	Dunlop Side Rd	Dr'd Conc. 9A	Dr'd Conc. 10A	1.39	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
141	Ebbs Side Rd	Dr'd Conc. 7	Dr'd Conc. 8B	2.05	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
303	Elizabeth Dr	County Rd 1	Boat Launch	0.11	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
303	Elizabeth Dr	Boat Launch	Dead End	0.06	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
337	Evans Rd	County Rd 43	Dead End	0.35	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
340	Foster Side Rd	County Rd 43	Dead End	0.81	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
341	Frizzell Rd	County Rd 43	Dead End	1.44	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
222	Gardiner Rd	Dead End	Hoops Side Rd	0.3	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
222	Gardiner Rd	Hoops Side Rd	Hwy # 7	1.22	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
421	Glenview Rd	Armstrong Rd	Buttermilk Hill Rd	1.48	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
148	Haley Lake Rd	County Rd 15	Dead End	0.12	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00
221	Hoops Side Rd	Dr'd Conc. 9A	Gardiner Rd	0.99	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
138	Houston Rd	Dr'd Conc. 9A	Dr'd Conc. 8B	1.33	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
108	Hudson Rd	Dr'd Conc. 4B	Wayside Dr	0.26	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
308	Hughes Rd	County Rd 21	McVeety Rd	0.34	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
308	Hughes Rd	McVeety Rd	Dead End	0.33	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
336	Irwin Street	County Rd 43	Dead End	0.13	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
BT	Jericho Rd	Tennyson Rd	Dead End	1.3	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
151	Jerome St	Dead End	Bennett St	0.23	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00

TABLE 1 - FORECAST CONDITION RATINGS BY YEAR - GRAVEL SURFACE

No.	Road Name	From	To	km	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
151	Jerome St	Bennett St	Ferguson's Falls Rd	0.11	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
320	Karen Lane	Bernice Cres	Dead End	0.29	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
127	Maple Lane Rd	Dr'd Conc. 7	Dr'd Conc. 8A	1.46	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
131	McIlqualm Blair Rd	Dr'd Conc. 10A	Ferguson's Falls Rd	1.67	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
239	McPhails Rd	Tennyson Rd	County Rd 10	2.34	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00
309	Mile Point Rd	McLaren Rd	Ken Don Lane	0.05	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
309	Mile Point Rd	Ken Don Lane	Thompson Drive	0.16	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
152	Mill St	Ferguson's Falls Rd	Dead End	0.13	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
316	Miller Brooke Way	County Rd 1	Dead End (Barn)	0.94	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
339	Moore's Rd	County Road 43	Dr'd Conc. 1	1.52	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
232	Moulton Rd	Dr'd Conc. 5B	Tennyson Rd	0.69	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
219	Pauls Rd	Hwy # 7	Dead End	0.71	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
LH	Phelans Rd	Lanark 5 Con A	Lanark 6 Con A	1.35	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
416	Poonamalie Rd	PIN 712	PIN 836	0.59	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
416	Poonamalie Rd	PIN 836	PIN926	0.4	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
418	Porter Rd	Glenview Rd	Carroll Rd	1.62	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
418	Porter Rd	Glenview Rd	Dead End	0.95	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
153	Prospect St	Ferguson's Falls Rd	Dead End	0.13	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
338	Rathwell Rd	County Rd #43	Dead End	1.19	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
307	Rideau Lake	Elm Grove Rd	Best Lane	2	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
304	Rosemac Dr	County Rd 1	Dead End	0.26	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
209	Rothwell Pk Rd	Ebbs Bay Rd	PIN 270	0.8	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
414	Scholten Rd	Carroll Rd	Dead End	0.68	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
227	Shail Rd	Tennyson Rd	Dead End	0.32	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
406	Spence Rd	County Rd 10	Dr'd Conc. 1	0.87	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
423	Station Rd	Armstrong Rd	Stone Rd	1.7	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
343	Stone Rd	County Rd 43	Dead End	0.17	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
424	Stone Rd E	Station Rd	Dead End	0.61	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
306	Sunset Dr	County Rd 21	Old Wagon Rd	0.53	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
234	The Old Rd	Dr'd Conc. 4D	Code Rd	0.84	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
310	Thompson Dr	Mile Point Rd	Healey Dr	0.3	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
159	Thompson Sd Rd	Dr'd Conc. 7	PIN 276	0.8	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
133	Tullis Lane	Highway 511	Dead End	0.2	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
TV	Twp Boundry Rd	Dr'd Con 9A	Cty 511	1.07	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
136	Twp. Boundary Rd	Dr'd Conc. 10A	Dr'd Conc. 9A	1.36	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
207	Water St	Innisville North	Dead End	0.1	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
207	Wellington St.	Isabella Street	Bay Street	0.06	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
203	Westshore Dr	McCreary' Beach Rd	End of Road	0.15	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
214	White Rd	Hwy # 7	Dr'd Conc. 12D	0.25	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
140	Widermaier Rd	Dr'd Conc. 8B	Dr'd Conc. 7	2.15	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
WEIGHTED AVERAGE CONDITION RATING					6.83	6.83	6.83	6.83	6.83	6.83	6.83	6.83	6.83	6.81	6.79
TOTAL KILOMETERS					115.6	115.6	115.6	115.6	115.6	115.6	115.6	115.6	115.6	113.72	112.25

TABLE 2 - FORECAST CONDITION RATINGS BY YEAR - HARD SURFACE

No.	Road Name	From	To	km	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
422	Armstrong Rd	Glenview Rd	Burns Rd	1.58	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
422	Armstrong Rd	Burns Rd	Station Rd	2.23	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
422	Armstrong Rd	Station Rd	Churchill Rd	2.1	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
319	Bernice Cres	County Road 1 E	Sheil Drive	0.02	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
319	Bernice Cres	Sheil Drive	Karen Lane	0.31	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
321	Bernice Cres	Karen Lane	County Road 1W	0.69	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
426	Bracken Ave	Station Rd	Cromwell Cres (N)	0.29	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
430	Bracken Ave	Cromwell Cres (N)	Capt.Sherwood Dr	0.2	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
430	Bracken Ave	Capt.Sherwood Dr	Cromwell Cres (S)	0.22	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
430	Bracken Ave	Cromwell Cres (S)	Western Ave	0.56	5.00	4.70	4.40	4.10	3.80	3.50	3.20	3.00	3.00	3.00	3.00
430	Bracken Ave	Western Ave	County Rd 43	0.25	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
331	Burgess Dr	Otty Way	Otty Lake S.R.	0.15	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
411	Burns Rd	Dr'd Conc. 1	Buttermilk Hill Rd	1.88	-	-	-	-	-	-	-	-	-	10.00	9.70
411	Burns Rd	Armstrong Rd	Buttermilk Hill Rd	1.47	-	-	-	-	-	-	-	-	-	-	10.00
428	Capt.Sherwood Dr	Bracken Ave	Moores Place	0.25	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
428	Capt.Sherwood Dr	Moores Place	Dead End	0.35	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
413	Carroll Rd	Buttermilk Hill Rd	Ferguson Tetlock	2.93	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
413	Carroll Rd	Ferguson Tetlock	Porter Rd	0.24	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
413	Carroll Rd	Porter Rd	Kelly Jordan Rd	1.38	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
413	Carroll Rd	Kelly Jordan Rd	Scholtan Rd	0.25	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
415	Carroll Rd	Scholtan Rd	Mazie St	2.79	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
325	Carson Circle	Poole Dr	Dead End	0.85	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
434	Centre Dr	Duncan St	Pine Ave	0.19	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
312	Church Ave	Healey Dr	Cul de Sac	0.6	5.00	4.70	4.40	4.10	3.80	3.50	3.20	3.00	3.00	3.00	3.00
401	Churchill Rd	County Rd 43	Armstrong Rd	1.51	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
401	Churchill Rd	Armstrong Rd	Dopson Rd	1.64	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
403	Churchill Rd	Dopson Rd	Dr'd Conc. 1	2.06	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
317	Clifford Cres	County Road 1	Robert Run	0.11	5.00	4.70	4.40	4.10	3.80	3.50	3.20	3.00	3.00	3.00	3.00
317	Clifford Cres	Robert Run	Robert Run	0.17	5.00	4.70	4.40	4.10	3.80	3.50	3.20	3.00	3.00	3.00	3.00
317	Clifford Cres	Robert Run	Dead End	0.25	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
235	Code Rd	The Old Road	Dr'd Conc. 4D	0.36	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
238	Code Rd	Tennyson Rd	Dr'd Conc. 4D	0.8	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
245	Code Rd	The Old Road	Dr'd Conc. 5B	0.95	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
245	Code Rd	Dr'd Conc. 5B	Dr'd Conc.6B	1.44	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
247	Code Rd	Dr'd Conc.6B	Dr'd Conc. 7	1.18	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
110	Collings St	Ewart Ave	Wayside Dr	0.43	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
302	Coutts Bay Rd	Dead End	Cats Cove	0.73	4.00	3.70	3.40	3.10	7.50	7.20	6.90	6.60	6.30	6.00	5.70
302	Coutts Bay Rd	Cats Cove	Westpoint Drive	0.47	4.00	3.70	3.40	3.10	7.50	7.20	6.90	6.60	6.30	6.00	5.70
302	Coutts Bay Rd	Westpoint Drive	County Rd 1	0.7	4.00	3.70	3.40	3.10	7.50	7.20	6.90	6.60	6.30	6.00	5.70
427	Cromwell Cres	Bracken Ave (N)	Bracken Ave (S)	0.66	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
407	Dr'd Conc. 1	County Rd #43	Spence Rd	1.07	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
407	Dr'd Conc. 1	Spence Rd	Moores Rd	1.17	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
407	Dr'd Conc. 1	Moores Rd	Ebert Rd	2.2	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
407	Dr'd Conc. 1	Ebert Rd	Churchill Rd	0.84	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
407	Dr'd Conc. 1	Churchill Rd	Richardson Sd Rd	2.17	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00

TABLE 2 - FORECAST CONDITION RATINGS BY YEAR - HARD SURFACE

No.	Road Name	From	To	km	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
410	Dr'd Conc. 1	Richardson Sd Rd	PIN 485(Old Bunker)	0.52	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
410	Dr'd Conc. 1	PIN 485(Old Bunker)	Burns Rd	1.86	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
410	Dr'd Conc. 1	Burns Rd	Dead End	0.33	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
409	Dr'd Conc. 2A	County rd 10	Dead End	0.25	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
119	Dr'd Conc. 4A	Cty 511	Dead End	0.3	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
124	Dr'd Conc. 5A	Cty 511	Georgina St	0.45	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
158	Dr'd Conc. 7	Cty Rd 511	Barries Side Rd	1.38	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
158	Dr'd Conc. 7	Barries Side Rd	Maple Lane Rd	0.16	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
158	Dr'd Conc. 7	Maple Lane Rd	Thompson Sd Rd	2.13	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
160	Dr'd Conc. 7	Thompson Sd Rd	Widermaier Rd	2.41	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
160	Dr'd Conc. 7	Widermaier Rd	Ebbs Side Road	1.72	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
160	Dr'd Conc. 7	Ebbs Side Road	Dr'd School Rd	0.34	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
201	Dr'd Conc. 7	Dr'd School Road	Miller Drive	0.91	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
223	Dr'd Conc. 7	Hwy # 7	Code Rd	0.04	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
223	Dr'd Conc. 7	Code Rd	Dr'd Conc. 7B	2.02	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
225	Dr'd Conc. 7	Dr'd Conc. 7B	Mallochs Landing	0.6	5.00	4.70	4.40	7.50	7.20	6.90	6.60	6.30	6.00	5.70	5.40
225	Dr'd Conc. 7	Mallochs Landing	Moss Shore Rd	0.68	3.00	3.00	3.00	7.50	7.20	6.90	6.60	6.30	6.00	5.70	5.40
225	Dr'd Conc. 7	Moss Shore Rd	Sunsetview Rd	0.1	4.00	3.70	3.40	7.50	7.20	6.90	6.60	6.30	6.00	5.70	5.40
225	Dr'd Conc. 7	Sunsetview Rd	Hillview Rd	0.15	4.00	3.70	3.40	7.50	7.20	6.90	6.60	6.30	6.00	5.70	5.40
225	Dr'd Conc. 7	Hillview Rd	Acacia Rd	0.08	4.00	3.70	3.40	7.50	7.20	6.90	6.60	6.30	6.00	5.70	5.40
225	Dr'd Conc. 7	Acacia Rd	Lakeview Rd	0.07	4.00	3.70	3.40	7.50	7.20	6.90	6.60	6.30	6.00	5.70	5.40
225	Dr'd Conc. 7	Lakeview Rd	Birchgrove Rd	0.27	4.00	3.70	3.40	7.50	7.20	6.90	6.60	6.30	6.00	5.70	5.40
225	Dr'd Conc. 7	Birchgrove Rd	Hardwood Lane	0.1	2.00	3.00	3.00	7.50	7.20	6.90	6.60	6.30	6.00	5.70	5.40
225	Dr'd Conc. 7	Hardwood Lane	Sugarbush Dr	0.49	3.00	3.00	3.00	7.50	7.20	6.90	6.60	6.30	6.00	5.70	5.40
225	Dr'd Conc. 7	Sugarbush Dr	Sugarbush Dr	0.01	3.00	3.00	3.00	7.50	7.20	6.90	6.60	6.30	6.00	5.70	5.40
225	Dr'd Conc. 7	Sugarbush Dr	Beck Shore Rd	0.52	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
225	Dr'd Conc. 7	Beck Shore Rd	Tennyson Rd	0.82	3.00	3.00	3.00	7.50	7.20	6.90	6.60	6.30	6.00	5.70	5.40
248	Dr'd Conc. 7	Hwy # 7	Miller Drive	0.15	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
157	Dr'd Conc. 8A	Maple Lane Rd	Curb & Gutter	1.51	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
157	Dr'd Conc. 8A	Curb & Gutter	County Rd #511	0.35	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
101	Dr'd School Rd	Dr'd Con 7	Hwy # 7	2.62	3.00	8.50	8.20	7.90	7.60	7.30	7.00	6.70	6.40	6.10	5.80
114	Dufferin Rd	Hwy # 7	Stamford Dr	0.29	5.00	4.70	4.40	4.10	3.80	3.50	3.20	7.50	7.20	6.90	6.60
116	Dufferin Rd	Stamford Dr	Sheldon Place	0.11	4.00	3.70	3.40	3.10	3.00	3.00	3.00	7.50	7.20	6.90	6.60
116	Dufferin Rd	Sheldon Place	Morris Rd S	0.06	4.00	3.70	3.40	3.10	3.00	3.00	3.00	7.50	7.20	6.90	6.60
118	Dufferin Rd	Morris Rd S	Morris Rd N	0.04	4.00	3.70	3.40	3.10	3.00	3.00	3.00	7.50	7.20	6.90	6.60
118	Dufferin Rd	Morris Rd N	PIN #173	0.3	3.00	3.00	3.00	3.00	3.00	3.00	3.00	7.50	7.20	6.90	6.60
433	Duncan St	Pine Ave	Centre Dr	0.22	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
433	Duncan St	Centre Dr	Dead End	0.12	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
208	Ebbs Bay Rd	Hwy # 7	Dr'd Conc. 11	2.41	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
208	Ebbs Bay Rd	Dr'd Conc. 11	Rothwell Pk Rd	1.54	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
210	Ebbs Bay Rd	Rothwell Pk Rd	Dr'd Conc. 9B	1.2	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
212	Ebbs Bay Rd	Dr'd Conc. 9B	Ebbs Bay Dr	0.14	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
212	Ebbs Bay Rd	Ebbs Bay Dr	End of Pavement	0.16	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
212	Ebbs Bay Rd	End of Pavement	Pretties Island Rd	1.57	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00

TABLE 2 - FORECAST CONDITION RATINGS BY YEAR - HARD SURFACE

No.	Road Name	From	To	km	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
404	Ebert Rd	County Rd 10	Dr'd Conc. 1	1.38	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
328	Elmsley Cres	Otty Way	Rideau Court	0.49	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
330	Elmsley Cres	Rideau Court	Burgess Dr	0.14	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
109	Ewart Ave	Wayside Dr	Collings St	0.15	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
109	Ewart Ave	Collings St	Hwy # 7	0.18	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
120	Georgina St	McPherson Way	McPherson Way	0.77	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
120	Georgina St	McPherson Way	Dr'd Conc. 5A	0.74	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
417	Glenview Rd	County Rd 43	Porter Rd	2.61	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
419	Glenview Rd	Porter Rd	Armstrong Rd	1.68	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
405	Hands Rd	Tennyson Rd	County Road 10	2.46	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
311	Healey Dr	Thompson Dr	Cul de Sac	0.2	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
311	Healey Dr	Thompson Dr	Church Ave	0.1	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
311	Healey Dr	Church Ave	Cul de Sac	0.5	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
207	Innisville N	Hwy # 7	Isabella Street	0.13	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
207	Innisville N	Isabella Street	Dead End	0.09	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
206	Innisville S	Hwy # 7	Moore Dr	0.39	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
206	Innisville S	Moore Dr	McManus Dr	0.13	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
206	Innisville S	McManus Dr	Dead End	0.04	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
207	Isabella St	Innisville North	Wellington St.	0.19	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
207	Isabella St	Wellington St.	Dead End	0.16	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
345	Jodi Ln	County Rd 18	Tayview Dr	0.21	4.00	3.70	3.40	3.10	3.00	3.00	3.00	3.00	3.00	3.00	3.00
345	Jodi Ln	Tayview Dr	Point View Ln	0.24	4.00	3.70	3.40	3.10	3.00	3.00	3.00	3.00	3.00	3.00	3.00
345	Jodi Ln	Tayview Dr	Dead End	0.16	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
134	John's Rd	Highway 511	Dead End	0.2	2.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
103	Leachs Rd	Dr'd Conc. 5B	Hwy #7	0.21	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
241	Leachs Rd	Tennyson Rd	Dr'd Conc. 4C	0.39	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
243	Leachs Rd	Dr'd Conc. 4C	Hwy # 7	1.08	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
SF	Mazie St	Carroll Rd	County Rd 43	0.42	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
313	McLaren Dr	Mile Point Rd	Barr Place	0.48	4.00	3.70	3.40	3.10	3.00	3.00	3.00	3.00	3.00	3.00	3.00
315	McLaren Dr	Barr Place	County Rd 1	0.14	4.00	3.70	3.40	3.10	3.00	3.00	3.00	3.00	3.00	3.00	3.00
342	Meadow Ln	County Rd 43	Dead End	0.51	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
309	Mile Point Rd	County Rd 1	McLaren Rd	0.51	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
202	Miller Dr	Dr'd Conc. 7	Hwy # 7	1.96	4.00	3.70	8.50	8.20	7.90	7.60	7.30	7.00	6.70	6.40	6.10
429	Moores Place	Capt.Sherwood Dr	Dead End	0.22	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
117	Morris Rd S	Dufferin Rd	Hwy # 7	0.29	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
117	Morris Rd S	Morris Road S	Dead End	0.09	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
436	North Rd	Pine Ave	Dead End	0.77	5.00	4.70	4.40	4.10	3.80	3.50	3.20	3.00	3.00	3.00	3.00
112	Oak Ln	Wayside Dr	Dead End	0.37	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
TV	Otty Lake Sd. Rd.	County Rd. No.10	Kenyon Road	4.2	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
332	Otty Way	Burgess Dr	Whipperwill Dr	0.88	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
332	Otty Way	Whipperwill Dr	Darou Dr	0.07	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
332	Otty Way	Darou Dr	Elmsley Cres	0.13	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
332	Otty Way	Trillium Dr	Elmsley Cres	0.28	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
432	Pine Ave	Western Ave	Duncan St	0.19	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
432	Pine Ave	County Rd 43	Duncan St	0.02	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00

TABLE 2 - FORECAST CONDITION RATINGS BY YEAR - HARD SURFACE

No.	Road Name	From	To	km	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
435	Pine Ave	Zaches Lane	Centre Dr	0.15	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
435	Pine Ave	Centre Dr	North Rd	0.12	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
437	Pine Ave	North Rd	Western Ave	0.04	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
346	Point View Dr.	Jodi Ln	Tayview Dr	0.22	4.00	3.70	3.40	3.10	3.00	3.00	3.00	3.00	3.00	3.00	3.00
346	Point View Dr.	Tayview Dr	Cul de Sac	0.15	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
324	Poole Dr	Trillium Dr	Carson Circle	1.01	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
326	Poole Dr	Carson Circle	Trillium Dr	0.19	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
416	Poonamalie Rd	County Rd 43	PIN 712	1.53	5.00	4.70	4.40	4.10	3.80	3.50	7.50	7.20	6.90	6.60	6.30
154	Prestonvale Rd	Ferguson's Falls Rd	Baptist Church Rd	1.16	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
154	Prestonvale Rd	Baptist Church Rd	Dr'd Conc. 10A	0.73	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
156	Prestonvale Rd	Dr'd Conc. 10A	Dr'd Conc. 9A	2.82	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
156	Prestonvale Rd	Dr'd Conc. 9A	Dunlop Side Rd	1.18	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
156	Prestonvale Rd	Dunlop Side Rd	Dr'd Conc. 8A	1.55	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
408	Richardson Sd Rd	Dr'd Conc. 1	County Road 10	1.39	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
106	Richmonds Rd	Dr'd Conc. 5B	Dr'd Conc. 4B	1.43	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	7.50	7.20	6.90
106	Richmonds Rd	Dr'd Conc. 4B	Hwy #7	0.11	1.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	7.50	7.20	6.90
329	Rideau Ct	Elmsley Cres	Dead End	0.18	5.00	4.70	4.40	4.10	3.80	3.50	3.20	3.00	3.00	3.00	3.00
318	Robert Run	Clifford Cres	Clifford Cres	0.96	4.00	3.70	3.40	3.10	3.00	3.00	3.00	3.00	3.00	3.00	3.00
344	Sherwood St	County Road 18	Dead End	0.11	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
334	South St	County Rd 1	Sherbrook St	0.43	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
334	South St	Sherbrook St	Dead End	0.19	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
115	Stamford Dr	Dufferin Rd	Dead End	0.36	1.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
425	Station Rd	Stone Rd	Bracken Ave	0.68	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
425	Station Rd	County Rd 43	Bracken Ave	0.91	10.00	9.70	9.40	9.10	8.80	8.50	8.20	7.90	7.60	7.30	7.00
121	Street "A"	Georgina St	Street "B"	0.24	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
123	Street "A"	Street "B"	Dr'd Conc. 4A	0.39	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
122	Street "B"	Street "A"	Cty 511	0.23	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
347	Tayview Dr	Point View Ln	Jodi Ln	0.27	4.00	3.70	3.40	3.10	3.00	3.00	3.00	3.00	3.00	3.00	3.00
226	Tennyson Rd	Dr'd Conc. 7	Coleman Rd	1.31	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
226	Tennyson Rd	Coleman Rd	Shail Rd	0.27	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
228	Tennyson Rd	Shail Rd	Jerico Rd	1.08	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
229	Tennyson Rd	Dr'd Conc. 7	Moulton Rd	0.51	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
229	Tennyson Rd	Moulton Rd	Dr'd Conc. 5B	1.7	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
233	Tennyson Rd	Dr'd Conc. 5B	Dr'd Conc. 4D	1.84	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
237	Tennyson Rd	Dr'd Conc. 4D	Code Rd - McPhails Rd	1.87	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
240	Tennyson Rd	Code Rd - McPhails Rd	Hands Rd - Leach's Rd	3.35	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
240	Tennyson Rd	Hands Rd - Leach's Rd	Hwy # 7	2.18	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
BT	Tennyson Rd	Jericho Rd	Craigs Ln	0.69	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
327	Trillium Dr	Poole Dr	Otty Way	0.15	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
333	Trillium Dr	Otty Way	Poole Dr	0.59	5.00	4.70	4.40	4.10	3.80	3.50	3.20	3.00	3.00	3.00	3.00
333	Trillium Dr	Poole Dr	Otty Lake S.R.	0.13	4.00	3.70	3.40	3.10	3.00	3.00	3.00	3.00	3.00	3.00	3.00
111	Wayside Dr	Hwy # 7	Collings St	0.22	4.00	3.70	3.40	3.10	3.00	7.50	7.20	6.90	6.60	6.30	6.00
111	Wayside Dr	Collings St	Hudson Rd	0.18	4.00	3.70	3.40	3.10	3.00	7.50	7.20	6.90	6.60	6.30	6.00
111	Wayside Dr	Hudson Rd	Ewart Ave	0.2	4.00	3.70	3.40	3.10	3.00	7.50	7.20	6.90	6.60	6.30	6.00
111	Wayside Dr	Ewart Ave	Oak Ln	0.18	4.00	3.70	3.40	3.10	3.00	7.50	7.20	6.90	6.60	6.30	6.00

TABLE 2 - FORECAST CONDITION RATINGS BY YEAR - HARD SURFACE

No.	Road Name	From	To	km	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
113	Wayside Dr	Oak Ln	Hwy # 7	0.59	4.00	3.70	3.40	3.10	3.00	7.50	7.20	6.90	6.60	6.30	6.00
431	Western Ave	Bracken Ave	Pine Ave	0.52	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
301	Westpoint Drive	Coutts Bay Rd	Dead End	1.23	9.00	8.70	8.40	8.10	7.80	7.50	7.20	6.90	6.60	6.30	6.00
203	Westshore Dr	Hwy # 7	Island View Dr	1.09	3.00	3.00	3.00	8.50	8.20	7.90	7.60	7.30	7.00	6.70	6.40
203	Westshore Dr	Island View Dr	McCreary' Beach Rd	0.1	4.00	3.70	3.40	3.10	3.00	3.00	3.00	3.00	3.00	3.00	3.00
322	Wild Life Rd	County Road 1	Conservation Gate	2.24	8.00	7.70	7.40	7.10	6.80	6.50	6.20	5.90	5.60	5.30	5.00
323	Wild Life Rd	County Road 1	Perth Landfill Gate	0.53	5.00	4.70	4.40	4.10	3.80	3.50	3.20	3.00	3.00	3.00	3.00
323	Wild Life Rd	Perth Landfill Gate	Otty Lake S.R	1.61	7.00	6.70	6.40	6.10	5.80	5.50	5.20	4.90	4.60	4.30	4.00
305	Yacht Club Rd	County Rd 1	Manor Way	0.5	5.00	4.70	4.40	4.10	3.80	3.50	3.20	3.00	3.00	3.00	3.00
305	Yacht Club Rd	Manor Way	Stone Edge Ln	0.01	5.00	4.70	4.40	4.10	3.80	3.50	3.20	3.00	3.00	3.00	3.00
305	Yacht Club Rd	Stone Edge Ln	Dead End	0.62	6.00	5.70	5.40	5.10	4.80	4.50	4.20	3.90	3.60	3.30	3.00
WEIGHTED AVERAGE CONDITION RATING					6.93	7.30	7.09	6.94	6.72	6.48	6.23	5.97	5.74	5.52	4.91
TOTAL KILOMETERS					141.61	141.61	141.61	141.61	141.61	141.61	141.61	141.61	141.61	143.49	144.96

OVERALL WEIGHTED AVERAGE CONDITION RATING					6.88	7.09	6.97	6.89	6.77	6.63	6.50	6.36	6.23	6.09	5.73
TOTAL KILOMETERS					257.21	257.21	257.21	257.21	257.21	257.21	257.21	257.21	257.21	257.21	257.21