



CORPORATION OF THE COUNTY OF RENFREW

ASSET MANAGEMENT PLAN

November 26, 2014

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1.0. EXECUTIVE SUMMARY

As a result of decades of insufficient investment in critical infrastructure by all levels of government, municipalities are beginning to confront infrastructure deficits, backlog of repairs and needed rehabilitation/reconstruction programs. It is fair to say that properly maintained infrastructure is the foundation of our economy. All stakeholders need quality roads and bridges, administrative and health care and emergency facilities, etc. to meet the expectations of our constituents.

In order to protect its infrastructure investment, the County of Renfrew must find creative financial solutions. One of the key tools to meet this objective is the implementation of an asset management plan to ensure that infrastructure is properly maintained and fully operational in order to meet service demands and to ensure that maintenance capital interventions are done at the lowest cost and in a timely manner.

The County's Corporate Asset Management Plan (CAMP) will enable Council to make the most cost effective decisions with regards to the maintenance, rehabilitation and replacement of critical infrastructure. Through the Long-Term Financial Management Plan (LTFMP), strategies to provide sustainable funding and support of the multiyear maintenance and capital programs will be developed.

In early 2013, Council endorsed the development of the CAMP which was identified as one of seven initiatives contained within the Strategic Plan and Council Priorities 2013-2018 document. Prior to 2013, asset management plans were undertaken at a departmental level. These plans were based on applicable regulations, standards, codes and practices relevant to the specific infrastructure component under consideration. Capital funding in support of these asset management plans was subject to approval through the annual budget process. Subsequent to the County of Renfrew initiating its asset management plan process, the Province mandated the requirement for asset management plans.

The County's strategic asset management plan is structured to ensure long-term community and corporate sustainability to meet the service objectives of the County. In 2013, County Council also endorsed a Management Strategy and work plan for the development of the CAMP. Work on the County's asset management plan has been ongoing and has respected the milestones established in the work plan.

In the preparation of the CAMP, staff has conducted:

- a research of best practices,
- developed service level standards,
- identified rehabilitation strategies and associated costs,
- initiated software acquisition,
- undertaken data population of software.



It is acknowledged that asset management cannot be a “one time” undertaking – it is a continuous process. There must be a continuous flow of data information in and out of the asset management system. As such, the CAMP asset management data will be updated regularly as conditions change in the field, as improvement works are implemented, and as options and costs change over time.

The CAMP comprises a consolidated up-to-date inventory and condition rating of all the County’s major corporate assets and a summary of the corporate asset management policies, proposed levels of service and financing strategies used to manage the County’s assets addressed by this Plan. It has also involved the review and updating of data with respect to County assets in order to address the issue of long-term sustainability.

As the development of the Plan progresses, staff will be providing regular updates to the appropriate Standing Committees and Council. It is intended that the maintenance and capital priorities identified in CAMP will be considered by County Council as part of its 2015 budget deliberation process.

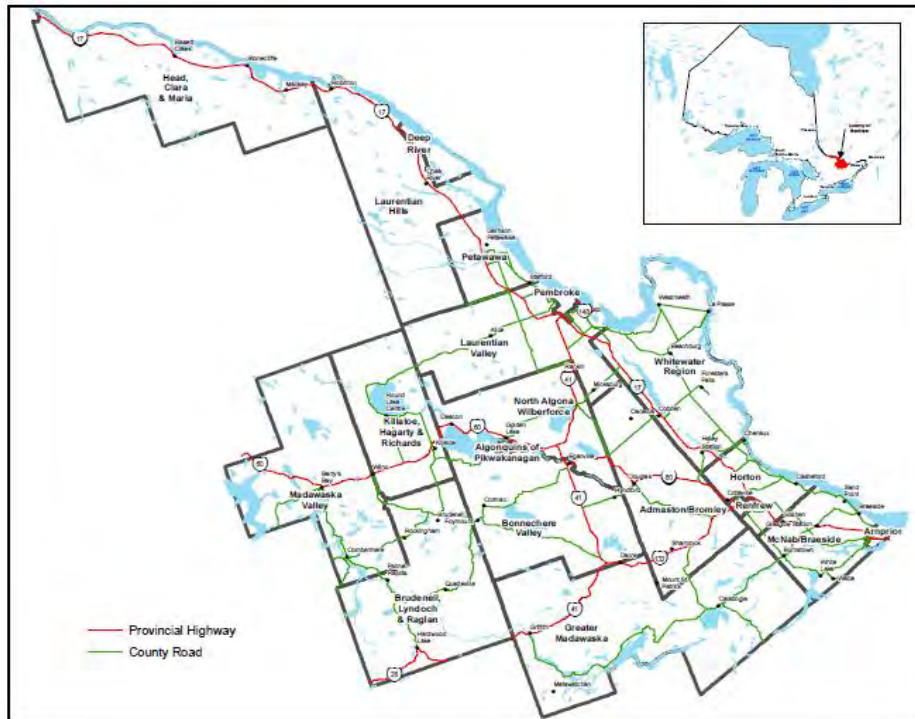


2.0 INTRODUCTION

Renfrew County is geographically located in Eastern Ontario in the heart of the Ottawa Valley. The County stretches from the outskirts of Canada's capital, the City of Ottawa to the east, and along the shores of the Ottawa River to the northern tip of Algonquin Park to the west. It encompasses 17 municipalities and has a geographic area of 7,645 km² - representing the largest (from a geographical perspective) county within the province.

Figure 1 is a location map highlighting the limits of the County of Renfrew.

Figure 1



This section of the County's asset management strategy report will address the following:

- define asset management,
- overview the objectives of the County's CAMP,
- identify the scope of infrastructure included in the plan,
- highlight the timeframe for asset management programs, identify the timing of updates and data verification processes,
- methodology for the development of CAMP,
- assumptions used in the development of CAMP.



In the last 6-7 years, the County has actively practiced the principles of asset management for many of its major assets. Multiyear capital works programs have been developed for buildings, fleet, roads and bridges. In many instances, these plans were developed based on predictable revenue streams. The CAMP has modified the approach to asset management by identifying appropriate levels of service for each asset, identifying funding gaps and developing sustainable financing strategies to deliver County services in keeping with stakeholder expectations.

2.1 Asset Management

Asset management planning represents a documented process that enables staff and Council to make the best possible decisions regarding the building, operating, maintaining, renewing, replacing and disposal of infrastructure assets. The CAMP identifies how infrastructure will be managed in order to ensure that it is capable of meeting approved levels of service to support the County's goals and meet stakeholder service expectations. It does, as well, require the County to assess, quantify and effectively manage risk while respecting the objective of developing sustainable financing strategies to support the implementation of timely intervention strategies.

In the development of the asset management plan, it was necessary to address the following questions:

1. What assets does the County have and where are they located?
2. What is the historical cost of our assets?
3. What is the current condition and the remaining service life of the County's assets?
4. What needs to be done and when?
5. What is the cost to affect timely maintenance and capital interventions?
6. How is long-term affordability attained?

Throughout the development of the Plan, staff identified and considered multiple strategies in determining how to implement financial investments. Section 5.0 of this report discusses this issue in greater detail. As referenced above, the asset evaluation process must be ongoing in order to identify the timely implementation of maintenance and capital interventions. This will result in cost-effective multiyear operating/capital programs over the lifecycle of the County's assets in order to meet specified levels of service. A sustainable financial plan for the management of identified asset categories represents the culmination of the asset planning process.

The County's asset management planning has also taken into account the interdependencies of various assets. As an example, infrastructure located within a road right-of-way may have differing lifecycles. The lifecycle of the paved roadway will be radically shorter than underground infrastructure such as storm and sanitary sewers, water mains, etc. Similarly, the various components of a building (e.g. roofing, compressors, HVAC systems, etc.) will have differing life cycles and yet must be considered in a holistic fashion within the Plan. It is, therefore, important to ensure that asset management intervention strategies are integrated and that interdependencies are identified and factored into the development of asset plans for each category of assets.



The objectives of the CAMP have been structured to promote:

- Enhanced decision-making accountability and transparency for Council,
- long-term impacts of infrastructure management investment decisions,
- improved customer service and strive to deliver services at an approved level of service,
- reduction in life cycle costs while maintaining assets in safe condition, and
- justification of infrastructure investment decisions and “link” these decisions to service outcomes.

The development of the CAMP was premised on the following guiding principles:

- **Stakeholder focused** - have clearly defined levels of service.
- **Service Focused** - consider all assets’ needs required to deliver a service to stakeholders.
- **Value-Based /Affordability** – implement decisions based on balancing service levels, risks and costs.
- **Risk-Based**- Safeguard public health and safety, protect the environment, and preserve assets.
- **Holistic** - develop a comprehensive approach that considers the combined impact of managing all aspects of the asset’s life cycle.
- **Systematic** - adopt a formal, consistent and repeatable approach.
- **Innovative** - continually improve how assets are managed by taking advantage of new technology and best practices.

2.2 Benefits and Objectives of Asset Management

A well developed and managed asset management plan provides a “blueprint” for Council in terms of identifying future planning processes and identifying timely and financially sustainable operating/capital expenditure needs over a predetermined period of time. Through the implementation of these strategic timely preventative maintenance and capital interventions, the County will be able to extend the life of its assets and thus avoid much more costly rehabilitation/replacement works.

In summary, the CAMP:

- defines policy goals that will guide the decision-making process for both staff and Council to ensure investment priorities are achieved,
- provides for a better decision-making environment with respect to the allocation of resources,
- identifies the total investment and strategies required to maintain infrastructure assets at prescribed levels of service,
- monitors the performance of assets over the long-term to ensure that levels of service are maintained,
- requires the County to assess and manage risk,
- provides for a long-term capital programming and financial strategy,
- enables a corporate approach to efficient data management,



- provides knowledge of total cost of ownership through lifecycle costing. It identifies the investment required to operate, maintain, renew and replace an asset,
- enables the implementation of cost-effective “just-in-time” preventative rehabilitation strategies,
- minimizes the likelihood of unforeseen infrastructure problems and crises. Decisions can be made between competing asset needs,
- enables staff to evaluate different capital program scenarios based on varying budget levels.

2.3 Provincial Directions

The Province of Ontario has provided guidance to municipalities for the preparation of comprehensive asset management Plans. The province’s *Building Together: Guide for Municipal Asset Management Plans* has been used by the County as a reference document for the development of this asset management plan. The elements of a detailed asset management plan (as referenced in Part 3 of the Guide) have been used to structure the County’s CAMP.

In August 2012, the Province of Ontario initiated a Municipal Infrastructure Strategy. This initiative placed a strong focus on the requirement for municipalities to have a comprehensive asset management plan in place. The Province has, on numerous occasions, clearly stated that any Ontario municipality seeking provincial capital funding in the future, must submit its asset management plan as part of the grant application process.

2.4 Infrastructure Included in CAMP

Currently, the County’s Public Sector Accounting Board (PSAB) considers the following tangible assets:

- Land improvements (e.g. parking lots, retaining walls, etc.)
- Buildings
- Leasehold improvements
- Linear Assets (e.g. roads, bridges, major culverts, communication networks, etc.)
- Roofing systems
- Machinery/equipment/furniture
- Vehicles
- Road allowances

In the future, the County may elect to expand the assets included in the CAMP.

2.5 Methodology

The four elements of an asset management plan are interdependent as illustrated in Figure 2 below.



Figure 2

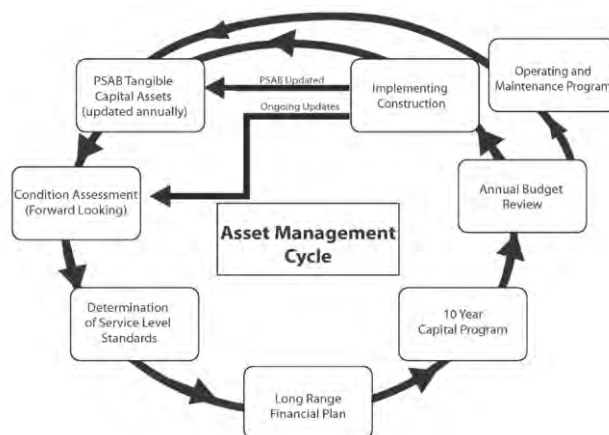


The County’s asset management plan has given consideration to costs associated with:

- Maintenance activities,
- replacement activities,
- disposal activities,
- expansion activities to meet growth means,
- identification of risks associated with the asset management strategy.

Figure 3 provides a graphic illustration of the detailed asset management planning process that was and will continue to be used by the County.

Figure 3]



It is expected that there will be a continuous flow of data in and out of the County's asset management system. As stated in the province's asset management guidelines, asset management plans should represent a living document and as such, there is a need to update asset management information regularly as conditions change in the field, as improvement works are implemented, and as options and costs change over time.

2.6 County Asset Management Initiatives

County Council has endorsed a process to develop and maintain the CAMP. The following provides an overview of initiatives undertaken by the County to develop the CAMP:

- A staff committee was created and a critical path/timelines developed identifying key activities and associated milestones for the completion of the Plan in 2014,
- Asset inventories have been updated, condition assessments undertaken and costs have been determined for various asset rehabilitation/replacement strategies,
- Suitable asset management software packages for the various asset categories have been acquired. Data inventories are to be updated on an ongoing basis to facilitate evaluation and management of the identified asset categories,
- Asset levels of service have been developed (reference Section 4.0) in order to create the County's long-range capital programs,
- Development of long-range capital programs for each asset category,
- Identification of funding "gaps" and development of a financial sustainability model for each asset category.

In support of the above initiatives, County Council has also adopted the following:

(a) Surplus/Deficit Policy

In November 2011, County Council approved a Surplus/Deficit Policy. This document contained four recommendations. The review process in the development of this policy resulted in the following recommendations related to asset management:

1. That an electronic Capital Asset Management Plan be developed for all significant assets owned and maintained by the County of Renfrew. It is proposed that the Green Operations and Property Management Committee be tasked with responsibilities related to Capital Asset Management. This Committee has property representatives from all Departments with major capital assets.
2. That a long-term financing plan be developed to provide for the replacement of these significant assets.

(b) Green Operations and Asset Management Committee

In April, 2012, County Council approved a revised terms of reference for the Green Operations and Asset Management Committee. One of the key responsibilities of this



committee was that of capital asset management. The terms of reference stated that it is necessary to focus on the maintenance of existing infrastructure, capital funding options in the management of escalating infrastructure costs.

(c) Strategic Plan and Council Priorities 2013 - 2018

In 2013, County Council approved a Strategic Plan and Council Priorities 2013-2018 document that adopted seven strategic initiatives. Priority # 2 identified specific actions related to the development of a CAMP and a long-term financial plan to manage and sustain corporate assets. The action items included (but were not limited to) research of best practices, procuring asset management software, confirmation of asset inventory and condition assessments, development of a multiyear asset management program based on sustainable funding, etc.

(d) County Official Plan

The County Official Plan is currently in the process of being updated. A nine phase plan for the Official Plan 5-Year Review was approved by Renfrew County Council on May 29, 2012. In the Development & Property Committee report of April 9, 2013, Committee was advised that the initial draft of the updated County Official Plan was to be circulated to the Ministry of Municipal Affairs and Housing.

Included in the preliminary list of revisions for the Official Plan (as set out in the County Council report of May 2012) is the requirement to ensure that the Official Plan is consistent with the 2005 Provincial Policy Statement, and that it incorporates policies on active transportation.

The proposed Official Plan update is to be consistent with municipal and provincial land use policies and is intended to address the Provincial Policy Statement through the following:

1. **Building Stronger Communities:** Enhancement and make more efficient use of the existing infrastructure;
2. **Wise Use and Management of Resources:** The timely rehabilitation of aging infrastructure, maximize or extend the service life of the assets and;
3. **Protecting Public Health and Safety:** The improvements to infrastructure ensure that the County can provide needed infrastructure and services to the residents of the County.

2.7 Public Sector Accounting Board (PSAB) and Asset Management

There are some commonalities between an asset management plan and PSAB compliance. In both instances, it is necessary to know what infrastructure is owned by the County. PSAB requires the County to have an asset inventory and to value its assets based on historical costs. The County has, through its PSAB process, developed an inventory of its capitalized assets, determined original costs and calculated the accumulated depreciation of the asset from the time of acquisition.



PSAB historically “looks back” at a municipality’s financial status. It assesses net book value of an asset based on original costs, less depreciated costs. Asset management, on the other hand, “looks forward” by determining the remaining useful life of an asset and optimizing the timing and cost of maintenance and rehabilitation strategies to extend the life of the asset. The following direct quote from the County’s Treasurer/Deputy Clerk in his January 31, 2007 report to Council clearly confirms the distinction between PSAB and asset management:

“PSAB compliance is not the same as asset management. PSAB 3150 will require municipalities to have an asset inventory and to value their assets based on historical costs. However, it will not require the preparation of a forward-looking asset management plan based on lifecycle costing approaches. The asset inventory collected for PSAB will be the foundation for forward-looking asset management plans for all major asset classes. The asset inventory is the link between the tangible capital asset accounting and a full asset management plan.”



2.8 Assumptions

1. It is acknowledged that the County's CAMP will continue to evolve over time in order to address and respond to new technologies and changes in responsibilities. For the development of the CAMP, there was a decision to include the following assets in the Plan (which is consistent with the direction proposed by the province in its asset management guideline):
 - 815 km of paved roads
 - 74 bridges and 177 major culvert structures
 - 126 vehicles
 - 35 sites for Renfrew County Housing Corporation
 - 14 County building sites, including two long-term care facilities
2. Less significant assets such as streetlights and street signs have not been included. The maintenance of these assets is funded primarily through the annual operating budget. The plan also does not include County owned lands.
3. Changing one section of the plan will ultimately result in changes to other sections. During the creation of the CAMP and subsequent updates to the Plan, specific sections may need to be revisited if an identified financing strategy is not feasible or realistic. Changes to asset attributes, such as extending useful life, decreases in expected levels of service, or revisions to cost projections contained within the Strategy, will also impact the financing strategy.





VEHICLES

3.0 STATE OF INFRASTRUCTURE

3.1 Infrastructure Assessment

As noted earlier in this report, the County of Renfrew is responsible for public infrastructure assets consisting of 823 km of collector and arterial roads, 74 bridges, 180 culvert structures, numerous social housing units, municipal buildings, two long-term care facilities and various land holdings. The condition of these assets varies, and in many instances, is reaching the end of their service lives. It is noted that local municipal services, such as communal water and sewer systems as well as waste management are provided through the member lower tier local municipalities.

The County completed an inventory of its capital assets as part of the PSAB 3150 accounting process. The 2012 Financial Information Return (FIR), which has been submitted to the Ministry of Municipal Affairs & Housing, identified a current value for the County's public assets of \$293 million .

In 2012, the Public Works & Engineering Department retained two (2) consultants to: (a) complete a comprehensive update of the public works asset inventory, (b) provide condition ratings and, (c) undertake a needs assessment. The updated inventory provides a “base line” of current asset conditions and is an integral part of the evaluation and decision-making process for public works infrastructure. Assets are to be reviewed regularly and identified defects, deficiencies and improvements will be rated based on a degree of criticality/priority (i.e. risk assessment).

Since 1999, the Department has utilized the WorkTech “Asset Manager” and “Work Manager” software for the management and evaluation of public works assets. This software is updated via an annual maintenance agreement. In 2012, the County retained the engineering firm of Stantec Engineering to undertake a major update to the road inventory data and develop a financial plan to operate, maintain, and replace these assets.

Similarly, the County also retained the structural consulting firm of HP Engineering to undertake a review of the major bridge structures and to provide an update with respect to the condition ratings and rehabilitation/replacement strategies. This information, including that for the major culvert structures, is also maintained in the WorkTech system.

The Development & Property and Social Services Departments are jointly responsible for the operation and maintenance of County building facilities which includes administration buildings, ambulance bases, social housing units, long-term care facilities and related infrastructure. On November 2, 2012, the County Social Services Department received notification of MIII funding for the implementation of asset management. Subsequently, both departments entered into contracts with Ameresco to provide the required software and support services to manage these capital assets.

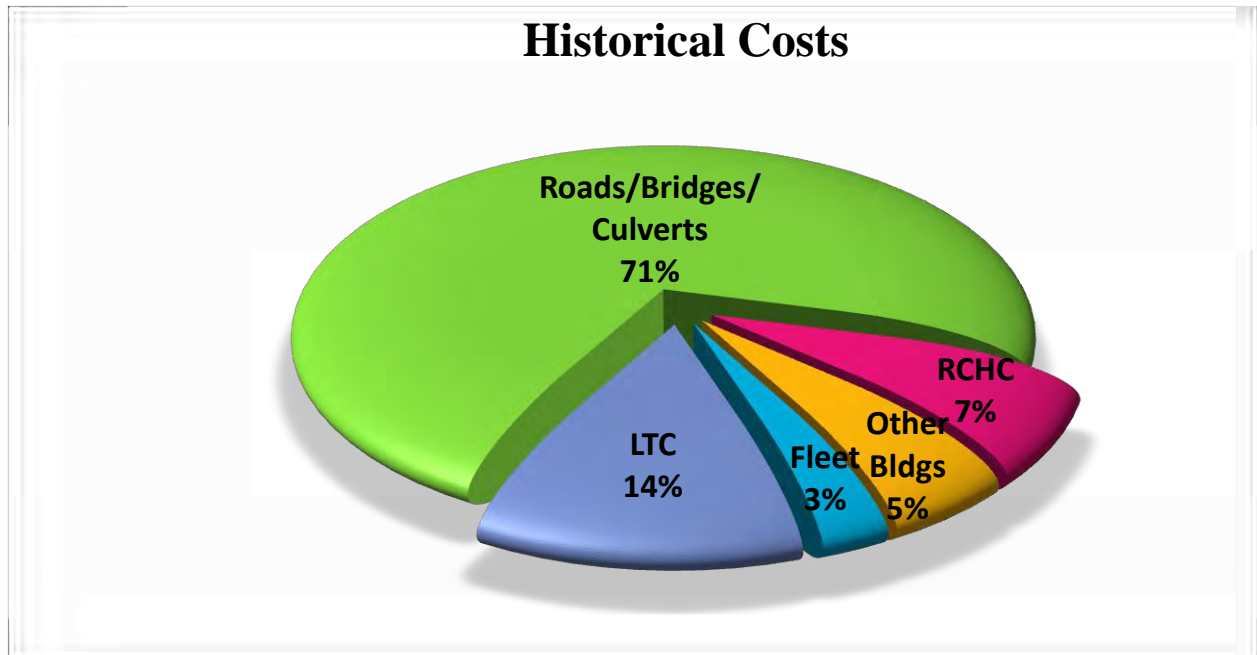


3.2 Asset Value/Replacement Values

The total historical cost of the County's assets is approximately \$404,328,000. The projected replacement value of these same assets (as of October 31, 2013) is estimated to be \$793,600,000. The replacement value was derived by indexing the historical costs by a factor of 3% annually.

Figure 4 provides a summary of the County's assets based on historical costs. It is noted that roads, culverts and bridges represent over 70% of the County's total assets.

Figure 4



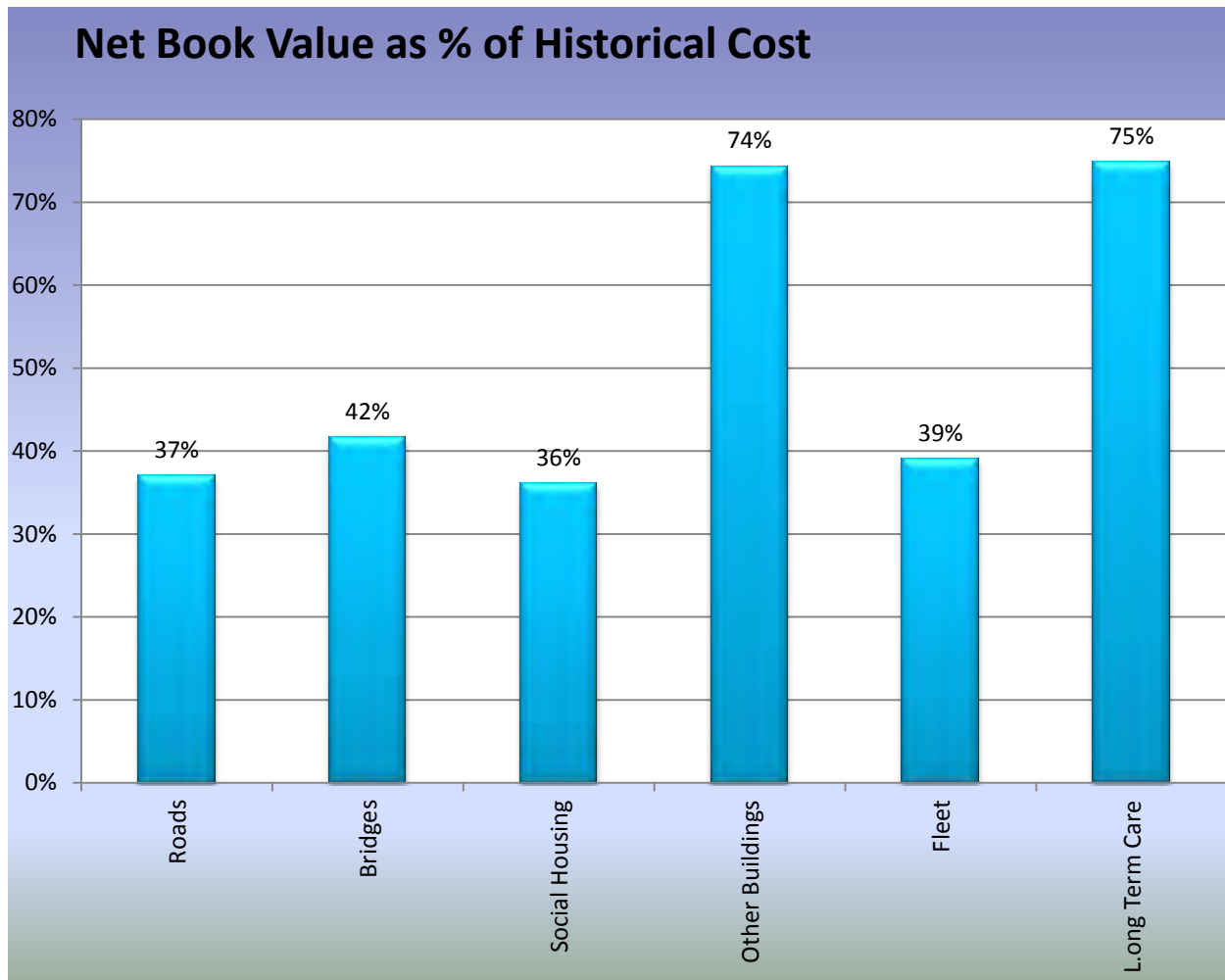
Total Historical Cost: \$404,328.05	
LTC	Long-Term Care
RCHC	Renfrew County Housing Corporation
Other Bldgs	- Includes Administration Building, Renfrew County Place, Paramedic Stations, Patrol Facilities



3.3 Age Distribution/Service Life

Figure 5 identifies, by asset category, the netbook value as a percentage of historical costs. This provides a useful overview of the remaining service life for each asset category. Generally speaking, other buildings and the two long-term care facilities still have about 75% left of their life expectancy, whereas, Renfrew County Housing Corporation has only about 36% of its remaining service life remaining. Similarly roads and bridges and fleet have approximately 39% of remaining service life.

Figure 5



Overall, the assets contained in the CAMP have a total netbook value of \$179,732,167 and a historical cost of \$391,703,141. This means that the cumulative remaining service life for the asset categories identified in this Plan is 45% of the total service life.

The netbook value is defined as the value of historical costs less the depreciation of the asset since it was acquired or constructed. While this accounting analysis provides some value in terms of estimating remaining service life of assets, it must be noted that even if assets become fully depreciated, in many instances these assets will still be able to provide a meaningful service to users.

3.4 Overall Asset Condition

The County of Renfrew has responsibility to manage more than \$794,000,000 in physical public assets. All of these assets exist for one purpose - to support either directly or indirectly, the delivery of municipal services to County stakeholders.

Table 3.4 summarizes the condition rating for buildings, fleet and transportation (Roads, Bridges & Culverts) services.

Table 3.4

Asset Condition Rating Summary

Service	2013 Status					
	Asset Replacement Value 2013 *	Overall Average Asset Condition Rating	% of Assets in Critical Condition #	% of Assets in Poor Condition	% of Assets in Fair Condition	% of Assets in Good Condition
Building	\$197,000,000	Good	1%	16%	25%	58%
Fleet	\$12,800,000	Good	4%	10%	30%	56%
Transportation	\$583,800,000	Fair	30 %	19%	24%	27%
Overall Summary	\$793,600,000	Fair to Good	12 % (\$95,232,000)	15% (\$119,040,000)	26% (\$206,336,000)	47% (\$372,992,000)



The condition ratings are defined as follows:

<p>Good - Generally approaching mid-stage of expected service life, meets current required level of service. Required maintenance costs are within acceptable standards but are increasing.</p>
<p>Fair - Signs of deterioration, some elements exhibit deficiencies. The asset is beginning to perform at a lower level than initially intended. Maintenance costs are beginning to exceed acceptable standards and are increasing. Asset is in the later stage of its expected life.</p>
<p>Poor - Approaching the latter stage of its expected service life, conditions below standard, large portion of system exhibits significant deterioration. Maintenance costs exceed acceptable standards and are increasing.</p>
<p>Now Need - Beyond expected service life and/or widespread signs of advanced deterioration. Some assets may be unusable and/or require immediate attention and/or repairs. Maintenance costs exceed acceptable standards.</p>

While the overall physical condition of the County's assets are in Fair to Good condition, it is acknowledged that continued reinvestment is essential to renew components that are in a Poor or Now Need to meet service-level standards. The CAMP relies on a risk management approach to determine the likelihood and consequence of failure in correlating the current condition of the asset to the timing type of appropriate intervention strategies.

Funding priority will be given to those asset investments that pose the highest service risk. The CAMP also recognizes the need to continue to invest in the large number of the County's assets that are in Good & Fair condition in order to optimize the life expectancy of these assets. If investment renewal strategies are delayed or deferred, these assets will deteriorate rapidly resulting in higher maintenance and rehabilitation costs as well as increased risk to stakeholders.

Managing the consequences of failure is vital. Not every asset presents the same failure risk or is equally critical to operations. It is important to establish which asset components are most critical to the delivery of required services. High risk assets will have a high likelihood of failure and a corresponding consequence if they do fail. Risk management is addressed (refer to Section 5.1 of this report) in the multiyear capital works programs and has influenced implementation priorities. Where there is a life-safety issue identified with respect to an asset, the County will exercise its due diligence to mitigate the asset risk.



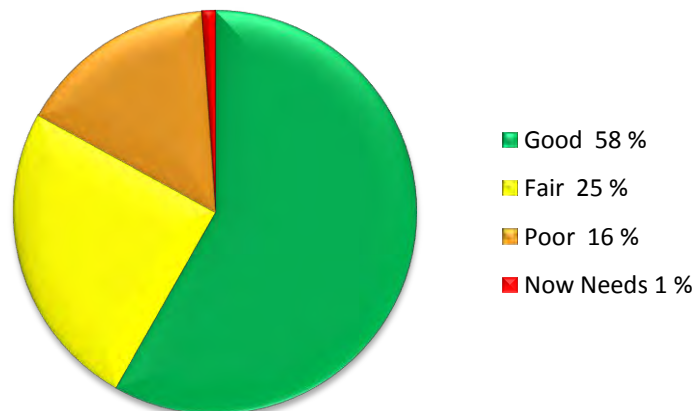
3.4.1 Buildings

The County's asset management program has been designed to ensure the effective maintenance of County properties and buildings in order to meet and/or exceed legislative and regulatory obligations. Staff proposes to actively monitor and maintain the building components and equipment to ensure they meet their useful life expectations through diligent condition updates activities and "just-in-time" intervention strategies.

Figure 6 provides a summary condition rating for all 49 County building facilities, including the building assets of the Renfrew County Housing Corporation, a separate corporate entity. It is noted that over 80% of these buildings are in Good-Fair condition. The estimated cost to bring these assets up to a Good condition is \$23.8 million.

Figure 6

OVERALL BUILDING FACILITY CONDITION RATING



49 Sites:

Original Purchase Value -	\$107,200,000
2013 Value -	\$197,000,000
Cost to get to Good Condition -	\$ 23,815,000

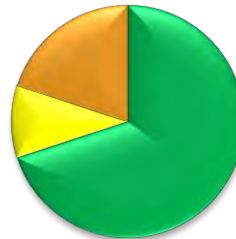
The building inventory comprises:

1. Development & Property: 3 sites (Renfrew County Place, County Administration Building, 80 McGonigal Street)
2. Public Works & Engineering: 3 sites
3. Emergency Services: 4 paramedic stations
4. Renfrew County Housing Corporation: 35 sites
5. Long-Term Care Facilities: 2 sites (Miramichi Lodge, Bonnechere Manor)



The individual facility conditional ratings are summarized as follows:

DEVELOPMENT & PROPERTY

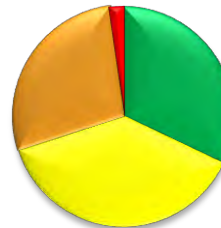


■ Good 70%
■ Fair 10%
■ Poor 20%
■ Now Needs 0%

3 SITES

Original Purchase Value -	\$ 18,000,000
2013 Value -	\$ 25,200,000
Cost to get to Good Condition -	\$ 800,000

PUBLIC WORKS & ENGINEERING



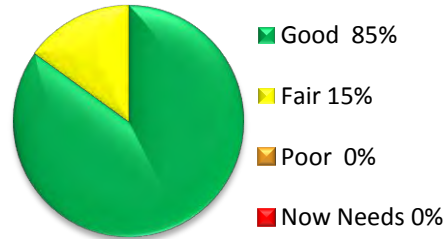
■ Good 32%
■ Fair 38%
■ Poor 28%
■ Now Needs 2%

5 SITES

Original Purchase Value -	\$ 1,900,000
2013 Value -	\$ 6,000,000
Cost to get to Good Condition -	\$ 1,000,000



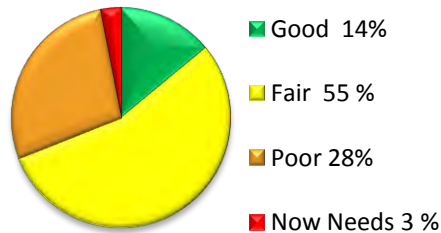
EMERGENCY SERVICES



4 SITES

Original Purchase Value -	\$ 2,600,000
2013 Value -	\$ 3,200,000
Cost to get to Good Condition -	\$ 15,000

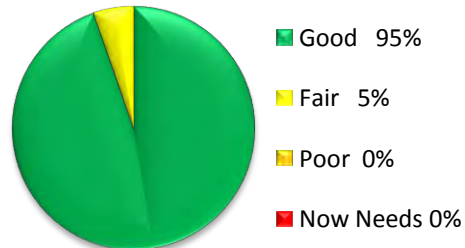
RENFREW COUNTY HOUSING CORPORATION



35 SITES

Original Purchase Value -	\$ 29,700,000
2013 Value PSAB -	\$ 79,500,000
Cost to get to Good Condition -	\$ 21,000,000

LONG-TERM CARE FACILITIES



2 SITES

Original Purchase Value -	\$ 55,000,000
2013 Value -	\$ 83,000,000



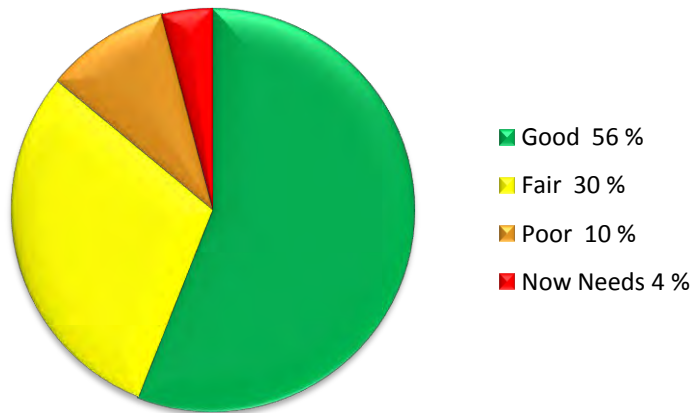
3.4.2 Fleet

Fleet and equipment assets are an integral component in the County’s ability to respond to the needs of the community and provide the levels of service that are both expected by our stakeholders and mandated by legislation. The maintenance and replacement of the County’s fixed assets rely on the availability, proper and timely replacement of the various vehicles and equipment assets owned by the County. Generally, vehicles and equipment are replaced as required based on an assessment of operating and maintenance costs and service life expectancy. The life expectancy of the County’s fleet assets varies from four (4) years to twenty (20) years, depending on the class of asset. The current ages of the fleet vehicles and equipment range from new (i.e. less than one (1) year of service) to twenty–nine (29) years. Approximately 60% of the fleet and equipment assets are considered to be in Good condition.

The following charts provide a summary of the overall condition rating for the County’s fleet as well as condition assessments by Department.

Figure 7

OVERALL FLEET CONDITION RATING



126 units:

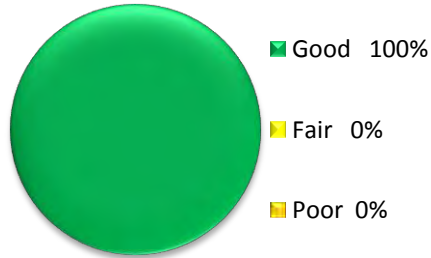
Original Purchase Value -	\$11,800,000
2013 Value -	\$12,800,000
Cost to get to Good Condition -	\$ 5,600,000





STATE OF INFRASTRUCTURE

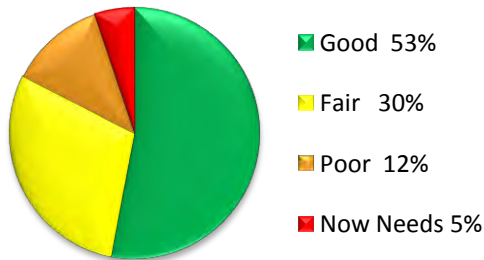
DEVELOPMENT & PROPERTY



3 UNITS

Original Purchase Value -	\$187,000
2013 Value -	\$157,500

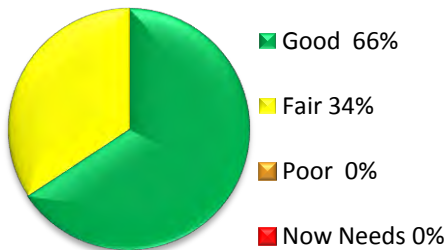
PUBLIC WORKS & ENGINEERING



80 UNITS

Original Purchase Value -	\$ 8,100,000
2013 Value -	\$ 8,900,000
Cost to get to Good Condition -	\$ 4,200,000

EMERGENCY SERVICES

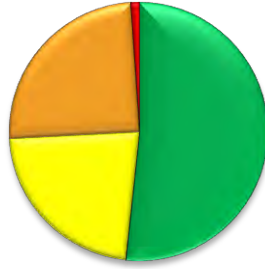


26 UNITS

Original Purchase Value -	\$ 3,100,000
2013 Value -	\$ 3,300,000
Cost to get to Good Condition -	\$ 1,100,000



RENFREW COUNTY HOUSING CORPORATION



- Good 52%
- Fair 22 %
- Poor 25%
- Now Needs 1 %

8 UNITS

Original Purchase Value -	\$ 329,000
2013 Value -	\$ 423,600
Cost to get to Good Condition -	\$ 265,000



3.4.3 Transportation

The County of Renfrew's transportation system has the highest replacement value of any County asset. It consists of a road network and structures that provide the primary physical linkage between various communities within the County. The transportation system must provide a safe, efficient, consistent and reliable transportation system.

The system consists of 815 km of arterial and collector roadways and 251 major bridge and culvert structures. The County has jurisdictional control over all major bridges and culverts with a span of three metres (3.0 m) or greater - many of which are located on local roads under the jurisdiction of lower-tier municipalities.

Transportation system assets are to be maintained in a safe condition. As many of the assets are reaching the end of their reasonable service lives, an elevated level of maintenance is required to maintain safe conditions. Approximately 79% of the roadways and 57% of the bridge and culvert structures need some form of capital investment to bring them to a Good condition.

Renewal investments will continue to be directed to those assets with the highest usage or risk to users. Generally, this translates into a greater emphasis/need on higher volume or arterial roads. Similarly, bridges with higher usage or risk of failure will receive a higher priority ranking for intervention works.

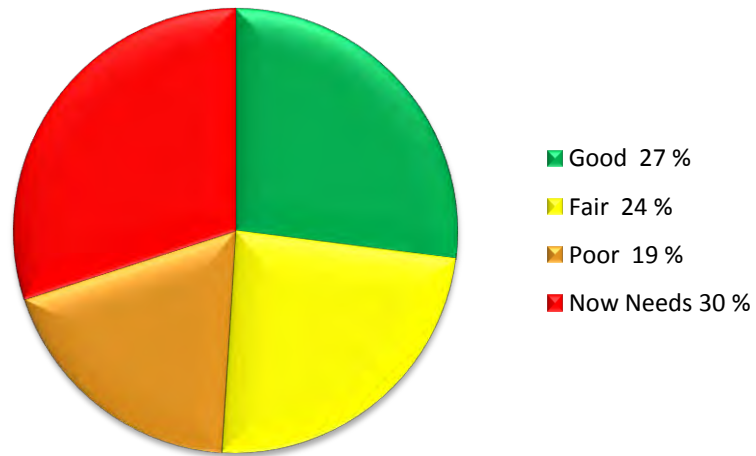
The County's transportation network continues to experience funding pressures due to increasing service level expectations in the more urban centers. Active transportation is one such example.

The charts below identify a summary condition assessment for transportation infrastructure, as well as individual condition assessments for roads, bridges and culverts.



Figure 8

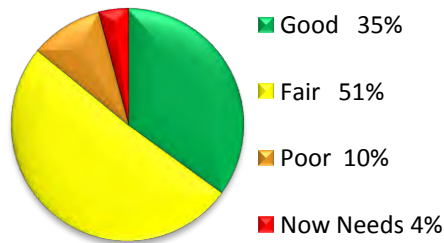
OVERALL TRANSPORTATION CONDITION RATING



699 Assets:

2013 Value -	\$583,800,000
Cost to get to Good Condition -	\$220,900,000

BRIDGES

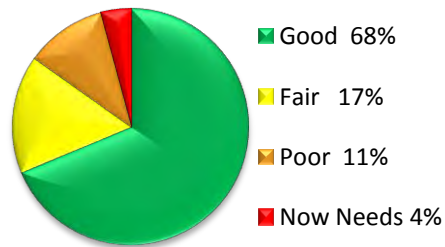


74 BRIDGES

2013 Value -	\$102,971,310
Cost to get to Good Condition -	\$ 29,500,000



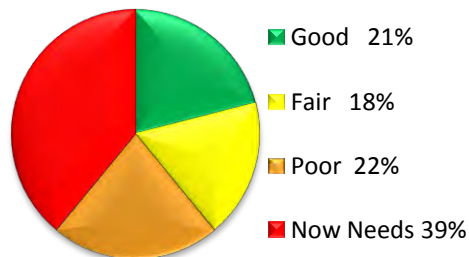
CULVERTS



177 CULVERTS

2013 Value - \$ 44,032,879
 Cost to get to Good Condition - \$ 20,100,000

ROADS



815 KM (448 Sections)

2013 Value - \$436,779,705
 Cost to get to Good Condition - \$ 171,400,000

The above condition ratings clearly support the position that the County's road network is in most need of rehabilitation. Over 60% of the road system is in either a Poor or Now Need condition rating.



3.5 Data Verification/Condition Assessments

Multiyear capital works plans are included in the CAMP and have been developed for a minimum 10-year timeframe. Asset condition updates will be undertaken as follows:

- Roads - every five years
- Bridges - every two years as per provincial legislation
- Buildings - every five years
- Fleet - every two years

Approved capital plans for each asset category will be assessed as part of the annual budget deliberation process, taking into consideration amended strategic goals, identified financing strategies and relevant condition updates. The County will also regularly update the asset database information with respect to the characteristics, value and condition of County assets.

4.0 LEVELS OF SERVICE

The establishment of levels of service for each asset category was a key component in the asset management process. The review of levels of service considered mandated (i.e. legislated) requirements and service-level expectations from asset users. It was acknowledged that establishing higher levels of service would increase financing needs, just as lower levels of service could result in unacceptable service standards for County ratepayers.

Every effort was made to develop the levels of service in a consistent manner. To that end, the levels of service for each asset category are broken down into three mandatory headings: legislative compliance, safety considerations and asset condition. For certain assets (e.g. roads and bridges), other factors were identified in the determination of the asset's level of service.

Historically, the Ontario Ministry of Transportation promoted an overall system adequacy of 75% for County road networks. The most recent evaluation of the County's road system indicated that 42% of the system has a "now" deficiency rating. Restated, the system's adequacy is 58%.

For the Public Works infrastructure, levels of service are currently established based on minimum maintenance standards. The level of service standards for the evaluation of roadway and structural asset conditions are based on industry standards. The County has not adopted specific performance measures related to the condition or performance of the linear roadway assets. The bridge and culvert structures are reviewed biannually in accordance with legislation and load posted as appropriate.

In the development of the asset management plan, consideration was given to reducing standards or system demands as a means of minimizing the cost of intervention strategies. As an example, reduced speed limits and seasonable load restrictions will be adopted to reduce capital funding



demands. Similarly, the use or occupancy of existing buildings could be reviewed and rationalized based on need or demand. This could anticipate partnering with other facility owners or leasing of suitable space from the private sector as a means of achieving the required level of service.

4.1 Mandated Levels of Service

There are a number of legislative requirements such as codes, standards, etc. that must be adhered to by a municipality. The most prevalent regulations that were identified in the development of CAMP are listed below:

- Ontario building code
- Ontario Fire Code
- Minimum Maintenance Standards
- Housing Services Act
- Residential Tenancies Act
- Accessibility for Ontarians with Disability Act
- LTC Homes Act 2007
- Highway Traffic Act
- Municipal Act
- Canadian Highway Bridge Design Code
- Highway Traffic Act
- Ambulance Act

These regulations have been acknowledged in the development of asset levels of service.

4.2 Recommended Service Levels

The recommended levels of service by asset category can be found in the following appendices:

Appendix A - Buildings

Appendix B - Social Housing

Appendix C - Long-Term Care Facilities (Bonnehocher Manor/Miramichi Lodge)

Appendix D - Roads

Appendix E - Bridges

Appendix F - Major Culverts

Appendix G - Fleet/Equipment (includes Paramedic vehicles).

A standard template was used to summarize the levels of service for each asset category. The following provides a brief overview of several terminologies found in this template.



Level of Service Objectives - this column identifies the areas that will be assessed in the determination of a level of service for an asset. For example, for the long-term care facilities, compliance with applicable legislation, achieving safety expectations of stakeholders and providing acceptable asset condition will be considered in the development of levels of service.

Levels of Service Components - this column provides a breakdown of the components that will be considered for each Level of Service Objective. As an example, for roads the Level of Service Objective, asset condition, is assessed in terms of paving condition and overall system adequacy, etc.

Performance Measure - identifies, in measurable terms, how levels of service are to be evaluated.

Existing/Recommended Level of Service - quantifies both the existing level of service and that recommended for the development of the multiyear capital programs.

Risk - identifies the level of risk (extreme, high, medium, or low) in the event that the recommended level of service is not achieved.

5.0 ASSET MANAGEMENT STRATEGY

This is a critical component of the County's asset management plan. It identifies the actions that will enable the assets to meet expected levels of service in a sustainable fashion. Risk management (refer to Section 5.1) was a key consideration in assessing maintenance and capital priorities. The CAMP has identified sustainable funding strategies over the long-term to ensure that sufficient monies are available to meet expected/targeted levels of service. The funding strategy may be influenced by future federal/provincial funding programs as they become available from time to time.

Asset funding requirements should be all-inclusive and include costs associated with the operation, rehabilitation, disposal and replacement of an asset at the optimum time with the objective of achieving the lowest lifecycle cost.

The multiyear asset programs identified in attached Appendixes reflect the development of intervention option analyses based on a comparison of lifecycle costs (i.e. the total cost of constructing, maintaining, renewing and operating asset through its service life). Costs have, as well, been developed taking into consideration inflationary trends.

To date, the County's asset management plans have been developed based on an "available funding" model. Although efforts have been made to develop a comprehensive and sustainable plan for the management of assets, funding limitations have resulted in the continued decrease in the overall condition of County infrastructure. The County continues to utilize procurement strategies which involve partnering with local municipalities on local project work, innovative tendering and flexible work programs to optimize available funding. The County has also been successful in several infrastructure initiatives which have allowed partnering with other levels of government.



The CAMP has utilized level of service standards as a benchmark for the maintenance and rehabilitation of the County's assets. The asset management strategy considered planned actions with a view to optimizing available funding. The asset management strategy will assist the County in identifying suitable and sustainable funding levels for all capital programs. The strategy has also included the establishment of regular and cost effective maintenance programs, opportunities for renewal and rehabilitation of assets and a program for the replacement of capital assets as appropriate. These programs have been established considering industry standards in combination with local experience and the desired levels of service.

5.1 Risk Management

In order to assess the risks and impacts of failure associated with an asset, the County has undertaken an assessment of risk in order to develop a prioritized multiyear capital works programs.

The impact of an asset failure was determined based on the following formula:

$$\text{Risk of Failure} = \text{Probability of Failure} \times \text{Consequence of Failure}$$

The current condition of the County's assets was utilized to determine the probability of failure. A risk assessment has been undertaken for each asset and is reflected in the individual multiyear capital works programs. This assessment was instrumental in prioritizing the timing and type of maintenance and capital work interventions.

Consequence of failure has been determined by examining each asset type separately. Consequence refers to the impact on the County if a particular asset were to fail. Types of impacts include the following:

- **Safety:** potential for injury or death to persons
- **Cost impacts:** the cost of failure to the County (i.e. capital replacement, rehabilitation, fines and penalties, damages, etc.)
- **Levels of Service:** the impact of the asset failure on the County's ability to provide services at desired levels of service
- **Environmental impacts:** the impact of the asset failure on the environment
- **Location impact:** the varying impact of asset failure based on the asset's location within the town.

Each type of impact was discussed and evaluated with the consequence of failure for each asset type was then determined by using the information contained in Table 5-1 as a guide to assess the level of impact. Levels of impact were documented as ranging from "catastrophic" to "insignificant".

With both probability of failure and consequence of failure documented, total risk of asset failure was determined using the matrix contained in Table 5-2. Total risk has been classified under the following categories:



- Extreme Risk (E) : risk well beyond acceptable levels;
- High Risk (H): risk beyond acceptable levels;
- Medium Risk (M): risk at acceptable levels, monitoring required to ensure risk does not become high; and
- Low Risk (L): risk at or below acceptable levels.

In order to assess the risk of failure and its consequence for each asset, staff utilized the following matrix:

**Table 5-1
Consequence of Failure Matrix**

Consequence of Failure	Safety	Cost	Levels of Service	Environmental
Insignificant	No Injury	Negligible or insignificant Cost	No Interruptions	No Impact
Minor	Minor Injury	Small/Minor Cost- within Budget Allocations	Minor Interruptions	Short-term/Minor Impact- Fixable
Moderate	Moderate Injury	Considerable Cost- Requires revisions to Budget	Moderate Interruptions	Medium-term Impact- Fixable
Major	Major Injury	Substantial Cost- Multi-year Budget Impacts	Significant Interruptions	Long-term Impact- Fixable
Catastrophic	Death, Serious Injury	Significant Cost- Difficult to Recover	Major Interruptions	Long-term Impact- Permanent



**Table 5-2
Total Risk of Asset Failure Matrix**

Probability of Failure	Consequence of Failure				
	Insignificant	Minor	Moderate	Major	Catastrophic
Rare	L	L	M	M	H
Unlikely	L	M	M	M	H
Possible	L	M	M	H	E
Likely	M	M	H	H	E
Almost Certain	M	H	H	E	E

A risk assessment was completed for each project based on its current condition rating. These assessments were rated as high, medium or low risk as appropriate. The individual project assessments are found in the multiyear capital programs.

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



6.0 FINANCING STRATEGY

10-Year Capital Plan

County staff identified the capital needs for the organization over the next 10 years (Appendix H). These targets were arrived at after carefully considering current replacement values, asset condition, year of expected asset replacement, the level of service expected from each asset category and the risk to the organization based on the probability of asset failure. The current replacement cost (2014 values) of this capital needs study totals \$188,019,185.

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	All Priority
County Admin Building	75,000	300,000	260,000	155,380	236,464	76,425	25,000	-	88,163	70,000	1,286,433
Renfrew County Place	-	-	-	60,000	20,000	-	306,009	-	-	20,000	406,009
80 McGonigal	10,000	-	-	-	-	-	-	-	-	-	10,000
Miramichi Lodge	345,000	454,457	250,000	280,000	146,000	493,875	364,000	396,990	361,500	342,465	3,434,287
Bonnechere Manor	455,930	353,978	498,852	256,085	222,280	470,275	40,380	130,460	55,320	560,495	3,044,054
Arnprior Paramedic Base	8,500	-	-	-	-	8,500	-	-	-	-	17,000
Barry's Bay Paramedic Base	8,500	-	-	-	-	8,500	-	-	-	-	17,000
Petawawa Paramedic Base	18,500	-	-	-	-	-	8,500	-	-	-	27,000
Deep River Paramedic Base	-	-	-	-	8,500	-	-	-	-	-	8,500
Cobden Patrol	7,000	-	30,000	-	8,000	16,000	2,000	45,000	-	60,000	168,000
Goshen Patrol	-	30,000	60,000	60,000	-	20,000	43,594	-	-	-	213,594
Pembroke Patrol	30,000	-	-	-	-	-	-	40,625	-	60,000	130,625
Calabogie Patrol	-	-	-	-	-	-	-	-	-	40,625	40,625
Palmer Patrol	-	-	-	-	-	-	-	-	-	40,625	40,625
RCHC	1,819,700	1,366,650	1,179,700	1,339,800	1,991,429	1,638,386	1,562,800	2,175,805	3,861,083	2,513,738	19,449,091
Fleet - Light Duty	160,000	100,000	160,000	120,000	190,000	160,000	190,000	160,000	100,000	160,000	1,500,000
Fleet - Medium Duty	-	-	-	-	-	240,000	240,000	-	-	-	480,000
Fleet - Heavy Duty	750,000	750,000	750,000	250,000	-	250,000	500,000	250,000	-	-	3,500,000
Fleet - Tractors	8,000	33,000	185,000	45,000	85,000	15,000	-	130,000	8,000	20,000	529,000
Fleet - Backhoe / Loader	-	-	-	-	-	-	135,000	-	-	-	135,000
Fleet - Graders	-	200,000	-	-	-	-	-	-	-	-	200,000
Fleet - Trailers	40,000	20,000	40,000	-	40,000	-	-	10,000	-	40,000	190,000
Fleet - EMS	350,000	875,000	1,100,000	1,225,000	425,000	350,000	875,000	1,100,000	1,225,000	425,000	7,950,000
Roads	6,161,321	6,463,419	10,237,063	10,502,602	10,630,716	11,258,529	12,603,912	12,746,935	12,778,392	12,708,044	106,090,933
Culverts	1,546,894	1,747,128	1,912,597	1,621,582	1,619,135	1,438,540	1,343,428	1,668,310	1,286,573	1,580,967	15,765,154
Bridges	3,700,000	5,664,400	1,833,200	1,940,000	1,586,000	1,746,400	1,723,600	1,651,200	1,710,800	1,871,280	23,426,880
Totals	15,494,345	18,358,032	18,496,411	17,855,449	17,208,524	18,190,430	19,963,223	20,505,326	21,474,832	20,472,614	188,019,185

This 10 year plan is based upon County responsibilities at the present time and does not include any speculation based on increased program responsibilities in the future, not does this plan include additional revenues from senior levels of government that have not been announced to date. In addition, the initial asset management plan excluded major equipment items. However, the net book value of all County equipment is similar to the value of County vehicles, and therefore the long term financial plan includes an annual contribution of \$600,000 to cover the replacement of all major equipment items.

Assumptions

The results of long range financial projections are very dependent on the assumptions used to create the plan. The following assumptions form part of our base plan:

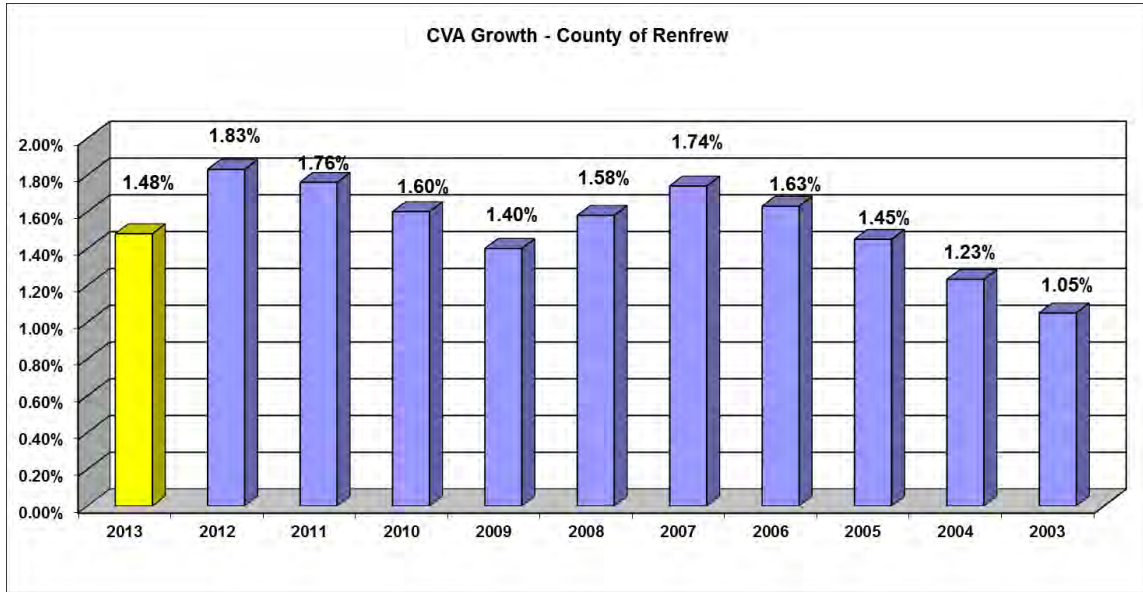
Level of capital investment – In 2014, the County of Renfrew invested \$11,027,153 in capital related activities. This includes \$1,716,258 in debt servicing costs, \$1,910,021 in transfer to capital reserves and \$7,400,874 in direct capital purchases or construction costs. This 2014 level of capital investment forms the starting point for building the long term financial plan.



Provincial / Federal Revenue – The Federal Gas Tax Programs forms the only other source of stable, predictable senior government funding available to assist with capital renewal plans. In 2014, Federal Gas Tax funding was \$2,505,628.

Reserves – At December 31, 2014 the anticipated capital reserve budget balance will be \$10,030,695. The base financing plan assumes that the capital reserve balance will not fall below \$10,000,000. Historically, many Federal and Provincial capital subsidy programs require a cost sharing arrangement with the municipality. Without this base level of reserve funds, the County of Renfrew may not be in a position to leverage senior government capital subsidies.

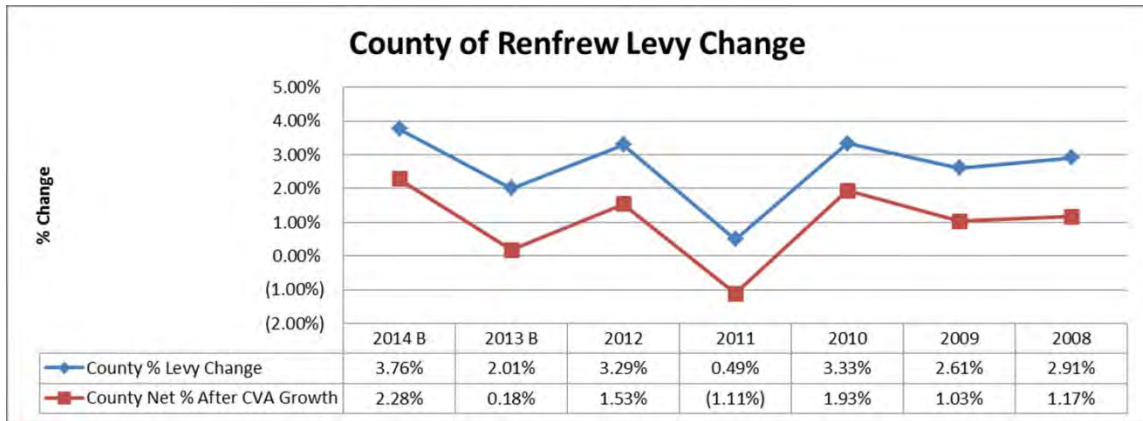
Weighted Current Value Assessment (CVA) – Historically, County wide weighted CVA growth has averaged 1.52%. In 2014, weighted CVA growth was 1.48% and this was used as the target for the base long term financial plan.



Interest Income – The County is a member of the Renfrew Area Administrators Group (RAAG) and as a result, enjoys a favourable return on the daily balance held in our operating accounts. The agreement guarantees a return at bank prime lending rates less 1.55%. We anticipate bank prime to remain at it’s current level of 3.0% therefore our interest earned on our capital reserve balance is expected at 1.45%.

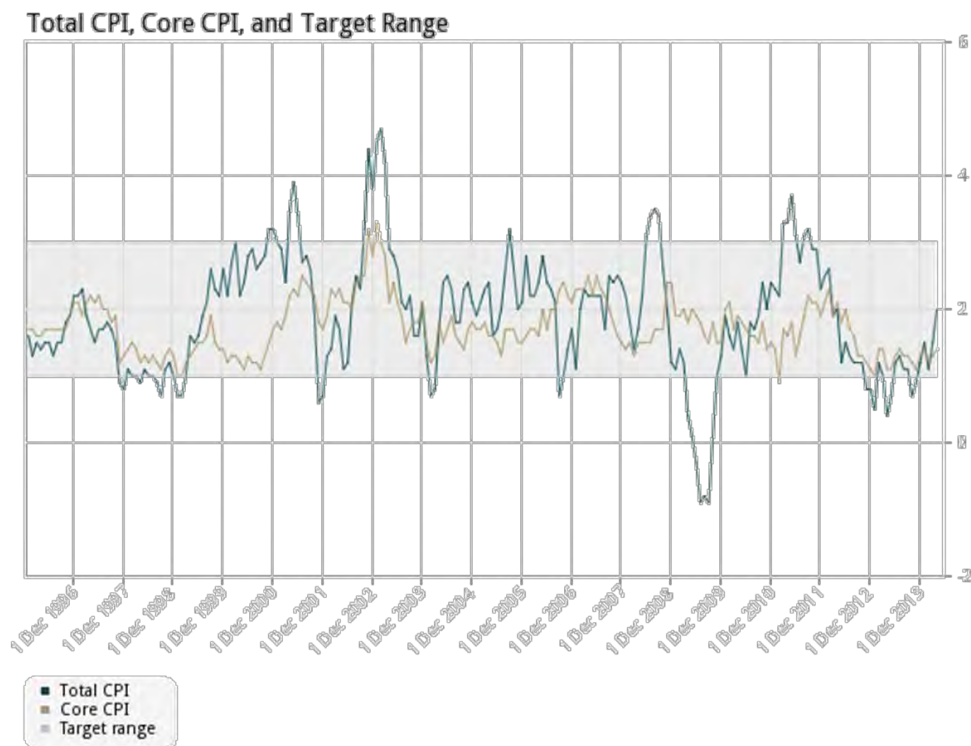
County Levy Target – Council has restricted the increase in the County levy to an average of only 1.0014% over the last seven years, excluding weighted CVA growth. However, in 2014 Council approved a levy increase of 2.28% and this forms the target levy increase for the next 10 years.





Interest Income – The County is a member of the Renfrew Area Administrators Group (RAAG) and as a result, enjoys a favourable return on the daily balance held in our operating accounts. The agreement guarantees a return at bank prime lending rates less 1.55%. We anticipate bank prime to remain at its current level of 3.0% therefore our interest earned on our capital reserve balance is expected at 1.45%.

Inflation - The Bank of Canada’s target range for inflation is 1 to 3 percent with the monetary policy aimed at the 2% target midpoint. Staff assumed this level of inflation for the purpose of the long term plan. Historically, the actual inflation rate has aligned very closely with Bank of Canada monetary policy.



Interest on New Debt – Our long term financial plan anticipates borrowing from the Infrastructure Ontario loan program for municipalities at 3% over a 10 year term.

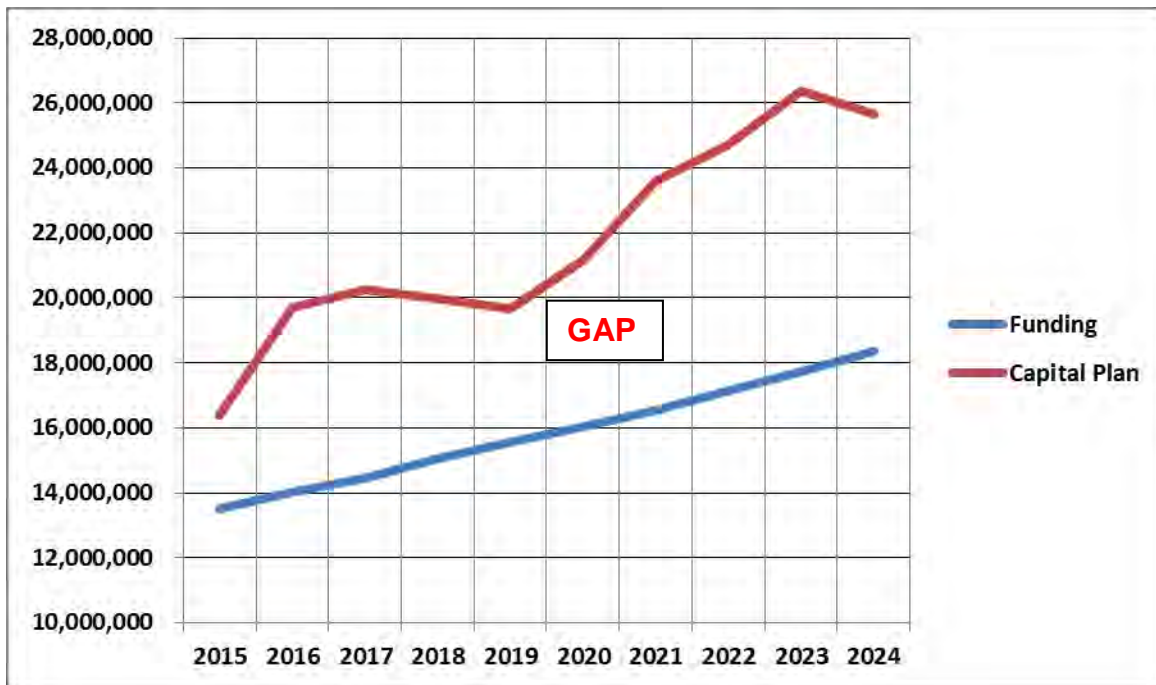


Equipment – The original asset management program did not consider machinery and equipment. However, the value of this asset category at December 31, 2013 was \$8.5 million, almost equal to the value of our fleet program at \$11.3 million. Staff decided that the creation of a long term financial plan would not be complete unless it also provided for the replacement of equipment items in addition to the existing categories of buildings, fleet, roads, bridges and culverts. Therefore, the base long term financial plan provides for \$600,000 of equipment renewal annually.

Gap Analysis

The full value of the 10 year County of Renfrew capital plan (\$188,019,185) must be adjusted to include the annual \$600,000 purchase of major equipment items and the impact of 2% inflation compounded on an annual basis. The revised cost of the 10 year County of Renfrew capital plan is \$217,491,736.

The financial model, based on the assumptions reviewed in the preceding section, anticipates a funding shortfall or funding gap of \$59,081,815.



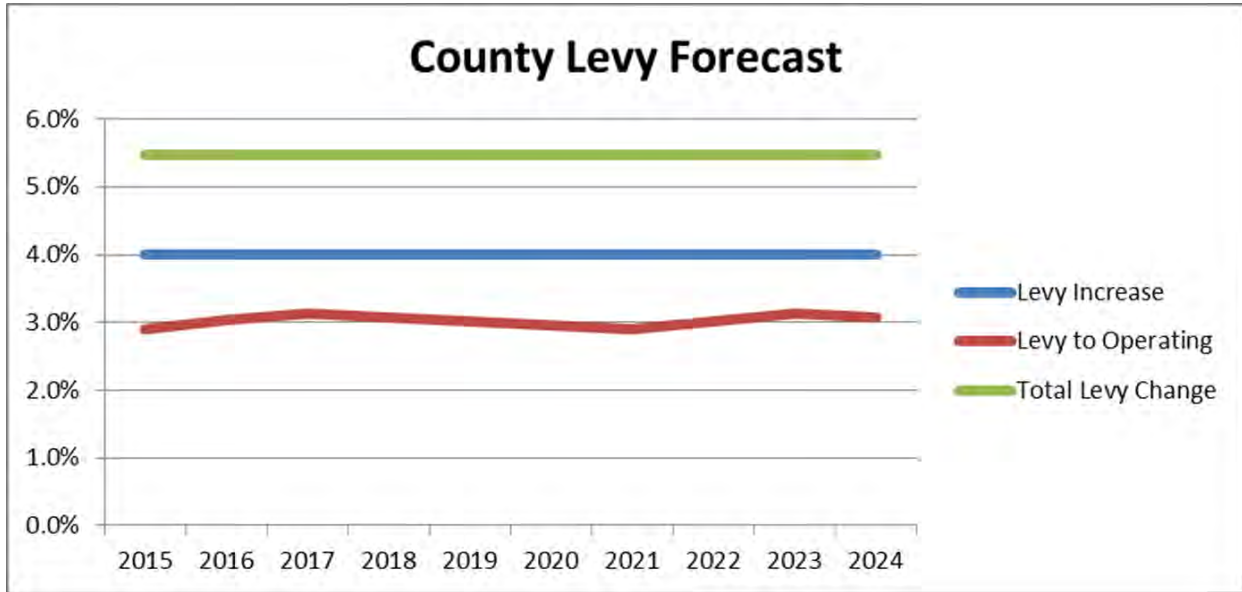
Strategies to Deal With the Funding Gap

In the absence of significant, predictable and stable Provincial and or Federal infrastructure funding, County staff are recommending that Council consider the following plan (Appendix H). It should be noted that although Council has received a presentation of this long term financial plan, Council has not endorsed or accepted or approved the plan. County staff anticipate that Council will provide direction early in 2015.

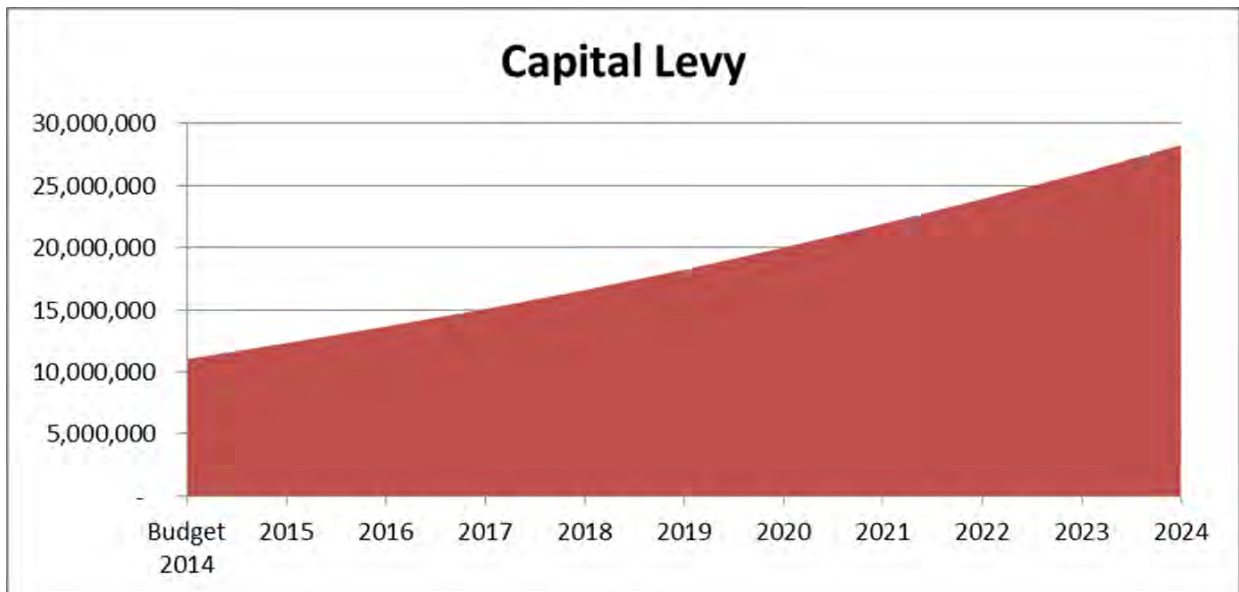
The optimal long term financial plan provides funding for all assets found in the 10 year capital plan and does not restrict any of these projects based on risk assessment (low, medium, high or extreme). The plan suggests that the County of Renfrew levy be increased at 4% per year in **addition to our anticipated**



CVA weighted annual growth of 1.48%. The County levy, however, will be restricted with respect to operating expenses at a 3% increase over the prior year.

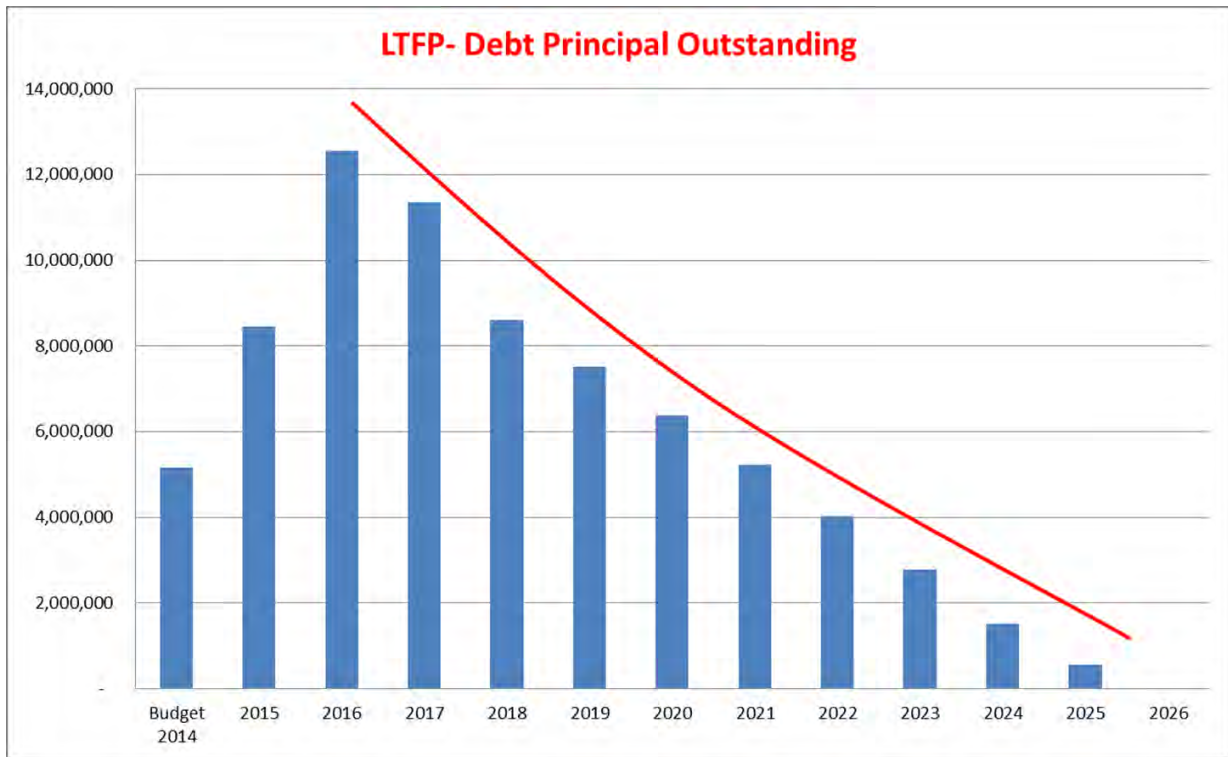


The combination of 4% total County levy increase, the restriction in the use of that levy to only 3% per year for operating expenses, and the utilization of the CVA weighted annual growth of 1.48%, allows the levy dollars designated for capital to increase from the current (2014) level of \$11,027,153 to \$28,252,411 in 2024.

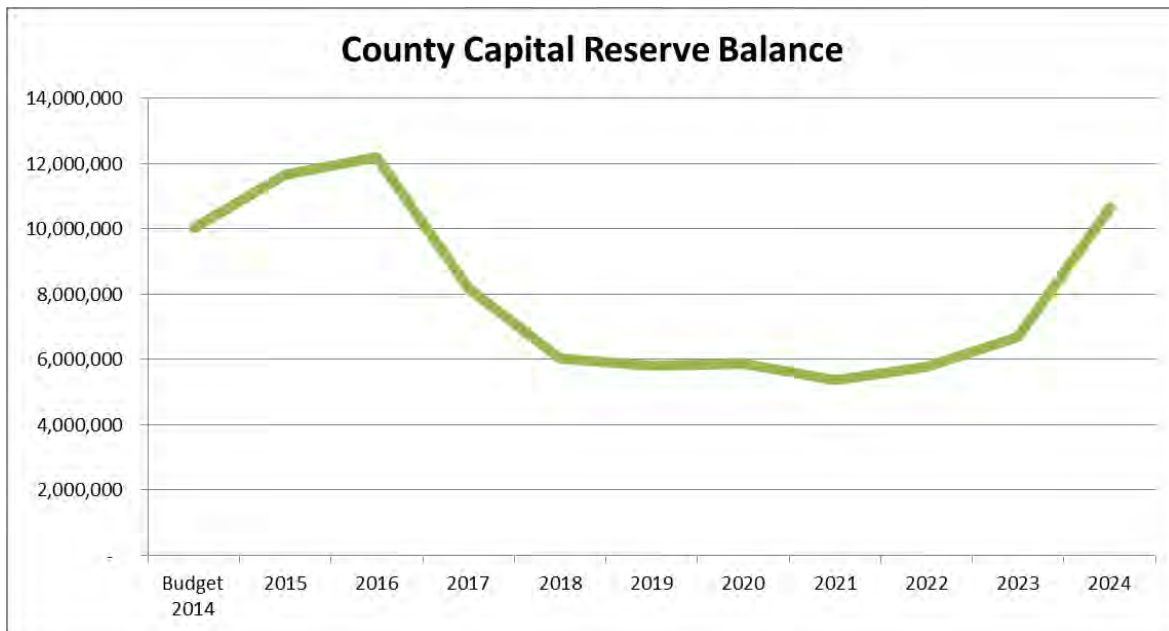


This optimal plan also utilizes debt, but only for individual projects in excess of \$3 million. New debt would be issued in 2015 (\$3,700,000) and in 2016 (\$4,864,400). The principal portion of total County debt would not exceed \$12,558,041 at its highest level and would be repaid fully in 2026.





This plan would place a significant drain on capital reserves. Our reserve position would fall from its current level (2014) of \$10,030,695 to a low point of \$5,373,163



APPENDICES
&
LEVELS OF SERVICE

Level of Service (LOS) Analysis

County Buildings

Appendix 'A'

Level of Service Objectives	Level of Service Components	Performance Measure	Existing LOS	Recommended LOS	Risk	Comments
Legislative Compliance	Ontario Building Code	Compliance with the Code	100 %	100%	High	Monitor Compliance through audits and inspection programs.
	Accessibility for Ontarians with Disability Act	Compliance with the Act	100 %	100 %	High	
	Ontario Fire Code	Compliance with the Code	100 %	100 %	High	
Safety	OH & S Act	Compliance with the Act	100 %	100 %	High	Monitor Compliance through audits and inspection programs
Asset Condition	Building & System Components in Good Condition	Admin Buildings	70 %	80%	Med-High	Monitor Compliance through audits and inspection programs
		Paramedic Facilities	85%	85%		
		Public Works Yards	32%	50%		

Assumptions:

- Annual Operational Budgets are maintained and sustained by cost of living increases
- Capital funding is maintained and sustained as per the Asset Management Forecast
- No major changes in the relevant Acts in terms of compliance
- Operational Compliance with the following building systems is maintained – Foundation; Facility Superstructure; Building Envelope; Roofing System; Mechanical Systems; Electrical Systems; Life Safety Systems; and the Specialties as required by the paramedics and Public Works yards

**Level of Service (LOS) Analysis
Renfrew County Housing Corporation – Social Housing**

Level of Service Objectives	Level of Service Components	Performance Measures	Existing LOS	Recommended LOS	Risk	Comments
Legislative Compliance	Housing Services Act 2011	Compliance with Act	100%	100%	High	Monitor compliance through action/audits and inspection programs
	Residential Tenancies Act2006	Compliance with Act	100%	100%	High	
	Ontario Building Code	Compliance with Code	100%	100%	High	
	Ontario Fire Code	Compliance with Code	100%	100%	High	
Safety	Ontario Health & Safety Act	Compliance with Act	100%	100%	High	Monitor compliance through training, audits and inspection programs
Asset Condition	Buildings and System Components	Renfrew County Housing Corporation Units Building Condition Assessments	69%	75%	Medium/High	Repairs/Maintenance performed based on annual operating plan/budget

Assumptions:

- Annual Operational Budgets are maintained and sustained by cost of living increases.
- Capital funding is maintained and sustained as per the Asset Management Forecast.
- No major changes in the relevant Acts in terms of compliance.
- Operational Compliance with the following building systems is maintained – Foundation; Facility Superstructure; Building Envelope; Roofing System; Mechanical Systems; Electrical Systems; Plumbing Systems; and Life Support and Safety Systems.

Note:

The overview of the Levels of Service is as per the following:

RENFREW COUNTY HOUSING CORPORATION ASSET	CURRENT PERFORMANCE	DESIRED LEVEL OF SERVICE	EXPECTED PERFORMANCE OVER THE NEXT 10 YEARS
Housing/Unit Structure	Fair/Good	Good	Increase current level

The following scale was used to assess Renfrew County Housing Corporation assets:

	State of Asset
Good – Generally approaching mid-stage of expected service life.	14%
Fair – Signs of deterioration, some elements exhibit deficiencies.	55%
Poor – Approaching end of service life, conditions below standard, large portion of system exhibits significant deterioration.	28%
Now Needs – Beyond expected service life and/or widespread signs of advanced deterioration and/or some assets may be unusable and/or requires immediate attentions and/or repairs.	3%

**County of Renfrew
Levels of Service Analysis
Long Term Care Homes**

Level of Service Objectives	Level of Service Components	Performance Measure	Existing LOS	Recommended LOS	Risk	Comments
Legislative Compliance	LTC Homes Act 2007	Compliance with the Act	100%	100%	High	Monitor Compliance through audits and inspection program. Annual costs would be as per 10 year forecast of Asset Management Program
	Ontario Regulation 79 - 10	Compliance with the Regulation	100%	100%		
Safety	OH&S Act Ontario Fire Code Building Code	Compliance with the Act	100%	100%	High	Monitor Compliance through audits and inspection program. Annual costs would be as per 10 year forecast of Asset Management Program
Asset Condition	Building & System Components	Operational Compliance	100%	100%	Low	Monitor Compliance through audits and inspection program. Annual costs would be as per 10 year forecast of Asset Management Program

Assumptions:

- Annual Operational Budgets are maintained and sustained by cost of living increases
- Capital funding is maintained and sustained as per the Asset Management Forecast
- No major changes in the relevant Acts in terms of compliance
- Operational Compliance with the following building systems is maintained – Foundation; Facility Superstructure; Building Envelope; Roofing System; Mechanical Systems; Electrical Systems; Life Safety Systems; and the Specialties as required by Long-Term Care

Note:

The overview of the Levels of Service for the two long-term care homes can be simply stated as per the following:

COUNTY ASSET	CURRENT PERFORMANCE	DESIRED LEVEL OF SERVICE	EXPECTED PERFORMANCE OVER THE NEXT 10 YEARS
Bonnechere Manor	Good	Good	Maintain Current Level
Miramichi Lodge	Good	Good	Maintain Current Level

Level of Service (LOS) Analysis

Appendix 'D'

Roads

Level of Service Objectives	Level of Service Components	Performance Measure	Existing LOS	Recommended LOS (Long-Range)	Risk	Comments
Legislative Compliance	Highway Traffic Act, Municipal Act	Compliance with Acts and Regulations.	100%	100%	High	Roads to be maintained in safe condition, minimum maintenance standards.
Safety	Compliance with industry standards (TAC, OPS, Minimum Maintenance Standards)	Regular patrols, Annual inspections, documentation of conditions and actions.	100%	100%	High	Regular inspection program to track any deterioration of conditions, safety and warning signs, and mitigation measures.
Asset Condition	Roads can be maintained in safe conditions	Roads are open and available for normal use.	100%	100%	High	Ensure public access, Emergency response and service continuity.
	County Roads without seasonal load posting	% km of roads without seasonal load restrictions.	40%	50% (75%)	Medium	Long term objective to remove spring load restrictions on all County Roads. Risk to business continuity.
	Pavement condition	Average PCI (pavement condition index).	65.7	70.0 (72.5)	High	Maintain average PCI (High) Priority to improve average pavement condition on highest volume roads. (Medium)
System Adequacy	Availability	System (roads bridges and culverts) open and passable year round with posted limitations.	100%	100%	High	Ensures access to all areas of County at basic level of service in safe condition. (Roads, bridges and culverts) open and passable year-round
	Overall System Adequacy	Percentage of roads without immediate rehabilitation needs.	58.7%	60% (75%)	High	Achieve established minimum standard for upper tier system, comparable to peer group. Provide good quality, safe, reliable, year-round road system to sustain local economy and provide core services.

Level of Service (LOS) Analysis

Appendix 'E'

Bridges

Level of Service Objectives	Level of Service Components	Performance Measure	Existing LOS	Recommended LOS	Risk	Comments
Legislative Compliance	Canadian Highway Bridge Design Code	Compliance with Acts and Regulations	100%	100%	High	All new bridges to be designed to comply with current design standards.
Safety	Ontario Municipal Act	Bi-annual OSIM Inspections	100%	100%	High	Regular inspection program
Asset Condition	All bridges on County Roads and on local roads with AADT >400	No Load restrictions	100%	100%	High	Ensure Emergency response and business continuity
	Maintains two-way traffic	Sufficient Bridge deck width for two travel lanes	AADT <50 0% 50-200 25% >200 95%	AADT <50 25% 50-201 50% >200 95%	Low Medium High	Temporary and Single Lane Bridges Acceptable if existing and in good condition or when on low volume road.
System Adequacy	All bridges are open and available for use with posted restrictions where applicable.	Restricted Capacity Bridges only on local roads with alternate routes.	100%	100%	High	Bridge posting by-law; Bridge rehabilitation or replacement based on BCI
	Overall System condition	Structures without immediate repair or rehabilitation needs	76%	75%	High	Bridge rehabilitation or replacement based on BCI. Includes width deficient temporary single-lane bridges.

Level of Service (LOS) Analysis

Major Culverts (over 3.0 m in Span)

Level of Service Objectives	Level of Service Components	Performance Measure	Existing LOS	Recommended LOS	Risk	Comments
Legislative Compliance	Canadian Highway Bridge Design Code	Compliance with Acts and Regulations	100%	100%	High	All new bridges to be designed to comply with current design standards. No critical deficiencies on existing bridges.
Safety	Ontario Municipal Act	Bi-annual OSIM Inspections	100%	100%	High	Regular inspection program to confirm structure condition and required repair or maintenance
Asset Condition	Culverts on all County Roads and local roads with AADT >400	No Load restrictions	100%	100%	High	Ensure Emergency response and business continuity
	Platform width and barriers	Compliance with design Standards	AADT <50 25% 50-200 65% >200 92%	AADT <50 25% 50 – 200 75% >200 95%	Low Medium High	Single lane width acceptable as existing or as temporary on low volume road.
System Adequacy	All culverts are open and available for use with posted restrictions where applicable.	Restricted Capacity structures only on local roads with alternate routes..	100%	98%	High	Bridge posting by-law
	Overall System condition	Structures without immediate needs	93%	90%	High	Consider rehabilitation or replacement based on BCI and individual assessment of risk.

**County of Renfrew
Level of Service (LOS) Analysis
Fleet Vehicles and Equipment**

Appendix 'G'

Level of Service Objectives	Level of Service Components	Performance Measure	Existing LOS	Recommended LOS	Risk	Comments
Legislative Compliance	Highway Traffic Act (HTA) and Regulations Ambulance Act and Associated Standards	Compliance with the Acts and Regulations	100%	100%	High	Monitor compliance through mandatory inspections. Annual costs in accordance with the 10 Year Asset Management Plan forecasts.
Safety	OH&S Act and Regulations	Compliance with the Acts and Regulations	100%	100%	High	Monitor compliance through mandatory inspections and audits. Annual costs in accordance with the 10 Year Asset Management Plan forecasts.
Asset Condition	Vehicle and Equipment Components	Operational Compliance	100%	100%	Minor	Monitor through routine inspections and audits. Timely and appropriate repairs and maintenance of the fleet.
Capital Replacement	Heavy Duty Trucks	Replace at End of Useful Life (EUL)	14 Years/ 300,000 km	14 Years/ 300,000 km	Moderate	Annual Capital expenditures in accordance with the 10 Year Asset Management Plan forecasts to ensure that Levels of Service delivered to the client base are consistent with policies and legislative requirements.
	Medium Duty Trucks	Replace (EUL)	10 Years/ 300,000 km	10 Years/ 300,000 km	Minor	
	Light Duty Trucks	Replace (EUL)	7 Years/ 300,000 km	6 Years/ 300,000 km	Minor	
	Tractors	Replace (EUL)	15 Years/ 10,000 hours	15 Years/ 10,000 hours	Minor	

**County of Renfrew
Long Term Financing Plan - Debt & Interest**

	Principal	Rate	Budget 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Prior	2,864,546		1,716,258	276,191	276,191	276,191	276,191	276,191	276,191	276,191	251,535	210,173	126,646	126,646	126,646	126,646	126,646
2014	3,000,000	3.0%		351,692	351,692	351,692	351,692	351,692	351,692	351,692	351,692	351,692	351,692				
2015	3,700,000	3.0%			433,753	433,753	433,753	433,753	433,753	433,753	433,753	433,753	433,753	433,753			
2016	4,864,400	3.0%				570,256	570,256	570,256	570,256	570,256	570,256	570,256	570,256	570,256	570,256		
2017	-	3.0%					-	-	-	-	-	-	-	-	-	-	-
2018	-	3.0%						-	-	-	-	-	-	-	-	-	-
2019	-	3.0%							-	-	-	-	-	-	-	-	-
2020	-	3.0%								-	-	-	-	-	-	-	-
2021	-	3.0%									-	-	-	-	-	-	-
2022	-	3.0%										-	-	-	-	-	-
2023	-	3.0%											-	-	-	-	-
2024	-	3.0%												-	-	-	-
2025		3.0%															
2026		3.0%															
2027		3.0%															
2028		3.0%															
2029		3.0%															
2030		3.0%															
2031		3.0%															
2032		3.0%															
2033		3.0%															
2034		3.0%															
Total			1,716,258	627,883	1,061,635	1,631,891	1,631,891	1,631,891	1,631,891	1,631,891	1,607,235	1,565,873	1,482,346	1,130,655	696,902	126,646	126,646

**County of Renfrew
Long Term Financing Plan - Reserve Balance**

	Rate	Budget 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Reserves												
Opening Balance		11,597,534	10,030,695	11,660,142	12,202,197	8,182,943	6,039,168	5,820,366	5,870,784	5,373,163	5,788,296	6,693,746
Transfer From Operating		1,910,021	11,682,606	12,589,371	13,425,685	14,945,420	16,586,500	18,357,660	20,268,228	22,295,501	24,432,737	26,770,065
Transfer To Capital		(3,476,860)	(10,198,604)	(12,216,388)	(17,621,871)	(17,207,847)	(16,892,870)	(18,391,636)	(20,850,975)	(21,958,278)	(23,611,217)	(22,916,867)
Interest Earned	1.45%		145,445	169,072	176,932	118,653	87,568	84,395	85,126	77,911	83,930	97,059
Closing Balance		10,030,695	11,660,142	12,202,197	8,182,943	6,039,168	5,820,366	5,870,784	5,373,163	5,788,296	6,693,746	10,644,002

County of Renfrew
 Long Term Financing Plan - Tax Levy Impact

	Rate	Budget 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Tax Levy Impact												
Prior Year Tax Levy		36,052,253	37,406,801	39,456,694	41,618,921	43,899,638	46,305,339	48,842,872	51,519,462	54,342,728	57,320,709	60,461,883
Wtd CVA Growth	1.48%	540,784	553,621	583,959	615,960	649,715	685,319	722,875	762,488	804,272	848,346	894,836
Target Levy Increase (2015 Forward)	4.00%	813,764	1,496,272	1,578,268	1,664,757	1,755,986	1,852,214	1,953,715	2,060,778	2,173,709	2,292,828	2,418,475
Estimated County Tax Levy		37,406,801	39,456,694	41,618,921	43,899,638	46,305,339	48,842,872	51,519,462	54,342,728	57,320,709	60,461,883	63,775,194
% of Tax Levy For Capital		29.48%	31.20%	32.80%	34.30%	35.80%	37.30%	38.80%	40.30%	41.70%	43.00%	44.30%
Levy Available for Capital and Debt Service		11,027,153	12,310,489	13,651,006	15,057,576	16,577,311	18,218,391	19,989,551	21,900,119	23,902,736	25,998,610	28,252,411
Debt Service Costs		(1,716,258)	(627,883)	(1,061,635)	(1,631,891)	(1,631,891)	(1,631,891)	(1,631,891)	(1,631,891)	(1,607,235)	(1,565,873)	(1,482,346)
Available Capital Funding		9,310,895	11,682,606	12,589,371	13,425,685	14,945,420	16,586,500	18,357,660	20,268,228	22,295,501	24,432,737	26,770,065
Transferred To Capital Reserves		1,910,021	11,682,606	12,589,371	13,425,685	14,945,420	16,586,500	18,357,660	20,268,228	22,295,501	24,432,737	26,770,065
Capital Paid by Direct Levy Support		7,400,874	-	-	-	-	-	-	-	-	-	-
Annual Capital Investment Impact		9,310,895	11,682,606	12,589,371	13,425,685	14,945,420	16,586,500	18,357,660	20,268,228	22,295,501	24,432,737	26,770,065
Tax Levy Available for Operating		26,379,648	27,146,205	27,967,915	28,842,062	29,728,028	30,624,481	31,529,911	32,442,609	33,417,973	34,463,273	35,522,783
Change in Operating Levy			766,557	821,710	874,147	885,966	896,453	905,430	912,698	975,364	1,045,300	1,059,510

Buildings - Administration , Paramedic and Public Works

Site/Development	Category	Replacement Cost	Last Major Action	Brief Description	Overall Condition	Cost	Year	Priority	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
80 McGonigal	G2020 - Parking Lots	\$ 15,285	2013	Asphalt parking lot, 6-8 spaces.	Fair	\$ 8,000	2016	Low		\$ 8,000					\$ 8,000				
80 McGonigal	G2080 - Site Equipment	\$ 10,000	2015	Signage	Good	\$ 10,000	2015	Low	\$ 10,000										
80 McGonigal	B2010 - Exterior Walls	\$ 47,488	2012	Metal and cement siding Brickwork	Good	\$ 4,704	2022	Low								\$ 4,704			
80 McGonigal	C3040 - Wall Finishes - Units	\$ 16,500	2012	Drywall with painted wall finishes.	Good	\$ 5,000	2020	Low						\$ 5,000					
80 McGonigal	C3050 - Wall Finishes - Common Area	\$ 11,662	2012	Drywall with painted wall finishes.	Good	\$ 4,000	2020	Low						\$ 4,000					
80 McGonigal	D2095 - Domestic Water Heaters	\$ 2,408	2012	2 10 gallon electric heaters.	Good	\$ 2,408	2022	Low									\$ 2,408		
80 McGonigal	D4030 - Fire Protection Specialties	\$ 1,000	2012		Good	\$ 1,000	2018	Low				\$ 1,000						\$ 1,000	
80 McGonigal	D5033 - Telephone Systems	\$ 10,500	2012	WIFI	Good	\$ 10,500	2017	Low			\$ 10,500						\$ 10,500		
80 McGonigal	E1090 - Other Equipment	\$ 1,500	2012	1 X dishwasher , 1 X full size fridge (Stair	Good	\$ 1,500	2022	Low									\$ 1,500		
Amnprior Paramedic Base	G2020 - Parking Lots	\$ 45,000	2006	Asphalt parking lot on the side of the buil	Good	\$ 6,000	2014	Low					\$ 6,000					\$ 6,000	
Amnprior Paramedic Base	G2040 - Site Development	\$ 10,000	2006	Signage (wall plaque)	Good	\$ 10,000	2015	Low	\$ 10,000										
Amnprior Paramedic Base	G2050 - Landscaping	\$ 6,624	2006	Soft landscaping including trees, shrubs,	Good	\$ 6,624	2021	Low							\$ 6,624				
Amnprior Paramedic Base	G3092 - Industrial Waste Systems - Liquid Waste	\$ 10,190	2006	Oil/water seperator 600 gallon	Good	\$ 10,190	2025	Low											\$ 10,190
Amnprior Paramedic Base	C3010 - Wall Finishes	\$ 4,586	2013	Painted wall finishes.	Good	\$ 4,586	2020	Low						\$ 4,586					
Amnprior Paramedic Base	C3010 - Wall Finishes	\$ 8,152	2006	26 gauge, 8000 series liner in garage are	Good	\$ 8,152	2018	Low				\$ 8,152							
Amnprior Paramedic Base	C3020 - Floor Finishes	\$ 3,567	2006	Crew quarter VCT - approx. 845 sq.ft.	Good	\$ 3,567	2021	Low							\$ 3,567				
Amnprior Paramedic Base	C3020 - Floor Finishes	\$ 8,500	2006	Epoxy coat in garage area. Approx 1565	Good	\$ 8,500	2015	Low	\$ 8,500					\$ 8,500					\$ 8,500
Amnprior Paramedic Base	D2010 - Plumbing Fixtures	\$ 15,285	2006	Male/Female washroom, shower sink and	Good	\$ 2,000	2021	Low							\$ 2,000				
Amnprior Paramedic Base	D2095 - Domestic Water Heaters	\$ 5,095	2006	Gas fired instantaneous hot water heater	Good	\$ 5,095	2016	Low		\$ 5,095									
Amnprior Paramedic Base	D3045 - Exhaust Ventilation Systems	\$ 5,000	2006	Bathroom exhaust fans. One exhaust fan	Good	\$ 5,000	2016	Low		\$ 5,000									
Amnprior Paramedic Base	D4030 - Fire Protection Specialties	\$ 500	2006	Fire Extinguishers	Good	\$ 500	2018	Low				\$ 500						\$ 500	
Amnprior Paramedic Base	E2010 - Fixed Furnishings	\$ 6,000	2006	Kitchen and lockers and table area	Good	\$ 6,000	2021	Low							\$ 6,000				
Amnprior Paramedic Base	E2020 - Movable Furnishings	\$ 6,624	2006	Managers office, computer room and cre	Good	\$ 6,624	2021	Low							\$ 6,624				
Barry's Bay Paramedic Base	C3010 - Wall Finishes	\$ 4,586	2009	Painted gypsum in crew area	Good	\$ 4,586	2016	Low		\$ 4,586							\$ 4,586		
Barry's Bay Paramedic Base	C3010 - Wall Finishes	\$ 8,152	2009	26 gauge , 8000 series painted liner in g	Good	\$ 8,152	2021	Low						\$ 8,152					
Barry's Bay Paramedic Base	C3020 - Floor Finishes	\$ 3,567	2009	VCT tile in Crew area	Good	\$ 3,567	2024	Low										\$ 3,567	
Barry's Bay Paramedic Base	C3020 - Floor Finishes	\$ 8,500	2009	Epoxy coating in garage area	Good	\$ 8,500	2015	Low	\$ 8,500					\$ 8,500					
Barry's Bay Paramedic Base	D2010 - Plumbing Fixtures	\$ 15,285	2009	Male and female washroom , c/w BFA toi	Good	\$ 15,285	2024	Low										\$ 15,285	
Barry's Bay Paramedic Base	D2095 - Domestic Water Heaters	\$ 5,095	2009	Electric instantaneous hot water heater	Good	\$ 5,095	2019	Low					\$ 5,095						
Barry's Bay Paramedic Base	D3045 - Exhaust Ventilation Systems	\$ 5,000	2009	2 bathroom exhaust fans, 1 exhaust fan i	Good	\$ 5,000	2019	Low					\$ 5,000						
Barry's Bay Paramedic Base	D4030 - Fire Protection Specialties	\$ 500	2009	Fire Extinguishers	Good	\$ 500	2015	Low	\$ 500						\$ 500				
Barry's Bay Paramedic Base	E2010 - Fixed Furnishings	\$ 6,000	2009	Kitchen cabinets	Good	\$ 6,000	2024	Low										\$ 6,000	
Barry's Bay Paramedic Base	E2020 - Movable Furnishings	\$ 6,624	2009	manager's office, computer room and cre	Good	\$ 6,624	2024	Low										\$ 6,624	
Barry's Bay Paramedic Base	G2020 - Parking Lots	\$ 65,000	2009	Asphalt Parking lot	Good	\$ 6,000	2014	Low					\$ 6,000					\$ 6,000	
Barry's Bay Paramedic Base	G2040 - Site Development	\$ 10,000	2009	Signage (wall plaque)	Good	\$ 10,000	2015	Low	\$ 10,000										
Barry's Bay Paramedic Base	G2050 - Landscaping	\$ 6,624	2009	Soft landscaping including trees scrubs a	Good	\$ 6,624	2024	Low										\$ 6,624	
Calabogie Patrol Garage	G2080 - Site Equipment	\$ 20,000	1990	2 Liquid Brine tanks 10,000 L	Good	\$ 20,000	2020	Low						\$ 20,000					
Calabogie Patrol Garage	G4020 - Site Lighting	\$ 6,000	1988	3 x site lighting	Good	\$ 6,000	2018	Low				\$ 6,000							
Calabogie Patrol Garage	A10 - Foundations	\$ 35,000	1988	REINFORCED SLAB ON GRADE	Poor	\$ 3,500	2023	Low										\$ 3,500	
Calabogie Patrol Garage	B2010 - Exterior Walls	\$ 350,000	1988	STEEL CLAD ON CONCRETE BLOCK F	Good	\$ 3,500	2023	Low									\$ 3,500		
Calabogie Patrol Garage	B2020 - Exterior Windows	\$ 10,000	1988	ALUMINUM	Poor	\$ 10,000	2020	Medium					\$ 10,000						
Calabogie Patrol Garage	B2030 - Exterior Doors	\$ 6,000	1988	STEEL C/W FRAME	Good	\$ 6,000	2015	Low	\$ 6,000										
Calabogie Patrol Garage	C1020 - Fittings	\$ 3,363	1988	Blinds on all windows white boards	Good	\$ 3,363	2023	Low									\$ 3,363		
Calabogie Patrol Garage	C3010 - Wall Finishes	\$ 28,238	1988	GYPSSUM	Poor	\$ 2,756	2018	Medium				\$ 2,756						\$ 2,756	
Calabogie Patrol Garage	D2010 - Plumbing Fixtures	\$ 4,000	1988	MISSING	Poor	\$ 4,000	2018	Medium				\$ 4,000							
Calabogie Patrol Garage	D2020 - Domestic Water Distribution	\$ 6,552	1988	PRESSURE TANK NEEDS TO BE REPL	Poor	\$ 6,552	2025	Medium											\$ 6,552
Calabogie Patrol Garage	D2095 - Domestic Water Heaters	\$ 1,500	1988	ELECTRICAL WATER TANK 40 GALLON	Good	\$ 1,500	2018	Low				\$ 1,500							
Calabogie Patrol Garage	D3012 - Gas Supply System	\$ 5,441	1988	PROPANE	Good	\$ 5,441	2023	Low									\$ 5,441		
Calabogie Patrol Garage	D4030 - Fire Protection Specialties	\$ 1,000	1988	Fire Extinguishers	Good	\$ 1,000	2018	Low				\$ 1,000						\$ 1,000	
Calabogie Patrol Garage	D5010 - Electrical Service And Distribution	\$ 10,000	1988		Fair	\$ 10,000	2018	Low				\$ 10,000							
Calabogie Patrol Garage	D5092 - Emergency Power & Generation Systems	\$ 5,000	1988	PORTABLE GENERATOR	Good	\$ 5,000	2018	Low				\$ 5,000							
Calabogie Patrol Garage	E2010 - Fixed Furnishings	\$ 5,000	1988	GOOD SHAPE	Fair	\$ 5,000	2018	Low				\$ 5,000							
Calabogie Patrol Garage	E2020 - Movable Furnishings	\$ 5,000	1988	RECYCLED /REUSED	Good	\$ 5,000	2018	Low				\$ 5,000							
Calabogie Patrol Garage	D5021 - Branch Wiring	\$ 1,000	2004		Fair	\$ 1,000	2017	Low			\$ 1,000								
Calabogie Patrol Garage	B10 - Superstructure	\$ 60,000	1965	WOOD	Good	\$ 6,000	2015	Low	\$ 6,000										
Calabogie Patrol Garage	D5010 - Electrical Service And Distribution	\$ 3,000	1965	LIGHT IN INTERIOR	Good	\$ 3,000	2025	Low											\$ 3,000
Calabogie Patrol Garage	D5021 - Branch Wiring	\$ 1,000	1965		Good	\$ 1,000	2017	Low			\$ 1,000								
Calabogie Patrol Garage	D5022 - Lighting Equipment	\$ 300	1965	LIGHT ONLY	Good	\$ 300	2015	Low	\$ 300										
Calabogie Patrol Garage	B10 - Superstructure	\$ 80,000	1970	METAL	Good	\$ 8,000	2020	Low					\$ 8,000						
Calabogie Patrol Garage	B2030 - Exterior Doors	\$ 1,000	1970		Good	\$ 1,000	2024	Low										\$ 1,000	
Calabogie Patrol Garage	B2040 - Industrial Doors	\$ 5,000	1970	BARN STYLE	Fair	\$ 5,000	2020	Low						\$ 5,000					

Calabogie Patrol Garage	D5021 - Branch Wiring	\$ 1,000	1970	SECOND PANEL	Good	\$ 1,000	2018	Low				\$ 1,000							
Calabogie Patrol Garage	D5022 - Lighting Equipment	\$ 4,000	1970		Poor	\$ 400	2018	Medium				\$ 400							
Calabogie Patrol Garage	D5091 - Exit & Emergency Light Systems	\$ 1,500	1970		Good	\$ 1,500	2020	Low					\$ 1,500						
Cobden Patrol Garage	G2010 - Roadways	\$ 60,000	1955		Poor	\$ 6,000	2015	Medium	\$ 6,000										
Cobden Patrol Garage	G2080 - Site Equipment	\$ 20,000	1990	Site equipment consists of 2 Liquid Brine	Good	\$ 20,000	2020	Low					\$ 20,000						
Cobden Patrol Garage	G3063-D - Fuel Storage Tank	\$ 30,000	1955	Underground (Owned) - To be de-commi	Good	\$ 30,000	2017	Low			\$ 30,000								
Cobden Patrol Garage	G4020 - Site Lighting	\$ 2,000	1955	Additional exterior lighting for winter open	Fair	\$ 2,000	2015	Low	\$ 2,000										
Cobden Patrol Garage	A10 - Foundations	\$ 35,000	1955		Fair	\$ 3,500	2025	Low											\$ 3,500
Cobden Patrol Garage	B2020 - Exterior Windows	\$ 4,000	1955	Exterior windows	Good	\$ 4,000	2019	Low				\$ 4,000							
Cobden Patrol Garage	B30 - Roofing	\$ 150,000	1995		Good	\$ 150,000	2021	Low						\$ 150,000					
Cobden Patrol Garage	C1020 - Fittings	\$ 3,363	1955	Blinds on all windows white boards	Good	\$ 3,363	2025	Low											\$ 3,363
Cobden Patrol Garage	C20 - Stairs	\$ 8,000	1955	Stairs	Fair	\$ 800	2021	Low						\$ 800					
Cobden Patrol Garage	C3010 - Wall Finishes	\$ 37,650	1955	Wall Finishes	Fair	\$ 3,765	2015	Low	\$ 3,765					\$ 3,765					
Cobden Patrol Garage	D2010 - Plumbing Fixtures	\$ 4,000	2005		Good	\$ 4,000	2020	Low				\$ 4,000							
Cobden Patrol Garage	D2095 - Domestic Water Heaters	\$ 1,500	2005	Gas Domestic Water Heaters	Good	\$ 1,500	2015	Low	\$ 1,500										\$ 1,500
Cobden Patrol Garage	D3012 - Gas Supply System	\$ 7,254	1955		Good	\$ 7,254	2025	Low											\$ 7,254
Cobden Patrol Garage	D4030 - Fire Protection Specialties	\$ 1,000	1955	Fire Extinguishers	Good	\$ 1,000	2015	Low	\$ 1,000					\$ 1,000					
Cobden Patrol Garage	D5010 - Electrical Service And Distribution	\$ 10,000	1955		Good	\$ 10,000	2021	Low						\$ 10,000					
Cobden Patrol Garage	D5021 - Branch Wiring	\$ 30,000	1955		Good	\$ 3,000	2020	Low					\$ 3,000						
Cobden Patrol Garage	E1042 - Laundry Room Equipment	\$ 1,000	2005	Laundry Room Equipment	Good	\$ 1,000	2025	Low											\$ 1,000
Cobden Patrol Garage	E1090 - Other Equipment	\$ 1,000	2005	Fridge , Stove and Microwave	Good	\$ 1,000	2025	Low											\$ 1,000
Cobden Patrol Garage	E2020 - Movable Furnishings	\$ 5,000	2005	Refurbished furniture	Good	\$ 5,000	2020	Low				\$ 5,000							
Cobden Patrol Garage	A10 - Foundations	\$ 18,000	1980		Fair	\$ 1,800	2015	Low	\$ 1,800										
Cobden Patrol Garage	B2010 - Exterior Walls	\$ 60,000	1980		Fair	\$ 6,000	2015	Low	\$ 6,000										
Cobden Patrol Garage	B30 - Roofing	\$ 60,000	1980		Fair	\$ 60,000	2024	Low											\$ 60,000
Cobden Patrol Garage	D5021 - Branch Wiring	\$ 1,000	1980		Fair	\$ 1,000	2019	Low			\$ 1,000								
Cobden Patrol Garage	A10 - Foundations	\$ 18,000	1982		Fair	\$ 1,800	2017	Low		\$ 1,800									
Cobden Patrol Garage	B2010 - Exterior Walls	\$ 60,000	1982		Fair	\$ 6,000	2017	Low		\$ 6,000									
Cobden Patrol Garage	D5021 - Branch Wiring	\$ 1,000	1982		Fair	\$ 1,000	2021	Low						\$ 1,000					
Cobden Patrol Garage	B10 - Superstructure	\$ 25,000	1970		Fair	\$ 2,500	2020	Low					\$ 2,500						
Cobden Patrol Garage	B2040 - Industrial Doors	\$ 5,000	1970		Fair	\$ 5,000	2020	Low					\$ 5,000						
Cobden Patrol Garage	B30 - Roofing	\$ 45,000	2000		Good	\$ 45,000	2022	Low							\$ 45,000				
Cobden Patrol Garage	D5021 - Branch Wiring	\$ 1,000	1970		Fair	\$ 1,000	2022	Low							\$ 1,000				
Cobden Patrol Garage	D5022 - Lighting Equipment	\$ 4,000	1970	Lighting Equipment	Critical	\$ 4,000	2020	Medium				\$ 4,000							
County Admin Office	G2020 - Parking Lots	\$ -	2010	Crack filling - sealing	Fair	\$ 70,000	2014	Low				\$ 70,000							\$ 70,000
County Admin Office	G2030 - Pedestrian Paving	\$ 74,378	1993	Concrete pedestrian paving.	Good	\$ 5,000	2015	Low	\$ 5,000										
County Admin Office	G2040 - Site Development	\$ 20,000	1993	Flag poles and signage.	Good	\$ 20,000	2023	Low							\$ 20,000				
County Admin Office	G2040 - Site Development	\$ 60,000	1993	Stairs, accessibility ramps, and railings le	Poor	\$ 60,000	2019	Low				\$ 60,000							
County Admin Office	G2040 - Site Development	\$ 10,000	1993	Signage	Good	\$ 10,000	2015	Low	\$ 10,000										
County Admin Office	G2049-A - Garbage Area & Structure	\$ 6,887	1993	Garage structure, wood frame metal siding	Good	\$ 6,887	2023	Low							\$ 6,887				
County Admin Office	G2049-B - Sheds	\$ 15,000	1993	Wood structure with metal siding, metal r	Good	\$ 1,500	2018	Low		\$ 1,500				\$ 1,500					
County Admin Office	G2049-B - Sheds	\$ 25,000	1993	Wood structure with metal siding, metal r	Good	\$ 2,500	2018	Low		\$ 2,500				\$ 2,500					
County Admin Office	G2050 - Landscaping	\$ 242,417	1993	General landscaping including trees, shr	Good	\$ 10,000	2017	Low		\$ 10,000									
County Admin Office	G4020 - Site Lighting	\$ 250,000	1993	Wall mounted exterior lights and pole lig	Poor	\$ 40,000	2015	Medium	\$ 40,000										
County Admin Office	B2010 - Exterior Walls	\$ 210,007	1993	Painted stone siding walls with wood corn	Fair	\$ 20,803	2022	Low						\$ 20,803					
County Admin Office	B2010 - Exterior Walls	\$ 50,000	1993	Caulking	Poor	\$ 50,000	2016	Medium		\$ 50,000									
County Admin Office	B2020 - Exterior Windows	\$ 560,450	1993	Large and operable non-operable window	Poor	\$ 5,000	2015	Medium	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
County Admin Office	B2030 - Exterior Doors	\$ 35,000	1993	Storefront double door entrance. BFA	Fair	\$ 35,000	2015	Low	\$ 35,000										
County Admin Office	B2030 - Exterior Doors	\$ 40,000	1993	aluminium entrances.	Fair	\$ 35,000	2018	Low		\$ 35,000									
County Admin Office	B2030 - Exterior Doors	\$ -	2019	Aluminium Entrance	Fair	\$ 10,000	2019	Low			\$ 10,000								
County Admin Office	B2030 - Exterior Doors	\$ -	1993	Aluminium Entrance	Fair	\$ 25,000	2021	Low					\$ 25,000						
County Admin Office	B2030 - Exterior Doors	\$ -	1993	Aluminium Entrance	Fair	\$ 10,000	2025	Low											\$ 10,000
County Admin Office	B2040 - Industrial Doors	\$ 12,228	1993	Overhead garage door.	Fair	\$ 12,228	2023	Low							\$ 12,228				
County Admin Office	C3040 - Wall Finishes - Units	\$ 59,931	2002	Painted drywall.	Fair	\$ 5,000	2015	Low	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
County Admin Office	C3050 - Wall Finishes - Common Area	\$ 35,000	2002	Painted drywall.	Fair	\$ 25,000	2019	Low				\$ 25,000							
County Admin Office	C3060 - Floor Finishes - Units	\$ 139,840	1993	Carpet tile	Fair	\$ 5,000	2014	Low	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
County Admin Office	C3060 - Floor Finishes - Units	\$ 50,400	1993	Vinyl Composite tile	Good	\$ 25,000	2019	Low				\$ 25,000							
County Admin Office	D1010 - Elevators & Lifts	\$ 113,000	1993	Hydraulic elevator.	Good	\$ 25,260	2023	Low							\$ 25,260				
County Admin Office	D2020 - Domestic Water Distribution	\$ 52,007	2004	Copper domestic piping.	Good	\$ 4,953	2024	Low							\$ 4,953				
County Admin Office	D2095 - Domestic Water Heaters	\$ 6,114	2004	Electric hot water tanks (3 x 40 gallons, 2	Fair	\$ 6,114	2016	Low		\$ 6,114									
County Admin Office	D3034 - Packaged Air Conditioning Units	\$ 250,000	1993	other half rooftop, original. Gas fired heat	Poor	\$ 250,000	2017	Medium		\$ 250,000									
County Admin Office	D3034 - Packaged Air Conditioning Units	\$ 250,000	1993	half of the original rooftop units this year	Poor	\$ 250,000	2016	Medium		\$250,000									
County Admin Office	D3041 - Air Distribution Systems	\$ 210,998	1993	Air distribution ductwork, ductwork needs	Fair	\$ 20,803	2020	Low					\$ 20,803						
County Admin Office	D3045 - Exhaust Ventilation Systems	\$ 10,000	1993	Exhaust ventilation fans. Washrooms	Fair	\$ 10,000	2018	Low			\$ 10,000								
County Admin Office	D3053 - Unit Heaters	\$ 100,000	1993	Electric baseboard around the perimeter	Fair	\$ 100,000	2018	Low			\$ 100,000								

Pembroke Patrol Garage	B30 - Roofing	\$ 40,625	2000	Steel	Good	\$ 40,625	2022	Low								\$ 40,625				
Pembroke Patrol Garage	C20 - Stairs	\$ 3,000	2000	Wood Stair	Good	\$ 300	2022	Low								\$ 300				
Pembroke Patrol Garage	D5022 - Lighting Equipment	\$ 1,000	2000	Incandescent lighting	Good	\$ 1,000	2025	Low											\$ 1,000	
Petawawa Paramedic Base	G2020 - Parking Lots	\$ 65,000	2009	Asphalt with concrete curbs.	Good	\$ 6,000	2014	Low					\$ 6,000					\$ 6,000		
Petawawa Paramedic Base	G2040 - Site Development	\$ 10,000	2015	Signage (wall plaque)	Good	\$ 10,000	2015	Low	\$ 10,000											
Petawawa Paramedic Base	G2050 - Landscaping	\$ 6,624	2009	Soft landscaping including trees, shrubs	Good	\$ 6,624	2024	Low										\$ 6,624		
Petawawa Paramedic Base	C3010 - Wall Finishes	\$ 4,586	2009	painted in office in crew area	Good	\$ 4,586	2016	Low		\$ 4,586							\$ 4,586			
Petawawa Paramedic Base	C3010 - Wall Finishes	\$ 8,152	2009	26 gauge, 8000 series painted liner in ga	Good	\$ 8,152	2021	Low							\$ 8,152					
Petawawa Paramedic Base	C3020 - Floor Finishes	\$ 3,567	2009	VCT office/crew area	Good	\$ 3,567	2024	Low										\$ 3,567		
Petawawa Paramedic Base	C3020 - Floor Finishes	\$ 8,500	2009	Epoxy coating in garage area	Good	\$ 8,500	2015	Low	\$ 8,500						\$ 8,500					
Petawawa Paramedic Base	D2010 - Plumbing Fixtures	\$ 15,285	2009	Male and female washrooms, showers, B	Good	\$ 3,000	2024	Low										\$ 3,000		
Petawawa Paramedic Base	D2095 - Domestic Water Heaters	\$ 5,095	2009	Gas fired instantaneous hot water heater	Good	\$ 5,095	2019	Low					\$ 5,095							
Petawawa Paramedic Base	D3045 - Exhaust Ventilation Systems	\$ 5,000	2009	2 bathroom exhaust, 1 in garage	Good	\$ 5,000	2019	Low					\$ 5,000							
Petawawa Paramedic Base	D4030 - Fire Protection Specialties	\$ 500	2009	Fire Extinguishers	Good	\$ 500	2015	Low	\$ 500						\$ 500					
Petawawa Paramedic Base	E2010 - Fixed Furnishings	\$ 6,000	2009	Kitchen cabinets, lockers and table area	Good	\$ 6,000	2024	Low										\$ 6,000		
Petawawa Paramedic Base	E2020 - Movable Furnishings	\$ 6,624	2009	Managers office, computer room and cre	Good	\$ 6,624	2024	Low										\$ 6,624		
Renfrew County Place	G2010 - Roadways	\$ 1,189,188	2006	Paved roadways leading to the parking l	Good	\$ 20,000	2019	Low					\$ 20,000					\$ 20,000		
Renfrew County Place	G2020 - Parking Lots	\$ 7,000	2006	Crack sealing	Fair	\$ 7,000	2014	Low							\$ 7,000					
Renfrew County Place	G2030 - Pedestrian Paving	\$ 122,316	2006	Concrete pedestrian paving's.	Good	\$ 13,591	2017	Low		\$ 13,591										
Renfrew County Place	G2049-A - Garbage Area & Structure	\$ 5,663	2006	Standalone structure for the generators.	Good	\$ 5,663	2016	Low		\$ 5,663					\$ 5,663					
Renfrew County Place	G2049-A - Garbage Area & Structure	\$ 20,000	2006	Two 10'x10' storage sheds.	Good	\$ 5,663	2016	Low		\$ 5,663					\$ 5,663					
Renfrew County Place	C3040 - Wall Finishes - Units	\$ 47,650	2006	Painted	Good	\$ 5,000	2018	Low			\$ 5,000							\$ 5,000		
Renfrew County Place	C3050 - Wall Finishes - Common Area	\$ 25,000	2006	Painted	Good	\$ 10,000	2016	Low	\$ 10,000						\$ 10,000					
Renfrew County Place	C3060 - Floor Finishes - Units	\$ 85,200	2006	Carpet tiles	Good	\$ 85,200	2021	Low							\$ 85,200					
Renfrew County Place	C3060 - Floor Finishes - Units	\$ 106,500	2006	painted concrete (Paramedic base and w	Good	\$ 60,000	2018	Low			\$ 60,000									
Renfrew County Place	D1010 - Elevators & Lifts	\$ 113,000	2006	Hydraulic elevator (1)	Good	\$ 26,000	2021	Low							\$ 26,000					
Renfrew County Place	D2095 - Domestic Water Heaters	\$ 10,190	2006	Electric domestic hot water heaters (2)	Good	\$ 10,190	2016	Low	\$ 10,190											
Renfrew County Place	D4030 - Fire Protection Specialties	\$ 6,498	2006	Extinguishers	Good	\$ 6,498	2018	Low			\$ 6,498							\$ 6,498		
Renfrew County Place	D5022 - Lighting Equipment	\$ 119,321	2006	T-8 fluoresent lighting.	Good	\$ 119,321	2021	Low							\$ 119,321					
Renfrew County Place	D5033 - Telephone Systems	\$ 25,475	2006	Telephone system. Server room.	Good	\$ 25,475	2021	Low							\$ 25,475					
Renfrew County Place	E2010 - Fixed Furnishings	\$ 7,088	2006	kitchen / lunchroom cabinets , bathroom	Good	\$ 7,088	2021	Low							\$ 7,088					
Renfrew County Place	E2020 - Movable Furnishings	\$ 50,013	2006	Archive storage	Good	\$ 50,013	2021	Low							\$ 50,013					
									Totals	\$300,521	\$489,708	\$499,434	\$417,126	\$362,427	\$344,249	\$701,053	\$148,396	\$230,814	\$364,746	\$588,757

Asset ID	Asset Description	In Service Year	LOS Years	Repl. Year	2nd. Repl. Year	Unit No.	Est. Repl. Cost	RISK (L, M, H, E)	Replacement Year Costs										
									2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	
Public Works & Engineering Department																			
LDTR-00-1267713	VAN CHEV SURVEY CARGO	2000	7	2014	2021	151-00	\$30,000.00	L	To Be Replaced in 2014							\$30,000.00			
LDTR-07-J627939	TRUCK PICKUP 4X4 DODGE	2007	7	2014	2021	106-07	\$30,000.00	L	To Be Replaced in 2014							\$30,000.00			
LDTR-07-J627940	TRUCK PICKUP 4X4 DODGE	2007	7	2015	2022	116-07	\$30,000.00	L		\$30,000.00							\$30,000.00		
LDTR-00-JJ36502	TRUCK PICKUP DODGE	2007	7	2017	2024	162-07	\$30,000.00	L			\$30,000.00						\$30,000.00		
LDTR-08-KE86537	TRUCK PICKUP FORD F150	2008	7	2015	2022	136-08	\$30,000.00	L		\$30,000.00							\$30,000.00		
LDTR-08-KE86536	TRUCK PICKUP FORD F150	2008	7	2015	2022	126-08	\$30,000.00	L		\$30,000.00							\$30,000.00		
LDTR-08-KE86538	TRUCK PICKUP FORD F150	2008	7	2014	2021	144-08	\$30,000.00	L	To Be Replaced in 2014							\$30,000.00			
LDTR-09-E149667	TRUCK PICKUP CHEVROLET SILVERADO W/T1500	2009	7	2016	2023	117-09	\$30,000.00	L		\$30,000.00							\$30,000.00		
LDTR-09-E149575	TRUCK PICKUP CHEVROLET SILVERADO W/T1500	2009	7	2016	2023	107-09	\$30,000.00	L		\$30,000.00							\$30,000.00		
LDTR-10-Z219586	TRUCK PICKUP CHEVROLET SILVERADO W/T1500	2010	7	2017	2024	108-10	\$30,000.00	L			\$30,000.00						\$30,000.00		
LDTR-10-Z219143	TRUCK PICKUP CHEVROLET SILVERADO W/T1500	2010	7	2017	2024	127-10	\$30,000.00	L			\$30,000.00						\$30,000.00		
LDTR-10-Z219310	TRUCK PICKUP CHEVROLET SILVERADO W/T1500	2010	7	2017	2024	137-10	\$30,000.00	L			\$30,000.00						\$30,000.00		
LDTR-11-S639856	TRUCK PICKUP DODGE RAM 1500	2011	7	2018	2025	138-11	\$30,000.00	L				\$30,000.00							
LDTR-11-S668474	TRUCK PICKUP DODGE RAM 1500	2011	7	2018	2025	128-11	\$30,000.00	L				\$30,000.00							
LDTR-11-Z367619	TRUCK PICKUP SILVERADO LT 1500	2011	7	2018	2025	118-11	\$30,000.00	L				\$30,000.00							
LDTR-12-S260774	TRUCK PICKUP DODGE RAM 1500 4X4	2012	7	2019	2026	109-12	\$30,000.00	L					\$30,000.00						
LDTR-12-S260775	TRUCK PICKUP DODGE RAM 1500 4X4	2012	7	2019	2026	119-12	\$30,000.00	L					\$30,000.00						
LDTR-12-S287313	TRUCK PICKUP DODGE RAM 1500 4X2	2012	7	2019	2026	157-12	\$30,000.00	L					\$30,000.00						
LDTR-13-S648197	TRUCK PICKUP DODGE RAM 1500 4X4	2013	7	2020	2027	145-13	\$30,000.00	L						\$30,000.00					
LDTR-13-S647785	TRUCK PICKUP DODGE RAM 1500 4X2	2013	7	2020	2027	139-13	\$30,000.00	L						\$30,000.00					
LDTR-13-S689597	TRUCK PICKUP DODGE RAM 1500 4X4	2013	7	2020	2027	163-13	\$30,000.00	L						\$30,000.00					
LDTR-13-S702813	TRUCK PICKUP DODGE RAM 1500 4X2	2013	7	2020	2027	129-13	\$30,000.00	L						\$30,000.00					
AMBU-05-HB28447	FORD SERVICE VAN - MECHANIC	2005	7	2012	2019	156-05	\$30,000.00	L					\$30,000.00						
AMBU-07-1218615	CHEV SERVICE VAN - MECHANIC	2007	7	2014	2021	158-07	\$30,000.00	L								\$30,000.00			
Department Totals							\$720,000.00			\$90,000.00	\$60,000.00	\$120,000.00	\$90,000.00	\$120,000.00	\$120,000.00	\$120,000.00	\$90,000.00	\$60,000.00	\$120,000.00
Development & Property Department																			
LDTR-12-S287312	TRUCK PICKUP DODGE RAM 1500 4X2	2012	7	2019	2026	197-12	\$30,000.00	L					\$30,000.00						
LDTR-07-HB37840	TRUCK PICKUP DODGE RAM 1500 4X4	2007	7	2015	2022	194-07	\$30,000.00	L		\$30,000.00							\$30,000.00		
LDTR-11-S667960	TRUCK PICKUP DODGE RAM 1500	2011	7	2018	2025	195-11	\$30,000.00	L				\$30,000.00							
AMBU-05-HB28446	Former AMBULANCE (Carl's Service Truck)	2005	7	2014	2021	196-05	\$30,000.00	L								\$30,000.00			
Department Totals							\$120,000.00			\$30,000.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00	\$30,000.00	\$30,000.00	\$0.00	\$0.00
Renfrew County Housing Corporation																			
LDTR-04-1183149	VAN MTCE GMC 04	2004	7	2015	2022		\$40,000.00	L		\$40,000.00							\$40,000.00		
LDTR-06-G253089	TRUCK PICKUP DODGE RAM 2500 06	2006	7	2016	2023		\$40,000.00	L			\$40,000.00						\$40,000.00		
LDTR-06-G254539	TRUCK PICKUP DODGE RAM 2500 06	2006	7	2017	2024		\$40,000.00	L				\$40,000.00					\$40,000.00		
LDTR-11-1130481	VAN MTCE CHEVROLET 11	2011	7	2019	2026		\$40,000.00	L					\$40,000.00						
LDTR-12-G206190	TRUCK PICKUP DODGE RAM 2500	2012	7	2020	2027		\$40,000.00	L						\$40,000.00					
LDTR-13-N101805	VAN MTCE NISSAN 2013	2013	7	2021	2028		\$40,000.00	L								\$40,000.00			
Department Totals							\$240,000.00			\$40,000.00	\$40,000.00	\$40,000.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00	\$40,000.00
Totals							\$1,080,000.00			\$160,000.00	\$100,000.00	\$160,000.00	\$120,000.00	\$190,000.00	\$160,000.00	\$190,000.00	\$160,000.00	\$100,000.00	\$160,000.00

Asset ID	Asset Description	In Service Year	LOS Years	Repl. Year	2nd Repl. Year	Unit No.	Est. Repl. Cost	RISK (L, M, H, E)	Replacement Year Costs									
									2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Public Works & Engineering Department																		
MDTR-09-H243812	TRUCK 3 TON INTER	2009	10	2019	2029	332-10	\$120,000.00	L						\$120,000.00				
MDTR-09-H243811	TRUCK 3 TON INTER	2009	10	2019	2029	312-10	\$120,000.00	L						\$120,000.00				
MDTR-10-HAX8817	TRUCK 3 TON FREIGHTLINER	2010	10	2020	2030	302-10	\$120,000.00	L							\$120,000.00			
MDTR-10-HAX8816	TRUCK 3 TON FREIGHTLINER	2010	10	2020	2030	322-10	\$120,000.00	L							\$120,000.00			
Department Totals							\$480,000.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$240,000.00	\$240,000.00	\$0.00	\$0.00	\$0.00

Asset ID	Asset Description	In Service Year	LOS Years	Repl. Year	2nd Repl. Year	Unit No.	Est. Repl. Cost	RISK (L, M, H, E)	Replacement Year Costs											
									2015	2016	2017	2018	2019	2020	2021	2022	2023	2024		
Public Works & Engineering Department																				
HDTR-89-H201485	TRUCK 6 TON INTER	1989	14	2003	2017	634-90	\$250,000.00	M				\$250,000.00								
HDTR-97-H523967	TRUCK 6 TON INTER	1997	14	2011	2025	622-98	\$250,000.00	M												
HDTR-99-N866342	TRUCK 6 TON VOLVO	1999	14	2014	2028	601-99	\$250,000.00	M												
HDTR-99-N869598	TRUCK 6 TON VOLVO	1999	14	2015	2029	621-00	\$250,000.00	M												
HDTR-99-N869601	TRUCK 6 TON VOLVO	1999	14	2015	2029	632-00	\$250,000.00	M												
HDTR-99-N869599	TRUCK 6 TON VOLVO	1999	14	2016	2030	611-00	\$250,000.00	M												
HDTR-99-N869600	TRUCK 6 TON VOLVO	1999	14	2016	2030	602-00	\$250,000.00	M												
HDTR-00-H345759	TRUCK 6 TON INTER	2000	14	2017	2031	605-01	\$250,000.00	M												
HDTR-00-H345758	TRUCK 6 TON INTER	2000	14	2017	2031	604-01	\$250,000.00	M												
HDTR-01-H505236	TRUCK 6 TON INTER	2001	14	2015	2029	635-02	\$250,000.00	M												
HDTR-02-H562042	TRUCK 6 TON INTER	2002	14	2016	2030	636-03	\$250,000.00	M												
HDTR-03-J085282	TRUCK 6 TON INTER	2003	14	2017	2031	606-04	\$250,000.00	M												
HDTR-06-J456640	TRUCK 6 TON INTER	2006	14	2020	2034	637-07	\$250,000.00	M												
HDTR-07-J424017	TRUCK 6 TON INTER	2007	14	2021	2035	607-07	\$250,000.00	M												
HDTR-07-J653946	TRUCK 6 TON INTER	2007	14	2021	2035	626-08	\$250,000.00	M												
HDTR-08-J105697	TRUCK 6 TON INTER	2008	14	2022	2036	617-09	\$250,000.00	M												
HDTR-09-J239888	TRUCK 6 TON INTER	2009	14	2023	2037	627-10	\$250,000.00	M												
HDTR-11-J368927	TRUCK 6 TON INTER	2011	14	2025	2039	618-11	\$250,000.00	M												
HDTR-12-HBL2575	TRUCK 6 TON FREIGHTLINER	2012	14	2026	2040	619-12	\$250,000.00	M												
HDTR-12-HBL2574	TRUCK 6 TON FREIGHTLINER	2012	14	2026	2040	608-12	\$250,000.00	M												
HDTR-12-HFB1171	TRUCK 6 TON FREIGHTLINER	2012	14	2026	2040	628-13	\$250,000.00	M												
HDTR-13-H780241	TRUCK 6 TON INTER	2013	14	2027	2041	610-14	\$250,000.00	M												
HDTR-13-H780242	TRUCK 6 TON INTER	2013	14	2027	2041	638-14	\$250,000.00	M												
Department Totals							\$5,750,000.00		\$750,000.00	\$750,000.00	\$750,000.00	\$250,000.00	\$0.00	\$250,000.00	\$500,000.00	\$250,000.00	\$0.00	\$0.00		

Asset ID	Asset Description	In Service Year	LOS Years	Repl. Year	2nd Repl. Year	Unit No.	Est. Repl. Cost	RISK (L, M, H, E)	Replacement Year Costs											
									2015	2016	2017	2018	2019	2020	2021	2022	2023	2024		
Public Works & Engineering Department																				
TRAC-02-L25026	TRACTOR MASSEY FERGUSON	2002	15	2017	2032	801-02	\$85,000.00	L			\$85,000.00									
TRAC-02-L25212	TRACTOR MASSEY FERGUSON	2002	15	2017	2032	831-02	\$85,000.00	L			\$85,000.00									
TRAC-04-N153059	TRACTOR MASSEY FERGUSON	2004	15	2019	2034	822-04	\$85,000.00	L				\$85,000.00								
TRAC-07-T090H45	TRACTOR CASE	2007	15	2022	2037	812-07	\$85,000.00	L									\$85,000.00			
Department Totals							\$340,000.00			\$0.00	\$0.00	\$170,000.00	\$0.00	\$85,000.00	\$0.00	\$0.00	\$85,000.00	\$0.00	\$0.00	
Renfrew County Housing Corporation																				
TRAC-09-LAWN02	LAWN TRACTOR P02	2009	15	2024	2039		\$20,000.00	L												\$20,000.00
TRAC-95-LAWN012	LAWN TRACTOR P12	1995	15	2015	2030		\$8,000.00	L	\$8,000.00											
TRAC-92-LAWN013	LAWN TRACTOR P13	1992	15	2018	2033		\$45,000.00	L				\$45,000.00								\$45,000.00
TRAC-90-LAWN018	LAWN TRACTOR P18	1990	15	2017	2032		\$15,000.00	L			\$15,000.00			\$15,000.00						
TRAC-93-LAWN005	LAWN TRACTOR R05	1993	15	2014	2029		\$8,000.00	L												\$8,000.00
TRAC-98-LAWN006	LAWN TRACTOR R06	1998	15	2016	2031		\$25,000.00	L			\$25,000.00									
TRAC-95-LAWN007	LAWN TRACTOR A07	1995	15	2016	2031		\$8,000.00	L			\$8,000.00									
TRAC-11-KUBOA07	TRACTOR KUBOTA A07	2011	15	2026	2041		\$45,000.00	L												
Department Totals							\$174,000.00			\$8,000.00	\$33,000.00	\$15,000.00	\$45,000.00	\$0.00	\$15,000.00	\$0.00	\$45,000.00	\$8,000.00	\$8,000.00	\$20,000.00
Totals							\$514,000.00			\$8,000.00	\$33,000.00	\$185,000.00	\$45,000.00	\$85,000.00	\$15,000.00	\$0.00	\$130,000.00	\$8,000.00	\$8,000.00	\$20,000.00

Asset ID	Asset Description	In Service	' LOS Years	Repl. Year	2nd Repl. Year	Unit No.	Est. Repl. Costs	RISK (L, M, H, E)	Replacement Year Costs									
									2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Public Works & Engineering Department																		
BACK-96-FL00908	BACKHOE/LOADER CAT	1996	15	2011	2026	421-96	\$135,000.00	L										
BACK-99-0484047	BACKHOE/LOADER JCB	1999	15	2014	2029	411-99	\$135,000.00	L										
BACK-06-G959459	BACKHOE/LOADER JOHN DEERE	2006	15	2021	2036	442-06	\$135,000.00	L							\$135,000.00			
BACK-10-0185367	BACKHOE/LOADER JOHN DEERE	2010	15	2025	2040	423-10	\$135,000.00	L										
BACK-11-D205702	BACKHOE/LOADER JOHN DEERE	2011	15	2026	2041	432-11	\$135,000.00	L										
BACK-12-D215014	BACKHOE/LOADER JOHN DEERE	2012	15	2027	2042	412-12	\$135,000.00	L										
LOAD-08-Z621907	LOADER JOHN DEERE 624K	2008	15	2023	2023	402-08	\$175,000.00	L										
Department Totals							\$985,000.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$135,000.00	\$0.00	\$0.00	\$0.00

Asset ID	Asset Description	In Service Year	LOS Years	Repl. Year	2nd Repl. Year	Unit No.	Est. Repl. Costs	RISK (L, M, H, E)	Replacement Year Costs									
									2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Public Works & Engineering Department																		
GRAD-84-9815941	GRADER CHAMPION	1984	25	2016	2041	701-84	\$200,000.00	L		\$200,000.00								
GRAD-03-9615939	GRADER CHAMPION	1984	25	2014	2039	721-84	\$200,000.00	L										
GRAD-03-165396	GRADER GRADALL	1988	25	2013	2038	732-88	\$250,000.00	L										
GRAD-12-5ET9432	GRADER NORAM 65E	2012	25	2037	2062	702-08	\$200,000.00	L										
Department Totals							\$850,000.00		\$0.00	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Asset ID	Asset Description	In Service Year	LOS Years	Repl. Year	2nd Repl. Year	Unit No.	Est. Repl. Costs	RISK (L, M, H, E)	Replacement Year Costs									
									2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Public Works & Engineering Department																		
TRAI-85-20TONCR	TRAILER - 20 TON CRAIG	1985	15	2000	2015	903	\$40,000.00	L	\$40,000.00									
TRAI-95-CARTAN	TRAILER - CARGO TANDEM	1995	15	2010	2025	935	\$10,000.00	L										
TRAI-99-20TOTAN	TRAILER - 20 TON TANDEM	1999	15	2014	2029	903	\$40,000.00	L										
TRAI-02-1002203	TRAILER - 20 TON TANDEM - S.W.	2002	15	2017	2032	931	\$40,000.00	L			\$40,000.00							
TRAI-04-CARCONS	TRAILER - CARGO CONSTRUCTION	2004	15	2019	2034	936	\$10,000.00	L					\$40,000.00					
TRAI-09-H102108	TRAILER - 4000 LB HOT MIX TRANSPORTER	2009	15	2024	2039	954	\$20,000.00	L									\$40,000.00	
TRAI-10-W043101	TRAILER - CARGO TANDEM	2010	15	2025	2040	934	\$10,000.00	L										
TRAI-10-H102142	TRAILER - 4000 LB HOT MIX TRANSPORTER	2010	15	2025	2040	958	\$20,000.00	L										
TRAI-12-1142770	TRAILER - 15000 LB FLOAT	2012	15	2027	2042	962-12	\$20,000.00	L										
Department Totals							\$210,000.00		\$40,000.00	\$0.00	\$40,000.00	\$0.00	\$40,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$40,000.00
Emergency Services Department																		
TRAI-07-N063595	TRAILER CARGO PARAMEDIC	2007	15	2022	2037	933	\$10,000.00	L									\$10,000.00	
Department Totals							\$10,000.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,000.00	\$0.00	\$0.00
Renfrew County Housing Corporation																		
TRAI-01-G003096	TRAILER DUMP	2001	15	2016	2031		\$10,000.00	L		\$10,000.00								
TRAI-01-G003095	TRAILER DUMP	2001	15	2016	2031		\$10,000.00	L		\$10,000.00								
Department Totals							\$20,000.00		\$0.00	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Totals							\$240,000.00		\$40,000.00	\$20,000.00	\$40,000.00	\$0.00	\$40,000.00	\$0.00	\$0.00	\$10,000.00	\$0.00	\$40,000.00

Asset ID	Asset Description	In Service Year	LOS Years	Repl. Year	2nd Repl. Year	Unit No.	Est. Repl. Costs	RISK (L, M, H, E)	Replacement Year Costs											
									2015	2016	2017	2018	2019	2020	2021	2022	2023	2024		
Emergency Services Department																				
AMBU-04-HB50461	MOBILE COMMAND UNIT	1999	5	2004	2009	4331-99	\$175,000.00	M						\$175,000.00					\$175,000.00	
AMBU-08-5154835	VAN DODGE SPRINTER 2500	2008	5	2013	2018	4315-07	\$175,000.00	M				\$175,000.00						\$175,000.00		
AMBU-08-1115906	AMBULANCE DEMERS TYPE III	2008	5	2013	2018	4202-09	\$175,000.00	M				\$175,000.00						\$175,000.00		
AMBU-09-DA55318	AMBULANCE DEMERS TYPE III	2009	5	2014	2019	4233-09	\$175,000.00	M					\$175,000.00					\$175,000.00		
AMBU-09-EB19417	TRUCK FORD EXPEDITION	2009	5	2014	2019	4398-09	\$75,000.00	M					\$75,000.00					\$75,000.00		
AMBU-10-DA14744	AMBULANCE DEMERS TYPE III	2010	5	2015	2020	4294-10	\$175,000.00	M	\$175,000.00						\$175,000.00					
AMBU-10-DA20191	AMBULANCE DEMERS TYPE III	2010	5	2015	2020	4266-10	\$175,000.00	M	\$175,000.00						\$175,000.00					
AMBU-11-1104536	AMBULANCE DEMERS TYPE III	2011	5	2016	2021	4204-12	\$175,000.00	M								\$175,000.00				
AMBU-11-1104618	AMBULANCE DEMERS TYPE III	2011	5	2016	2021	4238-12	\$175,000.00	M		\$175,000.00						\$175,000.00				
AMBU-11-1104808	AMBULANCE DEMERS TYPE III	2011	5	2016	2021	4290-12	\$175,000.00	M		\$175,000.00						\$175,000.00				
AMBU-11-5551729	AMBULANCE DEMERS TYPE II	2011	5	2016	2021	4560-12	\$175,000.00	M		\$175,000.00						\$175,000.00				
AMBU-11-5550161	AMBULANCE DEMERS TYPE II	2011	5	2016	2021	4559-11	\$175,000.00	M		\$175,000.00						\$175,000.00				
AMBU-12-GA84994	TRUCK FORD EXPLORER	2012	5	2017	2022	4304-13	\$75,000.00	M			\$75,000.00						\$75,000.00			
AMBU-12-GA84993	TRUCK FORD EXPLORER	2012	5	2017	2022	4303-13	\$75,000.00	M			\$75,000.00						\$75,000.00			
AMBU-12-EF60023	TRUCK FORD EXPEDITION	2012	5	2017	2022	4383-13	\$75,000.00	M			\$75,000.00						\$75,000.00			
AMBU-12-5683996	AMBULANCE DEMERS TYPE II	2012	5	2017	2022	4572-12	\$175,000.00	M			\$175,000.00						\$175,000.00			
AMBU-12-1117421	AMBULANCE DEMERS TYPE III	2012	5	2017	2022	4570-13	\$175,000.00	M			\$175,000.00						\$175,000.00			
AMBU-12-1184897	AMBULANCE DEMERS TYPE III	2012	5	2017	2022	4569-12	\$175,000.00	M			\$175,000.00						\$175,000.00			
AMBU-12-1184324	AMBULANCE DEMERS TYPE III	2012	5	2017	2022	4568-12	\$175,000.00	M			\$175,000.00						\$175,000.00			
AMBU-12-1117260	AMBULANCE DEMERS TYPE III	2012	5	2017	2022	4231-13	\$175,000.00	M			\$175,000.00						\$175,000.00			
AMBU-13-1186256	AMBULANCE DEMERS TYPE III	2013	5	2018	2023	4591-13	\$175,000.00	M				\$175,000.00						\$175,000.00		
AMBU-13-1188085	AMBULANCE DEMERS TYPE III	2013	5	2018	2023	4592-13	\$175,000.00	M				\$175,000.00						\$175,000.00		
AMBU-13-1188928	AMBULANCE DEMERS TYPE III	2013	5	2018	2023	4593-13	\$175,000.00	M				\$175,000.00						\$175,000.00		
AMBU-13-1186061	AMBULANCE DEMERS TYPE III	2013	5	2018	2023	4594-13	\$175,000.00	M				\$175,000.00						\$175,000.00		
AMBU-12833606	AMBULANCE DEMERS TYPE II	2013	5	2018	2023	4595-14	\$175,000.00	M				\$175,000.00						\$175,000.00		
Department Totals							\$3,975,000.00		\$350,000.00	\$875,000.00	\$1,100,000.00	\$1,225,000.00	\$425,000.00	\$350,000.00	\$875,000.00	\$1,100,000.00	\$1,225,000.00	\$425,000.00		

Miramichi Lodge Building

Category	Replacement Cost	Last Major Action	Brief Description	Cost	Year	Priority	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
B2020 - Exterior Windows	\$ 815,200	2005	Glazed aluminum	\$ 5,000	2020	Low						\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
B2030 - Exterior Doors	\$ 35,000	2005	Sliding main doors	\$ 10,000	2020	Low						\$ 10,000					
B2030 - Exterior Doors	\$ 50,000	2005	Main,staff,courtyards & balconies are g	\$ 10,000	2018	Low				\$ 10,000							
B2030 - Exterior Doors	\$ 30,000	2005	steel doors	\$ 30,000	2020	Low						\$ 30,000					
B2040 - Industrial Doors	\$ 15,400	2005	9 X 8 Garbage, 9x8 Receiving	\$ 15,400	2025	Low											\$ 15,400
C1010 - Partitions	\$ 76,425	2005	3rd floor dining rooms & chapel have r	\$ 7,645	2016	Low		\$ 7,645									
C1030 - Interior Doors	\$ 75,000	2005	150 Accessibility construction doors	\$ 7,500	2018	Low				\$ 7,500							
C1030 - Interior Doors	\$ 205,000	2005	wood doors RHA and office areas	\$ 30,000	2025	Low											\$ 30,000
C20 - Stairs	\$ 203,800	2005	Cast-in-place concrete stairs	\$ 15,285	2024	Low											\$ 15,285
C3010 - Wall Finishes	\$ 122,280	2005	Painted concrete block in Block C	\$ 20,380	2014	Low				\$ 20,380				\$ 20,380			
C3010 - Wall Finishes	\$ 117,856	2005	Mainly painted gypsum	\$ 20,380	2015	Low	\$ 20,380			\$ 20,380					\$ 20,380		
C3010 - Wall Finishes	\$ 152,850	2005	Plastic wall panneling in service areas	\$ 20,380	2015	Low	\$ 20,380										
C3010 - Wall Finishes	\$ 117,810	2005	Wall waterproof membrane in mechan	\$ 20,380	2020	Low					\$ 20,380					\$ 20,380	
C3020 - Floor Finishes	\$ 30,000	2005	Resilient tile flooring	\$ 30,000	2025	Low											\$ 30,000
C3020 - Floor Finishes	\$ 213,990	2005	Resilient sheet flooring ****	\$ 213,990	2022	Low								\$ 213,990			
C3020 - Floor Finishes	\$ 940,000	2005	carpet rolled	\$ 40,000	2014	Low									\$ 40,000		
C3020 - Floor Finishes	\$ 86,615	2005	Ceramic tile flooring (carpet to ceramic	\$ 86,615	2020	Low						\$ 86,615					
C3020 - Floor Finishes	\$ 40,000	2005	Carpet Removal / replacement to Vinyl	\$ 40,000	2015	Low	\$ 40,000										
C3030 - Ceiling Finishes	\$ 86,309	2005	Exposed concrete ceiling finishes in m	\$ 10,000	2017	Low			\$ 10,000								
D1010 - Elevators & Lifts	\$ 406,560	2005	2 Hydraulic passenger elevators	\$ 20,000	2025	Low											\$ 20,000
D1010 - Elevators & Lifts	\$ -	2016	new lift	\$ 80,000	2016	Low		\$ 80,000									
D1010 - Elevators & Lifts	\$ 333,865	2014	68 special purpose lifts from 160 kg -	\$ 80,000	2014	Low											\$ 80,000
D1010 - Elevators & Lifts	\$ -	2015	New lifts	\$ 80,000	2015	Low	\$ 80,000										
D1010 - Elevators & Lifts	\$ -	2018	New Lifts	\$ 80,000	2018	Low				\$ 80,000							
D1010 - Elevators & Lifts	\$ -	2017	New Lift	\$ 80,000	2017	Low			\$ 80,000								
D1010 - Elevators & Lifts	\$ -	2019	New Lifts	\$ 80,000	2019	Low					\$ 80,000						
D1010 - Elevators & Lifts	\$ -	2022	New Lifts	\$ 80,000	2022	Low								\$ 80,000			
D1010 - Elevators & Lifts	\$ -	2020	New Lifts	\$ 80,000	2020	Low					\$ 80,000						
D1010 - Elevators & Lifts	\$ -	2021	New Lifts	\$ 80,000	2021	Low							\$ 80,000				
D2010 - Plumbing Fixtures	\$ 800,000	2005	162 Water closets, 3 urinals, 162 wash	\$ 60,000	2015	Low	\$ 60,000						\$ 60,000				\$ 60,000
D2010 - Plumbing Fixtures	\$ 66,000	2020	2 x New tubs	\$ 66,000	2020	Low						\$ 66,000					
D2010 - Plumbing Fixtures	\$ 66,000	2021	2 X New Tubs	\$ 66,000	2021	Low							\$ 66,000				
D2010 - Plumbing Fixtures	\$ 66,000	2019	2 x New Tubs	\$ 66,000	2019	Low				\$ 66,000							
D2040 - Rain Water Drainage	\$ 120,120	2005	Municipal	\$ 12,320	2024	Low											\$ 12,320
D3022 - Hot Water Boilers	\$ 100,000	2005	MCC panel in Room C317 & C222	\$ 100,000	2019	Low				\$ 100,000							
D3022 - Hot Water Boilers	\$ 200,000	2005		\$ 200,000	2018	Low				\$ 200,000							
D3024 - Boiler Room Piping And Specialties	\$ 36,960	2005		\$ 36,960	2019	Low					\$ 36,960						
D3029 - Other Heat Generating Systems	\$ 144,698	2005	7 x natural gas fireplaces	\$ -	2025	Low											\$ -
D3034 - Packaged Air Conditioning Units	\$ 160,000	2005	ERV 2 X Supply L/s 2600 Exhaust L/s	\$ 160,000	2025	Low											\$ 160,000
D3045 - Exhaust Ventilation Systems	\$ 30,000	2005	2 x air volume 4700 x 3300 Unit ventila	\$ 30,000	2015	Low	\$ 30,000										\$ 30,000
D3045 - Exhaust Ventilation Systems	\$ 203,800	2005	VAV boxes - 100	\$ 50,000	2020	Low					\$ 50,000						\$ 50,000
D3058-D - Make-Up AHU	\$ 103,000	2005	4x in room C222	\$ 103,000	2022	Low								\$ 103,000			
D3058-D - Make-Up AHU	\$ 103,000	2005		\$ 103,000	2023	Low									\$ 103,000		
D3058-D - Make-Up AHU	\$ 103,000	2005		\$ 103,000	2024	Low										\$ 103,000	
D3058-D - Make-Up AHU	\$ 103,000	2005		\$ 103,000	2021	Low					\$ 103,000						
D3060 - Controls And Instrumentation	\$ 36,500	2005	out dated technology plus new server	\$ 36,500	2014	Medium											\$ 36,500
D4030 - Fire Protection Specialties	\$ 25,410	2005	Fire existingshushers	\$ 5,000	2017	Low			\$ 5,000						\$ 5,000		
D5022 - Lighting Equipment	\$ 100,000	2005	Mainly T-8 1 A & B	\$ 100,000	2021	Low							\$ 100,000				
D5022 - Lighting Equipment	\$ 100,000	2005	2 A & B	\$ 100,000	2023	Low											\$ 100,000
D5031 - Public Address And Music System	\$ 47,206	2005	Community Centre	\$ 28,000	2025	Low											\$ 28,000
D5032 - Intercommunications And Paging	\$ 239,465	2005	Nurse call - Austco systsem	\$ 239,465	2024	Low											\$ 239,465
D5032 - Intercommunications And Paging	\$ 28,000	2005	Septa Link	\$ 28,000	2017	Low			\$ 28,000								
D5033 - Telephone Systems	\$ 127,375	2005	NEC administration telephone system	\$ 30,000	2015	Low	\$ 30,000										\$ 30,000
D5035 - Television System	\$ -	2005	New Install	\$ 61,140	2015	Low	\$ 61,140										\$ 61,140
D5037 - Fire Alarm System	\$ 55,000	2005	Added software to isolate sprinkler zon	\$ 8,000	2015	Low	\$ 8,000										\$ 8,000
D5038 - Security Systems	\$ 55,000	2005	Multiple cameras	\$ 10,190	2016	Low		\$ 10,190									
D5038 - Security Systems	\$ 130,000	2005	centaur - security and roam alert	\$ 20,000	2017	Low			\$ 20,000								
D5091 - Exit & Emergency Light Systems	\$ 8,000	2005	Hard wired Emergency and Exit Lights	\$ 8,000	2015	Low	\$ 8,000										\$ 8,000
D5092 - Emergency Power & Generation Systems	\$ 509,500	2005	450 Kw Emergency Generator	\$ 20,380	2015	Low	\$ 20,380										\$ 20,380
E1042 - Laundry Room Equipment	\$ 82,000	2005	Commercial Laundry and Dry Cleaning	\$ 82,000	2023	Low									\$ 82,000		
E1093 - Food Service Equipment	\$ 72,000	2005	6 standard unit kitchen equipment	\$ 72,000	2017	Low				\$ 72,000							
E1093 - Food Service Equipment	\$ 119,085	2005	CC hot cart, 7 hobart mixer brute stea	\$ 55,000	2017	Low				\$ 55,000							
E2010 - Fixed Furnishings	\$ 120,120	2005	Kitchen areas 2 x each floor	\$ 120,120	2020	Low						\$ 120,120					
E2020 - Movable Furnishings	\$ 61,140	2005	community centre / chapel	\$ 61,140	2020	Low						\$ 61,140					
E2020 - Movable Furnishings	\$ 168,135	2005	Common areas	\$ 10,000	2015	Low	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
E2020 - Movable Furnishings	\$ 605,286	2005	Residential Rooms	\$ 15,000	2015	Low	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
E2020 - Movable Furnishings	\$ 90,000	2005	High Low beds	\$ 90,000	2015	Low	\$ 90,000										
E2020 - Movable Furnishings	\$ 60,000	2005	High Low beds	\$ 60,000	2016	Low		\$ 60,000									
							\$ 493,280	\$ 182,835	\$ 295,000	\$ 342,880	\$ 328,340	\$ 554,255	\$ 379,000	\$ 447,370	\$ 416,880	\$ 500,450	\$ 580,920

Miramichi Lodge - Site

Category	Replacement Cost	Last Major Action	Brief Description	Cost	Year	Priority	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
G2010 - Roadways	\$ 15,000	2005		\$ 15,000	2015	Low	\$ 15,000										\$ 15,000
G2046 - Fountains, Pools, And Watercourses	\$ 56,045	2005	Drainage ditch	\$ 15,000	2017	Low			\$ 15,000				\$ 15,000				\$ 15,000
G2049-B - Sheds	\$ 35,665	2016	12 x20	\$ 35,000	2016	Low		\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000
G4020 - Site Lighting	\$ 407,600	2005	ageing technology	\$ 279,457	2016	Low		\$ 279,457									
							\$ 15,000	\$ 314,457	\$ 50,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 50,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 65,000

Renfrew County Housing Corporation

Component	Project	Job Description	Job type	Priority	2015
A10 Foundations	0710_425 Nelson Street	Foundation repairs	Repair	High	\$ 150,000
A10 Foundations Total					\$ 150,000
B1013 Balcony Construction	0726_260 Elizabeth Street North	Repaint rails and associated work	Repair	Medium	\$ 12,000
B1013 Balcony Construction Total					\$ 12,000
B2010 Exterior Walls	0723_130-144 Fraser, 135-147 Arnolds, 520-546 Nelson - (6) Townhome Blocks	Replace aluminum siding.	Replacement	Medium	\$ 50,000
B2010 Exterior Walls	0745_229/231 Albert Street	Exterior painting.	Repair	Medium	\$ 10,000
B2010 Exterior Walls	0749_26 Spruce Street - Apartment	Exterior painting.	Repair	High	\$ 10,000
B2010 Exterior Walls Total					\$ 70,000
B2020 Exterior Windows	0749_26 Spruce Street - (3) Townhome Blocks	Replace exterior windows.	Replacement	High	\$ 85,000
B2020 Exterior Windows Total					\$ 85,000
B2030 Exterior Doors	0716_1030-1106 Lea St - (4) Townhome Blocks	Replace exterior doors.	Replacement	Medium	\$ 80,000
B2030 Exterior Doors	0717_1110-1144 Lea St - (2) Townhome Blocks	Replace insulated steel exterior doors.	Replacement	Medium	\$ 32,000
B2030 Exterior Doors	0719_204/206-240/242 Cecil Street - (18) Duplex	Replace exterior doors.	Replacement	Low	\$ 55,000
B2030 Exterior Doors	0719_204/206-240/242 Cecil Street - (18) Duplex	Replace door hardware with Primus Locks.	Replacement	Medium	\$ 18,000
B2030 Exterior Doors Total					\$ 185,000
B30 Roofing	0726_260 Elizabeth Street North	Replace roofing.	Replacement	High	\$ 60,000
B30 Roofing Total					\$ 60,000
C1060 Kitchen Refurbishment	0711_510 MacKay Street	Replace kitchen plumbing and finishes. This funding applies to all projects for 2015.	Replacement	Medium	\$ 28,000
C1060 Kitchen Refurbishment	0733_44 Lorne Street	Replace kitchen cabinets.	Replacement	Low	\$ 84,000
C1060 Kitchen Refurbishment Total					\$ 112,000
D2050 Domestic Water Distribution - Units	0711_510 MacKay Street	Replace valves.	Replacement	Medium	\$ 10,000
D2050 Domestic Water Distribution - Units	0711_515 River Road	Replace valves.	Replacement	Medium	\$ 10,000
D2050 Domestic Water Distribution - Units Total					\$ 20,000
D2070 Domestic Water Distribution - Main	0747_63 Russell Street	Replace recirculation water lines.	Replacement	Low	\$ 20,000
D2070 Domestic Water Distribution - Main Total					\$ 20,000
D2095 Domestic Water Heaters	0749_26 Spruce Street - Apartment	Replace hot water tank.	Replacement	High	\$ 7,000
D2095 Domestic Water Heaters Total					\$ 7,000
D3045 Exhaust Ventilation Systems	0730_206-251 Oak Cres, 596-598 Frank Dench St - (13) Duplex	Replace all exhaust fans.	Replacement	Low	\$ 20,800
D3045 Exhaust Ventilation Systems	0730_Allan Ave, Archibald Ave, Francis St, George Ave - (31) Single Family	Replace all exhaust fans.	Replacement	Low	\$ 24,800
D3045 Exhaust Ventilation Systems	0734_41 Vimy Boulevard	Replace all exhaust fans.	Replacement	Low	\$ 33,600
D3045 Exhaust Ventilation Systems Total					\$ 79,200
D5015 Unit Electrical Service and Distribution	0732_174/178,202 Massey, 220/350 Arith Blvd - (14) Duplex & (1) Single Fam	Replace unit panels. (5 replaced - 24 to do).	Replacement	Medium	\$ 26,000
D5015 Unit Electrical Service and Distribution Total					\$ 26,000
D5024 Lighting Equipment - Common Area	0721_75 Stafford Street	Replace common area and service room lighting.	Replacement	Low	\$ 7,000
D5024 Lighting Equipment - Common Area Total					\$ 7,000
D5037 Fire Alarm System	0712_55 Poplar Street	Replace fire alarm system.	Replacement	High	\$ 10,000
D5037 Fire Alarm System	0735_236 Hall Avenue	Replace fire alarm system.	Replacement	High	\$ 25,000
D5037 Fire Alarm System Total					\$ 35,000
D5038 Security Systems	0710_425 Nelson Street	Replace camera.	Replacement	Low	\$ 8,000

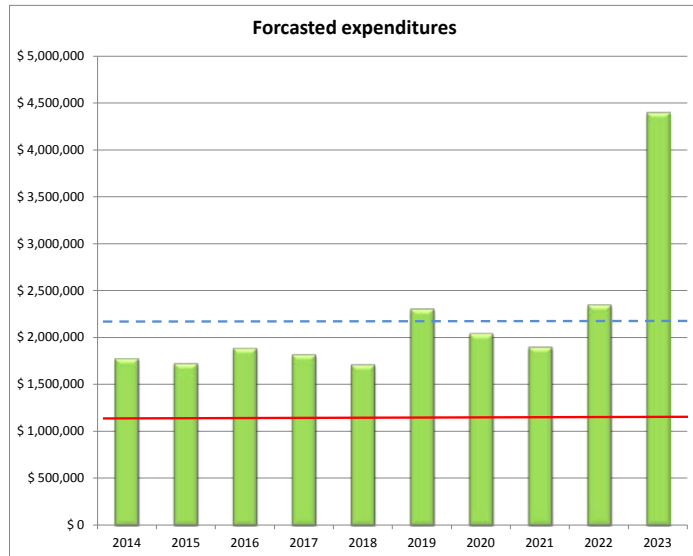
Component	Project	Job Description	Job Type	Priority	2015
D5038 Security Systems	0713_150 Elizabeth Street North	Replace cameras.	Replacement	Low	\$ 8,000
D5038 Security Systems	0714_59 Wallace Street	Replace security door system. Front handicap access.	Replacement	Medium	\$ 9,000
D5038 Security Systems	0716_1030-1106 Lea St - (4) Townhome Blocks	Replace door hardware with Primus Locks.	Replacement	Medium	\$ 8,000
D5038 Security Systems	0717_1110-1144 Lea St - (2) Townhome Blocks	Replace door hardware with Primus Locks.	Replacement	Medium	\$ 17,500
D5038 Security Systems	0746_8 Burwash Street	Add more cameras.	Replacement	Medium	\$ 15,000
D5038 Security Systems	0747_63 Russell Street	Install cameras	Replacement	High	\$ 22,000
D5038 Security Systems Total					\$ 87,500
G2020 Parking Lots	0721_75 Stafford Street - Site	Repave parking lot.	Replacement	Medium	\$ 70,000
G2020 Parking Lots	0721_75 Stafford Street - Site	Regrade driveway.	Replacement	Medium	\$ 15,000
G2020 Parking Lots	0732_174/178,202 Massey, 220/350 Arith Blvd - (14) Duplex & (1) Single Fam	Repave driveway.	Replacement	Medium	\$ 72,500
G2020 Parking Lots	0735_236 Hall Avenue - Site	Replace back parking lot.	Replacement	Medium	\$ 130,000
G2020 Parking Lots	0747_63 Russell Street - Site	Repair parking lot	Replacement	Medium	\$ 58,000
G2020 Parking Lots Total					\$ 345,500
G2030 Pedestrian Paving	0721_75 Stafford Street - Site	Replace pedestrian paving.	Replacement	Medium	\$ 30,000
G2030 Pedestrian Paving	0735_236 Hall Avenue		Replacement	Medium	\$ 56,000
G2030 Pedestrian Paving Total					\$ 86,000
G2040 Site Development	0712_55 Poplar Street - Site	Replace Cedar Rails.	Replacement	High	\$ 10,000
G2040 Site Development	0716_1030-1106 Lea St - Site	Replace patios.	Replacement	Low	\$ 98,000
G2040 Site Development	0717_1110-1144 Lea St - Site	Replace patios.	Replacement	Low	\$ 48,000
G2040 Site Development	0722_19 Smith Street - Site	Replace patio - poured concrete.	Replacement	Low	\$ 20,000
G2040 Site Development	0732_174/178,202 Massey, 220/350 Arith Blvd - (14) Duplex & (1) Single Fam	Releveling patios.	Replacement	High	\$ 31,000
G2040 Site Development	0735_236 Hall Avenue - Site	Replace chainlink fencing.	Replacement	Medium	\$ 12,000
G2040 Site Development	0748_200 Caruso Street - Site	Replace chainlink fencing.	Replacement	Medium	\$ 37,500
G2040 Site Development	0748_200 Caruso Street - Site	Replace wood fencing.	Replacement	High	\$ 12,000
G2040 Site Development	0748_200 Caruso Street - Site	Repair playground.	Replacement	High	\$ 12,000
G2040 Site Development	0748_200 Caruso Street - Site	Replace patios.	Replacement	High	\$ 20,000
G2040 Site Development	0749_26 Spruce Street - Site	Replace playground.	Replacement	High	\$ 10,000
G2040 Site Development	0749_26 Spruce Street - Site	Replace 24 patios.	Replacement	High	\$ 48,000
G2040 Site Development	0749_26 Spruce Street - Site	Replace chainlink fencing.	Replacement	High	\$ 14,000
G2040 Site Development Total					\$ 372,500
G3020 Sanitary Sewer	0727_5967 Palmer Rapids Road - Site	Replace septic system.	Replacement	High	\$ 40,000
G3020 Sanitary Sewer Total					\$ 40,000
G4020 Site Lighting	0721_75 Stafford Street - Site	Replace with LED	Replacement	Low	\$ 15,000
G4020 Site Lighting	0712_55 Poplar Street - Site	Replace pole lights to LED.	Replacement	Low	\$ 5,000
G4020 Site Lighting Total					\$ 20,000
Grand Total					\$ 1,819,700

Capital Renewal Planning

Development	Development : Benchmark Cost based on Template	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	10 YEARS TOTAL
0710_425 Nelson Street	\$ 1,939,866	\$ 487,200	\$ 34,990	\$ 20,000	\$ 15,600	\$ 69,000	\$ 87,200	\$ 23,900	\$ 6,000	\$ 30,355	\$ 26,536	\$ 800,781
0711_510 MacKay St & 515 River Rd	\$ 6,466,528	\$ 80,600	\$ 369,200	\$ 101,600	\$ 68,500	\$ 185,320	\$ 80,940	\$ 26,295	\$ 254,500	\$ 7,700	\$ 242,233	\$ 1,416,888
0712_55 Poplar Street	\$ 3,469,990	\$ 65,000	\$ 12,200	\$ 365,200	\$ 71,000	\$ 0	\$ 26,000	\$ 19,200	\$ 5,000	\$ 26,000	\$ 112,175	\$ 701,775
0713_150 Elizabeth Street North	\$ 4,708,162	\$ 155,000	\$ 30,900	\$ 8,000	\$ 417,200	\$ 0	\$ 38,000	\$ 0	\$ 0	\$ 30,000	\$ 311,475	\$ 990,575
0714_59 Wallace Street	\$ 3,548,390	\$ 12,000	\$ 9,000	\$ 76,800	\$ 12,800	\$ 357,700	\$ 10,000	\$ 0	\$ 109,000	\$ 20,800	\$ 0	\$ 608,100
0715_435-481 Nelson Street	\$ 3,831,260	\$ 30,000	\$ 0	\$ 247,400	\$ 54,000	\$ 46,000	\$ 17,600	\$ 222,200	\$ 0	\$ 0	\$ 0	\$ 617,200
0716_1030-116 Lea Street	\$ 4,773,376	\$ 0	\$ 186,000	\$ 23,000	\$ 0	\$ 24,000	\$ 232,000	\$ 171,000	\$ 0	\$ 0	\$ 273,006	\$ 909,006
0717_1110-1144 Lea Street	\$ 2,776,940	\$ 30,000	\$ 97,500	\$ 66,000	\$ 8,000	\$ 80,000	\$ 0	\$ 104,000	\$ 112,000	\$ 12,800	\$ 167,676	\$ 677,976
0718_1 MacKercher Drive	\$ 3,605,397	\$ 0	\$ 7,300	\$ 70,000	\$ 10,000	\$ 0	\$ 218,800	\$ 12,000	\$ 40,000	\$ 46,471	\$ 155,368	\$ 559,939
0719_204-241 Cecil Street	\$ 5,349,866	\$ 0	\$ 73,300	\$ 35,000	\$ 0	\$ 125,000	\$ 253,000	\$ 180,000	\$ 0	\$ 28,800	\$ 0	\$ 695,100
0720_400 Nelson Street	\$ 1,602,877	\$ 36,000	\$ 6,000	\$ 0	\$ 0	\$ 36,000	\$ 13,000	\$ 188,000	\$ 0	\$ 0	\$ 0	\$ 279,000
0721_75 Stafford Street	\$ 4,754,780	\$ 59,000	\$ 148,000	\$ 5,000	\$ 0	\$ 0	\$ 54,500	\$ 0	\$ 120,000	\$ 0	\$ 52,742	\$ 439,242
0722_19 Smith Street	\$ 1,914,208	\$ 31,000	\$ 21,500	\$ 0	\$ 3,000	\$ 10,000	\$ 45,000	\$ 0	\$ 221,800	\$ 0	\$ 38,976	\$ 371,276
0723_Nelson-Arnolds-Fraser	\$ 4,660,259	\$ 0	\$ 61,000	\$ 0	\$ 20,000	\$ 216,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 43,928	\$ 340,928
0724_Bronx St & Reynolds Ave	\$ 6,785,235	\$ 24,000	\$ 0	\$ 110,000	\$ 250,000	\$ 0	\$ 65,000	\$ 0	\$ 180,000	\$ 0	\$ 20,904	\$ 649,904
0725_172 & 174 Cecil Street	\$ 287,720	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,784	\$ 0	\$ 1,672	\$ 0	\$ 2,584	\$ 7,040
0725_202 Cecil Street	\$ 135,360	\$ 0	\$ 0	\$ 10,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 500	\$ 2,359	\$ 14,224	\$ 27,083
0726_260 Elizabeth Street North	\$ 8,202,741	\$ 82,000	\$ 39,404	\$ 117,000	\$ 318,000	\$ 0	\$ 80,000	\$ 189,200	\$ 5,000	\$ 331,211	\$ 419,289	\$ 1,581,105
0727_5967 Palmers Rapids Road	\$ 3,183,700	\$ 13,431	\$ 11,000	\$ 0	\$ 59,000	\$ 25,000	\$ 93,000	\$ 0	\$ 0	\$ 0	\$ 199,008	\$ 400,439
0730_Moran Heights	\$ 4,196,160	\$ 0	\$ 27,800	\$ 3,100	\$ 0	\$ 20,000	\$ 0	\$ 0	\$ 3,000	\$ 207,279	\$ 0	\$ 261,179
0730_Oak Crescent	\$ 3,366,324	\$ 0	\$ 23,400	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 40,000	\$ 262,556	\$ 0	\$ 325,956
0732_Arith Boulevard	\$ 3,754,746	\$ 103,500	\$ 28,900	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 45,600	\$ 23,200	\$ 21,924	\$ 56,644	\$ 284,768
0733_44 Lorne Street	\$ 1,315,848	\$ 5,000	\$ 84,000	\$ 107,200	\$ 3,000	\$ 9,600	\$ 8,000	\$ 10,000	\$ 72,000	\$ 89,621	\$ 14,190	\$ 402,611
0734_41 Vimy Boulevard	\$ 5,340,243	\$ 150,000	\$ 33,900	\$ 116,000	\$ 31,000	\$ 147,000	\$ 125,500	\$ 80,000	\$ 0	\$ 130,994	\$ 164,184	\$ 978,578
0735_236 Hall Avenue	\$ 9,860,695	\$ 0	\$ 10,000	\$ 30,000	\$ 156,700	\$ 71,200	\$ 96,129	\$ 0	\$ 26,000	\$ 355,881	\$ 113,924	\$ 859,834
0740_McLachlin Heights	\$ 3,384,000	\$ 14,000	\$ 0	\$ 0	\$ 2,500	\$ 42,000	\$ 40,000	\$ 127,500	\$ 169,000	\$ 0	\$ 137,298	\$ 532,298
0741_Allan Drive/Wilfred Crescent	\$ 2,589,480	\$ 93,400	\$ 0	\$ 0	\$ 0	\$ 0	\$ 16,000	\$ 85,000	\$ 0	\$ 66,000	\$ 264,375	\$ 524,775
0742_44-72 Sullivan Crescent	\$ 2,330,532	\$ 73,400	\$ 0	\$ 75,000	\$ 40,000	\$ 0	\$ 19,400	\$ 0	\$ 0	\$ 21,514	\$ 0	\$ 229,314
0743_Wilfred Crescent/Edward Street	\$ 2,589,480	\$ 93,400	\$ 0	\$ 0	\$ 108,000	\$ 0	\$ 25,000	\$ 0	\$ 16,000	\$ 191,892	\$ 127,980	\$ 562,272
0744_228 Edward Street	\$ 135,360	\$ 5,500	\$ 12,800	\$ 10,500	\$ 0	\$ 14,000	\$ 8,000	\$ 0	\$ 0	\$ 3,000	\$ 12,000	\$ 58,600
0745_229/231 Albert Street	\$ 2,602,398	\$ 52,000	\$ 18,000	\$ 0	\$ 0	\$ 110,000	\$ 67,000	\$ 9,000	\$ 108,200	\$ 45,375	\$ 180,777	\$ 590,352
0746_8 Burwash Street	\$ 7,476,214	\$ 15,800	\$ 32,311	\$ 43,200	\$ 12,000	\$ 0	\$ 306,900	\$ 160,000	\$ 105,000	\$ 0	\$ 89,599	\$ 764,810
0747_63 Russell Street	\$ 6,283,817	\$ 10,000	\$ 102,000	\$ 47,800	\$ 22,000	\$ 55,800	\$ 9,000	\$ 227,400	\$ 35,000	\$ 30,645	\$ 292,783	\$ 832,428
0748_200 Caruso Street	\$ 5,002,728	\$ 47,150	\$ 69,500	\$ 74,500	\$ 0	\$ 0	\$ 200,000	\$ 29,686	\$ 177,400	\$ 59,500	\$ 544,266	\$ 1,202,002
0749_26 Spruce Street	\$ 4,972,881	\$ 13,000	\$ 178,000	\$ 124,000	\$ 140,600	\$ 72,000	\$ 74,600	\$ 135,000	\$ 71,800	\$ 327,156	\$ 321,281	\$ 1,457,436
Totals :	\$ 137,197,559	\$ 1,781,381	\$ 1,727,905	\$ 1,891,300	\$ 1,822,900	\$ 1,715,620	\$ 2,305,153	\$ 2,044,981	\$ 1,902,072	\$ 2,349,832	\$ 4,399,424	\$ 21,940,568

(\$176/Sq.Ft.)

	Forecasted expenditures
2014	\$ 1,781,381
2015	\$ 1,727,905
2016	\$ 1,891,300
2017	\$ 1,822,900
2018	\$ 1,715,620
2019	\$ 2,305,153
2020	\$ 2,044,981
2021	\$ 1,902,072
2022	\$ 2,349,832
2023	\$ 4,399,424



Recommended funding level

Gap = \$1,020,457

Current funding level

Average expenditures over 10 years \$2,194,057
 Current funding \$1,173,600
 Gap \$1,020,457

20 Years Capital Plan 2014/2015 - 2033

Roads

Year	Asset ID	Asset Type	Description	From LR	To LR	Street Name	Rec. Prog	Cost	cost/km	ROI	Asset Class	PCI	Suface Cond.	AADT	Prob.of Incident	Risk Factor
2014/15	10048	Road	Arnprior Town Limit-to-Madawaska Bdge E Exp Jnt	0.48	1.78	1- Madawaska Blv	PR2	365,021	280,785	4	HCB2-U	79	M	12,137	M	POI
2015	10010	Road	Cty Rd 59 (Herrick Dr)-to-Arnprior Town Limit	0.1	0.49	1- Madawaska Blv	PR2	93,534	239,831	1.54	HCB3-R	79	M	7,956	M	POI
2015	21431	Road	Waba Creek E Exp Jnt-to-Cty Rd 52 (Burnstown Rd)	14.31	14.7	2- White Lake Road	R1	76,000	194,872	2.33	HCB3-U	28	E	2,157	E	SC & POI
2015	60376	Road	Hwy 17-to-Thomson Rd	3.76	5.88	6- Lochwinnoch Rd	R1	104,605	49,342	0.41	HCB4-R	45	E	869	H	SC
2015	60588	Road	Thomson Rd-to-Yantha Rd	5.88	8.68	6- Lochwinnoch Rd	R1	138,158	49,342	0.41	HCB4-R	61	H	869	H	POI
2015	60868	Road	Yantha Rd-to-Miller Rd	8.68	9.84	6- Lochwinnoch Rd	R1	57,237	49,342	0.41	HCB4-R	65	M	869	H	POI
2015	190000	Road	Cty Rd 24 (White Water Rd)-to-Robinson Rd	0	1.13	19- Mud Lake Rd	R1	188,588	166,892	3.43	HCB3-R	59	H	1,832	H	POI
2015	190130	Road	Robinson Rd-to-McDonnell Bdge S Exp Jnt	1.3	2.4	19- Mud Lake Rd	R1	159,574	145,067	3.43	HCB3-R	44	E	1,832	H	SC
2015	190223	Road	McDonnell Bdge S Exp Jnt-to-McDonnell Bdge N Exp Jnt	2.23	2.31	19- Mud Lake Rd	R1	11,605	145,063	3.43	HCB3-R	79	M	1,832	H	POI
2015	190231	Road	McDonnell Bdge N Exp Jnt-to-Sawmill Rd	2.31	3.46	19- Mud Lake Rd	PR1	270,000	234,783	3.43	HCB3-R	37	E	1,832	H	SC
2015	190346	Road	Sawmill Rd-to-City of Pembroke South Limit	3.46	5	19- Mud Lake Rd	PR1	350,000	227,273	3.43	HCB3-R	19	E	1,832	H	SC
2015	520000	Road	Cty Rd 2 (White Lake Rd)-to-Waba Cr Bdge W Exp Jnt	0	0.74	52- Burnstown Rd	R1	178,729	241,526	0.67	HCB4-U	19	E	724	H	SC
2015	520074	Road	Waba Cr Bdge W Exp Jnt-to-McLachlan Rd	0.74	1.18	52- Burnstown Rd	R1	106,271	241,525	0.67	HCB4-S	87	L	724	H	POI
2015	540000	Road	Hwy 17-to-Libbys Rd	0	1.41	54- Mclean Dr	R1	676,000	479,433	4.88	HCB3-R	37	E	746	H	SC
2015	581243	Road	Round Lake Center S Boundary-to-Cty Rd 67 (Simpson Pit Rd)	12.43	12.99	58- Round Lake Rd	R1	49,272	87,986	2.19	HCB3-U	61	H	777	H	POI
2015	581299	Road	Cty Rd 67 (Simpson Pit Rd)-to-Round Lake Center N Boundary	12.99	14.15	58- Round Lake Rd	R1	102,064	87,986	2.19	HCB3-S	44	E	1,654	H	SC
2015	581415	Road	Round Lake Center N Boundary-to-Lakeview Dr West End	14.15	15.68	58- Round Lake Rd	R1	134,619	87,986	2.19	HCB3-R	19	E	1,654	H	SC
2015	581568	Road	Lakeview Dr West End-to-Sherwood River Bdge W Exp Jnt	15.68	16.94	58- Round Lake Rd	R1	110,863	87,987	2.19	HCB3-R	19	E	1,654	H	SC
2015	581694	Road	Sherwood River Bdge W Exp Jnt-to-Sherwood River Bdge E Exp Jnt	16.94	16.99	58- Round Lake Rd	R1	4,399	87,980	2.19	HCB3-R	76	M	1,654	H	POI
2015	581699	Road	Sherwood River Bdge E Exp Jnt-to-Deer Trail Rd	16.99	18.34	58- Round Lake Rd	R1	118,782	87,987	2.19	HCB3-R	44	E	1,654	H	SC
2015	582748	Road	Cty Rd 58 Picnic Area-to-Fraser/Richards Twp Line	27.48	31.01	58- Round Lake Rd	R1	446,365	126,449	1.67	HCB3-R	37	E	1,321	H	SC
2015	583101	Road	Richards/Fraser Twp Line-to-Fraser Lots 18/19	31.01	36.97	58- Round Lake Rd	R1	753,635	126,449	1.67	HCB3-R	28	E	1,321	H	SC
2015	586008	Road	TV Tower Rd-to-Lorne St East	60.08	61.1	58- Bruham Ave	R1	151,191	148,226	2.77	HCB3-R	28	E	4,488	E	POI & SC
2015	586110	Road	Lorne St East-to-Boundary Rd	61.1	61.49	58- Bruham Ave	R1	57,809	148,228	2.77	HCB3-U	28	E	4,488	E	POI & SC
2015	700000	Road	Cty Rd 512 (Brudenell Rd)-to-Gorman Rd	0	4.3	70- Ruby Rd	MICRO	132,000	30,698	2.31	LCB1-R	94	L	292	M	POI
2015	6350000	Road	Hwy 17-to-Interprovincial Bdge S Exp Jnt	0	2.49	635- Swisha Rd	PR1	575,000	230,924	0.96	HCB4-R	55	H	770	H	POI
			SCRATCH COAT					600,000								
			ACTIVE TRANSPORTATION					150,000								
			TOTAL					6,161,321								
2016	10000	Road	Connifer Lane-to-Cty Rd 59 (Herrick Dr)	0	0.1	1- Madawaska Blv	PR2	23,906	239,060	1.54	HCB3-R	72	M	6,580	M	POI
2016	10859	Road	Braeside West limit to Golf club Rd (Sand Pt)	0	0.1	1-River Road		50,000				28	E	1,600	H	SC
2016	11124	Road	Golf club Rd (Sand Pt) to Mast Rd.			1-River Road		50,000				29	E	1,155	H	SC
2016	40752	Road	Cty Rd 653 (Chenau Rd)-to-Cty Rd 48 (Magnesium Rd)	7.52	11.84	4- Queens Line	R1	227,882	52,750	2.75	HCB3-R	40	E	1,211	H	SC
2016	41184	Road	Cty Rd 48 (Magnesium Rd)-to-Acres Rd	11.84	15.14	4- Queens Line	R1	174,077	52,751	2.75	HCB4-R	43	E	1,236	H	SC
2016	41514	Road	Acres Rd-to-Kohlsmith Rd	15.14	18.24	4- Queens Line	R1	163,527	52,751	2.75	HCB4-R	43	E	1,236	H	SC
2016	41824	Road	Kohlsmith Rd-to-Cty Rd 7 (Foresters Falls Rd)	18.24	20.79	4- Queens Line	R1	134,514	52,751	2.75	HCB4-R	43	E	1,236	H	SC
2016	60376	Road	Hwy 17-to-Thomson Rd	3.76	5.88	6- Lochwinnoch Rd	R1	120,470	56,825	0.44	HCB4-R	45	E	869	H	SC
2016	60588	Road	Thomson Rd-to-Yantha Rd	5.88	8.68	6- Lochwinnoch Rd	R1	159,112	56,826	0.44	HCB4-R	61	H	869	H	POI
2016	60868	Road	Yantha Rd-to-Miller Rd	8.68	9.84	6- Lochwinnoch Rd	R1	65,918	56,826	0.44	HCB4-R	65	M	869	H	POI
2016	81206	Road	CPR Crossing-to-Hwy 17	12.06	12.69	8- Cobden Rd	R1	114,000	180,952	3.44	HCB3-U	61	H	3,356	M	POI
2016	300757	Road	Black Creek Rd-to-Limestone Rd	7.57	9.65	30- Lake Dore Rd	R1	143,945	69,204	4.89	HCB3-R	49	H	1,633	H	POI

20 Years Capital Plan 2014/2015 - 2033

Roads

Year	Asset ID	Asset Type	Description	From LR	To LR	Street Name	Rec. Prog	Cost	cost/km	ROI	Asset Class	PCI	Suface Cond.	AADT	Prob.of Incident	Risk Factor
2016	300964	Road	Limestone Rd-to-Biederman Rd	9.64	10.64	30- Lake Dore Rd	R1	69,204	69,204	4.89	HCB3-R	40	E	1,633	H	SC
2016	301064	Road	Biederman Rd-to-Scheuneman Rd	10.64	14.3	30- Lake Dore Rd	R1	253,287	69,204	4.89	HCB3-R	40	E	1,633	H	SC
2016	301430	Road	Scheuneman Rd-to-Hwy 41	14.3	16.23	30- Lake Dore Rd	R1	133,564	69,204	4.89	HCB3-R	59	H	1,633	H	POI
2016	400468	Road	Cty Rd 21 (Beachburg Rd)-to-Cty Rd 24 (White Water Rd)	4.68	5.53	40- Greenwood Rd	PR2	200,681	236,095	2.07	HCB3-R	65	H	6,780	M	POI
2016	480000	Road	Hwy 653-to-Mine View Rd	0	2	48- Magnesium Rd	R1	251,440	125,720	5.3	HCB4-R	52	H	903	H	POI
2016	480200	Road	Mine View Rd-to-Cty Rd 4 (Queens Line)	2	4.86	48- Magnesium Rd	R1	359,560	125,720	5.3	HCB4-R	35	E	399	M	SC
2016	500344	Road	Hawthorne Rd-to-Canola Rd	3.44	5.12	50- Gore Line	R1	219,866	130,873	1.11	HCB4-R	61	H	370	M	SC
2016	500512	Road	Canola Rd-to-Nicolai Rd	5.12	7.48	50- Gore Line	R1	308,859	130,872	1.11	HCB4-R	35	E	370	M	SC
2016	500748	Road	Nicolai Rd-to-Cty Rd 49 (Lapasse Rd)	7.48	9.4	50- Gore Line	R1	251,275	130,872	1.11	HCB4-R	35	E	370	M	SC
2016	585627	Road	Hwy 17-to-B Line Rd	56.27	57.56	58- Round Lake Rd	R1	169,730	131,574	2.6	HCB3-R	19	E	2,556	E	POI & SC
2016	585756	Road	B Line Rd-to-TV Tower Rd	57.56	60.08	58- Round Lake Rd	R1	331,565	131,573	2.6	HCB3-R	28	E	3,086	E	POI & SC
2016	586008	Road	TV Tower Rd-to-Lorne St East	60.08	61.1	58- Bruham Ave	R1	134,205	131,574	2.6	HCB3-R	28	E	4,488	E	POI & SC
2016	690603	Road	Babinski Rd-to-New Pavement	6.03	7.87	69- Siberia Rd	REC	162,832	88,496	2.33	HCB4-R	97	L	153	L	POI
2016	690787	Road	New Pavement-to-Yakabuski Rd	7.87	9.42	69- Siberia Rd	REC	172,222	111,111	2.33	HCB4-R	28	E	153	L	SC
2016	690942	Road	Yakabuski Rd-to-710 Siberia Rd	9.42	10.57	69- Siberia Rd	REC	127,778	111,111	2.33	HCB4-R	19	E	976	H	SC
2016	5120000	Road	Hwy 60 (Killaloe Beginning)-to-North Limit of urban area, Killaloe	0	1.99	512- Queens St	R1	120,000	60,302	0.19	HCB4-S	35	E	1745	H	SC
2016	5120199	Road	South Limit of urban area, Killaloe-to-Killaloe South Limit	1.99	2.45	512- Queens St	R1	266,000	578,261	1.17	HCB4-R	84	L	871	H	POI
2016	5150000	Road	Cty Rd 62 (Combermere Rd)-to-Riverside Dr	0	2.2	515- Palmer Rd	R1	351,000	159,545	0.8	HCB3-R	59	H	1,096	H	POI
2016	5150652	Road	Finch Rd-to-Palmer Rapids Dam Rd	6.52	8.33	515- Palmer Rd	R1	236,828	130,844	5.56	HCB3-R	76	M	1,101	H	POI
2016	5150833	Road	Palmer Rapids Dam Rd-to-Jewellville Bdge S Exp Jnt	8.33	9.6	515- Palmer Rd	R1	166,172	130,844	5.56	HCB3-R	61	H	1,101	H	POI
			SCRATCH COAT					600,000								
			ACTIVE TRANSPORTATION					150,000								
			TOTAL					6,463,419								
2017	10347	Road	Cty Rd 10 (Division St)-to-Usborne St	3.47	3.97	1- River Road	R1	139,788	279,576	3.03	HCB3-U	79	M	4,573	M	POI
2017	10859	Road	Braeside West limit to Golf club Rd (Sand Pt)			1-River Road	Design	350,000				28	E	1,600	H	SC
2017	11124	Road	Golf club Rd (Sand Pt) to Mast Rd.			1-River Road	Design	350,000				29	E	1,155	H	SC
2017	40752	Road	Cty Rd 653 (Chenau Rd)-to-Cty Rd 48 (Magnesium Rd)	7.52	11.84	4- Queens Line	R1	210,303	48,681	2.78	HCB3-R	40	E	1,211	H	SC
2017	41184	Road	Cty Rd 48 (Magnesium Rd)-to-Acres Rd	11.84	15.14	4- Queens Line	R1	160,648	48,681	2.78	HCB4-R	43	E	1,236	H	SC
2017	41514	Road	Acres Rd-to-Kohlsmith Rd	15.14	18.24	4- Queens Line	R1	150,912	48,681	2.78	HCB4-R	43	E	1,236	H	SC
2017	41824	Road	Kohlsmith Rd-to-Cty Rd 7 (Foresters Falls Rd)	18.24	20.79	4- Queens Line	R1	124,137	48,681	2.78	HCB4-R	43	E	1,236	H	SC
2017	50636	Road	Culhane Rd-to-Fulton Rd	6.36	8.6	5- Stone Road	R1	144,283	64,412	2.28	HCB4-R	39	E	382	M	SC
2017	50860	Road	Fulton Rd-to-Kennelly Rd	8.6	11.14	5- Stone Road	R1	163,607	64,412	2.28	HCB4-R	59	H	382	M	POI
2017	51114	Road	Kennelly Rd-to-Mhusk Rd	11.14	12.57	5- Stone Road	R1	92,110	64,413	2.28	HCB4-R	55	H	382	M	POI
2017	90000	Road	Hwy 60/Cty Rd 8 (Cobden Rd)-to-Agnew Rd	0	2.03	9- Bulger Rd	PR1	460,000	226,601	11	HCB4-R	34	E	775	H	SC
2017	210000	Road	Cty Rd 7 (Foresters Falls Rd-to-Fletcher Rd)	0	3.11	21- Beachburg Rd	R1	407,496	131,028	1.99	HCB4-R	39	E	1,025	H	SC
2017	210311	Road	Fletcher Rd-to-Buchannan's Pit Entrance (1046)	3.11	5.06	21- Beachburg Rd	R1	255,504	131,028	1.99	HCB4-R	61	H	1,013	H	POI
2017	212323	Road	Cemetery Rd-to-Cty Rd 40 (Greenwood Rd)	23.23	25.3	21- Beachburg Rd	R1	273,000	131,884	5.98	HCB3-R	56	H	2,753	H	POI
2017	261441	Road	Airport Rd-to-Black Bay Rd	14.41	16.45	26- Doran Rd	R1	310,000	151,961	1.84	HCB3-R	39	E	2,632	E	POI & SC
2017	300757	Road	Black Creek Rd-to-Limestone Rd	7.57	9.65	30- Lake Dore Rd	R1	124,272	59,746	4.99	HCB3-R	49	H	1,633	H	POI
2017	300964	Road	Limestone Rd-to-Biederman Rd	9.64	10.64	30- Lake Dore Rd	R1	59,746	59,746	4.99	HCB3-R	40	E	1,633	H	SC
2017	301064	Road	Biederman Rd-to-Scheuneman Rd	10.64	14.3	30- Lake Dore Rd	R1	218,671	59,746	4.99	HCB3-R	40	E	1,633	H	SC

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Roads

Year	Asset ID	Asset Type	Description	From LR	To LR	Street Name	Rec. Prog	Cost	cost/km	ROI	Asset Class	PCI	Suface Cond.	AADT	Prob.of Incident	Risk Factor
2017	301430	Road	Scheuneman Rd-to-Hwy 41	14.3	16.23	30- Lake Dore Rd	R1	115,310	59,746	4.99	HCB3-R	59	H	1,633	H	POI
2017	490340	Road	Cty Rd 31 (Lookout Rd)-to-Pleasant Valley Rd	3.4	4.81	49- Lapasse Rd	MICRO	42,697	30,282	1.16	LCB1-R	60	H	435	H	POI
2017	490481	Road	Pleasant Valley Rd-to-Hawthorne Rd	4.81	6.19	49- Lapasse Rd	MICRO	41,789	30,282	1.16	LCB1-R	66	M	435	H	POI
2017	490619	Road	Hawthorne Rd-to-Grants Settlement Rd	6.19	8.35	49- Lapasse Rd	MICRO	65,408	30,281	1.16	LCB1-R	60	H	435	H	POI
2017	490835	Road	Grants Settlement Rd-to-Cty Rd 50 (Gore Line)	8.35	11.92	49- Lapasse Rd	MICRO	108,106	30,282	1.16	LCB1-R	61	H	478	H	POI
2017	510089	Road	Cty Rd 42 (Forest Lea Rd)-to-Meadowbrook Dr	0.89	1.51	51- Pembroke West	R1	68,762	110,906	5.11	HCB2-S	75	M	11,880	M	POI
2017	510151	Road	Meadowbrook Dr-to-B Line Rd	1.51	3.71	51- Pembroke West	R1	243,993	110,906	5.11	HCB2-R	75	M	11,880	M	POI
2017	510371	Road	B Line Rd-to-Airport Rd	3.71	6.3	51- Petawawa Blv	R1	287,246	110,906	5.11	HCB2-S	59	H	10,065	M	POI
2017	510630	Road	Airport Rd-to-Cty Rd 25 (Laurentian Dr)	6.3	8.03	51- Petawawa Blv	RW	407,225	235,390	0.46	HCB2-S	74	M	10,558	M	POI
2017	511071	Road	Cty Rd 37 (Murphy Rd)-to-Cty Rd 26 (Doran St)	10.71	12.12	51- Petawawa Blv	RW	2,322,049	1,646,843	0.94	HCB2-U	62	H	13,768	M	POI
2017	580000	Road	Hwy 60-to-Mask Rd	0	2.44	58- Round Lake Rd	R1	374,512	153,489	3.26	HCB4-R	61	H	973	H	POI
2017	580244	Road	Mask Rd-to-Fish & Game Club Rd	2.44	3.93	58- Round Lake Rd	R1	228,698	153,489	3.26	HCB4-R	61	H	973	H	POI
2017	580393	Road	Fish & Game Club Rd-to-Long Meadows Rd	3.93	5.43	58- Round Lake Rd	R1	230,233	153,489	3.26	HCB3-R	56	H	973	H	POI
2017	580543	Road	Long Meadows Rd-to-Tramore Rd	5.43	6.45	58- Round Lake Rd	R1	156,558	153,488	3.26	HCB3-R	59	H	973	H	POI
2017	630765	Road	Cty Rd 508 (Calabogie Rd)-to-Hwy 17	7.65	9.21	63- Anderson Rd	REC	800,000	512,821	1.63	HCB4-R	55	H	333	M	POI
			SCRATCH COAT					600,000								
			ACTIVE TRANSPORTATION					150,000								
			TOTAL					10,237,063								
2018	10213	Road	Daniel St-to-Elgin St	2.13	2.62	1- Madawaska Blv	RW	652,101	1,330,818	0.61	HCB2-U	75	M	9,607	M	POI
2018	10262	Road	Madawaska & Elgin-to-Cty Rd 10 (Division St)	2.62	3.46	1- Elgin St. West	RW	1,612,737	1,919,925	0.4	HCB2-U	75	M	9,607	M	POI
2018	10674	Road	Dochart St-to-Cty Rd 3 (Usborne St)	6.74	7.97	1- River Road	R1	250,001	203,253	5.11	HCB3-U	70	M	2,872	M	POI
2018	10859	Road	Braeside West limit to Golf club Rd (Sand Pt)			1-River Road	Design	350,000				28	E	1,600	H	SC
2018	11124	Road	Golf club Rd (Sand Pt) to Mast Rd.			1-River Road	Design	350,000				29	E	1,155	H	SC
2018	12201	Road	Castleford Bdge S Exp Jnt-to-Castleford Bdge N Exp Jnt	22.01	22.09	1- River Road	R1	5,359	66,988	2.08	HCB3-R	75	M	1,057	H	POI
2018	12210	Road	Castleford Bdge N Exp Jnt-to-Cty Rd 20 (Castleford Rd)	22.1	24.64	1- River Road	R1	170,144	66,986	2.08	HCB3-R	44	E	1,057	H	SC
2018	12464	Road	0.85km West of County Road 20-to-Mullins Rd	24.64	28.85	1- River Road	R1	225,072	53,461	2.08	HCB4-R	32	E	1345	H	SC
2018	12884	Road	Mullins Rd-to-Rex Lane	28.84	31.34	1- River Road	R1	167,464	66,986	2.08	HCB4-R	32	E	805	H	SC
2018	13135	Road	Rex Lane-to-Cty Rd 4 (Storyland Rd)	31.35	32.47	1- River Road	R1	75,024	66,986	2.08	HCB4-R	37	E	805	H	SC
2018	40752	Road	Cty Rd 653 (Chenau Rd)-to-Cty Rd 48 (Magnesium Rd)	7.52	11.84	4- Queens Line	R1	227,882	52,750	2.81	HCB3-R	40	E	1,211	H	SC
2018	41184	Road	Cty Rd 48 (Magnesium Rd)-to-Acres Rd	11.84	15.14	4- Queens Line	R1	174,077	52,751	2.81	HCB4-R	43	E	1,236	H	SC
2018	41514	Road	Acres Rd-to-Kohlsmith Rd	15.14	18.24	4- Queens Line	R1	163,527	52,751	2.81	HCB4-R	43	E	1,236	H	SC
2018	41824	Road	Kohlsmith Rd-to-Cty Rd 7 (Foresters Falls Rd)	18.24	20.79	4- Queens Line	R1	134,514	52,751	2.81	HCB4-R	43	E	1,236	H	SC
2018	50636	Road	Culhane Rd-to-Fulton Rd	6.36	8.6	5- Stone Road	R1	141,758	63,285	2.3	HCB4-R	39	E	382	M	SC
2018	50860	Road	Fulton Rd-to-Kennelly Rd	8.6	11.14	5- Stone Road	R1	160,744	63,285	2.3	HCB4-R	59	H	382	M	POI
2018	51114	Road	Kennelly Rd-to-Mhusk Rd	11.14	12.57	5- Stone Road	R1	90,498	63,285	2.3	HCB4-R	55	H	382	M	POI
2018	121012	Road	Urban Beginning-to-Cty Rd 50 (Gore Line)	10.12	10.82	12- Westmeath Rd	R1	209,000	298,571	1.56	HCB3-U	61	H	1,481	H	POI
2018	230000	Road	Renfrew/Lanark Line-to-Frank St	0	2.05	23- Highland Rd	R1	265,067	129,301	1.76	HCB4-R	84	L	791	H	POI
2018	230205	Road	Frank St-to-Cty Rd 2 (White Lake Rd)	2.05	3.72	23- Highland Rd	R1	215,933	129,301	1.76	HCB4-R	45	E	791	H	SC
2018	510089	Road	Cty Rd 42 (Forest Lea Rd)-to-Meadowbrook Dr	0.89	1.51	51- Pembroke West	R1	89,390	144,177	5.15	HCB2-S	87	L	11,880	M	POI
2018	510151	Road	Meadowbrook Dr-to-B Line Rd	1.51	3.71	51- Pembroke West	R1	317,190	144,177	5.15	HCB2-R	87	L	11,880	M	POI
2018	510371	Road	B Line Rd-to-Airport Rd	3.71	6.3	51- Petawawa Blv	(1/2 in 2	200,000	77,220	5.15	HCB2-S	59	H	10,065	H	POI

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Roads

Year	Asset ID	Asset Type	Description	From LR	To LR	Street Name	Rec. Prog	Cost	cost/km	ROI	Asset Class	PCI	Suface Cond.	AADT	Prob.of Incident	Risk Factor
2018	510803	Road	Cty Rd 25 (Laurentian Dr)-to-Silke St	8.03	9.46	51- Petawawa Blv	R2	590,009	412,594	1.64	HCB3-R	61	H	8,351	H	POI
2018	510946	Road	Silke St-to-Cty Rd 37 (Murphy Rd)	9.46	10.71	51- Petawawa Blv	R2	690,055	552,044	1.55	HCB3-S	61	H	8,351	H	POI
2018	521563	Road	Pucker St-to-Graham Ave	15.63	16.26	52- Burnstown Rd	R2	208,543	331,021	5.31	HCB3-U	53	H	5,302	H	POI
2018	521626	Road	Graham Ave-to-Hwy 60 (Coubes St)	16.26	17.48	52- Raglan St S	R1	285,000	233,607	5.31	HCB3-U	53	H	5,302	H	POI
2018	630921	Road	Hwy 17-to-Clifford Sideroad	9.21	12.13	63- Miller Rd	R1	454,933	155,799	1.63	HCB4-R	37	E	260	M	SC
2018	631213	Road	Clifford Sideroad-to-Cty Rd 6 (Lochwinnoch Rd)	12.13	13.09	63- Miller Rd	R1	149,567	155,799	1.63	HCB4-R	58	H	260	M	POI
2018	640000	Road	Cty Rd 512 (Foymount Rd)-to-Raddatz Rd	0	3.68	64- Opeongo Rd	MICRO	45,432	12,346	1.63	LCB1-R	78	M	304	M	POI
2018	640368	Road	Raddatz Rd-to-Lake Clear Rd	3.68	6.79	64- Opeongo Rd	MICRO	38,395	12,346	1.63	LCB1-R	92	L	304	M	POI
2018	640679	Road	Lake Clear Rd-to-Baptist Church Rd	6.79	8.39	64- Opeongo Rd	MICRO	19,753	12,346	1.63	HCB4-R	94	L	304	M	POI
2018	640839	Road	Baptist Church Rd-to-Wieland Shore Rd	8.39	10.86	64- Opeongo Rd	MICRO	30,494	12,346	1.63	HCB4-R	95	L	304	M	POI
2018	641086	Road	Wieland Shore Rd-to-Gierman Rd	10.86	13.4	64- Opeongo Rd	MICRO	31,358	12,346	1.63	HCB4-R	96	L	398	M	POI
2018	641340	Road	Gierman Rd-to-Sebastopol/Grattan Township Line	13.4	15	64- Opeongo Rd	MICRO	19,753	12,346	1.63	LCB1-R	29	E	398	M	SC
2018	641500	Road	Sebastopol/Grattan Township Line-to-Constant Lake Rd	15	18.9	64- Opeongo Rd	MICRO	48,148	12,346	1.63	LCB1-R	29	E	398	M	SC
2018	641890	Road	Constant Lake Rd-to-Hwy 41	18.9	24.3	64- Opeongo Rd	MICRO	66,667	12,346	1.63	LCB1-R	46	H	398	M	SC
2018	5111135	Road	Calabogie Bridge North Retaining Wall-to-Cty Rd 508 (Calabogie Rd)	11.35	12.56	511- Lanark Road	R1	247,000	204,132	2.32	HCB3-S	37	E	1,238	H	SC
2018	5123091	Road	Buelow Rd-to-Verch Rd	30.91	32.91	512- Foymount Rd	PR1	157,031	78,516	0.77	HCB4-R	37	E	723	H	SC
2018	5123291	Road	Verch Rd-to-Heidemans Lumber Driveway	32.91	34.89	512- Foymount Rd	PR1	154,688	78,125	0.77	HCB4-R	37	E	723	H	SC
2018	5123489	Road	Heidemans Lumber Driveway-to-Silver Lake Rd	34.89	37.3	512- Foymount Rd	PR1	188,281	78,125	0.77	HCB3-R	28	E	1,085	H	SC
2018	5124430	Road	Eganville St Limit-to-Hwy 41	44.3	44.95	512- Foymount Rd	MICRO	23,075	35,500	0.44	HCB3-S	76	M	1,904	H	POI
2018	012464A	Road	Road 20-to-0.85km West of County Road 20	28.85	33.06	1- River Road	R1	56,938	13,524	0.18	HCB4-R	95	L	1345	H	POI
			SCRATCH COAT					600,000								
			ACTIVE TRANSPORTATION					150,000								
			TOTAL					10,502,602								
2019	12201	Road	Castleford Bdge S Exp Jnt-to-Castleford Bdge N Exp Jnt	22.01	22.09	1- River Road	R1	5,091	63,638	2.1	HCB3-R	75	M	1,057	H	POI
2019	12210	Road	Castleford Bdge N Exp Jnt-to-Cty Rd 20 (Castleford Rd)	22.1	24.64	1- River Road	R1	161,636	63,636	2.1	HCB3-R	44	E	1,057	H	SC
2019	12464	Road	0.85km West of County Road 20-to-Mullins Rd	24.64	28.85	1- River Road	R1	213,818	50,788	2.1	HCB4-R	32	E	1345	H	SC
2019	12884	Road	Mullins Rd-to-Rex Lane	28.84	31.34	1- River Road	R1	159,091	63,636	2.1	HCB4-R	32	E	805	H	SC
2019	13135	Road	Rex Lane-to-Cty Rd 4 (Storyland Rd)	31.35	32.47	1- River Road	R1	71,273	63,637	2.1	HCB4-R	37	E	805	H	SC
2019	100000	Road	Cty Rd 15 (Division St semi-urban starts)-to-Alexandra St (urban begins)	0	0.78	10- Division St	RSS	1,958,267	2,510,599	0.21	HCB3-S	69	M	5,315	M	POI
2019	100077	Road	Alexandra St (urban begins)-to-Cty Rd 1 (Elgin St)	0.77	1.2	10- Division St	RSS	1,109,216	2,579,572	0.46	HCB3-U	74	M	5,315	M	POI
2019	140000	Road	Cty Rd 56 (Woito Station Rd)-to-Locksley Rd	0	2.22	14- Witt Rd	PR1	246,667	111,111	4.86	HCB4-R	78	M	294	M	POI
2019	140222	Road	Locksley Rd-to-Cty Rd 26 (Doran Rd)	2.22	4.5	14- Witt Rd	PR1	253,333	111,111	4.86	HCB4-R	84	L	294	M	POI
2019	400554	Road	Cty Rd 24 (White Water Rd)-to-Hwy 148	5.54	8.28	40- Greenwood Rd	PR2	646,900	236,095	2.73	HCB3-R	40	E	6,431	H	POI & SC
2019	520944	Road	Picket Hill Lane N Jct-to-Canaan Rd	9.44	13.45	52- Burnstown Rd	R1	210,839	52,578	0.56	HCB3-R	30	E	2,343	E	POI & SC
2019	521040	Road	Canaan Rd-to-Fraser Rd (McNab/Horton Line)	10.4	11.37	52- Burnstown Rd	R1	51,001	52,578	0.56	HCB3-R	35	E	2,343	E	POI & SC
2019	521136	Road	Fraser Rd (McNab/Horton Twp)-to-Lime Kiln Rd	11.36	14.42	52- Burnstown Rd	R1	160,890	52,578	0.56	HCB3-R	35	E	2,262	E	POI & SC
2019	521442	Road	Lime Kiln Rd-to-Pucker St	14.42	15.64	52- Burnstown Rd	R1	64,146	52,579	0.56	HCB3-R	49	H	2,554	E	POI
2019	521563	Road	Pucker St-to-Graham Ave	15.63	16.26	52- Burnstown Rd	R1	33,124	52,578	0.56	HCB3-U	100	L	5,302	M	POI
2019	560000	Road	Cty Rd 14 (Witt Rd)-to-Alice Twp Dump	0	1.27	56- Woito Station Rd	PR1	299,000	235,433	2.21	HCB4-R	84	L	421	H	POI
2019	640000	Road	Cty Rd 512 (Foymount Rd)-to-Raddatz Rd	0	3.68	64- Opeongo Rd	MICRO	68,148	18,518	3.53	LCB1-R	78	M	304	M	POI
2019	640368	Road	Raddatz Rd-to-Lake Clear Rd	3.68	6.79	64- Opeongo Rd	MICRO	57,593	18,519	3.53	LCB1-R	92	L	304	M	POI

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Roads

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2019	640679	Road	Lake Clear Rd-to-Baptist Church Rd	6.79	8.39	64- Opeongo Rd	MICRO	29,630	18,519	3.53	HCB4-R	94	L	304	M	POI
2019	640839	Road	Baptist Church Rd-to-Wieland Shore Rd	8.39	10.86	64- Opeongo Rd	MICRO	45,741	18,519	3.53	HCB4-R	95	L	304	M	POI
2019	641086	Road	Wieland Shore Rd-to-Gierman Rd	10.86	13.4	64- Opeongo Rd	MICRO	47,037	18,519	3.53	HCB4-R	96	L	398	M	POI
2019	641340	Road	Gierman Rd-to-Sebastopol/Grattan Township Line	13.4	15	64- Opeongo Rd	MICRO	29,630	18,519	3.53	LCB1-R	36	E	398	M	SC
2019	641500	Road	Sebastopol/Grattan Township Line-to-Constant Lake Rd	15	18.9	64- Opeongo Rd	MICRO	72,222	18,518	3.53	LCB1-R	36	E	398	M	SC
2019	641890	Road	Constant Lake Rd-to-Hwy 41	18.9	24.3	64- Opeongo Rd	MICRO	100,000	18,519	3.53	LCB1-R	46	H	398	M	SC
2019	650000	Road	Matawatchan Rd-to-Centennial Lake Bdge N Exp Jnt	0	3.51	65- Centennial Lake Rd	R1	78,058	22,239	3.53	HCB4-R	55	H	335	M	SC
2019	650363	Road	Centennial Lake Bdge S Exp Jnt-to-Morrow Lake Rd	3.63	5.48	65- Centennial Lake Rd	R1	41,142	22,239	3.53	HCB4-R	55	H	335	M	SC
2019	650528	Road	Morrow Lake Rd-to-Adshead Rd	5.28	6.94	65- Centennial Lake Rd	R1	36,916	22,239	3.53	HCB4-R	55	H	335	M	SC
2019	650694	Road	Adshead Rd-to-Matawatchan Twp Line	6.94	10.76	65- Centennial Lake Rd	R1	84,952	22,239	3.53	HCB4-R	48	H	335	M	SC
2019	651074	Road	Matawatchan Twp Line-to-Black Donald Access Point	10.74	14.56	65- Centennial Lake Rd	R1	84,507	22,122	3.53	HCB4-R	55	H	420	H	SC
2019	651456	Road	Black Donald Access Point-to-Deer Mountain Rd	14.56	18.74	65- Centennial Lake Rd	R1	92,958	22,239	6.59	HCB4-R	31	E	420	H	SC
2019	651874	Road	Deer Mountain Rd-to-Chimo Rd South	18.74	23.53	65- Centennial Lake Rd	R1	106,523	22,239	6.59	HCB4-R	35	E	420	H	SC
2019	652353	Road	Chimo Rd South-to-Black Donald Rd	23.53	26.78	65- Centennial Lake Rd	R1	72,276	22,239	6.59	HCB4-R	35	E	420	H	SC
2019	5080982	Road	Barrett Chute Rd-to-Cty Rd 34 (Norton Rd)	9.82	12.55	508- Calabogie Rd	REC	825,000	302,198	2.52	HCB4-R	71	M	512	H	POI
2019	5122332	Road	Cty Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd	23.32	25.76	512- Foymount Rd	PR1	225,033	92,227	1.9	HCB4-R	31	E	723	H	SC
2019	5122576	Road	McCauley Mountain Rd-to-Lake Clear Rd	25.76	29.45	512- Foymount Rd	PR1	340,316	92,227	1.9	HCB4-R	31	E	723	H	SC
2019	5122945	Road	Lake Clear Rd-to-Buelow Rd	29.45	30.91	512- Foymount Rd	PR1	134,651	92,227	1.9	HCB4-R	35	E	723	H	SC
2019	5123091	Road	Buelow Rd-to-Verch Rd	30.91	32.91	512- Foymount Rd	PR1	157,031	78,516	1.9	HCB4-R	37	E	723	H	SC
2019	5123291	Road	Verch Rd-to-Heidemans Lumber Driveway	32.91	34.89	512- Foymount Rd	PR1	154,688	78,125	1.9	HCB4-R	37	E	723	H	SC
2019	5123489	Road	Heidemans Lumber Driveway-to-Silver Lake Rd	34.89	37.3	512- Foymount Rd	PR1	188,281	78,125	1.9	HCB3-R	28	E	1,085	H	SC
2019	5152312	Road	Quadeville West Limit-to-Quadeville East Limit	23.12	24.32	515- Quadeville Rd	MICRO	34,576	28,813	0.92	HCB4-S	48	H	359	M	SC
2019	5152432	Road	Quadeville East Limit-to-Jessup Rd	24.32	25.8	515- Quadeville Rd	MICRO	42,644	28,814	0.92	LCB1-R	66	M	359	M	POI
2019	5152580	Road	Jessup Rd-to-Kargus Rd	25.8	28.17	515- Quadeville Rd	MICRO	68,288	28,814	0.92	LCB1-R	72	M	359	M	POI
2019	5152817	Road	Kargus Rd-to-Sacred Heart Rd	28.17	30.79	515- Quadeville Rd	MICRO	75,492	28,814	0.92	LCB1-R	42	E	375	M	SC
2019	5153079	Road	Sacred Heart Rd-to-Yukes Dr	30.79	36.11	515- Quadeville Rd	MICRO	153,288	28,814	0.92	LCB1-R	42	E	375	M	SC
2019	5153611	Road	Yukes Dr-to-Cty Rd 512 (Foymount Rd)	36.11	40.82	515- Quadeville Rd	MICRO	135,712	28,814	0.92	LCB1-R	32	E	375	M	SC
2019	6530000	Road	Hwy 17-to-Cty Rd 48 (Magnesium Rd)	0	0.54	653- Chenaux Rd	R1	39,609	73,350	6.59	HCB3-R	69	M	2,113	H	POI
2019	6530054	Road	Cty Rd 48 (Magnesium Rd)-to-Camp Galilee Lane	0.54	1.24	653- Chenaux Rd	R1	51,345	73,350	6.59	HCB3-R	69	M	2,113	H	POI
2019	6530124	Road	Camp Galilee Lane-to-Service Rd	1.24	3.04	653- Chenaux Rd	R1	132,029	73,349	6.59	HCB3-R	74	M	2,431	H	POI
2019	6530304	Road	Service Rd-to-Berts Rd	3.04	4.58	653- Chenaux Rd	R1	112,958	73,349	6.59	HCB3-R	69	M	2,431	H	POI
2019	6530458	Road	Berts Rd-to-Queens Line	4.58	5.58	653- Chenaux Rd	R1	73,350	73,350	6.59	HCB3-R	69	M	2,884	H	POI
2019	6530558	Road	Queens Line-to-Kerr Line Rd	5.58	7.07	653- Chenaux Rd	R1	109,291	73,350	6.59	HCB3-R	74	M	2,884	H	POI
2019	6530707	Road	Kerr Line-to-County/Quebec Boundary	7.07	8.18	653- Chenaux Rd	R1	81,418	73,350	3.53	HCB3-R	74	M	2,884	H	POI
2019	012464A	Road	Road 20-to-0.85km West of County Road 20	28.85	33.06	1- River Road	R1	54,091	12,848	0.19	HCB4-R	95	L	1345	H	POI
			SCRATCH COAT					600,000								
			ACTIVE TRANSPORTATION					150,000								
			TOTAL					10,630,716								
2020	10197	Road	Madawaska Bdge W Exp Jnt-to-Daniel St	1.97	2.13	1- Madawaska Blv	MICRO	11,200	70,000	0.66	HCB2-R	75	M	12,137	M	POI
2020	10459	Road	Moore St-to-Dochart St	4.59	6.74	1- River Road	PR2	475,446	221,138	3.24	HCB3-R	39	E	4,573	E	POI & SC
2020	20000	Road	Madawaska St-to-Michael St (left)	0	0.91	2- Daniel St. North	MICRO	48,685	53,500	1.29	HCB3-U	76	M	7979	M	POI

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Roads

Year	Asset ID	Asset Type	Description	From LR	To LR	Street Name	Rec. Prog	Cost	cost/km	ROI	Asset Class	PCI	Suface Cond.	AADT	Prob.of Incident	Risk Factor
2020	70847	Road	Beginning of semi-urban-to-Beginning of rural	8.47	8.78	7- Forrester Falls Rd	PR1	69,139	223,029	1.18	HCB4-R	84	L	596	H	POI
2020	70878	Road	Beginning of rural-to-Grants Settlement Rd	8.78	10.12	7- Forrester Falls Rd	PR1	298,861	223,031	1.18	HCB4-R	84	L	596	H	POI
2020	100800	Road	Daniel Street, Arnprior-to-County Road 15	0.78	1.56	10- Baskin Dr. West	RSS	2,764,418	3,544,126	0.26	HCB3-S	31	E	5,315	H	POI & SC
2020	130000	Road	Hwy 41-to-Wilberforce/Stafford Line	0	2.64	13- Mountain Rd	PR1	611,466	231,616	1.66	HCB4-R	80	L	215	M	POI
2020	130264	Road	Wilberforce/Stafford Line-to-Micksburg Rd	2.64	4.27	13- Mountain Rd	PR1	377,534	231,616	1.66	HCB4-R	80	L	215	M	POI
2020	140000	Road	Cty Rd 56 (Woito Station Rd)-to-Locksley Rd	0	2.22	14- Witt Rd	PR1	263,933	118,889	5	HCB4-R	78	M	294	M	POI
2020	140222	Road	Locksley Rd-to-Cty Rd 26 (Doran Rd)	2.22	4.5	14- Witt Rd	PR1	271,067	118,889	5	HCB4-R	84	L	294	M	POI
2020	261848	Road	Cty Rd 37 (Murphy Rd)-to-Herman St	18.48	18.87	26- Doran Rd	R2	129,098	331,021	5.31	HCB3-U	53	H	3,833	H	POI
2020	261888	Road	Herman St-to-Cty Rd 51 (Petawawa Blvd)	18.88	19.57	26- Doran Rd	R2	223,290	323,609	5.23	HCB3-U	46	H	3,833	H	POI
2020	290000	Road	City of Pembroke (South Limits)-to-Wilson Rd	0	1.12	29- Drive Inn Rd	PR2	248,532	221,904	4.42	HCB3-R	28	E	705	H	SC
2020	370220	Road	Cty Rd 26 (Doran St)-to-Cty Rd 51 (Petawawa Blvd)	2.2	3.14	37- Murphy Rd	REC	714,196	759,783	0.93	HCB3-S	35	E	3,237	E	POI & SC
2020	520944	Road	Picket Hill Lane N Jct-to-Canaan Rd	9.44	13.45	52- Burnstown Rd	R1	210,839	52,578	0.57	HCB3-R	30	E	2,343	E	POI & SC
2020	521040	Road	Canaan Rd-to-Fraser Rd (McNab/Horton Line)	10.4	11.37	52- Burnstown Rd	R1	51,001	52,578	0.57	HCB3-R	35	E	2,343	E	POI & SC
2020	521136	Road	Fraser Rd (McNab/Horton Twp)-to-Lime Kiln Rd	11.36	14.42	52- Burnstown Rd	R1	160,890	52,578	0.57	HCB3-R	35	E	2,262	E	POI & SC
2020	521442	Road	Lime Kiln Rd-to-Pucker St	14.42	15.64	52- Burnstown Rd	R1	64,146	52,579	0.57	HCB3-R	49	H	2,554	E	POI
2020	521563	Road	Pucker St-to-Graham Ave	15.63	16.26	52- Burnstown Rd	R1	33,124	52,578	0.57	HCB3-U	100	L	5,302	M	POI
2020	650000	Road	Matawatchan Rd-to-Centennial Lake Bdge N Exp Jnt	0	3.51	65- Centennial Lake Rd	R1	97,572	27,798	2.04	HCB4-R	55	H	335	M	SC
2020	650363	Road	Centennial Lake Bdge S Exp Jnt-to-Morrow Lake Rd	3.63	5.48	65- Centennial Lake Rd	R1	51,427	27,798	2.04	HCB4-R	55	H	335	M	SC
2020	650528	Road	Morrow Lake Rd-to-Adshead Rd	5.28	6.94	65- Centennial Lake Rd	R1	46,145	27,798	2.04	HCB4-R	55	H	335	M	SC
2020	650694	Road	Adshead Rd-to-Matawatchan Twp Line	6.94	10.76	65- Centennial Lake Rd	R1	106,190	27,798	2.04	HCB4-R	48	H	335	M	SC
2020	651074	Road	Matawatchan Twp Line-to-Black Donald Access Point	10.74	14.56	65- Centennial Lake Rd	R1	105,634	27,653	2.04	HCB4-R	55	H	420	H	SC
2020	651456	Road	Black Donald Access Point-to-Deer Mountain Rd	14.56	18.74	65- Centennial Lake Rd	R1	116,197	27,798	6.84	HCB4-R	31	E	420	H	SC
2020	651874	Road	Deer Mountain Rd-to-Chimo Rd South	18.74	23.53	65- Centennial Lake Rd	R1	133,154	27,798	6.84	HCB4-R	35	E	420	H	SC
2020	652353	Road	Chimo Rd South-to-Black Donald Rd	23.53	26.78	65- Centennial Lake Rd	R1	90,345	27,798	6.84	HCB4-R	35	E	420	H	SC
2020	5080000	Road	Cty Rd 65 (Centennial Lake Rd)-to-Cty Rd 508 (Calabogie Rd)	0	0.74	508- Calabogie Rd	MICRO	24,351	32,907	3.29	HCB4-R	61	H	512	H	POI
2020	5080074	Road	Cty Rd 508 (Black Donald Rd)-to-Ferguson's Trailer Park	0.74	5.47	508- Calabogie Rd	MICRO	155,649	32,907	3.29	LCB1-R	38	E	512	H	SC
2020	5121399	Road	Brudenell Village North Limit-to-Renfrew County Road 66	13.99	14.85	512- Brudenell Rd	PR1	49,303	57,329	4.28	HCB4-R	84	L	723	H	POI
2020	5121485	Road	Brudenell Village East Limit-to-Lorwell Lake Drive	14.85	17.39	512- Foymount Rd	PR1	272,240	107,181	4.28	HCB4-R	28	E	723	H	SC
2020	5121739	Road	Lorwell Lake Drive-to-Hubers Rd	17.39	18.15	512- Foymount Rd	PR1	81,458	107,182	4.28	HCB4-R	30	E	723	H	POI
2020	5121815	Road	Hubers Rd-to-McCauley Mountain Rd	18.15	20.7	512- Foymount Rd	PR1	273,312	107,181	4.28	HCB4-R	52	H	723	H	POI
2020	5122070	Road	McCauley Mountain Rd-to-Cty Rd 515 (Quadeville Rd)	20.7	21.45	512- Foymount Rd	PR1	80,386	107,181	4.28	HCB4-R	52	H	723	H	POI
2020	5122145	Road	Cty Rd 515 (Quadeville Rd)-to-Sebastopol Dr	21.45	22.43	512- Foymount Rd	PR1	105,038	107,182	4.28	HCB4-R	52	H	723	H	POI
2020	5122243	Road	Sebastopol Dr-to-Cty Rd 64 (Opeongo Rd)	22.43	23.32	512- Foymount Rd	PR1	95,391	107,181	4.28	HCB4-R	45	E	723	H	SC
2020	5122332	Road	Cty Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd	23.32	25.76	512- Foymount Rd	PR1	225,033	92,227	4.28	HCB4-R	31	E	723	H	SC
2020	5122576	Road	McCauley Mountain Rd-to-Lake Clear Rd	25.76	29.45	512- Foymount Rd	PR1	340,316	92,227	4.28	HCB4-R	31	E	723	H	SC
2020	5122945	Road	Lake Clear Rd-to-Buelow Rd	29.45	30.91	512- Foymount Rd	PR1	134,651	92,227	4.28	HCB4-R	35	E	723	H	SC
2020	5123091	Road	Buelow Rd-to-Verch Rd	30.91	32.91	512- Foymount Rd	PR1	157,031	78,516	4.28	HCB4-R	37	E	723	H	SC
2020	5123291	Road	Verch Rd-to-Heidemans Lumber Driveway	32.91	34.89	512- Foymount Rd	PR1	154,688	78,125	4.28	HCB4-R	37	E	723	H	SC
2020	5123489	Road	Heidemans Lumber Driveway-to-Silver Lake Rd	34.89	37.3	512- Foymount Rd	PR1	188,281	78,125	4.28	HCB3-R	28	E	1,085	H	SC
2020	6530000	Road	Hwy 17-to-Cty Rd 48 (Magnesium Rd)	0	0.54	653- Chenaux Rd	R1	33,337	61,735	6.84	HCB3-R	69	M	2,113	H	POI
2020	6530054	Road	Cty Rd 48 (Magnesium Rd)-to-Camp Galilee Lane	0.54	1.24	653- Chenaux Rd	R1	43,215	61,736	6.84	HCB3-R	69	M	2,113	H	POI

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Roads

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2020	6530124	Road	Camp Galilee Lane-to-Service Rd	1.24	3.04	653- Chenaux Rd	R1	111,125	61,736	6.84	HCB3-R	74	M	2,431	H	POI
2020	6530304	Road	Service Rd-to-Berts Rd	3.04	4.58	653- Chenaux Rd	R1	95,073	61,736	6.84	HCB3-R	69	M	2,431	H	POI
2020	6530458	Road	Berts Rd-to-Queens Line	4.58	5.58	653- Chenaux Rd	R1	61,736	61,736	6.84	HCB3-R	69	M	2,884	H	POI
2020	6530558	Road	Queens Line-to-Kerr Line Rd	5.58	7.07	653- Chenaux Rd	R1	91,987	61,736	6.84	HCB3-R	74	M	2,884	H	POI
2020	6530707	Road	Kerr Line-to-County/Quebec Boundary	7.07	8.18	653- Chenaux Rd	R1	68,527	61,736	2.04	HCB3-R	74	M	2,884	H	POI
2020	5121399A	Road	Renfrew County Road 66-to-East Limit of the village of Brudenell	14.85	15.71	512- Foymount Rd	PR1	42,872	49,851	1.2	HCB4-R	28	E	723	H	SC
			SCRATCH COAT					450,000								
			ACTIVE TRANSPORTATION					150,000								
			TOTAL					11,258,529								
2021	20601	Road	Young Rd-to-Mountain View Rd	6.01	8.8	2- White Lake Road	R1	483,931	173,452	2.91	HCB3-R	59	H	3,238	H	POI
2021	20880	Road	Mountain View Rd-to-Robertson Line	8.8	10.13	2- White Lake Road	PR2	306,094	230,146	2.76	HCB3-R	44	E	3,238	H	POI & SC
2021	21013	Road	Robertson Line-to-Cty Rd 23 (Highland Rd)	10.13	13.34	2- White Lake Road	PR2	738,769	230,146	2.89	HCB3-R	44	E	3,238	H	POI & SC
2021	40000	Road	Hwy 17-to-Eady Rd	0	1.77	4- Storyland Road	PR2	432,234	244,200	2.38	HCB3-R	56	H	2,638	H	POI
2021	40177	Road	Eady Rd-to-Cty Rd 1 (River Rd)	1.77	3.2	4- Storyland Road	R1	235,244	164,506	2.46	HCB3-R	69	M	2,638	M	POI
2021	40320	Road	Cty Rd 1 (River Rd)-to-Cty Rd 653 (Chenaux Rd)	3.2	7.39	4- Storyland Road	PR2	1,023,746	244,331	2.86	HCB3-R	28	E	3,154	E	POI & SC
2021	70288	Road	Marjorie Rd-to-Zion Line	2.88	4.74	7- Forrester Falls Rd	R1	235,284	126,497	3.04	HCB3-R	31	E	2,286	E	POI & SC
2021	70474	Road	Zion Line-to-Cty Rd 4 (Queens Line)	4.74	7.1	7- Forrester Falls Rd	R1	298,533	126,497	3.04	HCB3-R	37	E	2,286	E	POI & SC
2021	70506	Road	Cty Rd 4 (Queens Line)-to-Cty Rd 21 (Beachburg Rd)	5.06	5.38	7- Forrester Falls Rd	R1	40,479	126,497	3.04	HCB3-R	31	E	2,286	E	POI & SC
2021	70538	Road	Cty Rd 21 (Beachburg Rd)-to-Government Rd	5.38	7.52	7- Forrester Falls Rd	R1	270,704	126,497	3.04	HCB4-R	29	E	596	E	SC
2021	130427	Road	Micksburg Rd-to-Soike Rd	4.27	5.68	13- Mountain Rd	R1	183,300	130,000	11.56	HCB4-R	28	E	289	M	SC
2021	130567	Road	Soike Rd-to-Stafford Third Line	5.67	7.06	13- Mountain Rd	R1	180,700	130,000	11.56	HCB4-R	29	E	264	M	SC
2021	211935	Road	Cty Rd 12 (Westmeath Rd)-to-Finchley Rd	19.35	21.89	21- Beachburg Rd	MICRO	88,900	35,000	0.7	HCB3-R	76	M	2,753	H	POI
2021	240000	Road	Hwy 41-to-Stafford Third Line	0	1.46	24- White Water Rd	R1	190,730	130,637	2.53	HCB3-R	44	E	1,893	H	SC
2021	240146	Road	Stafford Third Line-to-Hwy 17	1.46	4.08	24- White Water Rd	R1	342,270	130,637	2.53	HCB3-R	65	H	1,893	H	POI
2021	290112	Road	Wilson Rd-to-Clearview Crescent	1.12	2.24	29- Drive Inn Rd	PR2	255,016	227,693	4.68	HCB3-R	31	E	3,318	E	POI & SC
2021	300000	Road	Hwy 60-to-St. John's Church Driveway	0	0.35	30- Lake Dore Rd	R1	46,882	133,949	4.68	HCB4-S	78	M	1,413	H	POI
2021	300035	Road	St. John's Church Driveway-to-Lovers Lane	0.35	1.54	30- Lake Dore Rd	R1	159,400	133,950	4.68	HCB4-R	19	E	1,413	H	SC
2021	300154	Road	Lovers Lane-to-Sperberg Rd	1.54	3.09	30- Lake Dore Rd	R1	207,622	133,950	4.68	HCB4-R	32	E	1,413	H	SC
2021	300309	Road	Sperberg Rd-to-Trail Blazers Rd	3.09	5.44	30- Lake Dore Rd	R1	314,782	133,950	4.68	HCB3-R	49	H	1,633	H	POI
2021	300544	Road	Trail Blazers Rd-to-Black Creek Rd	5.44	7.57	30- Lake Dore Rd	R1	285,313	133,950	4.68	HCB3-R	79	M	1,633	H	POI
2021	350000	Road	Cty Rd 36 (TV Tower Rd)-to-Beginning of Urban	0	0.86	35- Jean Av	PR2	196,820	228,860	2.69	HCB3-R	37	E	2,813	E	POI & SC
2021	360000	Road	Cty Rd 35 (Jean Ave)-to-CPR Crossing	0	1.38	36- TV Tower Road	PR2	336,815	244,069	2.5	HCB3-R	49	H	2,560	H	POI
2021	400000	Road	Hwy 17-to-Meath Hill Rd	0	0.83	40- Greenwood Rd	MICRO	30,295	36,500	0.49	HCB3-R	76	M	2,559	M	POI
2021	420220	Road	B Line Rd-to-Meadowbrook Dr West Junction	2.2	3.65	42- Forest Lea Rd	PR2	355,798	245,378	2.09	HCB3-R	65	H	2,917	H	POI
2021	510630	Road	Airport Rd-to-Cty Rd 25 (Laurentian Dr)	6.3	8.03	51- Petawawa Blv	R1	402,937	232,912	8.42	HCB2-S	87	L	10,558	L	POI
2021	510803	Road	Cty Rd 25 (Laurentian Dr)-to-Silke St	8.03	9.46	51- Petawawa Blv	R1	333,063	232,911	8.42	HCB3-R	87	L	8,351	L	POI
2021	520944	Road	Picket Hill Lane N Jct-to-Canaan Rd	9.44	13.45	52- Burnstown Rd	R1	206,785	51,567	0.57	HCB3-R	30	E	2,343	E	POI & SC
2021	521040	Road	Canaan Rd-to-Fraser Rd (McNab/Horton Line)	10.4	11.37	52- Burnstown Rd	R1	50,020	51,567	0.57	HCB3-R	35	E	2,343	E	POI & SC
2021	521136	Road	Fraser Rd (McNab/Horton Twp)-to-Lime Kiln Rd	11.36	14.42	52- Burnstown Rd	R1	157,796	51,567	0.57	HCB3-R	35	E	2,262	E	POI & SC
2021	521442	Road	Lime Kiln Rd-to-Pucker St	14.42	15.64	52- Burnstown Rd	R1	62,912	51,567	0.57	HCB3-R	49	H	2,554	E	POI
2021	521563	Road	Pucker St-to-Graham Ave	15.63	16.26	52- Burnstown Rd	R1	32,487	51,567	0.57	HCB3-U	100	L	5,302	L	POI

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Roads

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2021	650000	Road	Matawatchan Rd-to-Centennial Lake Bdge N Exp Jnt	0	3.51	65- Centennial Lake Rd	R1	97,572	27,798	2.27	HCB4-R	55	H	335	M	SC
2021	650363	Road	Centennial Lake Bdge S Exp Jnt-to-Morrow Lake Rd	3.63	5.48	65- Centennial Lake Rd	R1	51,427	27,798	2.27	HCB4-R	55	H	335	M	SC
2021	650528	Road	Morrow Lake Rd-to-Adshead Rd	5.28	6.94	65- Centennial Lake Rd	R1	46,145	27,798	2.27	HCB4-R	55	H	335	M	SC
2021	650694	Road	Adshead Rd-to-Matawatchan Twp Line	6.94	10.76	65- Centennial Lake Rd	R1	106,190	27,798	2.27	HCB4-R	48	H	335	M	SC
2021	651074	Road	Matawatchan Twp Line-to-Black Donald Access Point	10.74	14.56	65- Centennial Lake Rd	R1	105,634	27,653	2.27	HCB4-R	55	H	420	H	SC
2021	651456	Road	Black Donald Access Point-to-Deer Mountain Rd	14.56	18.74	65- Centennial Lake Rd	R1	116,197	27,798	2.27	HCB4-R	31	E	420	H	SC
2021	651874	Road	Deer Mountain Rd-to-Chimo Rd South	18.74	23.53	65- Centennial Lake Rd	R1	133,154	27,798	2.27	HCB4-R	35	E	420	H	SC
2021	652353	Road	Chimo Rd South-to-Black Donald Rd	23.53	26.78	65- Centennial Lake Rd	R1	90,345	27,798	2.27	HCB4-R	35	E	420	H	SC
2021	5082501	Road	Fleming Rd-to-Fraser Rd	25.01	26.27	508- Calabogie Rd	R1	221,368	175,689	1.51	HCB3-R	76	M	2,793	M	POI
2021	5082627	Road	Fraser Rd-to-Riopelle Rd	26.27	29.23	508- Calabogie Rd	R1	520,038	175,689	1.51	HCB3-R	76	M	2,793	M	POI
2021	5082923	Road	Riopelle Rd-to-Cty Rd 52 (Burnstown Rd)	29.23	30.58	508- Calabogie Rd	R1	237,180	175,689	2.33	HCB3-R	69	M	2,793	M	POI
2021	5121399	Road	Brudenell Village North Limit-to-Renfrew County Road 66	13.99	14.85	512- Brudenell Rd	PR1	53,889	62,662	4.41	HCB4-R	87	L	723	H	POI
2021	5121485	Road	Brudenell Village East Limit-to-Lorwell Lake Drive	14.85	17.39	512- Foymount Rd	PR1	297,558	117,149	4.41	HCB4-R	28	E	723	H	SC
2021	5121739	Road	Lorwell Lake Drive-to-Hubers Rd	17.39	18.15	512- Foymount Rd	PR1	89,033	117,149	4.41	HCB4-R	30	E	723	H	SC
2021	5121815	Road	Hubers Rd-to-McCauley Mountain Rd	18.15	20.7	512- Foymount Rd	PR1	298,730	117,149	4.41	HCB4-R	52	H	723	H	POI
2021	5122070	Road	McCauley Mountain Rd-to-Cty Rd 515 (Quadeville Rd)	20.7	21.45	512- Foymount Rd	PR1	87,862	117,149	4.41	HCB4-R	52	H	723	H	POI
2021	5122145	Road	Cty Rd 515 (Quadeville Rd)-to-Sebastopol Dr	21.45	22.43	512- Foymount Rd	PR1	114,806	117,149	4.41	HCB4-R	52	H	723	H	POI
2021	5122243	Road	Sebastopol Dr-to-Cty Rd 64 (Opeongo Rd)	22.43	23.32	512- Foymount Rd	PR1	104,263	117,149	4.41	HCB4-R	45	E	723	H	SC
2021	5122332	Road	Cty Rd 64 (Opeongo Rd)-to-McCauley Mountain Rd	23.32	25.76	512- Foymount Rd	PR1	225,033	92,227	4.41	HCB4-R	31	E	723	H	SC
2021	5122576	Road	McCauley Mountain Rd-to-Lake Clear Rd	25.76	29.45	512- Foymount Rd	PR1	340,316	92,227	4.41	HCB4-R	31	E	723	H	SC
2021	5122945	Road	Lake Clear Rd-to-Buelow Rd	29.45	30.91	512- Foymount Rd	PR1	134,651	92,227	4.41	HCB4-R	35	E	723	H	SC
2021	5121399A	Road	Renfrew County Road 66-to-East Limit of the village of Brudenell	14.85	15.71	512- Foymount Rd	PR1	46,860	54,488	4.41	HCB4-R	28	E	723	H	SC
			SCRATCH COAT					450,000								
			ACTIVE TRANSPORTATION					150,000								
			TOTAL					12,603,912								
2022	60290	Road	Lime Kiln Rd-to-Hwy 17	2.9	3.77	6- Gillan Rd	REC	684,760	787,080	0.62	HCB3-R	65	M	2,313	H	POI
2022	70000	Road	Hwy 17-to-Gypsy Lane	0	1.08	7- Forrester Falls Rd	R1	187,328	173,452	2.82	HCB3-R	61	H	2,260	H	POI
2022	210746	Road	Watchorn Dr-to-Urban Beginning	7.46	7.82	21- Beachburg Rd	PR2	88,100	244,722	1.9	HCB4-R	39	E	1832	H	SC
2022	240408	Road	Hwy 17-to-Cty Rd 40 (Greenwood Rd)	4.08	6.55	24- White Water Rd	PR2	568,461	230,146	2.59	HCB3-R	53	H	2,360	H	POI
2022	250141	Road	Silke Dr-to-Civic Centre Rd	1.41	2.48	25- Laurentian Dr	REC	620,983	580,358	0.5	HCB3-S	65	M	2,280	H	POI
2022	250248	Road	Civic Centre Rd-to-Cty Rd 16 (Victoria St)	2.48	3.49	25- Laurentian Dr	REC	515,963	510,854	0.5	HCB3-S	65	M	2,524	H	POI
2022	261257	Road	Hwy 17-to-Airport Rd	12.57	14.41	26- Doran Rd	PR2	428,481	232,870	1.99	HCB3-R	35	E	2,607	E	SC
2022	261645	Road	Black Bay Rd-to-Cty Rd 37 (Murphy Rd)	16.45	18.48	26- Doran Rd	REC	1,392,140	685,783	0.62	HCB3-R	46	H	2,689	E	POI
2022	360138	Road	CPR Crossing-to-Cty Rd 42 (Forest Lea Rd)	1.38	2.48	36- TV Tower Road	REC	786,167	714,697	0.97	HCB3-R	30	E	1,831	H	SC
2022	400083	Road	Meath Hill Rd-to-Cemetery Rd	0.83	3.35	40- Greenwood Rd	R2	722,175	286,577	1.52	HCB3-R	59	H	2,559	H	POI
2022	400335	Road	Cemetery Rd-to-Cty Rd 21 (Beachburg Rd)	3.35	4.68	40- Greenwood Rd	PR2	314,006	236,095	1.78	HCB3-R	53	H	2,559	H	POI
2022	420000	Road	Hwy 17-to-B Line Rd	0	2.2	42- Forest Lea Rd	PR2	507,761	230,800	2.31	HCB3-R	61	H	2,510	H	POI
2022	520840	Road	Cty Rd 508 (Calabogie Rd)-to-Picket Hill Lane S Jct	8.4	8.67	52- Burnstown Rd	R1	56,135	207,907	6.4	HCB3-U	53	H	2,343	H	POI
2022	520867	Road	Picket Hill Lane S Jct-to-Picket Hill Lane N Jct	8.67	9.44	52- Burnstown Rd	PR2	187,103	242,991	0.57	HCB3-S	32	E	2,343	E	POI & SC
2022	585134	Road	Rahns Rd-to-Cty Rd 26 (Doran Rd)	51.34	53.42	58- Round Lake Rd	PR2	510,386	245,378	2	HCB3-R	65	M	2,371	H	POI
2022	585342	Road	Cty Rd 26 (Doran Rd)-to-Henan Road	53.42	55.52	58- Round Lake Rd	R1	526,208	250,575	1.48	HCB3-R	76	M	2,487	M	POI

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Roads

Year	Asset ID	Asset Type	Description	From LR	To LR	Street Name	Rec. Prog	Cost	cost/km	ROI	Asset Class	PCI	Suface Cond.	AADT	Prob.of Incident	Risk Factor
2022	585344	Road	Henan Road-to-Hwy 17	55.52	56.22	58- Round Lake Rd	PR2	184,034	262,906	2.86	HCB3-R	35	E	2,487	E	POI & SC
2022	621744	Road	County Picnic Area Rd-to-Barry's Bay South Limit	17.44	18.5	62- John St.	PR2	253,544	239,192	2.13	HCB3-R	61	H	2,418	H	POI
2022	621965	Road	Barry's Bay South Limit-to-Hwy 60	19.65	20.8	62- Bay St.	RNS	1,898,126	1,650,544	0.82	HCB3-U	61	H	2,418	H	POI
2022	5081619	Road	Cty Rd 511 (Lanark Rd)-to-Kubiseski Rd	16.19	17.6	508- Calabogie Rd	R1	247,721	175,689	1.65	HCB3-R	79	M	2,308	M	POI
2022	5081760	Road	Kubiseski Rd-to-Public Picnic Area N. Entrance	17.6	19.04	508- Calabogie Rd	R1	252,991	175,688	1.65	HCB3-R	79	M	2,308	M	POI
2022	5081904	Road	Public Picnic Area N. Entrance-to-Norway Lake Rd	19.04	22.34	508- Calabogie Rd	R1	579,772	175,688	1.65	HCB3-R	79	M	2,308	M	POI
2022	5082234	Road	Norway Lake Rd-to-Brydges Rd	22.34	24.26	508- Calabogie Rd	R1	337,322	175,689	1.65	HCB3-R	79	M	2,308	M	POI
2022	5082426	Road	Brydges Rd-to-Fleming Rd	24.26	25.01	508- Calabogie Rd	R1	131,766	175,688	1.51	HCB3-R	76	M	2,308	M	POI
2022	5124335	Road	Sand Rd-to-Eganville St Limit	43.35	44.3	512- Foymount Rd	R1	165,502	174,213	1.34	HCB3-R	76	M	1,904	H	POI
			SCRATCH COAT					450,000								
			ACTIVE TRANSPORTATION					150,000								
			TOTAL					12,746,935								
2023	10177	Road	Madawaska Bdge E Exp Jnt-to-Madawaska Bdge W Exp Jnt	1.77	1.97	1- Madawaska Blv	MICRO	15,260	76,300	0.53	HCB2-R	79	M	12,137	M	POI
2023	10396	Road	Usborne St-to-Moore St	3.96	4.59	1- River Road	MICRO	21,420	34,000	0.65	HCB3-R	76	M	4,106	M	POI
2023	21334	Road	Cty Rd 23 (Highland Rd)-to-Waba Creek Bdge E Exp Jnt	13.34	14.31	2- White Lake Road	PR2	223,242	230,146	2.89	HCB3-R	44	E	2,157	H	POI & SC
2023	70108	Road	Gypsy Lane-to-Marjorie Rd	1.08	2.88	7- Forrester Falls Rd	R1	304,343	169,079	3.2	HCB3-R	49	H	2,260	H	POI
2023	200316	Road	Hwy 17-to-Collins Rd	3.16	4.66	20- Castleford Rd	PR2	345,612	230,408	2.16	HCB4-R	30	E	2,271	E	POI & SC
2023	200466	Road	Collins Rd-to-Eady Rd	4.66	6.54	20- Castleford Rd	PR2	460,572	244,985	2.04	HCB4-R	30	E	2,271	E	POI & SC
2023	200654	Road	Eady Rd-to-Ferguson Rd	6.54	7.86	20- Castleford Rd	PR2	314,891	238,554	1.84	HCB4-R	34	E	2,271	E	POI & SC
2023	200786	Road	Ferguson Rd-to-Humphries Rd	7.86	9.44	20- Castleford Rd	PR2	387,077	244,985	1.96	HCB4-R	37	E	2,271	E	POI & SC
2023	200944	Road	Humphries Rd-to-Cty Rd 1 (River Rd)	9.44	10.84	20- Castleford Rd	PR2	342,979	244,985	2.05	HCB4-R	29	E	2,271	E	POI & SC
2023	210782	Road	Urban Beginning-to-Little St	7.82	8.73	21- Beachburg Rd	RNS	1,156,667	1,271,063	1.22	HCB3-U	28	E	1832	E	SC
2023	210873	Road	Little St-to-Cty Rd 49 (Lapasse Rd)	8.73	9.63	21- Beachburg Rd	RM	484,411	538,234	2.94	HCB3-U	39	E	1832	E	SC
2023	250000	Road	Cty Rd 51 (Petawawa Blvd)-to-Silke Dr	0	1.42	25- Laurentian Dr	REC	824,109	580,358	0.56	HCB3-S	61	H	2,280	H	POI
2023	261227	Road	Cty Rd 28 (Achray Rd)-to-Hwy 17	12.27	12.57	26- Doran Rd	PR2	69,861	232,870	1.87	HCB3-R	44	E	1,650	H	SC
2023	450000	Road	Cty Rd 2 (White Lake Rd)-to-Russett Dr	0	0.57	45- Vanjumar Rd	PR2	132,736	232,870	2.66	HCB3-R	34	E	2,099	E	POI & SC
2023	511211	Road	Cty Rd 26 (Doran St)-to-Cty Rd 16 (Victoria St)	12.11	12.33	51- Petawawa Blv	MICRO	12,100	55,000	1.64	HCB2-U	75	M	11,827	M	POI
2023	511291	Road	Petawawa River Bdge S Exp Jnt-to-Petawawa River Bdge N Exp Jnt	12.91	12.95	51- Petawawa Blv	MICRO	1,500	37,500	1.83	HCB2-U	72	M	11,827	M	POI
2023	511328	Road	Petawawa River Bdge N Exp Jnt-to-Military Camp Rd	13.28	13.57	51- Petawawa Blv	MICRO	15,950	55,000	1.79	HCB2-U	75	M	11,827	M	POI
2023	584491	Road	Long Lake Rd-to-Dabers Rd	44.91	46.95	58- Round Lake Rd	PR2	500,571	245,378	2.09	HCB3-R	65	H	2,091	H	POI
2023	584695	Road	Dabers Rd-to-Bucholtz Rd	46.95	49.07	58- Round Lake Rd	PR2	520,201	245,378	2.26	HCB3-R	61	H	2,091	H	POI
2023	584907	Road	Bucholtz Rd-to-Rahns Rd	49.07	51.34	58- Round Lake Rd	PR2	557,008	245,378	2.09	HCB3-R	65	H	2,091	H	POI
2023	620000	Road	Hastings County Line-to-Combermere South Limit	0	0.71	62- Combermere Rd	PR2	174,218	245,377	2.03	HCB3-R	44	E	1,799	H	SC
2023	620071	Road	Combermere South Limit-to-Semi Urban begins	0.71	1.22	62- Combermere Rd	PR2	125,143	245,378	4.55	HCB3-R	44	E	1,799	H	SC
2023	620122	Road	Semi Urban begins-to-Cty Rd 517 (Dafoe Rd)	1.22	2.48	62- Combermere Rd	RSS	2,087,040	1,656,381	0.21	HCB3-S	49	H	1,799	H	POI
2023	620310	Road	Cty Rd 515 (Palmer Rd)-to-Pine Cliff Rd	3.1	5.2	62- Combermere Rd	MICRO	78,750	37,500	0.54	HCB3-R	37	E	1,810	H	SC
2023	620520	Road	Pine Cliff Rd-to-Long Lake Rd	5.2	7.25	62- Combermere Rd	MICRO	76,875	37,500	0.54	HCB3-R	46	H	1,810	H	POI
2023	620900	Road	Chippewa Rd-to-Chapeskie Rd	9	11.83	62- Combermere Rd	R1	522,516	184,635	1.43	HCB3-R	75	M	1,947	H	POI
2023	621183	Road	Chapeskie Rd-to-Kingdom Hall Rd	11.83	15.3	62- Combermere Rd	R1	640,682	184,635	1.7	HCB3-R	79	M	1,947	H	POI
2023	621530	Road	Kingdom Hall Rd-to-County Picnic Area Rd	15.3	17.44	62- Combermere Rd	PR2	525,109	245,378	2.18	HCB3-R	65	H	1,947	H	SC & POI
2023	691301	Road	Trader Lane-to-Biernacki St	13.01	13.71	69- Siberia Rd	R2	385,580	550,829	3.53	HCB4-U	76	M	2221	M	POI

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Roads

Year	Asset ID	Asset Type	Description	From LR	To LR	Street Name	Rec. Prog	Cost	cost/km	ROI	Asset Class	PCI	Suface Cond.	AADT	Prob.of Incident	Risk Factor
2023	701682	Road	Golden Lake Bdge S Exp Jnt-to-Golden Lake Bdge N Exp Jnt	16.82	16.85	70- Ruby Rd	MICRO	1,125	37,500	0.42	HCB3-R	76	M	1734	H	POI
2023	701685	Road	Golden Lake Bdge N Exp Jnt-to-Hwy 60	16.85	17.45	70- Ruby Rd	MICRO	22,500	37,500	0.66	HCB3-S	76	M	1734	H	POI
2023	5081255	Road	Cty Rd 34 (Norton Rd)-to-Mill St	12.55	14.3	508- Calabogie Rd	PR2	407,858	233,062	2.05	HCB3-R	44	E	1,815	H	SC
2023	5081430	Road	Mill St-to-Cty Rd 511 (Lanark Rd)	14.3	16.19	508- Calabogie Rd	PR2	440,486	233,061	2.05	HCB3-R	44	E	1,815	H	SC
			SCRATCH COAT					450,000								
			ACTIVE TRANSPORTATION					150,000								
			TOTAL					12,778,392								
2024	10048	Road	Arnprior Town Limit-to-Madawaska Bdge E Exp Jnt	0.48	1.78	1- Madawaska Blv	MICRO	96,850	74,500	1.38	HCB2-U	75	M	12,137	M	POI
2024	10797	Road	Cty Rd 3 (Usborne St)-to-Braeside West Limit	7.97	8.59	1- River Road	REC	471,066	759,784	0.56	HCB3-S	40	E	1,600	H	SC
2024	10859	Road	Braeside West Limit-to-Golf Club Rd (Sand Pt)	8.59	11.24	1- River Road	REC	1,951,493	736,412	0.95	HCB3-R	28	E	1,600	H	SC
2024	20171	Road	Baskin Dr-to-Hwy 17	1.71	2.28	2- White Lake Road	MICRO	49,875	87,500	1.18	HCB3-U	76	M	11204	M	POI
2024	20228	Road	Hwy 17-to-Cty Rd 45 (Vanjumar Dr)	2.28	2.74	2- White Lake Road	MICRO	32,200	70,000	0.66	HCB2-R	75	M	7820	M	POI
2024	80000	Road	Hwy 60/Cty Rd 9 (Bulger Rd)-to-Spence Rd	0	3.02	8- Cobden Rd	MICRO	101,170	33,500	0.56	HCB3-R	46	H	1,479	H	POI
2024	80301	Road	Spence Rd-to-Barr Line	3.01	5.67	8- Cobden Rd	MICRO	93,100	35,000	0.47	HCB3-R	46	H	1,479	H	POI
2024	120907	Road	Lovers Lane-to-Urban beginning	9.07	10.12	12- Westmeath Rd	PR2	234,891	223,706	1.83	HCB3-R	46	H	1,481	H	POI
2024	211303	Road	Zion Line-to-Valleyview Rd	13.03	15.23	21- Beachburg Rd	PR2	492,995	224,089	1.54	HCB3-R	61	H	1,703	H	POI
2024	211522	Road	Valleyview Rd-to-Hila Rd	15.22	17.61	21- Beachburg Rd	PR2	534,657	223,706	1.5	HCB3-R	61	H	1,703	H	POI
2024	211762	Road	Hila Rd-to-Cty Rd 12 (Westmeath Rd)	17.62	19.35	21- Beachburg Rd	R1	269,878	155,999	1.24	HCB3-R	79	M	1,703	H	POI
2024	260618	Road	Cty Rd 58 (Round Lake Rd)-to-Lubitz Rd	6.18	8.2	26- Doran Rd	PR2	466,217	230,800	2.12	HCB3-R	46	H	1,650	H	POI
2024	260820	Road	Lubitz Rd-to-Forest Lea Rd	8.2	10.23	26- Doran Rd	PR2	467,196	230,146	2.11	HCB3-R	40	E	1,650	H	SC
2024	261022	Road	Forest Lea Rd-to-Cty Rd 28 (Achray Rd)	10.22	12.27	26- Doran Rd	PR2	471,799	230,146	2.11	HCB3-R	40	E	1,650	H	SC
2024	370000	Road	Hwy 17-to-Cty Rd 26 (Doran St)	0	2.2	37- Murphy Rd	PR2	526,222	239,192	2.05	HCB3-R	31	E	1,302	E	SC
2024	450057	Road	Vanjumar Rd-to-Nieman Dr	0.57	2.56	45- Russett Dr	R1	336,468	169,079	1.9	HCB3-R	61	H	1,663	H	POI
2024	450256	Road	Nieman Dr-to-Scheel Dr	2.56	4.4	45- Russett Dr	R1	311,106	169,079	1.27	HCB3-R	79	M	1,630	H	POI
2024	511233	Road	Cty Rd 16 (Victoria St)-to-Petawawa River Bdge S Exp Jnt	12.33	12.91	51- Petawawa Blv	MICRO	31,900	55,000	1.64	HCB2-U	75	M	11,827	M	POI
2024	581834	Road	Deer Trail Rd-to-Turners Rd	18.34	19.9	58- Round Lake Rd	PR2	367,949	235,865	1.7	HCB3-R	28	E	1,654	H	SC
2024	581990	Road	Turners Rd-to-Bonnechere R Bdge W Exp Jnt	19.9	20.88	58- Round Lake Rd	PR2	237,178	242,018	1.75	HCB3-R	37	E	1,233	H	SC
2024	582088	Road	Bonnechere R Bdge W Exp Jnt-to-Bonnechere R Bdge E Exp Jnt	20.88	20.92	58- Round Lake Rd	R1	7,137	178,425	1.64	HCB3-R	61	H	1,233	H	POI
2024	582748	Road	Cty Rd 58 Picnic Area-to-Fraser/Richards Twp Line	27.48	31.01	58- Round Lake Rd	MICRO	114,725	32,500	0.5	HCB3-R	76	M	1,321	H	POI
2024	583101	Road	Richards/Fraser Twp Line-to-Fraser Lots 18/19	31.01	36.97	58- Round Lake Rd	MICRO	193,700	32,500	0.56	HCB3-R	76	M	1,321	H	POI
2024	584062	Road	8266 Round Lake Rd-to-Kelly Lake Rd	40.62	42.21	58- Round Lake Rd	PR2	384,809	242,018	1.75	HCB3-R	37	E	1,321	H	SC
2024	584253	Road	Kelly Lake Rd-to-Long Lake Rd	42.53	44.89	58- Round Lake Rd	PR2	576,003	244,069	2.03	HCB3-R	31	E	1,321	H	SC
2024	620248	Road	Cty Rd 517 (Dafoe Rd)-to-Combermere Bdge S Exp Jnt	2.48	2.59	62- Combermere Rd	MICRO	4,125	37,500	0.42	HCB3-R	63	H	1,799	H	POI
2024	620259	Road	Combermere Bdge S Exp Jnt-to-Comberemere Bdge N Exp Jnt	2.59	2.66	62- Combermere Rd	MICRO	2,625	37,500	0.42	HCB3-R	76	M	1,799	H	POI
2024	620266	Road	Combermere Bdge N Exp Jnt-to-Combermere North Limit	2.66	2.9	62- Combermere Rd	MICRO	9,000	37,500	0.42	HCB3-R	59	H	1,799	H	POI
2024	620290	Road	Combermere North Limit-to-Cty Rd 515 (Palmer Rd)	2.9	3.1	62- Combermere Rd	MICRO	7,500	37,500	0.42	HCB3-R	46	H	1,799	H	POI
2024	5083058	Road	Cty Rd 52 (Burnstown Rd)-to-Dickson Rd	30.58	32.09	508- Calabogie Rd	R1	265,290	175,689	1.87	HCB3-R	79	M	1,676	H	POI
2024	5083209	Road	Dickson Rd-to-Hutson Rd	32.09	33.41	508- Calabogie Rd	R2	368,529	279,189	1.61	HCB3-R	70	M	1,676	H	POI
2024	5083341	Road	Hutson Rd-to-Goshen Rd	33.41	34.81	508- Calabogie Rd	R2	390,864	279,189	1.61	HCB3-R	70	M	1,676	H	POI
2024	5083481	Road	Goshen Rd-to-Nabarr Rd	34.81	36.29	508- Calabogie Rd	R1	260,019	175,689	1.55	HCB3-R	74	M	1,536	H	POI
2024	5083629	Road	Nabarr Rd-to-Cty Rd 63 (Stewartville Rd)	36.29	37.72	508- Calabogie Rd	R1	244,901	171,259	1.46	HCB3-R	74	M	1,536	H	POI

20 Years Capital Plan 2014/2015 - 2033

Roads

Year	Asset ID	Asset Type	Description	From LR	To LR	Street Name	Rec. Prog	Cost	cost/km	ROI	Asset Class	PCI	Suface Cond.	AADT	Prob.of Incident	Risk Factor
2024	5124430	Road	Eganville St Limit-to-Hwy 41	44.3	44.95	512- Foymount Rd	R1	119,955	184,546	0.88	HCB3-S	87	L	1,904	H	POI
2024	5150960	Road	Jewellville Bdge S Exp Jnt-to-Jewellville Bdge N Exp Jnt	9.6	9.69	515- Palmer Rd	MICRO	3,195	35,500	0.44	HCB3-R	76	M	1,101	H	POI
2024	5151130	Road	Palmer Rapids North Boundary-to-.175m south of Burnt Bridge Road	11.3	12.48	515- Palmer Rd	R1	88,886	75,327	3.24	HCB3-R	79	M	1,101	H	POI
2024	5120000A	Road	South Limit of urban area, Killaloe-to-North Limit of urban area, Killaloe	1.99	3.98	512- Queens St	RNS	1,572,571	790,237	1.22	HCB4-U	29	E	1745	H	SC
			SCRATCH COAT					400,000								
			ACTIVE TRANSPORTATION					150,000								
			TOTAL					12,708,044								
2025	11124	Road	Golf Club Rd (Sand Pt)-to-Mast Rd	11.24	13.3	1- River Road	REC	1,627,303	789,953	0.19	HCB3-S	29	E	1,155	H	SC
2025	11330	Road	Mast Rd-to-Henry Crescent	13.3	15.12	1- River Road	PR2	444,920	244,462	2.69	HCB3-R	39	E	1,155	H	SC
2025	11512	Road	Henry Crescent-to-Lochwinnoch Rd	15.12	17.48	1- River Road	PR2	562,385	238,299	2.68	HCB3-R	28	E	1,155	H	SC
2025	11871	Road	Storie Rd-to-CPR Crossing	18.71	19.81	1- River Road	PR2	242,820	220,745	2.26	HCB3-R	30	E	1,057	H	SC
2025	20000	Road	Madawaska St-to-Michael St (left)	0	0.91	2- Daniel St. North	R1	256,654	282,037	2.52	HCB3-U	84	L	7979	M	POI
2025	20275	Road	Cty Rd 45 (Vanjummar Dr)-to-Campbell Dr	2.75	3.12	2- White Lake Road	MICRO	13,320	36,000	0.79	HCB2-R	75	M	3,702	M	POI
2025	20312	Road	Campbell Dr-to-Claybank Bdge E Exp Jnt	3.12	4.38	2- White Lake Road	MICRO	44,730	35,500	0.72	HCB3-R	76	M	3,702	M	POI
2025	20437	Road	Claybank Bdge E Exp Jnt-to-Claybank Bdge W Exp Jnt	4.37	4.72	2- White Lake Road	R1	62,274	177,926	1.5	HCB3-R	76	M	3,180	M	POI
2025	20472	Road	Claybank Bdge W Exp Jnt-to-Young Rd	4.72	6.01	2- White Lake Road	MICRO	46,440	36,000	0.72	HCB3-R	76	M	3,180	M	POI
2025	50000	Road	Hwy 132-to-Foy Rd	0	2.91	5- Stone Road	PR2	710,241	244,069	2.05	HCB3-R	30	E	370	M	SC
2025	50291	Road	Foy Rd-to-Berlanquet Rd	2.91	4.36	5- Stone Road	PR2	311,625	214,914	2.32	HCB3-R	30	E	1,085	H	SC
2025	50436	Road	Berlanquet Rd-to-Culhane Rd	4.36	6.37	5- Stone Road	PR2	431,977	214,914	2.35	HCB3-R	28	E	1,085	H	SC
2025	80567	Road	Barr Line-to-McPeak Line	5.67	8.47	8- Cobden Rd	MICRO	91,800	32,786	0.52	HCB3-R	37	E	1,873	H	SC
2025	80837	Road	McPeak Line-to-Village of Cobden West	8.37	11.24	8- Cobden Rd	MICRO	100,450	35,000	0.52	HCB3-R	46	H	1,911	H	POI
2025	81124	Road	Village of Cobden West-to-CPR Crossing	11.24	12.06	8- Cobden Rd	MICRO	30,750	37,500	1.19	HCB3-R	63	H	3,356	H	POI
2025	200047	Road	Urban Limit-to-Cobus Rd	0.47	1.8	20- Bruce St	MICRO	46,550	35,000	0.79	HCB3-R	76	M	5,226	M	POI
2025	200180	Road	Cobus Rd-to-Hwy 17	1.8	3.15	20- Bruce St	MICRO	47,250	35,000	0.79	HCB3-R	76	M	5,226	M	POI
2025	211099	Road	Davidson Rd-to-Zion Line	10.99	13.03	21- Beachburg Rd	MICRO	65,280	32,000	0.52	HCB3-R	19	E	1,703	H	SC
2025	211935	Road	Cty Rd 12 (Westmeath Rd)-to-Finchley Rd	19.35	21.89	21- Beachburg Rd	R1	429,461	169,079	1.48	HCB3-R	79	M	2,753	M	POI
2025	212189	Road	Finchley Rd-to-Cemetery Rd	21.89	23.23	21- Beachburg Rd	MICRO	46,900	35,000	0.69	HCB3-R	76	M	2,753	M	POI
2025	290224	Road	Clearview Crescent-to-Elm St	2.24	2.57	29- Drive Inn Rd	MICRO	12,375	37,500	0.43	HCB3-S	76	M	3,026	M	POI
2025	400000	Road	Hwy 17-to-Meath Hill Rd	0	0.83	40- Greenwood Rd	R1	145,764	175,619	1.05	HCB3-R	79	M	2,559	M	POI
2025	450439	Road	Scheel Dr-to-Cty Rd 63 (Miller Rd)	4.39	5.74	45- Russett Dr	R1	234,160	173,452	1.46	HCB3-R	75	M	1,197	M	POI
2025	520797	Road	Burnstown Bdge S Exp Jnt-to-Burnstown Bdge N Exp Jnt	7.97	8.17	52- Burnstown Rd	MICRO	7,500	37,500	0.35	HCB4-R	78	M	724	H	POI
2025	550000	Road	Cty Rd 51 (Petawawa Blvd)-to-Hwy 417	0	2.37	55- Paquette Rd	MICRO	88,875	37,500	0.68	HCB3-R	37	E	3,191	H	POI & SC
2025	582092	Road	Bonnechere R Bdge E Exp Jnt-to-Dunnes Bay Lane	20.92	22.06	58- Round Lake Rd	PR2	275,901	242,018	1.84	HCB3-R	28	E	1,233	H	SC
2025	582206	Road	Dunnes Bay Lane-to-Red Rock Rd	22.06	25.03	58- Round Lake Rd	PR2	718,793	242,018	1.84	HCB3-R	28	E	1,233	H	SC
2025	582503	Road	Red Rock Rd-to-Cty Rd 58 Picnic Area	25.03	27.48	58- Round Lake Rd	PR2	592,944	242,018	1.84	HCB3-R	28	E	1,233	H	SC
2025	610211	Road	Orin Rd-to-Godfrey Rd	2.11	6.14	61- Haley Rd	R2	1,184,682	293,966	1.14	HCB3-R	70	M	1,250	H	POI
2025	620725	Road	Long Lake Rd-to-Chippewa Rd	7.25	9	62- Combermere Rd	MICRO	65,625	37,500	0.53	HCB3-R	76	M	1,947	H	POI
2025	670000	Road	Hwy 60-to-Scenic Rd	0	2.03	67- Simpson Pit Rd	R1	306,707	151,087	2.87	HCB4-R	43	E	1,080	H	SC
2025	670407	Road	Mask Rd-to-Byers Creek Rd	4.07	6.17	67- Simpson Pit Rd	PR2	510,964	243,316	1.98	HCB4-R	29	E	1,080	H	SC
2025	670867	Road	Buck Hill Rd-to-Cty Rd 58 (Round Lake Rd)	8.67	10.27	67- Simpson Pit Rd	PR2	389,306	243,316	1.93	HCB4-R	34	E	1,080	H	SC
2025	691057	Road	710 Siberia Rd-to-Kartuzy Rd	10.57	11.57	69- Siberia Rd	SST	27,000	27,000	0.81	LCB1-R	70	M	976	H	POI

20 Years Capital Plan 2014/2015 - 2033

Roads

Year	Asset ID	Asset Type	Description	From LR	To LR	Street Name	Rec. Prog	Cost	cost/km	ROI	Asset Class	PCI	Surface Cond.	AADT	Prob.of Incident	Risk Factor
2025	5123730	Road	Silver Lake Rd-to-Donegal Rd	37.3	39.75	512- Foymount Rd	R1	430,437	175,689	1.24	HCB3-R	59	H	1,085	H	POI
2025	5123975	Road	Donegal Rd-to-Spring Creek Rd	39.75	41.05	512- Foymount Rd	R1	226,476	174,212	2.01	HCB3-R	28	E	1,085	H	SC
2025	5124105	Road	Spring Creek Rd-to-Sand Rd	41.05	43.35	512- Foymount Rd	MICRO	81,650	35,500	0.48	HCB3-R	76	M	1,085	H	POI
2025	5150000	Road	Cty Rd 62 (Combermere Rd)-to-Riverside Dr	0	2.2	515- Palmer Rd	MICRO	78,100	35,500	0.5	HCB3-R	76	M	1096	H	POI
2025	5150969	Road	Jewellville Bdge N Exp Jnt-to-Palmer Rapids S Boundary	9.69	11.3	515- Palmer Rd	R1	181,273	112,592	3.46	HCB3-R	44	E	1,101	H	SC
2025	5151248	Road	Palmer Rapids N Boundary-to-Cty Rd 514 (Palmer Rd)	12.48	13.09	515- Palmer Rd	R1	104,468	171,259	1.16	HCB3-R	79	M	1,101	H	POI
2025	5151130A	Road	.175m south of Burnt Bridge Road-to-Palmer Rapids South Boundary	12.48	13.66	515- Palmer Rd	RSS	1,138,452	964,790	0.22	HCB3-S	44	E	1101	H	SC
			SCRATCH COAT					400,000								
			ACTIVE TRANSPORTATION					150,000								
			TOTAL					12,964,582								

20 Years Capital Plan 2015 - 2034
Bridge Structure

Risk Factors.

1. Cost & Financial =Capit.Replac, Fines, Penalties, Damages.
2. Safety & Social . = Injury or death of local community Resident
3. Environmental. = impact on Environ, land, crop, others
4. Ser.Deli.Loc Imp= Town's ability service, Local Impact.

No	Str. No	Structure Name	Location	Type of Structure	Size	Description of Work	Construct Year	Rehab Year	Useful Life	Age in 2014	Current 10Y Plan	Revised Expected life	Traffic AADT	Str.Con dition	Risk of Failure	Risk Factor	1	2	3	4	Rehab Cost	Rehab Year
1	B120	Clay Bank Bridge	2-White Lake Road	Cast in Place Con	10m X 350m	Repair Concr Deck, Repl Barrier wall, Exp joints,structure stee, w.proof and pave	1975	2011	50	39	2015	2015	2327	71	H	1&2	H	H	M	H	3,700,000	2015
2	B258	Madawaska River Bridge	01-Madawaska Blv	Precast Concrete	17.05m X 215.5m	Repl B.O. Str, & E.Joint, Repair Girder.S.Str & Side.walk concrete.W.proof & pave Rehab.	1976	2008	50	38	2016	2016	14968	71	H	1&3	H	H	H	E	4,864,400	2016
3	B234	Coles Creek Bridge	512-Queen Street	Concrete	8.55m X 14.07m	Replace structure	1960		50	54	2016	2016	883	26	H	1&2	H	H	M	H	800,000	2016
4	B257	Harrington Creek Bridge	512 -Foymount Road	Cast in Place Con	6.5m X 5m	Rehabilitation, Deck Widening , Barrier Replacement	1930		50	84	2020	2018	545	31	E	4	H	M	H	E	800,000	2017
5	B095	Hyland Creek Bridge	Hyland Creek Road	Timber/wood	4.5m X 15m	General maintenance and rehab	1980		25	34		2019	60	60	H	1&3	H	M	M	H	183,200	2017
6	B101	Bonnechere River Bridge	58-Round Lake Road	Precast in place	10.5m X 39m	Rehab Bridge and substandard Barrier.	1967		50	47	2017	2017	1425	63	H	1&3	H	M	M	H	850,000	2017
7	B202	Cameron Street Bridge	Cameron Street	Precast	7.33m X 24.78m	Repl Deck,B.o.Str,Recoat Str steel	1950		50	64	2021	2021	200	62	H	1&3	H	H	M	H	440,000	2018
8	B110	Captain Christopher Bell B	Cty Rd 001 (River Rd)	Cast in Place	10m X 90m	Overlay concrete Deck and rehab	1965	1995	50	49	2018	2018	3194	70	H	1&3	H	M	M	H	1,500,000	2018
9	B180	Hurds Creek Bridge	South Algona/Gratten	Precast Concrete	6.7m X 7.9m	Rehabilitation-Replace	1937		50	77		2018	150	54	H	2&4	M	H	H	M	300,000	2019
10	B226	Black Creek Bridge	Black Creek Rd	Precast Concrete	5.55m X 4.85m	Rout & seal cracks, S.St Concr Repair ,Re	1994		50	20	2020	2020	100	73	H	3&4	M	M	H	H	500,000	2019
11	B018	Davis Mills Bridge	26 -Doran Road	Cast in Place	11m X 50m	Soffit & S.Str Concr repair, and rehab	1963		50	51	2019	2019	370	69	H	1&4	H	M	H	M	786,000	2019
12	B122	Waba Creek Bridge	52-Burnstown Road	Concrete	8.5m X 10.5m	Concr Repair Barrier & S.Walk and rehab	1984		50	30		2024	520	67	H	2&4	H	H	M	H	189,200	2020
13	B240	Fourth Chute Bridge	Fourth Chute Road	Precast Concrete	10m X 25m	Patch W.proof & pave,Concr repair, Repl Joint seal and rehab	1984		50	30		2022	400	70	H	1&4	H	M	M	H	400,000	2020
14	B091	Danny Constant Bridge	Constant Lake Road	Steel	4.9m X 11m	Appr G.Rail, and rehab	1982	2013	50	32		2023	100	77	H	1&4	H	M	M	H	130,400	2020
15	B057	Mount St. Patrick Bridge	Mount St Patrick Rd	Precast Concrete	6.4m X 15m	Replace Structure	1924	1986	50	90	2019	2019	100	38	H	1	H	M	M	M	500,000	2020
16	B310	Ski Hill Bridge	58-Round Lake Road	Cast in Place	10.10m X 9.15m	Overlay concrete Deck and rehab	1937	1960	50	77		2024	1224	73	H	1&4	H	M	M	H	250,000	2020
17	B005	Scollard Bridge	Pucker Street	Steel	5.8m X 12.4m	S.Str Concr Repair,Bearing,B.O.Str and Rehab	1928	2006	50	86		2019	200	47	H	2	M	H	M	M	276,800	2020
18	B144	Johnston Bridge	19-Mud Lake Road	Precast Concrete	11.42m X 13.26m	Deck W.surface,Girder Concr Repair. And rehab	1985		50	29		2025	1860	71	H	2&4	H	H	M	H	478,800	2021
19	B319	Bucholtz Bridge	58-Round Lake Road	Concrete	10.10m X 35.5m	Patch W.proof and pave and rehab	1984		50	30		2025	2091	73	H	3&4	H	M	H	H	473,200	2021
20	B181	Peter Black Bridge	24-White Water Road	Precast Concrete	9.8m X 26.7m	Girder,S.Str & Barrier Concr Repair, Repl joint seals, and rehab	1974		50	40		2024	1500	68	H	1&4	H	M	M	H	731,600	2021
21	B064	Pilgrim Road Bridge	Pilgrim Road	Steel-Bally Br	4.04m X 12.8m	Deck Replace	1999		10	15		2017	30	74	H	2&4	H	H	M	H	40,000	2021
22	B007	Butler Bridge	Butler Road	Cast in Place Con	9m X 60m	Patch W.proof and pave and rehab	1976		50	38		2026	150	70	H	1&2	H	H	M	M	1,314,000	2022
23	B156	Burnt Bridge	Burnt Bridge Road	Precast Concrete	5m X 28.2m	Repl B.O Str,Ins A.G.rail, and rehab	1975		50	39		2025	100	66	H	3&4	M	M	H	H	207,200	2022
24	B073	Kargus Creek Bridge	Kargus Road	Timber/wood	5m X 6m	Replace with Lessard Bridge	1963		25	51		2015	30	36	H	4	M	M	M	H	130,000	2022
25	B145	Combermere Bridge	62-Combermere Road	Steel	12.75m X 72m	Deck W.Surface, Deck & Sub.str concr repair and rehab	1976	2001	50	38		2026	1900	70	H	1&4	H	H	M	H	1,342,400	2023
26	B008	Sylvester Power's Bridge	Kennelly Road	Steel/Timber	6.7m X 21.6m	Repair Str Steel, Rep B.O.Str.,Repaint Str steel,and Rehab	1940	1997	25	74		2020	200	66	H	2	M	H	M	M	368,400	2023
27	B203	Petawawa River Bridge	Cty Rd 51 Petawa Blvd	Precast Concrete	11.93m X 82.8m	General maintenance & Rehab	1973	2012	50	41		2024	14600	94	H	2&4	H	M	M	H	1,244,880	2024
28	B108	Tramore Bridge	Tramore Road	Tim/wood Bally Br	3.68m X 65m	End treatment & genetal maintenance and rehab	2005	2010	25	9		2020	200	74	H	1&4	H	M	L	H	394,800	2024
29	B026	Old Hwy 62 Bridge	Borne Road	Cast in Place	5.5m X 13m	Soffit & S.Str Concr repair, B.o.Str,and rehab	1926	2006	50	88		2017	100	36	E	1	E	M	M	L	231,600	2024
30	B106	Turner's Bridge	Turners Road	Cast in Place	6.5m X 24.65m	Patch w.proof, & pave, Concr girder repair and rehab	1981		50	33		2024	200	69	H	1&4	H	M	L	H	346,600	2025
31	B198	Mill Creek Bridge	21-Beachburg Road	Precast Concrete	12.3m X 11.8m	Repl B.O. Str & Repave approaches.Overlay concr deck and rehab	1972		50	42		2022	1480	58	H	1&2	H	H	M	H	350,000	2025
32	B022	Indian River Bridge	Sandy Beach Rd	Precast Concrete	10.06m X 20.3m	Rep B.O. Str,& Joint seal, PatchW proof & pave	1986		50	28		2020	1000	73	H	2	M	H	L	M	300,000	2025
33	B102	Brenmans Creek Bridge	512-Queen Street	Concrete	12.4m X 10.2m	Concrete Deck overlay and rehab	1960		50	54		2018	1016	72	H	1&4	H	L	M	H	532,800	2025
34	B023	Zanders Bridge	Zanders Rd. County Rd	Precast Concrete	9.46m X 22.5m	Overlay W.proof, End treatment.Crk sealing	1988		50	26		2020	100	70	H	1	H	M	M	L	150,000	2025

20 Year Capital Plan 2015 - 2034

Culvert Structure

Risk Factors.

- 1. Cost & Financial =Capit.Replac, Fines, Penalties, Damages.
- 2. Safety & Social . = Injury or death of local community Resident
- 3. Environmental. = impact on Environ, land, crop, others
- 4. Ser.Deli. Loc Imp= Town's ability service, Local Impact.

Sr #	Str. No	Description	Location	Type of Culvert Structure	No of Cell	Const Year	Usefull Life	Age in 2014	Revised Exp Life upto	Traffic AADT	10YR Plan (2012)	Str Condit in 2013	Risk of Failure	Risk Factor	1	2	3	4	Replacement Cost	Replacemen t Year
1	C265	Peter Black Culvert	24	Corrugated Steel Pipe	1	1980	25	34	2014	1480		8.79	E	4	H	H	H	E	331,349.43	2015
2	C190	Bucholtz Culvert	Stafford Third Line	Corrugated Steel Pipe	1	1977	25	37	2015	500	2015	4.73	H	2	H	H	H	H	250,750.92	2015
3	C124	Cameron Culvert	Usborne Road	Corrugated Steel Pipe	1	1970	25	44	2013	300	2013	3.59	H	2	H	H	M	H	513,442.36	2015
4	C261	Kauffeldt's Culvert	515	Corrugated Steel Pipe	2	1970	25	44	2014	515	2014	4.06	E	4	M	M	H	E	176,719.70	2015
5	C251	Armstrongs Culvert	Russett Drive	Corrugated Steel Pipe	1	1960	25	54	2013	350	2021	5.67	H	4	H	M	M	H	274,631.96	2015
6	C016	Harold's Culvert	English Road	Corrugated Steel Pipe	1	1970	25	44	2016	50	2018	4.92	H	2	H	H	M	L	258,452.56	2016
7	C309	Gariepy Creek Culvert	58	Concrete Box	1	1967	50	47	2017	1050		59.23	E	4	H	M	M	E	250,000.00	2016
8	C307	Turners Creek Culvert	58	Concrete Box	1	1957	50	57	2017	1425		69.74	E	4	H	M	M	E	250,000.00	2016
9	C152	Wadsworth Lake Culvert	Old Barry's Bay Road	Corrugated Steel Pipe	1	1976	25	38	2018	500	2020	7.05	E	4	H	M	M	E	274,631.96	2016
10	C300	Wolf Road Twin pipes	Wolfe Road	Corrugated Steel Pipe	2	1970	25	44	2016	80	2016	5.06	M	1	M	L	L	L	176,719.70	2016
11	C134	Campell Drive Culvert	Campbell Drive	Corrugated Steel Pipe	1	1980	25	34	2017	300		93.9	H	2	H	H	M	M	537,323.40	2016
12	C104	Byers Creek Culvert	67	Corrugated Steel Pipe	2	1977	25	37	2014	870	2016	2.51	H	4	M	M	L	H	629,563.92	2017
13	C189	Ross Road Triple Cell	Ross Road	Wood/Timber Box	3	1970	25	44	2017	100		49.71	H	2	M	H	M	M	265,079.54	2017
14	C047	Ott Culvert	McGaghran Road	Corrugated Steel Pipe	2	1982	25	32	2017	100		8.94	H	2	M	H	M	M	379,135.39	2017
15	C301	Funnucane Creek Culverts	O'Connor Road	Corrugated Steel Pipe	2	1970	25	44	2017	100	2017	6.39	M	1&3	M	L	M	L	256,721.18	2017
16	C065	Rockingham Creek Culvert	68	Corrugated Steel Pipe	2	1999	25	15	2018	240	2015	6.22	H	1 & 4	H	M	M	H	382,096.64	2017
17	C201	Broomes Creek Culvert	7	Concrete Arch	1	1935	50	79	2020	480		58.07	H	1 & 4	H	H	M	H	651,653.88	2018
18	C302	Wingle Creek Twin Culvert	Rochfort Road	Steel	2	1977	25	37	2018	100	2018	4.72	E	4	M	L	M	E	198,809.66	2018
19	C029	B-Line Culvert	B-Line Road	Corrugated Steel Pipe	1	1988	25	26	2018	2100		93.78	H	4	M	M	M	H	237,377.54	2018
20	C161	Stoppas Culvert	Stoppa Road	Corrugated Steel Pipe	1	1975	25	39	2015	50		6.82	H	2	M	H	M	L	268,661.70	2018
21	C205	Westmeath Culvert	12	Concrete Box	1	1920	50	94	2017	1105		53.57	H	4	H	M	M	H	265,079.54	2018
22	C013	Bromley Culvert	Foy Road	Corrugated Steel Pipe	1	1986	50	28	2016	100		8.76	H	1	H	M	M	M	278,333.52	2019
23	C314	Royal Pines Culvert	Royal Pines Road	Concrete Box	1	1950	50	64	2017	150	2017	5.02	H	4	M	M	L	H	265,079.54	2019
24	C159	Gutz Culvert	7	Corrugated Steel Pipe	1	1980	25	34	2017	1577		8.73	H	1	H	M	M	M	238,810.40	2019
25	C048	Egan Culvert	Egan Line Road	Corrugated Steel Pipe	1	1982	25	32	2017	100		7.99	H	1	H	M	M	M	251,825.57	2019
26	C217	Hila Road Culvert	Hila Road	Corrugated Steel Pipe	1	1988	25	26	2014	100	2017	7.1	H	2	M	H	L	L	585,085.48	2019
27	C269	Jacks Lake Culverts	58	Corrugated Steel Pipe	2	1970	25	44	2014	1425		7.94	H	4	M	L	M	H	176,719.70	2020
28	C014	Labombard Culvert	Chris Ruddy Road	Multi Plate	1	1982	25	32	2016	30		9.73	H	1	H	M	L	M	245,198.58	2020
29	C316	Kenny's Culvert	Stafford Third Line	Corrugated Steel Pipe	1	1967	25	47	2023	400		93.75	H	1,2&4	H	H	M	H	204,332.15	2020
30	C109	Thompson Hill Culvert	52	Corrugated Steel Pipe	1	1991	25	23	2023	2350		93	H	1,2&4	H	H	M	H	471,268.44	2020

20 Year Capital Plan 2015 - 2034
Culvert Structure

Risk Factors.

1. Cost & Financial =Capit.Replac, Fines, Penalties, Damages.
2. Safety & Social . = Injury or death of local community Resident
3. Environmental. = impact on Environ, land, crop, others
4. Ser.Deli.Loc Imp= Town's ability service, Local Impact.

Sr #	Str. No	Description	Location	Type of Culvert Structure	No of Cell	Const Year	Usefull Life	Age in 2014	Revised Exp Life upto	Traffic AADT	10YR Plan (2012)	Str Condit in 2013	Risk of Failure	Risk Factor	1	2	3	4	Replacement Cost	Replacemen t Year
31	C001	Berlanquet Creek Culvert	5	Multi Plate	1	1988	25	26	2023	1180		94.85	H	1,2&4	H	H	M	H	341,021.25	2020
32	C235	Devines Creek Culvert	512	Corrugated Steel Pipe	2	1963	25	51	2023	545		88.48	H	1	H	M	M	E	229,735.60	2021
33	C130	Lochiel Creek Culvert Nor	63	Corrugated Steel Pipe	1	1982	25	32	2023	300		94	H	1&2	H	H	M	M	331,349.43	2021
34	C041	Osceola Culvert	Micksburg Road	Corrugated Steel Pipe	1	1982	25	32	2023	300		77.67	H	1&2	H	H	M	M	782,342.87	2021
35	C024	Cliché Culvert	Sandy Beach Road	Corrugated Steel Pipe	1	1985	25	29	2023	150		90.92	H	1&2	H	H	M	M	662,698.86	2022
36	C238	Townline Culvert	512	Multi Plate	1	1980	25	34	2023	1125	2015	6.71	H	1&4	H	M	M	H	481,441.77	2022
37	C250	Pleasant Valley Culvert	Grants Settlement Road	Corrugated Steel Pipe	1	1989	25	25	2023	250		94.95	H	4	M	H	M	M	524,169.72	2022
38	C191	Dicks Road Culvert	Dicks Road	Corrugated Steel Pipe	1	1987	25	27	2023	20		90.16	H	2	M	H	M	M	150,211.74	2023
39	C328	Devine Creek Tri Pipes	512	Corrugated Steel Pipe	3	1982	25	32	2023	1330		90.13	H	4	M	M	M	H	268,661.70	2023
40	C148	Halfway Creek Culvert	Old Barrys Bay Road	Corrugated Steel Pipe	2	1999	25	15	2024	400		90.71	H	4	M	M	H	H	441,799.24	2023
41	C010	Rath's Culvert	S. McNaughton Road	Multi Plate	1	1987	25	27	2024	250		84.88	H	2	M	H	M	M	425,900.44	2023
42	C268	St. Columbkille's Culvert	58	Concrete Box	1	1960	50	54	2023	1425		94	H	4	M	M	M	H	752,252.76	2024
43	C308	Tomisini's Culvert	58	Corrugated Steel Pipe	1	2002	25	12	2027	1425		93	H	1&4	H	M	H	H	238,571.59	2024
44	C045	Agnew Culvert (South For	Agnew Road	Multi Plate	1	1982	25	32	2024	80		86.7	H	2	M	H	M	L	337,976.42	2024
45	C254	Alan James Culvert	4	Corrugated Steel Pipe	1	1987	25	27	2020	811		94.18	H	1	H	M	M	M	252,165.87	2024
46	C227	Mink Creek Culvert	9	Concrete Box	1	1967	50	47	2021	790		61.94	H	1	H	M	M	M	397,619.32	2025
47	C325	Neilson Creek Culvert	Clear Lake Road	Corrugated Steel Pipe	3	1983	25	31	2022	200		89.57	H	4	M	M	L	H	287,169.51	2025
48	C168	Lake Clear Tri Culverts	Lake Clear Road	Corrugated Steel Pipe	3	1980	25	34	2028	200		95	H	1&4	H	H	M	H	353,439.39	2025
49	C249	Drive In Theatre Culvert	42	Corrugated Steel Pipe	1	1977	25	37	2028	2265		94	H	1&2	H	H	M	M	476,390.93	2025