

FINAL REPORT

2021 Road Needs Study

Township of East Zorra-Tavistock

Prepared for:

Township of East Zorra-Tavistock
90 Loveys Street, Box 100
Hickson, ON N0J 1L0

Prepared by:

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ARA Project Number: 004419

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GLOSSARY OF ABBREVIATIONS

- AADT - Annual Average Daily Traffic
- FWD - Falling Weight Deflectometer
- HCB - high class bituminous pavement
- HMA - hot mix asphalt
- LCB - low class bituminous pavement
- MTO - Ministry of Transportation Ontario
- PAM - pavement asset manager (software application)
- PCI - pavement condition index
- PMS - pavement management system
- PNV - pavement network value
- PPI - pavement priority index
- RC - reconstruction
- RCR - ride condition rating
- RH - rehabilitation
- RS - resurfacing

1. Introduction

Applied Research Associates Inc. (ARA) was retained by the Township of East Zorra-Tavistock to conduct pavement condition assessments for a road network comprising some 268 inventory sections within the Township. Approximately 29 percent (66 kms) of the road network is surfaced with high class bituminous asphalt concrete (HCB), 10 percent (23.6 kms) is surfaced with a single or double surface treatment, low class bituminous (LCB), and the remaining 61 percent (136.5 kms) with a gravel surface. The pavement area of the network totals 1,680,283 m². The map of the Township's road network is shown in Figure 1-1.



Figure 1-1 Road Sections Included in the 2021 Pavement Condition Evaluation.

2. Approach

The scope of this assignment included the following tasks:

- Preparation of a work plan;
- Verification of the road and sidewalk inventory;
- Roadway and sidewalk condition survey;
- Construction history update;
- Analysis of changes in PCI from prior inspections
- Pavement performance modelling;
- Maintenance and resurfacing needs analysis;
- Prioritization analysis and program funding levels;
- Service life and replacement values;
- Prioritization of gravel surfaces for possible upgrade to a hard surface; and
- Reporting.

2.1 Work Plan

The field program for this project is summarized as follows:

- 1) A total of 268 road inventory sections with an overall centreline length of 226 km were included in the study. The roadway sections varied in length from about 19 to 3,739 m. These sections typically represent a road section and are in some cases repeated for different pavement types within a section. The Section ID are unique identifiers used by the Township's pavement management system.
- 2) A visual pavement condition survey was conducted to establish the Pavement Condition Index (PCI) of each pavement section based on MTO procedures for pavement condition inspections. The fieldwork was completed in March 2021.
- 3) A total of 124 concrete sidewalk inventory sections were included in the study ranging in length from approximately 5 to 1,050 m. Each inventory section is assigned a unique asset ID used by the Township's pavement management system. A visual pavement condition survey was conducted to establish a rating for each sidewalk section.
- 4) Summarize the data output for each Road ID using the following fields:
 - a. Road section;
 - b. Road name; and
 - c. Pavement Condition Index (PCI).
- 5) Update the construction history information for each roadway section and utilize this information to develop pavement deterioration models for various surface types.
- 6) In consideration of the pavement condition rating, construction history and observed distress types, extents and severities, establish decision tree logic to assist in identifying appropriate maintenance and rehabilitation activities for the Township's roadway network.

- 7) Complete Falling Weight Deflectometer (FWD) pavement load/deflection testing of gravel surfaced roadways to assist in determining the structural capacity of roadways to be considered for hard surfacing;
- 8) Review and recommend prioritization procedures for roadway maintenance and rehabilitation needs.
- 9) Summarize the results of the field testing and provide in electronic format.

2.2 Roadway Inventory and Construction History

The Township of East Zorra-Tavistock has divided the road network database into a logical inventory based on the road sections. The network inventory was further subdivided into manageable pavement sections based on the pavement type. These sections are identified by a Section ID.

A review of the road inventory and construction history was performed. The activities for this task consisted of both a desktop scan and visual field review. Any potential deviations or concerns were flagged for further verification. Deviations and concerns included, unable to locate section ID, potential consolidation of section ID required due to multiple section ID within a roadway, private/closed to the public, planned development etc. Based on this review, 3 pavement sections were identified as being private/closed to the public or non-existent and were removed from the database, which provided for a cleaner dataset for the analysis. The removed sections are shown in Table 2-1.

Table 2-1. Sections Removed from the Road Inventory Database

Section ID	Name	From	To
0436-01	William Street North	End	Jacob Street West
4976-00	George Street	Main Street	George Street
Malc-00	Malcolm Street	End	Leibler Street

Given the lack of the construction history, typical pavement performance models were developed for the general categories of “construction/ reconstruction” and “rehabilitation for each of the pavement surface types. This includes low class bituminous (LCB), typically chip seal; high class bituminous (HCB), typically hot mix asphalt (HMA), and gravel.

The models were then used in conjunction with the current pavement condition ratings to determine the expected model age of each roadway section. The detailed construction history information based on this exercise is provided in Appendix A.

2.3 2021 Pavement Condition Survey Results

In 2021, all of the pavement sections in the road network were inspected in accordance with MTO procedures. A summary of the 2021 PCI by pavement surface type is provided in Table 2-2. The PCI values by section are provided in Appendix B.

Table 2-2. Summary of 2021 PCI by Pavement Surface Type.

Surface Type	Mean	Range
HCB	87	51-100
LCB	76	70-81
Gravel	80	75-86
All Surfaces (Weighted average)	80	

The distribution of ratings for sections in the network is shown in Figure 2-1 and Figure 2-2. The detailed condition ratings for each pavement section is provided in Appendix B. The ranges of PCI for each condition category is provided in Table 2-3.

Table 2-3. Pavement Condition Distribution Ranges.

PCI Range	Condition
76 - 100	Very Good
61 – 75	Good
51 – 60	Fair
0 – 50	Poor

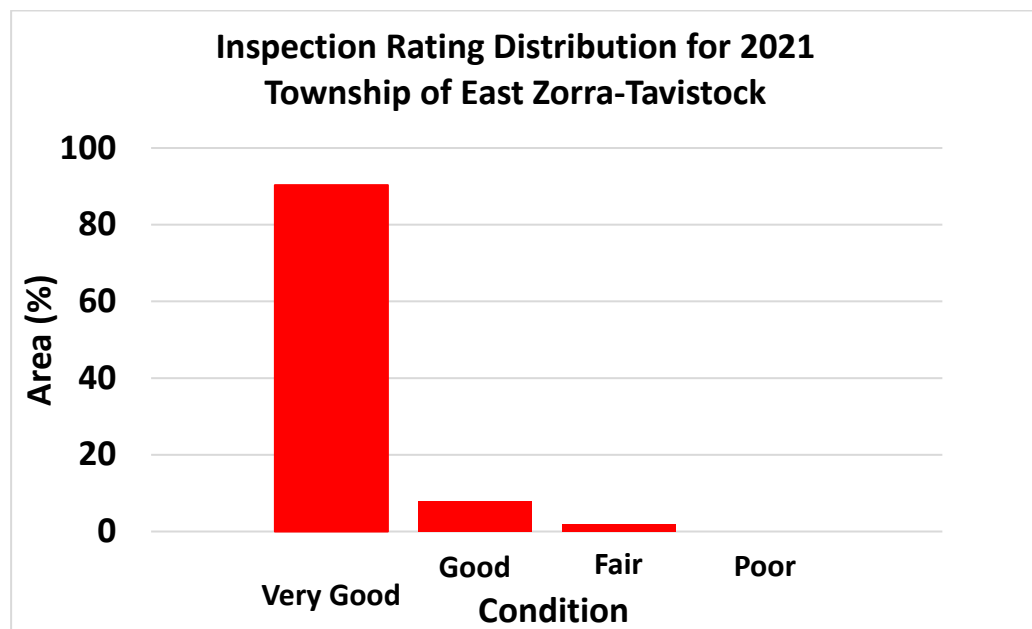


Figure 2-1. Condition Rating Distribution of PCI for Pavement Sections.

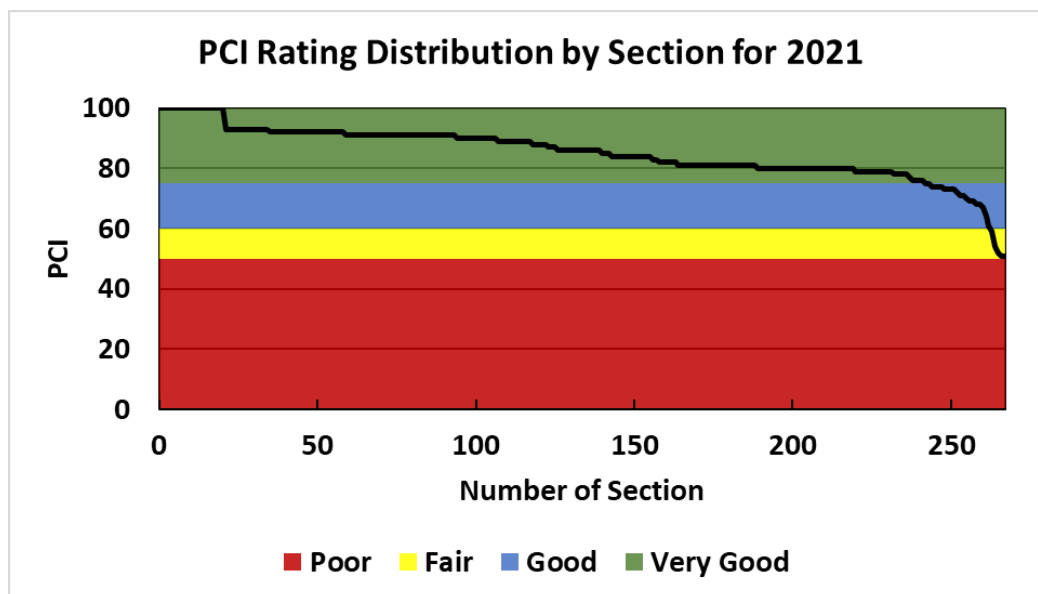


Figure 2-2. Complete Distribution of PCI for Pavement Sections.

From the above plots, it can be seen that approximately 2 percent of the sections inspected were considered to be in fair condition and none of the sections are considered to be in poor condition.

A detailed analysis of the distress deduct values was completed. For this analysis, the deduct values for each observed distress for each section was determined. This value was then multiplied by the area of the pavement section to achieve the weighted deduct coefficient. These coefficients for each distress type were then summed over the entire area of the network to determine the distress condition influence for the entire network. The top 5 distresses for each pavement type flexible and gravel along with the percent influence on the total deduct value for each pavement type are shown in Table 2-4.

Table 2-4. Distress Deduct Influence by Pavement Surface Type.

HCB		LCB		Gravel	
Distortion	27.7	Distortion	22.5	Overgrowth	25.1
Wheel Track Rutting	15.7	Wheel Track Rutting	21.0	Dust	12.8
Longitudinal Wheel Track	11.0	Edge Cracking	16.8	Loose Gravel	12.8
Transverse Crack	10.2	Alligator	15.4	Distortion	12.8
Meander & Midlane	8.6	Edge Breaks	10.8	Potholes	12.8

Any pavement maintenance and rehabilitation program that concentrates on improving the distresses that most influence the pavement condition rating would increase the overall network average PCI.

Photographs of the typical condition of the pavements of various surface types are provided in Figure 2-3 through Figure 2-6.



Figure 2-3. Section 5088-01, 17th Line, from Braemar Sideroad to Oxford Road 33 – HCB (Good Condition, PCI = 73)



Figure 2-4. Section 0406-00, King Crescent, from John Street to John Street – HCB (Fair Condition, PCI = 52)



Figure 2-5. Section 5004-00, 14th Line, from 14th Street to Maplewood Sideroad – LCB (Good Condition, PCI = 70)



Figure 2-6. Section 0276-00, 14th Line, from Maplewood Sideroad to Cassel Sideroad – Gravel (Good Condition, PCI = 75)

2.4 Associated Feature Survey

Secondary assets of the road network maintained by the Township were also inspected during the survey. Major associated features encountered on the network included: regulatory signs, bridges, curbs, ditches, guide rails, railway crossings, and shoulders. A visual inspection was conducted and a condition rating was determined to provide a general condition of the associated feature and to summarize any potential hazards or other safety issues. It should be noted that, the inspections of the associated features were conducted from ground level without the use of any specialized equipment and specific published guidelines. The condition rating was divided into a five point scale rating which included: very good (VG), good (G), fair (F), poor (P) and very poor (VP). This rating does not replace a detailed associated feature survey and evaluation. A detailed data report with roadway name, location, associated feature category, and condition rating is provided in Appendix C.

2.5 Sidewalk Condition Inspection

Similar to the road network, ARA was also tasked by the Township of East Zorra-Tavistock to conduct pavement condition assessments for the concrete sidewalk network maintained by the Township. A total of 124 sidewalk inventory sections were included in the study ranging in length from about 5 to 1,050 m. A detailed visual field inspection was conducted for each section, assessing the following criteria:

- **Length.** The length of each concrete sidewalk section, as identified in the Township's inventory, was measured and recorded using a standard measuring wheel.
- **Condition Rating.** For sidewalks, a present serviceability rating on a scale of 0 (Very Poor) to 10 (Excellent) was assigned for each section.
- **Construction Quality Rating.** A construction quality rating on a scale of 0 (Very Poor) to 10 (Excellent) based on the rating crew's assessment of how well the section appeared to have been constructed.
- **Distress Summary.** A list of typical distresses by type and severity was provided along with what was considered to be the most dominant distress present.
- **Maintenance Treatments Completed.** If any maintenance treatments had been completed in the section, they were identified.
- **Maintenance Treatment Year.** If maintenance was present, the approximate year of the maintenance treatment was recorded.
- **Maintenance Needs.** If maintenance is deemed to be required, this was identified along with the recommended timing.
- **Hazards.** If trip or fall hazards were present, these were recorded along with the urgency of repairs.
- **Photographs.** Representative photographs of each section were taken.

Upon review of the Township's sidewalk inventory, several existing sections of sidewalk were discovered to be missing from the Township's inventory. These sections were assigned a temporary asset ID to identify the sections pending their addition into the Township's pavement management system. These missing sections are listed in Table 2-5.

Table 2-5: Missing sections from Township's Inventory

Asset ID	Street Name	From	To
ARA-SW1	Roth Street	Fuhr Street	Holley Avenue
ARA-SW2	Hope Street East	Holley Avenue	Henry Vogt Avenue
ARA-SW3	Hope Street East	Henry Vogt Avenue	14th Street
ARA-SW4	Borden Court	Lovey's Street East	End of Sidewalk
ARA-SW5	Thompson Place	George Street	End of Road
ARA-SW6	Jonker Street	George Street	Main Street
ARA-SW7	Curtis Street	Jonker Street	Queen Street
ARA-SW8	Queen Street	Currah Lane	Alma Street
ARA-SW9	Queen Street	George Street	Main Street
ARA-SW10	Lock Street	Jonker Street	James Street
ARA-SW11	James Street	Curtis Street	Main Street
ARA-SW12	Decew Street West	Maria Street	End of Road
ARA-SW13	Maria Street	Adam Street	End of Road
ARA-SW14	Halliday Drive	Jacob Street West	Centennial Drive
ARA-SW15	William Street South	Wettlaufer Street	210 William Street South
ARA-SW16	Jacob Street West	William Street North	End of Road

The current sidewalk inventory was also found to contain sections that either no longer existed or had been replaced and assigned an updated asset ID. In this case, these sections were inspected under their new asset ID and the obsolete sections were flagged for removal from the inventory. These obsolete sections are shown in Table 2-6.

Table 2-6: Sections Removed from the Sidewalk Inventory Database

Asset ID	Street Name	From	To
724	Jane Street (East Sidewalk)	Woodstock Street South	Hope Street West
725	Jane Street (West Sidewalk)	Woodstock Street South	Hope Street West
728	Maria Street	Adam Street	Memorial Hall Street
729	Maria Street	Memorial Hall Street	Tavistock Public School Street
733	John Street (East Sidewalk)	Hope Street East	Jacob Street
748	Wettlaufer Street	William Street South	Wilton Street
749	Wettlaufer Street	Wilton Street	143 Wettlaufer Street
757	Jacob Street (North Sidewalk)	Woodstock Street North	John Street
758	Jacob Street (North Sidewalk)	Elizabeth Street	133 Jacob Street
759	Jacob Street (North Sidewalk)	Elizabeth Street	John Street
760	Jacob Street (South Sidewalk)	Elizabeth Street	130 Jacob Street
761	Jacob Street (South Sidewalk)	Elizabeth Street	John Street
762	Jacob Street (South Sidewalk)	John Street	Woodstock Street North
764	Hendershot Street (South Sidewalk)	Maria Street	100M East of Maria Street
4678	Day Street	Blandford Street	End of Road

Asset ID	Street Name	From	To
5142	Woodstock Street South (North Sidewalk)	Hope Street West	116 Woodstock Street South
5142	Woodstock Street South (South Sidewalk)	Hope Street West	Decew Street

Approximately 27 kilometers of sidewalk were included in the condition assessments, primarily situated within the communities of Tavistock and Innerkip. The Township's overall sidewalk network was in good condition with an average condition rating of 8 out of 10. The detailed sidewalk inspection summaries are included in Appendix D.

2.6 Pavement Performance Modelling

All roadways will deteriorate over time. Deterioration is a combination of load related effects (traffic) and environmental related effects (moisture, freeze/thaw, thermal movements, etc.). The rate of deterioration will depend on the number and magnitude of the loading and the impact of environmental effects on the pavement structure materials and subgrade. While the focus of the pavement management system is to provide timely intervention to address pavement distresses in a cost-effective manner, eventually, it becomes necessary to reconstruct the pavement. In order to cost-effectively maintain a pavement network, it is necessary to strike a balance between resurfacing and reconstruction. If an agency continues to use resurfacing as the primary strategy for poorly performing pavements, either the service life of the treatment will get shorter and shorter or the magnitude of the treatment, and hence the cost, will have to increase to maintain a reasonable service life. Eventually, all pavements will require a more significant treatment such as reconstruction.

Deterioration models were developed for both the constructed/reconstruction and rehabilitated pavements for the asphalt concrete sections, surface treated sections and gravel road sections. Figure 2-7 shows the deterioration models for major rehabilitation and Figure 2-8 for resurfacing of the pavements.

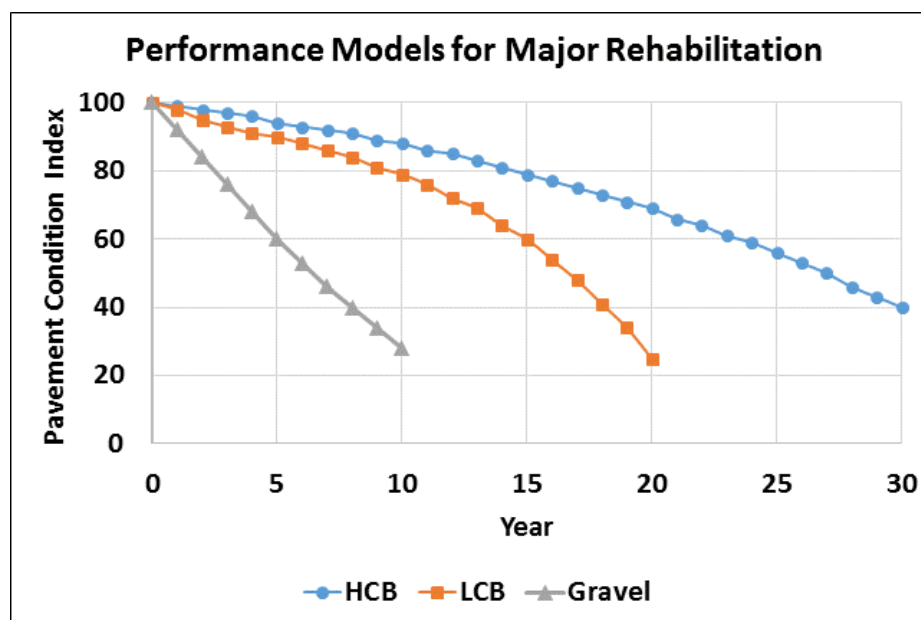


Figure 2-7. Performance Models for Major Rehabilitation.

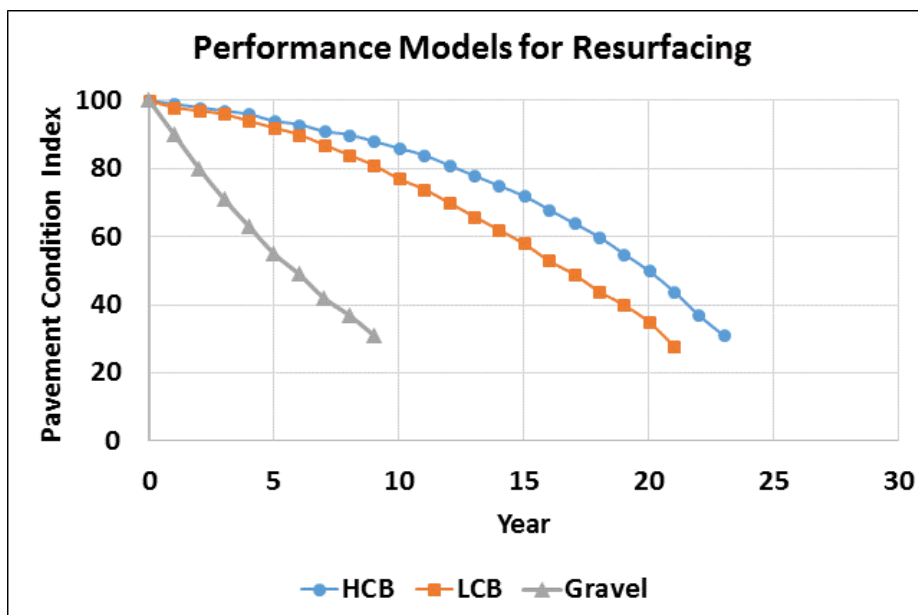


Figure 2-8. Performance Model for Resurfacing.

Based on these models, the average life to the reconstruction trigger value (PCI = 45) and the resurfacing trigger value (PCI = 60) are provided in Table 2-7.

Table 2-7. Average Model Life to Major Rehabilitation and Resurfacing by Pavement Surface Type.

Surface Type	Major Rehabilitation (Years)	Resurfacing (Years)
HCB	30	18
LCB	18	14
Gravel	8	4

Major rehabilitation does not necessarily entail removal and replacement of the pavement layers but may consist of in-place pulverization and new asphalt or chip seal or similar activities. Resurfacing activities may include mill and overlay for HCB, placement of a new chips seal for LCB and grading and spot repairs for gravel surfaced roadways.

The performance models were then used in conjunction with the pavement section construction history to determine when the pavements will reach a critical condition rating that would trigger maintenance, resurfacing or reconstruction action.

2.7 Long Term Pavement Condition and Network Needs Forecast (10 Year Plans)

In order to develop a pavement condition and future investment needs forecast, the performance models are used in conjunction with trigger values to initiate an action to maintain or improve the condition of the pavement. Longer-term forecasts are typically based on the pavement condition index values. Shorter-term forecasts, i.e. actions recommended for the following year or two are based on a combination of pavement condition index along with more detailed information such as pavement distress type, extent and severity and if available based on structural capacity and/or pavement roughness indices. A generic example of action trigger values is shown in Figure 2-9.

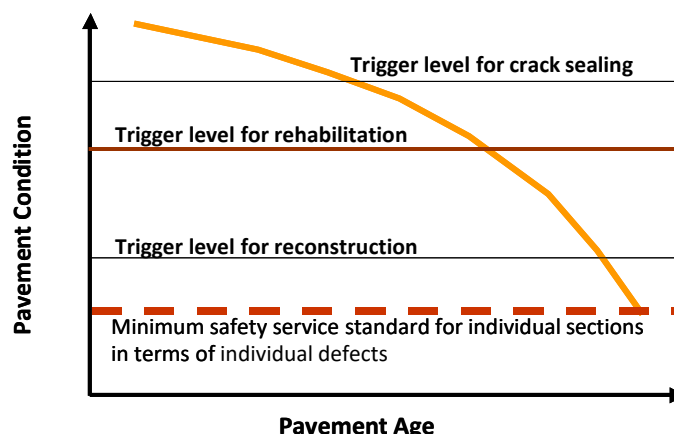


Figure 2-9. An example of Pavement Maintenance and Rehabilitation Trigger Values.

Based on the performance models and the expected performance of resurfacing and reconstructed roadways, the general network trigger values are shown in Table 2-8 were established for the long-term forecasts presented in Appendix E.

Table 2-8. General Network Trigger Values Based on PCI Only.

Action	PCI
Resurfacing	60
Reconstruction	45

ARA's pavement asset management (PAM) software application was used to generate a work program for the next 10 years (2022-2031) based on the current condition of the roadways and the network performance prediction models of the PAM database. The costs for 2021 for major rehabilitation and resurfacing for different pavement types are shown in Table 2-9.

Table 2-9. Construction Cost (2021 dollars).

Construction Method	HCB (Cost/m ²)	LCB(Cost/m ²)	Gravel(Cost/m ²)
Major Rehabilitation	\$130.24	\$18.88	\$6.00
Resurfacing	\$26.97	\$7.20	\$1.00

The forecast analysis is used to help estimate either the condition of the network for set budgets or it can estimate the required budget for a set condition. The analysis predicts the future condition of the pavements over the analysis period and estimates the cost and recommends the timing of implementing pavement repairs under the different scenarios. All the analysis is completed in current dollar amount, inflation rate is not accounted for in this analysis.

Based on the costs provided in Table 2-9, the replacement value and present network value of the Township of East Zorra-Tavistock's road network pavements is provided in Table 2-10. A detailed report for each Section ID along with the service life is attached as an Appendix E.

Table 2-10. Township of East Zorra-Tavistock Pavement Network Replacement Value.

Surface	Area (m ²)	Replacement Cost (\$/m ²)	Replacement Value(\$)
HCB	483,714	130.24	62,998,966
LCB	161,960	18.88	3,057,812
Gravel	1,034,608	6.00	6,207,646
Total	1,680,283		72,264,425

Pavement Priority Index

Pavement priority index (PPI) is a simple method of prioritizing pavement rehabilitation and reconstruction needs at a network level based on their pavement condition index. The performance models outlined above represent the expected deterioration of a pavement based on the type of action (rehabilitation or reconstructed). A reconstructed pavement is expected to last longer than a rehabilitated pavement.

For each pavement section, the actual age is calculated from the last major activity (rehabilitation or reconstruction). The performance model is then used to calculate the “model age” by entering the current PCI into the model and determining its age. The pavement priority index (PPI) is calculated by dividing the actual age by the model age and multiplying the result by 100 to present the information on a scale of 0 to 100. For example, if a pavement section has an age of 8 years since the last majority activity and by using a PCI of 80, the model age would be 10 years. This results in a PPI of $8/10 \times 100 = 80$. In simple terms, the 8 year old pavement is “acting” like a 10 year old pavement which means that it is not performing as well as expected. On the other hand, if the 8 year old pavement had a PCI of say 90, it would have a model age of 5 years and the PPI would be $8/5 \times 100 = 160$. This means that the 8 year old pavement is acting like a 5 year old pavement which is better than expected.

The PPI is used at the prioritization stage where all candidates reaching the “rehabilitation” level are determined. Theoretically, per above, this may mean there are a group of candidates who all have a PCI of 60 that need “rehabilitation”. The PPI is calculated for each section and the candidates are sorted from highest to lowest PPI. The available budget is then distributed in decreasing order of PPI with the highest PPI first. In essence, the sections with a PPI of 100 or more have reached or exceeded their expected life to PCI = 60. Therefore, they are good candidates for a second rehabilitation treatment. Candidates with low PPI values, did not perform well for their last rehabilitation, i.e. reached a PCI value of 60 in less years than expected and are therefore not good candidates for a second rehabilitation treatment.

A similar concept is used for pavements that have been rehabilitated more than once. For example, if the performance life-cycle model is construct, followed by a rehabilitation treatment (say mill and overlay) followed by a second rehabilitation followed by reconstruction, the expected total model age may be reconstruct (25 year expected initial life), rehabilitation (15 year expected life) and rehabilitation (10 year expected life), the total expected model age is $25 + 15 + 10 = 50$ years. The total PPI is calculated by going back in the construction history to the last construction or reconstruction history and then adding the number of years between rehabilitation treatments. For a pavement with an actual performance of $22 + 12 + 6 = 40$ years, the total PPI would be $40/50 \times 100 = 80$. For a pavement with an actual performance of $30 + 0 + 0 = 30$, i.e. followed two reconstruction schedules, the total PPI would be $30/50 \times 100 = 60$ which is very poor, i.e. a lot of money has to be spent reconstructing the roadway because it was in poor condition and a rehabilitation treatment would not be sufficient to bring the pavement condition up to a suitable level and expected life-cycle.

Pavement Network Value

The concept of pavement network value (PNV) for pavements is based on the accounting principle of depreciation coupled with the engineering principal of survival analysis. During pavement rehabilitation and management, pavements are evaluated based on their functional and structural condition. The functional condition of the pavement is evaluated in terms of the ability of the pavement to provide a safe, durable platform for vehicular travel. The structural condition of the pavement is the ability of the pavement to protect the subgrade and for the individual layers to withstand the day-to-day loading imposed on it by vehicular traffic.

In order to evaluate the structural and functional condition of a pavement, engineers measure the condition of a pavement's ability to carry out its function by assessing:

Condition of the pavement surface as determined by the type and extent of various pavement surfaced distresses;

- Ride condition of the pavement as determined by pavement smoothness measurements; and
- Structural condition of the pavement through load/deflection testing.

The condition of a pavement surface is assessed by determining the type and severity of various distresses and then deducting the impact of these distresses on the score of a 'perfect' pavement. As one would expect, a newly constructed pavement without distress would receive a 'score' of 100. For the purposes of this example, the 'value' of 1 square meter of a newly constructed pavement will have a value of \$ 50. The expected overall service life of the pavement in this example is expected to be 50 years.

Pavements deteriorate with age and traffic. Typically, a pavement would be permitted to deteriorate to a condition of 60 on a scale of 100 over a period of 25 years and then would be considered for rehabilitation. Using the network value concept, this pavement would be considered to have a value of \$ 25 (half its initial value). At the end of this service life, this 'example' pavement would be considered for a mill and overlay. Once the overlay is placed, the surface condition of the pavement would be considered to be excellent and the surface condition index of this pavement would be increased from 60 to 100.

A user of the pavement would perceive the pavement to be the same as new. However, the 'value' of the pavement is not the same as if the pavement were newly constructed. Therefore, the value of the in-situ pavement is only increased by a percentage of how long the mill and overlay rehabilitation would last. The extent of the increase in value to the original pavement structure is depended on how on the effectiveness of the rehabilitation treatment (mill and overlay). For the purposes of this example, the mill and overlay is considered to cost \$ 15 per square meter. Therefore, it is considered to have increased the underlying value of the pavement from \$ 25 per square meter to \$ 40 per square meter. If the rehabilitation treatment is effective for a service life of 10 years, its effectiveness would decrease over its service life.

The rate of reduction of value would be a function of the rate of deterioration of the pavement. Subsequent treatments would be considered in a similar fashion with the pavement deteriorating and reducing in value with time. The 'effectiveness' of each treatment would be a function of its initial value and the length of time that it would last. If a treatment is relatively expensive, but does not last for a long period of time, the 'effectiveness' of this treatment would be reflected in a significant reduction in the network value of the pavement. The pavement deteriorates with time until it eventually reaches its 'residual' value or 'salvage' value.

Using the network value concept, the underlying value of the pavement or amortized value of the pavement can be calculated at any point during its service life. In addition, the return on investment of any rehabilitation treatment can be expressed as a percentage of the increase in network value that it provides.

PPI and PNV values for each section based on the 2021 pavement condition survey are provided in Appendix E.

Road Needs Forecast #1 – Unrestricted Budget

The first analysis completed for the Township estimates the necessary budget to maintain the network in the ideal condition. This "needs analysis" assumes an unlimited budget is available and will perform all resurfacing and reconstruction actions necessary to meet the performance goals. This means that all pavements qualified for resurfacing are selected for treatment when they reach the critical PCI level of 60 out of 100 and that all roads qualifying for reconstruction are reconstructed once they reach a minimum PCI of 45.

This type of analysis is used to estimate the backlog of work and help estimate the necessary budget required to improve the network over the long term. The result of the needs analysis is summarized in Table 2-11 and on Figure 2-10. The unrestricted budget would increase the network average PCI from 80 in 2021 to 89 in 2031 and require an average annual budget of about \$1.3 million.

Table 2-11. Summary of Major Rehabilitation and Resurfacing Needs with Unlimited Budget.

Year	Major Rehab (\$)	Resurfacing (\$)	Yearly Total (\$)	Network PCI
2022	\$682,458	\$1,938,604	\$2,621,061	74
2023	\$0	\$1,877,814	\$1,877,814	87
2024	\$71,345	\$1,755,391	\$1,826,737	91
2025	\$132,675	\$610,988	\$743,663	85
2026	\$222,710	\$471,410	\$694,121	79
2027	\$0	\$1,556,654	\$1,556,654	90
2028	\$0	\$1,718,517	\$1,718,517	92
2029	\$0	\$347,932	\$347,932	86
2030	\$0	\$533,364	\$533,364	80
2031	\$0	\$1,038,892	\$1,038,892	89
Total	\$1,109,189	\$11,849,565	\$12,958,754	

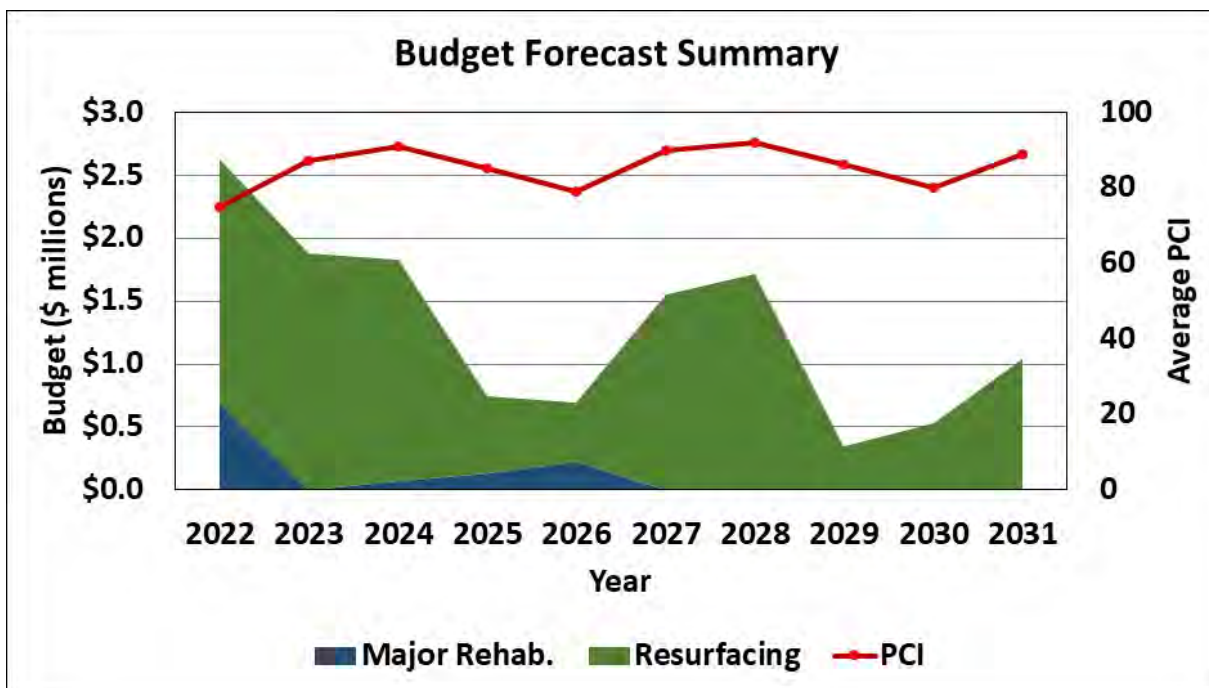


Figure 2-10. Summary of Major Rehabilitation and Resurfacing Needs, Unlimited Budget.

An overview of the roads needs analysis per community is shown in Table 2-12. The detailed results of the analyses are presented in Appendix E.

Table 2-12. 10 Year Community Summary of Major Rehabilitation and Resurfacing Needs, Unlimited Budget

Community	Major Rehab (\$)	Resurfacing (\$)	Yearly Total (\$)
Tavistock	\$ 426,730.00	\$ 1,514,250.00	\$ 1,940,980.00
Innerkip	\$ 0	\$ 205,074.00	\$ 205,074.00
Hickson	\$ 682,457.00	\$ 61,653.00	\$ 744,110.00
Rural	\$ 0	\$ 10,068,600.00	\$ 10,068,600.00

Road Needs Forecast #2 – Annual Budget of \$600,000

A second analysis was completed based on an annual budget of \$600,000. The results are provided in Table 2-13, Table 2-14, and Figure 2-11. Over the 10 years, this budget would result in a 2031 average network PCI of 74. It is noted that in Year 2023, the yearly budget is less than \$600,000. This is because there are insufficient roadways with a pavement condition at or under the major rehabilitation or resurfacing trigger values in that year to spend the available budget.

Table 2-13. Summary of Major Rehabilitation and Resurfacing Needs - \$600,000 Budget.

Year	Major Rehab (\$)	Resurfacing (\$)	Yearly Total (\$)	Network PCI
2022	\$0	\$510,785	\$510,785	74
2023	\$150,036	\$261,097	\$411,133	68
2024	\$0	\$590,494	\$590,494	79
2025	\$0	\$559,352	\$559,352	84
2026	\$0	\$575,619	\$575,619	77
2027	\$103,150	\$471,410	\$574,560	72
2028	\$429,271	\$158,406	\$587,677	67
2029	\$0	\$590,494	\$590,494	77
2030	\$0	\$588,131	\$588,131	80
2031	\$0	\$578,593	\$578,593	74
Total	\$682,458	\$4,884,381	\$5,566,839	

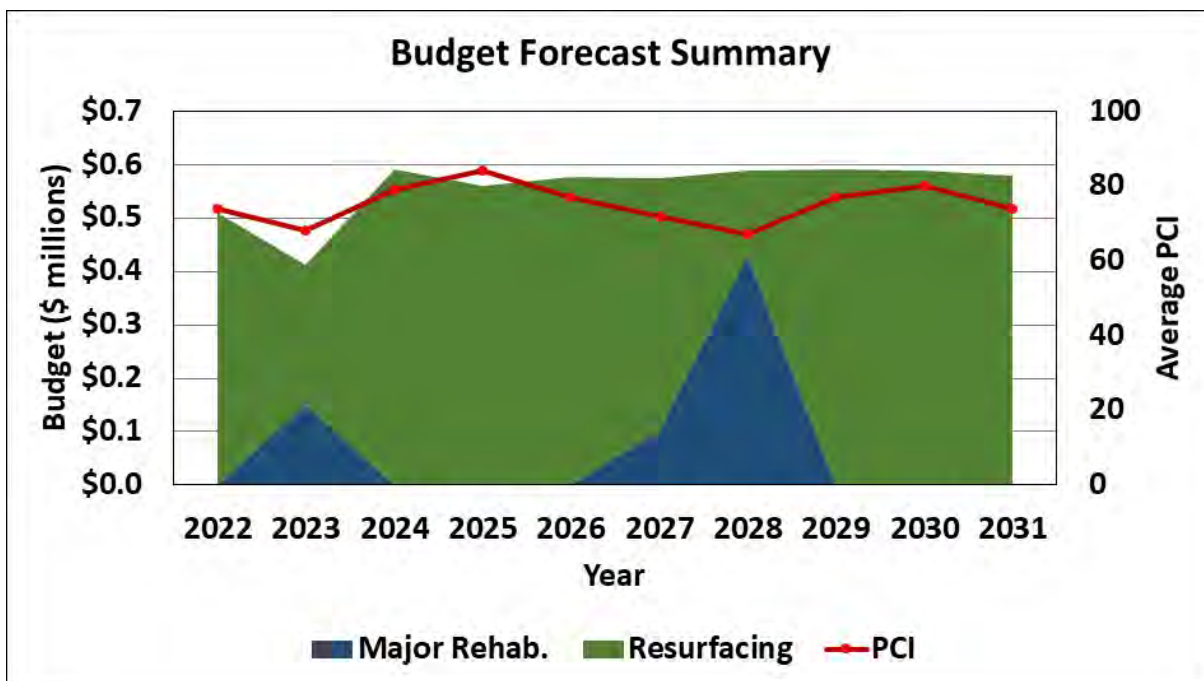


Figure 2-11. Summary of Major Rehabilitation and Resurfacing Needs - \$600,000 Budget.

Table 2-14. 10 Year Community Summary of Major Rehabilitation and Resurfacing Needs - \$600,000 Budget.

Community	Major Rehab (\$)	Resurfacing (\$)	Yearly Total (\$)
Tavistock	\$0	\$764,427	\$764,427
Innerkip	\$0	\$45,229	\$45,229
Hickson	\$682,458	\$0	\$682,458
Rural	\$0	\$3,980,531	\$4,074,726

Road Needs Forecast #3 – Annual Budget of \$800,000

A third analysis completed was completed based on an annual budget of \$800,000. The results are provided in Table 2-15, Table 2-16, and Figure 2-12. Over the 10 years, this budget would result in a 2031 average network PCI of 79. Similar to the \$600,000 budget, there are years where there are insufficient roadways below the trigger values to spend the available budget.

Table 2-15. Summary of Major Rehabilitation and Resurfacing Needs - \$800,000 Budget.

Year	Major Rehab (\$)	Resurfacing (\$)	Yearly Total (\$)	Network PCI
2022	\$0	\$771,881	\$771,881	74
2023	\$150,036	\$588,270	\$738,306	69
2024	\$103,150	\$675,018	\$778,168	82
2025	\$0	\$633,583	\$633,583	87
2026	\$0	\$683,910	\$683,910	80
2027	\$0	\$556,894	\$556,894	75
2028	\$0	\$791,433	\$791,433	71
2029	\$0	\$606,815	\$606,815	82
2030	\$0	\$739,616	\$739,616	85
2031	\$0	\$782,446	\$782,446	79
Total	\$253,187	\$6,829,865	\$7,083,052	

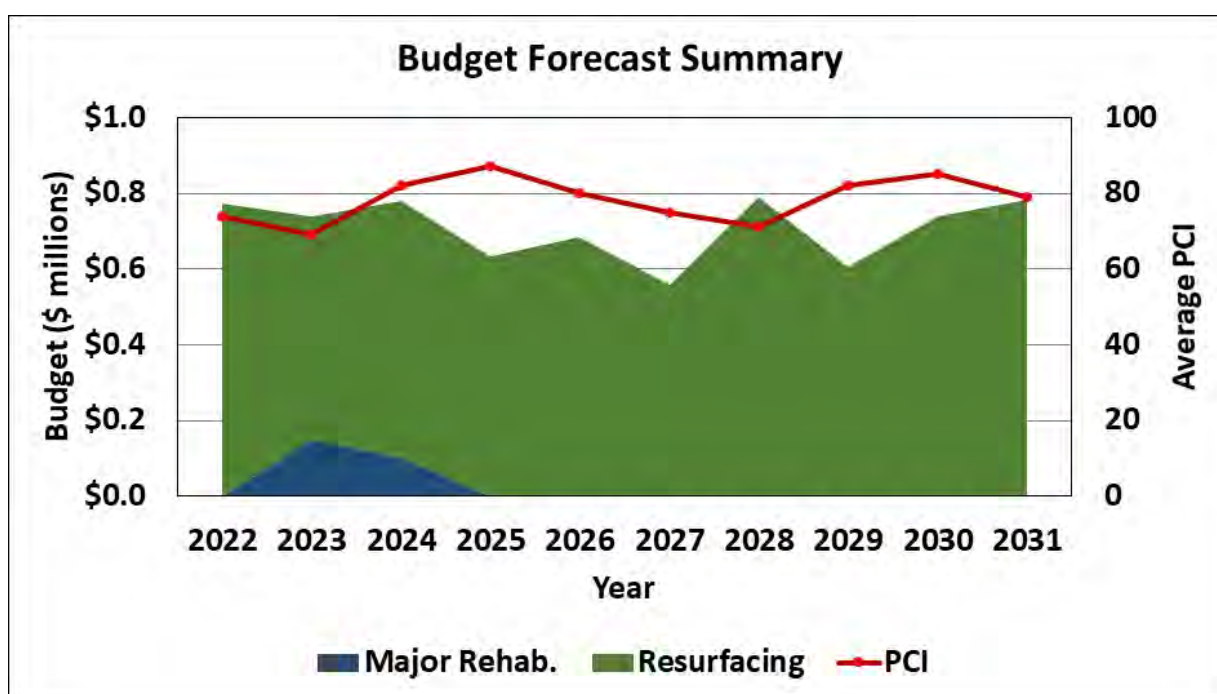


Figure 2-12. Summary of Major Rehabilitation and Resurfacing Needs - \$800,000 Budget.

Table 2-16. 10 Year Community Summary of Major Rehabilitation and Resurfacing Needs - \$800,000 Budget.

Community	Major Rehab (\$)	Resurfacing (\$)	Yearly Total (\$)
Tavistock	\$0	\$1,326,865	\$1,326,865
Innerkip	\$0	\$129,788	\$129,788
Hickson	\$253,187	\$0	\$253,187
Rural	\$0	\$5,373,213	\$5,373,213

Road Needs Forecast #4 – Annual Budget of \$1,000,000

A fourth analysis completed was completed based on an annual budget of \$1 million. The results are provided in Table 2-17, Table 2-18, and Figure 2-13. Over the 10 years, this budget would result in a 2031 average network PCI of 85. Similar to the previous Road Needs Forecasts, there are years where there are insufficient roadways below the trigger values to spend the available budget.

Table 2-17. Summary of Major Rehabilitation and Resurfacing Needs - \$1 Million Budget.

Year	Major Rehab (\$)	Resurfacing (\$)	Yearly Total (\$)	Network PCI
2022	\$150,036	\$771,881	\$921,918	74
2023	\$103,150	\$588,270	\$691,420	69
2024	\$0	\$828,331	\$828,331	83
2025	\$0	\$803,315	\$803,315	88
2026	\$0	\$998,216	\$998,216	83
2027	\$0	\$989,053	\$989,053	78
2028	\$0	\$801,132	\$801,132	86
2029	\$0	\$589,780	\$589,780	80
2030	\$0	\$987,948	\$987,948	84
2031	\$0	\$995,067	\$995,067	85
Total	\$253,187	\$8,352,993	\$8,606,180	

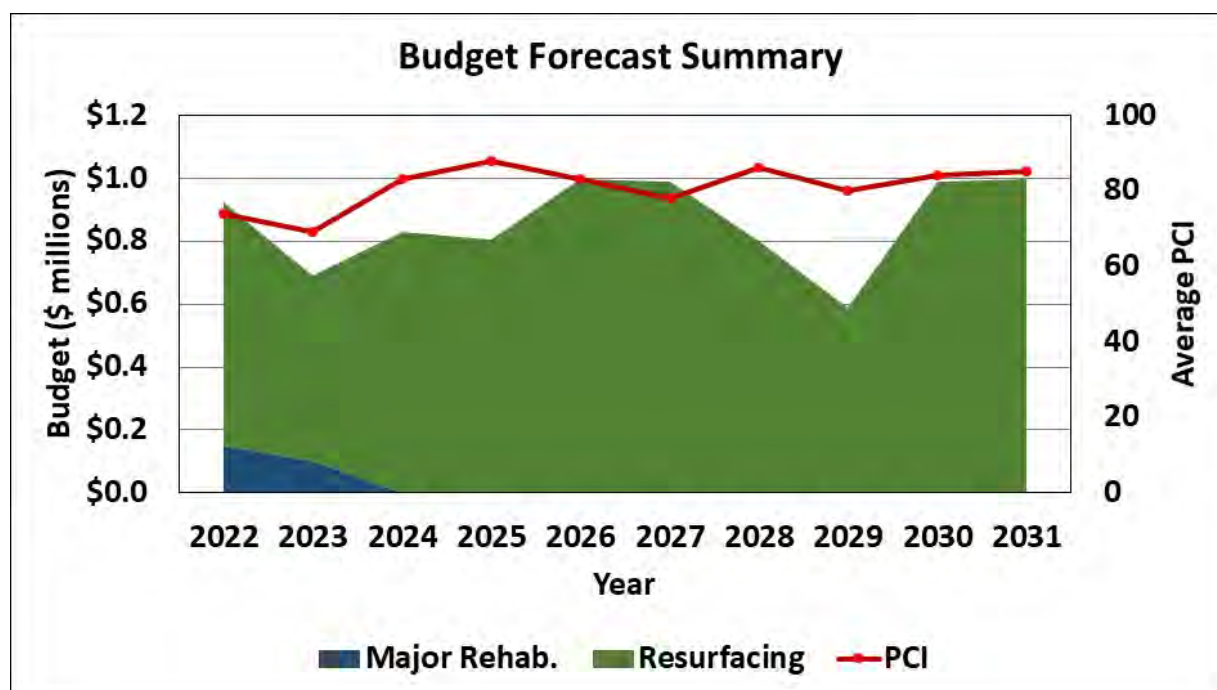


Figure 2-13. Summary of Major Rehabilitation and Resurfacing Needs - \$1 Million Budget.

Table 2-18. 10 Year Community Summary of Major Rehabilitation and Resurfacing Needs - \$1 Million Budget.

Community	Major Rehab (\$)	Resurfacing (\$)	Yearly Total (\$)
Tavistock	\$0	\$1,476,214	\$1,476,214
Innerkip	\$0	\$205,073	\$205,073
Hickson	\$253,187	\$0	\$253,187
Rural	\$0	\$6,671,706	\$6,671,706

Road Needs Forecast #5 – Annual Budget of \$1,100,000

A fifth analysis completed was completed based on an annual budget of \$1.1 million. The results are provided in Table 2-19, Table 2-20, and Figure 2-14. Over the 10 years, this budget would result in a 2031 average network PCI of 88. Similar to the previous Road Needs Forecasts, there are years where there are insufficient roadways below the trigger values to spend the available budget.

Table 2-19. Summary of Major Rehabilitation and Resurfacing Needs - \$1.1 Million Budget.

Year	Major Rehab (\$)	Resurfacing (\$)	Yearly Total (\$)	Network PCI
2022	\$150,036	\$771,881	\$921,918	74
2023	\$103,150	\$588,270	\$691,420	69
2024	\$0	\$828,331	\$828,331	83
2025	\$0	\$1,068,754	\$1,068,754	88
2026	\$0	\$1,082,398	\$1,082,398	83
2027	\$0	\$1,074,231	\$1,074,231	81
2028	\$500,617	\$482,423	\$983,039	86
2029	\$355,386	\$619,798	\$975,183	80
2030	\$0	\$1,087,855	\$1,087,855	84
2031	\$0	\$1,088,625	\$1,088,625	88
Total	\$1,109,189	\$8,692,565	\$9,801,754	

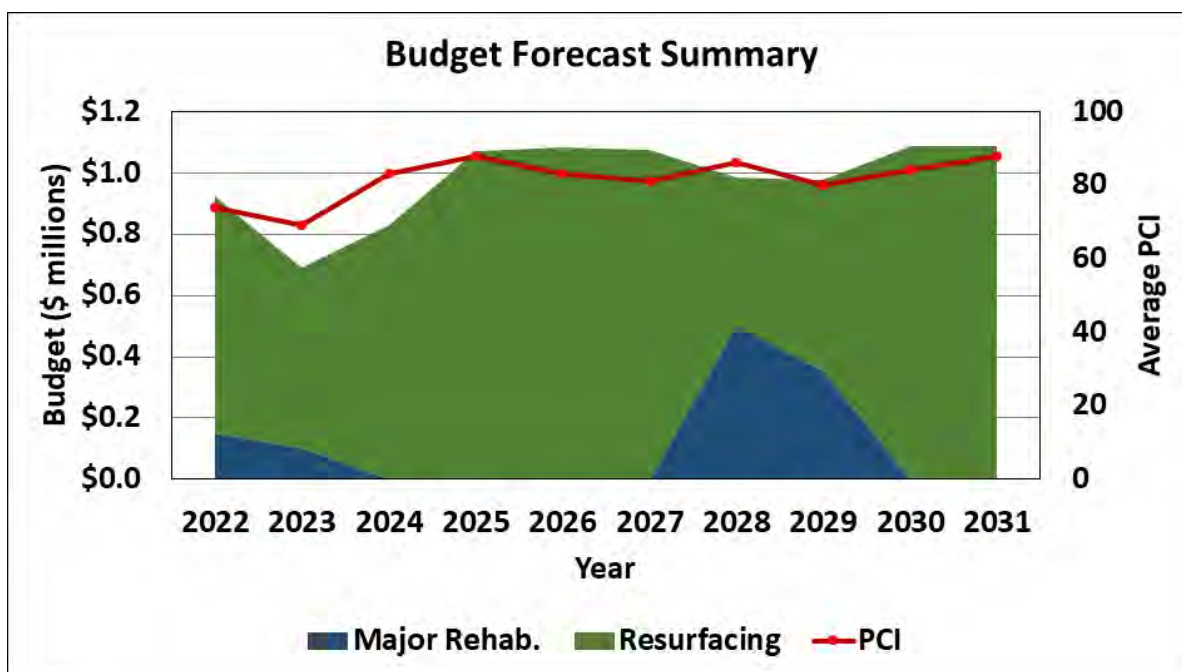


Figure 2-14. Summary of Major Rehabilitation and Resurfacing Needs - \$1.1 Million Budget.

Table 2-20. 10 Year Community Summary of Major Rehabilitation and Resurfacing Needs - \$1.1 Million Budget.

Community	Major Rehab (\$)	Resurfacing (\$)	Yearly Total (\$)
Tavistock	\$426,731	\$1,326,865	\$1,753,596
Innerkip	\$0	\$205,073	\$205,073
Hickson	\$682,458	\$0	\$682,458
Rural	\$0	\$7,160,628	\$7,160,628

Road Needs Forecast #6 – Annual Budget of \$1,200,000

A sixth analysis completed was completed based on an annual budget of \$1.2 million. The results are provided in Table 2-21, Table 2-22 and Figure 2-15. Over the 10 years, this budget would result in a 2031 average network PCI of 82. Similar to the previous Road Needs Forecasts, there are years where there are insufficient roadways below the trigger values to spend the available budget.

Table 2-21. Summary of Major Rehabilitation and Resurfacing Needs - \$1.2 Million Budget.

Year	Major Rehab (\$)	Resurfacing (\$)	Yearly Total (\$)	Network PCI
2022	\$150,036	\$771,881	\$921,918	74
2023	\$0	\$1,188,939	\$1,188,939	70
2024	\$103,150	\$806,114	\$909,264	83
2025	\$0	\$803,315	\$803,315	88
2026	\$0	\$1,104,615	\$1,104,615	84
2027	\$0	\$1,185,857	\$1,185,857	84
2028	\$0	\$968,378	\$968,378	85
2029	\$0	\$1,185,797	\$1,185,797	88
2030	\$0	\$1,173,644	\$1,173,644	87
2031	\$856,002	\$333,941	\$1,189,943	82
Total	\$1,109,189	\$9,522,481	\$10,631,670	

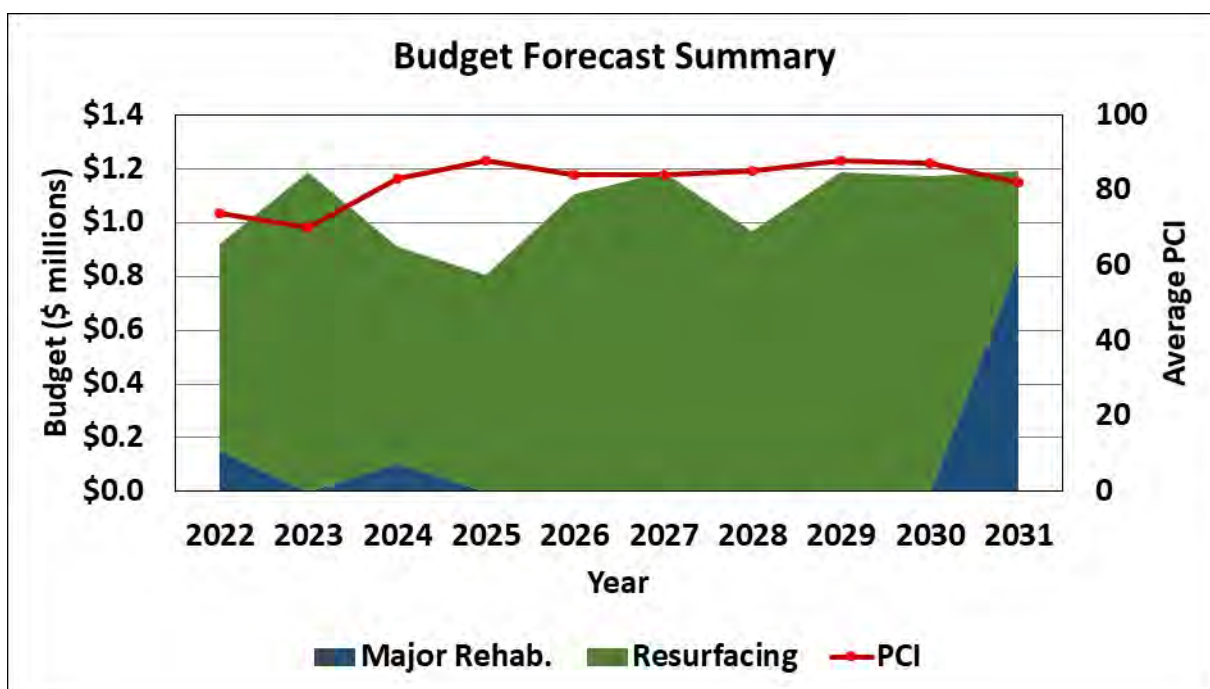


Figure 2-15. Summary of Major Rehabilitation and Resurfacing Needs - \$1.2 Million Budget.

Table 2-22. 10 Year Community Summary of Major Rehabilitation and Resurfacing Needs - \$1.2 Million Budget.

Community	Major Rehab (\$)	Resurfacing (\$)	Yearly Total (\$)
Tavistock	\$426,731	\$1,476,214	\$1,902,945
Innerkip	\$0	\$205,073	\$205,073
Hickson	\$682,458	\$0	\$682,458
Rural	\$0	\$7,841,194	\$7,841,194

Road Needs Forecast #7 – Maintain Average Network of 80

A seventh analysis was completed based on maintaining the network average PCI of 80. The results of the analysis are presented in Table 2-23, Table 2-24, and Figure 2-16. This scenario would require an annual budget of about \$1.1 million.

Table 2-23. Summary of Major Rehabilitation and Resurfacing Needs to Maintain an Average Network PCI of 80.

Year	Major Rehab (\$)	Resurfacing (\$)	Yearly Total (\$)	Network PCI
2022	\$682,458	\$2,203,038	\$2,885,496	80
2023	\$0	\$246,379	\$246,379	80
2024	\$0	\$1,367,000	\$1,367,000	80
2025	\$204,021	\$241,273	\$445,293	80
2026	\$222,710	\$824,855	\$1,047,565	79
2027	\$0	\$698,790	\$698,790	79
2028	\$0	\$1,115,407	\$1,115,407	80
2029	\$0	\$1,952,353	\$1,952,353	80
2030	\$0	\$790,203	\$790,203	79
2031	\$280,769	\$568,787	\$849,557	80
Total	\$1,389,958	\$10,008,086	\$11,398,045	

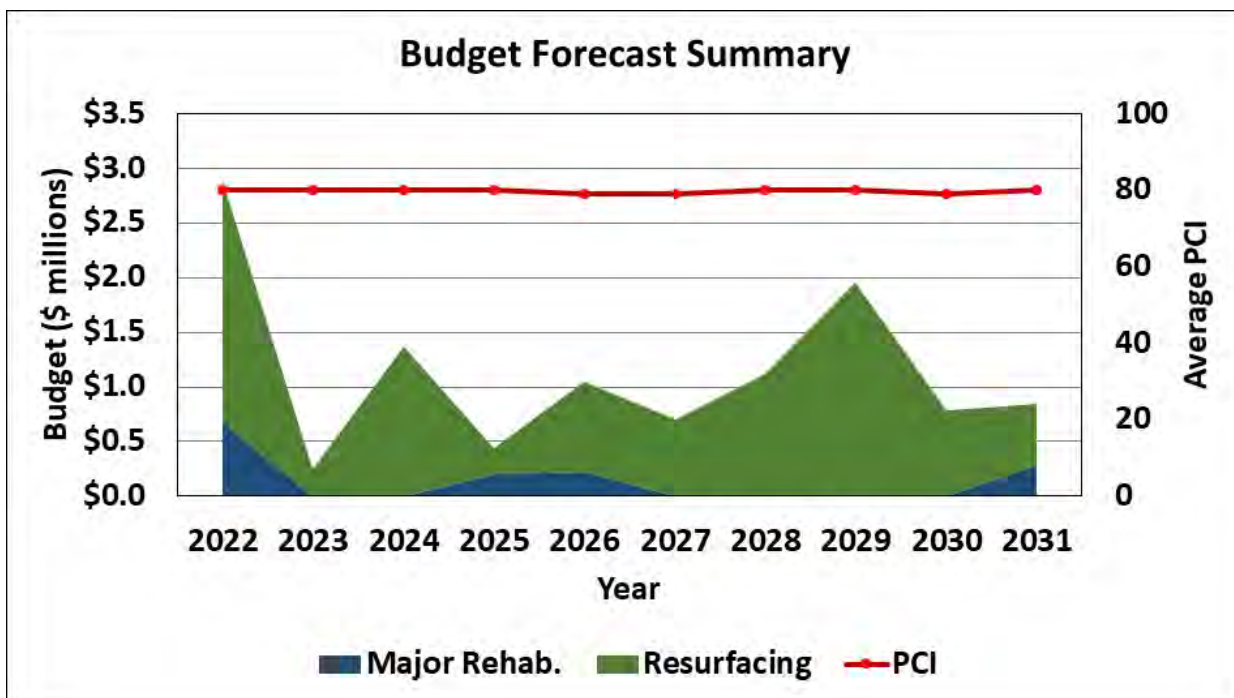


Figure 2-16. Summary of Major Rehabilitation and Resurfacing Needs, Maintain PCI.

Table 2-24. 10 Year Community Summary of Major Rehabilitation and Resurfacing Needs, Maintain PCI.

Community	Major Rehab (\$)	Resurfacing (\$)	Yearly Total (\$)
Tavistock	\$ 426,730	\$ 1,476,214	\$ 1,902,944
Innerkip	\$ 0	\$ 205,074	\$ 205,074
Hickson	\$ 682,457	\$ 0	\$ 682,457
Rural	\$ 280,769	\$ 8,326,810	\$ 8,607,579

By increasing the annual road budget from \$600,000 to \$1.2 million, the network average PCI will increase from 80 in 2021 to 82 in 2031.

An overall summary of annual budget versus future pavement surface condition (PCI) is provided in Table 2-25 and Figure 2-17.

Table 2-25: Average Network PCI in 2031 based on Budget Scenarios.

Scenario	Annual Budget	Average Network PCI in 2031
2	\$ 600,000	74
3	\$ 800,000	79
4	\$ 1,000,000	85
5	\$ 1,100,000	88
6	\$ 1,200,000	82

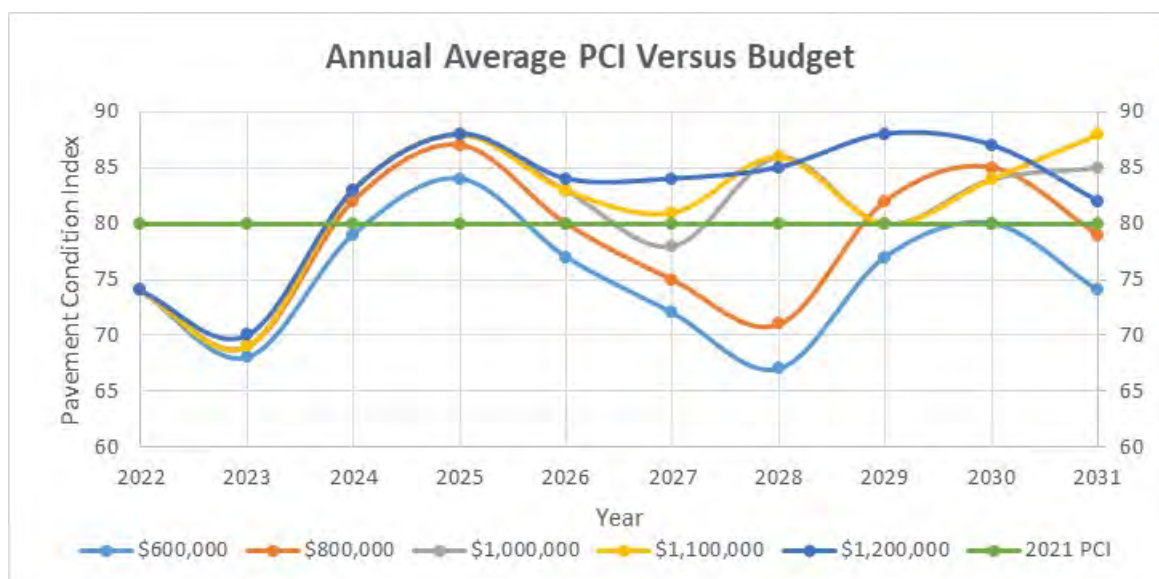


Figure 2-17. Overall Summary of Annual Budget Versus Network PCI in 2031.

2.8 Short-Term Pavement Needs Forecast

Long term forecasts (generally 5 to 10 years) are completed by using the pavement condition index sometimes supported by other pavement condition data such as structural capacity or roughness. Short term forecasts (generally 1 to 2 years) can be more precise in terms of maintenance and rehabilitation actions by using the distress type, extent and severity data. For short term forecasts, the general network trigger values are given in Table 2-26.

Table 2-26. General Network Trigger Values.

Action	PCI Ranges
Do Nothing	91 – 100
Maintenance	70 – 90
Thin Overlays	65 – 69
Thick Overlays	60 – 64
Do Nothing	45 – 59
Reconstruction	0 - 44

Maintenance, thin and thick overlays are further broken down into additional categories depending on the distress type, extent and severity of the individual sections. The unit costs (Table 2-27) are estimates per square metre and are applied to each section based on the area of the section.

Table 2-27. Short-Term Forecast Network Trigger Values and Unit Costs.

Action	Designation	Description	Unit Cost (m ²)		
			HCB	LCB	Gravel
Maintenance	M1	Deep Patching	\$5	\$3.40	\$0.5
Maintenance	M2	Shallow Patching	\$2	\$2	\$0.25
Maintenance	M3	Crack Sealing	\$1	\$1	-
Thick Overlay	OV1	Thick Overlay + Base Repairs	\$38.43	\$15.50	\$4.5
Thick Overlay	OV2	Thick Overlay	\$26.97	\$7.50	\$1
Thin Overlay	OV3	Thin Overlay + Base Repairs	\$28.15	\$6.75	\$1.5
Thin Overlay	OV4	Thin Overlay	\$16.69	\$5.50	\$1
Reconstruction	RC2	Reconstruction	\$130.24	\$18.88	\$6

The thin and thick overlays have been initially established at 50 and 90 mm for network level short-term forecast programming. However, the specific rehabilitation requirements for each pavement section should be established as a part of the project level evaluation for each section at the time of planning the rehabilitation treatment. Similarly, partial depth pulverization, cold in-place recycling, and other techniques may also be considered depending on the condition of the pavement.

The criteria for the selection of the individual short term forecast network trigger values are given in Table 2-28. The short-term forecast then multiplies the area of pavement times the unit cost per area to determine the cost to complete the work. These qualification ranges and costs have a higher level of precision than the long-term forecast so the first year of the long-term forecast has a slightly different cost than for the short-term forecast. The results of the short-term maintenance only analysis is shown in Table 2-28 with the details provided in Appendix F.

Table 2-28. Short-Term Forecast Selection Criteria.

Action	Designation	General Selection Criteria
Deep Patching	M1	Alligator cracking present, high severity, few to intermittent extent
Shallow Patching	M2	Alligator cracking present, low to medium severity, few to intermittent extent
Crack Sealing	M3	Any cracking present except alligator cracking, low to medium severity, extent frequent or extensive
Thick Overlay (90 mm) + Base Repairs	OV1	Any distress present with medium to high severity, extent frequent to extensive, alligator cracking present, high severity, few to intermittent extent
Thick Overlay (90 mm)	OV2	No alligator cracking, any distress present with medium to high severity, extent frequent to extensive
Thin Overlay (50 mm) + Base Repairs	OV3	Any distress present with low to medium severity, extent frequent to extensive, alligator cracking present, high severity, few to intermittent extent
Thin Overlay (50 mm)	OV4	No alligator cracking, any distress present with low to medium severity, extent frequent to extensive
Reconstruction	RC2	Any distress present, PCI < 45

Table 2-29. Short Term Forecast Maintenance Needs Only – 2021.

Action	Designation	Cost (\$)
Deep Patching	M1	204,157
Shallow Patching	M2	34,706
Crack Sealing	M3	24,131
Total		262,994

3. Gravel Road Upgrade Prioritization

The Township has been allocating a budget for the potential upgrade of selected gravel road sections to a hard surface. A decision matrix was developed to assist in prioritizing candidates for upgrade. The decision criteria include 10 elements that are equally weighed with the exception of traffic in terms of Annual Average Daily Traffic (AADT) which has a double weighing compared to the other criteria. Based on our experience with other Canadian municipalities, ARA simplified the criteria and introduced additional criteria based on the existing structural capacity of the gravel surfaced roadways and modified the criteria weighting as shown in Table 3-1.

Table 3-1. Upgrade Priority Rating and Weighting.

Criteria	Weighting	Comments
Traffic (AADT)	40	Scale based on AADT range from 0 to > 450
Proximity	15	Offset of homes and buildings from the roadway
Connectivity	15	Adjacent roadway surface type (gravel or hard surface)
Structural Capacity	20	Based on remaining structural life in years
Social/Environmental	10	Presence of businesses/recreation/other facilities

The results of the gravel road pavement surface condition surveys were used to complete a network level analysis of the entire Township gravel surface network. This was intended to prioritize all of the gravel road sections for possible upgrade to a hard surface. The traffic (AADT) factors were based on 2017 AADT estimates provided by the Township. The proximity, connectivity and social/environmental factors were assessed based on a visual examination of the gravel roadways using Google Earth. The initial structural remaining life estimates were determined from the PCI ratings from the 2021 pavement condition survey. This analysis provided a prioritized list of sections. This list was then reviewed to determine the number of roadways that could be tested in one day using the FWD.

The in-situ structural capacity of the pavement is an important consideration in determining the suitability of upgrading a gravel surface roadway. While the pavement can be generally kept serviceable by grading and the application of additional granular base, it is necessary to determine the in-situ structural capacity of the pavement to assist in the prioritization decision making process. For example, it would not be prudent to place a chip seal on a pavement that has insufficient structural capacity to carry the design traffic.

To provide an overall indication of the structural characteristics of the in-situ pavement structure, FWD testing was completed on 24 selected gravel surface roadway sections. At each test location, the FWD applied four load applications to the pavement surface. The first application was a seating load to ensure that the FWD load plate was resting firmly on the pavement surface. The three subsequent loads were at approximately 30, 40, and 50 kN. The pavement surface deflection was measured for each of these three load applications.

A photograph of an FWD is provided in Figure 3-1, and a sketch of the FWD load plate and sensor configurations is provided in Figure 3-2.



Figure 3-1. Photograph of a Falling Weight Deflectometer.

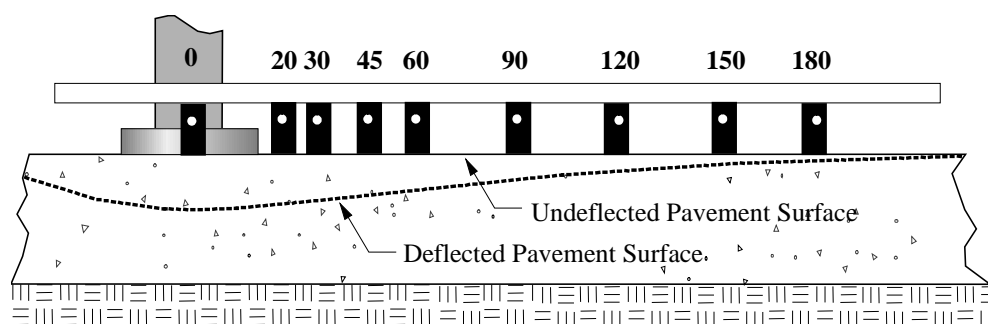


Figure 3-2. Schematic of the FWD Load Plate and Sensor Configurations.

Station 10+000 was established at the crossing road curb line approaching each individual section. The FWD testing was performed at selected locations within each road sections, along the length of the roadways every 200 m each direction, staggered by direction. The GPS coordinates of each test location were also collected and stored for later use.

After collecting the FWD data, the information was analyzed and the following pavement strength parameters were calculated:

Maximum Normalized Dynamic Deflection. The maximum deflection (D_0), measured in the centre of the load plate, is a good indicator of overall pavement strength. The deflection at this location is a function of the pavement layer stiffness, as well as the support capacity of the subgrade. Because deflection is a function of load and because of slight variations in measured load at each test point, a linear extrapolation of the measured deflection is made to adjust deflections at all test locations to a single load level. The normalized deflection was also temperature corrected to 20°C to compensate for variation due to changes in field conditions.

Pavement and Subgrade Layer Moduli. The FWD results, along with pavement thickness data, was used to backcalculate the elastic moduli of the pavement layers and the resilient modulus of the subgrade. The response (deflection) of a loaded pavement surface is a function of the rate and magnitude of the loading, the size and location of the loaded area, the thickness and stiffness of the pavement layers, and the subgrade support conditions. Using the load and deflection data (from the FWD data) and the pavement thickness information (as explained below), ARA uses a software

analysis tool to ‘backcalculate’ the effective structural capacity of the existing pavement (i.e. E_p , M_r , SN_{eff}). The effective structural number (SN_{eff}) was used to determine the structural adequacy of the existing pavement to support future expected traffic loading.

The thickness of the various pavement layers is a required input in order to estimate the remaining life of the pavement. As the thickness of the pavements included in this study was generally not known, an estimation of the thickness was determined using the measured FWD deflection data.

The Boussinesq equation [Yoder and Witczak, 2nd Edition, Wiley & Sons, Inc., 1975] for the vertical deflection under a uniform circular load with a magnitude of 40 kN (equivalent to the load on a heavy vehicle dual wheel axle) was used in conjunction with an estimation of the resilient modulus of the pavement layers and subgrade to determine the expected deflection for pavement base/subbase thicknesses of 150 to 600 mm. The results of these calculations are shown in Table 3-2.

Table 3-2. Estimated Pavement Surface Deflection for Various Pavement Thicknesses.

Normalized 40 kN FWD Deflection (mm)	Pavement Thickness (mm)
3.10	150
2.30	200
2.20	250
1.90	300
1.60	350
1.30	450
1.25	500
1.00	600

The parameters used for the structural analysis were calculated using the procedures outlined in the 1993 AASHTO Guide for the Design of Pavement Structures, Chapter III, Pages 95 to 105. The resilient modulus and effective pavement modulus are calculated from the FWD load and deflection test results using the equation on Page III-96/97. The effective structural capacity (Chapter III Page 102) is calculated using the total thickness of the pavement layers above the subgrade and the effective modulus of the pavement layers back-calculated from the FWD test data (Chapter III Page 97).

The required structural number (SN) of the pavement was calculated using the AASHTO design equation (Chapter II Page 32). One of the inputs for the AASHTO design equation is the number of Equivalent Single Axle Loads (ESALs) to which the pavement will be exposed. The traffic count information provided by the Township for 2017 was used to estimate the annual traffic for the roadways. The percentage of heavy vehicles was established as 10 percent of the total traffic with each heavy vehicle estimated to impart 2 ESALs to the pavement. Finally, the total number of heavy vehicles over a 20 year structural design life was used to determine the total design ESALs for the roadway section. Other inputs used for the AASHTO structural analysis included reliability (50 percent), initial pavement serviceability index (PSI) of 4.2, terminal serviceability index of 2.0 and standard deviation of 0.44. No traffic growth was incorporated into the structural analysis as the roads tested are on a mature network. The AASHTO design equation was then used to determine the structural number required to carry the anticipated traffic for a period of 20 years.

The effective structural capacity of the existing pavement was calculated using the equation in the AASHTO Guide Chapter III Page 89. The number of ESALs that the pavement would be subjected to each year was calculated along with the number of ESALs that the pavement could accommodate using the AASHTO design equation. The available ESAL capacity was then divided by the ESALs per year to determine the remaining life in terms of years. If the remaining structural life was greater than 10 years it was assigned a value of 10 years.

A condition rating was assigned to each Road ID and is based on the remaining structural life of the pavement from the expected traffic for each section of traffic and the results of the load/deflection (FWD) testing. The rating scale is classified as shown in Table 3-3.

Table 3-3. Condition Category and Remaining Life.

Condition Category	Remaining Live (Years)
Very Good	>20
Good	15 – 20
Fair	10 – 15
Poor	5 – 10
Very Poor	< 5

The results of the analysis are provided in Table 3-4. From the table, it can be seen that for the most part, the structural capacity of the roadways tested was good to very good with a few in the fair category and one in the poor category. Average remaining life values ranged from 2 to 13 years. Roadway sections with good to very good structural capacity are considered to be good candidates for chip seal applications.

The detailed results of the FWD testing and data analysis are presented in Appendix G. The test data is sorted by Section, Road Name and Station. While the majority of the 40 kN normalized deflection values (D0) were less than 1 mm, there were localized areas in each section that had D0 values of up to 6 mm. These higher values would represent areas where the thickness of the granular base/subbase may be thinner or the subgrade may be weaker due to higher moisture contents. Localized full depth base repairs or drainage improvements could reduce the overall deflection and improve the roadway candidacy for hard topping.

The results of the prioritization analysis are provided in Table 3-5.

Table 3-4. FWD Test Result and Analysis Summary.

Section	Road	From	To	PCI	D0 (mm)	Effective SN (mm)	AADT	Design ESALs	Remaining ESALs	Remaining Structural Life (Years)	Structural Condition Rating
0260-00	10th Line	P.O.R.	Maplewood Sideroad	81	1.1	83	130	137,800	1,406,339	7.4	Fair
0259-00	10th Line	Maplewood Sideroad	Cassel Sideroad	79	0.8	80	147	155,820	821,239	5.2	Poor
0258-00	10th Line	Cassel Sideroad	O.R. 8	86	1.1	89	91	96,195	1,691,506	9.4	Good
0257-00	10th Line	O.R. 8	Braemar Sideroad	81	0.8	86	135	142,676	3,545,810	10.4	Very Good
0256-00	10th Line	Braemar Sideroad	O.R. 33	80	0.8	82	138	146,280	528,967	3.6	Very Poor
0255-00	10th Line	O.R. 33	O.R. 17	81	0.7	80	175	185,188	1,952,759	6.2	Fair
0477-00	11th Line	P.O.R.	Maplewood Sideroad	81	0.7	89	161	170,660	3,463,433	10.9	Very Good
0263-00	11th Line	Cassel Sideroad	O.R. 8	80	0.8	87	139	147,340	2,158,917	9.7	Good
0262-00	11th Line	O.R. 8	Braemar Sideroad	80	0.8	88	113	119,780	1,455,901	10.9	Very Good
0271-00	13th Line	Maplewood Sideroad	Cassel Sideroad	80	0.8	89	235	249,100	1,517,873	5.8	Poor
0270-00	13th Line	Cassel Sideroad	O.R. 8	80	0.9	85	247	261,820	1,599,130	4.4	Poor
0269-00	13th Line	O.R. 8	Braemar Sideroad	81	0.8	85	209	221,540	1,612,271	7.3	Fair
0268-00	13th Line	Braemar Sideroad	O.R. 33	80	0.9	91	198	209,880	3,151,935	9.0	Good
0276-00	14th Line	Maplewood Sideroad	Cassel Sideroad	75	0.9	76	160	169,600	803,371	4.7	Poor
0275-00	14th Line	Cassel Sideroad	O.R. 8	79	1.1	78	89	94,340	494,706	5.2	Poor
0273-01	14th Line	Braemar Sideroad	O.R. 33	81	0.8	87	127	134,620	1,955,593	8.8	Good
0282-00	15th Line	Maplewood Sideroad	Cassel Sideroad	80	1.0	72	244	258,640	458,820	1.8	Very Poor
0281-00	15th Line	Cassel Sideroad	O.R. 8	80	0.9	77	244	258,640	578,637	2.2	Very Poor
0280-00	15th Line	O.R. 8	Braemar Sideroad	80	1.2	75	181	191,860	734,808	2.8	Very Poor
0287-00	17th Line	P.O.R.	Maplewood Sideroad	81	0.9	82	140	148,400	1,041,255	6.6	Fair
0291-00	19th Line	P.O.R.	O.R. 5	80	1.0	82	245	259,700	789,481	3.0	Very Poor
0252-00	Zorra EZT Line	Maplewood Sideroad	Cassel Sideroad	80	0.8	87	86	91,160	1,991,212	13.3	Very Good
0251-00	Zorra EZT Line	Cassel Sideroad	O.R. 8	82	0.8	90	124	131,440	1,336,405	9.6	Good
0250-00	Zorra EZT Line	O.R. 8	Braemar Sideroad	79	0.7	89	102	108,120	2,068,342	11.5	Very Good

Table 3-5. Prioritization Results for Hard Top Consideration.

Section	Road	From	To	PCI	2017 AADT	Length (m)	Width (m)	Area (m ²)	Upgrade Priority Ranking Scores					Total Points	Rank
									Traffic	Proximity	Connectivity	Structural	Social		
0250-00	Zorra/EZT Line	O.R. 8	Braemar Sideroad	79	102	3,097	7	21,679	9	12	15	11.5	6	53.5	1
0257-00	10th Line	O.R. 8	Braemar Sideroad	81	138	3,097	7.5	23,228	12	12	15	10.4	2	51.4	2
0251-00	Zorra/EZT Line	Cassel Sideroad	O.R. 8	82	124	3,087	7.2	22,226	10	9	15	9.6	4	47.6	3
0260-00	10th Line	P.O.R.	Maplewood Sideroad	81	130	3,357	7.8	26,185	11	12	15	7.4	2	47.4	4
0271-00	13th Line	Maplewood Sideroad	Cassel Sideroad	80	235	3,098	9.3	28,811	19	9	7.5	5.8	6	47.3	5
0270-00	13th Line	Cassel Sideroad	O.R. 8	80	247	3,100	8.8	27,280	20	9	7.5	4.4	6	46.9	6
0276-00	14th Line	Maplewood Sideroad	Cassel Sideroad	75	160	3,103	8.4	26,065	13	12	15	4.7	2	46.7	7
0268-00	13th Line	Braemar Sideroad	O.R. 33	80	198	3,099	8.2	25,412	16	12	7.5	9.0	2	46.5	8
0269-00	13th Line	O.R. 8	Braemar Sideroad	81	209	3,111	8.3	25,821	17	12	7.5	7.3	2	45.8	9
0477-00	11th Line	P.O.R.	Maplewood Sideroad	81	161	3,228	8.2	26,470	13	12	7.5	10.9	2	45.4	10
0252-00	Zorra/EZT Line	Maplewood Sideroad	Cassel Sideroad	80	86	3,097	7.2	22,298	7	6	15	13.3	4	45.3	11
0255-00	10th Line	O.R. 33	O.R. 17	81	177	3,100	7.7	23,870	15	6	15	6.2	2	44.2	12
0273-01	14th Line	Braemar Sideroad	O.R. 33	81	127	2,483	7.5	18,623	11	6	15	8.8	2	42.8	13
0258-00	10th Line	Cassel Sideroad	O.R. 8	86	87	3,094	8	24,752	7	9	15	9.4	2	42.4	14
0262-00	11th Line	O.R. 8	Braemar Sideroad	80	113	3,096	7.5	23,220	10	12	7.5	10.9	2	42.4	15
0256-00	10th Line	Braemar Sideroad	O.R. 33	80	138	3,098	7.5	23,235	12	6	15	3.6	4	40.6	16
0263-00	11th Line	Cassel Sideroad	O.R. 8	80	139	3,096	7.5	23,220	12	9	7.5	9.7	2	40.2	17
0259-00	10th Line	Maplewood Sideroad	Cassel Sideroad	79	147	2,989	7.9	23,613	12	6	15	5.2	2	40.2	18
0275-00	14th Line	Cassel Sideroad	O.R. 8	79	89	3,094	7.7	23,824	8	9	15	5.2	2	39.2	19
0291-00	19th Line	P.O.R.	O.R. 5	80	245	2,285	6.9	15,767	20	6	7.5	3.0	2	38.5	20
0281-00	15th Line	Cassel Sideroad	O.R. 8	80	244	3,096	7.2	22,291	20	6	7.5	2.2	2	37.7	21
0282-00	15th Line	Maplewood Sideroad	Cassel Sideroad	80	244	3,120	8.1	25,272	20	6	7.5	1.8	2	37.3	22
0287-00	17th Line	P.O.R.	Maplewood Sideroad	81	140	3,267	7.2	23,522	12	9	7.5	6.6	2	37.1	23
0280-00	15th Line	O.R. 8	Braemar Sideroad	80	181	3,739	7.2	26,921	15	6	7.5	2.8	2	33.3	24

4. Summary

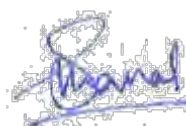
The overall condition of the Township of East Zorra-Tavistock's road network is considered to be very good with a current average network weighted PCI of 80. The percentage of roadways in the entire network in the very good category (PCI > 75) is 90 percent. The percentage of roadway area in the "poor" category (PCI less than 50) is 0 percent. It is recommended that the Township consider adopting a formal pavement preservation program to assist in keeping roadways in good condition good. This would require an evaluation of appropriate pavement preservation techniques and trigger values and a budget dedicated to pavement preservation. Many agencies have adopted this approach and have found that by using timely pavement preservation techniques, they are able to improve their overall network condition and then use the cost savings to begin to address their reconstruction backlog.

The construction history has been adjusted to reflect the surface condition of the pavement. Going forward, the construction history information should be updated on an annual basis and included in future road needs studies.

Applied Research Associates, Inc.



Afnan Iqbal
Pavement Specialist



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Senior Pavement Engineer

Appendix A

Construction History Update

2021 Inventory and Construction History

Section	Name	From	To	Surface Type	Year	Length	Width	Area
0188-01	William Street South	Woodstock Street South	Adam Street	HCB	2012	80	8.1	648
0188-02	William Street South	Adam Street	Wettlaufer Street	HCB	2013	168	8.1	1361
0188-03	William Street South	Wettlaufer Street	13th Line	HCB	2010	326	8.1	2641
0189-00	William Street South	Hope Street West	Woodstock Street South	HCB	2003	171	10	1710
0231-00	11th Line	O.R. 33	O.R. 17	LCB	2011	3097	6.5	20131
0247-00	Zorra/EZT Line	O.R. 17	Hwy 2	Gravel	2018	3074	7.5	23055
0248-00	Zorra/EZT Line	O.R. 33	O.R. 17	Gravel	2018	3091	8	24728
0249-00	Zorra/EZT Line	Braemar Sideroad	O.R. 33	Gravel	2018	3088	7.5	23160
0250-00	Zorra/EZT Line	O.R. 8	Braemar Sideroad	Gravel	2018	3097	7	21679
0251-00	Zorra/EZT Line	Cassel Sideroad	O.R. 8	Gravel	2019	3087	7.2	22226
0252-00	Zorra/EZT Line	Maplewood Sideroad	Cassel Sideroad	Gravel	2018	3097	7.2	22298
0253-00	Zorra/EZT Line	P.O.R.	Maplewood Sideroad	Gravel	2018	3288	7	23016
0255-00	10th Line	O.R. 33	O.R. 17	Gravel	2019	3100	7.7	23870
0256-00	10th Line	Braemar Sideroad	O.R. 33	Gravel	2018	3098	7.5	23235
0257-00	10th Line	O.R. 8	Braemar Sideroad	Gravel	2019	3097	7.5	23228
0258-00	10th Line	Cassel Sideroad	O.R. 8	Gravel	2019	3094	8	24752
0259-00	10th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	2018	2989	7.9	23613
0260-00	10th Line	P.O.R.	Maplewood Sideroad	Gravel	2019	3357	7.8	26185
0261-00	11th Line	Braemar Sideroad	O.R. 33	Gravel	2019	3104	7	21728
0262-00	11th Line	O.R. 8	Braemar Sideroad	Gravel	2018	3096	7.5	23220
0263-00	11th Line	Cassel Sideroad	O.R. 8	Gravel	2018	3096	7.5	23220
0264-00	11th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	2019	3091	7.6	23492
0268-00	13th Line	Braemar Sideroad	O.R. 33	Gravel	2018	3099	8.2	25412
0269-00	13th Line	O.R. 8	Braemar Sideroad	Gravel	2019	3111	8.3	25821
0270-00	13th Line	Cassel Sideroad	O.R. 8	Gravel	2018	3100	8.8	27280
0271-00	13th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	2018	3098	9.3	28811
0272-00	14th Line	O.R. 33	O.R. 17	Gravel	2018	3105	7.5	23288
0273-01	14th Line	Braemar Sideroad	O.R. 33	Gravel	2019	2483	7.5	18623
0273-02	14th Line	Braemar Sideroad	Braemar Sideroad	Gravel	2018	621	7.5	4658
0274-00	14th Line	O.R. 8	Braemar Sideroad	Gravel	2018	3094	7.5	23205
0275-00	14th Line	Cassel Sideroad	O.R. 8	Gravel	2018	3094	7.7	23824
0276-00	14th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	2018	3103	8.4	26065
0278-00	15th Line	O.R. 33	O.R. 17	LCB	2011	3111	7	21777
0279-00	15th Line	Braemar Sideroad	O.R. 33	Gravel	2018	2465	7.3	17995
0280-00	15th Line	O.R. 8	Braemar Sideroad	Gravel	2018	3739	7.2	26921
0281-00	15th Line	Cassel Sideroad	O.R. 8	Gravel	2018	3096	7.2	22291
0282-00	15th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	2018	3120	8.1	25272
0284-00	17th Line	O.R. 4	End	Gravel	2018	563	7.5	4223
0285-00	17th Line	Cassel Sideroad	O.R. 5	Gravel	2018	2763	6.7	18512
0286-00	17th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	2019	3103	7.5	23273
0287-00	17th Line	P.O.R.	Maplewood Sideroad	Gravel	2019	3267	7.2	23522
0289-00	18th Line	Maplewood Sideroad	O.R. 5	Gravel	2018	2540	7.1	18034
0290-00	18th Line	P.O.R.	Maplewood Sideroad	Gravel	2018	3248	7.5	24360
0291-00	19th Line	P.O.R.	O.R. 5	Gravel	2018	2285	6.9	15767
0293-00	Braemar Sideroad	13th Line	14th Line	Gravel	2018	1393	7.1	9890
0294-00	Braemar Sideroad	14th Line	15th Line	Gravel	2018	1401	6.8	9527
0295-00	Braemar Sideroad	15th Line	16th Line	Gravel	2019	1411	7	9877
0296-00	Braemar Sideroad	16th Line	17th Line	Gravel	2018	1412	7.1	10025
0297-00	Braemar Sideroad	17th Line	East Limit	Gravel	2018	1143	6.9	7887
0298-00	Cassel Sideroad	Zorra/EZT Line	10th Line	Gravel	2019	1382	8.1	11194
0299-00	Cassel Sideroad	10th Line	11th Line	Gravel	2018	1392	8	11136
0301-00	Cassel Sideroad	Hwy 59	13th Line	Gravel	2019	1387	7.6	10541
0302-00	Cassel Sideroad	13th Line	14th Line	Gravel	2018	1355	7.6	10298
0303-00	Cassel Sideroad	14th Line	15th Line	Gravel	2019	1387	7.4	10264
0304-00	Cassel Sideroad	15th Line	16th Line	Gravel	2019	1405	7.4	10397
0305-00	Cassel Sideroad	16th Line	17th Line	Gravel	2018	1403	7.3	10242
0306-00	Cassel Sideroad	17th Line	O.R. 5/18th Line	Gravel	2019	1227	6.7	8221

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Section	Name	From	To	Surface Type	Year	Length	Width	Area
0310-00	Maplewood Sideroad	16th Line	17th Line	HCB	2015	1425	7	9975
0312-00	Maplewood Sideroad	O.R. 5/ 18th Line	19th Line	HCB	2015	1032	7	7224
0313-00	Perth-Oxford Rd	Zorra/EZT Line	10th Line	Gravel	2019	1396	7.9	11028
0314-00	Perth-Oxford Rd	10th Line	11th Line	Gravel	2018	1349	8	10792
0315-00	Perth-Oxford Rd	11th Line	360m West of O.R. 34	Gravel	2018	979	7.9	7734
0405-01	John Street	Loveys Street East	King Cres	HCB	2001	123	8	984
0405-02	John Street	King Cres	King Cres	HCB	2001	99	8	792
0405-03	John Street	King Cres	End	HCB	2001	21	8	168
0406-00	King Cres	John Street	John Street	HCB	2001	412	8	3296
0436-02	William Street North	Jacob Street West	Oxford Street	HCB	2008	270	8.1	2187
0436-03	William Street North	Oxford Street	Hope Street West	HCB	2007	114	8.1	923
0437-00	Wilton Street	Woodstock Street South	Wettlaufer Street	HCB	2012	159	7.9	1256
0440-01	Mogk Street	End	Oxford Street	HCB	2008	79	7.4	585
0440-02	Mogk Street	Oxford Street	Hope Street West	HCB	2010	104	7.4	770
0443-00	Janelle Drive	Scott Court	Jacob Street West	HCB	2009	104	8.3	863
0444-01	John Street	Henry Street	Jacob Street East	HCB	2003	167	6.1	1019
0444-02	John Street	Jacob Street East	Hope Street East	HCB	2008	248	6.1	1513
0445-01	Wellington Street	Hope Street East	Hendershot Street	HCB	2010	65	7.4	481
0445-02	Wellington Street	Hendershot Street	Decew Street East	HCB	2011	71	7.4	525
0445-03	Wellington Street	Decew Street East	Roth Street	HCB	2009	128	7.4	947
0446-01	Elizabeth Street	End	Jacob Street East	HCB	2010	129	8.2	1058
0446-02	Elizabeth Street	Jacob Street East	Hope Street East	HCB	2008	183	8.2	1501
0447-00	Fuhr Street	Hope Street East	Roth Street	HCB	2007	263	6.2	1631
0448-01	King Street	Queen Street	Bender Avenue	HCB	2011	75	8.3	623
0448-02	King Street	Bender Avenue	Frederick Court	HCB	2011	98	8.3	813
0448-03	King Street	Frederick Court	Westwood Avenue	HCB	2010	120	8.3	996
0449-01	Holley Avenue	Hope Street East	Rudy Avenue	HCB	2015	136	7.4	1006
0449-02	Holley Avenue	Rudy Avenue	Roth Street	HCB	2020	130	8.12	1056
0449-03	Holley Avenue	Roth Street	Henry Eckstein Way	HCB	2020	71	8.12	577
0449-04	Holley Avenue	Henry Eckstein Way	Fred Krug Avenue	HCB	2020	78	8.12	633
0449-05	Holley Avenue	Fred Krug Avenue	Roth Street	HCB	2020	327	8.12	2655
0450-01	Queen Street	Hope Street East	Westwood Avenue	HCB	2010	110	8.3	913
0450-02	Queen Street	Westwood Avenue	Baechler Avenue	HCB	2010	150	8.3	1245
0450-03	Queen Street	Baechler Avenue	Victoria Street	HCB	2008	99	8.3	822
0451-00	Queen Street	Victoria Street	King Street	HCB	2007	158	8.3	1311
0452-00	Henry Vogt Avenue	Hope Street East	Rudy Avenue	HCB	2013	137	7.4	1014
0455-00	Wettlaufer Street	William Street South	Wilton Street	HCB	2013	128	8.4	1075
0456-00	Oxford Street	Mogk Street	William Street North	HCB	2006	122	8.1	988
0457-01	Adam Street	End	Maria Street	HCB	2002	66	8.3	548
0457-02	Adam Street	Maria Street	Maria Street	HCB	2014	20	8.3	166
0457-03	Adam Street	Maria Street	Willian Street South	HCB	2012	260	8.3	2158
0459-00	Station Street	Woodstock Street North	End	HCB	2008	134	5	670
0461-01	Dietrich Road	Woodstock Street North	Janelle Drive	HCB	2013	152	8.1	1231
0461-02	Dietrich Road	Janelle Drive	End	HCB	2013	62	8.1	502
0462-00	Scott Court	Janelle Drive	Janelle Drive	HCB	2010	95	8.5	808
0463-00	Henry Street	John Street	Woodstock Street North	HCB	2008	176	6.5	1144
0465-00	Hendershot Street	Minerva Street	Maria Street	HCB	2010	274	7.8	2137
0466-00	Hendershot Street	Wellington Street	Minerva Street	HCB	2009	184	7.4	1362
0467-00	Decew Street East	Wellington Street	Minerva Street	HCB	2011	121	7.2	871
0468-01	Roth Street	Holley Avenue	Holley Avenue	HCB	2015	188	8.12	1527
0468-02	Roth Street	Holley Avenue	Fuhr Street	HCB	2015	86	8.12	698
0468-03	Roth Street	Fuhr Street	Wellington Street	HCB	2008	124	8.2	1017
0469-00	Bender Avenue	King Street	End	HCB	2008	262	8.1	2122
0470-00	Frederick Court	King Street	End	HCB	2011	155	8	1240
0471-01	Westwood Avenue	Queen Street	King Street	HCB	2008	100	8	800
0471-02	Westwood Avenue	King Street	End	HCB	2009	152	8	1216
0475-01	Rudy Avenueue	14th Line	Henry Vogt Avenue	HCB	2015	136	7.4	1006

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Section	Name	From	To	Surface Type	Year	Length	Width	Area
0475-02	Rudy Avenueue	Henry Vogt Avenue	Holley Avenue	HCB	2014	119	7.4	881
0475-03	Rudy Avenueue	Holley Avenue	End	HCB	2015	64	7.4	474
0476-01	Minerva Street	Decew Street East	Hendershot Street	HCB	2007	183	7.4	1354
0476-02	Minerva Street	Hendershot Street	Hope Street East	HCB	2010	183	7.4	1354
0477-00	11th Line	P.O.R.	Maplewood Sideroad	Gravel	2019	3228	8.2	26470
0479-00	13th Line	William Street South	Maplewood Sideroad	HCB	2005	2479	7	17353
0481-01	16th Line	Braemar Sideroad	O.R. 33	HCB	2008	2477	7	17339
0481-02	16th Line	Braemar Sideroad	Braemar Sideroad	HCB	2009	626	7	4382
0482-00	16th Line	O.R. 8	Braemar Sideroad	HCB	2008	3124	7	21868
0483-00	16th Line	Cassel Sideroad	O.R. 8	HCB	2005	3116	7	21812
0484-00	16th Line	Maplewood Sideroad	Cassel Sideroad	HCB	2005	3064	7	21448
0485-00	16th Line	P.O.R.	Maplewood Sideroad	HCB	2008	3283	7	22981
0486-00	Valleyfield Drive	Hwy 2	Valleyfield Drive	HCB	2011	21	13.7	288
0487-00	Valleyfield Drive	East end	West End	HCB	2012	304	5.5	1672
0488-00	Braemar Sideroad	Zorra/EZT Line	10th Line	LCB	2011	1389	7	9723
0489-00	Braemar Sideroad	10th Line	11th Line	LCB	2010	1372	7	9604
0490-00	Braemar Sideroad	11th Line	Hwy 59	LCB	2009	1388	7	9716
0491-00	Braemar Sideroad	Hwy 59	13th Line	LCB	2009	1394	7.1	9897
0492-00	Maplewood Sideroad	Hwy 59	13th Line	HCB	2004	1365	7	9555
4680-00	Cassel Sideroad	11th Line	Hwy 59	HCB	2004	1380	6.8	9384
4683-00	Strathallan Road	Hwy 59	Hwy 59	HCB	2006	381	6	2286
4685-01	Centennial Drive	End	Halliday Drive	HCB	2010	140	7.4	1036
4685-02	Centennial Drive	Halliday Drive	Hope Street West	HCB	2013	111	7.4	821
4687-01	Decew Street West	End	Maria Street	HCB	2007	61	9.3	567
4687-02	Decew Street West	Maria Street	Woodstock Street South	HCB	2010	211	9.3	1962
4689-01	Maria Street	Hope Street West	Hendershot Street	HCB	2006	63	6.7	422
4689-02	Maria Street	Hendershot Street	Decew Street West	HCB	2010	68	9.3	632
4689-03	Maria Street	Decew Street West	Adam Street	HCB	2014	116	9.3	1079
4691-00	Janelle Drive	Dietrich Road	Scott Court	HCB	2009	389	8.3	3229
4692-01	Jacob Street West	Woodstock Street North	Janelle Drive	HCB	2012	140	8.1	1134
4692-02	Jacob Street West	Janelle Drive	William Street North	HCB	2013	236	8.1	1912
4693-01	Queen Street	Alma Street	Raglan Street	HCB	2014	100	7.8	780
4693-02	Queen Street	Raglan Street	Scott Street	HCB	2013	94	7.8	733
4693-03	Queen Street	Scott Street	Currah Lane	HCB	2013	72	7.8	562
4693-04	Queen Street	Currah Lane	Aldergrange Avenue	HCB	2012	156	7.8	1217
4693-05	Queen Street	Aldergrange Avenue	Young Street	HCB	2013	122	7.8	952
4693-06	Queen Street	Young Street	Balsam Street	HCB	2013	170	7.8	1326
4693-07	Queen Street	Balsam Street	Day Street	HCB	2011	215	7.8	1677
4693-08	Queen Street	Day Street	Main Street	HCB	2013	166	7.8	1295
4693-09	Queen Street	Main Street	Curtis Street	HCB	2020	98	8.12	796
4693-10	Queen Street	Curtis Street	Lock Street	HCB	2020	78	8.12	633
4693-11	Queen Street	Lock Street	George Street	HCB	2020	104	8.12	844
4725-00	Maria Street	Adam Street	End	HCB	2015	247	8.5	2100
4726-00	18th Line	North Limit	O.R. 29	LCB	2009	2417	7	16919
4735-01	Jacob Street West	William Street North	Halliday Drive	HCB	2014	280	8.1	2268
4735-02	Jacob Street West	Halliday Drive	End	HCB	2020	68	8.1	551
4889-01	James Street	Balsam Street	Main Street	HCB	2013	334	8.2	2739
4889-02	James Street	Main Street	Curtis Street	HCB	2014	91	8.2	746
4889-03	James Street	Curtis Street	Lock Street	HCB	2013	87	8.12	706
4889-04	James Street	Lock Street	George Street	HCB	2014	86	8.12	698
4942-01	Liebler Street	Wettlaufer Street	Malcolm Street	HCB	2012	164	8.2	1345
4942-02	Liebler Street	Malcolm Street	Stewart Street	HCB	2013	172	8.2	1410
4942-03	Liebler Street	Stewart Street	Bauer Street	HCB	2012	88	8.2	722
4942-04	Liebler Street	Bauer Street	End	HCB	2012	211	8.2	1730
4943-01	Wettlaufer Street	Wilton Street	Liebler Street	HCB	2010	219	8.4	1840
4943-02	Wettlaufer Street	Liebler Street	Lunor Court	HCB	2012	219	8.4	1840
4943-03	Wettlaufer Street	Lunor Court	Bauer Street	HCB	2012	84	8.4	706

2021 Inventory and Construction History

Section	Name	From	To	Surface Type	Year	Length	Width	Area
4944-00	Lunor Court	Wettlaufer Street	Lunor Court	HCB	2012	160	12.2	1952
4945-01	Bauer Street	Woodstock Street South	Wettlaufer Street	HCB	2012	97	9	873
4945-02	Bauer Street	Wettlaufer Street	Liebler Street	HCB	2011	118	8.3	979
4973-01	Coleman Street	O.R. 33	Stratford Street	HCB	2013	113	8	904
4973-02	Coleman Street	Stratford Street	Balsam Street	HCB	2013	138	8	1104
4973-03	Coleman Street	Balsam Street	Thames Avenue	HCB	2013	19	8	152
4973-04	Coleman Street	Thames Avenue	Briar Drive	HCB	2013	101	8	808
4973-05	Coleman Street	Briar Drive	Vincent Street	HCB	2013	137	8	1096
4973-06	Coleman Street	Vincent Street	Burton Street	HCB	2013	140	8	1120
4973-07	Coleman Street	Burton Street	End	Gravel	2018	63	5.5	347
4974-00	Thompson Place	George Street	End	HCB	2013	112	8.9	997
4977-01	Burton Street	Blandford Street	Coleman Street	HCB	2014	115	7.4	851
4977-02	Burton Street	Coleman Street	Vincent Street	HCB	2020	233	8.12	1892
4977-03	Burton Street	Vincent Street	End	HCB	2020	79	8.12	641
4978-01	Main Street	East Limit	George Street	HCB	2013	53	8.9	472
4978-02	Main Street	George Street	Jonker Street	HCB	2013	250	8.9	2225
4978-03	Main Street	Jonker Street	James Street	HCB	2013	237	8.9	2109
4978-04	Main Street	James Street	Queen Street	HCB	2013	124	8.9	1104
4978-05	Main Street	Queen Street	Blandford Street	HCB	2013	128	8.9	1139
4979-01	Vincent Street	Blandford Street	Coleman Street	HCB	2013	116	7.4	858
4979-02	Vincent Street	Coleman Street	Burton Street	HCB	2020	100	8.12	812
4980-00	Day Street	Queen Street	Blandford Street	HCB	2014	123	7.4	910
4981-01	Briar Drive	Coleman Street	Thames Avenue	HCB	2011	292	7.3	2132
4981-02	Briar Drive	Thames Avenue	O.R. 33	HCB	2013	64	7.3	467
4982-00	Thames Avenue	Coleman Street	Briar Drive	HCB	2013	306	7.1	2173
4983-00	Balsam Street	Blandford Street	Coleman Street	HCB	2013	115	7.5	863
4984-00	Balsam Street	Queen Street	Blandford Street	HCB	2013	123	7.5	923
4985-01	Balsam Street	End	James Street	HCB	2013	187	7.5	1403
4985-02	Balsam Street	James Street	Queen Street	HCB	2013	117	7.5	878
4986-00	Stratford Street	Blandford Street	Coleman Street	HCB	2014	114	7.6	866
4987-01	Young Street	End	Queen Street	HCB	2008	354	7.5	2655
4987-02	Young Street	Queen Street	Blandford Street	HCB	2014	119	7.5	893
4989-00	Aldergrange Avenue	End	Queen Street	HCB	2013	176	7.8	1373
4990-00	Currah Lane	Queen Street	Blandford Street	HCB	2013	133	7.3	971
4991-00	Scott Street	Queen Street	Blandford Street	HCB	2013	103	7.6	783
4992-00	Scott Street	End	Queen Street	HCB	2014	98	7.6	745
4993-00	Raglan Street	Queen Street	Blandford Street	HCB	2014	97	7.4	718
4994-00	Alma Street	Queen Street	Blandford Street	HCB	2014	89	7.4	659
4995-01	Park Avenue	Stonegate Road	Northwood Drive	HCB	2012	303	8.4	2545
4995-02	Park Avenue	Northwood Drive	End	HCB	2014	73	8.4	613
4996-01	Northwood Drive	Oakridge Avenue	Park Avenue	HCB	2013	155	8.5	1318
4996-02	Northwood Drive	Park Avenue	O.R. 33	HCB	2013	111	8.5	944
4997-01	Oakridge Avenue	Blandford Street	Stonegate Road	HCB	2013	327	8.6	2812
4997-02	Oakridge Avenue	Stonegate Road	Northwood Drive	HCB	2013	328	8.6	2821
4997-03	Oakridge Avenue	Northwood Drive	End	HCB	2013	20	8.6	172
4998-01	Stonegate Road	Oakridge Avenue	Park Avenue	HCB	2012	156	9	1404
4998-02	Stonegate Road	Park Avenue	O.R. 33	HCB	2013	116	9	1044
4999-00	10th Line	O.R. 17	Hwy 2	HCB	2005	3080	7	21560
5001-00	Maplewood Sideroad	13th Line	14th Line	HCB	2006	1339	7	9373
5002-00	Maplewood Sideroad	14th Line	15th Line	HCB	2004	1383	7	9681
5003-00	Maplewood Sideroad	15th Line	16th Line	HCB	2006	1406	7	9842
5004-00	14th Line	14th Street	Maplewood Sideroad	LCB	2008	3051	6.7	20442
5005-00	15th Line	P.O.R.	Maplewood Sideroad	LCB	2009	3233	7	22631
5039-01	Victoria Street	Hope Street East	Homewood Avenue East	HCB	2011	122	8.2	1000
5039-02	Victoria Street	Homewood Avenue East	Baechler Avenue	HCB	2013	81	8.2	664
5039-03	Victoria Street	Baechler Avenue	Victoria Court	HCB	2011	127	8.2	1041
5039-04	Victoria Street	Victoria Court	Queen Street	HCB	2009	110	8.2	902

2021 Inventory and Construction History

Section	Name	From	To	Surface Type	Year	Length	Width	Area
5040-01	Homewood Avenue	End (East)	Victoria Street	HCB	2014	45	8.4	378
5040-02	Homewood Avenue	Victoria Street	End (West)	HCB	2011	165	8.2	1353
5045-00	Baechler Avenue	Victoria Street	Queen Street	HCB	2011	169	8	1352
5085-01	14th Street	Hope Street East	Rudy Avenue	HCB	2010	140	8.5	1190
5085-02	14th Street	Rudy Avenue	14th Line	HCB	2011	52	8.5	442
5086-00	Victoria Court	End	Victoria Street	HCB	2010	84	8.5	714
5088-01	17th Line	Braemar Sideroad	O.R. 33	HCB	2006	3109	7	21763
5088-02	17th Line	North Limit	Braemar Sideroad	Gravel	2019	697	7	4879
5089-00	17th Line	O.R. 33	O.R. 4	HCB	2007	1135	7	7945
5118-00	13th Line	O.R. 33	O.R. 17	LCB	2011	3106	6.8	21121
5119-00	Maplewood Sideroad	17th Line	O.R. 5/18th Line	HCB	2015	1386	7	9702
5122-01	Jacob Street East	Jacob Street East	John Lemp Drive	HCB	2020	175	7	1225
5122-02	Jacob Street East	John Lemp Drive	Jacob Street East	HCB	2020	30	7	210
5122-03	Jacob Street East	Jacob Street East	Elizabeth Street	HCB	2014	107	7	749
5122-04	Jacob Street East	Elizabeth Street	John Street	HCB	2014	147	7	1029
5122-05	Jacob Street East	John Street	Woodstock Street North	HCB	2014	185	7	1295
5139-00	Jane Street	Hope Street West	Woodstock Street South	HCB	2014	95	7.4	703
5227-00	16th Line	O.R. 33	O.R. 4	HCB	2015	2552	7	17864
5250-00	Borden Court	Loveys Street East	Borden Court	HCB	2014	45	8.7	392
5251-00	Borden Court	End (East)	Borden Court	HCB	2014	123	8	984
5252-00	Borden Court	Borden Court	End (West)	HCB	2014	120	8	960
5256-01	Halliday Drive	Jacob Street West	65 Halliday	HCB	2015	316	8.12	2566
5256-02	Halliday Drive	61 Halliday Dr	Centennial Drive	HCB	2013	250	8.2	2050
7975-01	George Street	End	George Street	HCB	2011	136	8.1	1102
7975-02	George Street	George Street	Jonker Street	HCB	2012	65	8.1	527
7975-03	George Street	Jonker Street	James Street	HCB	2013	235	8.1	1904
7975-04	George Street	James Street	Queen Street	HCB	2013	214	8.1	1733
7975-05	George Street	Queen Street	Blandford Street	HCB	2013	129	8.1	1045
Curt-01	Curtis Street	Jonker Street	James Street	HCB	2014	238	8.12	1933
Curt-02	Curtis Street	James Street	Queen Street	HCB	2020	160	8.12	1299
Fred-01	Fred Krug Avenue	Holley Avenue	Henry Eckstein Way	HCB	2020	252	8.12	2046
Fred-02	Fred Krug Avenue	Henry Eckstein Way	Henry Eckstein Way	HCB	2020	240	8.12	1949
Henr-01	Henry Eckstein Way	14th Line	Fred Krug Avenue	HCB	2020	73	8.12	593
Henr-02	Henry Eckstein Way	Fred Krug Avenue	Fred Krug Avenue	HCB	2020	95	8.12	771
Henr-03	Henry Eckstein Way	Fred Krug Avenue	Holley Avenue	HCB	2020	86	8.12	698
Jonk-01	Jonker Street	Main Street	Curtis Street	HCB	2015	88	8.12	715
Jonk-02	Jonker Street	Curtis Street	Lock Street	HCB	2015	90	8.12	731
Jonk-03	Jonker Street	Lock Street	George Street	HCB	2015	86	8.12	698
Lock-01	Lock Street	Jonker Street	James Street	HCB	2020	237	8.12	1924
Lock-02	Lock Street	James Street	Queen Street	HCB	2020	185	8.12	1502

Appendix B

Detailed Condition Rating

Appendix B-1 – Detailed 2021 Condition Rating Sorted by Section ID

Appendix B-2 – Detailed 2021 Condition Rating Sorted by Roadway Name

Appendix B-1 – Detailed 2021 Condition Rating Sorted by Section ID



Section Rating

March 16, 2021

Township of East Zorra-Tavistock - 2021

Sorted by Section

<u>Section</u>	<u>Name</u>	<u>From-To</u>	<u>PCI</u>
0188-01	William Street South	Woodstock Street South - Adam Street	89.0
0188-02	William Street South	Adam Street - Wettlaufer Street	90.0
0188-03	William Street South	Wettlaufer Street - 13th Line	84.0
0189-00	William Street South	Hope Street West - Woodstock Street South	64.0
0231-00	11th Line	O.R. 33 - O.R. 17	78.0
0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	79.0
0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	80.0
0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	80.0
0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	79.0
0251-00	Zorra/EZT Line	Cassel Sideroad - O.R. 8	82.0
0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	80.0
0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	80.0
0255-00	10th Line	O.R. 33 - O.R. 17	81.0
0256-00	10th Line	Braemar Sideroad - O.R. 33	80.0
0257-00	10th Line	O.R. 8 - Braemar Sideroad	81.0
0258-00	10th Line	Cassel Sideroad - O.R. 8	86.0
0259-00	10th Line	Maplewood Sideroad - Cassel Sideroad	79.0
0260-00	10th Line	P.O.R. - Maplewood Sideroad	81.0
0261-00	11th Line	Braemar Sideroad - O.R. 33	81.0
0262-00	11th Line	O.R. 8 - Braemar Sideroad	80.0
0263-00	11th Line	Cassel Sideroad - O.R. 8	80.0
0264-00	11th Line	Maplewood Sideroad - Cassel Sideroad	81.0
0268-00	13th Line	Braemar Sideroad - O.R. 33	80.0
0269-00	13th Line	O.R. 8 - Braemar Sideroad	81.0
0270-00	13th Line	Cassel Sideroad - O.R. 8	80.0
0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	80.0
0272-00	14th Line	O.R. 33 - O.R. 17	79.0
0273-01	14th Line	Braemar Sideroad - O.R. 33	81.0
0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	80.0
0274-00	14th Line	O.R. 8 - Braemar Sideroad	80.0
0275-00	14th Line	Cassel Sideroad - O.R. 8	79.0
0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	75.0
0278-00	15th Line	O.R. 33 - O.R. 17	80.0
0279-00	15th Line	Braemar Sideroad - O.R. 33	80.0
0280-00	15th Line	O.R. 8 - Braemar Sideroad	80.0
0281-00	15th Line	Cassel Sideroad - O.R. 8	80.0
0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	80.0
0284-00	17th Line	O.R. 4 - End	80.0
0285-00	17th Line	Cassel Sideroad - O.R. 5	80.0
0286-00	17th Line	Maplewood Sideroad - Cassel Sideroad	81.0
0287-00	17th Line	P.O.R. - Maplewood Sideroad	81.0
0289-00	18th Line	Maplewood Sideroad - O.R. 5	80.0
0290-00	18th Line	P.O.R. - Maplewood Sideroad	79.0
0291-00	19th Line	P.O.R. - O.R. 5	80.0
0293-00	Braemar Sideroad	13th Line - 14th Line	79.0
0294-00	Braemar Sideroad	14th Line - 15th Line	80.0
0295-00	Braemar Sideroad	15th Line - 16th Line	81.0
0296-00	Braemar Sideroad	16th Line - 17th Line	80.0
0297-00	Braemar Sideroad	17th Line - East Limit	80.0
0298-00	Cassel Sideroad	Zorra/EZT Line - 10th Line	81.0
0299-00	Cassel Sideroad	10th Line - 11th Line	80.0
0301-00	Cassel Sideroad	Hwy 59 - 13th Line	81.0



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Township of East Zorra-Tavistock - 2021

Sorted by Section

<u>Section</u>	<u>Name</u>	<u>From-To</u>	<u>PCI</u>
0302-00	Cassel Sideroad	13th Line - 14th Line	80.0
0303-00	Cassel Sideroad	14th Line - 15th Line	81.0
0304-00	Cassel Sideroad	15th Line - 16th Line	81.0
0305-00	Cassel Sideroad	16th Line - 17th Line	80.0
0306-00	Cassel Sideroad	17th Line - O.R. 5/18th Line	81.0
0310-00	Maplewood Sideroad	16th Line - 17th Line	93.0
0312-00	Maplewood Sideroad	O.R. 5/ 18th Line - 19th Line	93.0
0313-00	Perth-Oxford Rd	Zorra/EZT Line - 10th Line	86.0
0314-00	Perth-Oxford Rd	10th Line - 11th Line	79.0
0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	80.0
0405-01	John Street	Loveys Street East - King Cres	51.0
0405-02	John Street	King Cres - King Cres	54.0
0405-03	John Street	King Cres - End	51.0
0406-00	King Cres	John Street - John Street	52.0
0436-02	William Street North	Jacob Street West - Oxford Street	79.0
0436-03	William Street North	Oxford Street - Hope Street West	78.0
0437-00	Wilton Street	Woodstock Street South - Wettlaufer Street	89.0
0440-01	Mogk Street	End - Oxford Street	81.0
0440-02	Mogk Street	Oxford Street - Hope Street West	84.0
0443-00	Janelle Drive	Scott Court - Jacob Street West	83.0
0444-01	John Street	Henry Street - Jacob Street East	61.0
0444-02	John Street	Jacob Street East - Hope Street East	79.0
0445-01	Wellington Street	Hope Street East - Hendershot Street	84.0
0445-02	Wellington Street	Hendershot Street - Decew Street East	87.0
0445-03	Wellington Street	Decew Street East - Roth Street	82.0
0446-01	Elizabeth Street	End - Jacob Street East	84.0
0446-02	Elizabeth Street	Jacob Street East - Hope Street East	79.0
0447-00	Fuhr Street	Hope Street East - Roth Street	78.0
0448-01	King Street	Queen Street - Bender Avenue	86.0
0448-02	King Street	Bender Avenue - Frederick Court	86.0
0448-03	King Street	Frederick Court - Westwood Avenue	85.0
0449-01	Holley Avenue	Hope Street East - Rudy Avenue	93.0
0449-02	Holley Avenue	Rudy Avenue - Roth Street	100.0
0449-03	Holley Avenue	Roth Street - Henry Eckstein Way	100.0
0449-04	Holley Avenue	Henry Eckstein Way - Fred Krug Avenue	100.0
0449-05	Holley Avenue	Fred Krug Avenue - Roth Street	100.0
0450-01	Queen Street	Hope Street East - Westwood Avenue	84.0
0450-02	Queen Street	Westwood Avenue - Baechler Avenue	85.0
0450-03	Queen Street	Baechler Avenue - Victoria Street	80.0
0451-00	Queen Street	Victoria Street - King Street	76.0
0452-00	Henry Vogt Avenue	Hope Street East - Rudy Avenue	91.0
0455-00	Wettlaufer Street	William Street South - Wilton Street	90.0
0456-00	Oxford Street	Mogk Street - William Street North	74.0
0457-01	Adam Street	End - Maria Street	59.0
0457-02	Adam Street	Maria Street - Maria Street	92.0
0457-03	Adam Street	Maria Street - William Street South	89.0
0459-00	Station Street	Woodstock Street North - End	81.0
0461-01	Dietrich Road	Woodstock Street North - Janelle Drive	90.0
0461-02	Dietrich Road	Janelle Drive - End	90.0
0462-00	Scott Court	Janelle Drive - Janelle Drive	84.0
0463-00	Henry Street	John Street - Woodstock Street North	81.0
0465-00	Hendershot Street	Minerva Street - Maria Street	85.0



Section Rating

March 16, 2021

Township of East Zorra-Tavistock - 2021

Sorted by Section

<u>Section</u>	<u>Name</u>	<u>From-To</u>	<u>PCI</u>
0466-00	Hendershot Street	Wellington Street - Minerva Street	83.0
0467-00	Decew Street East	Wellington Street - Minerva Street	86.0
0468-01	Roth Street	Holley Avenue - Holley Avenue	93.0
0468-02	Roth Street	Holley Avenue - Fuhr Street	93.0
0468-03	Roth Street	Fuhr Street - Wellington Street	81.0
0469-00	Bender Avenue	King Street - End	81.0
0470-00	Frederick Court	King Street - End	86.0
0471-01	Westwood Avenue	Queen Street - King Street	80.0
0471-02	Westwood Avenue	King Street - End	82.0
0475-01	Rudy Avenue	14th Line - Henry Vogt Avenue	93.0
0475-02	Rudy Avenue	Henry Vogt Avenue - Holley Avenue	92.0
0475-03	Rudy Avenue	Holley Avenue - End	93.0
0476-01	Minerva Street	Decew Street East - Hendershot Street	76.0
0476-02	Minerva Street	Hendershot Street - Hope Street East	84.0
0477-00	11th Line	P.O.R. - Maplewood Sideroad	81.0
0479-00	13th Line	William Street South - Maplewood Sideroad	71.0
0481-01	16th Line	Braemar Sideroad - O.R. 33	80.0
0481-02	16th Line	Braemar Sideroad - Braemar Sideroad	82.0
0482-00	16th Line	O.R. 8 - Braemar Sideroad	81.0
0483-00	16th Line	Cassel Sideroad - O.R. 8	69.0
0484-00	16th Line	Maplewood Sideroad - Cassel Sideroad	69.0
0485-00	16th Line	P.O.R. - Maplewood Sideroad	81.0
0486-00	Valleyfield Drive	Hwy 2 - Valleyfield Drive	86.0
0487-00	Valleyfield Drive	East end - West End	88.0
0488-00	Braemar Sideroad	Zorra/EZT Line - 10th Line	78.0
0489-00	Braemar Sideroad	10th Line - 11th Line	77.0
0490-00	Braemar Sideroad	11th Line - Hwy 59	73.0
0491-00	Braemar Sideroad	Hwy 59 - 13th Line	73.0
0492-00	Maplewood Sideroad	Hwy 59 - 13th Line	68.0
4680-00	Cassel Sideroad	11th Line - Hwy 59	67.0
4683-00	Strathallan Road	Hwy 59 - Hwy 59	74.0
4685-01	Centennial Drive	End - Halliday Drive	84.0
4685-02	Centennial Drive	Halliday Drive - Hope Street West	90.0
4687-01	Decew Street West	End - Maria Street	78.0
4687-02	Decew Street West	Maria Street - Woodstock Street South	84.0
4689-01	Maria Street	Hope Street West - Hendershot Street	74.0
4689-02	Maria Street	Hendershot Street - Decew Street West	84.0
4689-03	Maria Street	Decew Street West - Adam Street	92.0
4691-00	Janelle Drive	Dietrich Road - Scott Court	82.0
4692-01	Jacob Street West	Woodstock Street North - Janelle Drive	89.0
4692-02	Jacob Street West	Janelle Drive - William Street North	90.0
4693-01	Queen Street	Alma Street - Raglan Street	92.0
4693-02	Queen Street	Raglan Street - Scott Street	91.0
4693-03	Queen Street	Scott Street - Currah Lane	91.0
4693-04	Queen Street	Currah Lane - Aldergrange Avenue	89.0
4693-05	Queen Street	Aldergrange Avenue - Young Street	91.0
4693-06	Queen Street	Young Street - Balsam Street	90.0
4693-07	Queen Street	Balsam Street - Day Street	86.0
4693-08	Queen Street	Day Street - Main Street	91.0
4693-09	Queen Street	Main Street - Curtis Street	100.0
4693-10	Queen Street	Curtis Street - Lock Street	100.0
4693-11	Queen Street	Lock Street - George Street	100.0



Section Rating
Township of East Zorra-Tavistock - 2021

Sorted by Section

<u>Section</u>	<u>Name</u>	<u>From-To</u>	<u>PCI</u>
4725-00	Maria Street	Adam Street - End	93.0
4726-00	18th Line	North Limit - O.R. 29	72.0
4735-01	Jacob Street West	William Street North - Halliday Drive	92.0
4735-02	Jacob Street West	Halliday Drive - End	100.0
4889-01	James Street	Balsam Street - Main Street	91.0
4889-02	James Street	Main Street - Curtis Street	92.0
4889-03	James Street	Curtis Street - Lock Street	91.0
4889-04	James Street	Lock Street - George Street	92.0
4942-01	Liebler Street	Wettlaufer Street - Malcolm Street	89.0
4942-02	Liebler Street	Malcolm Street - Stewart Street	91.0
4942-03	Liebler Street	Stewart Street - Bauer Street	89.0
4942-04	Liebler Street	Bauer Street - End	88.0
4943-01	Wettlaufer Street	Wilton Street - Liebler Street	84.0
4943-02	Wettlaufer Street	Liebler Street - Lunor Court	89.0
4943-03	Wettlaufer Street	Lunor Court - Bauer Street	89.0
4944-00	Lunor Court	Wettlaufer Street - Lunor Court	88.0
4945-01	Bauer Street	Woodstock Street South - Wettlaufer Street	89.0
4945-02	Bauer Street	Wettlaufer Street - Liebler Street	87.0
4973-01	Coleman Street	O.R. 33 - Stratford Street	91.0
4973-02	Coleman Street	Stratford Street - Balsam Street	91.0
4973-03	Coleman Street	Balsam Street - Thames Avenue	91.0
4973-04	Coleman Street	Thames Avenue - Briar Drive	91.0
4973-05	Coleman Street	Briar Drive - Vincent Street	91.0
4973-06	Coleman Street	Vincent Street - Burton Street	91.0
4973-07	Coleman Street	Burton Street - End	76.0
4974-00	Thompson Place	George Street - End	90.0
4977-01	Burton Street	Blandford Street - Coleman Street	92.0
4977-02	Burton Street	Coleman Street - Vincent Street	100.0
4977-03	Burton Street	Vincent Street - End	100.0
4978-01	Main Street	East Limit - George Street	91.0
4978-02	Main Street	George Street - Jonker Street	91.0
4978-03	Main Street	Jonker Street - James Street	91.0
4978-04	Main Street	James Street - Queen Street	90.0
4978-05	Main Street	Queen Street - Blandford Street	91.0
4979-01	Vincent Street	Blandford Street - Coleman Street	91.0
4979-02	Vincent Street	Coleman Street - Burton Street	100.0
4980-00	Day Street	Queen Street - Blandford Street	92.0
4981-01	Briar Drive	Coleman Street - Thames Avenue	86.0
4981-02	Briar Drive	Thames Avenue - O.R. 33	91.0
4982-00	Thames Avenue	Coleman Street - Briar Drive	90.0
4983-00	Balsam Street	Blandford Street - Coleman Street	91.0
4984-00	Balsam Street	Queen Street - Blandford Street	91.0
4985-01	Balsam Street	End - James Street	90.0
4985-02	Balsam Street	James Street - Queen Street	91.0
4986-00	Stratford Street	Blandford Street - Coleman Street	92.0
4987-01	Young Street	End - Queen Street	79.0
4987-02	Young Street	Queen Street - Blandford Street	92.0
4989-00	Aldergrange Avenue	End - Queen Street	90.0
4990-00	Currah Lane	Queen Street - Blandford Street	91.0
4991-00	Scott Street	Queen Street - Blandford Street	91.0
4992-00	Scott Street	End - Queen Street	92.0
4993-00	Raglan Street	Queen Street - Blandford Street	92.0



Section Rating

March 16, 2021

Township of East Zorra-Tavistock - 2021

Sorted by Section

<u>Section</u>	<u>Name</u>	<u>From-To</u>	<u>PCI</u>
4994-00	Alma Street	Queen Street - Blandford Street	92.0
4995-01	Park Avenue	Stonegate Road - Northwood Drive	88.0
4995-02	Park Avenue	Northwood Drive - End	92.0
4996-01	Northwood Drive	Oakridge Avenue - Park Avenue	91.0
4996-02	Northwood Drive	Park Avenue - O.R. 33	91.0
4997-01	Oakridge Avenue	Blandford Street - Stonegate Road	91.0
4997-02	Oakridge Avenue	Stonegate Road - Northwood Drive	91.0
4997-03	Oakridge Avenue	Northwood Drive - End	90.0
4998-01	Stonegate Road	Oakridge Avenue - Park Avenue	89.0
4998-02	Stonegate Road	Park Avenue - O.R. 33	91.0
4999-00	10th Line	O.R. 17 - Hwy 2	71.0
5001-00	Maplewood Sideroad	13th Line - 14th Line	75.0
5002-00	Maplewood Sideroad	14th Line - 15th Line	68.0
5003-00	Maplewood Sideroad	15th Line - 16th Line	73.0
5004-00	14th Line	14th Street - Maplewood Sideroad	70.0
5005-00	15th Line	P.O.R. - Maplewood Sideroad	74.0
5039-01	Victoria Street	Hope Street East - Homewood Avenue East	86.0
5039-02	Victoria Street	Homewood Avenue East - Baechler Avenue	91.0
5039-03	Victoria Street	Baechler Avenue - Victoria Court	86.0
5039-04	Victoria Street	Victoria Court - Queen Street	82.0
5040-01	Homewood Avenue	End (East) - Victoria Street	92.0
5040-02	Homewood Avenue	Victoria Street - End (West)	86.0
5045-00	Baechler Avenue	Victoria Street - Queen Street	86.0
5085-01	14th Street	Hope Street East - Rudy Avenue	84.0
5085-02	14th Street	Rudy Avenue - 14th Line	87.0
5086-00	Victoria Court	End - Victoria Street	84.0
5088-01	17th Line	Braemar Sideroad - O.R. 33	73.0
5088-02	17th Line	North Limit - Braemar Sideroad	81.0
5089-00	17th Line	O.R. 33 - O.R. 4	76.0
5118-00	13th Line	O.R. 33 - O.R. 17	81.0
5119-00	Maplewood Sideroad	17th Line - O.R. 5/18th Line	93.0
5122-01	Jacob Street East	Jacob Street East - John Lemp Drive	100.0
5122-02	Jacob Street East	John Lemp Drive - Jacob Street East	100.0
5122-03	Jacob Street East	Jacob Street East - Elizabeth Street	92.0
5122-04	Jacob Street East	Elizabeth Street - John Street	92.0
5122-05	Jacob Street East	John Street - Woodstock Street North	92.0
5139-00	Jane Street	Hope Street West - Woodstock Street South	92.0
5227-00	16th Line	O.R. 33 - O.R. 4	93.0
5250-00	Borden Court	Loveys Street East - Borden Court	92.0
5251-00	Borden Court	End (East) - Borden Court	92.0
5252-00	Borden Court	Borden Court - End (West)	92.0
5256-01	Halliday Drive	Jacob Street West - 65 Halliday	93.0
5256-02	Halliday Drive	61 Halliday Dr - Centennial Drive	91.0
7975-01	George Street	End - George Street	86.0
7975-02	George Street	George Street - Jonker Street	88.0
7975-03	George Street	Jonker Street - James Street	91.0
7975-04	George Street	James Street - Queen Street	91.0
7975-05	George Street	Queen Street - Blandford Street	91.0
Curt-01	Curtis Street	Jonker Street - James Street	92.0
Curt-02	Curtis Street	James Street - Queen Street	100.0
Fred-01	Fred Krug Avenue	Holley Avenue - Henry Eckstein Way	100.0
Fred-02	Fred Krug Avenue	Henry Eckstein Way - Henry Eckstein Way	100.0



Section Rating
Township of East Zorra-Tavistock - 2021

March 16, 2021

Sorted by Section

<u>Section</u>	<u>Name</u>	<u>From-To</u>	<u>PCI</u>
Henr-01	Henry Eckstein Way	14th Line - Fred Krug Avenue	100.0
Henr-02	Henry Eckstein Way	Fred Krug Avenue - Fred Krug Avenue	100.0
Henr-03	Henry Eckstein Way	Fred Krug Avenue - Holley Avenue	100.0
Jonk-01	Jonker Street	Main Street - Curtis Street	93.0
Jonk-02	Jonker Street	Curtis Street - Lock Street	93.0
Jonk-03	Jonker Street	Lock Street - George Street	93.0
Lock-01	Lock Street	Jonker Street - James Street	100.0
Lock-02	Lock Street	James Street - Queen Street	100.0

**Appendix B-2 – Detailed 2021 Condition Rating Sorted by Roadway
Name**



Section Rating

March 16, 2021

Township of East Zorra-Tavistock - 2021

Sorted by Name

<u>Section</u>	<u>Name</u>	<u>From-To</u>	<u>PCI</u>
0255-00	10th Line	O.R. 33 - O.R. 17	81.0
0256-00	10th Line	Braemar Sideroad - O.R. 33	80.0
0257-00	10th Line	O.R. 8 - Braemar Sideroad	81.0
0258-00	10th Line	Cassel Sideroad - O.R. 8	86.0
0259-00	10th Line	Maplewood Sideroad - Cassel Sideroad	79.0
0260-00	10th Line	P.O.R. - Maplewood Sideroad	81.0
4999-00	10th Line	O.R. 17 - Hwy 2	71.0
0231-00	11th Line	O.R. 33 - O.R. 17	78.0
0261-00	11th Line	Braemar Sideroad - O.R. 33	81.0
0262-00	11th Line	O.R. 8 - Braemar Sideroad	80.0
0263-00	11th Line	Cassel Sideroad - O.R. 8	80.0
0264-00	11th Line	Maplewood Sideroad - Cassel Sideroad	81.0
0477-00	11th Line	P.O.R. - Maplewood Sideroad	81.0
0268-00	13th Line	Braemar Sideroad - O.R. 33	80.0
0269-00	13th Line	O.R. 8 - Braemar Sideroad	81.0
0270-00	13th Line	Cassel Sideroad - O.R. 8	80.0
0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	80.0
0479-00	13th Line	William Street South - Maplewood Sideroad	71.0
5118-00	13th Line	O.R. 33 - O.R. 17	81.0
0272-00	14th Line	O.R. 33 - O.R. 17	79.0
0273-01	14th Line	Braemar Sideroad - O.R. 33	81.0
0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	80.0
0274-00	14th Line	O.R. 8 - Braemar Sideroad	80.0
0275-00	14th Line	Cassel Sideroad - O.R. 8	79.0
0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	75.0
5004-00	14th Line	14th Street - Maplewood Sideroad	70.0
5085-01	14th Street	Hope Street East - Rudy Avenue	84.0
5085-02	14th Street	Rudy Avenue - 14th Line	87.0
0278-00	15th Line	O.R. 33 - O.R. 17	80.0
0279-00	15th Line	Braemar Sideroad - O.R. 33	80.0
0280-00	15th Line	O.R. 8 - Braemar Sideroad	80.0
0281-00	15th Line	Cassel Sideroad - O.R. 8	80.0
0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	80.0
5005-00	15th Line	P.O.R. - Maplewood Sideroad	74.0
0481-01	16th Line	Braemar Sideroad - O.R. 33	80.0
0481-02	16th Line	Braemar Sideroad - Braemar Sideroad	82.0
0482-00	16th Line	O.R. 8 - Braemar Sideroad	81.0
0483-00	16th Line	Cassel Sideroad - O.R. 8	69.0
0484-00	16th Line	Maplewood Sideroad - Cassel Sideroad	69.0
0485-00	16th Line	P.O.R. - Maplewood Sideroad	81.0
5227-00	16th Line	O.R. 33 - O.R. 4	93.0
0284-00	17th Line	O.R. 4 - End	80.0
0285-00	17th Line	Cassel Sideroad - O.R. 5	80.0
0286-00	17th Line	Maplewood Sideroad - Cassel Sideroad	81.0
0287-00	17th Line	P.O.R. - Maplewood Sideroad	81.0
5088-01	17th Line	Braemar Sideroad - O.R. 33	73.0
5088-02	17th Line	North Limit - Braemar Sideroad	81.0
5089-00	17th Line	O.R. 33 - O.R. 4	76.0
0289-00	18th Line	Maplewood Sideroad - O.R. 5	80.0
0290-00	18th Line	P.O.R. - Maplewood Sideroad	79.0
4726-00	18th Line	North Limit - O.R. 29	72.0
0291-00	19th Line	P.O.R. - O.R. 5	80.0



Section Rating

March 16, 2021

Township of East Zorra-Tavistock - 2021

Sorted by Name

<u>Section</u>	<u>Name</u>	<u>From-To</u>	<u>PCI</u>
0457-01	Adam Street	End - Maria Street	59.0
0457-02	Adam Street	Maria Street - Maria Street	92.0
0457-03	Adam Street	Maria Street - William Street South	89.0
4989-00	Aldergrange Avenue	End - Queen Street	90.0
4994-00	Alma Street	Queen Street - Blandford Street	92.0
5045-00	Baechler Avenue	Victoria Street - Queen Street	86.0
4983-00	Balsam Street	Blandford Street - Coleman Street	91.0
4984-00	Balsam Street	Queen Street - Blandford Street	91.0
4985-01	Balsam Street	End - James Street	90.0
4985-02	Balsam Street	James Street - Queen Street	91.0
4945-01	Bauer Street	Woodstock Street South - Wettlaufer Street	89.0
4945-02	Bauer Street	Wettlaufer Street - Liebler Street	87.0
0469-00	Bender Avenue	King Street - End	81.0
5250-00	Borden Court	Loveys Street East - Borden Court	92.0
5251-00	Borden Court	End (East) - Borden Court	92.0
5252-00	Borden Court	Borden Court - End (West)	92.0
0293-00	Braemar Sideroad	13th Line - 14th Line	79.0
0294-00	Braemar Sideroad	14th Line - 15th Line	80.0
0295-00	Braemar Sideroad	15th Line - 16th Line	81.0
0296-00	Braemar Sideroad	16th Line - 17th Line	80.0
0297-00	Braemar Sideroad	17th Line - East Limit	80.0
0488-00	Braemar Sideroad	Zorra/EZT Line - 10th Line	78.0
0489-00	Braemar Sideroad	10th Line - 11th Line	77.0
0490-00	Braemar Sideroad	11th Line - Hwy 59	73.0
0491-00	Braemar Sideroad	Hwy 59 - 13th Line	73.0
4981-01	Briar Drive	Coleman Street - Thames Avenue	86.0
4981-02	Briar Drive	Thames Avenue - O.R. 33	91.0
4977-01	Burton Street	Blandford Street - Coleman Street	92.0
4977-02	Burton Street	Coleman Street - Vincent Street	100.0
4977-03	Burton Street	Vincent Street - End	100.0
0298-00	Cassel Sideroad	Zorra/EZT Line - 10th Line	81.0
0299-00	Cassel Sideroad	10th Line - 11th Line	80.0
0301-00	Cassel Sideroad	Hwy 59 - 13th Line	81.0
0302-00	Cassel Sideroad	13th Line - 14th Line	80.0
0303-00	Cassel Sideroad	14th Line - 15th Line	81.0
0304-00	Cassel Sideroad	15th Line - 16th Line	81.0
0305-00	Cassel Sideroad	16th Line - 17th Line	80.0
0306-00	Cassel Sideroad	17th Line - O.R. 5/18th Line	81.0
4680-00	Cassel Sideroad	11th Line - Hwy 59	67.0
4685-01	Centennial Drive	End - Halliday Drive	84.0
4685-02	Centennial Drive	Halliday Drive - Hope Street West	90.0
4973-01	Coleman Street	O.R. 33 - Stratford Street	91.0
4973-02	Coleman Street	Stratford Street - Balsam Street	91.0
4973-03	Coleman Street	Balsam Street - Thames Avenue	91.0
4973-04	Coleman Street	Thames Avenue - Briar Drive	91.0
4973-05	Coleman Street	Briar Drive - Vincent Street	91.0
4973-06	Coleman Street	Vincent Street - Burton Street	91.0
4973-07	Coleman Street	Burton Street - End	76.0
4990-00	Currah Lane	Queen Street - Blandford Street	91.0
Curt-01	Curtis Street	Jonker Street - James Street	92.0
Curt-02	Curtis Street	James Street - Queen Street	100.0
4980-00	Day Street	Queen Street - Blandford Street	92.0



Section Rating

March 16, 2021

Township of East Zorra-Tavistock - 2021

Sorted by Name

<u>Section</u>	<u>Name</u>	<u>From-To</u>	<u>PCI</u>
0467-00	Decew Street East	Wellington Street - Minerva Street	86.0
4687-01	Decew Street West	End - Maria Street	78.0
4687-02	Decew Street West	Maria Street - Woodstock Street South	84.0
0461-01	Dietrich Road	Woodstock Street North - Janelle Drive	90.0
0461-02	Dietrich Road	Janelle Drive - End	90.0
0446-01	Elizabeth Street	End - Jacob Street East	84.0
0446-02	Elizabeth Street	Jacob Street East - Hope Street East	79.0
Fred-01	Fred Krug Avenue	Holley Avenue - Henry Eckstein Way	100.0
Fred-02	Fred Krug Avenue	Henry Eckstein Way - Henry Eckstein Way	100.0
0470-00	Frederick Court	King Street - End	86.0
0447-00	Fuhr Street	Hope Street East - Roth Street	78.0
7975-01	George Street	End - George Street	86.0
7975-02	George Street	George Street - Jonker Street	88.0
7975-03	George Street	Jonker Street - James Street	91.0
7975-04	George Street	James Street - Queen Street	91.0
7975-05	George Street	Queen Street - Blandford Street	91.0
5256-01	Halliday Drive	Jacob Street West - 65 Halliday	93.0
5256-02	Halliday Drive	61 Halliday Dr - Centennial Drive	91.0
0465-00	Hendershot Street	Minerva Street - Maria Street	85.0
0466-00	Hendershot Street	Wellington Street - Minerva Street	83.0
Henr-01	Henry Eckstein Way	14th Line - Fred Krug Avenue	100.0
Henr-02	Henry Eckstein Way	Fred Krug Avenue - Fred Krug Avenue	100.0
Henr-03	Henry Eckstein Way	Fred Krug Avenue - Holley Avenue	100.0
0463-00	Henry Street	John Street - Woodstock Street North	81.0
0452-00	Henry Vogt Avenue	Hope Street East - Rudy Avenue	91.0
0449-01	Holley Avenue	Hope Street East - Rudy Avenue	93.0
0449-02	Holley Avenue	Rudy Avenue - Roth Street	100.0
0449-03	Holley Avenue	Roth Street - Henry Eckstein Way	100.0
0449-04	Holley Avenue	Henry Eckstein Way - Fred Krug Avenue	100.0
0449-05	Holley Avenue	Fred Krug Avenue - Roth Street	100.0
5040-01	Homewood Avenue	End (East) - Victoria Street	92.0
5040-02	Homewood Avenue	Victoria Street - End (West)	86.0
5122-01	Jacob Street East	Jacob Street East - John Lemp Drive	100.0
5122-02	Jacob Street East	John Lemp Drive - Jacob Street East	100.0
5122-03	Jacob Street East	Jacob Street East - Elizabeth Street	92.0
5122-04	Jacob Street East	Elizabeth Street - John Street	92.0
5122-05	Jacob Street East	John Street - Woodstock Street North	92.0
4692-01	Jacob Street West	Woodstock Street North - Janelle Drive	89.0
4692-02	Jacob Street West	Janelle Drive - William Street North	90.0
4735-01	Jacob Street West	William Street North - Halliday Drive	92.0
4735-02	Jacob Street West	Halliday Drive - End	100.0
4889-01	James Street	Balsam Street - Main Street	91.0
4889-02	James Street	Main Street - Curtis Street	92.0
4889-03	James Street	Curtis Street - Lock Street	91.0
4889-04	James Street	Lock Street - George Street	92.0
5139-00	Jane Street	Hope Street West - Woodstock Street South	92.0
0443-00	Janelle Drive	Scott Court - Jacob Street West	83.0
4691-00	Janelle Drive	Dietrich Road - Scott Court	82.0
0405-01	John Street	Loveys Street East - King Cres	51.0
0405-02	John Street	King Cres - King Cres	54.0
0405-03	John Street	King Cres - End	51.0
0444-01	John Street	Henry Street - Jacob Street East	61.0



Section Rating

March 16, 2021

Township of East Zorra-Tavistock - 2021

Sorted by Name

<u>Section</u>	<u>Name</u>	<u>From-To</u>	<u>PCI</u>
0444-02	John Street	Jacob Street East - Hope Street East	79.0
Jonk-01	Jonker Street	Main Street - Curtis Street	93.0
Jonk-02	Jonker Street	Curtis Street - Lock Street	93.0
Jonk-03	Jonker Street	Lock Street - George Street	93.0
0406-00	King Cres	John Street - John Street	52.0
0448-01	King Street	Queen Street - Bender Avenue	86.0
0448-02	King Street	Bender Avenue - Frederick Court	86.0
0448-03	King Street	Frederick Court - Westwood Avenue	85.0
4942-01	Liebler Street	Wettlaufer Street - Malcolm Street	89.0
4942-02	Liebler Street	Malcolm Street - Stewart Street	91.0
4942-03	Liebler Street	Stewart Street - Bauer Street	89.0
4942-04	Liebler Street	Bauer Street - End	88.0
Lock-01	Lock Street	Jonker Street - James Street	100.0
Lock-02	Lock Street	James Street - Queen Street	100.0
4944-00	Lunor Court	Wettlaufer Street - Lunor Court	88.0
4978-01	Main Street	East Limit - George Street	91.0
4978-02	Main Street	George Street - Jonker Street	91.0
4978-03	Main Street	Jonker Street - James Street	91.0
4978-04	Main Street	James Street - Queen Street	90.0
4978-05	Main Street	Queen Street - Blandford Street	91.0
0310-00	Maplewood Sideroad	16th Line - 17th Line	93.0
0312-00	Maplewood Sideroad	O.R. 5/ 18th Line - 19th Line	93.0
0492-00	Maplewood Sideroad	Hwy 59 - 13th Line	68.0
5001-00	Maplewood Sideroad	13th Line - 14th Line	75.0
5002-00	Maplewood Sideroad	14th Line - 15th Line	68.0
5003-00	Maplewood Sideroad	15th Line - 16th Line	73.0
5119-00	Maplewood Sideroad	17th Line - O.R. 5/18th Line	93.0
4689-01	Maria Street	Hope Street West - Hendershot Street	74.0
4689-02	Maria Street	Hendershot Street - Decew Street West	84.0
4689-03	Maria Street	Decew Street West - Adam Street	92.0
4725-00	Maria Street	Adam Street - End	93.0
0476-01	Minerva Street	Decew Street East - Hendershot Street	76.0
0476-02	Minerva Street	Hendershot Street - Hope Street East	84.0
0440-01	Mogk Street	End - Oxford Street	81.0
0440-02	Mogk Street	Oxford Street - Hope Street West	84.0
4996-01	Northwood Drive	Oakridge Avenue - Park Avenue	91.0
4996-02	Northwood Drive	Park Avenue - O.R. 33	91.0
4997-01	Oakridge Avenue	Blandford Street - Stonegate Road	91.0
4997-02	Oakridge Avenue	Stonegate Road - Northwood Drive	91.0
4997-03	Oakridge Avenue	Northwood Drive - End	90.0
0456-00	Oxford Street	Mogk Street - William Street North	74.0
4995-01	Park Avenue	Stonegate Road - Northwood Drive	88.0
4995-02	Park Avenue	Northwood Drive - End	92.0
0313-00	Perth-Oxford Rd	Zorra/EZT Line - 10th Line	86.0
0314-00	Perth-Oxford Rd	10th Line - 11th Line	79.0
0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	80.0
0450-01	Queen Street	Hope Street East - Westwood Avenue	84.0
0450-02	Queen Street	Westwood Avenue - Baechler Avenue	85.0
0450-03	Queen Street	Baechler Avenue - Victoria Street	80.0
0451-00	Queen Street	Victoria Street - King Street	76.0
4693-01	Queen Street	Alma Street - Raglan Street	92.0
4693-02	Queen Street	Raglan Street - Scott Street	91.0



Section Rating

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Township of East Zorra-Tavistock - 2021

Sorted by Name

<u>Section</u>	<u>Name</u>	<u>From-To</u>	<u>PCI</u>
4693-03	Queen Street	Scott Street - Currah Lane	91.0
4693-04	Queen Street	Currah Lane - Aldergrange Avenue	89.0
4693-05	Queen Street	Aldergrange Avenue - Young Street	91.0
4693-06	Queen Street	Young Street - Balsam Street	90.0
4693-07	Queen Street	Balsam Street - Day Street	86.0
4693-08	Queen Street	Day Street - Main Street	91.0
4693-09	Queen Street	Main Street - Curtis Street	100.0
4693-10	Queen Street	Curtis Street - Lock Street	100.0
4693-11	Queen Street	Lock Street - George Street	100.0
4993-00	Raglan Street	Queen Street - Blandford Street	92.0
0468-01	Roth Street	Holley Avenue - Holley Avenue	93.0
0468-02	Roth Street	Holley Avenue - Fuhr Street	93.0
0468-03	Roth Street	Fuhr Street - Wellington Street	81.0
0475-01	Rudy Avenue	14th Line - Henry Vogt Avenue	93.0
0475-02	Rudy Avenue	Henry Vogt Avenue - Holley Avenue	92.0
0475-03	Rudy Avenue	Holley Avenue - End	93.0
0462-00	Scott Court	Janelle Drive - Janelle Drive	84.0
4991-00	Scott Street	Queen Street - Blandford Street	91.0
4992-00	Scott Street	End - Queen Street	92.0
0459-00	Station Street	Woodstock Street North - End	81.0
4998-01	Stonegate Road	Oakridge Avenue - Park Avenue	89.0
4998-02	Stonegate Road	Park Avenue - O.R. 33	91.0
4986-00	Stratford Street	Blandford Street - Coleman Street	92.0
4683-00	Strathallan Road	Hwy 59 - Hwy 59	74.0
4982-00	Thames Avenue	Coleman Street - Briar Drive	90.0
4974-00	Thompson Place	George Street - End	90.0
0486-00	Valleyfield Drive	Hwy 2 - Valleyfield Drive	86.0
0487-00	Valleyfield Drive	East end - West End	88.0
5086-00	Victoria Court	End - Victoria Street	84.0
5039-01	Victoria Street	Hope Street East - Homewood Avenue East	86.0
5039-02	Victoria Street	Homewood Avenue East - Baechler Avenue	91.0
5039-03	Victoria Street	Baechler Avenue - Victoria Court	86.0
5039-04	Victoria Street	Victoria Court - Queen Street	82.0
4979-01	Vincent Street	Blandford Street - Coleman Street	91.0
4979-02	Vincent Street	Coleman Street - Burton Street	100.0
0445-01	Wellington Street	Hope Street East - Hendershot Street	84.0
0445-02	Wellington Street	Hendershot Street - Decew Street East	87.0
0445-03	Wellington Street	Decew Street East - Roth Street	82.0
0471-01	Westwood Avenue	Queen Street - King Street	80.0
0471-02	Westwood Avenue	King Street - End	82.0
0455-00	Wettlaufer Street	William Street South - Wilton Street	90.0
4943-01	Wettlaufer Street	Wilton Street - Liebler Street	84.0
4943-02	Wettlaufer Street	Liebler Street - Lunor Court	89.0
4943-03	Wettlaufer Street	Lunor Court - Bauer Street	89.0
0436-02	William Street North	Jacob Street West - Oxford Street	79.0
0436-03	William Street North	Oxford Street - Hope Street West	78.0
0188-01	William Street South	Woodstock Street South - Adam Street	89.0
0188-02	William Street South	Adam Street - Wettlaufer Street	90.0
0188-03	William Street South	Wettlaufer Street - 13th Line	84.0
0189-00	William Street South	Hope Street West - Woodstock Street South	64.0
0437-00	Wilton Street	Woodstock Street South - Wettlaufer Street	89.0
4987-01	Young Street	End - Queen Street	79.0



Section Rating
Township of East Zorra-Tavistock - 2021

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Sorted by Name

<u>Section</u>	<u>Name</u>	<u>From-To</u>	<u>PCI</u>
4987-02	Young Street	Queen Street - Blandford Street	92.0
0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	79.0
0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	80.0
0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	80.0
0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	79.0
0251-00	Zorra/EZT Line	Cassel Sideroad - O.R. 8	82.0
0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	80.0
0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	80.0

Appendix C

Associated Features

Associated Features - 2020 Condition Rating

Section	Name	From	To	Feature	Condition
0188-01	William Street South	Woodstock Street South	Adam Street	Curbs	Very Good
0188-01	William Street South	Woodstock Street South	Adam Street	Regulatory Sign	Very Good
0188-01	William Street South	Woodstock Street South	Adam Street	Curb Height	Very Good
0188-02	William Street South	Adam Street	Wettlaufer Street	Curbs	Very Good
0188-02	William Street South	Adam Street	Wettlaufer Street	Curb Height	Very Good
0188-03	William Street South	Wettlaufer Street	13th Line	Curbs	Very Good
0188-03	William Street South	Wettlaufer Street	13th Line	Curb Height	Very Good
0189-00	William Street South	Hope Street West	Woodstock Street South	Curbs	Very Good
0189-00	William Street South	Hope Street West	Woodstock Street South	Regulatory Sign	Very Good
0231-00	11th Line	O.R. 33	O.R. 17	Regulatory Sign	Very Good
0231-00	11th Line	O.R. 33	O.R. 17	Ditches	Very Good
0247-00	Zorra/EZT Line	O.R. 17	Hwy 2	Regulatory Sign	Very Good
0247-00	Zorra/EZT Line	O.R. 17	Hwy 2	Ditches	Very Good
0248-00	Zorra/EZT Line	O.R. 33	O.R. 17	Regulatory Sign	Very Good
0248-00	Zorra/EZT Line	O.R. 33	O.R. 17	Ditches	Very Good
0249-00	Zorra/EZT Line	Braemar Sideroad	O.R. 33	Regulatory Sign	Very Good
0249-00	Zorra/EZT Line	Braemar Sideroad	O.R. 33	Ditches	Very Good
0249-00	Zorra/EZT Line	Braemar Sideroad	O.R. 33	Bridges	Very Good
0249-00	Zorra/EZT Line	Braemar Sideroad	O.R. 33	Guide Rails	Very Good
0250-00	Zorra/EZT Line	O.R. 8	Braemar Sideroad	Regulatory Sign	Very Good
0250-00	Zorra/EZT Line	O.R. 8	Braemar Sideroad	Ditches	Very Good
0251-00	Zorra/EZT Line	Cassel Sideroad	O.R. 8	Ditches	Very Good
0251-00	Zorra/EZT Line	Cassel Sideroad	O.R. 8	Regulatory Sign	Very Good
0252-00	Zorra/EZT Line	Maplewood Sideroad	Cassel Sideroad	Ditches	Very Good
0252-00	Zorra/EZT Line	Maplewood Sideroad	Cassel Sideroad	Regulatory Sign	Very Good
0253-00	Zorra/EZT Line	P.O.R.	Maplewood Sideroad	Ditches	Very Good
0253-00	Zorra/EZT Line	P.O.R.	Maplewood Sideroad	Regulatory Sign	Very Good
0253-00	Zorra/EZT Line	P.O.R.	Maplewood Sideroad	Guide Rails	Very Good
0255-00	10th Line	O.R. 33	O.R. 17	Regulatory Sign	Very Good
0255-00	10th Line	O.R. 33	O.R. 17	Ditches	Very Good
0256-00	10th Line	Braemar Sideroad	O.R. 33	Regulatory Sign	Very Good
0256-00	10th Line	Braemar Sideroad	O.R. 33	Ditches	Very Good
0256-00	10th Line	Braemar Sideroad	O.R. 33	Bridges	Very Good
0257-00	10th Line	O.R. 8	Braemar Sideroad	Regulatory Sign	Very Good
0257-00	10th Line	O.R. 8	Braemar Sideroad	Ditches	Very Good
0258-00	10th Line	Cassel Sideroad	O.R. 8	Ditches	Very Good
0258-00	10th Line	Cassel Sideroad	O.R. 8	Regulatory Sign	Very Good
0259-00	10th Line	Maplewood Sideroad	Cassel Sideroad	Ditches	Very Good
0259-00	10th Line	Maplewood Sideroad	Cassel Sideroad	Regulatory Sign	Very Good
0259-00	10th Line	Maplewood Sideroad	Cassel Sideroad	Regulatory Sign	Very Good
0260-00	10th Line	P.O.R.	Maplewood Sideroad	Ditches	Very Good
0260-00	10th Line	P.O.R.	Maplewood Sideroad	Regulatory Sign	Very Good
0260-00	10th Line	P.O.R.	Maplewood Sideroad	Guide Rails	Very Good

Associated Features - 2020 Condition Rating

Section	Name	From	To	Feature	Condition
0261-00	11th Line	Braemar Sideroad	O.R. 33	Regulatory Sign	Very Good
0261-00	11th Line	Braemar Sideroad	O.R. 33	Ditches	Very Good
0261-00	11th Line	Braemar Sideroad	O.R. 33	Guide Rails	Very Good
0261-00	11th Line	Braemar Sideroad	O.R. 33	Bridges	Very Good
0262-00	11th Line	O.R. 8	Braemar Sideroad	Regulatory Sign	Very Good
0262-00	11th Line	O.R. 8	Braemar Sideroad	Ditches	Very Good
0263-00	11th Line	Cassel Sideroad	O.R. 8	Ditches	Very Good
0263-00	11th Line	Cassel Sideroad	O.R. 8	Regulatory Sign	Very Good
0264-00	11th Line	Maplewood Sideroad	Cassel Sideroad	Ditches	Very Good
0264-00	11th Line	Maplewood Sideroad	Cassel Sideroad	Regulatory Sign	Very Good
0268-00	13th Line	Braemar Sideroad	O.R. 33	Regulatory Sign	Very Good
0268-00	13th Line	Braemar Sideroad	O.R. 33	Ditches	Very Good
0269-00	13th Line	O.R. 8	Braemar Sideroad	Regulatory Sign	Very Good
0269-00	13th Line	O.R. 8	Braemar Sideroad	Ditches	Very Good
0270-00	13th Line	Cassel Sideroad	O.R. 8	Regulatory Sign	Very Good
0270-00	13th Line	Cassel Sideroad	O.R. 8	Ditches	Very Good
0271-00	13th Line	Maplewood Sideroad	Cassel Sideroad	Regulatory Sign	Very Good
0271-00	13th Line	Maplewood Sideroad	Cassel Sideroad	Ditches	Very Good
0272-00	14th Line	O.R. 33	O.R. 17	Regulatory Sign	Very Good
0272-00	14th Line	O.R. 33	O.R. 17	Ditches	Very Good
0272-00	14th Line	O.R. 33	O.R. 17	Bridges	Very Good
0273-01	14th Line	Braemar Sideroad	O.R. 33	Ditches	Very Good
0273-01	14th Line	Braemar Sideroad	O.R. 33	Regulatory Sign	Very Good
0273-02	14th Line	Braemar Sideroad	Braemar Sideroad	Ditches	Very Good
0274-00	14th Line	O.R. 8	Braemar Sideroad	Regulatory Sign	Very Good
0274-00	14th Line	O.R. 8	Braemar Sideroad	Ditches	Very Good
0274-00	14th Line	O.R. 8	Braemar Sideroad	Bridges	Very Good
0275-00	14th Line	Cassel Sideroad	O.R. 8	Regulatory Sign	Very Good
0275-00	14th Line	Cassel Sideroad	O.R. 8	Ditches	Very Good
0276-00	14th Line	Maplewood Sideroad	Cassel Sideroad	Ditches	Very Good
0276-00	14th Line	Maplewood Sideroad	Cassel Sideroad	Guide Rails	Very Good
0276-00	14th Line	Maplewood Sideroad	Cassel Sideroad	Bridges	Very Good
0278-00	15th Line	O.R. 33	O.R. 17	Regulatory Sign	Very Good
0278-00	15th Line	O.R. 33	O.R. 17	Ditches	Very Good
0279-00	15th Line	Braemar Sideroad	O.R. 33	Regulatory Sign	Very Good
0279-00	15th Line	Braemar Sideroad	O.R. 33	Ditches	Very Good
0280-00	15th Line	O.R. 8	Braemar Sideroad	Regulatory Sign	Very Good
0280-00	15th Line	O.R. 8	Braemar Sideroad	Ditches	Very Good
0280-00	15th Line	O.R. 8	Braemar Sideroad	Guide Rails	Very Good
0280-00	15th Line	O.R. 8	Braemar Sideroad	Bridges	Very Good
0281-00	15th Line	Cassel Sideroad	O.R. 8	Ditches	Very Good
0281-00	15th Line	Cassel Sideroad	O.R. 8	Regulatory Sign	Very Good
0282-00	15th Line	Maplewood Sideroad	Cassel Sideroad	Ditches	Very Good

Associated Features - 2020 Condition Rating

Section	Name	From	To	Feature	Condition
0282-00	15th Line	Maplewood Sideroad	Cassel Sideroad	Regulatory Sign	Very Good
0282-00	15th Line	Maplewood Sideroad	Cassel Sideroad	Bridges	Very Good
0284-00	17th Line	O.R. 4	End	Regulatory Sign	Very Good
0284-00	17th Line	O.R. 4	End	Ditches	Very Good
0285-00	17th Line	Cassel Sideroad	O.R. 5	Regulatory Sign	Very Good
0285-00	17th Line	Cassel Sideroad	O.R. 5	Ditches	Very Good
0285-00	17th Line	Cassel Sideroad	O.R. 5	Bridges	Very Good
0286-00	17th Line	Maplewood Sideroad	Cassel Sideroad	Ditches	Very Good
0286-00	17th Line	Maplewood Sideroad	Cassel Sideroad	Regulatory Sign	Very Good
0287-00	17th Line	P.O.R.	Maplewood Sideroad	Ditches	Very Good
0287-00	17th Line	P.O.R.	Maplewood Sideroad	Regulatory Sign	Very Good
0289-00	18th Line	Maplewood Sideroad	O.R. 5	Ditches	Very Good
0289-00	18th Line	Maplewood Sideroad	O.R. 5	Regulatory Sign	Very Good
0290-00	18th Line	P.O.R.	Maplewood Sideroad	Ditches	Very Good
0290-00	18th Line	P.O.R.	Maplewood Sideroad	Regulatory Sign	Very Good
0291-00	19th Line	P.O.R.	O.R. 5	Ditches	Very Good
0291-00	19th Line	P.O.R.	O.R. 5	Regulatory Sign	Very Good
0293-00	Braemar Sideroad	13th Line	14th Line	Regulatory Sign	Very Good
0293-00	Braemar Sideroad	13th Line	14th Line	Ditches	Very Good
0294-00	Braemar Sideroad	14th Line	15th Line	Regulatory Sign	Very Good
0294-00	Braemar Sideroad	14th Line	15th Line	Ditches	Very Good
0295-00	Braemar Sideroad	15th Line	16th Line	Regulatory Sign	Very Good
0295-00	Braemar Sideroad	15th Line	16th Line	Ditches	Very Good
0296-00	Braemar Sideroad	16th Line	17th Line	Regulatory Sign	Very Good
0296-00	Braemar Sideroad	16th Line	17th Line	Ditches	Very Good
0297-00	Braemar Sideroad	17th Line	East Limit	Regulatory Sign	Very Good
0297-00	Braemar Sideroad	17th Line	East Limit	Ditches	Very Good
0298-00	Cassel Sideroad	Zorra/EZT Line	10th Line	Regulatory Sign	Very Good
0298-00	Cassel Sideroad	Zorra/EZT Line	10th Line	Ditches	Very Good
0299-00	Cassel Sideroad	10th Line	11th Line	Regulatory Sign	Very Good
0299-00	Cassel Sideroad	10th Line	11th Line	Ditches	Very Good
0301-00	Cassel Sideroad	Hwy 59	13th Line	Regulatory Sign	Very Good
0301-00	Cassel Sideroad	Hwy 59	13th Line	Ditches	Very Good
0302-00	Cassel Sideroad	13th Line	14th Line	Ditches	Very Good
0302-00	Cassel Sideroad	13th Line	14th Line	Regulatory Sign	Very Good
0303-00	Cassel Sideroad	14th Line	15th Line	Regulatory Sign	Very Good
0303-00	Cassel Sideroad	14th Line	15th Line	Ditches	Very Good
0304-00	Cassel Sideroad	15th Line	16th Line	Regulatory Sign	Very Good
0304-00	Cassel Sideroad	15th Line	16th Line	Bridges	Very Good
0304-00	Cassel Sideroad	15th Line	16th Line	Ditches	Very Good
0305-00	Cassel Sideroad	16th Line	17th Line	Regulatory Sign	Very Good
0305-00	Cassel Sideroad	16th Line	17th Line	Ditches	Very Good
0305-00	Cassel Sideroad	16th Line	17th Line	Bridges	Very Good

Associated Features - 2020 Condition Rating

Section	Name	From	To	Feature	Condition
0306-00	Cassel Sideroad	17th Line	O.R. 5/18th Line	Regulatory Sign	Very Good
0306-00	Cassel Sideroad	17th Line	O.R. 5/18th Line	Ditches	Very Good
0310-00	Maplewood Sideroad	16th Line	17th Line	Ditches	Very Good
0310-00	Maplewood Sideroad	16th Line	17th Line	Bridges	Very Good
0310-00	Maplewood Sideroad	16th Line	17th Line	Guide Rails	Very Good
0310-00	Maplewood Sideroad	16th Line	17th Line	Regulatory Sign	Very Good
0312-00	Maplewood Sideroad	O.R. 5/ 18th Line	19th Line	Guide Rails	Very Good
0312-00	Maplewood Sideroad	O.R. 5/ 18th Line	19th Line	Ditches	Very Good
0312-00	Maplewood Sideroad	O.R. 5/ 18th Line	19th Line	Regulatory Sign	Very Good
0313-00	Perth-Oxford Rd	Zorra/EZT Line	10th Line	Regulatory Sign	Very Good
0313-00	Perth-Oxford Rd	Zorra/EZT Line	10th Line	Ditches	Very Good
0314-00	Perth-Oxford Rd	10th Line	11th Line	Ditches	Very Good
0314-00	Perth-Oxford Rd	10th Line	11th Line	Bridges	Very Good
0314-00	Perth-Oxford Rd	10th Line	11th Line	Guide Rails	Very Good
0315-00	Perth-Oxford Rd	11th Line	360m West of O.R. 34	Ditches	Very Good
0315-00	Perth-Oxford Rd	11th Line	360m West of O.R. 34	Bridges	Very Good
0315-00	Perth-Oxford Rd	11th Line	360m West of O.R. 34	Guide Rails	Very Good
0405-01	John Street	Loveys Street East	King Cres	Ditches	Very Good
0405-01	John Street	Loveys Street East	King Cres	Regulatory Sign	Very Good
0406-00	King Cres	John Street	John Street	Ditches	Very Good
0406-00	King Cres	John Street	John Street	Regulatory Sign	Very Good
0436-02	William Street North	Jacob Street West	Oxford Street	Curbs	Very Good
0436-02	William Street North	Jacob Street West	Oxford Street	Curb Height	Very Good
0436-02	William Street North	Jacob Street West	Oxford Street	Regulatory Sign	Very Good
0436-03	William Street North	Oxford Street	Hope Street West	Curbs	Very Good
0436-03	William Street North	Oxford Street	Hope Street West	Regulatory Sign	Very Good
0436-03	William Street North	Oxford Street	Hope Street West	Curb Height	Very Good
0437-00	Wilton Street	Woodstock Street South	Wettlaufer Street	Curbs	Very Good
0437-00	Wilton Street	Woodstock Street South	Wettlaufer Street	Regulatory Sign	Very Good
0437-00	Wilton Street	Woodstock Street South	Wettlaufer Street	Curb Height	Very Good
0440-01	Mogk Street	End	Oxford Street	Curbs	Very Good
0440-01	Mogk Street	End	Oxford Street	Curb Height	Very Good
0440-02	Mogk Street	Oxford Street	Hope Street West	Curbs	Very Good
0440-02	Mogk Street	Oxford Street	Hope Street West	Curb Height	Very Good
0440-02	Mogk Street	Oxford Street	Hope Street West	Regulatory Sign	Very Good
0443-00	Janelle Drive	Scott Court	Jacob Street West	Curbs	Very Good
0443-00	Janelle Drive	Scott Court	Jacob Street West	Regulatory Sign	Very Good
0444-01	John Street	Henry Street	Jacob Street East	Curbs	Very Good
0444-01	John Street	Henry Street	Jacob Street East	Curb Height	Very Good
0444-01	John Street	Henry Street	Jacob Street East	Regulatory Sign	Very Good
0444-02	John Street	Jacob Street East	Hope Street East	Curbs	Very Good
0444-02	John Street	Jacob Street East	Hope Street East	Curb Height	Very Good
0444-02	John Street	Jacob Street East	Hope Street East	Regulatory Sign	Very Good

Associated Features - 2020 Condition Rating

Section	Name	From	To	Feature	Condition
0445-01	Wellington Street	Hope Street East	Hendershot Street	Regulatory Sign	Very Good
0445-01	Wellington Street	Hope Street East	Hendershot Street	Curbs	Very Good
0445-01	Wellington Street	Hope Street East	Hendershot Street	Curb Height	Very Good
0445-02	Wellington Street	Hendershot Street	Decew Street East	Regulatory Sign	Very Good
0445-02	Wellington Street	Hendershot Street	Decew Street East	Curbs	Very Good
0445-02	Wellington Street	Hendershot Street	Decew Street East	Curb Height	Very Good
0445-03	Wellington Street	Decew Street East	Roth Street	Curbs	Very Good
0445-03	Wellington Street	Decew Street East	Roth Street	Curb Height	Very Good
0446-01	Elizabeth Street	End	Jacob Street East	Regulatory Sign	Very Good
0446-01	Elizabeth Street	End	Jacob Street East	Curbs	Very Good
0446-01	Elizabeth Street	End	Jacob Street East	Curb Height	Very Good
0446-02	Elizabeth Street	Jacob Street East	Hope Street East	Regulatory Sign	Very Good
0446-02	Elizabeth Street	Jacob Street East	Hope Street East	Curbs	Very Good
0446-02	Elizabeth Street	Jacob Street East	Hope Street East	Curb Height	Very Good
0447-00	Fuhr Street	Hope Street East	Roth Street	Regulatory Sign	Very Good
0447-00	Fuhr Street	Hope Street East	Roth Street	Curbs	Very Good
0447-00	Fuhr Street	Hope Street East	Roth Street	Curb Height	Very Good
0448-01	King Street	Queen Street	Bender Avenue	Curbs	Very Good
0448-02	King Street	Bender Avenue	Frederick Court	Curbs	Very Good
0448-03	King Street	Frederick Court	Westwood Avenue	Curbs	Very Good
0448-03	King Street	Frederick Court	Westwood Avenue	Regulatory Sign	Very Good
0449-01	Holley Avenue	Hope Street East	Rudy Avenue	Regulatory Sign	Very Good
0449-01	Holley Avenue	Hope Street East	Rudy Avenue	Curbs	Very Good
0449-01	Holley Avenue	Hope Street East	Rudy Avenue	Curb Height	Very Good
0449-02	Holley Avenue	Rudy Avenue	Roth Street	Regulatory Sign	Very Good
0449-02	Holley Avenue	Rudy Avenue	Roth Street	Curbs	Very Good
0449-02	Holley Avenue	Rudy Avenue	Roth Street	Curb Height	Very Good
0449-03	Holley Avenue	Roth Street	Henry Eckstein Way	Curbs	Very Good
0449-03	Holley Avenue	Roth Street	Henry Eckstein Way	Curb Height	Very Good
0449-03	Holley Avenue	Roth Street	Henry Eckstein Way	Regulatory Sign	Very Good
0449-04	Holley Avenue	Henry Eckstein Way	Fred Krug Avenue	Curbs	Very Good
0449-04	Holley Avenue	Henry Eckstein Way	Fred Krug Avenue	Curb Height	Very Good
0449-04	Holley Avenue	Henry Eckstein Way	Fred Krug Avenue	Regulatory Sign	Very Good
0449-05	Holley Avenue	Fred Krug Avenue	Roth Street	Curbs	Very Good
0449-05	Holley Avenue	Fred Krug Avenue	Roth Street	Curb Height	Very Good
0449-05	Holley Avenue	Fred Krug Avenue	Roth Street	Regulatory Sign	Very Good
0450-01	Queen Street	Hope Street East	Westwood Avenue	Curbs	Very Good
0450-01	Queen Street	Hope Street East	Westwood Avenue	Regulatory Sign	Very Good
0450-02	Queen Street	Westwood Avenue	Baechler Avenue	Curbs	Very Good
0450-03	Queen Street	Baechler Avenue	Victoria Street	Curbs	Very Good
0451-00	Queen Street	Victoria Street	King Street	Curbs	Very Good
0452-00	Henry Vogt Avenue	Hope Street East	Rudy Avenue	Curbs	Very Good
0452-00	Henry Vogt Avenue	Hope Street East	Rudy Avenue	Curb Height	Very Good

Associated Features - 2020 Condition Rating

Section	Name	From	To	Feature	Condition
0452-00	Henry Vogt Avenue	Hope Street East	Rudy Avenue	Regulatory Sign	Very Good
0455-00	Wettlaufer Street	William Street South	Wilton Street	Curbs	Very Good
0455-00	Wettlaufer Street	William Street South	Wilton Street	Regulatory Sign	Very Good
0455-00	Wettlaufer Street	William Street South	Wilton Street	Curb Height	Very Good
0456-00	Oxford Street	Mogk Street	William Street North	Curbs	Very Good
0456-00	Oxford Street	Mogk Street	William Street North	Curb Height	Very Good
0456-00	Oxford Street	Mogk Street	William Street North	Regulatory Sign	Very Good
0457-02	Adam Street	Maria Street	Maria Street	Curbs	Very Good
0457-03	Adam Street	Maria Street	Willian Street South	Curbs	Very Good
0457-03	Adam Street	Maria Street	Willian Street South	Regulatory Sign	Very Good
0457-03	Adam Street	Maria Street	Willian Street South	Curb Height	Very Good
0459-00	Station Street	Woodstock Street North	End	Curbs	Very Good
0459-00	Station Street	Woodstock Street North	End	Regulatory Sign	Very Good
0461-01	Dietrich Road	Woodstock Street North	Janelle Drive	Curbs	Very Good
0461-02	Dietrich Road	Janelle Drive	End	Curbs	Very Good
0462-00	Scott Court	Janelle Drive	Janelle Drive	Curbs	Very Good
0463-00	Henry Street	John Street	Woodstock Street North	Regulatory Sign	Very Good
0463-00	Henry Street	John Street	Woodstock Street North	Curbs	Very Good
0463-00	Henry Street	John Street	Woodstock Street North	Curb Height	Very Good
0465-00	Hendershot Street	Minerva Street	Maria Street	Curbs	Very Good
0465-00	Hendershot Street	Minerva Street	Maria Street	Curb Height	Very Good
0465-00	Hendershot Street	Minerva Street	Maria Street	Regulatory Sign	Very Good
0466-00	Hendershot Street	Wellington Street	Minerva Street	Regulatory Sign	Very Good
0466-00	Hendershot Street	Wellington Street	Minerva Street	Curbs	Very Good
0466-00	Hendershot Street	Wellington Street	Minerva Street	Curb Height	Very Good
0467-00	Decew Street East	Wellington Street	Minerva Street	Curbs	Very Good
0467-00	Decew Street East	Wellington Street	Minerva Street	Curb Height	Very Good
0467-00	Decew Street East	Wellington Street	Minerva Street	Regulatory Sign	Very Good
0468-01	Roth Street	Holley Avenue	Holley Avenue	Regulatory Sign	Very Good
0468-01	Roth Street	Holley Avenue	Holley Avenue	Curbs	Very Good
0468-02	Roth Street	Holley Avenue	Fuhr Street	Regulatory Sign	Very Good
0468-02	Roth Street	Holley Avenue	Fuhr Street	Curbs	Very Good
0468-03	Roth Street	Fuhr Street	Wellington Street	Curbs	Very Good
0468-03	Roth Street	Fuhr Street	Wellington Street	Curb Height	Very Good
0469-00	Bender Avenue	King Street	End	Curbs	Very Good
0469-00	Bender Avenue	King Street	End	Regulatory Sign	Very Good
0470-00	Frederick Court	King Street	End	Curbs	Very Good
0470-00	Frederick Court	King Street	End	Regulatory Sign	Very Good
0471-01	Westwood Avenue	Queen Street	King Street	Curbs	Very Good
0471-02	Westwood Avenue	King Street	End	Curbs	Very Good
0475-01	Rudy Avenueue	14th Line	Henry Vogt Avenue	Curbs	Very Good
0475-01	Rudy Avenueue	14th Line	Henry Vogt Avenue	Curb Height	Very Good
0475-01	Rudy Avenueue	14th Line	Henry Vogt Avenue	Regulatory Sign	Very Good

Associated Features - 2020 Condition Rating

Section	Name	From	To	Feature	Condition
0475-02	Rudy Avenueue	Henry Vogt Avenue	Holley Avenue	Curbs	Very Good
0475-02	Rudy Avenueue	Henry Vogt Avenue	Holley Avenue	Curb Height	Very Good
0475-03	Rudy Avenueue	Holley Avenue	End	Curbs	Very Good
0475-03	Rudy Avenueue	Holley Avenue	End	Curb Height	Very Good
0476-01	Minerva Street	Decew Street East	Hendershot Street	Regulatory Sign	Very Good
0476-01	Minerva Street	Decew Street East	Hendershot Street	Curbs	Very Good
0476-01	Minerva Street	Decew Street East	Hendershot Street	Curb Height	Very Good
0476-02	Minerva Street	Hendershot Street	Hope Street East	Regulatory Sign	Very Good
0476-02	Minerva Street	Hendershot Street	Hope Street East	Curbs	Very Good
0476-02	Minerva Street	Hendershot Street	Hope Street East	Curb Height	Very Good
0477-00	11th Line	P.O.R.	Maplewood Sideroad	Ditches	Very Good
0477-00	11th Line	P.O.R.	Maplewood Sideroad	Regulatory Sign	Very Good
0477-00	11th Line	P.O.R.	Maplewood Sideroad	Bridges	Very Good
0477-00	11th Line	P.O.R.	Maplewood Sideroad	Guide Rails	Very Good
0477-00	11th Line	P.O.R.	Maplewood Sideroad	Regulatory Sign	Very Good
0479-00	13th Line	William Street South	Maplewood Sideroad	Ditches	Very Good
0479-00	13th Line	William Street South	Maplewood Sideroad	Guide Rails	Very Good
0479-00	13th Line	William Street South	Maplewood Sideroad	Bridges	Very Good
0479-00	13th Line	William Street South	Maplewood Sideroad	Regulatory Sign	Very Good
0481-01	16th Line	Braemar Sideroad	O.R. 33	Regulatory Sign	Very Good
0481-01	16th Line	Braemar Sideroad	O.R. 33	Ditches	Very Good
0481-02	16th Line	Braemar Sideroad	Braemar Sideroad	Regulatory Sign	Very Good
0481-02	16th Line	Braemar Sideroad	Braemar Sideroad	Ditches	Very Good
0482-00	16th Line	O.R. 8	Braemar Sideroad	Regulatory Sign	Very Good
0482-00	16th Line	O.R. 8	Braemar Sideroad	Ditches	Very Good
0482-00	16th Line	O.R. 8	Braemar Sideroad	Guide Rails	Very Good
0482-00	16th Line	O.R. 8	Braemar Sideroad	Bridges	Very Good
0483-00	16th Line	Cassel Sideroad	O.R. 8	Regulatory Sign	Very Good
0483-00	16th Line	Cassel Sideroad	O.R. 8	Ditches	Very Good
0483-00	16th Line	Cassel Sideroad	O.R. 8	Curbs	Very Good
0483-00	16th Line	Cassel Sideroad	O.R. 8	Guide Rails	Very Good
0483-00	16th Line	Cassel Sideroad	O.R. 8	Bridges	Very Good
0483-00	16th Line	Cassel Sideroad	O.R. 8	Bridges	Very Good
0483-00	16th Line	Cassel Sideroad	O.R. 8	Guide Rails	Very Good
0483-00	16th Line	Cassel Sideroad	O.R. 8	Bridges	Very Good
0483-00	16th Line	Cassel Sideroad	O.R. 8	Guide Rails	Very Good
0484-00	16th Line	Maplewood Sideroad	Cassel Sideroad	Ditches	Very Good
0485-00	16th Line	P.O.R.	Maplewood Sideroad	Ditches	Very Good
0485-00	16th Line	P.O.R.	Maplewood Sideroad	Regulatory Sign	Very Good
0486-00	Valleyfield Drive	Hwy 2	Valleyfield Drive	Regulatory Sign	Very Good
0488-00	Braemar Sideroad	Zorra/EZT Line	10th Line	Ditches	Very Good
0489-00	Braemar Sideroad	10th Line	11th Line	Ditches	Very Good
0489-00	Braemar Sideroad	10th Line	11th Line	Curbs	Very Good

Associated Features - 2020 Condition Rating

Section	Name	From	To	Feature	Condition
0490-00	Braemar Sideroad	11th Line	Hwy 59	Ditches	Very Good
0490-00	Braemar Sideroad	11th Line	Hwy 59	Regulatory Sign	Very Good
0492-00	Maplewood Sideroad	Hwy 59	13th Line	Ditches	Very Good
0492-00	Maplewood Sideroad	Hwy 59	13th Line	Guide Rails	Very Good
4680-00	Cassel Sideroad	11th Line	Hwy 59	Ditches	Very Good
4680-00	Cassel Sideroad	11th Line	Hwy 59	Regulatory Sign	Very Good
4683-00	Strathallan Road	Hwy 59	Hwy 59	Regulatory Sign	Very Good
4683-00	Strathallan Road	Hwy 59	Hwy 59	Ditches	Very Good
4685-01	Centennial Drive	End	Halliday Drive	Curb Height	Very Good
4685-01	Centennial Drive	End	Halliday Drive	Curbs	Very Good
4685-02	Centennial Drive	Halliday Drive	Hope Street West	Curbs	Very Good
4685-02	Centennial Drive	Halliday Drive	Hope Street West	Curb Height	Very Good
4685-02	Centennial Drive	Halliday Drive	Hope Street West	Regulatory Sign	Very Good
4687-01	Decew Street West	End	Maria Street	Curbs	Very Good
4687-01	Decew Street West	End	Maria Street	Regulatory Sign	Very Good
4687-02	Decew Street West	Maria Street	Woodstock Street South	Curbs	Very Good
4687-02	Decew Street West	Maria Street	Woodstock Street South	Regulatory Sign	Very Good
4687-02	Decew Street West	Maria Street	Woodstock Street South	Curb Height	Very Good
4689-01	Maria Street	Hope Street West	Hendershot Street	Regulatory Sign	Very Good
4689-01	Maria Street	Hope Street West	Hendershot Street	Curbs	Very Good
4689-01	Maria Street	Hope Street West	Hendershot Street	Curb Height	Very Good
4689-02	Maria Street	Hendershot Street	Decew Street West	Curbs	Very Good
4689-03	Maria Street	Decew Street West	Adam Street	Curbs	Very Good
4689-03	Maria Street	Decew Street West	Adam Street	Regulatory Sign	Very Good
4689-03	Maria Street	Decew Street West	Adam Street	Curb Height	Very Good
4691-00	Janelle Drive	Dietrich Road	Scott Court	Curbs	Very Good
4692-01	Jacob Street West	Woodstock Street North	Janelle Drive	Curbs	Very Good
4692-02	Jacob Street West	Janelle Drive	William Street North	Regulatory Sign	Very Good
4692-02	Jacob Street West	Janelle Drive	William Street North	Curbs	Very Good
4693-01	Queen Street	Alma Street	Raglan Street	Curbs	Very Good
4693-02	Queen Street	Raglan Street	Scott Street	Curbs	Very Good
4693-02	Queen Street	Raglan Street	Scott Street	Curb Height	Very Good
4693-03	Queen Street	Scott Street	Currah Lane	Curbs	Very Good
4693-03	Queen Street	Scott Street	Currah Lane	Curb Height	Very Good
4693-04	Queen Street	Currah Lane	Aldergrange Avenue	Curbs	Very Good
4693-05	Queen Street	Aldergrange Avenue	Young Street	Curbs	Very Good
4693-06	Queen Street	Young Street	Balsam Street	Curbs	Very Good
4693-07	Queen Street	Balsam Street	Day Street	Curbs	Very Good
4693-08	Queen Street	Day Street	Main Street	Regulatory Sign	Very Good
4693-08	Queen Street	Day Street	Main Street	Curbs	Very Good
4693-09	Queen Street	Main Street	Curtis Street	Curbs	Very Good
4693-09	Queen Street	Main Street	Curtis Street	Regulatory Sign	Very Good
4693-10	Queen Street	Curtis Street	Lock Street	Curbs	Very Good

Associated Features - 2020 Condition Rating

Section	Name	From	To	Feature	Condition
4693-11	Queen Street	Lock Street	George Street	Regulatory Sign	Very Good
4693-11	Queen Street	Lock Street	George Street	Curbs	Very Good
4725-00	Maria Street	Adam Street	End	Curbs	Very Good
4725-00	Maria Street	Adam Street	End	Regulatory Sign	Very Good
4726-00	18th Line	North Limit	O.R. 29	Guide Rails	Very Good
4726-00	18th Line	North Limit	O.R. 29	Bridges	Very Good
4726-00	18th Line	North Limit	O.R. 29	Ditches	Very Good
4735-01	Jacob Street West	William Street North	Halliday Drive	Curbs	Very Good
4735-01	Jacob Street West	William Street North	Halliday Drive	Regulatory Sign	Very Good
4735-02	Jacob Street West	Halliday Drive	End	Curbs	Very Good
4889-01	James Street	Balsam Street	Main Street	Curbs	Very Good
4889-01	James Street	Balsam Street	Main Street	Regulatory Sign	Very Good
4889-02	James Street	Main Street	Curtis Street	Regulatory Sign	Very Good
4889-02	James Street	Main Street	Curtis Street	Curbs	Very Good
4889-02	James Street	Main Street	Curtis Street	Curb Height	Very Good
4889-03	James Street	Curtis Street	Lock Street	Curbs	Very Good
4889-03	James Street	Curtis Street	Lock Street	Curb Height	Very Good
4889-04	James Street	Lock Street	George Street	Regulatory Sign	Very Good
4889-04	James Street	Lock Street	George Street	Curbs	Very Good
4889-04	James Street	Lock Street	George Street	Curb Height	Very Good
4942-01	Liebler Street	Wettlaufer Street	Malcolm Street	Curbs	Very Good
4942-01	Liebler Street	Wettlaufer Street	Malcolm Street	Regulatory Sign	Very Good
4942-02	Liebler Street	Malcolm Street	Stewart Street	Curbs	Very Good
4942-03	Liebler Street	Stewart Street	Bauer Street	Curbs	Very Good
4942-04	Liebler Street	Bauer Street	End	Curbs	Very Good
4943-01	Wettlaufer Street	Wilton Street	Liebler Street	Curbs	Very Good
4943-02	Wettlaufer Street	Liebler Street	Lunor Court	Curbs	Very Good
4943-03	Wettlaufer Street	Lunor Court	Bauer Street	Curbs	Very Good
4943-03	Wettlaufer Street	Lunor Court	Bauer Street	Regulatory Sign	Very Good
4944-00	Lunor Court	Wettlaufer Street	Lunor Court	Curbs	Very Good
4944-00	Lunor Court	Wettlaufer Street	Lunor Court	Regulatory Sign	Very Good
4945-01	Bauer Street	Woodstock Street South	Wettlaufer Street	Curbs	Very Good
4945-01	Bauer Street	Woodstock Street South	Wettlaufer Street	Curb Height	Very Good
4945-01	Bauer Street	Woodstock Street South	Wettlaufer Street	Regulatory Sign	Very Good
4945-02	Bauer Street	Wettlaufer Street	Liebler Street	Curbs	Very Good
4945-02	Bauer Street	Wettlaufer Street	Liebler Street	Regulatory Sign	Very Good
4973-01	Coleman Street	O.R. 33	Stratford Street	Curbs	Very Good
4973-01	Coleman Street	O.R. 33	Stratford Street	Curb Height	Very Good
4973-01	Coleman Street	O.R. 33	Stratford Street	Regulatory Sign	Very Good
4973-02	Coleman Street	Stratford Street	Balsam Street	Curbs	Very Good
4973-02	Coleman Street	Stratford Street	Balsam Street	Curb Height	Very Good
4973-03	Coleman Street	Balsam Street	Thames Avenue	Curbs	Very Good
4973-03	Coleman Street	Balsam Street	Thames Avenue	Curb Height	Very Good

Associated Features - 2020 Condition Rating

Section	Name	From	To	Feature	Condition
4973-04	Coleman Street	Thames Avenue	Briar Drive	Curbs	Very Good
4973-04	Coleman Street	Thames Avenue	Briar Drive	Curb Height	Very Good
4973-05	Coleman Street	Briar Drive	Vincent Street	Curbs	Very Good
4973-05	Coleman Street	Briar Drive	Vincent Street	Curb Height	Very Good
4973-06	Coleman Street	Vincent Street	Burton Street	Curbs	Very Good
4973-06	Coleman Street	Vincent Street	Burton Street	Curb Height	Very Good
4973-06	Coleman Street	Vincent Street	Burton Street	Regulatory Sign	Very Good
4974-00	Thompson Place	George Street	End	Curbs	Very Good
4974-00	Thompson Place	George Street	End	Regulatory Sign	Very Good
4977-01	Burton Street	Blandford Street	Coleman Street	Curbs	Very Good
4977-01	Burton Street	Blandford Street	Coleman Street	Regulatory Sign	Very Good
4977-01	Burton Street	Blandford Street	Coleman Street	Curb Height	Very Good
4977-02	Burton Street	Coleman Street	Vincent Street	Curbs	Very Good
4977-02	Burton Street	Coleman Street	Vincent Street	Curb Height	Very Good
4977-03	Burton Street	Vincent Street	End	Curbs	Very Good
4978-01	Main Street	East Limit	George Street	Bridges	Very Good
4978-01	Main Street	East Limit	George Street	Guide Rails	Very Good
4978-02	Main Street	George Street	Jonker Street	Curbs	Very Good
4978-02	Main Street	George Street	Jonker Street	Curb Height	Very Good
4978-03	Main Street	Jonker Street	James Street	Curbs	Very Good
4978-03	Main Street	Jonker Street	James Street	Curb Height	Very Good
4978-04	Main Street	James Street	Queen Street	Curbs	Very Good
4978-04	Main Street	James Street	Queen Street	Curb Height	Very Good
4978-05	Main Street	Queen Street	Blandford Street	Curbs	Very Good
4978-05	Main Street	Queen Street	Blandford Street	Regulatory Sign	Very Good
4978-05	Main Street	Queen Street	Blandford Street	Curb Height	Very Good
4979-01	Vincent Street	Blandford Street	Coleman Street	Curbs	Very Good
4979-01	Vincent Street	Blandford Street	Coleman Street	Regulatory Sign	Very Good
4979-01	Vincent Street	Blandford Street	Coleman Street	Curb Height	Very Good
4979-02	Vincent Street	Coleman Street	Burton Street	Curbs	Very Good
4979-02	Vincent Street	Coleman Street	Burton Street	Regulatory Sign	Very Good
4980-00	Day Street	Queen Street	Blandford Street	Curbs	Very Good
4980-00	Day Street	Queen Street	Blandford Street	Regulatory Sign	Very Good
4980-00	Day Street	Queen Street	Blandford Street	Curb Height	Very Good
4981-01	Briar Drive	Coleman Street	Thames Avenue	Curbs	Very Good
4981-01	Briar Drive	Coleman Street	Thames Avenue	Regulatory Sign	Very Good
4981-01	Briar Drive	Coleman Street	Thames Avenue	Curb Height	Very Good
4981-02	Briar Drive	Thames Avenue	O.R. 33	Curbs	Very Good
4981-02	Briar Drive	Thames Avenue	O.R. 33	Regulatory Sign	Very Good
4981-02	Briar Drive	Thames Avenue	O.R. 33	Curb Height	Very Good
4982-00	Thames Avenue	Coleman Street	Briar Drive	Curbs	Very Good
4982-00	Thames Avenue	Coleman Street	Briar Drive	Regulatory Sign	Very Good
4982-00	Thames Avenue	Coleman Street	Briar Drive	Curb Height	Very Good

Associated Features - 2020 Condition Rating

Section	Name	From	To	Feature	Condition
4983-00	Balsam Street	Blandford Street	Coleman Street	Curbs	Very Good
4983-00	Balsam Street	Blandford Street	Coleman Street	Regulatory Sign	Very Good
4983-00	Balsam Street	Blandford Street	Coleman Street	Curb Height	Very Good
4984-00	Balsam Street	Queen Street	Blandford Street	Curbs	Very Good
4984-00	Balsam Street	Queen Street	Blandford Street	Regulatory Sign	Very Good
4984-00	Balsam Street	Queen Street	Blandford Street	Curb Height	Very Good
4985-01	Balsam Street	End	James Street	Curbs	Very Good
4985-01	Balsam Street	End	James Street	Regulatory Sign	Very Good
4985-01	Balsam Street	End	James Street	Curb Height	Very Good
4985-02	Balsam Street	James Street	Queen Street	Regulatory Sign	Very Good
4986-00	Stratford Street	Blandford Street	Coleman Street	Curbs	Very Good
4986-00	Stratford Street	Blandford Street	Coleman Street	Regulatory Sign	Very Good
4986-00	Stratford Street	Blandford Street	Coleman Street	Curb Height	Very Good
4987-01	Young Street	End	Queen Street	Regulatory Sign	Very Good
4987-02	Young Street	Queen Street	Blandford Street	Curbs	Very Good
4987-02	Young Street	Queen Street	Blandford Street	Regulatory Sign	Very Good
4987-02	Young Street	Queen Street	Blandford Street	Curb Height	Very Good
4989-00	Aldergrange Avenue	End	Queen Street	Curbs	Very Good
4989-00	Aldergrange Avenue	End	Queen Street	Regulatory Sign	Very Good
4990-00	Currah Lane	Queen Street	Blandford Street	Curbs	Very Good
4990-00	Currah Lane	Queen Street	Blandford Street	Regulatory Sign	Very Good
4990-00	Currah Lane	Queen Street	Blandford Street	Curb Height	Very Good
4991-00	Scott Street	Queen Street	Blandford Street	Curbs	Very Good
4991-00	Scott Street	Queen Street	Blandford Street	Regulatory Sign	Very Good
4991-00	Scott Street	Queen Street	Blandford Street	Curb Height	Very Good
4992-00	Scott Street	End	Queen Street	Curbs	Very Good
4992-00	Scott Street	End	Queen Street	Regulatory Sign	Very Good
4992-00	Scott Street	End	Queen Street	Curb Height	Very Good
4993-00	Raglan Street	Queen Street	Blandford Street	Curbs	Very Good
4993-00	Raglan Street	Queen Street	Blandford Street	Curb Height	Very Good
4993-00	Raglan Street	Queen Street	Blandford Street	Regulatory Sign	Very Good
4994-00	Alma Street	Queen Street	Blandford Street	Curbs	Very Good
4994-00	Alma Street	Queen Street	Blandford Street	Curb Height	Very Good
4994-00	Alma Street	Queen Street	Blandford Street	Regulatory Sign	Very Good
4995-01	Park Avenue	Stonegate Road	Northwood Drive	Curbs	Very Good
4995-01	Park Avenue	Stonegate Road	Northwood Drive	Regulatory Sign	Very Good
4995-02	Park Avenue	Northwood Drive	End	Curbs	Very Good
4996-01	Northwood Drive	Oakridge Avenue	Park Avenue	Curbs	Very Good
4996-01	Northwood Drive	Oakridge Avenue	Park Avenue	Regulatory Sign	Very Good
4996-02	Northwood Drive	Park Avenue	O.R. 33	Curbs	Very Good
4996-02	Northwood Drive	Park Avenue	O.R. 33	Regulatory Sign	Very Good
4997-01	Oakridge Avenue	Blandford Street	Stonegate Road	Curbs	Very Good
4997-02	Oakridge Avenue	Stonegate Road	Northwood Drive	Curbs	Very Good

Associated Features - 2020 Condition Rating

Section	Name	From	To	Feature	Condition
4997-03	Oakridge Avenue	Northwood Drive	End	Curbs	Very Good
4998-01	Stonegate Road	Oakridge Avenue	Park Avenue	Curbs	Very Good
4998-02	Stonegate Road	Park Avenue	O.R. 33	Curbs	Very Good
4999-00	10th Line	O.R. 17	Hwy 2	Regulatory Sign	Very Good
4999-00	10th Line	O.R. 17	Hwy 2	Ditches	Very Good
5001-00	Maplewood Sideroad	13th Line	14th Line	Ditches	Very Good
5001-00	Maplewood Sideroad	13th Line	14th Line	Guide Rails	Very Good
5001-00	Maplewood Sideroad	13th Line	14th Line	Bridges	Very Good
5002-00	Maplewood Sideroad	14th Line	15th Line	Ditches	Very Good
5003-00	Maplewood Sideroad	15th Line	16th Line	Ditches	Very Good
5003-00	Maplewood Sideroad	15th Line	16th Line	Regulatory Sign	Very Good
5004-00	14th Line	14th Street	Maplewood Sideroad	Regulatory Sign	Very Good
5004-00	14th Line	14th Street	Maplewood Sideroad	Ditches	Very Good
5004-00	14th Line	14th Street	Maplewood Sideroad	Guide Rails	Very Good
5004-00	14th Line	14th Street	Maplewood Sideroad	Bridges	Very Good
5005-00	15th Line	P.O.R.	Maplewood Sideroad	Curbs	Very Good
5005-00	15th Line	P.O.R.	Maplewood Sideroad	Ditches	Very Good
5005-00	15th Line	P.O.R.	Maplewood Sideroad	Regulatory Sign	Very Good
5039-01	Victoria Street	Hope Street East	Homewood Avenue East	Curbs	Very Good
5039-02	Victoria Street	Homewood Avenue East	Baechler Avenue	Curbs	Very Good
5039-03	Victoria Street	Baechler Avenue	Victoria Court	Curbs	Very Good
5039-04	Victoria Street	Victoria Court	Queen Street	Curbs	Very Good
5039-04	Victoria Street	Victoria Court	Queen Street	Regulatory Sign	Very Good
5040-01	Homewood Avenue	End (East)	Victoria Street	Curbs	Very Good
5040-02	Homewood Avenue	Victoria Street	End (West)	Curbs	Very Good
5040-02	Homewood Avenue	Victoria Street	End (West)	Regulatory Sign	Very Good
5040-02	Homewood Avenue	Victoria Street	End (West)	Curb Height	Very Good
5045-00	Baechler Avenue	Victoria Street	Queen Street	Curbs	Very Good
5045-00	Baechler Avenue	Victoria Street	Queen Street	Regulatory Sign	Very Good
5085-01	14th Street	Hope Street East	Rudy Avenue	Curbs	Very Good
5085-01	14th Street	Hope Street East	Rudy Avenue	Sidewalks	Very Good
5085-01	14th Street	Hope Street East	Rudy Avenue	Regulatory Sign	Very Good
5085-02	14th Street	Rudy Avenue	14th Line	Curbs	Very Good
5086-00	Victoria Court	End	Victoria Street	Curbs	Very Good
5086-00	Victoria Court	End	Victoria Street	Regulatory Sign	Very Good
5088-01	17th Line	Braemar Sideroad	O.R. 33	Regulatory Sign	Very Good
5088-01	17th Line	Braemar Sideroad	O.R. 33	Ditches	Very Good
5088-02	17th Line	North Limit	Braemar Sideroad	Regulatory Sign	Very Good
5088-02	17th Line	North Limit	Braemar Sideroad	Ditches	Very Good
5088-02	17th Line	North Limit	Braemar Sideroad	Guide Rails	Very Good
5088-02	17th Line	North Limit	Braemar Sideroad	Bridges	Very Good
5089-00	17th Line	O.R. 33	O.R. 4	Regulatory Sign	Very Good
5089-00	17th Line	O.R. 33	O.R. 4	Ditches	Very Good

Associated Features - 2020 Condition Rating

Section	Name	From	To	Feature	Condition
5118-00	13th Line	O.R. 33	O.R. 17	Regulatory Sign	Very Good
5118-00	13th Line	O.R. 33	O.R. 17	Ditches	Very Good
5119-00	Maplewood Sideroad	17th Line	O.R. 5/18th Line	Ditches	Very Good
5119-00	Maplewood Sideroad	17th Line	O.R. 5/18th Line	Guide Rails	Very Good
5122-01	Jacob Street East	Jacob Street East	John Lemp Drive	Curbs	Very Good
5122-02	Jacob Street East	John Lemp Drive	Jacob Street East	Curbs	Very Good
5122-03	Jacob Street East	Jacob Street East	Elizabeth Street	Curb Height	Very Good
5122-03	Jacob Street East	Jacob Street East	Elizabeth Street	Curbs	Very Good
5122-04	Jacob Street East	Elizabeth Street	John Street	Curb Height	Very Good
5122-04	Jacob Street East	Elizabeth Street	John Street	Curbs	Very Good
5122-05	Jacob Street East	John Street	Woodstock Street North	Regulatory Sign	Very Good
5122-05	Jacob Street East	John Street	Woodstock Street North	Curb Height	Very Good
5122-05	Jacob Street East	John Street	Woodstock Street North	Curbs	Very Good
5139-00	Jane Street	Hope Street West	Woodstock Street South	Curbs	Very Good
5139-00	Jane Street	Hope Street West	Woodstock Street South	Curb Height	Very Good
5139-00	Jane Street	Hope Street West	Woodstock Street South	Regulatory Sign	Very Good
5227-00	16th Line	O.R. 33	O.R. 4	Ditches	Very Good
5227-00	16th Line	O.R. 33	O.R. 4	Regulatory Sign	Very Good
5250-00	Borden Court	Loveys Street East	Borden Court	Regulatory Sign	Very Good
5250-00	Borden Court	Loveys Street East	Borden Court	Curb Height	Very Good
5250-00	Borden Court	Loveys Street East	Borden Court	Curb Height	Very Good
5256-01	Halliday Drive	Jacob Street West	65 Halliday	Curbs	Very Good
5256-01	Halliday Drive	Jacob Street West	65 Halliday	Regulatory Sign	Very Good
5256-02	Halliday Drive	61 Halliday Dr	Centennial Drive	Curbs	Very Good
5256-02	Halliday Drive	61 Halliday Dr	Centennial Drive	Regulatory Sign	Very Good
7975-01	George Street	End	George Street	Regulatory Sign	Very Good
7975-01	George Street	End	George Street	Railway Crossing	Very Good
7975-02	George Street	George Street	Jonker Street	Curbs	Very Good
7975-03	George Street	Jonker Street	James Street	Curbs	Very Good
7975-03	George Street	Jonker Street	James Street	Regulatory Sign	Very Good
7975-04	George Street	James Street	Queen Street	Curbs	Very Good
7975-04	George Street	James Street	Queen Street	Curb Height	Very Good
7975-05	George Street	Queen Street	Blandford Street	Curbs	Very Good
7975-05	George Street	Queen Street	Blandford Street	Regulatory Sign	Very Good
7975-05	George Street	Queen Street	Blandford Street	Curb Height	Very Good
Curt-01	Curtis Street	Jonker Street	James Street	Curbs	Very Good
Curt-01	Curtis Street	Jonker Street	James Street	Regulatory Sign	Very Good
Curt-02	Curtis Street	James Street	Queen Street	Curbs	Very Good
Curt-02	Curtis Street	James Street	Queen Street	Regulatory Sign	Very Good
Fred-01	Fred Krug Avenue	Holley Avenue	Henry Eckstein Way	Curbs	Very Good
Fred-01	Fred Krug Avenue	Holley Avenue	Henry Eckstein Way	Curb Height	Very Good
Fred-01	Fred Krug Avenue	Holley Avenue	Henry Eckstein Way	Regulatory Sign	Very Good
Fred-02	Fred Krug Avenue	Henry Eckstein Way	Henry Eckstein Way	Curbs	Very Good

Associated Features - 2020 Condition Rating

Section	Name	From	To	Feature	Condition
Fred-02	Fred Krug Avenue	Henry Eckstein Way	Henry Eckstein Way	Curb Height	Very Good
Fred-02	Fred Krug Avenue	Henry Eckstein Way	Henry Eckstein Way	Regulatory Sign	Very Good
Henr-01	Henry Eckstein Way	14th Line	Fred Krug Avenue	Curbs	Very Good
Henr-01	Henry Eckstein Way	14th Line	Fred Krug Avenue	Curb Height	Very Good
Henr-01	Henry Eckstein Way	14th Line	Fred Krug Avenue	Regulatory Sign	Very Good
Henr-02	Henry Eckstein Way	Fred Krug Avenue	Fred Krug Avenue	Curbs	Very Good
Henr-02	Henry Eckstein Way	Fred Krug Avenue	Fred Krug Avenue	Curb Height	Very Good
Henr-02	Henry Eckstein Way	Fred Krug Avenue	Fred Krug Avenue	Regulatory Sign	Very Good
Henr-03	Henry Eckstein Way	Fred Krug Avenue	Holley Avenue	Curbs	Very Good
Henr-03	Henry Eckstein Way	Fred Krug Avenue	Holley Avenue	Curb Height	Very Good
Henr-03	Henry Eckstein Way	Fred Krug Avenue	Holley Avenue	Regulatory Sign	Very Good
Jonk-01	Jonker Street	Main Street	Curtis Street	Curbs	Very Good
Jonk-01	Jonker Street	Main Street	Curtis Street	Regulatory Sign	Very Good
Jonk-01	Jonker Street	Main Street	Curtis Street	Curb Height	Very Good
Jonk-02	Jonker Street	Curtis Street	Lock Street	Curbs	Very Good
Jonk-02	Jonker Street	Curtis Street	Lock Street	Curb Height	Very Good
Jonk-03	Jonker Street	Lock Street	George Street	Curbs	Very Good
Jonk-03	Jonker Street	Lock Street	George Street	Regulatory Sign	Very Good
Jonk-03	Jonker Street	Lock Street	George Street	Curb Height	Very Good
Lock-01	Lock Street	Jonker Street	James Street	Curbs	Very Good
Lock-01	Lock Street	Jonker Street	James Street	Regulatory Sign	Very Good
Lock-02	Lock Street	James Street	Queen Street	Regulatory Sign	Very Good
Lock-02	Lock Street	James Street	Queen Street	Curbs	Very Good

Appendix D

Sidewalk Inspection Summaries

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FIELD STUDY – William St. S. From Woodstock St. S. To Wettlaufer St.

Asset ID – 719

Approximate Installation Date – 2000s

Street Name: William Street South

From – Woodstock Street South

To – Wettlaufer Street

Total Shape Length (m) – 229

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street



Figure 1: Asset 719, William Street South, from Woodstock Street to Wettlaufer Street

FIELD STUDY – William St. S. From Woodstock St. S. To Wettlaufer St.

Asset ID – 719

Approximate Installation Date – 2000s

Low and High Address	128
Shape Length	229
Year of Construction	2008
Age (years)	12
Rating (0 to 10)	7
Construction Quality (0 to 10)	8
Distress	Low Transverse Cracks: 6 slabs, Low Faulting: 18 slabs, Medium Corner Break: 1 slabs, Low Corner Break: 1 slab, Medium Faulting: 5 slabs, Medium Transverse Cracks: 5 slabs, High Longitudinal Cracks: 1 slab, High Spalling: 3 slabs
Dominant Distress	Faulting
Maintenance Treatment Done	Patch 3 slabs in front of #122, Patch 2 slabs in front of #116, Grinding in front of #106 still faulting, Patch 4 slabs in front of #106
Maintenance Treatment Year	2018-2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High distresses are potential trip hazards
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	

FIELD STUDY – William St. S. From Hope St. W. To Woodstock St. S.

Asset ID – 720

Approximate Installation Date – 2000s

Street Name: William Street South

From – Hope Street West

To – Woodstock Street South

Total Shape Length (m) – 157

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street



Figure 2: Asset 720, William Street South, from Hope Street West to Woodstock Street South

FIELD STUDY – William St. S. From Hope St. W. To Woodstock St. S.

Asset ID – 720

Approximate Installation Date – 2000s

Low and High Address	
Shape Length	157
Year of Construction	1994
Age (years)	26
Rating (0 to 10)	6
Construction Quality (0 to 10)	8
Distress	Low Longitudinal Crack: 2 slabs, Low Transverse Crack: 15 slabs, Low Corner Break: 2 slabs, Low Faulting: 8 slabs, Medium Corner Break: 2 slabs, Medium Transverse Crack: 7 slabs, High Spalling: 7 slabs
Dominant Distress	Transverse Cracks and Faulting
Maintenance Treatment Done	Some grinding but faulting still present
Maintenance Treatment Year	2016
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses are potential trip hazards
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	

FIELD STUDY – William St. N. From Hope St. W. To Oxford St.

Asset ID – 721

Approximate Installation Date – 1990s

Street Name: William Street North

From – Hope Street West

To – Oxford Street

Total Shape Length (m) – 95

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on East Side of Street



Figure 3: Asset 721, William Street North, from Hope Street West to Oxford Street

FIELD STUDY – William St. N. From Hope St. W. To Oxford St.

Asset ID – 721

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	95
Year of Construction	1994
Age (years)	26
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Low Transverse Crack: 4 slabs, Low Faulting: 7 slabs, Low Longitudinal Crack: 1 slab, Medium Faulting: 2 slabs, Medium Transverse Crack: 2 slabs
Dominant Distress	Faulting
Maintenance Treatment Done	Patch 4 slabs @ driveway to LCBO
Maintenance Treatment Year	2018
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – William St. N. From Oxford St. To 76 William St. N.

Asset ID – 722

Approximate Installation Date – 1990s

Street Name: William Street North

From – Oxford Street

To – 76 William Street North

Total Shape Length (m) – 135

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on East Side of Street



Figure 4: Asset 722, William Street North, from Oxford Street to 76 William Street North

FIELD STUDY – William St. N. From Oxford St. To 76 William St. N.

Asset ID – 722

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	135
Year of Construction	1994
Age (years)	26
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Low Faulting: 2 slabs, Low Aggregate Loss: 9 slabs, Medium Transverse: 3 slabs, Medium Faulting: 4 slabs, Medium D Crack: 1 slab, Medium Spalling: 3 slabs
Dominant Distress	Faulting
Maintenance Treatment Done	Grinding in front of #54 still faulting
Maintenance Treatment Year	2018
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	No
Other Comments	

FIELD STUDY – Wilton St. From Wettlaufer St. To Woodstock St. S.

Asset ID – 723

Approximate Installation Date – 2000s

Street Name: Wilton Street

From – Wettlaufer Street

To – Woodstock Street South

Total Shape Length (m) – 154

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on East Side of Street



Figure 5: Asset 723, Wilton Street, from Wettlaufer Street to Woodstock Street South

FIELD STUDY – Wilton St. From Wettlaufer St. To Woodstock St. S.

Asset ID – 723

Approximate Installation Date – 2000s

Low and High Address	
Shape Length	154
Year of Construction	2006
Age (years)	14
Rating (0 to 10)	9
Construction Quality (0 to 10)	8
Distress	Low Faulting: 4 slabs, Low Transverse Crack: 5 slabs, Low Corner Break: 1 slabs, Medium Faulting: 2 slabs, Medium Spalling: 1 slabs
Dominant Distress	Faulting
Maintenance Treatment Done	Patch 1 slab at Woodstock St.
Maintenance Treatment Year	2018
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	None
Other Comments	

FIELD STUDY – Mogk St. From Oxford St. To Hope St. W.

Asset ID – 726

Approximate Installation Date – 1990s

Street Name: Mogk Street

From – Oxford Street

To – Hope Street West

Total Shape Length (m) – 96

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street



Figure 6: Asset 726, Mogk Street, from Oxford Street to Hope Street West

FIELD STUDY – Mogk St. From Oxford St. To Hope St. W.

Asset ID – 726

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	96
Year of Construction	1994
Age (years)	26
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Transverse Crack: 4 slabs, Low Faulting: 2 slabs, Low Longitudinal Crack: 2 slabs, Medium Spalling: 1 slab, Medium Faulting: 2 slabs
Dominant Distress	Faulting
Maintenance Treatment Done	Grinding in front of #27 still faulting, Patch 9 slabs @ driveway to Valu-Mart
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2years and 5years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Janelle Dr. From Jacob St. W. To Scott Ct.

Asset ID – 731

Approximate Installation Date – 1970s

Street Name: Janelle Drive

From – Jacob Street West

To – Scott Court

Total Shape Length (m) – 78

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the East Side of the Street



Figure 7: Asset 731, Janelle Drive, from Jacob Street West to Scott Court

FIELD STUDY – Janelle Dr. From Jacob St. W. To Scott Ct.

Asset ID – 731

Approximate Installation Date – 1970s

Low and High Address	
Shape Length	78
Year of Construction	1979
Age (years)	41
Rating (0 to 10)	9
Construction Quality (0 to 10)	8
Distress	Low Faulting: 10 slabs Low Transverse: 1 slabs
Dominant Distress	Faulting
Maintenance Treatment Done	Grinding in front of #126, Patch 5 slabs in front of #126
Maintenance Treatment Year	2016
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Janelle Dr. From Scott Ct. To Dietrich St.

Asset ID – 732

Approximate Installation Date – 1980s

Street Name: Janelle Drive

From – Scott Court

To – Dietrich Street

Total Shape Length (m) – 369

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the East Side of the Street



Figure 8: Asset 732, Janelle Drive, from Scott Court to Dietrich Street

FIELD STUDY – Janelle Dr. From Scott Ct. To Dietrich St.

Asset ID – 732

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	369
Year of Construction	1988
Age (years)	32
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Low Aggregate Loss: 25 slabs, Low Faulting: 6 slabs, Low Transverse Crack: 4 slabs, Low Corner Break: 2 slabs, Medium Corner Break: 2 slabs, Medium Faulting: 10 slabs, Medium Transverse Crack: 4 slabs, Medium Spalling: 1 slab, High Corner Break: 1 slab
Dominant Distress	Aggregate Loss
Maintenance Treatment Done	Grinding in front of #230, Patch 3 slabs in front of #220, Grinding in front of #176,
Maintenance Treatment Year	2015-2016
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High distresses are potential trip hazard
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	

FIELD STUDY – John St. From Jacob St. E. To Hope St. E.

Asset ID – 733

Approximate Installation Date – 1990s

Street Name: John Street

From – Jacob Street East

To – Hope Street East

Total Shape Length (m) – 232

Asset Category	Sidewalk
Surface Type	Concrete
General Note	NO SIDEWALK ON EAST SIDE OF JOHN FROM JACOB TO HOPE

Low and High Address	
Shape Length	232
Year of Construction	1990
Age (years)	30
Rating (0 to 10)	
Construction Quality (0 to 10)	
Distress	
Dominant Distress	
Maintenance Treatment Done	
Maintenance Treatment Year	
Maintenance Needs	
Timing (now, 1 to 2 years and 5 years)	
Hazards	
Accessibility Issue	
Potential Liability	
Other Comments	

FIELD STUDY – John St. From Jacob St. E. To Henry St.

Asset ID – 734

Approximate Installation Date – 1990s

Street Name: John Street

From – Jacob Street East

To – Henry Street

Total Shape Length (m) – 157

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on East Side of Street



Figure 9: Asset 734, John Street, from Jacob Street East to Henry Street

FIELD STUDY – John St. From Jacob St. E. To Henry St.

Asset ID – 734

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	157
Year of Construction	1990
Age (years)	30
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Transverse Crack: 1 slabs, Low Corner Break: 1 slab, Low Faulting: 6 slabs, Medium Transverse Crack: 3 slabs
Dominant Distress	Transverse Crack
Maintenance Treatment Done	Patches 1 slab and 3 slabs near Jacob St.
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface at Henry St.
Potential Liability	None
Other Comments	

FIELD STUDY – John Street From Jacob St. E. To Henry St.

Asset ID – 735

Approximate Installation Date – 1990s

Street Name: John Street

From – Jacob Street East

To – Henry Street

Total Shape Length (m) – 158

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street



Figure 10: Asset 735, John Street, from Jacob Street East to Henry Street

FIELD STUDY – John Street From Jacob St. E. To Henry St.

Asset ID – 735

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	158
Year of Construction	1990
Age (years)	30
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Faulting: 4 slabs, Low Transverse Crack: 2 slabs, Medium Transverse Crack: 2 slabs, Medium Corner Break: 1 slabs, Medium Spalling: 2 slabs, High Transverse Crack: 1 slabs
Dominant Distress	Transverse Crack
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years, High Distresses: Now
Hazards	High Distresses are potential trip hazards
Accessibility Issue	Tactile Walking surface at Jacob St. but not at Henry St.
Potential Liability	Yes
Other Comments	

FIELD STUDY – John St. From Hope St. E. To Jacob St. E.

Asset ID – 736

Approximate Installation Date – 1990s

Street Name: John Street

From – Hope Street East

To – Jacob Street East

Total Shape Length (m) – 242

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street, photo will appear to say east side is being surveyed



Figure 11: Asset 736, John Street, from Hope Street East to Jacob Street East

FIELD STUDY – John St. From Hope St. E. To Jacob St. E.

Asset ID – 736

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	242
Year of Construction	1990
Age (years)	30
Rating (0 to 10)	8
Construction Quality (0 to 10)	8
Distress	Low Transverse Crack: 3 slabs , Low Corner Break: 3 slabs , Low Longitudinal Crack: 1 slabs, Low Spalling: 1 slabs, Low Faulting: 6 slabs, Medium Corner Break: 2 slabs, Medium Transverse Crack: 2 slabs, Medium Longitudinal Crack: 4 slabs
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Patch 6 slabs at Hope St, Patch 7 slabs in front of #53 and #55,
Maintenance Treatment Year	2015-2018
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile walking surface at Hope St., Tactile present at Jacob St.
Potential Liability	None
Other Comments	

FIELD STUDY – Wellington St. From Roth St. To Queen’s Park St.

Asset ID – 737

Approximate Installation Date – 1990s

Street Name: Wellington Street

From – Roth Street

To – Queen’s Park Street

Total Shape Length (m) – 39

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street



Figure 12: Asset 737, Wellington Street, from Roth Street to Queen's Park Street

FIELD STUDY – Wellington St. From Roth St. To Queen's Park St.

Asset ID – 737

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	39
Year of Construction	1993
Age (years)	27
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Faulting: 2 slabs Medium Faulting: 2 slabs
Dominant Distress	Faulting
Maintenance Treatment Done	Grinding
Maintenance Treatment Year	2016
Maintenance Needs	Slab Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Wellington St. From Hope St. E. To Roth St.

Asset ID – 738

Approximate Installation Date – 1990s

Street Name: Wellington Street

From – Hope Street East

To – Roth Street

Total Shape Length (m) – 249

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on East Side of Street



Figure 13: Asset 738, Wellington Street, from Hope Street East to Roth Street

FIELD STUDY – Wellington St. From Hope St. E. To Roth St.

Asset ID – 738

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	249
Year of Construction	1993
Age (years)	27
Rating (0 to 10)	7
Construction Quality (0 to 10)	8
Distress	Low Longitudinal Crack: 1 slab, Low Transverse Crack: 10 slabs, Low Corner Break: 7 slabs, Low D Cracks: 2 slabs, Low Faulting: 3 slabs, Medium Longitudinal Crack: 3 slabs, Medium Transverse Crack: 2 slabs
Dominant Distress	Transverse Cracks
Maintenance Treatment Done	Patch 2 slabs at ramp for Hope Street, Patch 8 slabs in front of #11, Patch 5 slabs in front of Lutheran Church, Patch 4 slabs in front of Lutheran Church, Patch 9 slabs in front of #27, Patch 19 slabs in front of #39
Maintenance Treatment Year	2015
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Elizabeth St. From Hope St. E. To Jacob St. E.

Asset ID – 739

Approximate Installation Date – 1990s

Street Name: Elizabeth Street

From – Hope Street East

To – Jacob Street East

Total Shape Length (m) – 172

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on East Side of Street



Figure 14: Asset 739, Elizabeth Street, from Hope Street East to Jacob Street East

FIELD STUDY – Elizabeth St. From Hope St. E. To Jacob St. E.

Asset ID – 739

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	172
Year of Construction	1990
Age (years)	30
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Corner Break: 1 slab, Medium Corner Break: 2 slabs, Medium Transverse Crack: 2 slabs, High Transverse Crack: 2 slabs
Dominant Distress	Transverse Crack
Maintenance Treatment Done	Patch 1 slab in front of #40, Patches 1 and 2 slabs near Hope St
Maintenance Treatment Year	2020
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2years and 5years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	Trip hazard in front of #52, High distresses potential trip hazards
Accessibility Issue	No Tactile walking surface at Hope St.
Potential Liability	Yes
Other Comments	

FIELD STUDY – Elizabeth St. From Jacob St. E. To Dead End

Asset ID – 740

Approximate Installation Date – 1990s

Street Name: Elizabeth Street

From – Jacob Street East

To – Dead End

Total Shape Length (m) – 120

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the East Side of the Street



Figure 15: Asset 740, Elizabeth Street, from Jacob Street East to Dead End

FIELD STUDY – Elizabeth St. From Jacob St. E. To Dead End

Asset ID – 740

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	120
Year of Construction	1990
Age (years)	30
Rating (0 to 10)	6
Construction Quality (0 to 10)	7
Distress	Low Transverse: 6 slabs, Low Aggregate Loss: 10 slabs, Medium Spalling: 3 slabs, High Transverse Crack: 4 slabs, High Longitudinal Crack: 4 slabs, High Spalling: 4 slabs
Dominant Distress	Transverse Crack
Maintenance Treatment Done	Patch 7 slabs in front of #78
Maintenance Treatment Year	2018
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses are potential trip hazard, potential trip hazard in joint between sidewalk and curb
Accessibility Issue	Tactile walking surface present at all crosswalks
Potential Liability	Yes
Other Comments	

FIELD STUDY – Fuhr St. From 43 Fuhr St. To Hope St. E.

Asset ID – 741

Approximate Installation Date – 1990s

Street Name: Fuhr Street

From – 43 Fuhr Street

To – Hope Street East

Total Shape Length (m) – 120

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on East Side of Street



Figure 16: Asset 741, Fuhr Street, from 43 Fuhr Street to Hope Street East

FIELD STUDY – Fuhr St. From 43 Fuhr St. To Hope St. E.

Asset ID – 741

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	120
Year of Construction	1994
Age (years)	26
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Faulting: 3 slabs, Low Transverse Cracks: 4 slabs Medium Faulting: 6 slabs
Dominant Distress	Faulting
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Fuhr St. From Roth St. To Hope St. E.

Asset ID – 742

Approximate Installation Date – 1990s

Street Name: Fuhr Street

From – Roth Street

To – Hope Street East

Total Shape Length (m) – 249

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street



Figure 17: Asset 742, Fuhr Street, from Roth Street to Hope Street East

FIELD STUDY – Fuhr St. From Roth St. To Hope St. E.

Asset ID – 742

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	249
Year of Construction	1994
Age (years)	26
Rating (0 to 10)	6
Construction Quality (0 to 10)	7
Distress	Low Corner Break: 6 slabs, Low Transverse Crack: 8 slabs, Low Corner Break: 2 slabs, Medium Transverse Crack: 2 slabs, Medium Corner Break: 2 slabs, Medium Spalling: 8 slabs, High Transverse Crack: 1 slab, High Longitudinal Crack: 2 slabs, High Spalling: 1 slab
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses are potential trip hazards
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	Yes
Other Comments	

FIELD STUDY – King St. From Westwood St. To Queen St.

Asset ID – 743

Approximate Installation Date – 1990s

Street Name: King Street

From – Westwood Street

To – Queen Street

Total Shape Length (m) – 279

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the East Side of the Street



Figure 18: Asset 743, King Street, from Westwood Street to Queen Street

FIELD STUDY – King St. From Westwood St. To Queen St.

Asset ID – 743

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	279
Year of Construction	1991
Age (years)	29
Rating (0 to 10)	7
Construction Quality (0 to 10)	7
Distress	Low Faulting: 15 slabs, Low Aggregate Loss: 30 slabs, Medium Spalling: 1 slab, Medium Transverse Crack: 1 slab, Medium Faulting: 6 slabs
Dominant Distress	Aggregate Loss
Maintenance Treatment Done	Grinding in front of #70, Patch 3 slabs in front of #44,
Maintenance Treatment Year	2018-2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Queen St. From Hope St. E. To Westwood St.

Asset ID – 744

Approximate Installation Date – 1970s

Street Name: Queen Street

From – Hope Street East

To – Westwood Street

Total Shape Length (m) – 98

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street



Figure 19: Asset 744, Queen Street, from Hope Street East to Westwood Street

FIELD STUDY – Queen St. From Hope St. E. To Westwood St.

Asset ID – 744

Approximate Installation Date – 1970s

Low and High Address	
Shape Length	98
Year of Construction	1978
Age (years)	42
Rating (0 to 10)	9
Construction Quality (0 to 10)	9
Distress	Low Faulting: 3 slabs Low Transverse Crack: 1 slab
Dominant Distress	Faulting
Maintenance Treatment Done	Grinding in front of #9
Maintenance Treatment Year	2015
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	Large depression in front of #9

FIELD STUDY – Queen St. From Westwood St. To Queen St.

Asset ID – 745

Approximate Installation Date – 1970s

Street Name: Queen Street

From – Westwood Street

To – Queen Street

Total Shape Length (m) – 288

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street



Figure 20: Asset 745, Queen Street, from Westwood Street to Queen Street

FIELD STUDY – Queen St. From Westwood St. To Queen St.

Asset ID – 745

Approximate Installation Date – 1970s

Low and High Address	
Shape Length	288
Year of Construction	1978
Age (years)	42
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Low Faulting: 12 slabs, Low Longitudinal Cracks: 1 slab, Low Corner Breaks: 2 slabs, Low Aggregate Loss: 25 slabs, Low Transverse Crack: 6 slabs, Medium Transverse Crack: 2 slabs, Medium Faulting: 8 slabs
Dominant Distress	Aggregate Loss and Faulting
Maintenance Treatment Done	Grinding near Westwood, Grinding in front of #51,
Maintenance Treatment Year	2015
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	None
Other Comments	

FIELD STUDY – Queen St. From Queen St. To King St.

Asset ID – 746

Approximate Installation Date – 1990s

Street Name: Queen Street

From – Queen Street

To – King Street

Total Shape Length (m) – 82

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the South Side of Street



Figure 21: Asset 746, Queen Street, from Queen Street to King Street

FIELD STUDY – Queen St. From Queen St. To King St.

Asset ID – 746

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	82
Year of Construction	1991
Age (years)	29
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	None
Dominant Distress	None
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	None
Timing (now, 1 to 2 years and 5 years)	None
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Oxford St. From William St. N. To Mogk St.

Asset ID – 750

Approximate Installation Date – 1990s

Street Name: Oxford Street

From – William Street North

To – Mogk Street

Total Shape Length (m) – 107

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 22: Asset 750, Oxford Street, from William Street North to Mogk Street

FIELD STUDY – Oxford St. From William St. N. To Mogk St.

Asset ID – 750

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	107
Year of Construction	1994
Age (years)	26
Rating (0 to 10)	9
Construction Quality (0 to 10)	9
Distress	Low Faulting: 5 slabs, Low Longitudinal Crack: 1 slab, Low Corner Break: 1 slab, Medium Corner Break: 1 slab
Dominant Distress	Faulting
Maintenance Treatment Done	Patch 12 slabs across from #22, Patch 3 slabs in front of #17,
Maintenance Treatment Year	2018-2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Adam St. From Maria St. To William St. S.

Asset ID – 751

Approximate Installation Date – 2000s

Street Name: Adam Street

From – Maria Street

To – William Street South

Total Shape Length (m) – 264

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 23: Asset 751, Adam Street, from Maria Street to William Street South

FIELD STUDY – Adam St. From Maria St. To William St. S.

Asset ID – 751

Approximate Installation Date – 2000s

Low and High Address	
Shape Length	264
Year of Construction	2000
Age (years)	20
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Transverse Crack: 8 slabs, Low Spalling: 3 slabs, Low Faulting: 4 slabs, Medium Spalling: 2 slabs, Medium Corner Breaks: 3 slabs, Medium Transverse Crack: 1 slab, High Corner Break: 1 slab, High Transverse Crack: 1 slab
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Patch 2 slabs in front of #10
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses have potential to become trip hazards
Accessibility Issue	Maria St. crosswalk has tactile walking surface, William St. crosswalk does not
Potential Liability	Yes
Other Comments	

FIELD STUDY – Jacob St. W. From Woodstock St. N. To Janelle Dr.

Asset ID – 752

Approximate Installation Date – 1970s

Street Name: Jacob Street West

From – Woodstock Street North

To – Janelle Drive

Total Shape Length (m) –150

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the North Side of the Street



Figure 24: Asset 752, Jacob Street West, from Woodstock Street North to Janelle Drive

FIELD STUDY – Jacob St. W. From Woodstock St. N. To Janelle Dr.

Asset ID – 752

Approximate Installation Date – 1970s

Low and High Address	
Shape Length	150
Year of Construction	1976
Age (years)	44
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Low Faulting: 4 slabs, Low Longitudinal Crack: 1 slab, Low Aggregate Loss: 45 slabs, Low Transverse Crack: 2 slabs, Medium Transverse Crack: 2 slabs, High Spalling: 1 slab
Dominant Distress	Aggregate Loss
Maintenance Treatment Done	Patch 1 slabs in front of #36, Patch 1 slabs in front of #24, Patch 3 slabs at Woodstock St
Maintenance Treatment Year	2016-2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses potential trip hazard
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	

FIELD STUDY – Jacob St. W. From Woodstock St. N. To 47 Jacob St.

Asset ID – 753

Approximate Installation Date – 1970s

Street Name: Jacob Street West

From – Woodstock Street North

To – 47 Jacob Street West

Total Shape Length (m) – 225

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the South Side of the Street. Changed “To” from 61 Jacob to 47 Jacob due to transition to newer concrete.



Figure 25: Asset 753, Jacob Street West, from Woodstock Street North to 47 Jacob Street West

FIELD STUDY – Jacob St. W. From Woodstock St. N. To 47 Jacob St.

Asset ID – 753

Approximate Installation Date – 1970s

Low and High Address	
Shape Length	225
Year of Construction	1976
Age (years)	44
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Low Faulting: 6 slabs, Low Corner Break: 4 slabs, Low Aggregate Loss: 25 slabs, Low Transverse Crack: 1 slabs, Medium Corner Break: 2 slabs, Medium Faulting: 1 slab, Medium Transverse Crack: 3 slabs, Medium Longitudinal Crack: 1 slab, High Transverse Crack: 1 slab
Dominant Distress	Aggregate Loss
Maintenance Treatment Done	Patch 3 slabs, Patch 1 slab, Grinding
Maintenance Treatment Year	2005-2010
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses potential trip hazard
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	

FIELD STUDY – Dietrich Rd. From Woodstock St. N. To Dead End

Asset ID – 755

Approximate Installation Date – 1980s

Street Name: Dietrich Road

From – Woodstock Street North

To – Dead End

Total Shape Length (m) – 205

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 26: Asset 755, Dietrich Road, from Woodstock Street North to Dead End

FIELD STUDY – Dietrich Rd. From Woodstock St. N. To Dead End

Asset ID – 755

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	205
Year of Construction	1988
Age (years)	32
Rating (0 to 10)	7
Construction Quality (0 to 10)	7
Distress	Low Corner Break: 1 slab, Low Faulting: 5 slabs, Low Aggregate Loss: 50 slabs, Low Transverse Crack: 1 slab, Medium Faulting: 2 slabs, Medium Corner Break: 1 slab, Medium Transverse Crack: 3 slabs, High Transverse Crack: 1 slab
Dominant Distress	Aggregate Loss
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses are potential trip hazards
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	

FIELD STUDY – Henry St. From John St. To Woodstock St. N.

Asset ID – 756

Approximate Installation Date – 1990s

Street Name: Henry Street

From – John Street

To – Woodstock Street North

Total Shape Length (m) – 165

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 27: Asset 756, Henry Street, from John Street to Woodstock Street North

FIELD STUDY – Henry St. From John St. To Woodstock St. N.

Asset ID – 756

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	165
Year of Construction	1990
Age (years)	30
Rating (0 to 10)	8
Construction Quality (0 to 10)	8
Distress	Low Corner Break: 1 slab, Low Transverse Crack: 4 slabs, Low Aggregate Loss: 10 slabs, Medium Corner Break: 4 slabs, Medium Faulting: 2 slabs, High Corner Break: 1 slab
Dominant Distress	Corner Break
Maintenance Treatment Done	Patch 4 slabs in front of #40
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses potential trip hazard
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	

FIELD STUDY – Hendershot St. From Maria St. To Minerva St.

Asset ID – 763

Approximate Installation Date – 1990s

Street Name: Hendershot Street

From – Maria Street

To – Minerva Street

Total Shape Length (m) – 256

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 28: Asset 763, Hendershot Street, from Maria Street to Minerva Street

FIELD STUDY – Hendershot St. From Maria St. To Minerva St.

Asset ID – 763

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	256
Year of Construction	1993
Age (years)	27
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Faulting: 2 slabs, Low Corner Break: 3 slab, Low Aggregate Loss: 3 slabs, Low Transverse Crack: 6 slabs, Medium Corner Break: 3 slabs
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Patch 5 slabs at Maria St. Crosswalk, Patch 8 slabs just east of Maria St. crosswalk, Patch 3 slabs across from #10, Patch 9 slabs in front of #17, Medium D Crack 1 slabs, Patch 15 slabs in front on #32,
Maintenance Treatment Year	2016-2018
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Hendershot St. From Maria St. To 100m E. of Maria St.

Asset ID – 764

Approximate Installation Date – 1990s

Street Name: Hendershot Street

From – Maria Street

To – 100m East of Maria Street

Total Shape Length (m) – 36

Asset Category	Sidewalk
Surface Type	Concrete
General Note	DID NOT USE THIS SECTION AS IT IS OVERLAPPED BY THE MARIA TO MINERVA SECTION

Low and High Address	
Shape Length	36
Year of Construction	1993
Age (years)	27
Rating (0 to 10)	
Construction Quality (0 to 10)	
Distress	
Dominant Distress	
Maintenance Treatment Done	
Maintenance Treatment Year	
Maintenance Needs	
Timing (now, 1 to 2 years and 5 years)	
Hazards	
Accessibility Issue	
Potential Liability	
Other Comments	

FIELD STUDY – Hendershot St. From Wellington St. To Minerva St.

Asset ID – 765

Approximate Installation Date – 1990s

Street Name: Hendershot Street

From – Wellington Street

To – Minerva Street

Total Shape Length (m) – 161

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 29: Asset 765, Hendershot Street, from Wellington Street to Minerva Street

FIELD STUDY – Hendershot St. From Wellington St. To Minerva St.

Asset ID – 765

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	161
Year of Construction	1993
Age (years)	27
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Corner Break: 5 slab, Low Faulting: 2 slabs, Low Longitudinal Cracks: 1 slab, Low Transverse Cracks: 7 slabs, Medium Transverse Crack: 1 slab, Medium Spalling: 1 slab
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Grinding in front of #114, Patch 5 slabs with low aggregate loss in front of #108
Maintenance Treatment Year	2016-2018
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Decew St. E. From Minerva St. To Wellington St.

Asset ID – 766

Approximate Installation Date – 1990s

Street Name: Decew Street East

From – Minerva Street

To – Wellington Street

Total Shape Length (m) – 113

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 30: Asset 766, Decew Street East, from Minerva Street to Wellington Street

FIELD STUDY – Decew St. E. From Minerva St. To Wellington St.

Asset ID – 766

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	113
Year of Construction	1991
Age (years)	29
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Transverse Crack: 2 slab, Low Corner Break: 1 slab, Low Faulting: 3 slabs, Low Longitudinal Crack: 2 slabs
Dominant Distress	Transverse and Longitudinal Cracking
Maintenance Treatment Done	Patch 5 slabs in front of #93, Patch 4 slabs in front of #99, Patch 4 slabs in front of #103, Grinding in front of #103,
Maintenance Treatment Year	2016-2018
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Decew St. E. From Wellington St. To 108 Decew St. E.

Asset ID – 767

Approximate Installation Date – 1990s

Street Name: Decew Street East

From – Wellington Street

To – 108 Decew Street East

Total Shape Length (m) – 41

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 31: Asset 767, Decew Street East, from Wellington Street to 108 Decew Street East

FIELD STUDY – Decew St. E. From Wellington St. To 108 Decew St. E.

Asset ID – 767

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	41
Year of Construction	1991
Age (years)	29
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Transverse Crack: 1 slab, Low Faulting: 3 slabs, Medium Corner Break: 1 slab, Medium Transverse Crack: 1 slab, High Transverse Crack: 1 slab
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Patch 4 slabs with high transverse crack in front of #108
Maintenance Treatment Year	2017
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses potentially trip hazards
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Roth Street From Wellington St. To Fuhr St.

Asset ID – 768

Approximate Installation Date – 1990s

Street Name: Roth Street

From – Wellington Street

To – Fuhr Street

Total Shape Length (m) – 114

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 32: Asset 768, Roth Street, from Wellington Street to Fuhr Street

FIELD STUDY – Roth Street From Wellington St. To Fuhr St.

Asset ID – 768

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	114
Year of Construction	1992
Age (years)	28
Rating (0 to 10)	9
Construction Quality (0 to 10)	9
Distress	Low Transverse Crack: 9 slabs, Low Corner Break: 2 slabs, Low Faulting: 3 slabs, Low Longitudinal Crack: 2 slabs
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Bender Ave. From King St. To 172 Bender Ave.

Asset ID – 769

Approximate Installation Date – 1990s

Street Name: Bender Avenue

From – King Street

To – 172 Bender Avenue

Total Shape Length (m) – 234

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street



Figure 33: Asset 769, Bender Avenue, from King Street to 172 Bender Avenue

FIELD STUDY – Bender Ave. From King St. To 172 Bender Ave.

Asset ID – 769

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	234
Year of Construction	1999
Age (years)	21
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Faulting 5 slabs, Low Aggregate Loss 10 slabs, Low Longitudinal Crack 1 slabs, Medium Transverse Crack 1 slabs, Low Transverse Crack 1 slabs
Dominant Distress	Aggregate Loss
Maintenance Treatment Done	Patch 5 slabs in front of #180
Maintenance Treatment Year	2018
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2years and 5years)	Low Distresses 2-5 years, Medium Distresses 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	None
Other Comments	

FIELD STUDY – Frederick Ct. From King St. To 204 Frederick Ct.

Asset ID – 770

Approximate Installation Date – 1990s

Street Name: Frederick Court

From – King Street

To – 204 Frederick Court

Total Shape Length (m) – 79

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 34: Asset 770, Frederick Court, from King Street to 204 Frederick Court

FIELD STUDY – Frederick Ct. From King St. To 204 Frederick Ct.

Asset ID – 770

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	79
Year of Construction	1999
Age (years)	21
Rating (0 to 10)	9
Construction Quality (0 to 10)	9
Distress	Low Aggregate Loss: 5 slabs Low Faulting: 4 slabs
Dominant Distress	Aggregate Loss
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Sidewalk levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	None
Other Comments	Depression in front of #230

FIELD STUDY – Westwood Ave. From Queen St. To 188 Westwood Ave.

Asset ID – 771

Approximate Installation Date – 1990s

Street Name: Westwood Avenue

From – Queen Street

To – 188 Westwood Avenue

Total Shape Length (m) – 222

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 35: Asset 771, Westwood Avenue, from Queen Street to 188 Westwood Avenue

FIELD STUDY – Westwood Ave. From Queen St. To 188 Westwood Ave.

Asset ID – 771

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	222
Year of Construction	1991
Age (years)	29
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Low Faulting: 8 slabs, Low Aggregate Loss: 25 slabs, Low Transverse Cracks: 9 slabs, Medium Transverse Crack: 6 slabs, Medium Corner Break: 2 slabs, Low Corner Break: 4 slabs, Medium Spalling: 2 slabs, Medium Longitudinal Crack: 1 slabs, High Transverse Crack: 1 slabs, High Corner Break: 1 slabs
Dominant Distress	Aggregate Loss
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacements and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses are potential trip hazards
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	Yes
Other Comments	

FIELD STUDY – Minerva St. From Decew St. E. To Hope St. E.

Asset ID – 772

Approximate Installation Date – 1990s

Street Name: Minerva Street

From – Decew Street East

To – Hope Street East

Total Shape Length (m) – 162

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street



Figure 36: Asset 772, Minerva Street, from Decew Street East to Hope Street East

FIELD STUDY – Minerva St. From Decew St. E. To Hope St. E.

Asset ID – 772

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	162
Year of Construction	1993
Age (years)	27
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Low Transverse Cracks: 7 slabs, Low Corner Breaks: 3 slabs, Medium Transverse Cracks: 5 slabs, High Transverse Cracks: 1 slabs, Medium Longitudinal Cracks: 4 slabs
Dominant Distress	Transverse Cracks
Maintenance Treatment Done	Grinding in front of #38A,
Maintenance Treatment Year	2016
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses are potential trip hazards
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	

FIELD STUDY – Hope St. W. From Centennial St. To William St.

Asset ID – 773

Approximate Installation Date – 1980s

Street Name: Hope Street West

From – Centennial Street

To – William Street

Total Shape Length (m) – 88

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 37: Asset 773, Hope Street West, from Centennial Street to William Street

FIELD STUDY – Hope St. W. From Centennial St. To William St.

Asset ID – 773

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	88
Year of Construction	1980
Age (years)	40
Rating (0 to 10)	7
Construction Quality (0 to 10)	10
Distress	Low Corner Break: 6 slabs, Medium Corner Break: 1 slab, Low Transverse Crack: 3 slabs, Low Aggregate Loss: 10 slabs, Medium Transverse Crack: 5 slabs, Low Longitudinal Crack: 1 slab, High Corner Break: 1 slab, Low Longitudinal Crack: 1 slab, Low Faulting: 3 slabs
Dominant Distress	Corner Breaks
Maintenance Treatment Done	Patch 1 slab in front of #98
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses 2-5 years, Medium Distresses 1-2 years High Distresses Now
Hazards	High Distresses are potential trip hazard
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	Concrete newer than 1980 probably 5-10 years old

FIELD STUDY – Hope St. W. From Mogk St. To William St.

Asset ID – 774

Approximate Installation Date – 1980s

Street Name: Hope Street West

From – Mogk Street

To – William Street

Total Shape Length (m) – 106

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 38: Asset 774, Hope Street West, from Mogk Street to William Street

FIELD STUDY – Hope St. W. From Mogk St. To William St.

Asset ID – 774

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	106
Year of Construction	1980
Age (years)	40
Rating (0 to 10)	6
Construction Quality (0 to 10)	9
Distress	Medium Corner Breaks: 5 slabs, Low Transverse Crack: 3 slabs, High Longitudinal Crack: 9 slabs, High Corner Break: 4 slabs, Medium Longitudinal Crack: 3, Low Faulting: 3 slabs, Medium Transverse Crack: 1 slab
Dominant Distress	Longitudinal Cracking
Maintenance Treatment Done	Patch 4 slabs in front of LCBO
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses are potential trip hazards
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	Newer than 1980 probably 5-10 years old

FIELD STUDY – Hope St. W. From Mogk St. To Woodstock St. N.

Asset ID – 775

Approximate Installation Date – 1980s

Street Name: Hope Street West

From – Mogk Street

To – Woodstock Street North

Total Shape Length (m) – 140

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 39: Asset 775, Hope Street West, from Mogk Street to Woodstock Street North

FIELD STUDY – Hope St. W. From Mogk St. To Woodstock St. N.

Asset ID – 775

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	140
Year of Construction	1980
Age (years)	40
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Medium Transverse Crack: 2 slab, Medium Longitudinal Crack: 2 slabs, Medium Corner Break: 2 slabs, Low Transverse Crack: 2 slabs, Low Longitudinal Crack: 1 slab, Low Corner Break: 1 slab, Medium Corner Break: 1 slab, Medium Faulting: 1 slab, Low Aggregate Loss: 12 slabs,
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Patches 5 slab some patches have aggregate loss in them,
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses 2-5 years, Medium Distresses 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	Newer than 1980 probably 5-10 years old

FIELD STUDY – Hope St. W. From Hope St. E. To Jane St.

Asset ID – 776

Approximate Installation Date – 1980s

Street Name: Hope Street West

From – Hope Street East

To – Jane Street

Total Shape Length (m) – 114

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 40: Asset 776, Hope Street West, from Hope Street East to Jane Street

FIELD STUDY – Hope St. W. From Hope St. E. To Jane St.

Asset ID – 776

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	114
Year of Construction	1980
Age (years)	40
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	High Faulting between Sidewalk and Concrete path to CIBC entrance painted out, High Corner Breaks: 2 slabs, Medium Corner Break: 3 slab, Medium Longitudinal Crack: 7 slabs, Low Transverse Crack: 3 slabs, Medium Faulting: 3 slabs, Medium Transverse Crack: 3 slab, High Transverse Crack: 1 slab, Low Corner Break: 4 slabs, Low Longitudinal: 1 slab
Dominant Distress	Transverse and Longitudinal Cracks
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses 2-5 years, Medium Distresses 1-2 years High Distresses Now
Hazards	High Distresses potential trip hazards
Accessibility Issue	None
Potential Liability	Yes
Other Comments	

FIELD STUDY – Hope St. W. From Jane St. To William St.

Asset ID – 777

Approximate Installation Date – 1980s

Street Name: Hope Street West

From – Jane Street

To – William Street

Total Shape Length (m) – 119

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 41: Asset 777, Hope Street West, from Jane Street to William Street

FIELD STUDY – Hope St. W. From Jane St. To William St.

Asset ID – 777

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	119
Year of Construction	1980
Age (years)	40
Rating (0 to 10)	7
Construction Quality (0 to 10)	10
Distress	Low Transverse Crack: 5 slabs, Medium Corner Break: 2 slabs, Low Corner Break: 3 slabs, Medium Transverse Crack: 5 slabs, Medium Longitudinal Crack: 1 slab, Medium Faulting: 2 slabs
Dominant Distress	Transverse Crack
Maintenance Treatment Done	Patch 1 slab in front of #73 with high aggregate loss
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distress: 2-5 years, Medium Distress: 1-2 years,
Hazards	None
Accessibility Issue	Tactile Walking Surface present at Jane St. but not William St.
Potential Liability	None
Other Comments	

FIELD STUDY – Hope St. W. From William St. To 223 Hope St. W.

Asset ID – 778

Approximate Installation Date – 1980s

Street Name: Hope Street West

From – William Street

To – 223 Hope Street West

Total Shape Length (m) – 372

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 42: Asset 778, Hope Street West, from William Street to 223 Hope Street West

FIELD STUDY – Hope St. W. From William St. To 223 Hope St. W.

Asset ID – 778

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	372
Year of Construction	1980
Age (years)	40
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Medium Transverse Crack: 5 slabs, Low Corner Break: 3 slabs, Medium Corner Break: 1 slab, Low Longitudinal: 1 slab, Medium Faulting: 2 slabs, High Longitudinal Crack: 1 slab, Low Aggregate Loss: 15 slabs, Low Transverse Crack: 2 slabs
Dominant Distress	Transverse Cracks
Maintenance Treatment Done	Patch 1 slab in front of #113
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2years and 5years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Hope St. E. From Elizabeth St. To John St.

Asset ID – 779

Approximate Installation Date – 1980s

Street Name: Hope Street East

From – Elizabeth Street

To – John Street

Total Shape Length (m) – 146

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 43: Asset 779, Hope Street East, from Elizabeth Street to John Street

FIELD STUDY – Hope St. E. From Elizabeth St. To John St.

Asset ID – 779

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	146
Year of Construction	1980
Age (years)	40
Rating (0 to 10)	8
Construction Quality (0 to 10)	10
Distress	Low Corner Break: 1 slab Low Faulting: 2 slab
Dominant Distress	Faulting
Maintenance Treatment Done	Patch 1 slab in front of #101, Patch 4 slabs in front of #85, Patch 6 slabs in front of #83, Patch 4 slabs at John St.
Maintenance Treatment Year	2019
Maintenance Needs	Slab Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	Much newer than 1980 probably 5-10 years old

FIELD STUDY – Hope St. E. From Victoria St. To Queen St.

Asset ID – 780

Approximate Installation Date – 1980s

Street Name: Hope Street East

From – Victoria Street

To – Queen Street

Total Shape Length (m) – 186

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the North Side of the Street



Figure 44: Asset 780, Hope Street East, from Victoria Street to Queen Street

FIELD STUDY – Hope St. E. From Victoria St. To Queen St.

Asset ID – 780

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	186
Year of Construction	1980
Age (years)	40
Rating (0 to 10)	8
Construction Quality (0 to 10)	10
Distress	Medium Transverse Crack: 1 slab, Low Faulting: 1 slab, Medium Faulting: 1 slab, Low Longitudinal Crack: 1 slab, Low Transverse Crack: 1 slab, Low Corner Break: 4 slabs
Dominant Distress	Corner Breaks
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacements and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	Sidewalk much newer than 1980 probably 5-10 years old

FIELD STUDY – Hope St. E. From Queen St. To Elizabeth St.

Asset ID – 781

Approximate Installation Date – 1980s

Street Name: Hope Street East

From – Queen Street

To – Elizabeth Street

Total Shape Length (m) – 441

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the North Side of the Street



Figure 45: Asset 781, Hope Street East, from Queen Street to Elizabeth Street

FIELD STUDY – Hope St. E. From Queen St. To Elizabeth St.

Asset ID – 781

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	441
Year of Construction	1980
Age (years)	40
Rating (0 to 10)	8
Construction Quality (0 to 10)	10
Distress	Low Transverse Crack: 6 slabs Low Faulting: 5 slabs
Dominant Distress	Transverse Cracks
Maintenance Treatment Done	Patch 3 slabs in front of #191, Patch 2 slabs in front of #171, Patch 3 slabs in front of #159,
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacements and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	Much newer than 1980 probably 5-10 years old

FIELD STUDY – Hope St. E. From John St. To Woodstock St.

Asset ID – 782

Approximate Installation Date – 1980s

Street Name: Hope Street East

From – John Street

To – Woodstock Street

Total Shape Length (m) – 195

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 46: Asset 782, Hope Street East, from John Street to Woodstock Street

FIELD STUDY – Hope St. E. From John St. To Woodstock St.

Asset ID – 782

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	195
Year of Construction	1980
Age (years)	40
Rating (0 to 10)	8
Construction Quality (0 to 10)	10
Distress	Low Corner Break: 3 slab, Low Transverse Crack: 2 slabs, High Transverse Crack: 1 slab, Low Faulting: 3 slabs, High Corner Break: 2 slab, Medium Transverse Crack: 1 slab
Dominant Distress	Corner Breaks
Maintenance Treatment Done	Patch 4 slabs in front of #33
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacements and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years, High Distresses: Now
Hazards	Possible trip hazards at High Distresses
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	Much newer than 1980 probably 5-10 years old

FIELD STUDY – Hope St. E. From Victoria St. To 355 Hope St. E.

Asset ID – 783

Approximate Installation Date – 1980s

Street Name: Hope Street East

From – Victoria Street

To – 355 Hope Street East

Total Shape Length (m) – 42

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the North Side of the Street



Figure 47: Asset 783, Hope Street East, from Victoria Street to 355 Hope Street East

FIELD STUDY – Hope St. E. From Victoria St. To 355 Hope St. E.

Asset ID – 783

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	42
Year of Construction	1980
Age (years)	40
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Medium Corner Break: 1 slab Medium Spalling: 1 slab
Dominant Distress	Corner Break
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab replacement
Timing (now, 1 to 2 years and 5 years)	Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	None

FIELD STUDY – Hope St. E. From Fuhr St. To Holley St.

Asset ID – 786

Approximate Installation Date – 1980s

Street Name: Hope Street East

From – Fuhr Street

To – Holley Street

Total Shape Length (m) – 258

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 48: Asset 786, Hope Street East, from Fuhr Street to Holley Street

FIELD STUDY – Hope St. E. From Fuhr St. To Holley St.

Asset ID – 786

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	258
Year of Construction	1980
Age (years)	40
Rating (0 to 10)	8
Construction Quality (0 to 10)	10
Distress	High Corner Break: 1 slab, Medium Faulting: 1 slab, Low Faulting: 3 slabs, Low Transverse Crack: 3 slabs, Low Longitudinal Crack: 1 slab, Low Corner Break: 1 slab, Medium Transverse: 5 slabs, Medium Longitudinal: 3 slabs
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Patch 1 slab in front of #176, Surface Grinding in front of #182 still medium faulting present, Patch 6 slabs in front of #206 with aggregate loss, Patch 3 slabs in front of #210
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses are potential trip hazard, medium distresses could become High and become trip hazards as well
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	Newer than 1980 probably 5-10 years old

FIELD STUDY – Hope St. E. From Woodstock St. To Minerva St.

Asset ID – 787

Approximate Installation Date – 1980s

Street Name: Hope Street East

From – Woodstock Street

To – Minerva Street

Total Shape Length (m) – 118

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 49: Asset 787, Hope Street East, from Woodstock Street to Minerva Street

FIELD STUDY – Hope St. E. From Woodstock St. To Minerva St.

Asset ID – 787

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	118
Year of Construction	1980
Age (years)	40
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	High Spalling: 1 slab, Low Corner Break: 2 slabs, Low Faulting: 5 slabs, Medium Corner Break: 1 slab, Low Transverse: 1 slab
Dominant Distress	Faulting
Maintenance Treatment Done	Patch 4 slabs in front of #18
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distress: 2-5 years, Medium Distress: 1-2 years, High Distress: Now
Hazards	High Distresses are potential trip hazards
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	Newer than 1980 probably 5-10 years old

FIELD STUDY – Woodstock St. S. From 119 Woodstock St. To William St. S.

Asset ID – 788

Approximate Installation Date – 1980s

Street Name: Woodstock Street South

From – 119 Woodstock Street South

To – William Street South

Total Shape Length (m) – 15

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South/East Side of Street



Figure 50: Asset 788, Woodstock Street South, from 119 Woodstock Street South to William Street South

FIELD STUDY – Woodstock St. S. From 119 Woodstock St. To William St. S.

Asset ID – 788

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	15
Year of Construction	1985
Age (years)	35
Rating (0 to 10)	8
Construction Quality (0 to 10)	8
Distress	Low Aggregate Loss Medium Transverse: 1 slab
Dominant Distress	Transverse Crack
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Woodstock St. S. From G.U.C. To William St. S.

Asset ID – 789

Approximate Installation Date – 1980s

Street Name: Woodstock Street South

From – Grace United Church

To – William Street South

Total Shape Length (m) – 39

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North/West Side of Street



Figure 51: Asset 789, Woodstock Street South, from Grace United Church to William Street South

FIELD STUDY – Woodstock St. S. From G.U.C. To William St. S.

Asset ID – 789

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	39
Year of Construction	1985
Age (years)	35
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Low Longitudinal Crack: 1 slab
Dominant Distress	Longitudinal Crack
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	None
Potential Liability	None
Other Comments	Newer than 1985 probably 5 years old

FIELD STUDY – Woodstock St. S. From William St. S. To Jane St.

Asset ID – 790

Approximate Installation Date – 1980s

Street Name: Woodstock Street South

From – William Street South

To – Jane Street

Total Shape Length (m) – 127

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North/West Side of Street



Figure 52: Asset 790, Woodstock Street South, from William Street South to Jane Street

FIELD STUDY – Woodstock St. S. From William St. S. To Jane St.

Asset ID – 790

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	127
Year of Construction	1985
Age (years)	35
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Medium Faulting: 2 slabs
Dominant Distress	Faulting
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Levelling
Timing (now, 1 to 2years and 5years)	Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue (Y or N)	All crosswalks have tactile walking surfaces, Sidewalk in front of Zehr Automotive is quite sloped could be difficult for those with accessibility issues
Potential Liability	None
Other Comments	Newer than 1985 probably 5 years old

FIELD STUDY – Woodstock St. S. From Jane St. To Woodstock St. N.

Asset ID – 791

Approximate Installation Date – 1980s

Street Name: Woodstock Street South

From – Jane Street

To – Woodstock Street North

Total Shape Length (m) – 145

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North/West Side of Street



Figure 53: Asset 791, Woodstock Street South, from Jane Street to Woodstock Street North

FIELD STUDY – Woodstock St. S. From Jane St. To Woodstock St. N.

Asset ID – 791

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	145
Year of Construction	1985
Age (years)	35
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Low Corner Break: 1 slab, Low Faulting: 2 slabs, Medium Longitudinal Crack: 2 slabs
Dominant Distress	Longitudinal Cracks
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	All crosswalks have tactile walking surface
Potential Liability	None
Other Comments	Newer than 1985 probably 5 years old

FIELD STUDY – Woodstock St. S. From William St. To Decew St. W.

Asset ID – 792

Approximate Installation Date – 1980s

Street Name: Woodstock Street South

From – William Street

To – Decew Street West

Total Shape Length (m) – 72

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South/East Side of Street



Figure 54: Asset 792, Woodstock Street South, from William Street to Decew Street West

FIELD STUDY – Woodstock St. S. From William St. To Decew St. W.

Asset ID – 792

Approximate Installation Date – 1980s

Low and High Address	87-101
Shape Length	72
Year of Construction	1985
Age (years)	35
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Low Longitudinal Crack: 2 slabs, Low Transverse Crack: 1 slab, High Transverse Crack: 3 slab, High Longitudinal Crack: 2 slabs, Low Corner Break: 1 slab, Medium Transverse Crack: 1 slab, Medium Corner Break: 1 slab
Dominant Distress	Transverse and Longitudinal Cracking
Maintenance Treatment Done	Patch 3 slabs for Tactile Walking Surface Installation at William St., Patch 4 slabs in front of #87
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacement
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses could be potential trip hazards
Accessibility Issue	No Tactile Walking Surface at Decew St.
Potential Liability	Yes
Other Comments	Newer than 1985 probably around 10 years old

FIELD STUDY – Woodstock St. S. From Decew St. W. To Maria St.

Asset ID – 793

Approximate Installation Date – 1980s

Street Name: Woodstock Street South

From – Decew Street West

To – Maria Street

Total Shape Length (m) – 223

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South/East Side of Street



Figure 55: Asset 793, Woodstock Street South, from Decew Street West to Maria Street

FIELD STUDY – Woodstock St. S. From Decew St. W. To Maria St.

Asset ID – 793

Approximate Installation Date – 1980s

Low and High Address	-69
Shape Length	223
Year of Construction	1985
Age (years)	35
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Low Corner Break: 1 slab Low Transverse Crack: 2 slabs
Dominant Distress	Transverse Cracks
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface at Ramps to continue onto Hope St. West/Woodstock St. North or Maria St.
Potential Liability	None
Other Comments	Newer than 1985 probably around 5 years old

FIELD STUDY – Woodstock St. S. From 301 Woodstock St. To Bauer St.

Asset ID – 794

Approximate Installation Date – 1980s

Street Name: Woodstock Street South

From – 301 Woodstock Street South

To – Bauer Street

Total Shape Length (m) – 42

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the South/East Side of Street



Figure 56: Asset 794, Woodstock Street South, from 301 Woodstock Street South to Bauer Street

FIELD STUDY – Woodstock St. S. From 301 Woodstock St. To Bauer St.

Asset ID – 794

Approximate Installation Date – 1980s

Low and High Address	301-309
Shape Length	42
Year of Construction	1985
Age (years)	35
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	None
Dominant Distress	None
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	None
Timing (now, 1 to 2 years and 5 years)	None
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	Newer than 1985 probably 5-10 years old

FIELD STUDY – Bender Park Walkway From Westwood St. To Hope St. E.

Asset ID – 795

Approximate Installation Date – 1990s

Street Name: Bender Park Walkway

From – Westwood Street

To – Hope Street East

Total Shape Length (m) – 165

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk goes South from Westwood to Hope



Figure 57: Asset 795, Bender Park Walkway, from Westwood Street to Hope Street East

FIELD STUDY – Bender Park Walkway From Westwood St. To Hope St. E.

Asset ID – 795

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	165
Year of Construction	1991
Age (years)	29
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Low Aggregate Loss: 10 slabs, Medium Transverse Crack: 1 slab, Low Faulting: 5 slabs, Medium Faulting: 2 slabs
Dominant Distress	Faulting
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	None
Other Comments	

FIELD STUDY – Woodstock St. N. From Hope St. W. To Jacob St.

Asset ID – 796

Approximate Installation Date – 1980s

Street Name: Woodstock Street North

From – Hope Street West

To – Jacob Street

Total Shape Length (m) – 311

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street



Figure 58: Asset 796, Woodstock Street North, from Hope Street West to Jacob Street

FIELD STUDY – Woodstock St. N. From Hope St. W. To Jacob St.

Asset ID – 796

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	311
Year of Construction	1985
Age (years)	35
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Faulting: 4 slabs, Low Transverse Crack: 4 slabs, Low Aggregate Loss: 28 slabs, Medium Transverse Crack: 3 slabs, Low Longitudinal Crack: 2 slabs, High Spalling: 1 slab
Dominant Distress	Aggregate Loss
Maintenance Treatment Done	Patch 2 slabs in front of #99, Patches 4 and 5 slabs in front of Funeral Home, Patch 3 slabs in front of Shur-Gain, Patch 1 slab in front of Azalea Yoga, Patches 2 slabs and 5 slabs in front of empty store
Maintenance Treatment Year	2017-2019
Maintenance Needs	Slab Replacements and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses are potential trip hazards
Accessibility Issue	No Tactile walking surfaces
Potential Liability	Yes
Other Comments	

FIELD STUDY – Woodstock St. N. From Henry St. To Jacob St.

Asset ID – 797

Approximate Installation Date – 1980s

Street Name: Woodstock Street North

From – Henry Street

To – Jacob Street

Total Shape Length (m) – 158

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on East Side of Street



Figure 59: Asset 797, Woodstock Street North, from Henry Street to Jacob Street

FIELD STUDY – Woodstock St. N. From Henry St. To Jacob St.

Asset ID – 797

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	158
Year of Construction	1985
Age (years)	35
Rating (0 to 10)	8
Construction Quality (0 to 10)	10
Distress	Low Corner Break: 8 slabs, Low Transverse Crack: 6 slabs, High Spalling: 1 slab, Medium Corner Break: 2 slabs, Low Longitudinal Crack: 1 slab, Medium Transverse Crack: 2 slabs, Low Faulting: 5 slabs,
Dominant Distress	Transverse Cracks and Corner Breaks
Maintenance Treatment Done	Patch 1 slab with spalling in front of #110, Patch 4 slabs in front of #116,
Maintenance Treatment Year	2018
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	All High Distresses are potential trip hazards
Accessibility Issue	No Tactile Walking Surface at Henry St
Potential Liability	Yes
Other Comments	

FIELD STUDY – Woodstock St. N. From Henry St. To Line 29 St.

Asset ID – 798

Approximate Installation Date – 1980s

Street Name: Woodstock Street North

From – Henry Street

To – Line 29 Street

Total Shape Length (m) – 785

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on East Side of Street



Figure 60: Woodstock Street North, from Henry Street to Line 29

FIELD STUDY – Woodstock St. N. From Henry St. To Line 29 St.

Asset ID – 798

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	785
Year of Construction	1985
Age (years)	35
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Transverse Crack: 14 slabs, Medium Corner Break: 3 slabs, Medium Transverse Cracks: 3 slabs, Low Faulting: 9 slabs, Medium Spalling: 5 slabs, High Corner Break: 1 slabs, Low Corner Break: 2 slabs, Low Longitudinal Cracks: 7 slabs, Medium Faulting: 3 slabs
Dominant Distress	Transverse Cracking and Faulting
Maintenance Treatment Done	Patch 3 slabs in front of #164, Patch 24 slabs in front of #182, Patch 3 slabs in front of #200, Patch 3 slabs in front of #236, Patch 3 slabs in front of #238, Patch 2 slabs in front of #248, Patch 24 slabs in front of #266
Maintenance Treatment Year	2018-2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses are potential trip hazards
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	Yes
Other Comments	

FIELD STUDY – Woodstock St. N. From Hope St. To Jacob St.

Asset ID – 799

Approximate Installation Date – 1980s

Street Name: Woodstock Street North

From – Hope Street

To – Jacob Street

Total Shape Length (m) – 310

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on East Side of Street



Figure 61: Asset 799, Woodstock Street North, from Hope Street to Jacob Street

FIELD STUDY – Woodstock St. N. From Hope St. To Jacob St.

Asset ID – 799

Approximate Installation Date – 1980s

Low and High Address	
Shape Length	310
Year of Construction	1985
Age (years)	35
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Low Longitudinal Crack: 4 slabs, Medium Corner Break: 4 slabs, Medium Faulting: 5 slab, Low Corner Break: 3 slabs, Low Faulting: 1 slab, Medium Spalling: 5 slabs, Low Aggregate Loss: 3 slabs, Low Transverse Crack: 4 slabs, Medium Longitudinal Crack: 5 slabs, High Transverse Crack: 5 slabs
Dominant Distress	Transverse and Longitudinal Cracks
Maintenance Treatment Done	Patch 4 slabs medium spalling and faulting in front of #40, 2 Patches 6 slabs each in front of #40, Patch 13 slabs in front of #66, 2 Patches 3 slabs each in front of #82, Patches 2 and 4 slabs in front of #90, Patches 7 and 9 slabs in front of #100
Maintenance Treatment Year	2015-2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	All High Distresses are potential trip hazards
Accessibility Issue	No Tactile Walking Surface at Jacob St. E
Potential Liability	Yes
Other Comments	From #2 to just before #18 sidewalk is much newer than rest of section.

FIELD STUDY – Loveys St. E. From 130 Loveys St. E. To Hwy 59

Asset ID – 801

Approximate Installation Date – 1990s

Street Name: Loveys Street East

From – 130 Loveys Street East

To – Highway 59

Total Shape Length (m) – 989

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 62: Asset 801, Loveys Street East, from 130 Loveys Street to Highway 59

FIELD STUDY – Loveys St. E. From 130 Loveys St. E. To Hwy 59

Asset ID – 801

Approximate Installation Date – 1990s

Low and High Address	2-130
Shape Length	989
Year of Construction	1993
Age (years)	27
Rating (0 to 10)	7
Construction Quality (0 to 10)	8
Distress	Medium Transverse Crack: 12 slab, Medium Corner Break: 10 slabs, Medium Longitudinal Crack: 4 slabs, Low Faulting: 10 slabs, Low Corner Break: 13 slabs, Low Longitudinal Crack: 7 slabs, Low Transverse Crack: 17 slabs, High Longitudinal Crack: 2 slab, High Transverse Crack: 1 slab, Medium Faulting: 1 slab, High Spalling: 2 slabs, Medium Corner Break: 1 slab, High Corner Break: 2 slab, Medium Spalling: 1 slab, Possible blow-up in front of #6
Dominant Distress	Transverse Cracking and Corner Breaks
Maintenance Treatment Done	Surface Grinding in front of #130, Patch 2 slabs in front of #110, Patch 3 slabs in front of #92, Patch 1 slab in front of # 3, Surface Grinding in front of #36, Patch 4 slabs in front of # 26, Patches 1 and 8 slabs in front of #24, Patch 20 slabs in front of #20, Patch 1 slab in front of #16 very old has aggregate loss in it, Patch 2 slabs in front of #6
Maintenance Treatment Year	2016-2019
Maintenance Needs	Slab Replacements and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	Potential trip hazard between Sidewalk and Curb Joint from #104-100, All identified High Distresses are potential trip hazards.
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	Yes
Other Comments	

FIELD STUDY – Loveys St. E. From Hwy 59 To John St.

Asset ID – 802

Approximate Installation Date – 1990s

Street Name: Loveys Street East

From – Highway 59

To – John Street

Total Shape Length (m) – 1050

Asset Category	Sidewalk
Surface Type	Concrete
General Note	This is for the Sidewalk on the South Side of the Street



Figure 63: Asset 802, Loveys Street East, from Highway 59 to John Street

FIELD STUDY – Loveys St. E. From Hwy 59 To John St.

Asset ID – 802

Approximate Installation Date – 1990s

Low and High Address	2-139
Shape Length	1,050
Year of Construction	1993
Age (years)	27
Rating (0 to 10)	6
Construction Quality (0 to 10)	8
Distress	Medium Corner Break: 12 slabs, Low Transverse Crack: 20 slabs, High Longitudinal Crack: 6 slab, Low Longitudinal Crack: 3 slab, Medium Transverse Crack: 9 slabs, Medium Longitudinal Crack: 4 slabs, Low Faulting: 14 slabs, Low Corner Break: 5 slabs, Medium Faulting: 1 slab, High Corner Break: 2 slabs, High Spalling: 6 slab, Medium Spalling: 2 slab, High Transverse Crack: 1 slab
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Surface Grinding in front of #33 still has medium faulting, Patch 4 slabs in front of #61, Patch 4 slabs in front of #83, Surface Grinding in front of #131, Grinding in front of #139 still has medium faulting in it
Maintenance Treatment Year	2015-2017
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	Potential Trip Hazard at Bell MH Cover area has been spray painted in front of #11, All high distresses have the possibility of being a trip hazard
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	Large depression in front of #65

FIELD STUDY – Loveys St. E. From John St. To 161 Loveys St. E.

Asset ID – 803

Approximate Installation Date – 1990s

Street Name: Loveys Street East

From – John Street

To – 161 Loveys Street East

Total Shape Length (m) – 126

Asset Category	Sidewalk
Surface Type	Concrete
General Note	This is for the Sidewalk on the South Side of the Street



Figure 64: Asset 803, Loveys Street East, from John Street to 161 Loveys Street East

FIELD STUDY – Loveys St. E. From John St. To 161 Loveys St. E.

Asset ID – 803

Approximate Installation Date – 1990s

Low and High Address	139-161
Shape Length	126
Year of Construction	1993
Age (years)	27
Rating (0 to 10)	8
Construction Quality (0 to 10)	10
Distress	Low Transverse Crack: 10 slabs, High Spalling: 1 slab, Medium Faulting: 1 slab, Low Faulting: 1 slab, Medium Transverse Crack: 3 slabs, Medium Spalling: 1 slab, Medium Longitudinal Crack: 1 slab, Low Corner Breaks: 3 slabs
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Patch 3 slabs in front of school
Maintenance Treatment Year	2012
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	All High Distresses are potential trip hazards, Medium Distresses have the potential to become trip hazards
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	Yes
Other Comments	

FIELD STUDY – Rudy Ave. From Holley Ave. To 14th Line

Asset ID – 4653

Approximate Installation Date – 2010s

Street Name: Rudy Avenue

From – Holley Avenue

To – 14th Line

Total Shape Length (m) – 229

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 65: Asset 4653, Rudy Avenue, from Holley Avenue to 14th Line

FIELD STUDY – Rudy Ave. From Holley Ave. To 14th Line

Asset ID – 4653

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	229
Year of Construction	2010
Age (years)	10
Rating (0 to 10)	10
Construction Quality (0 to 10)	10
Distress	Low Transverse Crack: 1 slabs
Dominant Distress	Transverse Crack
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	None
Other Comments	Utility cut near Henry Vogt not repaired yet

FIELD STUDY – Holley Ave. From Hope St. E. To Rudy Ave.

Asset ID – 4653

Approximate Installation Date – 2010s

Street Name: Holley Avenue

From – Hope Street East

To – Rudy Avenue

Total Shape Length (m) – 120

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street, Changed the “To” from 91 Holley Avenue to Rudy Avenue as beyond Rudy is still under development



Figure 66: Asset 4653, Holley Avenue, from Hope Street East to Rudy Avenue

FIELD STUDY – Holley Ave. From Hope St. E. To Rudy Ave.

Asset ID – 4653

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	120
Year of Construction	2010
Age (years)	10
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Low Corner Break: 1 slabs Low Transverse Crack: 1 slabs
Dominant Distress	Transverse Crack
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab replacement
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	None
Other Comments	

FIELD STUDY – Henry Vogt Ave. From Hope St. E. To Rudy Ave.

Asset ID – 4653

Approximate Installation Date – 2010s

Street Name: Henry Vogt Avenue

From – Hope Street East

To – Rudy Avenue

Total Shape Length (m) – 121

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the East of the Street



Figure 67: Asset 4653, Henry Vogt Avenue, from Hope Street East to Rudy Avenue

FIELD STUDY – Henry Vogt Ave. From Hope St. E. To Rudy Ave.

Asset ID – 4653

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	121
Year of Construction	2010
Age (years)	10
Rating (0 to 10)	10
Construction Quality (0 to 10)	10
Distress	Low Transverse Crack: 2 slabs
Dominant Distress	Transverse Cracks
Maintenance Treatment Done	Patch 3 slabs in front of #21
Maintenance Treatment Year	2020
Maintenance Needs	Slab Replacements
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	None
Other Comments	

FIELD STUDY – 14th St. From Hope St. E. To Rudy Ave.

Asset ID – 4653

Approximate Installation Date – 2010s

Street Name: 14th Street

From – Hope Street East

To – Rudy Avenue

Total Shape Length (m) – 123

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the West Side of the Street



Figure 68: Asset 4653, 14th Street, from Hope Street East to Rudy Avenue

FIELD STUDY – 14th St. From Hope St. E. To Rudy Ave.

Asset ID – 4653

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	123
Year of Construction	2010
Age (years)	10
Rating (0 to 10)	10
Construction Quality (0 to 10)	10
Distress	None
Dominant Distress	None
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	None
Timing (now, 1 to 2 years and 5 years)	None
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Blandford St. From Oxford Rd. 33 To Innerkip Park

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Blandford Street

From – Oxford Road 33

To – Innerkip Park

Total Shape Length (m) – 686

Asset Category	Sidewalk
Surface Type	Concrete
General Note	This is for the Sidewalk on the West Side of Blandford Street



Figure 69: Asset 4678, Blandford Street, from Oxford Road 33 to Innerkip Park

FIELD STUDY – Blandford St. From Oxford Rd. 33 To Innerkip Park

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	104-198
Shape Length	686
Year of Construction	2009
Age (years)	11
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Medium Transverse Crack: 5 slabs, Low Corner Break: 2 slabs, Medium Ravelling, Medium Longitudinal Crack: 2 slab, Low Faulting: 5 slabs, High Transverse Crack: 2 slab, Low Transverse Crack: 2 slabs, Low Longitudinal Crack: 1 slab
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Patch 3 slabs in front of #198, Patch 8 slabs in front of #194, Patch 2 slabs in front of #194, Patch 3 slabs in front of #194, Surface grinding in front of #190, Patch 3 slabs in front of #190, Patch 2 slabs in front of #190, Patch 4 slabs in front of #182, Patch 3 slabs in front of #182 with a transverse crack in it, Patch 2 slabs in front of #178, Patch 3 slabs in front of #176, Patch 3 slabs in front of #172, Patch 2 slabs in front of #168, Patch 3 slabs in front of #164, Patch 2 slabs in front of #162, Patch 2 slabs in front of #156, Patch 1 slab in front of #156, Patch 2 slabs in front of #152, Patch 2 slabs in front of #152, Patch 1 slab in front of #152, Patch 1 slab in front of #148, Patch 1 slab in front of #144, Patch 2 slabs in front of #142, Patch 2 slabs in front of #134, Surface Grinding in front of #134
Maintenance Treatment Year	2016-2018
Maintenance Needs	Slab Replacements and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	Potential trip hazards at high transverse cracks and if faulting gets worse
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	Yes

Other Comments	Changed "From" location to County Road 33 as that is where the sidewalk starts on this side of Blandford.
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FIELD STUDY – Blandford St. From Alma St. To Main St.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Blandford Street

From – Alma Street

To – Main Street

Total Shape Length (m) – 1000

Asset Category	Sidewalk
Surface Type	Concrete
General Note	This is for the Sidewalk on the East Side of Blandford Street



Figure 70: Asset 4678, Blandford Street, from Alma Street to Main Street

FIELD STUDY – Blandford St. From Alma St. To Main St.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	117-260
Shape Length	1000
Year of Construction	2009
Age (years)	11
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Low Transverse Crack: 7 slabs, Medium Transverse: 14 slabs, Low Faulting: 17 slabs, Medium Faulting: 4 slabs, Medium Corner Break: 1 slab, Medium Spalling: 5 slabs, Medium Longitudinal Crack: 1 slab, Low Corner Break: 1 slab
Dominant Distress	Transverse Cracking and Faulting
Maintenance Treatment Done	Patch 3 slabs at Main St slabs are wider than existing sidewalk, Patch 2 slabs in front of #121, Patch 2 slabs in front of #123, Patch 3 slabs in front of #127, Patch 2 slabs in front of #131, Patches 3 and 4 slabs in front of Hilderleys Used Cars, Patch 1 slab in front of #139, Patches both 2 slabs at Day St, Patch 1 slab in front of #143, Surface Grinding in front of #145 still faulting, Patch 1 slab in front of #145, Patch 1 slab in front of #157, Patch 1 slab in front of #159, Patch 1 slab in front of # 161, Patch 1 slab in front of #163, Surface Grinding in front of # 167, Patch 2 slabs at Balsam St, Patch 3 slabs in front of gas station, Patches 1 and 2 slabs at Young St, Surface Grinding at Young St, Patches 1, 3 and 4 slabs at #189, Patches 4 slabs in front of #199, Patch 1 slab in front of #207, Patches 2 and 4 slabs in front of #209, Patch 2 and 4 slabs at Currah Lane, Poor asphalt patch in front of #221, Patch 2 slabs in front of #221, Patch 2 slabs in front of #225, Patches 2 and 3 slabs at Scott St
Maintenance Treatment Year	2016-2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2years and 5years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years

Hazards	Potential trip hazard if medium distresses turn into high distresses
Accessibility Issue (Y or N)	No Tactile Walking Surfaces
Potential Liability	Yes
Other Comments	Changed end point to Main St instead of Innerkip Park for easier transition between assets.

FIELD STUDY – Stonegate Rd. From Oxford Rd. 33 To Oakridge Ave.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Stonegate Road

From – Oxford Road 33

To – Oakridge Avenue

Total Shape Length (m) – 253

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on East Side of Street



Figure 71: Asset 4678, Stonegate Road, Oxford Road 33 to Oakridge Avenue

FIELD STUDY – Stonegate Rd. From Oxford Rd. 33 To Oakridge Ave.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	232
Shape Length	253
Year of Construction	2009
Age (years)	11
Rating (0 to 10)	7
Construction Quality (0 to 10)	8
Distress	Low Faulting: 5 slabs, Low Longitudinal Crack: 3 slabs, Medium Transverse 1 slab, High Transverse Crack: 1 slab
Dominant Distress	Faulting
Maintenance Treatment Done	Patch 4 slabs across from #219, Patch 1 slab surface grinding in front of Fire Station, Patch 2 slabs at County Road 33 for Tactile Walking Surface
Maintenance Treatment Year	2016
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distress: Now
Hazards	High Transverse Crack could become trip hazard at anytime
Accessibility Issue	Tactile walking surface only at County Road 33
Potential Liability	Yes
Other Comments	

FIELD STUDY – Northwood Dr. From Oxford Rd. 33 To Oakridge Ave.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Northwood Drive

From – Oxford Road 33

To – Oakridge Avenue

Total Shape Length (m) – 221

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on East Side of Street



Figure 72: Asset 4678, Northwood Drive, from Oxford Road 33 to Oakridge Avenue

FIELD STUDY – Northwood Dr. From Oxford Rd. 33 To Oakridge Ave.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	202-232
Shape Length	221
Year of Construction	2009
Age (years)	11
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Corner Break: 1 Slab, Medium Transverse Crack: 1 Slab, Medium Spalling: 1 Slab, Medium Faulting: 1 Slab
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Patch 3 slabs in front of #202, Patch 7 slabs in front of #218, Patch 3 slabs in front of #220 has medium spalling and faulting as well as deep footprints that could be trip hazards, Patch 3 slabs in front of #224
Maintenance Treatment Year	2016
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	Possible trip hazard due to footprints in concrete
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	

FIELD STUDY – Park Ave. From Northwood Dr. To Stonegate Rd.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Park Avenue

From – Northwood Drive

To – Stonegate Road

Total Shape Length (m) – 284

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 73: Asset 4678, Park Avenue, from Northwood Drive to Stonegate Road

FIELD STUDY – Park Ave. From Northwood Dr. To Stonegate Rd.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	63-89
Shape Length	284
Year of Construction	2009, 1992? Found stamp with 1992 on it
Age (years)	11
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Medium Transverse Crack: 1 slab, Low Corner Break: 1 slab, Low Transverse Crack: 1 slab
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Patch 2 slabs across from #64, Patch 2 slabs in front of #67, Patch 5 slabs in front of #71, Patch 2 slabs in front of #75, Patch 2 slabs in front of #83, Patch 1 slab in front of #87, Patch 1 slab near Northwood
Maintenance Treatment Year	2016
Maintenance Needs	Slab Replacement
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Oakridge Ave. From Northwood Dr. To Blandford St.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Oakridge Avenue

From – Northwood Drive

To – Blandford Street

Total Shape Length (m) – 628

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the South Side of Street



Figure 74: Asset 4678, Oakridge Avenue, from Northwood Drive to Blandford Street

FIELD STUDY – Oakridge Ave. From Northwood Dr. To Blandford St.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	4-100
Shape Length	628
Year of Construction	2009, 1992? Found stamp that says 1992
Age (years)	11
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Low Longitudinal Crack: 2 Slabs, Medium Faulting: 1 Slab, Low Corner Break: 2 Slab, Low Faulting: 5 Slabs, Low Spalling: 1 Slab, Low Transverse Crack: 3 slabs, Medium Spalling: 2 slabs, High Transverse Crack: 1 Slab, Medium Longitudinal Crack: 2 slabs, Medium Corner Break: 2 slabs, High Corner Break: 1 slab
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Patch 2 slabs across from #96, Patch 4 slabs in front of #91, Surface Grinding in front of #91, Patch 2 slabs in front of #83, Patch 2 slabs in front of #79, Patch 2 slabs in front of #75 has transverse crack in it, Patch 2 slabs and Surface Grinding in front of #67 has corner break in it, Patch 2 slabs in front of #63, Patch 2 slabs across from #54, Surface Grinding across from #48 has low faulting, Patch 2 slabs across from #48, Patch 1 slab in front of #33, Patch 4 slabs in front of #29, Patch 3 slabs in front of #19, Patch 2 slabs in front of #19, Patch 2 slabs in front of #19 has low faulting, Patch 4 slabs across from #12, Patch 1 slab across from #8, Surface Grinding at Blandford St has faulting
Maintenance Treatment Year	2015-2017
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distress: Now
Hazards	Pontential Trip hazard if High Corner Break gets much worse
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	

FIELD STUDY – Coleman St. From Oxford Rd. 33 To Burton St.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Coleman Street

From – Oxford Road 33

To – Burton Street

Total Shape Length (m) – 579

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street



Figure 75: Asset 4678, Coleman Street, from Oxford Road 33 to Burton Street

FIELD STUDY – Coleman St. From Oxford Rd. 33 To Burton St.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	118-195
Shape Length	579
Year of Construction	2009
Age (years)	11
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Transverse Crack: 3 Slabs, Low Corner Break: 1 Slab, Medium Transverse Crack: 4 Slabs, Low Aggregate Loss: 3 Slabs
Dominant Distress	Transverse Cracks
Maintenance Treatment Done	Surface Grinding, Patch at Vincent 4 Slabs most likely to install tactile walking surfaces, Surface Grinding at Briar Drive, Surface Grinding at Oxford 33
Maintenance Treatment Year	2016, 2018, 2019, 2018
Maintenance Needs	Slab Replacements
Timing (now, 1 to 2years and 5years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surfaces except at Vincent Street Intersection
Potential Liability	None
Other Comments	

FIELD STUDY – Briar Dr. From Coleman St. To Oxford Rd. 33

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Briar Drive

From – Coleman Street

To – Oxford Road 33

Total Shape Length (m) – 324

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 76: Asset 4678, Briar Drive, from Coleman Street to Oxford Road 33

FIELD STUDY – Briar Dr. From Coleman St. To Oxford Rd. 33

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	22-60
Shape Length	324
Year of Construction	2009
Age (years)	11
Rating (0 to 10)	8
Construction Quality (0 to 10)	8
Distress	Low Transverse Crack: 2 Slabs, Low Corner Break: 3 Slabs, Low Spalling: 3 Slabs
Dominant Distress	Corner Break
Maintenance Treatment Done	2 Slab Replacement in front of #60 low corner break in patch, 2 Slab Replacement in front of #60,
Maintenance Treatment Year	2019, 2020
Maintenance Needs	Slab Replacements
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 Years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Thames Ave. From Coleman St. To Briar Dr.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Thames Avenue

From – Coleman Street

To – Briar Drive

Total Shape Length (m) – 299

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 77: Asset 4678, Thames Avenue, from Coleman Street to Briar Drive

FIELD STUDY – Thames Ave. From Coleman St. To Briar Dr.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	22-34
Shape Length	299
Year of Construction	2009
Age (years)	11
Rating (0 to 10)	9
Construction Quality (0 to 10)	9
Distress	Low Transverse Crack: 4 Slabs, Medium Transverse Crack: 1 Slab, Medium Corner Break: 1 Slab, Low Aggregate Loss: 2 Slabs
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Surface Grinding
Maintenance Treatment Year	2015-2017
Maintenance Needs	Slab Replacements
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Burton St. From Blandford St. To Dead End

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Burton Street

From – Blandford Street

To – Dead End

Total Shape Length (m) – 81

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk on South Side of Street



Figure 78: Asset 4678, Burton Street, from Blandford Street to Dead End

FIELD STUDY – Burton St. From Blandford St. To Dead End

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	
Shape Length	133
Year of Construction	2009
Age (years)	11
Rating (0 to 10)	8
Construction Quality (0 to 10)	8
Distress	Medium Transverse Cracking: 2 Bays, High Corner Break, Spalling, Longitudinal and Transverse: 3 Bays
Dominant Distress	Transverse and Longitudinal Cracking
Maintenance Treatment Done	2 Bay Patch in front of #22 excellent
Maintenance Treatment Year	2020
Maintenance Needs	Slab Replacements
Timing (now, 1 to 2 years and 5 years)	Medium Distresses: 1-2 years, High Distresses: Now
Hazards	None
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	None
Other Comments	

FIELD STUDY – Vincent St. From Blandford St. To Coleman St.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Vincent Street

From – Blandford Street

To – Coleman Street

Total Shape Length (m) – 193

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk on South Side of Street



Figure 79: Asset 4678, Vincent Street, from Blandford Street to Coleman Street

FIELD STUDY – Vincent St. From Blandford St. To Coleman St.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	
Shape Length	102
Year of Construction	2009
Age (years)	11
Rating (0 to 10)	8
Construction Quality (0 to 10)	8
Distress	Low Corner Break: 2 Slab, Low Transverse Crack: 1 Slab, Medium Transverse Crack: 1 Slab, Potential Blowup in summer: 2 Slabs
Dominant Distress	Transverse Crack
Maintenance Treatment Done	None
Maintenance Treatment Year	N/A
Maintenance Needs	Up to 6 slab replacements
Timing (now, 1 to 2 years and 5 years)	1-2 years, except for blow up which may need to be addressed this year if it fully blows up in summer
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Balsam St. From Blandford St. To Coleman St.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Balsam Street

From – Blandford Street

To – Coleman Street

Total Shape Length (m) – 101

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 80: Asset 4678, Balsam Street, from Blandford Street to Coleman Street

FIELD STUDY – Balsam St. From Blandford St. To Coleman St.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	2
Shape Length	101
Year of Construction	2009
Age (years)	11
Rating (0 to 10)	8
Construction Quality (0 to 10)	8
Distress	None
Dominant Distress	None
Maintenance Treatment Done	Surface Grinding
Maintenance Treatment Year	2019/2020
Maintenance Needs	None
Timing (now, 1 to 2 years and 5 years)	None
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Stratford St. From Blandford St. To Coleman St.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Stratford Street

From – Blandford Street

To – Coleman Street

Total Shape Length (m) – 100

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 81: Asset 4678, Stratford Street, from Blandford Street to Coleman Street

FIELD STUDY – Stratford St. From Blandford St. To Coleman St.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	
Shape Length	100
Year of Construction	2009
Age (years)	11
Rating (0 to 10)	9
Construction Quality (0 to 10)	9
Distress	None
Dominant Distress	None
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	None
Timing (now, 1 to 2 years and 5 years)	None
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Oxford Rd. 33 From Blandford St. To Coleman St.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Oxford Road 33

From – Blandford Street

To – Coleman Street

Total Shape Length (m) – 162

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 82: Asset 4678, Oxford Road 33, from Blandford Street to Coleman Street

FIELD STUDY – Oxford Rd. 33 From Blandford St. To Coleman St.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	
Shape Length	162
Year of Construction	2009
Age (years)	11
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	None
Dominant Distress	None
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	None
Timing (now, 1 to 2 years and 5 years)	None
Hazards	None
Accessibility Issue	Tactile walking surface only located at Stonegate.
Potential Liability	None
Other Comments	Says asset ends at Coleman however Sidewalk continues past Coleman to Stonegate, surveyed to Stonegate.

FIELD STUDY – Alma St. From Blandford St. To Queen St.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Alma Street

From – Blandford Street

To – Queen Street

Total Shape Length (m) – 65

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 83: Asset 4678, Alma Street, from Blandford Street to Queen Street

FIELD STUDY – Alma St. From Blandford St. To Queen St.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	5-7
Shape Length	65
Year of Construction	2009
Age (years)	10
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Medium Transverse Crack: 1 Slab, Low Ravelling: 2 Slabs, Low Corner Break: 1 Slab, Low Longitudinal Crack: 2 Slabs, Low Transverse Crack: 1 Slab
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacements
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Raglan St. From Blandford St. To Queen St.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Raglan Street

From – Blandford Street

To – Queen Street

Total Shape Length (m) – 84

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 84: Asset 4678, Raglan Street, From Blandford Street to Queen Street

FIELD STUDY – Raglan St. From Blandford St. To Queen St.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	1-9
Shape Length	84
Year of Construction	2009
Age (years)	10
Rating (0 to 10)	6
Construction Quality (0 to 10)	7
Distress	Low Transverse Cracking: 5 Slabs, Low Corner Break: 4 Slab, Medium Transverse Cracking: 3 Slabs, Low Longitudinal Cracking: 3 Slabs, High Corner Break: 1 Slab, Medium Spalling at Water Valve
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Patch 6 slabs driveway of #9 low corner break on 1 slab and low faulting and 1 low transverse crack, Patch 6 driveway of #5, Patch 5 slabs driveway of #1 2 slabs with longitudinal cracks 3 with corner breaks 2 with transverse cracks
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacements
Timing (now, 1 to 2years and 5years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	Possible trip hazard if high corner break gets worse
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Possible trip hazard if high corner break gets worse
Other Comments	

FIELD STUDY – Scott St. From Blandford St. To Queen St.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Scott Street

From – Blandford Street

To – Queen Street

Total Shape Length (m) – 85

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 85: Asset 4678, Scott Street, from Blandford Street to Queen Street

FIELD STUDY – Scott St. From Blandford St. To Queen St.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	2-11
Shape Length	85
Year of Construction	2009
Age (years)	10
Rating (0 to 10)	8
Construction Quality (0 to 10)	8
Distress	Low Transverse Cracking: 2 Slabs, Low Longitudinal Cracking: 2 Slabs, Medium Transverse Cracking with Spalling: 1 Slab
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Patch 2 Slabs, Patch 1 Slab has medium spalling, Patch at #3 in front of driveway 3 slabs 1 slab has low longitudinal crack, Patch 3 slabs front lawn of #7, Patch 2 slabs driveway of #11
Maintenance Treatment Year	2016-2019
Maintenance Needs	Slab replacements
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Currah Ln. From Blandford St. To Queen St.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Currah Lane

From – Blandford Street

To – Queen Street

Total Shape Length (m) – 104

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 86: Asset 4678, Currah Lane, from Blandford Street to Queen Street

FIELD STUDY – Currah Ln. From Blandford St. To Queen St.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	
Shape Length	104
Year of Construction	2009
Age (years)	10
Rating (0 to 10)	9
Construction Quality (0 to 10)	9
Distress	Medium Transverse Cracking: 2 Slabs, Low Faulting: 2 Slabs, Medium Corner Break: 1 Slab
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacements and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	Possible trip hazard if low faulting gets worse
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Young St. From Blandford St. To Queen St.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Young Street

From – Blandford Street

To – Queen Street

Total Shape Length (m) – 109

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 87: Asset 4678, Young Street, from Blandford Street to Queen Street

FIELD STUDY – Young St. From Blandford St. To Queen St.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	
Shape Length	109
Year of Construction	2009
Age (years)	10
Rating (0 to 10)	9
Construction Quality (0 to 10)	9
Distress	Low Corner Break: 1 Slab, Low Spalling: 1 Slab, Low Transverse Cracking: 1 Slab
Dominant Distress	Transverse Crack
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	The originally stated length is 452m however there is no sidewalk beyond Queen Street to the End of the Road

FIELD STUDY – Balsam St. From Blandford St. To Queen St.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Balsam Street

From – Blandford Street

To – Queen Street

Total Shape Length (m) – 106

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 88: Asset 4678, Balsam Street, from Blandford Street to Queen Street

FIELD STUDY – Balsam St. From Blandford St. To Queen St.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	4-12
Shape Length	106
Year of Construction	2009
Age (years)	11
Rating (0 to 10)	9
Construction Quality (0 to 10)	9
Distress	Low Corner Break: 1 Slab Low Transverse Cracks: 2 slabs
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Patch for Driveway of 668 Queen Street 8 Slabs
Maintenance Treatment Year	2020
Maintenance Needs	Slab Replacements
Timing (now, 1 to 2 years and 5 years)	2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Main St. From Blandford St. To Jonker St.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: Main Street

From – Blandford Street

To – Jonker Street

Total Shape Length (m) – 447

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street, Extended To Jonker Street



Figure 89: Asset 4678, Main Street, from Blandford Street to Jonker Street

FIELD STUDY – Main St. From Blandford St. To Jonker St.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	8-75
Shape Length	447
Year of Construction	2009
Age (years)	10
Rating (0 to 10)	6
Construction Quality (0 to 10)	8
Distress	Low Transverse Crack: 2 Slab, Low Faulting: 4 Slab, Medium Aggregate Loss: 7 Slabs, Medium Faulting: 5 Slabs, Low Aggregate Loss: 25 Slabs, Medium Corner Break: 1 Slab, Medium Longitudinal Crack: 1 Slab, Medium Transverse Crack: 2 Slabs, Medium Spalling: 5 Slabs
Dominant Distress	Aggregate Loss
Maintenance Treatment Done	Surface Grinding low faulting still present, Ramp at James Street is a Patch with Medium Faulting and Low Spalling, Poor Utility Patch #29
Maintenance Treatment Year	2017
Maintenance Needs	Potential Trip Hazard
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 Years, Medium Distresses: 1-2 Years, Trip Hazard Fix Now
Hazards	Possible Trip Hazard slab has hole in it at #53 possibly a missing water valve cover, Possible trip hazard deep footprints in concrete
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	

FIELD STUDY – George St. From Blandford St. To Jonker St.

Asset ID – 4678

Approximate Installation Date – 2000s

Street Name: George Street

From – Blandford Street

To – Jonker Street

Total Shape Length (m) – 542

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street. Changed “To” to Jonker Street from Main Street



Figure 90: Asset 4678, George Street, from Blandford Street to Jonker Street

FIELD STUDY – George St. From Blandford St. To Jonker St.

Asset ID – 4678

Approximate Installation Date – 2000s

Low and High Address	5-76
Shape Length	542
Year of Construction	2009
Age (years)	10
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	High Faulting: 1 Slab Low Faulting: 1 Slab
Dominant Distress	Faulting
Maintenance Treatment Done	Patch 3 Slabs at Queen St.
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distress: 2-5 years High Distress: Now
Hazards	Poor Utility Cut Pat High Faulting at Joints resulting in Trip Hazard
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	Trip Hazard at Utility Cut
Other Comments	Sidewalk stops at Jonkers St.

FIELD STUDY – Hope St. E. From Fuhr St. to Minerva St.

Asset ID – 4699

Approximate Installation Date – 2010s

Street Name: Hope Street East

From – Fuhr Street

To – Minerva Street

Total Shape Length (m) – 340

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 91: Asset 4699, Hope Street East, from Fuhr Street to Minerva Street

FIELD STUDY – Hope St. E. From Fuhr St. to Minerva St.

Asset ID – 4699

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	340
Year of Construction	2012
Age (years)	8
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Low Transverse Crack: 2 slabs Medium Spalling: 1 slab
Dominant Distress	Transverse Crack
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab replacement
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	Wellington Street skipped as an asset break point

FIELD STUDY – Centennial Dr. From Hope St. W. to Halliday Dr.

Asset ID – 4700

Approximate Installation Date – 2010s

Street Name: Centennial Drive

From – Hope Street West

To – Halliday Drive

Total Shape Length (m) – 94

Asset Category	Sidewalk
Surface Type	Concrete
General Note	



Figure 92: Asset 4700, Centennial Drive, from Hope Street West to Halliday Drive

FIELD STUDY – Centennial Dr. From Hope St. W. to Halliday Dr.

Asset ID – 4700

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	94
Year of Construction	2012
Age (years)	8
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Corner Break: 2 slabs, Low Transverse Crack: 1 slab, Low Longitudinal Crack: 1 slab, Low Faulting: 5 slabs
Dominant Distress	Faulting
Maintenance Treatment Done	Patch 3 slabs in front of #20
Maintenance Treatment Year	2018
Maintenance Needs	Slab Replacement and Faulting
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile walking surface
Potential Liability	None
Other Comments	

FIELD STUDY – Decew St. W. From Woodstock St. S. to Maria St.

Asset ID – 4701

Approximate Installation Date – 2010s

Street Name: Decew Street West

From – Woodstock Street South

To – Maria Street

Total Shape Length (m) – 212

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 93: Asset 4701, Decew Street West, Woodstock Street South to Maria Street

FIELD STUDY – Decew St. W. From Woodstock St. S. to Maria St.

Asset ID – 4701

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	212
Year of Construction	2012
Age (years)	8
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Low Faulting: 2 slabs Low Corner Break: 1 slab
Dominant Distress	Faulting
Maintenance Treatment Done	Patch 1 slab in front of #43
Maintenance Treatment Year	2020
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Maria St. From Woodstock St. S. to Adam St.

Asset ID – 4702

Approximate Installation Date – 2010s

Street Name: Maria Street

From – Woodstock Street South

To – Adam Street

Total Shape Length (m) – 219

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 94: Asset 4702, Maria Street, from Woodstock Street South to Adam Street

FIELD STUDY – Maria St. From Woodstock St. S. to Adam St.

Asset ID – 4702

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	219
Year of Construction	2012
Age (years)	8
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Low Transverse Crack: 2 slabs Medium Corner Break: 1 slab
Dominant Distress	Transverse Crack
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	None
Other Comments	

FIELD STUDY – Jacob St. W. From 47 Jacob St. To William St. N.

Asset ID – 4738

Approximate Installation Date – 2010s

Street Name: Jacob Street West

From – 47 Jacob Street West

To – William Street North

Total Shape Length (m) – 198

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the South Side of the Street. Changed “From” from 61 Jacob to 47 Jacob due to transition to newer concrete.



Figure 95: Asset 4738, Jacob Street West, from 47 Jacob Street West to William Street North

FIELD STUDY – Jacob St. W. From 47 Jacob St. To William St. N.

Asset ID – 4738

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	198
Year of Construction	
Age (years)	
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	Low Faulting: 4 slabs, Low Transverse Crack: 7 slabs, Low Corner Break: 3 slab, Low Aggregate Loss: 3 slabs, Medium Transverse Crack: 1 slabs
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Patch 5 slabs
Maintenance Treatment Year	2016-2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – William St. N. From 76 William St. N. To Jacob St. W.

Asset ID – 4881

Approximate Installation Date – 2010s

Street Name: William Street North

From – 76 William Street North

To – Jacob Street West

Total Shape Length (m) – 45

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on East Side of Street



Figure 96: Asset 4881, William Street North, from 76 William Street North to Jacob Street West

FIELD STUDY – William St. N. From 76 William St. N. To Jacob St. W.

Asset ID – 4881

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	45
Year of Construction	2013
Age (years)	8
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Low Transverse Crack: 4 slabs
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	None
Maintenance Treatment Year	
Maintenance Needs	Slab Replacement
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	No
Other Comments	

FIELD STUDY – Woodstock St. N. From Jacob St. to Dietrich Rd.

Asset ID – 4932

Approximate Installation Date – 2010s

Street Name: Woodstock Street North

From – Jacob Street

To – Dietrich Road

Total Shape Length (m) – 464

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street



Figure 97: Asset 4932, Woodstock Street North, from Jacob Street to Dietrich Road

FIELD STUDY – Woodstock St. N. From Jacob St. to Dietrich Rd.

Asset ID – 4932

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	464
Year of Construction	2014
Age (years)	6
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Transverse Crack: 14 slabs, Low Faulting: 4 slabs, Medium Spalling: 1 slab, Medium Corner Break: 2 slabs, Low Longitudinal Crack: 6 slabs, High Spalling: 1 slab, Low Corner Break: 4 slabs, Medium Faulting: 2 slabs, Medium Transverse Crack: 2 slabs
Dominant Distress	Transverse Cracks
Maintenance Treatment Done	Patch 4 slabs in front of #137, Patch 8 slabs with aggregate loss in front of #133, Patch 4 slabs with aggregate loss in front of #127,
Maintenance Treatment Year	2017-2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	High Distresses are potential trip hazards
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	

FIELD STUDY – Liebler St. From Wettlaufer St. To Dead End

Asset ID – 4939

Approximate Installation Date – 2010s

Street Name: Liebler Street

From – Wettlaufer Street

To – Dead End

Total Shape Length (m) – 653

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 98: Asset 4939, Liebler Street, from Wettlaufer Street to Dead End

FIELD STUDY – Liebler St. From Wettlaufer St. To Dead End

Asset ID – 4939

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	653
Year of Construction	2014? Found stamps from 2009, 2010 and 2011
Age (years)	6
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Transverse Crack: 7 slabs, Low Faulting: 25 slabs, Low Corner Break: 2 slabs, Medium Faulting: 2 slabs, Medium Longitudinal Crack: 2 slabs, Low Longitudinal Crack: 1 slab, Medium Transverse Crack: 3 slabs,
Dominant Distress	Faulting
Maintenance Treatment Done	Patch 2 slabs across from #52, Some Surface Grinding with faulting still present
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	None
Other Comments	

FIELD STUDY – Wettlaufer St. From William St. S. To Bauer St.

Asset ID – 4940

Approximate Installation Date – 2010s

Street Name: Wettlaufer St.

From – William Street South

To – Bauer Street

Total Shape Length (m) – 367

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on East Side of Street from Bauer to Wilton, West Side from Wilton to Williams



Figure 99: Asset 4940, Wettlaufer Street, from William Street South to Bauer Street

FIELD STUDY – Wettlaufer St. From William St. S. To Bauer St.

Asset ID – 4940

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	367
Year of Construction	2014? Found stamps stating 2007, 2008, 2011
Age (years)	6
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Transverse Crack: 4 slabs, Low Longitudinal Crack: 1 slabs, Low Faulting: 5 slabs, Low Aggregate Loss: 6 slabs, Medium Aggregate Loss: 2 slabs, Medium Faulting: 2 slabs, Medium Transverse: 1 slabs
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	Patch 3 slabs near creek, Patch 2 slabs in front of #171, Patch 1 slab in front of # 161, Patch 6 slabs at Williams
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	None
Other Comments	

FIELD STUDY – Bauer St. From Liebler St. To Hwy 59

Asset ID – 4941

Approximate Installation Date – 2010s

Street Name: Bauer Street

From – Liebler Street

To – Highway 59

Total Shape Length (m) – 191

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street



Figure 100: Asset 4941, Bauer Street, from Liebler Street to Highway 59

FIELD STUDY – Bauer St. From Liebler St. To Hwy 59

Asset ID – 4941

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	191
Year of Construction	2014? Found Stamps saying 2007 and 2011
Age (years)	6
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Faulting: 5 slabs Low Transverse: 1 slab Low Longitudinal: 1 slab
Dominant Distress	Faulting
Maintenance Treatment Done	Patch 7 slabs in front of #35,
Maintenance Treatment Year	2019
Maintenance Needs	Slab replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	None
Other Comments	

FIELD STUDY – Victoria St. From Queen St. To 61 Victoria St.

Asset ID – 5046

Approximate Installation Date – 2010s

Street Name: Victoria Street

From – Queen Street

To – Hope Street East

Total Shape Length (m) – 397

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street, Extended “To” from 61 Victoria Street to Hope Street East



Figure 101: Asset 5046, Victoria Street, from Queen Street to Hope Street East

FIELD STUDY – Victoria St. From Queen St. To 61 Victoria St.

Asset ID – 5046

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	397
Year of Construction	2015
Age (years)	5
Rating (0 to 10)	8
Construction Quality (0 to 10)	10
Distress	Low Faulting: 15 slabs, Low Corner Break: 3 slab, Low Transverse Crack: 1 slab, High Faulting: 3 slabs, Low Aggregate Loss: 25 slabs
Dominant Distress	Aggregate Loss
Maintenance Treatment Done	Grinding in front of #5, Grinding at Homewood St.
Maintenance Treatment Year	2015
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, High Distresses: Now
Hazards	Trip Hazards at #71, High Distresses potential trip hazard
Accessibility Issue	No Tactile Walking Surface
Potential Liability	Yes
Other Comments	Transition to older concrete from #61 to Queen St.

FIELD STUDY – Homewood Ave. W. From Victoria St. To Dead End

Asset ID – 5047

Approximate Installation Date – 2010s

Street Name: Homewood Avenue West

From – Victoria Street

To – Dead End

Total Shape Length (m) – 80

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 102: Asset 5047, Homewood Avenue West, from Victoria Street to Dead End

FIELD STUDY – Homewood Ave. W. From Victoria St. To Dead End

Asset ID – 5047

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	80
Year of Construction	2015
Age (years)	5
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Low Spalling: 1 slab, Low Faulting: 5 slabs, Low Transverse Crack: 1 slab, Low Corner Break: 1 slab
Dominant Distress	Faulting
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile walking surface
Potential Liability	None
Other Comments	

FIELD STUDY – Baechler Ave. From Queen St. To Victoria St.

Asset ID – 5048

Approximate Installation Date – 2010s

Street Name: Baechler Avenue

From – Queen Street

To – Victoria Street

Total Shape Length (m) – 10

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street. This should belong to Victoria St.



Figure 103: Asset 5048, Baechler Avenue, from Queen Street to Victoria Street

FIELD STUDY – Baechler Ave. From Queen St. To Victoria St.

Asset ID – 5048

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	10
Year of Construction	2015
Age (years)	5
Rating (0 to 10)	10
Construction Quality (0 to 10)	10
Distress	None
Dominant Distress	None
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	None
Timing (now, 1 to 2 years and 5 years)	None
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Blandford St. From Main St. To George St.

Asset ID – 5111

Approximate Installation Date – 2010s

Street Name: Blandford Street

From – Main Street

To – George Street

Total Shape Length (m) – 267

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the East Side of Blandford Street



Figure 104: Asset 5111, Blandford Street, from Main Street to George Street

FIELD STUDY – Blandford St. From Main St. To George St.

Asset ID – 5111

Approximate Installation Date – 2010s

Low and High Address	80-107
Shape Length	267
Year of Construction	2017
Age (years)	3
Rating (0 to 10)	8
Construction Quality (0 to 10)	8
Distress	Low Transverse Crack: 1 slab, Low Longitudinal Crack: 1 slab, High Ravelling: 1 slab, High Transverse Crack: 1 slab, Medium Longitudinal: 1 slab, High Faulting: 2 slabs, Low Spalling: 2 slabs
Dominant Distress	Transverse Cracks
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years High Distresses: Now
Hazards	Potential trip hazards at high distresses
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	Yes
Other Comments	Changed "From" and "To" to George to Main for easier transition between assets. Majority of distresses located in front of construction development.

FIELD STUDY – Briar Dr. From Oxford Rd. 33 To Thames St.

Asset ID – 5112

Approximate Installation Date – 2010s

Street Name: Briar Drive

From – Oxford Road 33

To – Thames Street

Total Shape Length (m) – 5

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street



Figure 105: Asset 5112, Briar Drive, from Oxford Road 33 to Thames Avenue

FIELD STUDY – Briar St. From Oxford Rd. 33 To Thames St.

Asset ID – 5112

Approximate Installation Date – 2010s

Low and High Address	63
Shape Length	5
Year of Construction	2017
Age (years)	3
Rating (0 to 10)	10
Construction Quality (0 to 10)	10
Distress	None
Dominant Distress	None
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	None
Timing (now, 1 to 2 years and 5 years)	None
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	This should be combined with other Briar Drive Sidewalk Asset.

FIELD STUDY – Jacob St. E. From Woodstock St. N. To 130 Jacob St. E.

Asset ID – 5123

Approximate Installation Date – 2010s

Street Name: Jacob Street East

From – Woodstock Street North

To – 130 Jacob Street East

Total Shape Length (m) – 384

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street



Figure 106: Asset 5123, Jacob Street East, from Woodstock Street North to 130 Jacob Street East

FIELD STUDY – Jacob St. E. From Woodstock St. N. To 130 Jacob St. E.

Asset ID – 5123

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	384
Year of Construction	2017
Age (years)	3
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Low Corner Break: 2 slabs
Dominant Distress	Corner Breaks
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	Tactile walking surface present at all crosswalks
Potential Liability	None
Other Comments	

FIELD STUDY – Jane St. From Hope St. W. To Woodstock St. S.

Asset ID – 5141

Approximate Installation Date – 2010s

Street Name: Jane Street

From – Hope Street West

To – Woodstock Street South

Total Shape Length (m) – 80

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street



Figure 107: Asset 5141, Jane Street, from Hope Street West to Woodstock Street South

FIELD STUDY – Jane St. From Hope St. W. To Woodstock St. S.

Asset ID – 5141

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	80
Year of Construction	2018
Age (years)	2
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Low Faulting: 2 slabs
Dominant Distress	Faulting
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	Tactile walking surfaces present at all crosswalks
Potential Liability	None
Other Comments	

FIELD STUDY – Woodstock St. S. From Hope St. W. To 116 Woodstock St. S.

Asset ID – 5142

Approximate Installation Date – 2010s

Street Name: Woodstock Street South

From – Hope Street West

To – 116 Woodstock Street South

Total Shape Length (m) – 289

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Did not use this Asset Form as the Sidewalk was broken down into smaller sections for easier note taking.

Low and High Address	
Shape Length	289
Year of Construction	2018
Age (years)	2
Rating (0 to 10)	
Construction Quality (0 to 10)	
Distress	
Dominant Distress	
Maintenance Treatment Done	
Maintenance Treatment Year	
Maintenance Needs	
Timing (now, 1 to 2 years and 5 years)	
Hazards	
Accessibility Issue	
Potential Liability	
Other Comments	

FIELD STUDY – Woodstock St. S. From Hope St. W. To Decew St. W.

Asset ID – 5142

Approximate Installation Date – 2010s

Street Name: Woodstock Street South

From – Hope Street West

To – Decew Street West

Total Shape Length (m) – 211

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Did not use as this is a repeat of the section labelled Decew to Maria.

Low and High Address	
Shape Length	211
Year of Construction	2018
Age (years)	2
Rating (0 to 10)	
Construction Quality (0 to 10)	
Distress	
Dominant Distress	
Maintenance Treatment Done	
Maintenance Treatment Year	
Maintenance Needs	
Timing (now, 1 to 2 years and 5 years)	
Hazards	
Accessibility Issue	
Potential Liability	
Other Comments	

FIELD STUDY – Roth Street From Fuhr St. To Holley Ave.

Asset ID – ARA-SW1

Approximate Installation Date – 1990s

Street Name: Roth Street

From – Fuhr Street

To – Holley Avenue

Total Shape Length (m) – 220

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street. No asset provided. Sidewalk ends about 50m before Holley currently



Figure 108: Asset ARA-SW1, Roth Street, from Fuhr Street to Holley Street

FIELD STUDY – Roth Street From Fuhr St. To Holley Ave.

Asset ID – ARA-SW1

Approximate Installation Date – 1990s

Low and High Address	
Shape Length	220
Year of Construction	2015? Lightpoles installed 2015
Age (years)	N/A
Rating (0 to 10)	10
Construction Quality (0 to 10)	10
Distress	None
Dominant Distress	None
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	None
Timing (now, 1 to 2 years and 5 years)	None
Hazards	None
Accessibility Issue	No Tactile Walking Surfaces
Potential Liability	None
Other Comments	

FIELD STUDY – Hope St. E. From Holley Ave. to Henry Vogt Ave.

Asset ID – ARA-SW2

Approximate Installation Date – 2010s

Street Name: Hope Street East

From – Holley Avenue

To – Henry Vogt Avenue

Total Shape Length (m) – 103

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street. No Asset Provided.



Figure 109: Asset ARA-SW2, Hope Street East, from Holley Avenue to Henry Vogt Avenue

FIELD STUDY – Hope St. E. From Holley Ave. to Henry Vogt Ave.

Asset ID – ARA-SW2

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	103
Year of Construction	N/A
Age (years)	N/A
Rating (0 to 10)	8
Construction Quality (0 to 10)	10
Distress	None
Dominant Distress	None
Maintenance Treatment Done	Surface Grinding in front of #290
Maintenance Treatment Year	2019
Maintenance Needs	None
Timing (now, 1 to 2 years and 5 years)	None
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	Section probably 5-10 years old

FIELD STUDY – Hope St. E. From Henry Vogt Ave. To 14th St.

Asset ID – ARA-SW3

Approximate Installation Date – 2010s

Street Name: Hope Street East

From – Henry Vogt Avenue

To – 14th Street

Total Shape Length (m) – 128

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street. No Asset Provided



Figure 110: Asset ARA-SW3, Hope Street East, from Henry Vogt Avenue to 14th Street

FIELD STUDY – Hope St. E. From Henry Vogt Ave. To 14th St.

Asset ID – ARA-SW3

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	128
Year of Construction	N/A
Age (years)	N/A
Rating (0 to 10)	8
Construction Quality (0 to 10)	10
Distress	Low Transverse Crack: 1 slab Low Faulting: 2 slabs Medium Faulting: 1 slab
Dominant Distress	Faulting
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distress 2-5 years, Medium Distress 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	Section probably 5-10 years old

FIELD STUDY – Borden Ct. From Loveys St. E. To End of Sidewalk

Asset ID – ARA-SW4

Approximate Installation Date – 1990s

Street Name: Borden Court

From – Loveys Street East

To – End of Sidewalk

Total Shape Length (m) – 39

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on East and South side of Street



Figure 111: Asset ARA-SW4, Borden Court, from Loveys Street East to End of Sidewalk

FIELD STUDY – Borden Ct. From Loveys St. E. To End of Sidewalk

Asset ID – ARA-SW4

Approximate Installation Date – 1990s

Low and High Address	Lovey – 216
Shape Length	39
Year of Construction	2019?
Age (years)	N/A
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	None
Dominant Distress	None
Maintenance Treatment Done	2 Patches 1 slab each
Maintenance Treatment Year	2019
Maintenance Needs	None
Timing (now, 1 to 2 years and 5 years)	None
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	No asset provided

FIELD STUDY – Thompson Place From George St. To End of Road

Asset ID – ARA-SW5

Approximate Installation Date – 2000s

Street Name: Thompson Place

From – George Street

To – End of Road

Total Shape Length (m) – 90

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street. No Asset Provided



Figure 112: Asset ARA-SW5, Thompson Place, from George Street to End of Road

FIELD STUDY – Thompson Place From George St. To End of Road

Asset ID – ARA-SW5

Approximate Installation Date – 2000s

Low and High Address	73-
Shape Length	90
Year of Construction	
Age (years)	
Rating (0 to 10)	8
Construction Quality (0 to 10)	8
Distress	Low Faulting: 2 Slabs
Dominant Distress	Faulting
Maintenance Treatment Done	Patch at George St 2 slabs, Patch across from #71 2 slabs has faulting, Patch 2 slabs at #64
Maintenance Treatment Year	2017
Maintenance Needs	Levelling
Timing (now, 1 to 2years and 5years)	Low Distresses: 2-5 years
Hazards	Pontential trip hazard if faulting gets significantly worse
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Jonker St. From George St. To Main St.

Asset ID – ARA-SW6

Approximate Installation Date – 2000s

Street Name: Jonker Street

From – George Street

To – Main Street

Total Shape Length (m) – 225

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street. No Asset Provided



Figure 113: Asset ARA-SW6, Jonker Street, from George Street to Main Street

FIELD STUDY – Jonker St. From George St. To Main St.

Asset ID – ARA-SW6

Approximate Installation Date – 2000s

Low and High Address	
Shape Length	225
Year of Construction	2016? Lightpoles state 2016
Age (years)	
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	None
Dominant Distress	None
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	None
Timing (now, 1 to 2 years and 5 years)	None
Hazards	None
Accessibility Issue	No Tactile Waking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Curtis St. From Jonker St. To Queen St.

Asset ID – ARA-SW7

Approximate Installation Date – 2000s

Street Name: Curtis Street

From – Jonker Street

To – Queen Street

Total Shape Length (m) – 365

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street. No Asset Provided



Figure 114: Asset ARA-SW7, Curtis Street, from Jonker Street to Queen Street

FIELD STUDY – Curtis St. From Jonker St. To Queen St.

Asset ID – ARA-SW7

Approximate Installation Date – 2000s

Low and High Address	2-86
Shape Length	365
Year of Construction	2016? Lightpoles state 2016
Age (years)	
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Low Aggregate Loss: 7 Slabs Low Faulting: 1 Slab
Dominant Distress	Aggregate Loss
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	No Asset Existed we Created

FIELD STUDY – Queen St. From Currah Ln. To Alma St.

Asset ID – ARA-SW8

Approximate Installation Date – 2000s

Street Name: Queen Street

From – Currah Lane

To – Alma Street

Total Shape Length (m) – 245

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street. No Asset Provided



Figure 115: Asset ARA-SW8, Queen Street, from Currah Lane to Alma Street

FIELD STUDY – Queen St. From Currah Ln. To Alma St.

Asset ID – ARA-SW8

Approximate Installation Date – 2000s

Low and High Address	733-749
Shape Length	245
Year of Construction	
Age (years)	
Rating (0 to 10)	7
Construction Quality (0 to 10)	8
Distress	Low Corner Break: 3 Slabs, Low Longitudinal Crack: 5 Slabs, Low Transverse Crack: 4 Slabs, Medium Corner Break: 1 Slab, Low Aggregate Loss: 1 Slab, Medium Ravelling: 1 Slab, Low Faulting: 3 Slab, Medium Transverse Crack: 1 Slab, Medium Longitudinal Crack: 1 Slab, Medium Spalling: 1 Slab, Medium Faulting: 1 Slab
Dominant Distress	Longitudinal Cracking
Maintenance Treatment Done	Patch 10 Slabs driveway of #746 longitudinal crack 1 slab corner break 1 slab, Patch 6 slabs driveway of #742
Maintenance Treatment Year	2018
Maintenance Needs	Slab Replacements and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	Potential trip hazards if faulting gets worse
Accessibility Issue	Possibly no Ramp at Alma to cross street and continue using sidewalk for Queen. Snow coverage made it difficult to confirm. No Tactile Walking Surfaces
Potential Liability	Potential trip hazards if faulting gets worse
Other Comments	There was no section for the sidewalk so we created one.

FIELD STUDY – Queen St. From George St. To Main St.

Asset ID – ARA-SW9

Approximate Installation Date – 2000s

Street Name: Queen Street

From – George Street

To – Main Street

Total Shape Length (m) – 267

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street. No Asset Provided



Figure 116: Asset ARA-SW9, Queen Street, from George Street to Main Street

FIELD STUDY – Queen St. From George St. To Main St.

Asset ID – ARA-SW9

Approximate Installation Date – 2000s

Low and High Address	
Shape Length	267
Year of Construction	2018? Lightpoles state 2018
Age (years)	
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Low Transverse Crack: 1 Slab, Medium Transverse Crack: 1 Slab, Medium Spalling: 1 Slab
Dominant Distress	Transverse Cracking
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement
Timing (now, 1 to 2 years and 5 years)	Low Distress: 2-5 years, Medium Distress: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	No Asset Existed We Created

FIELD STUDY – Lock St. From Jonker St. To James St.

Asset ID – ARA-SW10

Approximate Installation Date – 2000s

Street Name: Lock Street

From – Jonker Street

To – James Street

Total Shape Length (m) – 223

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on North Side of Street. No Asset Provided



Figure 117: Asset ARA-SW10, Lock Street, from Jonker Street to James Street

FIELD STUDY – Lock St. From Jonker St. To James St.

Asset ID – ARA-SW10

Approximate Installation Date – 2000s

Low and High Address	42-86
Shape Length	223
Year of Construction	2017? Lightpoles state 2017
Age (years)	
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Low Aggregate Loss: 20 Slabs, Low Transverse Cracks: 4 Slabs, Low Corner Break: 1 Slab
Dominant Distress	Aggregate Loss
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Replacement
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	No Asset Existed We Created

FIELD STUDY – James St. From Curtis St. To Main St.

Asset ID – ARA-SW11

Approximate Installation Date – 2000s

Street Name: James Street

From – Curtis Street

To – Main Street

Total Shape Length (m) – 81

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street. No Asset Provided



Figure 118: Asset ARA-SW11, James Street, from Curtis Street to Main Street

FIELD STUDY – James St. From Curtis St. To Main St.

Asset ID – ARA-SW11

Approximate Installation Date – 2000s

Low and High Address	
Shape Length	81
Year of Construction	2016? Lightpoles state 2016
Age (years)	
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	None
Dominant Distress	None
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	None
Timing (now, 1 to 2 years and 5 years)	None
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	No Asset Existed We Created

FIELD STUDY – Decew St. W. From Maria St. To End of Road

Asset ID – ARA-SW12

Approximate Installation Date – 2010s

Street Name: Decew Street West

From – Maria Street

To – End of Road

Total Shape Length (m) – 43

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on South Side of Street. No Asset Provided.



Figure 119: Asset ARA-SW12, Decew Street West, from Maria Street to End of Road

FIELD STUDY – Decew St. W. From Maria St. To End of Road

Asset ID – ARA-SW12

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	43
Year of Construction	2012
Age (years)	8
Rating (0 to 10)	9
Construction Quality (0 to 10)	9
Distress	None
Dominant Distress	None
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	None
Timing (now, 1 to 2 years and 5 years)	None
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Maria St. From Adam St. To End of Road

Asset ID – ARA-SW13

Approximate Installation Date – 2010s

Street Name: Maria Street

From – Adam Street

To – End of Road

Total Shape Length (m) – 209

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on East Side of Street. No Asset Provided



Figure 120: Asset ARA-SW13, Maria Street, from Adam Street to End of Road

FIELD STUDY – Maria St. From Adam St. To End of Road

Asset ID – ARA-SW13

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	209
Year of Construction	2019? Tactile walking surface states 2019
Age (years)	N/A
Rating (0 to 10)	10
Construction Quality (0 to 10)	10
Distress	None
Dominant Distress	None
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	None
Timing (now, 1 to 2 years and 5 years)	None
Hazards	None
Accessibility Issue	Tactile walking surface present at all crosswalks
Potential Liability	None
Other Comments	

FIELD STUDY – Halliday Dr. From Jacob St. W. To Centennial Dr.

Asset ID – ARA-SW14

Approximate Installation Date – 1970s

Street Name: Halliday Drive

From – Jacob St West

To – Centennial Drive

Total Shape Length (m) – 578

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the West Side of the Street. Asset not provided



Figure 121: Asset ARA-SW14, Halliday Drive, from Jacob Street West to Centennial Drive

FIELD STUDY – Halliday Dr. From Jacob St. W. To Centennial Dr.

Asset ID – ARA-SW14

Approximate Installation Date – 1970s

Low and High Address	
Shape Length	578
Year of Construction	N/A
Age (years)	N/A
Rating (0 to 10)	9
Construction Quality (0 to 10)	10
Distress	Low Faulting: 4 slabs
Dominant Distress	Faulting
Maintenance Treatment Done	None
Maintenance Treatment Year	None
Maintenance Needs	Slab Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – William St. S. From Wettlaufer St. To 210 William St. S.

Asset ID – ARA-SW15

Approximate Installation Date – 2000s

Street Name: William Street South

From – Wettlaufer Street

To – 210 Williams Street South

Total Shape Length (m) – 236

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on West Side of Street. Asset not provided



Figure 122: Asset ARA-SW15, William Street South, from Wettlaufer Street to 210 William Street South

FIELD STUDY – William St. S. From Wettlaufer St. To 210 William St. S.

Asset ID – ARA-SW15

Approximate Installation Date – 2000s

Low and High Address	146-210
Shape Length	236
Year of Construction	N/A
Age (years)	N/A
Rating (0 to 10)	8
Construction Quality (0 to 10)	9
Distress	Low Faulting: 10 slabs, Low Transverse Cracks: 5 slabs, Low Corner Break: 1 slab, Medium Faulting: 2 slabs, Medium Transverse Cracks: 1 slab, Medium Spalling: 2 slabs
Dominant Distress	Faulting
Maintenance Treatment Done	Grinding in front of #200 still has faulting, Grinding in front of #190 still has faulting, Patch 3 slabs in front of #182, Patch 4 slabs in front of #164, Patch 3 slabs in front of #156,
Maintenance Treatment Year	2019
Maintenance Needs	Slab Replacement and Levelling
Timing (now, 1 to 2 years and 5 years)	Low Distresses: 2-5 years, Medium Distresses: 1-2 years
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

FIELD STUDY – Jacob St. W. From William St. N. To End of Road

Asset ID – ARA-SW16

Approximate Installation Date – 2010s

Street Name: Jacob Street West

From – William Street North

To – End of Road

Total Shape Length (m) – 352

Asset Category	Sidewalk
Surface Type	Concrete
General Note	Sidewalk is on the North Side of the Street. Asset Not Provided.



Figure 123: Asset ARA-SW16, Jacob Street West, from William Street North to End of Road

FIELD STUDY – Jacob St. W. From William St. N. To End of Road

Asset ID – ARA-SW16

Approximate Installation Date – 2010s

Low and High Address	
Shape Length	352
Year of Construction	2020?
Age (years)	
Rating (0 to 10)	7
Construction Quality (0 to 10)	9
Distress	None
Dominant Distress	None
Maintenance Treatment Done	None
Maintenance Treatment Year	
Maintenance Needs	None
Timing (now, 1 to 2 years and 5 years)	
Hazards	None
Accessibility Issue	No Tactile Walking Surface
Potential Liability	None
Other Comments	

Appendix E

10 Year Forecast and Capital Program

Appendix E-1 – 2021 PPI and PNV Values

Appendix E-2 – Service Life and Replacement Values

Appendix E-3 – Unrestricted Budget

Appendix E-4 – \$600,000 Budget Forecast

Appendix E-5 – \$800,000 Budget Forecast

Appendix E-6 – \$1,000,000 Budget Forecast

Appendix E-7 – \$1,100,000 Budget Forecast

Appendix E-8 – \$1,200,000 Budget Forecast

Appendix E-9 – Maintain Current PCI

Appendix E-1 – 2021 PPI and PNV Values

2021 PPI and PNV Values

Section	Name	From	To	Surface Type	Length	Width	Area	2021 PCI	2021 PNV	2021 PPI
0188-01	William Street South	Woodstock Street South	Adam Street	HCB	80	8.1	648	89	83.3	100
0188-02	William Street South	Adam Street	Wettlaufer Street	HCB	168	8.1	1361	90	85.2	100
0188-03	William Street South	Wettlaufer Street	13th Line	HCB	326	8.1	2641	84	77.8	92
0189-00	William Street South	Hope Street West	Woodstock Street South	HCB	171	10	1710	64	59.3	82
0231-00	11th Line	O.R. 33	O.R. 17	LCB	3097	6.5	20131	78	78.3	100
0247-00	Zorra/EZT Line	O.R. 17	Hwy 2	Gravel	3074	7.5	23055	79	80	100
0248-00	Zorra/EZT Line	O.R. 33	O.R. 17	Gravel	3091	8	24728	80	80	100
0249-00	Zorra/EZT Line	Braemar Sideroad	O.R. 33	Gravel	3088	7.5	23160	80	80	100
0250-00	Zorra/EZT Line	O.R. 8	Braemar Sideroad	Gravel	3097	7	21679	79	80	100
0251-00	Zorra/EZT Line	Cassel Sideroad	O.R. 8	Gravel	3087	7.2	22226	82	86.7	100
0252-00	Zorra/EZT Line	Maplewood Sideroad	Cassel Sideroad	Gravel	3097	7.2	22298	80	80	100
0253-00	Zorra/EZT Line	P.O.R.	Maplewood Sideroad	Gravel	3288	7	23016	80	80	100
0255-00	10th Line	O.R. 33	O.R. 17	Gravel	3100	7.7	23870	81	86.7	100
0256-00	10th Line	Braemar Sideroad	O.R. 33	Gravel	3098	7.5	23235	80	80	100
0257-00	10th Line	O.R. 8	Braemar Sideroad	Gravel	3097	7.5	23228	81	86.7	100
0258-00	10th Line	Cassel Sideroad	O.R. 8	Gravel	3094	8	24752	86	86.7	100
0259-00	10th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	2989	7.9	23613	79	80	100
0260-00	10th Line	P.O.R.	Maplewood Sideroad	Gravel	3357	7.8	26185	81	86.7	100
0261-00	11th Line	Braemar Sideroad	O.R. 33	Gravel	3104	7	21728	81	86.7	100
0262-00	11th Line	O.R. 8	Braemar Sideroad	Gravel	3096	7.5	23220	80	80	100
0263-00	11th Line	Cassel Sideroad	O.R. 8	Gravel	3096	7.5	23220	80	80	100
0264-00	11th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	3091	7.6	23492	81	86.7	100
0268-00	13th Line	Braemar Sideroad	O.R. 33	Gravel	3099	8.2	25412	80	80	100
0269-00	13th Line	O.R. 8	Braemar Sideroad	Gravel	3111	8.3	25821	81	86.7	100
0270-00	13th Line	Cassel Sideroad	O.R. 8	Gravel	3100	8.8	27280	80	80	100
0271-00	13th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	3098	9.3	28811	80	80	100
0272-00	14th Line	O.R. 33	O.R. 17	Gravel	3105	7.5	23288	79	80	100
0273-01	14th Line	Braemar Sideroad	O.R. 33	Gravel	2483	7.5	18623	81	86.7	100
0273-02	14th Line	Braemar Sideroad	Braemar Sideroad	Gravel	621	7.5	4658	80	80	100
0274-00	14th Line	O.R. 8	Braemar Sideroad	Gravel	3094	7.5	23205	80	80	100
0275-00	14th Line	Cassel Sideroad	O.R. 8	Gravel	3094	7.7	23824	79	80	100
0276-00	14th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	3103	8.4	26065	75	80	100
0278-00	15th Line	O.R. 33	O.R. 17	LCB	3111	7	21777	80	78.3	100
0279-00	15th Line	Braemar Sideroad	O.R. 33	Gravel	2465	7.3	17995	80	80	100
0280-00	15th Line	O.R. 8	Braemar Sideroad	Gravel	3739	7.2	26921	80	80	100
0281-00	15th Line	Cassel Sideroad	O.R. 8	Gravel	3096	7.2	22291	80	80	100
0282-00	15th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	3120	8.1	25272	80	80	100
0284-00	17th Line	O.R. 4	End	Gravel	563	7.5	4223	80	80	100
0285-00	17th Line	Cassel Sideroad	O.R. 5	Gravel	2763	6.7	18512	80	80	100
0286-00	17th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	3103	7.5	23273	81	86.7	100
0287-00	17th Line	P.O.R.	Maplewood Sideroad	Gravel	3267	7.2	23522	81	86.7	100
0289-00	18th Line	Maplewood Sideroad	O.R. 5	Gravel	2540	7.1	18034	80	80	100
0290-00	18th Line	P.O.R.	Maplewood Sideroad	Gravel	3248	7.5	24360	79	80	100
0291-00	19th Line	P.O.R.	O.R. 5	Gravel	2285	6.9	15767	80	80	100
0293-00	Braemar Sideroad	13th Line	14th Line	Gravel	1393	7.1	9890	79	80	100
0294-00	Braemar Sideroad	14th Line	15th Line	Gravel	1401	6.8	9527	80	80	100
0295-00	Braemar Sideroad	15th Line	16th Line	Gravel	1411	7	9877	81	86.7	100
0296-00	Braemar Sideroad	16th Line	17th Line	Gravel	1412	7.1	10025	80	80	100
0297-00	Braemar Sideroad	17th Line	East Limit	Gravel	1143	6.9	7887	80	80	100
0298-00	Cassel Sideroad	Zorra/EZT Line	10th Line	Gravel	1382	8.1	11194	81	86.7	100
0299-00	Cassel Sideroad	10th Line	11th Line	Gravel	1392	8	11136	80	80	100
0301-00	Cassel Sideroad	Hwy 59	13th Line	Gravel	1387	7.6	10541	81	86.7	100
0302-00	Cassel Sideroad	13th Line	14th Line	Gravel	1355	7.6	10298	80	80	100
0303-00	Cassel Sideroad	14th Line	15th Line	Gravel	1387	7.4	10264	81	86.7	100
0304-00	Cassel Sideroad	15th Line	16th Line	Gravel	1405	7.4	10397	81	86.7	100
0305-00	Cassel Sideroad	16th Line	17th Line	Gravel	1403	7.3	10242	80	80	100
0306-00	Cassel Sideroad	17th Line	O.R. 5/18th Line	Gravel	1227	6.7	8221	81	86.7	100
0310-00	Maplewood Sideroad	16th Line	17th Line	HCB	1425	7	9975	93	88.9	100
0312-00	Maplewood Sideroad	O.R. 5/ 18th Line	19th Line	HCB	1032	7	7224	93	88.9	100
0313-00	Perth-Oxford Rd	Zorra/EZT Line	10th Line	Gravel	1396	7.9	11028	86	86.7	100
0314-00	Perth-Oxford Rd	10th Line	11th Line	Gravel	1349	8	10792	79	80	100

2021 PPI and PNV Values

Section	Name	From	To	Surface Type	Length	Width	Area	2021 PCI	2021 PNV	2021 PPI
0315-00	Perth-Oxford Rd	11th Line	360m West of O.R. 34	Gravel	979	7.9	7734	80	80	100
0405-01	John Street	Loveys Street East	King Cres	HCB	123	8	984	51	50	74
0405-02	John Street	King Cres	King Cres	HCB	99	8	792	54	51.9	77
0405-03	John Street	King Cres	End	HCB	21	8	168	51	50	74
0406-00	King Cres	John Street	John Street	HCB	412	8	3296	52	51.9	77
0436-02	William Street North	Jacob Street West	Oxford Street	HCB	270	8.1	2187	79	72.2	87
0436-03	William Street North	Oxford Street	Hope Street West	HCB	114	8.1	923	78	70.4	88
0437-00	Wilton Street	Woodstock Street South	Wettlaufer Street	HCB	159	7.9	1256	89	83.3	100
0440-01	Mogk Street	End	Oxford Street	HCB	79	7.4	585	81	74.1	93
0440-02	Mogk Street	Oxford Street	Hope Street West	HCB	104	7.4	770	84	77.8	92
0443-00	Janelle Drive	Scott Court	Jacob Street West	HCB	104	8.3	863	83	75.9	92
0444-01	John Street	Henry Street	Jacob Street East	HCB	167	6.1	1019	61	57.4	78
0444-02	John Street	Jacob Street East	Hope Street East	HCB	248	6.1	1513	79	72.2	87
0445-01	Wellington Street	Hope Street East	Hendershot Street	HCB	65	7.4	481	84	77.8	92
0445-02	Wellington Street	Hendershot Street	Decew Street East	HCB	71	7.4	525	87	81.5	100
0445-03	Wellington Street	Decew Street East	Roth Street	HCB	128	7.4	947	82	75.9	92
0446-01	Elizabeth Street	End	Jacob Street East	HCB	129	8.2	1058	84	77.8	92
0446-02	Elizabeth Street	Jacob Street East	Hope Street East	HCB	183	8.2	1501	79	72.2	87
0447-00	Fuhr Street	Hope Street East	Roth Street	HCB	263	6.2	1631	78	70.4	88
0448-01	King Street	Queen Street	Bender Avenue	HCB	75	8.3	623	86	79.6	91
0448-02	King Street	Bender Avenue	Frederick Court	HCB	98	8.3	813	86	79.6	91
0448-03	King Street	Frederick Court	Westwood Avenue	HCB	120	8.3	996	85	77.8	92
0449-01	Holley Avenue	Hope Street East	Rudy Avenue	HCB	136	7.4	1006	93	88.9	100
0449-02	Holley Avenue	Rudy Avenue	Roth Street	HCB	130	8.12	1056	100	100	200
0449-03	Holley Avenue	Roth Street	Henry Eckstein Way	HCB	71	8.12	577	100	100	200
0449-04	Holley Avenue	Henry Eckstein Way	Fred Krug Avenue	HCB	78	8.12	633	100	100	200
0449-05	Holley Avenue	Fred Krug Avenue	Roth Street	HCB	327	8.12	2655	100	100	200
0450-01	Queen Street	Hope Street East	Westwood Avenue	HCB	110	8.3	913	84	77.8	92
0450-02	Queen Street	Westwood Avenue	Baechler Avenue	HCB	150	8.3	1245	85	77.8	92
0450-03	Queen Street	Baechler Avenue	Victoria Street	HCB	99	8.3	822	80	72.2	87
0451-00	Queen Street	Victoria Street	King Street	HCB	158	8.3	1311	76	68.5	82
0452-00	Henry Vogt Avenue	Hope Street East	Rudy Avenue	HCB	137	7.4	1014	91	85.2	100
0455-00	Wettlaufer Street	William Street South	Wilton Street	HCB	128	8.4	1075	90	85.2	100
0456-00	Oxford Street	Mogk Street	William Street North	HCB	122	8.1	988	74	66.7	83
0457-01	Adam Street	End	Maria Street	HCB	66	8.3	548	59	55.6	79
0457-02	Adam Street	Maria Street	Maria Street	HCB	20	8.3	166	92	87	100
0457-03	Adam Street	Maria Street	Willian Street South	HCB	260	8.3	2158	89	83.3	100
0459-00	Station Street	Woodstock Street North	End	HCB	134	5	670	81	74.1	93
0461-01	Dietrich Road	Woodstock Street North	Janelle Drive	HCB	152	8.1	1231	90	85.2	100
0461-02	Dietrich Road	Janelle Drive	End	HCB	62	8.1	502	90	85.2	100
0462-00	Scott Court	Janelle Drive	Janelle Drive	HCB	95	8.5	808	84	77.8	92
0463-00	Henry Street	John Street	Woodstock Street North	HCB	176	6.5	1144	81	74.1	93
0465-00	Hendershot Street	Minerva Street	Maria Street	HCB	274	7.8	2137	85	77.8	92
0466-00	Hendershot Street	Wellington Street	Minerva Street	HCB	184	7.4	1362	83	75.9	92
0467-00	Decew Street East	Wellington Street	Minerva Street	HCB	121	7.2	871	86	79.6	91
0468-01	Roth Street	Holley Avenue	Holley Avenue	HCB	188	8.12	1527	93	88.9	100
0468-02	Roth Street	Holley Avenue	Fuhr Street	HCB	86	8.12	698	93	88.9	100
0468-03	Roth Street	Fuhr Street	Wellington Street	HCB	124	8.2	1017	81	74.1	93
0469-00	Bender Avenue	King Street	End	HCB	262	8.1	2122	81	74.1	93
0470-00	Frederick Court	King Street	End	HCB	155	8	1240	86	79.6	91
0471-01	Westwood Avenue	Queen Street	King Street	HCB	100	8	800	80	72.2	87
0471-02	Westwood Avenue	King Street	End	HCB	152	8	1216	82	75.9	92
0475-01	Rudy Aveneue	14th Line	Henry Vogt Avenue	HCB	136	7.4	1006	93	88.9	100
0475-02	Rudy Aveneue	Henry Vogt Avenue	Holley Avenue	HCB	119	7.4	881	92	87	100
0475-03	Rudy Aveneue	Holley Avenue	End	HCB	64	7.4	474	93	88.9	100
0476-01	Minerva Street	Decew Street East	Hendershot Street	HCB	183	7.4	1354	76	68.5	82
0476-02	Minerva Street	Hendershot Street	Hope Street East	HCB	183	7.4	1354	84	77.8	92
0477-00	11th Line	P.O.R.	Maplewood Sideroad	Gravel	3228	8.2	26470	81	86.7	100
0479-00	13th Line	William Street South	Maplewood Sideroad	HCB	2479	7	17353	71	64.8	84
0481-01	16th Line	Braemar Sideroad	O.R. 33	HCB	2477	7	17339	80	72.2	87
0481-02	16th Line	Braemar Sideroad	Braemar Sideroad	HCB	626	7	4382	82	75.9	92

2021 PPI and PNV Values

Section	Name	From	To	Surface Type	Length	Width	Area	2021 PCI	2021 PNV	2021 PPI
0482-00	16th Line	O.R. 8	Braemar Sideroad	HCB	3124	7	21868	81	74.1	93
0483-00	16th Line	Cassel Sideroad	O.R. 8	HCB	3116	7	21812	69	63	80
0484-00	16th Line	Maplewood Sideroad	Cassel Sideroad	HCB	3064	7	21448	69	63	80
0485-00	16th Line	P.O.R.	Maplewood Sideroad	HCB	3283	7	22981	81	74.1	93
0486-00	Valleyfield Drive	Hwy 2	Valleyfield Drive	HCB	21	13.7	288	86	79.6	91
0487-00	Valleyfield Drive	East end	West End	HCB	304	5.5	1672	88	81.5	90
0488-00	Braemar Sideroad	Zorra/EZT Line	10th Line	LCB	1389	7	9723	78	78.3	100
0489-00	Braemar Sideroad	10th Line	11th Line	LCB	1372	7	9604	77	76.1	100
0490-00	Braemar Sideroad	11th Line	Hwy 59	LCB	1388	7	9716	73	73.9	100
0491-00	Braemar Sideroad	Hwy 59	13th Line	LCB	1394	7.1	9897	73	73.9	100
0492-00	Maplewood Sideroad	Hwy 59	13th Line	HCB	1365	7	9555	68	63	85
4680-00	Cassel Sideroad	11th Line	Hwy 59	HCB	1380	6.8	9384	67	61.1	81
4683-00	Strathallan Road	Hwy 59	Hwy 59	HCB	381	6	2286	74	66.7	83
4685-01	Centennial Drive	End	Halliday Drive	HCB	140	7.4	1036	84	77.8	92
4685-02	Centennial Drive	Halliday Drive	Hope Street West	HCB	111	7.4	821	90	85.2	100
4687-01	Decew Street West	End	Maria Street	HCB	61	9.3	567	78	70.4	88
4687-02	Decew Street West	Maria Street	Woodstock Street South	HCB	211	9.3	1962	84	77.8	92
4689-01	Maria Street	Hope Street West	Hendershot Street	HCB	63	6.7	422	74	66.7	83
4689-02	Maria Street	Hendershot Street	Decew Street West	HCB	68	9.3	632	84	77.8	92
4689-03	Maria Street	Decew Street West	Adam Street	HCB	116	9.3	1079	92	87	100
4691-00	Janelle Drive	Dietrich Road	Scott Court	HCB	389	8.3	3229	82	75.9	92
4692-01	Jacob Street West	Woodstock Street North	Janelle Drive	HCB	140	8.1	1134	89	83.3	100
4692-02	Jacob Street West	Janelle Drive	William Street North	HCB	236	8.1	1912	90	85.2	100
4693-01	Queen Street	Alma Street	Raglan Street	HCB	100	7.8	780	92	87	100
4693-02	Queen Street	Raglan Street	Scott Street	HCB	94	7.8	733	91	85.2	100
4693-03	Queen Street	Scott Street	Currah Lane	HCB	72	7.8	562	91	85.2	100
4693-04	Queen Street	Currah Lane	Aldergrange Avenue	HCB	156	7.8	1217	89	83.3	100
4693-05	Queen Street	Aldergrange Avenue	Young Street	HCB	122	7.8	952	91	85.2	100
4693-06	Queen Street	Young Street	Balsam Street	HCB	170	7.8	1326	90	85.2	100
4693-07	Queen Street	Balsam Street	Day Street	HCB	215	7.8	1677	86	79.6	91
4693-08	Queen Street	Day Street	Main Street	HCB	166	7.8	1295	91	85.2	100
4693-09	Queen Street	Main Street	Curtis Street	HCB	98	8.12	796	100	100	200
4693-10	Queen Street	Curtis Street	Lock Street	HCB	78	8.12	633	100	100	200
4693-11	Queen Street	Lock Street	George Street	HCB	104	8.12	844	100	100	200
4725-00	Maria Street	Adam Street	End	HCB	247	8.5	2100	93	88.9	100
4726-00	18th Line	North Limit	O.R. 29	LCB	2417	7	16919	72	73.9	100
4735-01	Jacob Street West	William Street North	Halliday Drive	HCB	280	8.1	2268	92	87	100
4735-02	Jacob Street West	Halliday Drive	End	HCB	68	8.1	551	100	100	200
4889-01	James Street	Balsam Street	Main Street	HCB	334	8.2	2739	91	85.2	100
4889-02	James Street	Main Street	Curtis Street	HCB	91	8.2	746	92	87	100
4889-03	James Street	Curtis Street	Lock Street	HCB	87	8.12	706	91	85.2	100
4889-04	James Street	Lock Street	George Street	HCB	86	8.12	698	92	87	100
4942-01	Liebler Street	Wettlaufer Street	Malcolm Street	HCB	164	8.2	1345	89	83.3	100
4942-02	Liebler Street	Malcolm Street	Stewart Street	HCB	172	8.2	1410	91	85.2	100
4942-03	Liebler Street	Stewart Street	Bauer Street	HCB	88	8.2	722	89	83.3	100
4942-04	Liebler Street	Bauer Street	End	HCB	211	8.2	1730	88	81.5	90
4943-01	Wettlaufer Street	Wilton Street	Liebler Street	HCB	219	8.4	1840	84	77.8	92
4943-02	Wettlaufer Street	Liebler Street	Lunor Court	HCB	219	8.4	1840	89	83.3	100
4943-03	Wettlaufer Street	Lunor Court	Bauer Street	HCB	84	8.4	706	89	83.3	100
4944-00	Lunor Court	Wettlaufer Street	Lunor Court	HCB	160	12.2	1952	88	81.5	90
4945-01	Bauer Street	Woodstock Street South	Wettlaufer Street	HCB	97	9	873	89	83.3	100
4945-02	Bauer Street	Wettlaufer Street	Liebler Street	HCB	118	8.3	979	87	81.5	100
4973-01	Coleman Street	O.R. 33	Stratford Street	HCB	113	8	904	91	85.2	100
4973-02	Coleman Street	Stratford Street	Balsam Street	HCB	138	8	1104	91	85.2	100
4973-03	Coleman Street	Balsam Street	Thames Avenue	HCB	19	8	152	91	85.2	100
4973-04	Coleman Street	Thames Avenue	Briar Drive	HCB	101	8	808	91	85.2	100
4973-05	Coleman Street	Briar Drive	Vincent Street	HCB	137	8	1096	91	85.2	100
4973-06	Coleman Street	Vincent Street	Burton Street	HCB	140	8	1120	91	85.2	100
4973-07	Coleman Street	Burton Street	End	Gravel	63	5.5	347	76	80	100
4974-00	Thompson Place	George Street	End	HCB	112	8.9	997	90	85.2	100
4977-01	Burton Street	Blandford Street	Coleman Street	HCB	115	7.4	851	92	87	100

2021 PPI and PNV Values

Section	Name	From	To	Surface Type	Length	Width	Area	2021 PCI	2021 PNV	2021 PPI
4977-02	Burton Street	Coleman Street	Vincent Street	HCB	233	8.12	1892	100	100	200
4977-03	Burton Street	Vincent Street	End	HCB	79	8.12	641	100	100	200
4978-01	Main Street	East Limit	George Street	HCB	53	8.9	472	91	85.2	100
4978-02	Main Street	George Street	Jonker Street	HCB	250	8.9	2225	91	85.2	100
4978-03	Main Street	Jonker Street	James Street	HCB	237	8.9	2109	91	85.2	100
4978-04	Main Street	James Street	Queen Street	HCB	124	8.9	1104	90	85.2	100
4978-05	Main Street	Queen Street	Blandford Street	HCB	128	8.9	1139	91	85.2	100
4979-01	Vincent Street	Blandford Street	Coleman Street	HCB	116	7.4	858	91	85.2	100
4979-02	Vincent Street	Coleman Street	Burton Street	HCB	100	8.12	812	100	100	200
4980-00	Day Street	Queen Street	Blandford Street	HCB	123	7.4	910	92	87	100
4981-01	Briar Drive	Coleman Street	Thames Avenue	HCB	292	7.3	2132	86	79.6	91
4981-02	Briar Drive	Thames Avenue	O.R. 33	HCB	64	7.3	467	91	85.2	100
4982-00	Thames Avenue	Coleman Street	Briar Drive	HCB	306	7.1	2173	90	85.2	100
4983-00	Balsam Street	Blandford Street	Coleman Street	HCB	115	7.5	863	91	85.2	100
4984-00	Balsam Street	Queen Street	Blandford Street	HCB	123	7.5	923	91	85.2	100
4985-01	Balsam Street	End	James Street	HCB	187	7.5	1403	90	85.2	100
4985-02	Balsam Street	James Street	Queen Street	HCB	117	7.5	878	91	85.2	100
4986-00	Stratford Street	Blandford Street	Coleman Street	HCB	114	7.6	866	92	87	100
4987-01	Young Street	End	Queen Street	HCB	354	7.5	2655	79	72.2	87
4987-02	Young Street	Queen Street	Blandford Street	HCB	119	7.5	893	92	87	100
4989-00	Aldergrange Avenue	End	Queen Street	HCB	176	7.8	1373	90	85.2	100
4990-00	Currah Lane	Queen Street	Blandford Street	HCB	133	7.3	971	91	85.2	100
4991-00	Scott Street	Queen Street	Blandford Street	HCB	103	7.6	783	91	85.2	100
4992-00	Scott Street	End	Queen Street	HCB	98	7.6	745	92	87	100
4993-00	Raglan Street	Queen Street	Blandford Street	HCB	97	7.4	718	92	87	100
4994-00	Alma Street	Queen Street	Blandford Street	HCB	89	7.4	659	92	87	100
4995-01	Park Avenue	Stonegate Road	Northwood Drive	HCB	303	8.4	2545	88	81.5	90
4995-02	Park Avenue	Northwood Drive	End	HCB	73	8.4	613	92	87	100
4996-01	Northwood Drive	Oakridge Avenue	Park Avenue	HCB	155	8.5	1318	91	85.2	100
4996-02	Northwood Drive	Park Avenue	O.R. 33	HCB	111	8.5	944	91	85.2	100
4997-01	Oakridge Avenue	Blandford Street	Stonegate Road	HCB	327	8.6	2812	91	85.2	100
4997-02	Oakridge Avenue	Stonegate Road	Northwood Drive	HCB	328	8.6	2821	91	85.2	100
4997-03	Oakridge Avenue	Northwood Drive	End	HCB	20	8.6	172	90	85.2	100
4998-01	Stonegate Road	Oakridge Avenue	Park Avenue	HCB	156	9	1404	89	83.3	100
4998-02	Stonegate Road	Park Avenue	O.R. 33	HCB	116	9	1044	91	85.2	100
4999-00	10th Line	O.R. 17	Hwy 2	HCB	3080	7	21560	71	64.8	84
5001-00	Maplewood Sideroad	13th Line	14th Line	HCB	1339	7	9373	75	68.5	88
5002-00	Maplewood Sideroad	14th Line	15th Line	HCB	1383	7	9681	68	63	85
5003-00	Maplewood Sideroad	15th Line	16th Line	HCB	1406	7	9842	73	66.7	83
5004-00	14th Line	14th Street	Maplewood Sideroad	LCB	3051	6.7	20442	70	71.7	100
5005-00	15th Line	P.O.R.	Maplewood Sideroad	LCB	3233	7	22631	74	73.9	100
5039-01	Victoria Street	Hope Street East	Homewood Avenue East	HCB	122	8.2	1000	86	79.6	91
5039-02	Victoria Street	Homewood Avenue East	Baechler Avenue	HCB	81	8.2	664	91	85.2	100
5039-03	Victoria Street	Baechler Avenue	Victoria Court	HCB	127	8.2	1041	86	79.6	91
5039-04	Victoria Street	Victoria Court	Queen Street	HCB	110	8.2	902	82	75.9	92
5040-01	Homewood Avenue	End (East)	Victoria Street	HCB	45	8.4	378	92	87	100
5040-02	Homewood Avenue	Victoria Street	End (West)	HCB	165	8.2	1353	86	79.6	91
5045-00	Baechler Avenue	Victoria Street	Queen Street	HCB	169	8	1352	86	79.6	91
5085-01	14th Street	Hope Street East	Rudy Avenue	HCB	140	8.5	1190	84	77.8	92
5085-02	14th Street	Rudy Avenue	14th Line	HCB	52	8.5	442	87	81.5	100
5086-00	Victoria Court	End	Victoria Street	HCB	84	8.5	714	84	77.8	92
5088-01	17th Line	Braemar Sideroad	O.R. 33	HCB	3109	7	21763	73	66.7	83
5088-02	17th Line	North Limit	Braemar Sideroad	Gravel	697	7	4879	81	86.7	100
5089-00	17th Line	O.R. 33	O.R. 4	HCB	1135	7	7945	76	68.5	82
5118-00	13th Line	O.R. 33	O.R. 17	LCB	3106	6.8	21121	81	80.4	111
5119-00	Maplewood Sideroad	17th Line	O.R. 5/18th Line	HCB	1386	7	9702	93	88.9	100
5122-01	Jacob Street East	Jacob Street East	John Lemp Drive	HCB	175	7	1225	100	100	200
5122-02	Jacob Street East	John Lemp Drive	Jacob Street East	HCB	30	7	210	100	100	200
5122-03	Jacob Street East	Jacob Street East	Elizabeth Street	HCB	107	7	749	92	87	100
5122-04	Jacob Street East	Elizabeth Street	John Street	HCB	147	7	1029	92	87	100
5122-05	Jacob Street East	John Street	Woodstock Street North	HCB	185	7	1295	92	87	100

2021 PPI and PNV Values

Section	Name	From	To	Surface Type	Length	Width	Area	2021 PCI	2021 PNV	2021 PPI
5139-00	Jane Street	Hope Street West	Woodstock Street South	HCB	95	7.4	703	92	87	100
5227-00	16th Line	O.R. 33	O.R. 4	HCB	2552	7	17864	93	88.9	100
5250-00	Borden Court	Loveys Street East	Borden Court	HCB	45	8.7	392	92	87	100
5251-00	Borden Court	End (East)	Borden Court	HCB	123	8	984	92	87	100
5252-00	Borden Court	Borden Court	End (West)	HCB	120	8	960	92	87	100
5256-01	Halliday Drive	Jacob Street West	65 Halliday	HCB	316	8.12	2566	93	88.9	100
5256-02	Halliday Drive	61 Halliday Dr	Centennial Drive	HCB	250	8.2	2050	91	85.2	100
7975-01	George Street	End	George Street	HCB	136	8.1	1102	86	79.6	91
7975-02	George Street	George Street	Jonker Street	HCB	65	8.1	527	88	81.5	90
7975-03	George Street	Jonker Street	James Street	HCB	235	8.1	1904	91	85.2	100
7975-04	George Street	James Street	Queen Street	HCB	214	8.1	1733	91	85.2	100
7975-05	George Street	Queen Street	Blandford Street	HCB	129	8.1	1045	91	85.2	100
Curt-01	Curtis Street	Jonker Street	James Street	HCB	238	8.12	1933	92	87	100
Curt-02	Curtis Street	James Street	Queen Street	HCB	160	8.12	1299	100	100	200
Fred-01	Fred Krug Avenue	Holley Avenue	Henry Eckstein Way	HCB	252	8.12	2046	100	100	200
Fred-02	Fred Krug Avenue	Henry Eckstein Way	Henry Eckstein Way	HCB	240	8.12	1949	100	100	200
Henr-01	Henry Eckstein Way	14th Line	Fred Krug Avenue	HCB	73	8.12	593	100	100	200
Henr-02	Henry Eckstein Way	Fred Krug Avenue	Fred Krug Avenue	HCB	95	8.12	771	100	100	200
Henr-03	Henry Eckstein Way	Fred Krug Avenue	Holley Avenue	HCB	86	8.12	698	100	100	200
Jonk-01	Jonker Street	Main Street	Curtis Street	HCB	88	8.12	715	93	88.9	100
Jonk-02	Jonker Street	Curtis Street	Lock Street	HCB	90	8.12	731	93	88.9	100
Jonk-03	Jonker Street	Lock Street	George Street	HCB	86	8.12	698	93	88.9	100
Lock-01	Lock Street	Jonker Street	James Street	HCB	237	8.12	1924	100	100	200
Lock-02	Lock Street	James Street	Queen Street	HCB	185	8.12	1502	100	100	200

Appendix E-2 – Service Life and Replacement Values

2021 Replacement Values and Estimated Service Life

Section	Name	From	To	Surface type	Area	2020 PCI	Replacement Cost (\$/m2)	Current Replacement Value (\$)	Estimated Service Life
0188-01	William Street South	Woodstock Street South	Adam Street	HCB	648	89	130.24	\$ 84,396	10+ Years
0188-02	William Street South	Adam Street	Wettlaufer Street	HCB	1361	90	130.24	\$ 177,231	10+ Years
0188-03	William Street South	Wettlaufer Street	13th Line	HCB	2641	84	130.24	\$ 343,912	5 to 10 Years
0189-00	William Street South	Hope Street West	Woodstock Street South	HCB	1710	64	130.24	\$ 222,710	5 to 10 Years
0231-00	11th Line	O.R. 33	O.R. 17	LCB	20131	78	18.88	\$ 380,064	5 to 10 Years
0247-00	Zorra/EZT Line	O.R. 17	Hwy 2	Gravel	23055	79	6	\$ 138,330	< 5 years
0248-00	Zorra/EZT Line	O.R. 33	O.R. 17	Gravel	24728	80	6	\$ 148,368	< 5 years
0249-00	Zorra/EZT Line	Braemar Sideroad	O.R. 33	Gravel	23160	80	6	\$ 138,960	< 5 years
0250-00	Zorra/EZT Line	O.R. 8	Braemar Sideroad	Gravel	21679	79	6	\$ 130,074	< 5 years
0251-00	Zorra/EZT Line	Cassel Sideroad	O.R. 8	Gravel	22226	82	6	\$ 133,358	< 5 years
0252-00	Zorra/EZT Line	Maplewood Sideroad	Cassel Sideroad	Gravel	22298	80	6	\$ 133,790	< 5 years
0253-00	Zorra/EZT Line	P.O.R.	Maplewood Sideroad	Gravel	23016	80	6	\$ 138,096	< 5 years
0255-00	10th Line	O.R. 33	O.R. 17	Gravel	23870	81	6	\$ 143,220	< 5 years
0256-00	10th Line	Braemar Sideroad	O.R. 33	Gravel	23235	80	6	\$ 139,410	< 5 years
0257-00	10th Line	O.R. 8	Braemar Sideroad	Gravel	23228	81	6	\$ 139,365	< 5 years
0258-00	10th Line	Cassel Sideroad	O.R. 8	Gravel	24752	86	6	\$ 148,512	< 5 years
0259-00	10th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	23613	79	6	\$ 141,679	< 5 years
0260-00	10th Line	P.O.R.	Maplewood Sideroad	Gravel	26185	81	6	\$ 157,108	< 5 years
0261-00	11th Line	Braemar Sideroad	O.R. 33	Gravel	21728	81	6	\$ 130,368	< 5 years
0262-00	11th Line	O.R. 8	Braemar Sideroad	Gravel	23220	80	6	\$ 139,320	< 5 years
0263-00	11th Line	Cassel Sideroad	O.R. 8	Gravel	23220	80	6	\$ 139,320	< 5 years
0264-00	11th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	23492	81	6	\$ 140,950	< 5 years
0268-00	13th Line	Braemar Sideroad	O.R. 33	Gravel	25412	80	6	\$ 152,471	< 5 years
0269-00	13th Line	O.R. 8	Braemar Sideroad	Gravel	25821	81	6	\$ 154,928	< 5 years
0270-00	13th Line	Cassel Sideroad	O.R. 8	Gravel	27280	80	6	\$ 163,680	< 5 years
0271-00	13th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	28811	80	6	\$ 172,868	< 5 years
0272-00	14th Line	O.R. 33	O.R. 17	Gravel	23288	79	6	\$ 139,725	< 5 years
0273-01	14th Line	Braemar Sideroad	O.R. 33	Gravel	18623	81	6	\$ 111,735	< 5 years
0273-02	14th Line	Braemar Sideroad	Braemar Sideroad	Gravel	4658	80	6	\$ 27,945	< 5 years
0274-00	14th Line	O.R. 8	Braemar Sideroad	Gravel	23205	80	6	\$ 139,230	< 5 years
0275-00	14th Line	Cassel Sideroad	O.R. 8	Gravel	23824	79	6	\$ 142,943	< 5 years
0276-00	14th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	26065	75	6	\$ 156,391	< 5 years
0278-00	15th Line	O.R. 33	O.R. 17	LCB	21777	80	18.88	\$ 411,150	< 5 years
0279-00	15th Line	Braemar Sideroad	O.R. 33	Gravel	17995	80	6	\$ 107,967	< 5 years
0280-00	15th Line	O.R. 8	Braemar Sideroad	Gravel	26921	80	6	\$ 161,525	< 5 years
0281-00	15th Line	Cassel Sideroad	O.R. 8	Gravel	22291	80	6	\$ 133,747	< 5 years
0282-00	15th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	25272	80	6	\$ 151,632	< 5 years
0284-00	17th Line	O.R. 4	End	Gravel	4223	80	6	\$ 25,335	< 5 years
0285-00	17th Line	Cassel Sideroad	O.R. 5	Gravel	18512	80	6	\$ 111,073	< 5 years
0286-00	17th Line	Maplewood Sideroad	Cassel Sideroad	Gravel	23273	81	6	\$ 139,635	< 5 years
0287-00	17th Line	P.O.R.	Maplewood Sideroad	Gravel	23522	81	6	\$ 141,134	< 5 years
0289-00	18th Line	Maplewood Sideroad	O.R. 5	Gravel	18034	80	6	\$ 108,204	< 5 years
0290-00	18th Line	P.O.R.	Maplewood Sideroad	Gravel	24360	79	6	\$ 146,160	< 5 years
0291-00	19th Line	P.O.R.	O.R. 5	Gravel	15767	80	6	\$ 94,599	< 5 years
0293-00	Braemar Sideroad	13th Line	14th Line	Gravel	9890	79	6	\$ 59,342	< 5 years
0294-00	Braemar Sideroad	14th Line	15th Line	Gravel	9527	80	6	\$ 57,161	< 5 years
0295-00	Braemar Sideroad	15th Line	16th Line	Gravel	9877	81	6	\$ 59,262	< 5 years
0296-00	Braemar Sideroad	16th Line	17th Line	Gravel	10025	80	6	\$ 60,151	< 5 years
0297-00	Braemar Sideroad	17th Line	East Limit	Gravel	7887	80	6	\$ 47,320	< 5 years
0298-00	Cassel Sideroad	Zorra/EZT Line	10th Line	Gravel	11194	81	6	\$ 67,165	< 5 years
0299-00	Cassel Sideroad	10th Line	11th Line	Gravel	11136	80	6	\$ 66,816	< 5 years
0301-00	Cassel Sideroad	Hwy 59	13th Line	Gravel	10541	81	6	\$ 63,247	< 5 years
0302-00	Cassel Sideroad	13th Line	14th Line	Gravel	10298	80	6	\$ 61,788	< 5 years
0303-00	Cassel Sideroad	14th Line	15th Line	Gravel	10264	81	6	\$ 61,583	< 5 years
0304-00	Cassel Sideroad	15th Line	16th Line	Gravel	10397	81	6	\$ 62,382	< 5 years
0305-00	Cassel Sideroad	16th Line	17th Line	Gravel	10242	80	6	\$ 61,451	< 5 years
0306-00	Cassel Sideroad	17th Line	O.R. 5/18th Line	Gravel	8221	81	6	\$ 49,325	< 5 years
0310-00	Maplewood Sideroad	16th Line	17th Line	HCB	9975	93	130.24	\$ 1,299,144	10+ Years
0312-00	Maplewood Sideroad	O.R. 5/ 18th Line	19th Line	HCB	7224	93	130.24	\$ 940,854	10+ Years
0313-00	Perth-Oxford Rd	Zorra/EZT Line	10th Line	Gravel	11028	86	6	\$ 66,170	< 5 years
0314-00	Perth-Oxford Rd	10th Line	11th Line	Gravel	10792	79	6	\$ 64,752	< 5 years
0315-00	Perth-Oxford Rd	11th Line	360m West of O.R. 34	Gravel	7734	80	6	\$ 46,405	< 5 years
0405-01	John Street	Loveys Street East	King Cres	HCB	984	51	130.24	\$ 128,156	Now
0405-02	John Street	King Cres	King Cres	HCB	792	54	130.24	\$ 103,150	Now
0405-03	John Street	King Cres	End	HCB	168	51	130.24	\$ 21,880	Now
0406-00	King Cres	John Street	John Street	HCB	3296	52	130.24	\$ 429,271	Now

Section	Name	From	To	Surface type	Area	2020 PCI	Replacement Cost (\$/m2)	Current Replacement Value (\$)	Estimated Service Life
0436-02	William Street North	Jacob Street West	Oxford Street	HCB	2187	79	130.24	\$ 284,835	5 to 10 Years
0436-03	William Street North	Oxford Street	Hope Street West	HCB	923	78	130.24	\$ 120,264	5 to 10 Years
0437-00	Wilton Street	Woodstock Street South	Wettlaufer Street	HCB	1256	89	130.24	\$ 163,594	10+ Years
0440-01	Mogk Street	End	Oxford Street	HCB	585	81	130.24	\$ 76,138	5 to 10 Years
0440-02	Mogk Street	Oxford Street	Hope Street West	HCB	770	84	130.24	\$ 100,233	5 to 10 Years
0443-00	Janelle Drive	Scott Court	Jacob Street West	HCB	863	83	130.24	\$ 112,423	5 to 10 Years
0444-01	John Street	Henry Street	Jacob Street East	HCB	1019	61	130.24	\$ 132,675	< 5 years
0444-02	John Street	Jacob Street East	Hope Street East	HCB	1513	79	130.24	\$ 197,027	5 to 10 Years
0445-01	Wellington Street	Hope Street East	Hendershot Street	HCB	481	84	130.24	\$ 62,645	5 to 10 Years
0445-02	Wellington Street	Hendershot Street	Decew Street East	HCB	525	87	130.24	\$ 68,428	10+ Years
0445-03	Wellington Street	Decew Street East	Roth Street	HCB	947	82	130.24	\$ 123,363	5 to 10 Years
0446-01	Elizabeth Street	End	Jacob Street East	HCB	1058	84	130.24	\$ 137,768	5 to 10 Years
0446-02	Elizabeth Street	Jacob Street East	Hope Street East	HCB	1501	79	130.24	\$ 195,438	5 to 10 Years
0447-00	Fuhr Street	Hope Street East	Roth Street	HCB	1631	78	130.24	\$ 212,369	5 to 10 Years
0448-01	King Street	Queen Street	Bender Avenue	HCB	623	86	130.24	\$ 81,074	5 to 10 Years
0448-02	King Street	Bender Avenue	Frederick Court	HCB	813	86	130.24	\$ 105,937	5 to 10 Years
0448-03	King Street	Frederick Court	Westwood Avenue	HCB	996	85	130.24	\$ 129,719	5 to 10 Years
0449-01	Holley Avenue	Hope Street East	Rudy Avenue	HCB	1006	93	130.24	\$ 131,074	10+ Years
0449-02	Holley Avenue	Rudy Avenue	Roth Street	HCB	1056	100	130.24	\$ 137,481	10+ Years
0449-03	Holley Avenue	Roth Street	Henry Eckstein Way	HCB	577	100	130.24	\$ 75,086	10+ Years
0449-04	Holley Avenue	Henry Eckstein Way	Fred Krug Avenue	HCB	633	100	130.24	\$ 82,489	10+ Years
0449-05	Holley Avenue	Fred Krug Avenue	Roth Street	HCB	2655	100	130.24	\$ 345,818	10+ Years
0450-01	Queen Street	Hope Street East	Westwood Avenue	HCB	913	84	130.24	\$ 118,909	5 to 10 Years
0450-02	Queen Street	Westwood Avenue	Baechler Avenue	HCB	1245	85	130.24	\$ 162,149	5 to 10 Years
0450-03	Queen Street	Baechler Avenue	Victoria Street	HCB	822	80	130.24	\$ 107,018	5 to 10 Years
0451-00	Queen Street	Victoria Street	King Street	HCB	1311	76	130.24	\$ 170,797	< 5 years
0452-00	Henry Vogt Avenue	Hope Street East	Rudy Avenue	HCB	1014	91	130.24	\$ 132,037	10+ Years
0455-00	Wettlaufer Street	William Street South	Wilton Street	HCB	1075	90	130.24	\$ 140,034	10+ Years
0456-00	Oxford Street	Mogk Street	William Street North	HCB	988	74	130.24	\$ 128,703	< 5 years
0457-01	Adam Street	End	Maria Street	HCB	548	59	130.24	\$ 71,345	Now
0457-02	Adam Street	Maria Street	Maria Street	HCB	166	92	130.24	\$ 21,620	10+ Years
0457-03	Adam Street	Maria Street	Willian Street South	HCB	2158	89	130.24	\$ 281,058	10+ Years
0459-00	Station Street	Woodstock Street North	End	HCB	670	81	130.24	\$ 87,261	5 to 10 Years
0461-01	Dietrich Road	Woodstock Street North	Janelle Drive	HCB	1231	90	130.24	\$ 160,351	10+ Years
0461-02	Dietrich Road	Janelle Drive	End	HCB	502	90	130.24	\$ 65,407	10+ Years
0462-00	Scott Court	Janelle Drive	Janelle Drive	HCB	808	84	130.24	\$ 105,169	5 to 10 Years
0463-00	Henry Street	John Street	Woodstock Street North	HCB	1144	81	130.24	\$ 148,995	5 to 10 Years
0465-00	Hendershot Street	Minerva Street	Maria Street	HCB	2137	85	130.24	\$ 278,349	5 to 10 Years
0466-00	Hendershot Street	Wellington Street	Minerva Street	HCB	1362	83	130.24	\$ 177,335	5 to 10 Years
0467-00	Decew Street East	Wellington Street	Minerva Street	HCB	871	86	130.24	\$ 113,465	5 to 10 Years
0468-01	Roth Street	Holley Avenue	Holley Avenue	HCB	1527	93	130.24	\$ 198,819	10+ Years
0468-02	Roth Street	Holley Avenue	Fuhr Street	HCB	698	93	130.24	\$ 90,949	10+ Years
0468-03	Roth Street	Fuhr Street	Wellington Street	HCB	1017	81	130.24	\$ 132,428	5 to 10 Years
0469-00	Bender Avenue	King Street	End	HCB	2122	81	130.24	\$ 276,395	5 to 10 Years
0470-00	Frederick Court	King Street	End	HCB	1240	86	130.24	\$ 161,498	5 to 10 Years
0471-01	Westwood Avenue	Queen Street	King Street	HCB	800	80	130.24	\$ 104,192	5 to 10 Years
0471-02	Westwood Avenue	King Street	End	HCB	1216	82	130.24	\$ 158,372	5 to 10 Years
0475-01	Rudy Avenueue	14th Line	Henry Vogt Avenue	HCB	1006	93	130.24	\$ 131,074	10+ Years
0475-02	Rudy Avenueue	Henry Vogt Avenue	Holley Avenue	HCB	881	92	130.24	\$ 114,689	10+ Years
0475-03	Rudy Avenueue	Holley Avenue	End	HCB	474	93	130.24	\$ 61,682	10+ Years
0476-01	Minerva Street	Decew Street East	Hendershot Street	HCB	1354	76	130.24	\$ 176,371	< 5 years
0476-02	Minerva Street	Hendershot Street	Hope Street East	HCB	1354	84	130.24	\$ 176,371	5 to 10 Years
0477-00	11th Line	P.O.R.	Maplewood Sideroad	Gravel	26470	81	6	\$ 158,818	< 5 years
0479-00	13th Line	William Street South	Maplewood Sideroad	HCB	17353	71	130.24	\$ 2,260,055	< 5 years
0481-01	16th Line	Braemar Sideroad	O.R. 33	HCB	17339	80	130.24	\$ 2,258,231	5 to 10 Years
0481-02	16th Line	Braemar Sideroad	Braemar Sideroad	HCB	4382	82	130.24	\$ 570,712	5 to 10 Years
0482-00	16th Line	O.R. 8	Braemar Sideroad	HCB	21868	81	130.24	\$ 2,848,088	5 to 10 Years
0483-00	16th Line	Cassel Sideroad	O.R. 8	HCB	21812	69	130.24	\$ 2,840,795	Now
0484-00	16th Line	Maplewood Sideroad	Cassel Sideroad	HCB	21448	69	130.24	\$ 2,793,388	Now
0485-00	16th Line	P.O.R.	Maplewood Sideroad	HCB	22981	81	130.24	\$ 2,993,045	5 to 10 Years
0486-00	Valleyfield Drive	Hwy 2	Valleyfield Drive	HCB	288	86	130.24	\$ 37,470	5 to 10 Years
0487-00	Valleyfield Drive	East end	West End	HCB	1672	88	130.24	\$ 217,761	10+ Years
0488-00	Braemar Sideroad	Zorra/EZT Line	10th Line	LCB	9723	78	18.88	\$ 183,570	5 to 10 Years
0489-00	Braemar Sideroad	10th Line	11th Line	LCB	9604	77	18.88	\$ 181,324	< 5 years
0490-00	Braemar Sideroad	11th Line	Hwy 59	LCB	9716	73	18.88	\$ 183,438	< 5 years
0491-00	Braemar Sideroad	Hwy 59	13th Line	LCB	9897	73	18.88	\$ 186,863	< 5 years

Section	Name	From	To	Surface type	Area	2020 PCI	Replacement Cost (\$/m2)	Current Replacement Value (\$)	Estimated Service Life
0492-00	Maplewood Sideroad	Hwy 59	13th Line	HCB	9555	68	130.24	\$ 1,244,443	Now
4680-00	Cassel Sideroad	11th Line	Hwy 59	HCB	9384	67	130.24	\$ 1,222,172	Now
4683-00	Strathallan Road	Hwy 59	Hwy 59	HCB	2286	74	130.24	\$ 297,729	< 5 years
4685-01	Centennial Drive	End	Halliday Drive	HCB	1036	84	130.24	\$ 134,929	5 to 10 Years
4685-02	Centennial Drive	Halliday Drive	Hope Street West	HCB	821	90	130.24	\$ 106,979	10+ Years
4687-01	Decew Street West	End	Maria Street	HCB	567	78	130.24	\$ 73,885	5 to 10 Years
4687-02	Decew Street West	Maria Street	Woodstock Street South	HCB	1962	84	130.24	\$ 255,570	5 to 10 Years
4689-01	Maria Street	Hope Street West	Hendershot Street	HCB	422	74	130.24	\$ 54,974	< 5 years
4689-02	Maria Street	Hendershot Street	Decew Street West	HCB	632	84	130.24	\$ 82,364	5 to 10 Years
4689-03	Maria Street	Decew Street West	Adam Street	HCB	1079	92	130.24	\$ 140,503	10+ Years
4691-00	Janelle Drive	Dietrich Road	Scott Court	HCB	3229	82	130.24	\$ 420,506	5 to 10 Years
4692-01	Jacob Street West	Woodstock Street North	Janelle Drive	HCB	1134	89	130.24	\$ 147,692	10+ Years
4692-02	Jacob Street West	Janelle Drive	William Street North	HCB	1912	90	130.24	\$ 248,967	10+ Years
4693-01	Queen Street	Alma Street	Raglan Street	HCB	780	92	130.24	\$ 101,587	10+ Years
4693-02	Queen Street	Raglan Street	Scott Street	HCB	733	91	130.24	\$ 95,492	10+ Years
4693-03	Queen Street	Scott Street	Currah Lane	HCB	562	91	130.24	\$ 73,143	10+ Years
4693-04	Queen Street	Currah Lane	Aldergrange Avenue	HCB	1217	89	130.24	\$ 158,476	10+ Years
4693-05	Queen Street	Aldergrange Avenue	Young Street	HCB	952	91	130.24	\$ 123,936	10+ Years
4693-06	Queen Street	Young Street	Balsam Street	HCB	1326	90	130.24	\$ 172,698	10+ Years
4693-07	Queen Street	Balsam Street	Day Street	HCB	1677	86	130.24	\$ 218,412	5 to 10 Years
4693-08	Queen Street	Day Street	Main Street	HCB	1295	91	130.24	\$ 168,635	10+ Years
4693-09	Queen Street	Main Street	Curtis Street	HCB	796	100	130.24	\$ 103,640	10+ Years
4693-10	Queen Street	Curtis Street	Lock Street	HCB	633	100	130.24	\$ 82,489	10+ Years
4693-11	Queen Street	Lock Street	George Street	HCB	844	100	130.24	\$ 109,985	10+ Years
4725-00	Maria Street	Adam Street	End	HCB	2100	93	130.24	\$ 273,439	10+ Years
4726-00	18th Line	North Limit	O.R. 29	LCB	16919	72	18.88	\$ 319,431	< 5 years
4735-01	Jacob Street West	William Street North	Halliday Drive	HCB	2268	92	130.24	\$ 295,384	10+ Years
4735-02	Jacob Street West	Halliday Drive	End	HCB	551	100	130.24	\$ 71,736	10+ Years
4889-01	James Street	Balsam Street	Main Street	HCB	2739	91	130.24	\$ 356,701	10+ Years
4889-02	James Street	Main Street	Curtis Street	HCB	746	92	130.24	\$ 97,185	10+ Years
4889-03	James Street	Curtis Street	Lock Street	HCB	706	91	130.24	\$ 92,007	10+ Years
4889-04	James Street	Lock Street	George Street	HCB	698	92	130.24	\$ 90,949	10+ Years
4942-01	Liebler Street	Wettlaufer Street	Malcolm Street	HCB	1345	89	130.24	\$ 175,147	10+ Years
4942-02	Liebler Street	Malcolm Street	Stewart Street	HCB	1410	91	130.24	\$ 183,690	10+ Years
4942-03	Liebler Street	Stewart Street	Bauer Street	HCB	722	89	130.24	\$ 93,981	10+ Years
4942-04	Liebler Street	Bauer Street	End	HCB	1730	88	130.24	\$ 225,341	10+ Years
4943-01	Wettlaufer Street	Wilton Street	Liebler Street	HCB	1840	84	130.24	\$ 239,590	5 to 10 Years
4943-02	Wettlaufer Street	Liebler Street	Lunor Court	HCB	1840	89	130.24	\$ 239,590	10+ Years
4943-03	Wettlaufer Street	Lunor Court	Bauer Street	HCB	706	89	130.24	\$ 91,897	10+ Years
4944-00	Lunor Court	Wettlaufer Street	Lunor Court	HCB	1952	88	130.24	\$ 254,228	10+ Years
4945-01	Bauer Street	Woodstock Street South	Wettlaufer Street	HCB	873	89	130.24	\$ 113,700	10+ Years
4945-02	Bauer Street	Wettlaufer Street	Liebler Street	HCB	979	87	130.24	\$ 127,557	10+ Years
4973-01	Coleman Street	O.R. 33	Stratford Street	HCB	904	91	130.24	\$ 117,737	10+ Years
4973-02	Coleman Street	Stratford Street	Balsam Street	HCB	1104	91	130.24	\$ 143,785	10+ Years
4973-03	Coleman Street	Balsam Street	Thames Avenue	HCB	152	91	130.24	\$ 19,796	10+ Years
4973-04	Coleman Street	Thames Avenue	Briar Drive	HCB	808	91	130.24	\$ 105,234	10+ Years
4973-05	Coleman Street	Briar Drive	Vincent Street	HCB	1096	91	130.24	\$ 142,743	10+ Years
4973-06	Coleman Street	Vincent Street	Burton Street	HCB	1120	91	130.24	\$ 145,869	10+ Years
4973-07	Coleman Street	Burton Street	End	Gravel	347	76	6	\$ 2,079	< 5 Years
4974-00	Thompson Place	George Street	End	HCB	997	90	130.24	\$ 129,823	10+ Years
4977-01	Burton Street	Blandford Street	Coleman Street	HCB	851	92	130.24	\$ 110,834	10+ Years
4977-02	Burton Street	Coleman Street	Vincent Street	HCB	1892	100	130.24	\$ 246,409	10+ Years
4977-03	Burton Street	Vincent Street	End	HCB	641	100	130.24	\$ 83,546	10+ Years
4978-01	Main Street	East Limit	George Street	HCB	472	91	130.24	\$ 61,434	10+ Years
4978-02	Main Street	George Street	Jonker Street	HCB	2225	91	130.24	\$ 289,784	10+ Years
4978-03	Main Street	Jonker Street	James Street	HCB	2109	91	130.24	\$ 274,715	10+ Years
4978-04	Main Street	James Street	Queen Street	HCB	1104	90	130.24	\$ 143,733	10+ Years
4978-05	Main Street	Queen Street	Blandford Street	HCB	1139	91	130.24	\$ 148,369	10+ Years
4979-01	Vincent Street	Blandford Street	Coleman Street	HCB	858	91	130.24	\$ 111,798	10+ Years
4979-02	Vincent Street	Coleman Street	Burton Street	HCB	812	100	130.24	\$ 105,755	10+ Years
4980-00	Day Street	Queen Street	Blandford Street	HCB	910	92	130.24	\$ 118,544	10+ Years
4981-01	Briar Drive	Coleman Street	Thames Avenue	HCB	2132	86	130.24	\$ 277,620	5 to 10 Years
4981-02	Briar Drive	Thames Avenue	O.R. 33	HCB	467	91	130.24	\$ 60,848	10+ Years
4982-00	Thames Avenue	Coleman Street	Briar Drive	HCB	2173	90	130.24	\$ 282,959	10+ Years
4983-00	Balsam Street	Blandford Street	Coleman Street	HCB	863	91	130.24	\$ 112,332	10+ Years
4984-00	Balsam Street	Queen Street	Blandford Street	HCB	923	91	130.24	\$ 120,146	10+ Years

Section	Name	From	To	Surface type	Area	2020 PCI	Replacement Cost (\$/m2)	Current Replacement Value (\$)	Estimated Service Life
4985-01	Balsam Street	End	James Street	HCB	1403	90	130.24	\$ 182,662	10+ Years
4985-02	Balsam Street	James Street	Queen Street	HCB	878	91	130.24	\$ 114,286	10+ Years
4986-00	Stratford Street	Blandford Street	Coleman Street	HCB	866	92	130.24	\$ 112,840	10+ Years
4987-01	Young Street	End	Queen Street	HCB	2655	79	130.24	\$ 345,787	5 to 10 Years
4987-02	Young Street	Queen Street	Blandford Street	HCB	893	92	130.24	\$ 116,239	10+ Years
4989-00	Aldergrange Avenue	End	Queen Street	HCB	1373	90	130.24	\$ 178,793	10+ Years
4990-00	Currah Lane	Queen Street	Blandford Street	HCB	971	91	130.24	\$ 126,450	10+ Years
4991-00	Scott Street	Queen Street	Blandford Street	HCB	783	91	130.24	\$ 101,952	10+ Years
4992-00	Scott Street	End	Queen Street	HCB	745	92	130.24	\$ 97,003	10+ Years
4993-00	Raglan Street	Queen Street	Blandford Street	HCB	718	92	130.24	\$ 93,486	10+ Years
4994-00	Alma Street	Queen Street	Blandford Street	HCB	659	92	130.24	\$ 85,776	10+ Years
4995-01	Park Avenue	Stonegate Road	Northwood Drive	HCB	2545	88	130.24	\$ 331,487	10+ Years
4995-02	Park Avenue	Northwood Drive	End	HCB	613	92	130.24	\$ 79,863	10+ Years
4996-01	Northwood Drive	Oakridge Avenue	Park Avenue	HCB	1318	91	130.24	\$ 171,591	10+ Years
4996-02	Northwood Drive	Park Avenue	O.R. 33	HCB	944	91	130.24	\$ 122,881	10+ Years
4997-01	Oakridge Avenue	Blandford Street	Stonegate Road	HCB	2812	91	130.24	\$ 366,261	10+ Years
4997-02	Oakridge Avenue	Stonegate Road	Northwood Drive	HCB	2821	91	130.24	\$ 367,381	10+ Years
4997-03	Oakridge Avenue	Northwood Drive	End	HCB	172	90	130.24	\$ 22,401	10+ Years
4998-01	Stonegate Road	Oakridge Avenue	Park Avenue	HCB	1404	89	130.24	\$ 182,857	10+ Years
4998-02	Stonegate Road	Park Avenue	O.R. 33	HCB	1044	91	130.24	\$ 135,971	10+ Years
4999-00	10th Line	O.R. 17	Hwy 2	HCB	21560	71	130.24	\$ 2,807,974	< 5 Years
5001-00	Maplewood Sideroad	13th Line	14th Line	HCB	9373	75	130.24	\$ 1,220,740	< 5 Years
5002-00	Maplewood Sideroad	14th Line	15th Line	HCB	9681	68	130.24	\$ 1,260,853	Now
5003-00	Maplewood Sideroad	15th Line	16th Line	HCB	9842	73	130.24	\$ 1,281,822	< 5 Years
5004-00	14th Line	14th Street	Maplewood Sideroad	LCB	20442	70	18.88	\$ 385,939	< 5 Years
5005-00	15th Line	P.O.R.	Maplewood Sideroad	LCB	22631	74	18.88	\$ 427,273	< 5 Years
5039-01	Victoria Street	Hope Street East	Homewood Avenue East	HCB	1000	86	130.24	\$ 130,292	5 to 10 Years
5039-02	Victoria Street	Homewood Avenue East	Baechler Avenue	HCB	664	91	130.24	\$ 86,505	10+ Years
5039-03	Victoria Street	Baechler Avenue	Victoria Court	HCB	1041	86	130.24	\$ 135,632	5 to 10 Years
5039-04	Victoria Street	Victoria Court	Queen Street	HCB	902	82	130.24	\$ 117,476	5 to 10 Years
5040-01	Homewood Avenue	End (East)	Victoria Street	HCB	378	92	130.24	\$ 49,231	10+ Years
5040-02	Homewood Avenue	Victoria Street	End (West)	HCB	1353	86	130.24	\$ 176,215	5 to 10 Years
5045-00	Baechler Avenue	Victoria Street	Queen Street	HCB	1352	86	130.24	\$ 176,084	5 to 10 Years
5085-01	14th Street	Hope Street East	Rudy Avenue	HCB	1190	84	130.24	\$ 154,986	5 to 10 Years
5085-02	14th Street	Rudy Avenue	14th Line	HCB	442	87	130.24	\$ 57,566	10+ Years
5086-00	Victoria Court	End	Victoria Street	HCB	714	84	130.24	\$ 92,991	5 to 10 Years
5088-01	17th Line	Braemar Sideroad	O.R. 33	HCB	21763	73	130.24	\$ 2,834,413	< 5 years
5088-02	17th Line	North Limit	Braemar Sideroad	Gravel	4879	81	6	\$ 29,274	< 5 years
5089-00	17th Line	O.R. 33	O.R. 4	HCB	7945	76	130.24	\$ 1,034,757	< 5 years
5118-00	13th Line	O.R. 33	O.R. 17	LCB	21121	81	18.88	\$ 398,761	5 to 10 Years
5119-00	Maplewood Sideroad	17th Line	O.R. 5/18th Line	HCB	9702	93	130.24	\$ 1,263,588	10+ Years
5122-01	Jacob Street East	Jacob Street East	John Lemp Drive	HCB	1225	100	130.24	\$ 159,544	10+ Years
5122-02	Jacob Street East	John Lemp Drive	Jacob Street East	HCB	210	100	130.24	\$ 27,350	10+ Years
5122-03	Jacob Street East	Jacob Street East	Elizabeth Street	HCB	749	92	130.24	\$ 97,550	10+ Years
5122-04	Jacob Street East	Elizabeth Street	John Street	HCB	1029	92	130.24	\$ 134,017	10+ Years
5122-05	Jacob Street East	John Street	Woodstock Street North	HCB	1295	92	130.24	\$ 168,661	10+ Years
5139-00	Jane Street	Hope Street West	Woodstock Street South	HCB	703	92	130.24	\$ 91,559	10+ Years
5227-00	16th Line	O.R. 33	O.R. 4	HCB	17864	93	130.24	\$ 2,326,607	10+ Years
5250-00	Borden Court	Loveys Street East	Borden Court	HCB	392	92	130.24	\$ 50,989	10+ Years
5251-00	Borden Court	End (East)	Borden Court	HCB	984	92	130.24	\$ 128,156	10+ Years
5252-00	Borden Court	Borden Court	End (West)	HCB	960	92	130.24	\$ 125,030	10+ Years
5256-01	Halliday Drive	Jacob Street West	65 Halliday	HCB	2566	93	130.24	\$ 334,185	10+ Years
5256-02	Halliday Drive	61 Halliday Dr	Centennial Drive	HCB	2050	91	130.24	\$ 266,992	10+ Years
7975-01	George Street	End	George Street	HCB	1102	86	130.24	\$ 143,472	5 to 10 Years
7975-02	George Street	George Street	Jonker Street	HCB	527	88	130.24	\$ 68,571	10+ Years
7975-03	George Street	Jonker Street	James Street	HCB	1904	91	130.24	\$ 247,912	10+ Years
7975-04	George Street	James Street	Queen Street	HCB	1733	91	130.24	\$ 225,758	10+ Years
7975-05	George Street	Queen Street	Blandford Street	HCB	1045	91	130.24	\$ 136,088	10+ Years
Curt-01	Curtis Street	Jonker Street	James Street	HCB	1933	92	130.24	\$ 251,697	10+ Years
Curt-02	Curtis Street	James Street	Queen Street	HCB	1299	100	130.24	\$ 169,208	10+ Years
Fred-01	Fred Krug Avenue	Holley Avenue	Henry Eckstein Way	HCB	2046	100	130.24	\$ 266,502	10+ Years
Fred-02	Fred Krug Avenue	Henry Eckstein Way	Henry Eckstein Way	HCB	1949	100	130.24	\$ 253,812	10+ Years
Henr-01	Henry Eckstein Way	14th Line	Fred Krug Avenue	HCB	593	100	130.24	\$ 77,201	10+ Years
Henr-02	Henry Eckstein Way	Fred Krug Avenue	Fred Krug Avenue	HCB	771	100	130.24	\$ 100,467	10+ Years
Henr-03	Henry Eckstein Way	Fred Krug Avenue	Holley Avenue	HCB	698	100	130.24	\$ 90,949	10+ Years
Jonk-01	Jonker Street	Main Street	Curtis Street	HCB	715	93	130.24	\$ 93,064	10+ Years

Section	Name	From	To	Surface type	Area	2020 PCI	Replacement Cost (\$/m2)	Current Replacement Value (\$)	Estimated Service Life
Jonk-02	Jonker Street	Curtis Street	Lock Street	HCB	731	93	130.24	\$ 95,179	10+ Years
Jonk-03	Jonker Street	Lock Street	George Street	HCB	698	93	130.24	\$ 90,949	10+ Years
Lock-01	Lock Street	Jonker Street	James Street	HCB	1924	100	130.24	\$ 250,639	10+ Years
Lock-02	Lock Street	James Street	Queen Street	HCB	1502	100	130.24	\$ 195,647	10+ Years

Appendix E-3 – Unrestricted Budget



Forecast Summary

March 15, 2021

10 Year Capital Forecast Unlimited

<u>Year</u>	<u>Construction Type</u>	<u>Budget</u>	<u>PCI</u>	<u>PNV</u>
2022				
	Major Rehab.	\$682,458		
	Resurfacing	\$1,938,604		
		<u>\$2,621,061</u>	<u>75.0</u>	<u>76.1</u>
2023				
	Major Rehab.	\$0		
	Resurfacing	\$1,877,814		
		<u>\$1,877,814</u>	<u>87.0</u>	<u>78.8</u>
2024				
	Major Rehab.	\$71,345		
	Resurfacing	\$1,755,391		
		<u>\$1,826,737</u>	<u>91.0</u>	<u>77.3</u>
2025				
	Major Rehab.	\$132,675		
	Resurfacing	\$610,988		
		<u>\$743,663</u>	<u>85.0</u>	<u>70.4</u>
2026				
	Major Rehab.	\$222,710		
	Resurfacing	\$471,410		
		<u>\$694,121</u>	<u>79.0</u>	<u>63.9</u>
2027				
	Major Rehab.	\$0		
	Resurfacing	\$1,556,654		
		<u>\$1,556,654</u>	<u>90.0</u>	<u>63.7</u>
2028				
	Major Rehab.	\$0		
	Resurfacing	\$1,718,517		
		<u>\$1,718,517</u>	<u>92.0</u>	<u>60.2</u>
2029				
	Major Rehab.	\$0		
	Resurfacing	\$347,932		
		<u>\$347,932</u>	<u>86.0</u>	<u>52.5</u>



Forecast Summary

March 15, 2021

10 Year Capital Forecast Unlimited

<u>Year</u>	<u>Construction Type</u>	<u>Budget</u>	<u>PCI</u>	<u>PNV</u>
2030	Major Rehab.	\$0		
	Resurfacing	\$533,364		
		<hr/>	<hr/>	<hr/>
		\$533,364	80.0	44.8
2031	Major Rehab.	\$0		
	Resurfacing	\$1,038,892		
		<hr/>	<hr/>	<hr/>
		\$1,038,892	89.0	43.8
	<u>Grand Total:</u>	<u>\$12,958,754</u>		



Capital Program

March 15, 2021

10 Year Capital Forecast Unlimited - 2022

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0405-01	John Street	Loveys Street East - King Cres	\$128,156
Rc-Major Rehab.	0405-02	John Street	King Cres - King Cres	\$103,150
Rc-Major Rehab.	0405-03	John Street	King Cres - End	\$21,880
Rc-Major Rehab.	0406-00	King Cres	John Street - John Street	\$429,271
Rh-Thick Surfacing	0483-00	16th Line	Cassel Sideroad - O.R. 8	\$588,270
Rh-Thick Surfacing	0484-00	16th Line	Maplewood Sideroad - Cassel Sideroad	\$578,453
Rh-Thick Surfacing	0492-00	Maplewood Sideroad	Hwy 59 - 13th Line	\$257,698
Rh-Thick Surfacing	4680-00	Cassel Sideroad	11th Line - Hwy 59	\$253,086
Rh-Thick Surfacing	5002-00	Maplewood Sideroad	14th Line - 15th Line	\$261,097
				<hr/> <hr/>
				\$2,621,061



Capital Program

March 15, 2021

10 Year Capital Forecast Unlimited - 2023

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0259-00	10th Line	Maplewood Sideroad - Cassel Sideroad	\$23,613
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	\$28,811
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	\$26,065
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0285-00	17th Line	Cassel Sideroad - O.R. 5	\$18,512
Rh-Thick Surfacing	0289-00	18th Line	Maplewood Sideroad - O.R. 5	\$18,034
Rh-Thick Surfacing	0290-00	18th Line	P.O.R. - Maplewood Sideroad	\$24,360
Rh-Thick Surfacing	0291-00	19th Line	P.O.R. - O.R. 5	\$15,767
Rh-Thick Surfacing	0293-00	Braemar Sideroad	13th Line - 14th Line	\$9,890
Rh-Thick Surfacing	0294-00	Braemar Sideroad	14th Line - 15th Line	\$9,527
Rh-Thick Surfacing	0296-00	Braemar Sideroad	16th Line - 17th Line	\$10,025
Rh-Thick Surfacing	0297-00	Braemar Sideroad	17th Line - East Limit	\$7,887
Rh-Thick Surfacing	0299-00	Cassel Sideroad	10th Line - 11th Line	\$11,136
Rh-Thick Surfacing	0302-00	Cassel Sideroad	13th Line - 14th Line	\$10,298
Rh-Thick Surfacing	0305-00	Cassel Sideroad	16th Line - 17th Line	\$10,242
Rh-Thick Surfacing	0314-00	Perth-Oxford Rd	10th Line - 11th Line	\$10,792
Rh-Thick Surfacing	0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	\$7,734
Rh-Thick Surfacing	0479-00	13th Line	William Street South - Maplewood	\$468,010
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347
Rh-Thick Surfacing	4999-00	10th Line	O.R. 17 - Hwy 2	\$581,473
Rh-Thick Surfacing	5004-00	14th Line	14th Street - Maplewood Sideroad	\$153,313

\$1,877,814



Capital Program

March 15, 2021

10 Year Capital Forecast Unlimited - 2024

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0457-01	Adam Street	End - Maria Street	\$71,345
Rh-Thick Surfacing	0251-00	Zorra/EZT Line	Cassel Sideroad - O.R. 8	\$22,226
Rh-Thick Surfacing	0255-00	10th Line	O.R. 33 - O.R. 17	\$23,870
Rh-Thick Surfacing	0257-00	10th Line	O.R. 8 - Braemar Sideroad	\$23,228
Rh-Thick Surfacing	0258-00	10th Line	Cassel Sideroad - O.R. 8	\$24,752
Rh-Thick Surfacing	0260-00	10th Line	P.O.R. - Maplewood Sideroad	\$26,185
Rh-Thick Surfacing	0261-00	11th Line	Braemar Sideroad - O.R. 33	\$21,728
Rh-Thick Surfacing	0264-00	11th Line	Maplewood Sideroad - Cassel Sideroad	\$23,492
Rh-Thick Surfacing	0269-00	13th Line	O.R. 8 - Braemar Sideroad	\$25,821
Rh-Thick Surfacing	0273-01	14th Line	Braemar Sideroad - O.R. 33	\$18,623
Rh-Thick Surfacing	0286-00	17th Line	Maplewood Sideroad - Cassel Sideroad	\$23,273
Rh-Thick Surfacing	0287-00	17th Line	P.O.R. - Maplewood Sideroad	\$23,522
Rh-Thick Surfacing	0295-00	Braemar Sideroad	15th Line - 16th Line	\$9,877
Rh-Thick Surfacing	0298-00	Cassel Sideroad	Zorra/EZT Line - 10th Line	\$11,194
Rh-Thick Surfacing	0301-00	Cassel Sideroad	Hwy 59 - 13th Line	\$10,541
Rh-Thick Surfacing	0303-00	Cassel Sideroad	14th Line - 15th Line	\$10,264
Rh-Thick Surfacing	0304-00	Cassel Sideroad	15th Line - 16th Line	\$10,397
Rh-Thick Surfacing	0306-00	Cassel Sideroad	17th Line - O.R. 5/18th Line	\$8,221
Rh-Thick Surfacing	0313-00	Perth-Oxford Rd	Zorra/EZT Line - 10th Line	\$11,028
Rh-Thick Surfacing	0456-00	Oxford Street	Mogk Street - William Street North	\$26,652
Rh-Thick Surfacing	0477-00	11th Line	P.O.R. - Maplewood Sideroad	\$26,470
Rh-Thick Surfacing	0490-00	Braemar Sideroad	11th Line - Hwy 59	\$72,870
Rh-Thick Surfacing	0491-00	Braemar Sideroad	Hwy 59 - 13th Line	\$74,230
Rh-Thick Surfacing	4683-00	Strathallan Road	Hwy 59 - Hwy 59	\$61,653
Rh-Thick Surfacing	4689-01	Maria Street	Hope Street West - Hendershot Street	\$11,384
Rh-Thick Surfacing	4726-00	18th Line	North Limit - O.R. 29	\$126,893
Rh-Thick Surfacing	5003-00	Maplewood Sideroad	15th Line - 16th Line	\$265,439
Rh-Thick Surfacing	5005-00	15th Line	P.O.R. - Maplewood Sideroad	\$169,733
Rh-Thick Surfacing	5088-01	17th Line	Braemar Sideroad - O.R. 33	\$586,948
Rh-Thick Surfacing	5088-02	17th Line	North Limit - Braemar Sideroad	\$4,879
				<hr/> <hr/> \$1,826,737



Capital Program

March 15, 2021

10 Year Capital Forecast Unlimited - 2025

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0444-01	John Street	Henry Street - Jacob Street East	\$132,675
Rh-Thick Surfacing	0451-00	Queen Street	Victoria Street - King Street	\$35,368
Rh-Thick Surfacing	0476-01	Minerva Street	Decew Street East - Hendershot Str	\$36,523
Rh-Thick Surfacing	0489-00	Braemar Sideroad	10th Line - 11th Line	\$72,030
Rh-Thick Surfacing	5001-00	Maplewood Sideroad	13th Line - 14th Line	\$252,790
Rh-Thick Surfacing	5089-00	17th Line	O.R. 33 - O.R. 4	\$214,277
				<hr/> <hr/>
				\$743,663



Capital Program

March 15, 2021

10 Year Capital Forecast Unlimited - 2026

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0189-00	William Street South	Hope Street West - Woodstock Stre	\$222,710
Rh-Thick Surfacing	0231-00	11th Line	O.R. 33 - O.R. 17	\$150,979
Rh-Thick Surfacing	0278-00	15th Line	O.R. 33 - O.R. 17	\$163,328
Rh-Thick Surfacing	0436-03	William Street North	Oxford Street - Hope Street West	\$24,904
Rh-Thick Surfacing	0447-00	Fuhr Street	Hope Street East - Roth Street	\$43,977
Rh-Thick Surfacing	0488-00	Braemar Sideroad	Zorra/EZT Line - 10th Line	\$72,923
Rh-Thick Surfacing	4687-01	Decew Street West	End - Maria Street	\$15,300
				<hr/> <hr/> \$694,121



Capital Program

March 15, 2021

10 Year Capital Forecast Unlimited - 2027

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0259-00	10th Line	Maplewood Sideroad - Cassel Sideroad	\$23,613
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	\$28,811
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	\$26,065
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0285-00	17th Line	Cassel Sideroad - O.R. 5	\$18,512
Rh-Thick Surfacing	0289-00	18th Line	Maplewood Sideroad - O.R. 5	\$18,034
Rh-Thick Surfacing	0290-00	18th Line	P.O.R. - Maplewood Sideroad	\$24,360
Rh-Thick Surfacing	0291-00	19th Line	P.O.R. - O.R. 5	\$15,767
Rh-Thick Surfacing	0293-00	Braemar Sideroad	13th Line - 14th Line	\$9,890
Rh-Thick Surfacing	0294-00	Braemar Sideroad	14th Line - 15th Line	\$9,527
Rh-Thick Surfacing	0296-00	Braemar Sideroad	16th Line - 17th Line	\$10,025
Rh-Thick Surfacing	0297-00	Braemar Sideroad	17th Line - East Limit	\$7,887
Rh-Thick Surfacing	0299-00	Cassel Sideroad	10th Line - 11th Line	\$11,136
Rh-Thick Surfacing	0302-00	Cassel Sideroad	13th Line - 14th Line	\$10,298
Rh-Thick Surfacing	0305-00	Cassel Sideroad	16th Line - 17th Line	\$10,242
Rh-Thick Surfacing	0314-00	Perth-Oxford Rd	10th Line - 11th Line	\$10,792
Rh-Thick Surfacing	0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	\$7,734
Rh-Thick Surfacing	0436-02	William Street North	Jacob Street West - Oxford Street	\$58,983
Rh-Thick Surfacing	0444-02	John Street	Jacob Street East - Hope Street East	\$40,800
Rh-Thick Surfacing	0446-02	Elizabeth Street	Jacob Street East - Hope Street East	\$40,471
Rh-Thick Surfacing	0450-03	Queen Street	Baechler Avenue - Victoria Street	\$22,161
Rh-Thick Surfacing	0471-01	Westwood Avenue	Queen Street - King Street	\$21,576
Rh-Thick Surfacing	0481-01	16th Line	Braemar Sideroad - O.R. 33	\$467,633
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347



Capital Program

March 15, 2021

10 Year Capital Forecast Unlimited - 2027

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	4987-01	Young Street	End - Queen Street	\$71,605
Rh-Thick Surfacing	5118-00	13th Line	O.R. 33 - O.R. 17	\$158,406
				<hr/> <hr/> \$1,556,654



Capital Program

March 15, 2021

10 Year Capital Forecast Unlimited - 2028

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0251-00	Zorra/EZT Line	Cassel Sideroad - O.R. 8	\$22,226
Rh-Thick Surfacing	0255-00	10th Line	O.R. 33 - O.R. 17	\$23,870
Rh-Thick Surfacing	0257-00	10th Line	O.R. 8 - Braemar Sideroad	\$23,228
Rh-Thick Surfacing	0258-00	10th Line	Cassel Sideroad - O.R. 8	\$24,752
Rh-Thick Surfacing	0260-00	10th Line	P.O.R. - Maplewood Sideroad	\$26,185
Rh-Thick Surfacing	0261-00	11th Line	Braemar Sideroad - O.R. 33	\$21,728
Rh-Thick Surfacing	0264-00	11th Line	Maplewood Sideroad - Cassel Sider	\$23,492
Rh-Thick Surfacing	0269-00	13th Line	O.R. 8 - Braemar Sideroad	\$25,821
Rh-Thick Surfacing	0273-01	14th Line	Braemar Sideroad - O.R. 33	\$18,623
Rh-Thick Surfacing	0286-00	17th Line	Maplewood Sideroad - Cassel Sider	\$23,273
Rh-Thick Surfacing	0287-00	17th Line	P.O.R. - Maplewood Sideroad	\$23,522
Rh-Thick Surfacing	0295-00	Braemar Sideroad	15th Line - 16th Line	\$9,877
Rh-Thick Surfacing	0298-00	Cassel Sideroad	Zorra/EZT Line - 10th Line	\$11,194
Rh-Thick Surfacing	0301-00	Cassel Sideroad	Hwy 59 - 13th Line	\$10,541
Rh-Thick Surfacing	0303-00	Cassel Sideroad	14th Line - 15th Line	\$10,264
Rh-Thick Surfacing	0304-00	Cassel Sideroad	15th Line - 16th Line	\$10,397
Rh-Thick Surfacing	0306-00	Cassel Sideroad	17th Line - O.R. 5/18th Line	\$8,221
Rh-Thick Surfacing	0313-00	Perth-Oxford Rd	Zorra/EZT Line - 10th Line	\$11,028
Rh-Thick Surfacing	0440-01	Mogk Street	End - Oxford Street	\$15,767
Rh-Thick Surfacing	0459-00	Station Street	Woodstock Street North - End	\$18,070
Rh-Thick Surfacing	0463-00	Henry Street	John Street - Woodstock Street Nor	\$30,854
Rh-Thick Surfacing	0468-03	Roth Street	Fuhr Street - Wellington Street	\$27,423
Rh-Thick Surfacing	0469-00	Bender Avenue	King Street - End	\$57,236
Rh-Thick Surfacing	0477-00	11th Line	P.O.R. - Maplewood Sideroad	\$26,470
Rh-Thick Surfacing	0482-00	16th Line	O.R. 8 - Braemar Sideroad	\$589,780
Rh-Thick Surfacing	0485-00	16th Line	P.O.R. - Maplewood Sideroad	\$619,798
Rh-Thick Surfacing	5088-02	17th Line	North Limit - Braemar Sideroad	\$4,879
				<hr/> <hr/> \$1,718,517



Capital Program

March 15, 2021

10 Year Capital Forecast Unlimited - 2029

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0443-00	Janelle Drive	Scott Court - Jacob Street West	\$23,281
Rh-Thick Surfacing	0445-03	Wellington Street	Decew Street East - Roth Street	\$25,546
Rh-Thick Surfacing	0466-00	Hendershot Street	Wellington Street - Minerva Street	\$36,722
Rh-Thick Surfacing	0471-02	Westwood Avenue	King Street - End	\$32,796
Rh-Thick Surfacing	0481-02	16th Line	Braemar Sideroad - Braemar Siderc	\$118,183
Rh-Thick Surfacing	4691-00	Janelle Drive	Dietrich Road - Scott Court	\$87,078
Rh-Thick Surfacing	5039-04	Victoria Street	Victoria Court - Queen Street	\$24,327
				<hr/> <hr/> \$347,932



Capital Program

March 15, 2021

10 Year Capital Forecast Unlimited - 2030

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0188-03	William Street South	Wettlaufer Street - 13th Line	\$71,217
Rh-Thick Surfacing	0440-02	Mogk Street	Oxford Street - Hope Street West	\$20,756
Rh-Thick Surfacing	0445-01	Wellington Street	Hope Street East - Hendershot Street	\$12,973
Rh-Thick Surfacing	0446-01	Elizabeth Street	End - Jacob Street East	\$28,529
Rh-Thick Surfacing	0448-03	King Street	Frederick Court - Westwood Avenue	\$26,862
Rh-Thick Surfacing	0450-01	Queen Street	Hope Street East - Westwood Avenue	\$24,624
Rh-Thick Surfacing	0450-02	Queen Street	Westwood Avenue - Baechler Avenue	\$33,578
Rh-Thick Surfacing	0462-00	Scott Court	Janelle Drive - Janelle Drive	\$21,778
Rh-Thick Surfacing	0465-00	Hendershot Street	Minerva Street - Maria Street	\$57,640
Rh-Thick Surfacing	0476-02	Minerva Street	Hendershot Street - Hope Street East	\$36,523
Rh-Thick Surfacing	4685-01	Centennial Drive	End - Halliday Drive	\$27,941
Rh-Thick Surfacing	4687-02	Decew Street West	Maria Street - Woodstock Street South	\$52,923
Rh-Thick Surfacing	4689-02	Maria Street	Hendershot Street - Decew Street West	\$17,056
Rh-Thick Surfacing	4943-01	Wettlaufer Street	Wilton Street - Liebler Street	\$49,614
Rh-Thick Surfacing	5085-01	14th Street	Hope Street East - Rudy Avenue	\$32,094
Rh-Thick Surfacing	5086-00	Victoria Court	End - Victoria Street	\$19,257
				<hr/> <hr/> \$533,364



Capital Program

March 15, 2021

10 Year Capital Forecast Unlimited - 2031

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0259-00	10th Line	Maplewood Sideroad - Cassel Sideroad	\$23,613
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	\$28,811
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	\$26,065
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0285-00	17th Line	Cassel Sideroad - O.R. 5	\$18,512
Rh-Thick Surfacing	0289-00	18th Line	Maplewood Sideroad - O.R. 5	\$18,034
Rh-Thick Surfacing	0290-00	18th Line	P.O.R. - Maplewood Sideroad	\$24,360
Rh-Thick Surfacing	0291-00	19th Line	P.O.R. - O.R. 5	\$15,767
Rh-Thick Surfacing	0293-00	Braemar Sideroad	13th Line - 14th Line	\$9,890
Rh-Thick Surfacing	0294-00	Braemar Sideroad	14th Line - 15th Line	\$9,527
Rh-Thick Surfacing	0296-00	Braemar Sideroad	16th Line - 17th Line	\$10,025
Rh-Thick Surfacing	0297-00	Braemar Sideroad	17th Line - East Limit	\$7,887
Rh-Thick Surfacing	0299-00	Cassel Sideroad	10th Line - 11th Line	\$11,136
Rh-Thick Surfacing	0302-00	Cassel Sideroad	13th Line - 14th Line	\$10,298
Rh-Thick Surfacing	0305-00	Cassel Sideroad	16th Line - 17th Line	\$10,242
Rh-Thick Surfacing	0314-00	Perth-Oxford Rd	10th Line - 11th Line	\$10,792
Rh-Thick Surfacing	0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	\$7,734
Rh-Thick Surfacing	0448-01	King Street	Queen Street - Bender Avenue	\$16,789
Rh-Thick Surfacing	0448-02	King Street	Bender Avenue - Frederick Court	\$21,937
Rh-Thick Surfacing	0467-00	Decew Street East	Wellington Street - Minerva Street	\$23,496
Rh-Thick Surfacing	0470-00	Frederick Court	King Street - End	\$33,443
Rh-Thick Surfacing	0486-00	Valleyfield Drive	Hwy 2 - Valleyfield Drive	\$7,759
Rh-Thick Surfacing	4693-07	Queen Street	Balsam Street - Day Street	\$45,229
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347



Capital Program

March 15, 2021

10 Year Capital Forecast Unlimited - 2031

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	4981-01	Briar Drive	Coleman Street - Thames Avenue	\$57,489
Rh-Thick Surfacing	5039-01	Victoria Street	Hope Street East - Homewood Avenue	\$26,981
Rh-Thick Surfacing	5039-03	Victoria Street	Baechler Avenue - Victoria Court	\$28,087
Rh-Thick Surfacing	5040-02	Homewood Avenue	Victoria Street - End (West)	\$36,490
Rh-Thick Surfacing	5045-00	Baechler Avenue	Victoria Street - Queen Street	\$36,463
Rh-Thick Surfacing	7975-01	George Street	End - George Street	\$29,710
				<hr/> <hr/> \$1,038,892
				<hr/> <hr/> \$12,958,754

Appendix E-4 – Budget = \$600,000



Forecast Summary

March 17, 2021

10 Year 600k Budget Forecast

<u>Year</u>	<u>Construction Type</u>	<u>Budget</u>	<u>PCI</u>	<u>PNV</u>
2022	Major Rehab.	\$0		
	Resurfacing	\$510,785		
		<u>\$510,785</u>	<u>74.0</u>	<u>75.3</u>
2023	Major Rehab.	\$150,036		
	Resurfacing	\$261,097		
		<u>\$411,133</u>	<u>68.0</u>	<u>70.6</u>
2024	Major Rehab.	\$0		
	Resurfacing	\$590,494		
		<u>\$590,494</u>	<u>79.0</u>	<u>71.6</u>
2025	Major Rehab.	\$0		
	Resurfacing	\$559,352		
		<u>\$559,352</u>	<u>84.0</u>	<u>69.4</u>
2026	Major Rehab.	\$0		
	Resurfacing	\$575,619		
		<u>\$575,619</u>	<u>77.0</u>	<u>62.6</u>
2027	Major Rehab.	\$103,150		
	Resurfacing	\$471,410		
		<u>\$574,560</u>	<u>72.0</u>	<u>56.5</u>
2028	Major Rehab.	\$429,271		
	Resurfacing	\$158,406		
		<u>\$587,677</u>	<u>67.0</u>	<u>49.8</u>
2029	Major Rehab.	\$0		
	Resurfacing	\$590,494		
		<u>\$590,494</u>	<u>77.0</u>	<u>49.7</u>



Forecast Summary

March 17, 2021

10 Year 600k Budget Forecast

<u>Year</u>	<u>Construction Type</u>	<u>Budget</u>	<u>PCI</u>	<u>PNV</u>
2030	Major Rehab.	\$0		
	Resurfacing	\$588,131		
		<hr/>	<hr/>	<hr/>
		\$588,131	80.0	46.9
2031	Major Rehab.	\$0		
	Resurfacing	\$578,593		
		<hr/>	<hr/>	<hr/>
		\$578,593	74.0	39.7
<u>Grand Total:</u>		<u>\$5,566,839</u>		



Capital Program

March 17, 2021

10 Year 600k Budget Forecast - 2022

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0492-00	Maplewood Sideroad	Hwy 59 - 13th Line	\$257,698
Rh-Thick Surfacing	4680-00	Cassel Sideroad	11th Line - Hwy 59	\$253,086
				<hr/> <hr/>
				\$510,785



Capital Program

March 17, 2021

10 Year 600k Budget Forecast - 2023

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0405-01	John Street	Loveys Street East - King Cres	\$128,156
Rc-Major Rehab.	0405-03	John Street	King Cres - End	\$21,880
Rh-Thick Surfacing	5002-00	Maplewood Sideroad	14th Line - 15th Line	\$261,097
				<hr/> <hr/>
				\$411,133



Capital Program

March 17, 2021

10 Year 600k Budget Forecast - 2024

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	\$28,811
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	\$26,065
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0285-00	17th Line	Cassel Sideroad - O.R. 5	\$18,512
Rh-Thick Surfacing	0289-00	18th Line	Maplewood Sideroad - O.R. 5	\$18,034
Rh-Thick Surfacing	0290-00	18th Line	P.O.R. - Maplewood Sideroad	\$24,360
Rh-Thick Surfacing	0291-00	19th Line	P.O.R. - O.R. 5	\$15,767
Rh-Thick Surfacing	0299-00	Cassel Sideroad	10th Line - 11th Line	\$11,136
Rh-Thick Surfacing	0302-00	Cassel Sideroad	13th Line - 14th Line	\$10,298
Rh-Thick Surfacing	0305-00	Cassel Sideroad	16th Line - 17th Line	\$10,242
Rh-Thick Surfacing	0314-00	Perth-Oxford Rd	10th Line - 11th Line	\$10,792
Rh-Thick Surfacing	0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	\$7,734
				<hr/> <hr/> \$590,494



Capital Program

March 17, 2021

10 Year 600k Budget Forecast - 2025

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0251-00	Zorra/EZT Line	Cassel Sideroad - O.R. 8	\$22,226
Rh-Thick Surfacing	0255-00	10th Line	O.R. 33 - O.R. 17	\$23,870
Rh-Thick Surfacing	0257-00	10th Line	O.R. 8 - Braemar Sideroad	\$23,228
Rh-Thick Surfacing	0258-00	10th Line	Cassel Sideroad - O.R. 8	\$24,752
Rh-Thick Surfacing	0260-00	10th Line	P.O.R. - Maplewood Sideroad	\$26,185
Rh-Thick Surfacing	0261-00	11th Line	Braemar Sideroad - O.R. 33	\$21,728
Rh-Thick Surfacing	0264-00	11th Line	Maplewood Sideroad - Cassel Sideroad	\$23,492
Rh-Thick Surfacing	0269-00	13th Line	O.R. 8 - Braemar Sideroad	\$25,821
Rh-Thick Surfacing	0273-01	14th Line	Braemar Sideroad - O.R. 33	\$18,623
Rh-Thick Surfacing	0286-00	17th Line	Maplewood Sideroad - Cassel Sideroad	\$23,273
Rh-Thick Surfacing	0287-00	17th Line	P.O.R. - Maplewood Sideroad	\$23,522
Rh-Thick Surfacing	0295-00	Braemar Sideroad	15th Line - 16th Line	\$9,877
Rh-Thick Surfacing	0298-00	Cassel Sideroad	Zorra/EZT Line - 10th Line	\$11,194
Rh-Thick Surfacing	0301-00	Cassel Sideroad	Hwy 59 - 13th Line	\$10,541
Rh-Thick Surfacing	0303-00	Cassel Sideroad	14th Line - 15th Line	\$10,264
Rh-Thick Surfacing	0304-00	Cassel Sideroad	15th Line - 16th Line	\$10,397
Rh-Thick Surfacing	0306-00	Cassel Sideroad	17th Line - O.R. 5/18th Line	\$8,221
Rh-Thick Surfacing	0313-00	Perth-Oxford Rd	Zorra/EZT Line - 10th Line	\$11,028
Rh-Thick Surfacing	0477-00	11th Line	P.O.R. - Maplewood Sideroad	\$26,470
Rh-Thick Surfacing	0490-00	Braemar Sideroad	11th Line - Hwy 59	\$72,870
Rh-Thick Surfacing	4726-00	18th Line	North Limit - O.R. 29	\$126,893
Rh-Thick Surfacing	5088-02	17th Line	North Limit - Braemar Sideroad	\$4,879
				<hr/> <hr/> \$559,352



Capital Program

March 17, 2021

10 Year 600k Budget Forecast - 2026

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0476-01	Minerva Street	Decew Street East - Hendershot Str	\$36,523
Rh-Thick Surfacing	0489-00	Braemar Sideroad	10th Line - 11th Line	\$72,030
Rh-Thick Surfacing	5001-00	Maplewood Sideroad	13th Line - 14th Line	\$252,790
Rh-Thick Surfacing	5089-00	17th Line	O.R. 33 - O.R. 4	\$214,277
				<hr/> <hr/>
				\$575,619



Capital Program

March 17, 2021

10 Year 600k Budget Forecast - 2027

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0405-02	John Street	King Cres - King Cres	\$103,150
Rh-Thick Surfacing	0231-00	11th Line	O.R. 33 - O.R. 17	\$150,979
Rh-Thick Surfacing	0278-00	15th Line	O.R. 33 - O.R. 17	\$163,328
Rh-Thick Surfacing	0436-03	William Street North	Oxford Street - Hope Street West	\$24,904
Rh-Thick Surfacing	0447-00	Fuhr Street	Hope Street East - Roth Street	\$43,977
Rh-Thick Surfacing	0488-00	Braemar Sideroad	Zorra/EZT Line - 10th Line	\$72,923
Rh-Thick Surfacing	4687-01	Decew Street West	End - Maria Street	\$15,300
				<hr/> <hr/>
				\$574,560



Capital Program

March 17, 2021

10 Year 600k Budget Forecast - 2028

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0406-00	King Cres	John Street - John Street	\$429,271
Rh-Thick Surfacing	5118-00	13th Line	O.R. 33 - O.R. 17	\$158,406
				<hr/> <hr/> \$587,677



Capital Program

March 17, 2021

10 Year 600k Budget Forecast - 2029

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	\$28,811
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	\$26,065
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0285-00	17th Line	Cassel Sideroad - O.R. 5	\$18,512
Rh-Thick Surfacing	0289-00	18th Line	Maplewood Sideroad - O.R. 5	\$18,034
Rh-Thick Surfacing	0290-00	18th Line	P.O.R. - Maplewood Sideroad	\$24,360
Rh-Thick Surfacing	0291-00	19th Line	P.O.R. - O.R. 5	\$15,767
Rh-Thick Surfacing	0299-00	Cassel Sideroad	10th Line - 11th Line	\$11,136
Rh-Thick Surfacing	0302-00	Cassel Sideroad	13th Line - 14th Line	\$10,298
Rh-Thick Surfacing	0305-00	Cassel Sideroad	16th Line - 17th Line	\$10,242
Rh-Thick Surfacing	0314-00	Perth-Oxford Rd	10th Line - 11th Line	\$10,792
Rh-Thick Surfacing	0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	\$7,734
				<hr/> <hr/> \$590,494



Capital Program

March 17, 2021

10 Year 600k Budget Forecast - 2030

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0251-00	Zorra/EZT Line	Cassel Sideroad - O.R. 8	\$22,226
Rh-Thick Surfacing	0255-00	10th Line	O.R. 33 - O.R. 17	\$23,870
Rh-Thick Surfacing	0257-00	10th Line	O.R. 8 - Braemar Sideroad	\$23,228
Rh-Thick Surfacing	0258-00	10th Line	Cassel Sideroad - O.R. 8	\$24,752
Rh-Thick Surfacing	0260-00	10th Line	P.O.R. - Maplewood Sideroad	\$26,185
Rh-Thick Surfacing	0261-00	11th Line	Braemar Sideroad - O.R. 33	\$21,728
Rh-Thick Surfacing	0264-00	11th Line	Maplewood Sideroad - Cassel Sideroad	\$23,492
Rh-Thick Surfacing	0269-00	13th Line	O.R. 8 - Braemar Sideroad	\$25,821
Rh-Thick Surfacing	0273-01	14th Line	Braemar Sideroad - O.R. 33	\$18,623
Rh-Thick Surfacing	0286-00	17th Line	Maplewood Sideroad - Cassel Sideroad	\$23,273
Rh-Thick Surfacing	0287-00	17th Line	P.O.R. - Maplewood Sideroad	\$23,522
Rh-Thick Surfacing	0295-00	Braemar Sideroad	15th Line - 16th Line	\$9,877
Rh-Thick Surfacing	0298-00	Cassel Sideroad	Zorra/EZT Line - 10th Line	\$11,194
Rh-Thick Surfacing	0301-00	Cassel Sideroad	Hwy 59 - 13th Line	\$10,541
Rh-Thick Surfacing	0303-00	Cassel Sideroad	14th Line - 15th Line	\$10,264
Rh-Thick Surfacing	0304-00	Cassel Sideroad	15th Line - 16th Line	\$10,397
Rh-Thick Surfacing	0306-00	Cassel Sideroad	17th Line - O.R. 5/18th Line	\$8,221
Rh-Thick Surfacing	0313-00	Perth-Oxford Rd	Zorra/EZT Line - 10th Line	\$11,028
Rh-Thick Surfacing	0443-00	Janelle Drive	Scott Court - Jacob Street West	\$23,281
Rh-Thick Surfacing	0477-00	11th Line	P.O.R. - Maplewood Sideroad	\$26,470
Rh-Thick Surfacing	0481-02	16th Line	Braemar Sideroad - Braemar Sideroad	\$118,183
Rh-Thick Surfacing	4691-00	Janelle Drive	Dietrich Road - Scott Court	\$87,078
Rh-Thick Surfacing	5088-02	17th Line	North Limit - Braemar Sideroad	\$4,879
				<hr/> <hr/> \$588,131



Capital Program

March 17, 2021

10 Year 600k Budget Forecast - 2031

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0188-03	William Street South	Wettlaufer Street - 13th Line	\$71,217
Rh-Thick Surfacing	0440-02	Mogk Street	Oxford Street - Hope Street West	\$20,756
Rh-Thick Surfacing	0445-01	Wellington Street	Hope Street East - Hendershot Street	\$12,973
Rh-Thick Surfacing	0446-01	Elizabeth Street	End - Jacob Street East	\$28,529
Rh-Thick Surfacing	0448-03	King Street	Frederick Court - Westwood Avenue	\$26,862
Rh-Thick Surfacing	0450-01	Queen Street	Hope Street East - Westwood Avenue	\$24,624
Rh-Thick Surfacing	0450-02	Queen Street	Westwood Avenue - Baechler Avenue	\$33,578
Rh-Thick Surfacing	0462-00	Scott Court	Janelle Drive - Janelle Drive	\$21,778
Rh-Thick Surfacing	0465-00	Hendershot Street	Minerva Street - Maria Street	\$57,640
Rh-Thick Surfacing	0476-02	Minerva Street	Hendershot Street - Hope Street East	\$36,523
Rh-Thick Surfacing	4685-01	Centennial Drive	End - Halliday Drive	\$27,941
Rh-Thick Surfacing	4687-02	Decew Street West	Maria Street - Woodstock Street South	\$52,923
Rh-Thick Surfacing	4689-02	Maria Street	Hendershot Street - Decew Street West	\$17,056
Rh-Thick Surfacing	4693-07	Queen Street	Balsam Street - Day Street	\$45,229
Rh-Thick Surfacing	4943-01	Wettlaufer Street	Wilton Street - Liebler Street	\$49,614
Rh-Thick Surfacing	5085-01	14th Street	Hope Street East - Rudy Avenue	\$32,094
Rh-Thick Surfacing	5086-00	Victoria Court	End - Victoria Street	\$19,257
				<hr/> <hr/> \$578,593
				<hr/> <hr/> \$5,566,839

Appendix E-5 – Budget = \$800,000



Forecast Summary

March 17, 2021

10 Year 800k Budget Forecast

<u>Year</u>	<u>Construction Type</u>	<u>Budget</u>	<u>PCI</u>	<u>PNV</u>
2022				
	Major Rehab.	\$0		
	Resurfacing	\$771,881		
		<hr/> \$771,881	<hr/> 74.0	<hr/> 75.4
2023				
	Major Rehab.	\$150,036		
	Resurfacing	\$588,270		
		<hr/> \$738,306	<hr/> 69.0	<hr/> 70.9
2024				
	Major Rehab.	\$103,150		
	Resurfacing	\$675,018		
		<hr/> \$778,168	<hr/> 82.0	<hr/> 72.7
2025				
	Major Rehab.	\$0		
	Resurfacing	\$633,583		
		<hr/> \$633,583	<hr/> 87.0	<hr/> 70.4
2026				
	Major Rehab.	\$0		
	Resurfacing	\$683,910		
		<hr/> \$683,910	<hr/> 80.0	<hr/> 63.7
2027				
	Major Rehab.	\$0		
	Resurfacing	\$556,894		
		<hr/> \$556,894	<hr/> 75.0	<hr/> 57.5
2028				
	Major Rehab.	\$0		
	Resurfacing	\$791,433		
		<hr/> \$791,433	<hr/> 71.0	<hr/> 51.0
2029				
	Major Rehab.	\$0		
	Resurfacing	\$606,815		
		<hr/> \$606,815	<hr/> 82.0	<hr/> 50.9



Forecast Summary

March 17, 2021

10 Year 800k Budget Forecast

<u>Year</u>	<u>Construction Type</u>	<u>Budget</u>	<u>PCI</u>	<u>PNV</u>
2030				
	Major Rehab.	\$0		
	Resurfacing	\$739,616		
		<u>\$739,616</u>	<u>85.0</u>	<u>47.8</u>
2031				
	Major Rehab.	\$0		
	Resurfacing	\$782,446		
		<u>\$782,446</u>	<u>79.0</u>	<u>40.5</u>
	<u>Grand Total:</u>	<u>\$7,083,052</u>		



Capital Program

March 17, 2021

10 Year 800k Budget Forecast - 2022

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0492-00	Maplewood Sideroad	Hwy 59 - 13th Line	\$257,698
Rh-Thick Surfacing	4680-00	Cassel Sideroad	11th Line - Hwy 59	\$253,086
Rh-Thick Surfacing	5002-00	Maplewood Sideroad	14th Line - 15th Line	\$261,097
				<hr/> <hr/> \$771,881



Capital Program

March 17, 2021

10 Year 800k Budget Forecast - 2023

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0405-01	John Street	Loveys Street East - King Cres	\$128,156
Rc-Major Rehab.	0405-03	John Street	King Cres - End	\$21,880
Rh-Thick Surfacing	0483-00	16th Line	Cassel Sideroad - O.R. 8	\$588,270
				<hr/> <hr/> \$738,306



Capital Program

March 17, 2021

10 Year 800k Budget Forecast - 2024

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0405-02	John Street	King Cres - King Cres	\$103,150
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0259-00	10th Line	Maplewood Sideroad - Cassel Sideroad	\$23,613
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	\$28,811
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	\$26,065
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0285-00	17th Line	Cassel Sideroad - O.R. 5	\$18,512
Rh-Thick Surfacing	0289-00	18th Line	Maplewood Sideroad - O.R. 5	\$18,034
Rh-Thick Surfacing	0290-00	18th Line	P.O.R. - Maplewood Sideroad	\$24,360
Rh-Thick Surfacing	0291-00	19th Line	P.O.R. - O.R. 5	\$15,767
Rh-Thick Surfacing	0293-00	Braemar Sideroad	13th Line - 14th Line	\$9,890
Rh-Thick Surfacing	0294-00	Braemar Sideroad	14th Line - 15th Line	\$9,527
Rh-Thick Surfacing	0296-00	Braemar Sideroad	16th Line - 17th Line	\$10,025
Rh-Thick Surfacing	0297-00	Braemar Sideroad	17th Line - East Limit	\$7,887
Rh-Thick Surfacing	0299-00	Cassel Sideroad	10th Line - 11th Line	\$11,136
Rh-Thick Surfacing	0302-00	Cassel Sideroad	13th Line - 14th Line	\$10,298
Rh-Thick Surfacing	0305-00	Cassel Sideroad	16th Line - 17th Line	\$10,242
Rh-Thick Surfacing	0314-00	Perth-Oxford Rd	10th Line - 11th Line	\$10,792
Rh-Thick Surfacing	0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	\$7,734
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347
				<hr/> <hr/> \$778,168



Capital Program

March 17, 2021

10 Year 800k Budget Forecast - 2025

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0251-00	Zorra/EZT Line	Cassel Sideroad - O.R. 8	\$22,226
Rh-Thick Surfacing	0255-00	10th Line	O.R. 33 - O.R. 17	\$23,870
Rh-Thick Surfacing	0257-00	10th Line	O.R. 8 - Braemar Sideroad	\$23,228
Rh-Thick Surfacing	0258-00	10th Line	Cassel Sideroad - O.R. 8	\$24,752
Rh-Thick Surfacing	0260-00	10th Line	P.O.R. - Maplewood Sideroad	\$26,185
Rh-Thick Surfacing	0261-00	11th Line	Braemar Sideroad - O.R. 33	\$21,728
Rh-Thick Surfacing	0264-00	11th Line	Maplewood Sideroad - Cassel Sideroad	\$23,492
Rh-Thick Surfacing	0269-00	13th Line	O.R. 8 - Braemar Sideroad	\$25,821
Rh-Thick Surfacing	0273-01	14th Line	Braemar Sideroad - O.R. 33	\$18,623
Rh-Thick Surfacing	0286-00	17th Line	Maplewood Sideroad - Cassel Sideroad	\$23,273
Rh-Thick Surfacing	0287-00	17th Line	P.O.R. - Maplewood Sideroad	\$23,522
Rh-Thick Surfacing	0295-00	Braemar Sideroad	15th Line - 16th Line	\$9,877
Rh-Thick Surfacing	0298-00	Cassel Sideroad	Zorra/EZT Line - 10th Line	\$11,194
Rh-Thick Surfacing	0301-00	Cassel Sideroad	Hwy 59 - 13th Line	\$10,541
Rh-Thick Surfacing	0303-00	Cassel Sideroad	14th Line - 15th Line	\$10,264
Rh-Thick Surfacing	0304-00	Cassel Sideroad	15th Line - 16th Line	\$10,397
Rh-Thick Surfacing	0306-00	Cassel Sideroad	17th Line - O.R. 5/18th Line	\$8,221
Rh-Thick Surfacing	0313-00	Perth-Oxford Rd	Zorra/EZT Line - 10th Line	\$11,028
Rh-Thick Surfacing	0477-00	11th Line	P.O.R. - Maplewood Sideroad	\$26,470
Rh-Thick Surfacing	0490-00	Braemar Sideroad	11th Line - Hwy 59	\$72,870
Rh-Thick Surfacing	0491-00	Braemar Sideroad	Hwy 59 - 13th Line	\$74,230
Rh-Thick Surfacing	4726-00	18th Line	North Limit - O.R. 29	\$126,893
Rh-Thick Surfacing	5088-02	17th Line	North Limit - Braemar Sideroad	\$4,879
				<hr/> <hr/> \$633,583



Capital Program

March 17, 2021

10 Year 800k Budget Forecast - 2026

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0451-00	Queen Street	Victoria Street - King Street	\$35,368
Rh-Thick Surfacing	0476-01	Minerva Street	Decew Street East - Hendershot Str	\$36,523
Rh-Thick Surfacing	0488-00	Braemar Sideroad	Zorra/EZT Line - 10th Line	\$72,923
Rh-Thick Surfacing	0489-00	Braemar Sideroad	10th Line - 11th Line	\$72,030
Rh-Thick Surfacing	5001-00	Maplewood Sideroad	13th Line - 14th Line	\$252,790
Rh-Thick Surfacing	5089-00	17th Line	O.R. 33 - O.R. 4	\$214,277
				<hr/> <hr/>
				\$683,910



Capital Program

March 17, 2021

10 Year 800k Budget Forecast - 2027

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0231-00	11th Line	O.R. 33 - O.R. 17	\$150,979
Rh-Thick Surfacing	0278-00	15th Line	O.R. 33 - O.R. 17	\$163,328
Rh-Thick Surfacing	0436-03	William Street North	Oxford Street - Hope Street West	\$24,904
Rh-Thick Surfacing	0447-00	Fuhr Street	Hope Street East - Roth Street	\$43,977
Rh-Thick Surfacing	4687-01	Decew Street West	End - Maria Street	\$15,300
Rh-Thick Surfacing	5118-00	13th Line	O.R. 33 - O.R. 17	\$158,406
				<hr/> <hr/>
				\$556,894



Capital Program

March 17, 2021

10 Year 800k Budget Forecast - 2028

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0436-02	William Street North	Jacob Street West - Oxford Street	\$58,983
Rh-Thick Surfacing	0444-02	John Street	Jacob Street East - Hope Street East	\$40,800
Rh-Thick Surfacing	0446-02	Elizabeth Street	Jacob Street East - Hope Street East	\$40,471
Rh-Thick Surfacing	0450-03	Queen Street	Baechler Avenue - Victoria Street	\$22,161
Rh-Thick Surfacing	0471-01	Westwood Avenue	Queen Street - King Street	\$21,576
Rh-Thick Surfacing	0481-01	16th Line	Braemar Sideroad - O.R. 33	\$467,633
Rh-Thick Surfacing	4987-01	Young Street	End - Queen Street	\$71,605
				<hr/> <hr/> \$791,433



Capital Program

March 17, 2021

10 Year 800k Budget Forecast - 2029

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0259-00	10th Line	Maplewood Sideroad - Cassel Sideroad	\$23,613
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	\$28,811
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	\$26,065
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0285-00	17th Line	Cassel Sideroad - O.R. 5	\$18,512
Rh-Thick Surfacing	0289-00	18th Line	Maplewood Sideroad - O.R. 5	\$18,034
Rh-Thick Surfacing	0290-00	18th Line	P.O.R. - Maplewood Sideroad	\$24,360
Rh-Thick Surfacing	0291-00	19th Line	P.O.R. - O.R. 5	\$15,767
Rh-Thick Surfacing	0293-00	Braemar Sideroad	13th Line - 14th Line	\$9,890
Rh-Thick Surfacing	0294-00	Braemar Sideroad	14th Line - 15th Line	\$9,527
Rh-Thick Surfacing	0296-00	Braemar Sideroad	16th Line - 17th Line	\$10,025
Rh-Thick Surfacing	0297-00	Braemar Sideroad	17th Line - East Limit	\$7,887
Rh-Thick Surfacing	0299-00	Cassel Sideroad	10th Line - 11th Line	\$11,136
Rh-Thick Surfacing	0302-00	Cassel Sideroad	13th Line - 14th Line	\$10,298
Rh-Thick Surfacing	0305-00	Cassel Sideroad	16th Line - 17th Line	\$10,242
Rh-Thick Surfacing	0314-00	Perth-Oxford Rd	10th Line - 11th Line	\$10,792
Rh-Thick Surfacing	0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	\$7,734
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347
				<hr/> <hr/> \$606,815



Capital Program

March 17, 2021

10 Year 800k Budget Forecast - 2030

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0251-00	Zorra/EZT Line	Cassel Sideroad - O.R. 8	\$22,226
Rh-Thick Surfacing	0255-00	10th Line	O.R. 33 - O.R. 17	\$23,870
Rh-Thick Surfacing	0257-00	10th Line	O.R. 8 - Braemar Sideroad	\$23,228
Rh-Thick Surfacing	0258-00	10th Line	Cassel Sideroad - O.R. 8	\$24,752
Rh-Thick Surfacing	0260-00	10th Line	P.O.R. - Maplewood Sideroad	\$26,185
Rh-Thick Surfacing	0261-00	11th Line	Braemar Sideroad - O.R. 33	\$21,728
Rh-Thick Surfacing	0264-00	11th Line	Maplewood Sideroad - Cassel Sideroad	\$23,492
Rh-Thick Surfacing	0269-00	13th Line	O.R. 8 - Braemar Sideroad	\$25,821
Rh-Thick Surfacing	0273-01	14th Line	Braemar Sideroad - O.R. 33	\$18,623
Rh-Thick Surfacing	0286-00	17th Line	Maplewood Sideroad - Cassel Sideroad	\$23,273
Rh-Thick Surfacing	0287-00	17th Line	P.O.R. - Maplewood Sideroad	\$23,522
Rh-Thick Surfacing	0295-00	Braemar Sideroad	15th Line - 16th Line	\$9,877
Rh-Thick Surfacing	0298-00	Cassel Sideroad	Zorra/EZT Line - 10th Line	\$11,194
Rh-Thick Surfacing	0301-00	Cassel Sideroad	Hwy 59 - 13th Line	\$10,541
Rh-Thick Surfacing	0303-00	Cassel Sideroad	14th Line - 15th Line	\$10,264
Rh-Thick Surfacing	0304-00	Cassel Sideroad	15th Line - 16th Line	\$10,397
Rh-Thick Surfacing	0306-00	Cassel Sideroad	17th Line - O.R. 5/18th Line	\$8,221
Rh-Thick Surfacing	0313-00	Perth-Oxford Rd	Zorra/EZT Line - 10th Line	\$11,028
Rh-Thick Surfacing	0443-00	Janelle Drive	Scott Court - Jacob Street West	\$23,281
Rh-Thick Surfacing	0445-03	Wellington Street	Decew Street East - Roth Street	\$25,546
Rh-Thick Surfacing	0466-00	Hendershot Street	Wellington Street - Minerva Street	\$36,722
Rh-Thick Surfacing	0471-02	Westwood Avenue	King Street - End	\$32,796
Rh-Thick Surfacing	0477-00	11th Line	P.O.R. - Maplewood Sideroad	\$26,470
Rh-Thick Surfacing	0481-02	16th Line	Braemar Sideroad - Braemar Sideroad	\$118,183
Rh-Thick Surfacing	4691-00	Janelle Drive	Dietrich Road - Scott Court	\$87,078
Rh-Thick Surfacing	5039-04	Victoria Street	Victoria Court - Queen Street	\$24,327
Rh-Thick Surfacing	5085-01	14th Street	Hope Street East - Rudy Avenue	\$32,094
Rh-Thick Surfacing	5088-02	17th Line	North Limit - Braemar Sideroad	\$4,879
				<hr/> <hr/> \$739,616



Capital Program

March 17, 2021

10 Year 800k Budget Forecast - 2031

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0188-03	William Street South	Wettlaufer Street - 13th Line	\$71,217
Rh-Thick Surfacing	0440-02	Mogk Street	Oxford Street - Hope Street West	\$20,756
Rh-Thick Surfacing	0445-01	Wellington Street	Hope Street East - Hendershot Street	\$12,973
Rh-Thick Surfacing	0446-01	Elizabeth Street	End - Jacob Street East	\$28,529
Rh-Thick Surfacing	0448-01	King Street	Queen Street - Bender Avenue	\$16,789
Rh-Thick Surfacing	0448-02	King Street	Bender Avenue - Frederick Court	\$21,937
Rh-Thick Surfacing	0448-03	King Street	Frederick Court - Westwood Avenue	\$26,862
Rh-Thick Surfacing	0450-01	Queen Street	Hope Street East - Westwood Avenue	\$24,624
Rh-Thick Surfacing	0450-02	Queen Street	Westwood Avenue - Baechler Avenue	\$33,578
Rh-Thick Surfacing	0462-00	Scott Court	Janelle Drive - Janelle Drive	\$21,778
Rh-Thick Surfacing	0465-00	Hendershot Street	Minerva Street - Maria Street	\$57,640
Rh-Thick Surfacing	0467-00	Decew Street East	Wellington Street - Minerva Street	\$23,496
Rh-Thick Surfacing	0470-00	Frederick Court	King Street - End	\$33,443
Rh-Thick Surfacing	0476-02	Minerva Street	Hendershot Street - Hope Street East	\$36,523
Rh-Thick Surfacing	4685-01	Centennial Drive	End - Halliday Drive	\$27,941
Rh-Thick Surfacing	4687-02	Decew Street West	Maria Street - Woodstock Street South	\$52,923
Rh-Thick Surfacing	4689-02	Maria Street	Hendershot Street - Decew Street West	\$17,056
Rh-Thick Surfacing	4943-01	Wettlaufer Street	Wilton Street - Liebler Street	\$49,614
Rh-Thick Surfacing	4981-01	Briar Drive	Coleman Street - Thames Avenue	\$57,489
Rh-Thick Surfacing	5039-01	Victoria Street	Hope Street East - Homewood Avenue	\$26,981
Rh-Thick Surfacing	5039-03	Victoria Street	Baechler Avenue - Victoria Court	\$28,087
Rh-Thick Surfacing	5040-02	Homewood Avenue	Victoria Street - End (West)	\$36,490
Rh-Thick Surfacing	5045-00	Baechler Avenue	Victoria Street - Queen Street	\$36,463
Rh-Thick Surfacing	5086-00	Victoria Court	End - Victoria Street	\$19,257
				<hr/> <hr/> \$782,446
				<hr/> <hr/> \$7,083,052

Appendix E-6 – Budget = \$1,000,000



Forecast Summary

March 17, 2021

10 Year 1M Budget Forecast

<u>Year</u>	<u>Construction Type</u>	<u>Budget</u>	<u>PCI</u>	<u>PNV</u>
2022				
	Major Rehab.	\$150,036		
	Resurfacing	\$771,881		
		<hr/> \$921,918	<hr/> 74.0	<hr/> 75.4
2023				
	Major Rehab.	\$103,150		
	Resurfacing	\$588,270		
		<hr/> \$691,420	<hr/> 69.0	<hr/> 70.9
2024				
	Major Rehab.	\$0		
	Resurfacing	\$828,331		
		<hr/> \$828,331	<hr/> 83.0	<hr/> 73.1
2025				
	Major Rehab.	\$0		
	Resurfacing	\$803,315		
		<hr/> \$803,315	<hr/> 88.0	<hr/> 71.4
2026				
	Major Rehab.	\$0		
	Resurfacing	\$998,216		
		<hr/> \$998,216	<hr/> 83.0	<hr/> 65.4
2027				
	Major Rehab.	\$0		
	Resurfacing	\$989,053		
		<hr/> \$989,053	<hr/> 78.0	<hr/> 58.8
2028				
	Major Rehab.	\$0		
	Resurfacing	\$801,132		
		<hr/> \$801,132	<hr/> 86.0	<hr/> 57.7
2029				
	Major Rehab.	\$0		
	Resurfacing	\$589,780		
		<hr/> \$589,780	<hr/> 80.0	<hr/> 50.2



Forecast Summary

March 17, 2021

10 Year 1M Budget Forecast

<u>Year</u>	<u>Construction Type</u>	<u>Budget</u>	<u>PCI</u>	<u>PNV</u>
2030	Major Rehab.	\$0		
	Resurfacing	\$987,948		
		<hr/>	<hr/>	<hr/>
		\$987,948	84.0	47.2
2031	Major Rehab.	\$0		
	Resurfacing	\$995,067		
		<hr/>	<hr/>	<hr/>
		\$995,067	85.0	42.6
<u>Grand Total:</u>		<u>\$8,606,180</u>		



Capital Program

March 17, 2021

10 Year 1M Budget Forecast - 2022

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0405-01	John Street	Loveys Street East - King Cres	\$128,156
Rc-Major Rehab.	0405-03	John Street	King Cres - End	\$21,880
Rh-Thick Surfacing	0492-00	Maplewood Sideroad	Hwy 59 - 13th Line	\$257,698
Rh-Thick Surfacing	4680-00	Cassel Sideroad	11th Line - Hwy 59	\$253,086
Rh-Thick Surfacing	5002-00	Maplewood Sideroad	14th Line - 15th Line	\$261,097
				<hr/> <hr/> \$921,918



Capital Program

March 17, 2021

10 Year 1M Budget Forecast - 2023

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0405-02	John Street	King Cres - King Cres	\$103,150
Rh-Thick Surfacing	0483-00	16th Line	Cassel Sideroad - O.R. 8	\$588,270
				<hr/> <hr/>
				\$691,420



Capital Program

March 17, 2021

10 Year 1M Budget Forecast - 2024

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0259-00	10th Line	Maplewood Sideroad - Cassel Sideroad	\$23,613
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	\$28,811
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	\$26,065
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0285-00	17th Line	Cassel Sideroad - O.R. 5	\$18,512
Rh-Thick Surfacing	0289-00	18th Line	Maplewood Sideroad - O.R. 5	\$18,034
Rh-Thick Surfacing	0290-00	18th Line	P.O.R. - Maplewood Sideroad	\$24,360
Rh-Thick Surfacing	0291-00	19th Line	P.O.R. - O.R. 5	\$15,767
Rh-Thick Surfacing	0293-00	Braemar Sideroad	13th Line - 14th Line	\$9,890
Rh-Thick Surfacing	0294-00	Braemar Sideroad	14th Line - 15th Line	\$9,527
Rh-Thick Surfacing	0296-00	Braemar Sideroad	16th Line - 17th Line	\$10,025
Rh-Thick Surfacing	0297-00	Braemar Sideroad	17th Line - East Limit	\$7,887
Rh-Thick Surfacing	0299-00	Cassel Sideroad	10th Line - 11th Line	\$11,136
Rh-Thick Surfacing	0302-00	Cassel Sideroad	13th Line - 14th Line	\$10,298
Rh-Thick Surfacing	0305-00	Cassel Sideroad	16th Line - 17th Line	\$10,242
Rh-Thick Surfacing	0314-00	Perth-Oxford Rd	10th Line - 11th Line	\$10,792
Rh-Thick Surfacing	0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	\$7,734
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347
Rh-Thick Surfacing	5004-00	14th Line	14th Street - Maplewood Sideroad	\$153,313
				<hr/> <hr/> \$828,331



Capital Program

March 17, 2021

10 Year 1M Budget Forecast - 2025

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0251-00	Zorra/EZT Line	Cassel Sideroad - O.R. 8	\$22,226
Rh-Thick Surfacing	0255-00	10th Line	O.R. 33 - O.R. 17	\$23,870
Rh-Thick Surfacing	0257-00	10th Line	O.R. 8 - Braemar Sideroad	\$23,228
Rh-Thick Surfacing	0258-00	10th Line	Cassel Sideroad - O.R. 8	\$24,752
Rh-Thick Surfacing	0260-00	10th Line	P.O.R. - Maplewood Sideroad	\$26,185
Rh-Thick Surfacing	0261-00	11th Line	Braemar Sideroad - O.R. 33	\$21,728
Rh-Thick Surfacing	0264-00	11th Line	Maplewood Sideroad - Cassel Sider	\$23,492
Rh-Thick Surfacing	0269-00	13th Line	O.R. 8 - Braemar Sideroad	\$25,821
Rh-Thick Surfacing	0273-01	14th Line	Braemar Sideroad - O.R. 33	\$18,623
Rh-Thick Surfacing	0286-00	17th Line	Maplewood Sideroad - Cassel Sider	\$23,273
Rh-Thick Surfacing	0287-00	17th Line	P.O.R. - Maplewood Sideroad	\$23,522
Rh-Thick Surfacing	0295-00	Braemar Sideroad	15th Line - 16th Line	\$9,877
Rh-Thick Surfacing	0298-00	Cassel Sideroad	Zorra/EZT Line - 10th Line	\$11,194
Rh-Thick Surfacing	0301-00	Cassel Sideroad	Hwy 59 - 13th Line	\$10,541
Rh-Thick Surfacing	0303-00	Cassel Sideroad	14th Line - 15th Line	\$10,264
Rh-Thick Surfacing	0304-00	Cassel Sideroad	15th Line - 16th Line	\$10,397
Rh-Thick Surfacing	0306-00	Cassel Sideroad	17th Line - O.R. 5/18th Line	\$8,221
Rh-Thick Surfacing	0313-00	Perth-Oxford Rd	Zorra/EZT Line - 10th Line	\$11,028
Rh-Thick Surfacing	0477-00	11th Line	P.O.R. - Maplewood Sideroad	\$26,470
Rh-Thick Surfacing	0490-00	Braemar Sideroad	11th Line - Hwy 59	\$72,870
Rh-Thick Surfacing	0491-00	Braemar Sideroad	Hwy 59 - 13th Line	\$74,230
Rh-Thick Surfacing	4726-00	18th Line	North Limit - O.R. 29	\$126,893
Rh-Thick Surfacing	5005-00	15th Line	P.O.R. - Maplewood Sideroad	\$169,733
Rh-Thick Surfacing	5088-02	17th Line	North Limit - Braemar Sideroad	\$4,879
				<hr/> <hr/> \$803,315



Capital Program

March 17, 2021

10 Year 1M Budget Forecast - 2026

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0231-00	11th Line	O.R. 33 - O.R. 17	\$150,979
Rh-Thick Surfacing	0278-00	15th Line	O.R. 33 - O.R. 17	\$163,328
Rh-Thick Surfacing	0451-00	Queen Street	Victoria Street - King Street	\$35,368
Rh-Thick Surfacing	0476-01	Minerva Street	Decew Street East - Hendershot Str	\$36,523
Rh-Thick Surfacing	0488-00	Braemar Sideroad	Zorra/EZT Line - 10th Line	\$72,923
Rh-Thick Surfacing	0489-00	Braemar Sideroad	10th Line - 11th Line	\$72,030
Rh-Thick Surfacing	5001-00	Maplewood Sideroad	13th Line - 14th Line	\$252,790
Rh-Thick Surfacing	5089-00	17th Line	O.R. 33 - O.R. 4	\$214,277
				<hr/> <hr/>
				\$998,216



Capital Program

March 17, 2021

10 Year 1M Budget Forecast - 2027

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0436-02	William Street North	Jacob Street West - Oxford Street	\$58,983
Rh-Thick Surfacing	0436-03	William Street North	Oxford Street - Hope Street West	\$24,904
Rh-Thick Surfacing	0444-02	John Street	Jacob Street East - Hope Street East	\$40,800
Rh-Thick Surfacing	0446-02	Elizabeth Street	Jacob Street East - Hope Street East	\$40,471
Rh-Thick Surfacing	0447-00	Fuhr Street	Hope Street East - Roth Street	\$43,977
Rh-Thick Surfacing	0450-03	Queen Street	Baechler Avenue - Victoria Street	\$22,161
Rh-Thick Surfacing	0471-01	Westwood Avenue	Queen Street - King Street	\$21,576
Rh-Thick Surfacing	0481-01	16th Line	Braemar Sideroad - O.R. 33	\$467,633
Rh-Thick Surfacing	4687-01	Decew Street West	End - Maria Street	\$15,300
Rh-Thick Surfacing	4987-01	Young Street	End - Queen Street	\$71,605
Rh-Thick Surfacing	5118-00	13th Line	O.R. 33 - O.R. 17	\$158,406
				<hr/> <hr/> \$989,053



Capital Program

March 17, 2021

10 Year 1M Budget Forecast - 2028

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0259-00	10th Line	Maplewood Sideroad - Cassel Sideroad	\$23,613
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	\$28,811
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	\$26,065
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0285-00	17th Line	Cassel Sideroad - O.R. 5	\$18,512
Rh-Thick Surfacing	0289-00	18th Line	Maplewood Sideroad - O.R. 5	\$18,034
Rh-Thick Surfacing	0290-00	18th Line	P.O.R. - Maplewood Sideroad	\$24,360
Rh-Thick Surfacing	0291-00	19th Line	P.O.R. - O.R. 5	\$15,767
Rh-Thick Surfacing	0293-00	Braemar Sideroad	13th Line - 14th Line	\$9,890
Rh-Thick Surfacing	0294-00	Braemar Sideroad	14th Line - 15th Line	\$9,527
Rh-Thick Surfacing	0296-00	Braemar Sideroad	16th Line - 17th Line	\$10,025
Rh-Thick Surfacing	0297-00	Braemar Sideroad	17th Line - East Limit	\$7,887
Rh-Thick Surfacing	0299-00	Cassel Sideroad	10th Line - 11th Line	\$11,136
Rh-Thick Surfacing	0302-00	Cassel Sideroad	13th Line - 14th Line	\$10,298
Rh-Thick Surfacing	0305-00	Cassel Sideroad	16th Line - 17th Line	\$10,242
Rh-Thick Surfacing	0314-00	Perth-Oxford Rd	10th Line - 11th Line	\$10,792
Rh-Thick Surfacing	0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	\$7,734
Rh-Thick Surfacing	0440-01	Mogk Street	End - Oxford Street	\$15,767
Rh-Thick Surfacing	0459-00	Station Street	Woodstock Street North - End	\$18,070
Rh-Thick Surfacing	0463-00	Henry Street	John Street - Woodstock Street North	\$30,854
Rh-Thick Surfacing	0468-03	Roth Street	Fuhr Street - Wellington Street	\$27,423
Rh-Thick Surfacing	0469-00	Bender Avenue	King Street - End	\$57,236
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347

\$801,132



Capital Program

March 17, 2021

10 Year 1M Budget Forecast - 2029

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0482-00	16th Line	O.R. 8 - Braemar Sideroad	\$589,780
				<hr/> <hr/> \$589,780



Capital Program

March 17, 2021

10 Year 1M Budget Forecast - 2030

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0188-03	William Street South	Wettlaufer Street - 13th Line	\$71,217
Rh-Thick Surfacing	0251-00	Zorra/EZT Line	Cassel Sideroad - O.R. 8	\$22,226
Rh-Thick Surfacing	0255-00	10th Line	O.R. 33 - O.R. 17	\$23,870
Rh-Thick Surfacing	0257-00	10th Line	O.R. 8 - Braemar Sideroad	\$23,228
Rh-Thick Surfacing	0258-00	10th Line	Cassel Sideroad - O.R. 8	\$24,752
Rh-Thick Surfacing	0260-00	10th Line	P.O.R. - Maplewood Sideroad	\$26,185
Rh-Thick Surfacing	0261-00	11th Line	Braemar Sideroad - O.R. 33	\$21,728
Rh-Thick Surfacing	0264-00	11th Line	Maplewood Sideroad - Cassel Sideroad	\$23,492
Rh-Thick Surfacing	0269-00	13th Line	O.R. 8 - Braemar Sideroad	\$25,821
Rh-Thick Surfacing	0273-01	14th Line	Braemar Sideroad - O.R. 33	\$18,623
Rh-Thick Surfacing	0286-00	17th Line	Maplewood Sideroad - Cassel Sideroad	\$23,273
Rh-Thick Surfacing	0287-00	17th Line	P.O.R. - Maplewood Sideroad	\$23,522
Rh-Thick Surfacing	0295-00	Braemar Sideroad	15th Line - 16th Line	\$9,877
Rh-Thick Surfacing	0298-00	Cassel Sideroad	Zorra/EZT Line - 10th Line	\$11,194
Rh-Thick Surfacing	0301-00	Cassel Sideroad	Hwy 59 - 13th Line	\$10,541
Rh-Thick Surfacing	0303-00	Cassel Sideroad	14th Line - 15th Line	\$10,264
Rh-Thick Surfacing	0304-00	Cassel Sideroad	15th Line - 16th Line	\$10,397
Rh-Thick Surfacing	0306-00	Cassel Sideroad	17th Line - O.R. 5/18th Line	\$8,221
Rh-Thick Surfacing	0313-00	Perth-Oxford Rd	Zorra/EZT Line - 10th Line	\$11,028
Rh-Thick Surfacing	0443-00	Janelle Drive	Scott Court - Jacob Street West	\$23,281
Rh-Thick Surfacing	0445-01	Wellington Street	Hope Street East - Hendershot Street	\$12,973
Rh-Thick Surfacing	0445-03	Wellington Street	Decew Street East - Roth Street	\$25,546
Rh-Thick Surfacing	0465-00	Hendershot Street	Minerva Street - Maria Street	\$57,640
Rh-Thick Surfacing	0466-00	Hendershot Street	Wellington Street - Minerva Street	\$36,722
Rh-Thick Surfacing	0471-02	Westwood Avenue	King Street - End	\$32,796
Rh-Thick Surfacing	0476-02	Minerva Street	Hendershot Street - Hope Street East	\$36,523
Rh-Thick Surfacing	0477-00	11th Line	P.O.R. - Maplewood Sideroad	\$26,470
Rh-Thick Surfacing	0481-02	16th Line	Braemar Sideroad - Braemar Sideroad	\$118,183
Rh-Thick Surfacing	4687-02	Decew Street West	Maria Street - Woodstock Street South	\$52,923
Rh-Thick Surfacing	4689-02	Maria Street	Hendershot Street - Decew Street West	\$17,056
Rh-Thick Surfacing	4691-00	Janelle Drive	Dietrich Road - Scott Court	\$87,078
Rh-Thick Surfacing	5039-04	Victoria Street	Victoria Court - Queen Street	\$24,327
Rh-Thick Surfacing	5085-01	14th Street	Hope Street East - Rudy Avenue	\$32,094
Rh-Thick Surfacing	5088-02	17th Line	North Limit - Braemar Sideroad	\$4,879
				<hr/> <hr/> \$987,948



Capital Program

March 17, 2021

10 Year 1M Budget Forecast - 2031

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	\$26,065
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0440-02	Mogk Street	Oxford Street - Hope Street West	\$20,756
Rh-Thick Surfacing	0446-01	Elizabeth Street	End - Jacob Street East	\$28,529
Rh-Thick Surfacing	0448-01	King Street	Queen Street - Bender Avenue	\$16,789
Rh-Thick Surfacing	0448-02	King Street	Bender Avenue - Frederick Court	\$21,937
Rh-Thick Surfacing	0448-03	King Street	Frederick Court - Westwood Avenue	\$26,862
Rh-Thick Surfacing	0450-01	Queen Street	Hope Street East - Westwood Avenue	\$24,624
Rh-Thick Surfacing	0450-02	Queen Street	Westwood Avenue - Baechler Avenue	\$33,578
Rh-Thick Surfacing	0462-00	Scott Court	Janelle Drive - Janelle Drive	\$21,778
Rh-Thick Surfacing	0467-00	Decew Street East	Wellington Street - Minerva Street	\$23,496
Rh-Thick Surfacing	0470-00	Frederick Court	King Street - End	\$33,443
Rh-Thick Surfacing	0486-00	Valleyfield Drive	Hwy 2 - Valleyfield Drive	\$7,759
Rh-Thick Surfacing	4685-01	Centennial Drive	End - Halliday Drive	\$27,941
Rh-Thick Surfacing	4693-07	Queen Street	Balsam Street - Day Street	\$45,229
Rh-Thick Surfacing	4943-01	Wettlaufer Street	Wilton Street - Liebler Street	\$49,614
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347
Rh-Thick Surfacing	4981-01	Briar Drive	Coleman Street - Thames Avenue	\$57,489
Rh-Thick Surfacing	5039-01	Victoria Street	Hope Street East - Homewood Avenue	\$26,981
Rh-Thick Surfacing	5039-03	Victoria Street	Baechler Avenue - Victoria Court	\$28,087
Rh-Thick Surfacing	5040-02	Homewood Avenue	Victoria Street - End (West)	\$36,490
Rh-Thick Surfacing	5045-00	Baechler Avenue	Victoria Street - Queen Street	\$36,463
Rh-Thick Surfacing	5086-00	Victoria Court	End - Victoria Street	\$19,257
Rh-Thick Surfacing	7975-01	George Street	End - George Street	\$29,710
				<hr/> <hr/> \$995,067

March 17, 2021

10 Year 1M Budget Forecast - 2031

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
				\$8,606,180

Appendix E-7 – Budget = \$1,100,000



Forecast Summary

March 17, 2021

10 Year 1.1M Budget Forecast

<u>Year</u>	<u>Construction Type</u>	<u>Budget</u>	<u>PCI</u>	<u>PNV</u>
2022				
	Major Rehab.	\$150,036		
	Resurfacing	\$771,881		
		<hr/>	<hr/>	<hr/>
		\$921,918	74.0	75.4
2023				
	Major Rehab.	\$103,150		
	Resurfacing	\$588,270		
		<hr/>	<hr/>	<hr/>
		\$691,420	69.0	70.9
2024				
	Major Rehab.	\$0		
	Resurfacing	\$828,331		
		<hr/>	<hr/>	<hr/>
		\$828,331	83.0	73.1
2025				
	Major Rehab.	\$0		
	Resurfacing	\$1,068,754		
		<hr/>	<hr/>	<hr/>
		\$1,068,754	88.0	71.5
2026				
	Major Rehab.	\$0		
	Resurfacing	\$1,082,398		
		<hr/>	<hr/>	<hr/>
		\$1,082,398	83.0	65.5
2027				
	Major Rehab.	\$0		
	Resurfacing	\$1,074,231		
		<hr/>	<hr/>	<hr/>
		\$1,074,231	81.0	60.2
2028				
	Major Rehab.	\$500,617		
	Resurfacing	\$482,423		
		<hr/>	<hr/>	<hr/>
		\$983,039	86.0	57.5
2029				
	Major Rehab.	\$355,386		
	Resurfacing	\$619,798		
		<hr/>	<hr/>	<hr/>
		\$975,183	80.0	50.1



Forecast Summary

March 17, 2021

10 Year 1.1M Budget Forecast

<u>Year</u>	<u>Construction Type</u>	<u>Budget</u>	<u>PCI</u>	<u>PNV</u>
2030	Major Rehab.	\$0		
	Resurfacing	\$1,087,855		
		<hr/>	<hr/>	<hr/>
		\$1,087,855	84.0	47.1
2031	Major Rehab.	\$0		
	Resurfacing	\$1,088,625		
		<hr/>	<hr/>	<hr/>
		\$1,088,625	88.0	44.3
	<u>Grand Total:</u>	<u>\$9,801,754</u>		



Capital Program

March 17, 2021

10 Year 1.1M Budget Forecast - 2022

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0405-01	John Street	Loveys Street East - King Cres	\$128,156
Rc-Major Rehab.	0405-03	John Street	King Cres - End	\$21,880
Rh-Thick Surfacing	0492-00	Maplewood Sideroad	Hwy 59 - 13th Line	\$257,698
Rh-Thick Surfacing	4680-00	Cassel Sideroad	11th Line - Hwy 59	\$253,086
Rh-Thick Surfacing	5002-00	Maplewood Sideroad	14th Line - 15th Line	\$261,097
				<hr/> <hr/> \$921,918



Capital Program

March 17, 2021

10 Year 1.1M Budget Forecast - 2023

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0405-02	John Street	King Cres - King Cres	\$103,150
Rh-Thick Surfacing	0483-00	16th Line	Cassel Sideroad - O.R. 8	\$588,270
				<hr/> <hr/>
				\$691,420



Capital Program

March 17, 2021

10 Year 1.1M Budget Forecast - 2024

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0259-00	10th Line	Maplewood Sideroad - Cassel Sideroad	\$23,613
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	\$28,811
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	\$26,065
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0285-00	17th Line	Cassel Sideroad - O.R. 5	\$18,512
Rh-Thick Surfacing	0289-00	18th Line	Maplewood Sideroad - O.R. 5	\$18,034
Rh-Thick Surfacing	0290-00	18th Line	P.O.R. - Maplewood Sideroad	\$24,360
Rh-Thick Surfacing	0291-00	19th Line	P.O.R. - O.R. 5	\$15,767
Rh-Thick Surfacing	0293-00	Braemar Sideroad	13th Line - 14th Line	\$9,890
Rh-Thick Surfacing	0294-00	Braemar Sideroad	14th Line - 15th Line	\$9,527
Rh-Thick Surfacing	0296-00	Braemar Sideroad	16th Line - 17th Line	\$10,025
Rh-Thick Surfacing	0297-00	Braemar Sideroad	17th Line - East Limit	\$7,887
Rh-Thick Surfacing	0299-00	Cassel Sideroad	10th Line - 11th Line	\$11,136
Rh-Thick Surfacing	0302-00	Cassel Sideroad	13th Line - 14th Line	\$10,298
Rh-Thick Surfacing	0305-00	Cassel Sideroad	16th Line - 17th Line	\$10,242
Rh-Thick Surfacing	0314-00	Perth-Oxford Rd	10th Line - 11th Line	\$10,792
Rh-Thick Surfacing	0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	\$7,734
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347
Rh-Thick Surfacing	5004-00	14th Line	14th Street - Maplewood Sideroad	\$153,313
				<hr/> <hr/>
				\$828,331



Capital Program

March 17, 2021

10 Year 1.1M Budget Forecast - 2025

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0251-00	Zorra/EZT Line	Cassel Sideroad - O.R. 8	\$22,226
Rh-Thick Surfacing	0255-00	10th Line	O.R. 33 - O.R. 17	\$23,870
Rh-Thick Surfacing	0257-00	10th Line	O.R. 8 - Braemar Sideroad	\$23,228
Rh-Thick Surfacing	0258-00	10th Line	Cassel Sideroad - O.R. 8	\$24,752
Rh-Thick Surfacing	0260-00	10th Line	P.O.R. - Maplewood Sideroad	\$26,185
Rh-Thick Surfacing	0261-00	11th Line	Braemar Sideroad - O.R. 33	\$21,728
Rh-Thick Surfacing	0264-00	11th Line	Maplewood Sideroad - Cassel Sideroad	\$23,492
Rh-Thick Surfacing	0269-00	13th Line	O.R. 8 - Braemar Sideroad	\$25,821
Rh-Thick Surfacing	0273-01	14th Line	Braemar Sideroad - O.R. 33	\$18,623
Rh-Thick Surfacing	0286-00	17th Line	Maplewood Sideroad - Cassel Sideroad	\$23,273
Rh-Thick Surfacing	0287-00	17th Line	P.O.R. - Maplewood Sideroad	\$23,522
Rh-Thick Surfacing	0295-00	Braemar Sideroad	15th Line - 16th Line	\$9,877
Rh-Thick Surfacing	0298-00	Cassel Sideroad	Zorra/EZT Line - 10th Line	\$11,194
Rh-Thick Surfacing	0301-00	Cassel Sideroad	Hwy 59 - 13th Line	\$10,541
Rh-Thick Surfacing	0303-00	Cassel Sideroad	14th Line - 15th Line	\$10,264
Rh-Thick Surfacing	0304-00	Cassel Sideroad	15th Line - 16th Line	\$10,397
Rh-Thick Surfacing	0306-00	Cassel Sideroad	17th Line - O.R. 5/18th Line	\$8,221
Rh-Thick Surfacing	0313-00	Perth-Oxford Rd	Zorra/EZT Line - 10th Line	\$11,028
Rh-Thick Surfacing	0477-00	11th Line	P.O.R. - Maplewood Sideroad	\$26,470
Rh-Thick Surfacing	0490-00	Braemar Sideroad	11th Line - Hwy 59	\$72,870
Rh-Thick Surfacing	0491-00	Braemar Sideroad	Hwy 59 - 13th Line	\$74,230
Rh-Thick Surfacing	4726-00	18th Line	North Limit - O.R. 29	\$126,893
Rh-Thick Surfacing	5003-00	Maplewood Sideroad	15th Line - 16th Line	\$265,439
Rh-Thick Surfacing	5005-00	15th Line	P.O.R. - Maplewood Sideroad	\$169,733
Rh-Thick Surfacing	5088-02	17th Line	North Limit - Braemar Sideroad	\$4,879
				<hr/> <hr/> \$1,068,754



Capital Program

March 17, 2021

10 Year 1.1M Budget Forecast - 2026

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0231-00	11th Line	O.R. 33 - O.R. 17	\$150,979
Rh-Thick Surfacing	0278-00	15th Line	O.R. 33 - O.R. 17	\$163,328
Rh-Thick Surfacing	0436-03	William Street North	Oxford Street - Hope Street West	\$24,904
Rh-Thick Surfacing	0447-00	Fuhr Street	Hope Street East - Roth Street	\$43,977
Rh-Thick Surfacing	0451-00	Queen Street	Victoria Street - King Street	\$35,368
Rh-Thick Surfacing	0476-01	Minerva Street	Decew Street East - Hendershot Str	\$36,523
Rh-Thick Surfacing	0488-00	Braemar Sideroad	Zorra/EZT Line - 10th Line	\$72,923
Rh-Thick Surfacing	0489-00	Braemar Sideroad	10th Line - 11th Line	\$72,030
Rh-Thick Surfacing	4687-01	Decew Street West	End - Maria Street	\$15,300
Rh-Thick Surfacing	5001-00	Maplewood Sideroad	13th Line - 14th Line	\$252,790
Rh-Thick Surfacing	5089-00	17th Line	O.R. 33 - O.R. 4	\$214,277
				<hr/> <hr/> \$1,082,398



Capital Program

March 17, 2021

10 Year 1.1M Budget Forecast - 2027

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0259-00	10th Line	Maplewood Sideroad - Cassel Sideroad	\$23,613
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0436-02	William Street North	Jacob Street West - Oxford Street	\$58,983
Rh-Thick Surfacing	0444-02	John Street	Jacob Street East - Hope Street East	\$40,800
Rh-Thick Surfacing	0446-02	Elizabeth Street	Jacob Street East - Hope Street East	\$40,471
Rh-Thick Surfacing	0450-03	Queen Street	Baechler Avenue - Victoria Street	\$22,161
Rh-Thick Surfacing	0471-01	Westwood Avenue	Queen Street - King Street	\$21,576
Rh-Thick Surfacing	0481-01	16th Line	Braemar Sideroad - O.R. 33	\$467,633
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347
Rh-Thick Surfacing	4987-01	Young Street	End - Queen Street	\$71,605
Rh-Thick Surfacing	5118-00	13th Line	O.R. 33 - O.R. 17	\$158,406
				<hr/> <hr/> \$1,074,231



Capital Program

March 17, 2021

10 Year 1.1M Budget Forecast - 2028

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0406-00	King Cres	John Street - John Street	\$429,271
Rc-Major Rehab.	0457-01	Adam Street	End - Maria Street	\$71,345
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	\$28,811
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	\$26,065
Rh-Thick Surfacing	0285-00	17th Line	Cassel Sideroad - O.R. 5	\$18,512
Rh-Thick Surfacing	0289-00	18th Line	Maplewood Sideroad - O.R. 5	\$18,034
Rh-Thick Surfacing	0290-00	18th Line	P.O.R. - Maplewood Sideroad	\$24,360
Rh-Thick Surfacing	0291-00	19th Line	P.O.R. - O.R. 5	\$15,767
Rh-Thick Surfacing	0293-00	Braemar Sideroad	13th Line - 14th Line	\$9,890
Rh-Thick Surfacing	0294-00	Braemar Sideroad	14th Line - 15th Line	\$9,527
Rh-Thick Surfacing	0296-00	Braemar Sideroad	16th Line - 17th Line	\$10,025
Rh-Thick Surfacing	0297-00	Braemar Sideroad	17th Line - East Limit	\$7,887
Rh-Thick Surfacing	0299-00	Cassel Sideroad	10th Line - 11th Line	\$11,136
Rh-Thick Surfacing	0302-00	Cassel Sideroad	13th Line - 14th Line	\$10,298
Rh-Thick Surfacing	0305-00	Cassel Sideroad	16th Line - 17th Line	\$10,242
Rh-Thick Surfacing	0314-00	Perth-Oxford Rd	10th Line - 11th Line	\$10,792
Rh-Thick Surfacing	0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	\$7,734
				<hr/> <hr/> \$983,039



Capital Program

March 17, 2021

10 Year 1.1M Budget Forecast - 2029

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0189-00	William Street South	Hope Street West - Woodstock Stre	\$222,710
Rc-Major Rehab.	0444-01	John Street	Henry Street - Jacob Street East	\$132,675
Rh-Thick Surfacing	0485-00	16th Line	P.O.R. - Maplewood Sideroad	\$619,798
				<hr/> <hr/> \$975,183



Capital Program

March 17, 2021

10 Year 1.1M Budget Forecast - 2030

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0251-00	Zorra/EZT Line	Cassel Sideroad - O.R. 8	\$22,226
Rh-Thick Surfacing	0255-00	10th Line	O.R. 33 - O.R. 17	\$23,870
Rh-Thick Surfacing	0257-00	10th Line	O.R. 8 - Braemar Sideroad	\$23,228
Rh-Thick Surfacing	0258-00	10th Line	Cassel Sideroad - O.R. 8	\$24,752
Rh-Thick Surfacing	0260-00	10th Line	P.O.R. - Maplewood Sideroad	\$26,185
Rh-Thick Surfacing	0261-00	11th Line	Braemar Sideroad - O.R. 33	\$21,728
Rh-Thick Surfacing	0264-00	11th Line	Maplewood Sideroad - Cassel Sideroad	\$23,492
Rh-Thick Surfacing	0269-00	13th Line	O.R. 8 - Braemar Sideroad	\$25,821
Rh-Thick Surfacing	0273-01	14th Line	Braemar Sideroad - O.R. 33	\$18,623
Rh-Thick Surfacing	0286-00	17th Line	Maplewood Sideroad - Cassel Sideroad	\$23,273
Rh-Thick Surfacing	0287-00	17th Line	P.O.R. - Maplewood Sideroad	\$23,522
Rh-Thick Surfacing	0295-00	Braemar Sideroad	15th Line - 16th Line	\$9,877
Rh-Thick Surfacing	0298-00	Cassel Sideroad	Zorra/EZT Line - 10th Line	\$11,194
Rh-Thick Surfacing	0301-00	Cassel Sideroad	Hwy 59 - 13th Line	\$10,541
Rh-Thick Surfacing	0303-00	Cassel Sideroad	14th Line - 15th Line	\$10,264
Rh-Thick Surfacing	0304-00	Cassel Sideroad	15th Line - 16th Line	\$10,397
Rh-Thick Surfacing	0306-00	Cassel Sideroad	17th Line - O.R. 5/18th Line	\$8,221
Rh-Thick Surfacing	0313-00	Perth-Oxford Rd	Zorra/EZT Line - 10th Line	\$11,028
Rh-Thick Surfacing	0440-02	Mogk Street	Oxford Street - Hope Street West	\$20,756
Rh-Thick Surfacing	0443-00	Janelle Drive	Scott Court - Jacob Street West	\$23,281
Rh-Thick Surfacing	0445-01	Wellington Street	Hope Street East - Hendershot Street	\$12,973
Rh-Thick Surfacing	0445-03	Wellington Street	Decew Street East - Roth Street	\$25,546
Rh-Thick Surfacing	0446-01	Elizabeth Street	End - Jacob Street East	\$28,529
Rh-Thick Surfacing	0448-03	King Street	Frederick Court - Westwood Avenue	\$26,862
Rh-Thick Surfacing	0450-01	Queen Street	Hope Street East - Westwood Avenue	\$24,624
Rh-Thick Surfacing	0450-02	Queen Street	Westwood Avenue - Baechler Avenue	\$33,578
Rh-Thick Surfacing	0465-00	Hendershot Street	Minerva Street - Maria Street	\$57,640
Rh-Thick Surfacing	0466-00	Hendershot Street	Wellington Street - Minerva Street	\$36,722
Rh-Thick Surfacing	0471-02	Westwood Avenue	King Street - End	\$32,796
Rh-Thick Surfacing	0476-02	Minerva Street	Hendershot Street - Hope Street East	\$36,523
Rh-Thick Surfacing	0477-00	11th Line	P.O.R. - Maplewood Sideroad	\$26,470
Rh-Thick Surfacing	0481-02	16th Line	Braemar Sideroad - Braemar Sideroad	\$118,183
Rh-Thick Surfacing	4687-02	Decew Street West	Maria Street - Woodstock Street South	\$52,923
Rh-Thick Surfacing	4689-02	Maria Street	Hendershot Street - Decew Street West	\$17,056
Rh-Thick Surfacing	4691-00	Janelle Drive	Dietrich Road - Scott Court	\$87,078
Rh-Thick Surfacing	4943-01	Wettlaufer Street	Wilton Street - Liebler Street	\$49,614
Rh-Thick Surfacing	5039-04	Victoria Street	Victoria Court - Queen Street	\$24,327
Rh-Thick Surfacing	5086-00	Victoria Court	End - Victoria Street	\$19,257
Rh-Thick Surfacing	5088-02	17th Line	North Limit - Braemar Sideroad	\$4,879
				<hr/> <hr/> \$1,087,855



Capital Program

March 17, 2021

10 Year 1.1M Budget Forecast - 2031

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0188-03	William Street South	Wettlaufer Street - 13th Line	\$71,217
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0259-00	10th Line	Maplewood Sideroad - Cassel Sideroad	\$23,613
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	\$28,811
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	\$26,065
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0285-00	17th Line	Cassel Sideroad - O.R. 5	\$18,512
Rh-Thick Surfacing	0289-00	18th Line	Maplewood Sideroad - O.R. 5	\$18,034
Rh-Thick Surfacing	0290-00	18th Line	P.O.R. - Maplewood Sideroad	\$24,360
Rh-Thick Surfacing	0448-01	King Street	Queen Street - Bender Avenue	\$16,789
Rh-Thick Surfacing	0448-02	King Street	Bender Avenue - Frederick Court	\$21,937
Rh-Thick Surfacing	0462-00	Scott Court	Janelle Drive - Janelle Drive	\$21,778
Rh-Thick Surfacing	0467-00	Decew Street East	Wellington Street - Minerva Street	\$23,496
Rh-Thick Surfacing	0470-00	Frederick Court	King Street - End	\$33,443
Rh-Thick Surfacing	0486-00	Valleyfield Drive	Hwy 2 - Valleyfield Drive	\$7,759
Rh-Thick Surfacing	4685-01	Centennial Drive	End - Halliday Drive	\$27,941
Rh-Thick Surfacing	4693-07	Queen Street	Balsam Street - Day Street	\$45,229
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347
Rh-Thick Surfacing	4981-01	Briar Drive	Coleman Street - Thames Avenue	\$57,489
Rh-Thick Surfacing	5039-01	Victoria Street	Hope Street East - Homewood Avenue	\$26,981
Rh-Thick Surfacing	5039-03	Victoria Street	Baechler Avenue - Victoria Court	\$28,087
Rh-Thick Surfacing	5040-02	Homewood Avenue	Victoria Street - End (West)	\$36,490
Rh-Thick Surfacing	5045-00	Baechler Avenue	Victoria Street - Queen Street	\$36,463
Rh-Thick Surfacing	5085-01	14th Street	Hope Street East - Rudy Avenue	\$32,094
Rh-Thick Surfacing	7975-01	George Street	End - George Street	\$29,710



Capital Program

March 17, 2021

10 Year 1.1M Budget Forecast - 2031

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
				<hr/> <hr/>
				\$1,088,625
			<hr/> <hr/>	<hr/> <hr/>
				\$9,801,754

Appendix E-8 – Budget = \$1,200,000



Forecast Summary

March 17, 2021

10 Year 1.2M Budget Forecast

<u>Year</u>	<u>Construction Type</u>	<u>Budget</u>	<u>PCI</u>	<u>PNV</u>
2022				
	Major Rehab.	\$150,036		
	Resurfacing	\$771,881		
		<u>\$921,918</u>	<u>74.0</u>	<u>75.4</u>
2023				
	Major Rehab.	\$0		
	Resurfacing	\$1,188,939		
		<u>\$1,188,939</u>	<u>70.0</u>	<u>71.3</u>
2024				
	Major Rehab.	\$103,150		
	Resurfacing	\$806,114		
		<u>\$909,264</u>	<u>83.0</u>	<u>73.3</u>
2025				
	Major Rehab.	\$0		
	Resurfacing	\$803,315		
		<u>\$803,315</u>	<u>88.0</u>	<u>71.5</u>
2026				
	Major Rehab.	\$0		
	Resurfacing	\$1,104,615		
		<u>\$1,104,615</u>	<u>84.0</u>	<u>65.8</u>
2027				
	Major Rehab.	\$0		
	Resurfacing	\$1,185,857		
		<u>\$1,185,857</u>	<u>84.0</u>	<u>61.2</u>
2028				
	Major Rehab.	\$0		
	Resurfacing	\$968,378		
		<u>\$968,378</u>	<u>85.0</u>	<u>57.3</u>
2029				
	Major Rehab.	\$0		
	Resurfacing	\$1,185,797		
		<u>\$1,185,797</u>	<u>88.0</u>	<u>53.5</u>



Forecast Summary

March 17, 2021

10 Year 1.2M Budget Forecast

<u>Year</u>	<u>Construction Type</u>	<u>Budget</u>	<u>PCI</u>	<u>PNV</u>
2030				
	Major Rehab.	\$0		
	Resurfacing	\$1,173,644		
		<u>\$1,173,644</u>	<u>87.0</u>	<u>48.5</u>
2031				
	Major Rehab.	\$856,002		
	Resurfacing	\$333,941		
		<u>\$1,189,943</u>	<u>82.0</u>	<u>41.2</u>
	<u>Grand Total:</u>	<u>\$10,631,670</u>		



Capital Program

March 17, 2021

10 Year 1.2M Budget Forecast - 2022

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0405-01	John Street	Loveys Street East - King Cres	\$128,156
Rc-Major Rehab.	0405-03	John Street	King Cres - End	\$21,880
Rh-Thick Surfacing	0492-00	Maplewood Sideroad	Hwy 59 - 13th Line	\$257,698
Rh-Thick Surfacing	4680-00	Cassel Sideroad	11th Line - Hwy 59	\$253,086
Rh-Thick Surfacing	5002-00	Maplewood Sideroad	14th Line - 15th Line	\$261,097
				<hr/> <hr/> \$921,918



Capital Program

March 17, 2021

10 Year 1.2M Budget Forecast - 2023

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0483-00	16th Line	Cassel Sideroad - O.R. 8	\$588,270
Rh-Thick Surfacing	0484-00	16th Line	Maplewood Sideroad - Cassel Sider	\$578,453
				<hr/> <hr/>
				\$1,188,939



Capital Program

March 17, 2021

10 Year 1.2M Budget Forecast - 2024

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0405-02	John Street	King Cres - King Cres	\$103,150
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0259-00	10th Line	Maplewood Sideroad - Cassel Sideroad	\$23,613
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	\$28,811
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	\$26,065
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0285-00	17th Line	Cassel Sideroad - O.R. 5	\$18,512
Rh-Thick Surfacing	0289-00	18th Line	Maplewood Sideroad - O.R. 5	\$18,034
Rh-Thick Surfacing	0290-00	18th Line	P.O.R. - Maplewood Sideroad	\$24,360
Rh-Thick Surfacing	0291-00	19th Line	P.O.R. - O.R. 5	\$15,767
Rh-Thick Surfacing	0293-00	Braemar Sideroad	13th Line - 14th Line	\$9,890
Rh-Thick Surfacing	0294-00	Braemar Sideroad	14th Line - 15th Line	\$9,527
Rh-Thick Surfacing	0296-00	Braemar Sideroad	16th Line - 17th Line	\$10,025
Rh-Thick Surfacing	0297-00	Braemar Sideroad	17th Line - East Limit	\$7,887
Rh-Thick Surfacing	0299-00	Cassel Sideroad	10th Line - 11th Line	\$11,136
Rh-Thick Surfacing	0302-00	Cassel Sideroad	13th Line - 14th Line	\$10,298
Rh-Thick Surfacing	0305-00	Cassel Sideroad	16th Line - 17th Line	\$10,242
Rh-Thick Surfacing	0314-00	Perth-Oxford Rd	10th Line - 11th Line	\$10,792
Rh-Thick Surfacing	0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	\$7,734
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347
Rh-Thick Surfacing	5004-00	14th Line	14th Street - Maplewood Sideroad	\$153,313
				<hr/> <hr/> \$909,264



Capital Program

March 17, 2021

10 Year 1.2M Budget Forecast - 2025

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0251-00	Zorra/EZT Line	Cassel Sideroad - O.R. 8	\$22,226
Rh-Thick Surfacing	0255-00	10th Line	O.R. 33 - O.R. 17	\$23,870
Rh-Thick Surfacing	0257-00	10th Line	O.R. 8 - Braemar Sideroad	\$23,228
Rh-Thick Surfacing	0258-00	10th Line	Cassel Sideroad - O.R. 8	\$24,752
Rh-Thick Surfacing	0260-00	10th Line	P.O.R. - Maplewood Sideroad	\$26,185
Rh-Thick Surfacing	0261-00	11th Line	Braemar Sideroad - O.R. 33	\$21,728
Rh-Thick Surfacing	0264-00	11th Line	Maplewood Sideroad - Cassel Sider	\$23,492
Rh-Thick Surfacing	0269-00	13th Line	O.R. 8 - Braemar Sideroad	\$25,821
Rh-Thick Surfacing	0273-01	14th Line	Braemar Sideroad - O.R. 33	\$18,623
Rh-Thick Surfacing	0286-00	17th Line	Maplewood Sideroad - Cassel Sider	\$23,273
Rh-Thick Surfacing	0287-00	17th Line	P.O.R. - Maplewood Sideroad	\$23,522
Rh-Thick Surfacing	0295-00	Braemar Sideroad	15th Line - 16th Line	\$9,877
Rh-Thick Surfacing	0298-00	Cassel Sideroad	Zorra/EZT Line - 10th Line	\$11,194
Rh-Thick Surfacing	0301-00	Cassel Sideroad	Hwy 59 - 13th Line	\$10,541
Rh-Thick Surfacing	0303-00	Cassel Sideroad	14th Line - 15th Line	\$10,264
Rh-Thick Surfacing	0304-00	Cassel Sideroad	15th Line - 16th Line	\$10,397
Rh-Thick Surfacing	0306-00	Cassel Sideroad	17th Line - O.R. 5/18th Line	\$8,221
Rh-Thick Surfacing	0313-00	Perth-Oxford Rd	Zorra/EZT Line - 10th Line	\$11,028
Rh-Thick Surfacing	0477-00	11th Line	P.O.R. - Maplewood Sideroad	\$26,470
Rh-Thick Surfacing	0490-00	Braemar Sideroad	11th Line - Hwy 59	\$72,870
Rh-Thick Surfacing	0491-00	Braemar Sideroad	Hwy 59 - 13th Line	\$74,230
Rh-Thick Surfacing	4726-00	18th Line	North Limit - O.R. 29	\$126,893
Rh-Thick Surfacing	5005-00	15th Line	P.O.R. - Maplewood Sideroad	\$169,733
Rh-Thick Surfacing	5088-02	17th Line	North Limit - Braemar Sideroad	\$4,879
				<hr/> <hr/> \$803,315



Capital Program

March 17, 2021

10 Year 1.2M Budget Forecast - 2026

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0231-00	11th Line	O.R. 33 - O.R. 17	\$150,979
Rh-Thick Surfacing	0278-00	15th Line	O.R. 33 - O.R. 17	\$163,328
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0436-03	William Street North	Oxford Street - Hope Street West	\$24,904
Rh-Thick Surfacing	0447-00	Fuhr Street	Hope Street East - Roth Street	\$43,977
Rh-Thick Surfacing	0451-00	Queen Street	Victoria Street - King Street	\$35,368
Rh-Thick Surfacing	0476-01	Minerva Street	Decew Street East - Hendershot Str	\$36,523
Rh-Thick Surfacing	0488-00	Braemar Sideroad	Zorra/EZT Line - 10th Line	\$72,923
Rh-Thick Surfacing	0489-00	Braemar Sideroad	10th Line - 11th Line	\$72,030
Rh-Thick Surfacing	4687-01	Decew Street West	End - Maria Street	\$15,300
Rh-Thick Surfacing	5001-00	Maplewood Sideroad	13th Line - 14th Line	\$252,790
Rh-Thick Surfacing	5089-00	17th Line	O.R. 33 - O.R. 4	\$214,277
				<hr/> <hr/> \$1,104,615



Capital Program

March 17, 2021

10 Year 1.2M Budget Forecast - 2027

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0259-00	10th Line	Maplewood Sideroad - Cassel Sideroad	\$23,613
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	\$28,811
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Sideroad	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sideroad	\$26,065
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0436-02	William Street North	Jacob Street West - Oxford Street	\$58,983
Rh-Thick Surfacing	0444-02	John Street	Jacob Street East - Hope Street East	\$40,800
Rh-Thick Surfacing	0446-02	Elizabeth Street	Jacob Street East - Hope Street East	\$40,471
Rh-Thick Surfacing	0450-03	Queen Street	Baechler Avenue - Victoria Street	\$22,161
Rh-Thick Surfacing	0471-01	Westwood Avenue	Queen Street - King Street	\$21,576
Rh-Thick Surfacing	0481-01	16th Line	Braemar Sideroad - O.R. 33	\$467,633
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347
Rh-Thick Surfacing	4987-01	Young Street	End - Queen Street	\$71,605
Rh-Thick Surfacing	5118-00	13th Line	O.R. 33 - O.R. 17	\$158,406
				<hr/> <hr/> \$1,185,857



Capital Program

March 17, 2021

10 Year 1.2M Budget Forecast - 2028

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0285-00	17th Line	Cassel Sideroad - O.R. 5	\$18,512
Rh-Thick Surfacing	0289-00	18th Line	Maplewood Sideroad - O.R. 5	\$18,034
Rh-Thick Surfacing	0290-00	18th Line	P.O.R. - Maplewood Sideroad	\$24,360
Rh-Thick Surfacing	0291-00	19th Line	P.O.R. - O.R. 5	\$15,767
Rh-Thick Surfacing	0293-00	Braemar Sideroad	13th Line - 14th Line	\$9,890
Rh-Thick Surfacing	0294-00	Braemar Sideroad	14th Line - 15th Line	\$9,527
Rh-Thick Surfacing	0296-00	Braemar Sideroad	16th Line - 17th Line	\$10,025
Rh-Thick Surfacing	0297-00	Braemar Sideroad	17th Line - East Limit	\$7,887
Rh-Thick Surfacing	0299-00	Cassel Sideroad	10th Line - 11th Line	\$11,136
Rh-Thick Surfacing	0302-00	Cassel Sideroad	13th Line - 14th Line	\$10,298
Rh-Thick Surfacing	0305-00	Cassel Sideroad	16th Line - 17th Line	\$10,242
Rh-Thick Surfacing	0314-00	Perth-Oxford Rd	10th Line - 11th Line	\$10,792
Rh-Thick Surfacing	0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	\$7,734
Rh-Thick Surfacing	0485-00	16th Line	P.O.R. - Maplewood Sideroad	\$619,798
				<hr/> <hr/> \$968,378



Capital Program

March 17, 2021

10 Year 1.2M Budget Forecast - 2029

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0251-00	Zorra/EZT Line	Cassel Sideroad - O.R. 8	\$22,226
Rh-Thick Surfacing	0255-00	10th Line	O.R. 33 - O.R. 17	\$23,870
Rh-Thick Surfacing	0257-00	10th Line	O.R. 8 - Braemar Sideroad	\$23,228
Rh-Thick Surfacing	0258-00	10th Line	Cassel Sideroad - O.R. 8	\$24,752
Rh-Thick Surfacing	0260-00	10th Line	P.O.R. - Maplewood Sideroad	\$26,185
Rh-Thick Surfacing	0261-00	11th Line	Braemar Sideroad - O.R. 33	\$21,728
Rh-Thick Surfacing	0264-00	11th Line	Maplewood Sideroad - Cassel Sider	\$23,492
Rh-Thick Surfacing	0269-00	13th Line	O.R. 8 - Braemar Sideroad	\$25,821
Rh-Thick Surfacing	0273-01	14th Line	Braemar Sideroad - O.R. 33	\$18,623
Rh-Thick Surfacing	0286-00	17th Line	Maplewood Sideroad - Cassel Sider	\$23,273
Rh-Thick Surfacing	0287-00	17th Line	P.O.R. - Maplewood Sideroad	\$23,522
Rh-Thick Surfacing	0295-00	Braemar Sideroad	15th Line - 16th Line	\$9,877
Rh-Thick Surfacing	0298-00	Cassel Sideroad	Zorra/EZT Line - 10th Line	\$11,194
Rh-Thick Surfacing	0301-00	Cassel Sideroad	Hwy 59 - 13th Line	\$10,541
Rh-Thick Surfacing	0303-00	Cassel Sideroad	14th Line - 15th Line	\$10,264
Rh-Thick Surfacing	0304-00	Cassel Sideroad	15th Line - 16th Line	\$10,397
Rh-Thick Surfacing	0306-00	Cassel Sideroad	17th Line - O.R. 5/18th Line	\$8,221
Rh-Thick Surfacing	0313-00	Perth-Oxford Rd	Zorra/EZT Line - 10th Line	\$11,028
Rh-Thick Surfacing	0440-01	Mogk Street	End - Oxford Street	\$15,767
Rh-Thick Surfacing	0459-00	Station Street	Woodstock Street North - End	\$18,070
Rh-Thick Surfacing	0463-00	Henry Street	John Street - Woodstock Street Nor	\$30,854
Rh-Thick Surfacing	0468-03	Roth Street	Fuhr Street - Wellington Street	\$27,423
Rh-Thick Surfacing	0469-00	Bender Avenue	King Street - End	\$57,236
Rh-Thick Surfacing	0477-00	11th Line	P.O.R. - Maplewood Sideroad	\$26,470
Rh-Thick Surfacing	0482-00	16th Line	O.R. 8 - Braemar Sideroad	\$589,780
Rh-Thick Surfacing	4691-00	Janelle Drive	Dietrich Road - Scott Court	\$87,078
Rh-Thick Surfacing	5088-02	17th Line	North Limit - Braemar Sideroad	\$4,879
				<hr/> <hr/> \$1,185,797



Capital Program

March 17, 2021

10 Year 1.2M Budget Forecast - 2030

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0188-03	William Street South	Wettlaufer Street - 13th Line	\$71,217
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0259-00	10th Line	Maplewood Sideroad - Cassel Sider	\$23,613
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sider	\$28,811
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Siderc	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sider	\$26,065
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sider	\$25,272
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0440-02	Mogk Street	Oxford Street - Hope Street West	\$20,756
Rh-Thick Surfacing	0443-00	Janelle Drive	Scott Court - Jacob Street West	\$23,281
Rh-Thick Surfacing	0445-01	Wellington Street	Hope Street East - Hendershot Stre	\$12,973
Rh-Thick Surfacing	0445-03	Wellington Street	Decew Street East - Roth Street	\$25,546
Rh-Thick Surfacing	0446-01	Elizabeth Street	End - Jacob Street East	\$28,529
Rh-Thick Surfacing	0448-03	King Street	Frederick Court - Westwood Avenu	\$26,862
Rh-Thick Surfacing	0450-01	Queen Street	Hope Street East - Westwood Aven	\$24,624
Rh-Thick Surfacing	0450-02	Queen Street	Westwood Avenue - Baechler Aver	\$33,578
Rh-Thick Surfacing	0462-00	Scott Court	Janelle Drive - Janelle Drive	\$21,778
Rh-Thick Surfacing	0465-00	Hendershot Street	Minerva Street - Maria Street	\$57,640
Rh-Thick Surfacing	0466-00	Hendershot Street	Wellington Street - Minerva Street	\$36,722
Rh-Thick Surfacing	0471-02	Westwood Avenue	King Street - End	\$32,796
Rh-Thick Surfacing	0476-02	Minerva Street	Hendershot Street - Hope Street Ea	\$36,523
Rh-Thick Surfacing	0481-02	16th Line	Braemar Sideroad - Braemar Siderc	\$118,183
Rh-Thick Surfacing	0486-00	Valleyfield Drive	Hwy 2 - Valleyfield Drive	\$7,759
Rh-Thick Surfacing	4685-01	Centennial Drive	End - Halliday Drive	\$27,941
Rh-Thick Surfacing	4687-02	Decew Street West	Maria Street - Woodstock Street So	\$52,923
Rh-Thick Surfacing	4689-02	Maria Street	Hendershot Street - Decew Street W	\$17,056
Rh-Thick Surfacing	4693-07	Queen Street	Balsam Street - Day Street	\$45,229
Rh-Thick Surfacing	4943-01	Wettlaufer Street	Wilton Street - Liebler Street	\$49,614
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347
Rh-Thick Surfacing	5039-04	Victoria Street	Victoria Court - Queen Street	\$24,327
Rh-Thick Surfacing	5085-01	14th Street	Hope Street East - Rudy Avenue	\$32,094
Rh-Thick Surfacing	5086-00	Victoria Court	End - Victoria Street	\$19,257

\$1,173,644



Capital Program

March 17, 2021

10 Year 1.2M Budget Forecast - 2031

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0189-00	William Street South	Hope Street West - Woodstock Stre	\$222,710
Rc-Major Rehab.	0406-00	King Cres	John Street - John Street	\$429,271
Rc-Major Rehab.	0444-01	John Street	Henry Street - Jacob Street East	\$132,675
Rc-Major Rehab.	0457-01	Adam Street	End - Maria Street	\$71,345
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0448-01	King Street	Queen Street - Bender Avenue	\$16,789
Rh-Thick Surfacing	0448-02	King Street	Bender Avenue - Frederick Court	\$21,937
Rh-Thick Surfacing	0467-00	Decew Street East	Wellington Street - Minerva Street	\$23,496
Rh-Thick Surfacing	0470-00	Frederick Court	King Street - End	\$33,443
Rh-Thick Surfacing	4981-01	Briar Drive	Coleman Street - Thames Avenue	\$57,489
Rh-Thick Surfacing	5039-01	Victoria Street	Hope Street East - Homewood Ave	\$26,981
Rh-Thick Surfacing	5039-03	Victoria Street	Baechler Avenue - Victoria Court	\$28,087
Rh-Thick Surfacing	5040-02	Homewood Avenue	Victoria Street - End (West)	\$36,490
Rh-Thick Surfacing	5045-00	Baechler Avenue	Victoria Street - Queen Street	\$36,463
Rh-Thick Surfacing	7975-01	George Street	End - George Street	\$29,710
				<hr/> <hr/> \$1,189,943
				<hr/> <hr/> \$10,631,670

Appendix E-9 – Maintain Current PCI



Forecast Summary

March 15, 2021

10 Year Capital Forecast PCI

<u>Year</u>	<u>Construction Type</u>	<u>Budget</u>	<u>PCI</u>	<u>PNV</u>
2022				
	Major Rehab.	\$682,458		
	Resurfacing	\$2,203,038		
		<hr/>	<hr/>	<hr/>
		\$2,885,496	80.0	78.7
2023				
	Major Rehab.	\$0		
	Resurfacing	\$246,379		
		<hr/>	<hr/>	<hr/>
		\$246,379	80.0	75.6
2024				
	Major Rehab.	\$0		
	Resurfacing	\$1,367,000		
		<hr/>	<hr/>	<hr/>
		\$1,367,000	80.0	72.0
2025				
	Major Rehab.	\$204,021		
	Resurfacing	\$241,273		
		<hr/>	<hr/>	<hr/>
		\$445,293	80.0	67.8
2026				
	Major Rehab.	\$222,710		
	Resurfacing	\$824,855		
		<hr/>	<hr/>	<hr/>
		\$1,047,565	79.0	63.2
2027				
	Major Rehab.	\$0		
	Resurfacing	\$698,790		
		<hr/>	<hr/>	<hr/>
		\$698,790	79.0	59.5
2028				
	Major Rehab.	\$0		
	Resurfacing	\$1,115,407		
		<hr/>	<hr/>	<hr/>
		\$1,115,407	80.0	55.5
2029				
	Major Rehab.	\$0		
	Resurfacing	\$1,952,353		
		<hr/>	<hr/>	<hr/>
		\$1,952,353	80.0	51.3



Forecast Summary

March 15, 2021

10 Year Capital Forecast PCI

<u>Year</u>	<u>Construction Type</u>	<u>Budget</u>	<u>PCI</u>	<u>PNV</u>
2030				
	Major Rehab.	\$0		
	Resurfacing	\$790,203		
		<u>\$790,203</u>	<u>79.0</u>	<u>46.6</u>
2031				
	Major Rehab.	\$280,769		
	Resurfacing	\$568,787		
		<u>\$849,557</u>	<u>80.0</u>	<u>43.4</u>
	<u>Grand Total:</u>	<u>\$11,398,045</u>		



Capital Program

March 15, 2021

10 Year Capital Forecast PCI - 2022

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0405-01	John Street	Loveys Street East - King Cres	\$128,156
Rc-Major Rehab.	0405-02	John Street	King Cres - King Cres	\$103,150
Rc-Major Rehab.	0405-03	John Street	King Cres - End	\$21,880
Rc-Major Rehab.	0406-00	King Cres	John Street - John Street	\$429,271
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0483-00	16th Line	Cassel Sideroad - O.R. 8	\$588,270
Rh-Thick Surfacing	0484-00	16th Line	Maplewood Sideroad - Cassel Sideroad	\$578,453
Rh-Thick Surfacing	0492-00	Maplewood Sideroad	Hwy 59 - 13th Line	\$257,698
Rh-Thick Surfacing	4680-00	Cassel Sideroad	11th Line - Hwy 59	\$253,086
Rh-Thick Surfacing	5002-00	Maplewood Sideroad	14th Line - 15th Line	\$261,097
				<hr/> <hr/> \$2,885,496



Capital Program

March 15, 2021

10 Year Capital Forecast PCI - 2023

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0259-00	10th Line	Maplewood Sideroad - Cassel Sider	\$23,613
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sider	\$28,811
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Siderc	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sider	\$26,065
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347
				<hr/> <hr/> \$246,380



Capital Program

March 15, 2021

10 Year Capital Forecast PCI - 2024

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0285-00	17th Line	Cassel Sideroad - O.R. 5	\$18,512
Rh-Thick Surfacing	0289-00	18th Line	Maplewood Sideroad - O.R. 5	\$18,034
Rh-Thick Surfacing	0290-00	18th Line	P.O.R. - Maplewood Sideroad	\$24,360
Rh-Thick Surfacing	0291-00	19th Line	P.O.R. - O.R. 5	\$15,767
Rh-Thick Surfacing	0293-00	Braemar Sideroad	13th Line - 14th Line	\$9,890
Rh-Thick Surfacing	0294-00	Braemar Sideroad	14th Line - 15th Line	\$9,527
Rh-Thick Surfacing	0296-00	Braemar Sideroad	16th Line - 17th Line	\$10,025
Rh-Thick Surfacing	0297-00	Braemar Sideroad	17th Line - East Limit	\$7,887
Rh-Thick Surfacing	0299-00	Cassel Sideroad	10th Line - 11th Line	\$11,136
Rh-Thick Surfacing	0302-00	Cassel Sideroad	13th Line - 14th Line	\$10,298
Rh-Thick Surfacing	0305-00	Cassel Sideroad	16th Line - 17th Line	\$10,242
Rh-Thick Surfacing	0314-00	Perth-Oxford Rd	10th Line - 11th Line	\$10,792
Rh-Thick Surfacing	0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	\$7,734
Rh-Thick Surfacing	0479-00	13th Line	William Street South - Maplewood	\$468,010
Rh-Thick Surfacing	4999-00	10th Line	O.R. 17 - Hwy 2	\$581,473
Rh-Thick Surfacing	5004-00	14th Line	14th Street - Maplewood Sideroad	\$153,313
				<hr/> <hr/> \$1,367,000



Capital Program

March 15, 2021

10 Year Capital Forecast PCI - 2025

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0444-01	John Street	Henry Street - Jacob Street East	\$132,675
Rc-Major Rehab.	0457-01	Adam Street	End - Maria Street	\$71,345
Rh-Thick Surfacing	0251-00	Zorra/EZT Line	Cassel Sideroad - O.R. 8	\$22,226
Rh-Thick Surfacing	0255-00	10th Line	O.R. 33 - O.R. 17	\$23,870
Rh-Thick Surfacing	0257-00	10th Line	O.R. 8 - Braemar Sideroad	\$23,228
Rh-Thick Surfacing	0258-00	10th Line	Cassel Sideroad - O.R. 8	\$24,752
Rh-Thick Surfacing	0260-00	10th Line	P.O.R. - Maplewood Sideroad	\$26,185
Rh-Thick Surfacing	0261-00	11th Line	Braemar Sideroad - O.R. 33	\$21,728
Rh-Thick Surfacing	0264-00	11th Line	Maplewood Sideroad - Cassel Sideroad	\$23,492
Rh-Thick Surfacing	0269-00	13th Line	O.R. 8 - Braemar Sideroad	\$25,821
Rh-Thick Surfacing	0273-01	14th Line	Braemar Sideroad - O.R. 33	\$18,623
Rh-Thick Surfacing	0477-00	11th Line	P.O.R. - Maplewood Sideroad	\$26,470
Rh-Thick Surfacing	5088-02	17th Line	North Limit - Braemar Sideroad	\$4,879
				<hr/> <hr/> \$445,293



Capital Program

March 15, 2021

10 Year Capital Forecast PCI - 2026

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0189-00	William Street South	Hope Street West - Woodstock Stre	\$222,710
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sider	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sider	\$25,272
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0451-00	Queen Street	Victoria Street - King Street	\$35,368
Rh-Thick Surfacing	0476-01	Minerva Street	Decew Street East - Hendershot Str	\$36,523
Rh-Thick Surfacing	0489-00	Braemar Sideroad	10th Line - 11th Line	\$72,030
Rh-Thick Surfacing	5001-00	Maplewood Sideroad	13th Line - 14th Line	\$252,790
Rh-Thick Surfacing	5089-00	17th Line	O.R. 33 - O.R. 4	\$214,277
				<hr/> <hr/> \$1,047,565



Capital Program

March 15, 2021

10 Year Capital Forecast PCI - 2027

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0231-00	11th Line	O.R. 33 - O.R. 17	\$150,979
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0259-00	10th Line	Maplewood Sideroad - Cassel Sider	\$23,613
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sider	\$28,811
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Siderc	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sider	\$26,065
Rh-Thick Surfacing	0278-00	15th Line	O.R. 33 - O.R. 17	\$163,328
Rh-Thick Surfacing	0436-03	William Street North	Oxford Street - Hope Street West	\$24,904
Rh-Thick Surfacing	0447-00	Fuhr Street	Hope Street East - Roth Street	\$43,977
Rh-Thick Surfacing	0488-00	Braemar Sideroad	Zorra/EZT Line - 10th Line	\$72,923
Rh-Thick Surfacing	4687-01	Decew Street West	End - Maria Street	\$15,300
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347
				<hr/> <hr/> \$698,790



Capital Program

March 15, 2021

10 Year Capital Forecast PCI - 2028

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0249-00	Zorra/EZT Line	Braemar Sideroad - O.R. 33	\$23,160
Rh-Thick Surfacing	0250-00	Zorra/EZT Line	O.R. 8 - Braemar Sideroad	\$21,679
Rh-Thick Surfacing	0285-00	17th Line	Cassel Sideroad - O.R. 5	\$18,512
Rh-Thick Surfacing	0289-00	18th Line	Maplewood Sideroad - O.R. 5	\$18,034
Rh-Thick Surfacing	0290-00	18th Line	P.O.R. - Maplewood Sideroad	\$24,360
Rh-Thick Surfacing	0291-00	19th Line	P.O.R. - O.R. 5	\$15,767
Rh-Thick Surfacing	0293-00	Braemar Sideroad	13th Line - 14th Line	\$9,890
Rh-Thick Surfacing	0294-00	Braemar Sideroad	14th Line - 15th Line	\$9,527
Rh-Thick Surfacing	0296-00	Braemar Sideroad	16th Line - 17th Line	\$10,025
Rh-Thick Surfacing	0297-00	Braemar Sideroad	17th Line - East Limit	\$7,887
Rh-Thick Surfacing	0299-00	Cassel Sideroad	10th Line - 11th Line	\$11,136
Rh-Thick Surfacing	0302-00	Cassel Sideroad	13th Line - 14th Line	\$10,298
Rh-Thick Surfacing	0305-00	Cassel Sideroad	16th Line - 17th Line	\$10,242
Rh-Thick Surfacing	0314-00	Perth-Oxford Rd	10th Line - 11th Line	\$10,792
Rh-Thick Surfacing	0315-00	Perth-Oxford Rd	11th Line - 360m West of O.R. 34	\$7,734
Rh-Thick Surfacing	0436-02	William Street North	Jacob Street West - Oxford Street	\$58,983
Rh-Thick Surfacing	0444-02	John Street	Jacob Street East - Hope Street East	\$40,800
Rh-Thick Surfacing	0446-02	Elizabeth Street	Jacob Street East - Hope Street East	\$40,471
Rh-Thick Surfacing	0450-03	Queen Street	Baechler Avenue - Victoria Street	\$22,161
Rh-Thick Surfacing	0471-01	Westwood Avenue	Queen Street - King Street	\$21,576
Rh-Thick Surfacing	0481-01	16th Line	Braemar Sideroad - O.R. 33	\$467,633
Rh-Thick Surfacing	4987-01	Young Street	End - Queen Street	\$71,605
Rh-Thick Surfacing	5118-00	13th Line	O.R. 33 - O.R. 17	\$158,406
				<hr/> <hr/> \$1,115,407



Capital Program

March 15, 2021

10 Year Capital Forecast PCI - 2029

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0251-00	Zorra/EZT Line	Cassel Sideroad - O.R. 8	\$22,226
Rh-Thick Surfacing	0255-00	10th Line	O.R. 33 - O.R. 17	\$23,870
Rh-Thick Surfacing	0257-00	10th Line	O.R. 8 - Braemar Sideroad	\$23,228
Rh-Thick Surfacing	0258-00	10th Line	Cassel Sideroad - O.R. 8	\$24,752
Rh-Thick Surfacing	0260-00	10th Line	P.O.R. - Maplewood Sideroad	\$26,185
Rh-Thick Surfacing	0261-00	11th Line	Braemar Sideroad - O.R. 33	\$21,728
Rh-Thick Surfacing	0264-00	11th Line	Maplewood Sideroad - Cassel Sider	\$23,492
Rh-Thick Surfacing	0269-00	13th Line	O.R. 8 - Braemar Sideroad	\$25,821
Rh-Thick Surfacing	0273-01	14th Line	Braemar Sideroad - O.R. 33	\$18,623
Rh-Thick Surfacing	0284-00	17th Line	O.R. 4 - End	\$4,223
Rh-Thick Surfacing	0440-01	Mogk Street	End - Oxford Street	\$15,767
Rh-Thick Surfacing	0443-00	Janelle Drive	Scott Court - Jacob Street West	\$23,281
Rh-Thick Surfacing	0445-03	Wellington Street	Decew Street East - Roth Street	\$25,546
Rh-Thick Surfacing	0459-00	Station Street	Woodstock Street North - End	\$18,070
Rh-Thick Surfacing	0463-00	Henry Street	John Street - Woodstock Street Nor	\$30,854
Rh-Thick Surfacing	0466-00	Hendershot Street	Wellington Street - Minerva Street	\$36,722
Rh-Thick Surfacing	0468-03	Roth Street	Fuhr Street - Wellington Street	\$27,423
Rh-Thick Surfacing	0469-00	Bender Avenue	King Street - End	\$57,236
Rh-Thick Surfacing	0471-02	Westwood Avenue	King Street - End	\$32,796
Rh-Thick Surfacing	0477-00	11th Line	P.O.R. - Maplewood Sideroad	\$26,470
Rh-Thick Surfacing	0481-02	16th Line	Braemar Sideroad - Braemar Siderc	\$118,183
Rh-Thick Surfacing	0482-00	16th Line	O.R. 8 - Braemar Sideroad	\$589,780
Rh-Thick Surfacing	0485-00	16th Line	P.O.R. - Maplewood Sideroad	\$619,798
Rh-Thick Surfacing	4691-00	Janelle Drive	Dietrich Road - Scott Court	\$87,078
Rh-Thick Surfacing	5039-04	Victoria Street	Victoria Court - Queen Street	\$24,327
Rh-Thick Surfacing	5088-02	17th Line	North Limit - Braemar Sideroad	\$4,879
				<hr/> <hr/> \$1,952,353



Capital Program

March 15, 2021

10 Year Capital Forecast PCI - 2030

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0188-03	William Street South	Wettlaufer Street - 13th Line	\$71,217
Rh-Thick Surfacing	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Rh-Thick Surfacing	0253-00	Zorra/EZT Line	P.O.R. - Maplewood Sideroad	\$23,016
Rh-Thick Surfacing	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$23,235
Rh-Thick Surfacing	0259-00	10th Line	Maplewood Sideroad - Cassel Sideroad	\$23,613
Rh-Thick Surfacing	0262-00	11th Line	O.R. 8 - Braemar Sideroad	\$23,220
Rh-Thick Surfacing	0263-00	11th Line	Cassel Sideroad - O.R. 8	\$23,220
Rh-Thick Surfacing	0268-00	13th Line	Braemar Sideroad - O.R. 33	\$25,412
Rh-Thick Surfacing	0279-00	15th Line	Braemar Sideroad - O.R. 33	\$17,995
Rh-Thick Surfacing	0280-00	15th Line	O.R. 8 - Braemar Sideroad	\$26,921
Rh-Thick Surfacing	0281-00	15th Line	Cassel Sideroad - O.R. 8	\$22,291
Rh-Thick Surfacing	0282-00	15th Line	Maplewood Sideroad - Cassel Sideroad	\$25,272
Rh-Thick Surfacing	0440-02	Mogk Street	Oxford Street - Hope Street West	\$20,756
Rh-Thick Surfacing	0445-01	Wellington Street	Hope Street East - Hendershot Street	\$12,973
Rh-Thick Surfacing	0446-01	Elizabeth Street	End - Jacob Street East	\$28,529
Rh-Thick Surfacing	0448-03	King Street	Frederick Court - Westwood Avenue	\$26,862
Rh-Thick Surfacing	0450-01	Queen Street	Hope Street East - Westwood Avenue	\$24,624
Rh-Thick Surfacing	0450-02	Queen Street	Westwood Avenue - Baechler Avenue	\$33,578
Rh-Thick Surfacing	0462-00	Scott Court	Janelle Drive - Janelle Drive	\$21,778
Rh-Thick Surfacing	0465-00	Hendershot Street	Minerva Street - Maria Street	\$57,640
Rh-Thick Surfacing	0476-02	Minerva Street	Hendershot Street - Hope Street East	\$36,523
Rh-Thick Surfacing	4685-01	Centennial Drive	End - Halliday Drive	\$27,941
Rh-Thick Surfacing	4687-02	Decew Street West	Maria Street - Woodstock Street South	\$52,923
Rh-Thick Surfacing	4689-02	Maria Street	Hendershot Street - Decew Street West	\$17,056
Rh-Thick Surfacing	4943-01	Wettlaufer Street	Wilton Street - Liebler Street	\$49,614
Rh-Thick Surfacing	4973-07	Coleman Street	Burton Street - End	\$347
Rh-Thick Surfacing	5085-01	14th Street	Hope Street East - Rudy Avenue	\$32,094
Rh-Thick Surfacing	5086-00	Victoria Court	End - Victoria Street	\$19,257
				<hr/> <hr/> \$790,203



Capital Program

March 15, 2021

10 Year Capital Forecast PCI - 2031

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rc-Major Rehab.	0286-00	17th Line	Maplewood Sideroad - Cassel Sider	\$139,635
Rc-Major Rehab.	0287-00	17th Line	P.O.R. - Maplewood Sideroad	\$141,134
Rh-Thick Surfacing	0247-00	Zorra/EZT Line	O.R. 17 - Hwy 2	\$23,055
Rh-Thick Surfacing	0248-00	Zorra/EZT Line	O.R. 33 - O.R. 17	\$24,728
Rh-Thick Surfacing	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Rh-Thick Surfacing	0271-00	13th Line	Maplewood Sideroad - Cassel Sider	\$28,811
Rh-Thick Surfacing	0272-00	14th Line	O.R. 33 - O.R. 17	\$23,288
Rh-Thick Surfacing	0273-02	14th Line	Braemar Sideroad - Braemar Siderc	\$4,658
Rh-Thick Surfacing	0274-00	14th Line	O.R. 8 - Braemar Sideroad	\$23,205
Rh-Thick Surfacing	0275-00	14th Line	Cassel Sideroad - O.R. 8	\$23,824
Rh-Thick Surfacing	0276-00	14th Line	Maplewood Sideroad - Cassel Sider	\$26,065
Rh-Thick Surfacing	0448-01	King Street	Queen Street - Bender Avenue	\$16,789
Rh-Thick Surfacing	0448-02	King Street	Bender Avenue - Frederick Court	\$21,937
Rh-Thick Surfacing	0467-00	Decew Street East	Wellington Street - Minerva Street	\$23,496
Rh-Thick Surfacing	0470-00	Frederick Court	King Street - End	\$33,443
Rh-Thick Surfacing	0486-00	Valleyfield Drive	Hwy 2 - Valleyfield Drive	\$7,759
Rh-Thick Surfacing	4693-07	Queen Street	Balsam Street - Day Street	\$45,229
Rh-Thick Surfacing	4981-01	Briar Drive	Coleman Street - Thames Avenue	\$57,489
Rh-Thick Surfacing	5039-01	Victoria Street	Hope Street East - Homewood Ave	\$26,981
Rh-Thick Surfacing	5039-03	Victoria Street	Baechler Avenue - Victoria Court	\$28,087
Rh-Thick Surfacing	5040-02	Homewood Avenue	Victoria Street - End (West)	\$36,490
Rh-Thick Surfacing	5045-00	Baechler Avenue	Victoria Street - Queen Street	\$36,463
Rh-Thick Surfacing	7975-01	George Street	End - George Street	\$29,710
				<hr/> <hr/> \$849,557
				<hr/> <hr/> \$11,398,045

Appendix F

Short Term Forecast

Appendix F-1 – Short Term Maintenance

Appendix F-2 – Short Term Rehabilitation

Appendix F-1 – Short Term Maintenance



Capital Program

March 15, 2021

Short Term Forecast - 2022

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Patching Deep	0252-00	Zorra/EZT Line	Maplewood Sideroad - Cassel Sideroad	\$22,298
Patching Shallow	0256-00	10th Line	Braemar Sideroad - O.R. 33	\$0
Patching Deep	0259-00	10th Line	Maplewood Sideroad - Cassel Sideroad	\$23,613
Patching Shallow	0260-00	10th Line	P.O.R. - Maplewood Sideroad	\$0
Patching Deep	0270-00	13th Line	Cassel Sideroad - O.R. 8	\$27,280
Patching Shallow	0271-00	13th Line	Maplewood Sideroad - Cassel Sideroad	\$0
Patching Deep	0293-00	Braemar Sideroad	13th Line - 14th Line	\$9,890
Crack Sealing	0443-00	Janelle Drive	Scott Court - Jacob Street West	\$863
Patching Shallow	0479-00	13th Line	William Street South - Maplewood	\$34,706
Crack Sealing	4685-01	Centennial Drive	End - Halliday Drive	\$1,036
Crack Sealing	4687-02	Decew Street West	Maria Street - Woodstock Street South	\$1,962
Crack Sealing	4689-01	Maria Street	Hope Street West - Hendershot Street	\$422
Crack Sealing	4689-02	Maria Street	Hendershot Street - Decew Street West	\$632
Patching Deep	4987-01	Young Street	End - Queen Street	\$13,275
Patching Deep	4999-00	10th Line	O.R. 17 - Hwy 2	\$107,800
Crack Sealing	5001-00	Maplewood Sideroad	13th Line - 14th Line	\$9,373
Crack Sealing	5003-00	Maplewood Sideroad	15th Line - 16th Line	\$9,842
				<hr/> <hr/>
				\$262,994
				<hr/> <hr/>
				\$262,994

Appendix F-2 – Short Term Rehabilitation



Capital Program

March 15, 2021

Short Term Forecast - 2022

Construction

<u>Method</u>	<u>Section</u>	<u>Name</u>	<u>From - To</u>	<u>Budget</u>
Rh-Thick Surfacing	0189-00	William Street South	Hope Street West - Woodstock Stre	\$46,119
Rh-Thick Surfacing	0444-01	John Street	Henry Street - Jacob Street East	\$27,474
Rh-Thin Surfacing	0484-00	16th Line	Maplewood Sideroad - Cassel Sider	\$357,967
Rh-Thin Surfacing	4680-00	Cassel Sideroad	11th Line - Hwy 59	\$156,619
				<hr/> <hr/> \$588,179
				<hr/> <hr/> \$588,179

Appendix G

Detailed FWD Test Results

Detailed Falling Weight Deflectometer Results and Analysis

Section	Road	From	To	Station (km)	D0 (mm)	Effective SN (mm)	Design ESALs	Remaining ESALs	Remaining Life
0260-00	10th Line	P.O.R.	Maplewood Sideroad	10.008	0.38	84	137,800	1,068,303	7.8
	10th Line			10.198	0.61	68	137,800	968,407	7.0
	10th Line			10.398	0.58	74	137,800	187,490	1.4
	10th Line			10.598	0.45	102	137,800	2,059,552	14.9
	10th Line			10.798	0.76	49	137,800	35,761	0.3
	10th Line			10.998	0.69	79	137,800	389,945	2.8
	10th Line			11.008	0.44	75	137,800	573,289	4.2
	10th Line			11.018	0.82	93	137,800	2,124,936	15.4
	10th Line			11.198	0.50	76	137,800	413,067	3.0
	10th Line			11.398	2.64	88	137,800	355,750	2.6
	10th Line			11.598	0.53	92	137,800	5,005,492	20.0
	10th Line			11.797	5.87	99	137,800	639,838	4.6
	10th Line			11.997	0.57	85	137,800	1,194,303	8.7
	10th Line			12.197	2.31	72	137,800	79,544	0.6
	10th Line			12.397	0.72	93	137,800	998,743	7.2
	10th Line			12.597	0.68	74	137,800	270,224	2.0
	10th Line			12.797	0.48	97	137,800	2,341,871	17.0
	10th Line			12.997	0.88	79	137,800	196,381	1.4
	10th Line			13.197	0.54	105	137,800	7,817,543	20.0
0259-00	10th Line	Maplewood Sideroad	Cassel Sideroad	13.397	0.77	73	155,820	170,404	1.1
	10th Line			13.597	0.74	80	155,820	408,501	2.6
	10th Line			13.797	0.72	94	155,820	1,882,327	12.1
	10th Line			13.997	0.86	87	155,820	699,369	4.5
	10th Line			14.197	0.96	69	155,820	126,829	0.8
	10th Line			14.387	0.45	90	155,820	2,744,434	17.6
	10th Line			14.397	0.75	99	155,820	1,706,083	10.9
	10th Line			14.597	0.75	70	155,820	127,644	0.8
	10th Line			14.797	0.52	64	155,820	103,525	0.7
	10th Line			14.997	1.15	81	155,820	304,179	2.0
	10th Line			15.197	0.96	78	155,820	252,573	1.6
	10th Line			15.397	0.82	91	155,820	572,159	3.7
	10th Line			15.597	0.85	88	155,820	610,806	3.9
	10th Line			15.797	0.82	64	155,820	88,167	0.6
	10th Line			15.997	0.85	109	155,820	3,335,068	20.0
	10th Line			16.197	0.92	45	155,820	7,759	0.0
	10th Line			16.396	0.96	81	155,820	1,162,553	7.5
0258-00	10th Line	Cassel Sideroad	O.R. 8	16.596	0.61	119	92,220	10,818,698	20.0
	10th Line			16.796	0.93	72	92,220	270,039	2.9
	10th Line			16.996	0.81	98	92,220	1,630,171	17.7
	10th Line			17.196	0.53	112	92,220	3,167,613	20.0
	10th Line			17.396	1.10	79	92,220	149,091	1.6
	10th Line			17.596	0.89	105	92,220	1,343,080	14.6
	10th Line			17.796	1.64	40	92,220	8,779	0.1
	10th Line			17.996	0.82	89	92,220	535,059	5.8
	10th Line			18.196	1.17	89	92,220	270,105	2.9
	10th Line			18.396	0.66	72	92,220	223,760	2.4
	10th Line			18.596	0.94	101	92,220	1,059,005	11.5
	10th Line			18.796	1.04	82	92,220	860,277	9.3
	10th Line			18.996	1.17	89	92,220	1,134,304	12.3
	10th Line			19.196	1.03	85	92,220	223,553	2.4
	10th Line			19.371	3.32	109	92,220	4,208,004	20.0
	10th Line			19.596	0.69	98	92,220	3,193,703	20.0
0257-00	10th Line	O.R. 8	Braemar Sideroad	19.796	0.77	58	146,280	24,155	0.2
	10th Line			19.996	0.37	69	146,280	7,212,928	20.0
	10th Line			20.196	0.90	78	146,280	154,827	1.1
	10th Line			20.396	0.46	78	146,280	5,833,277	20.0
	10th Line			20.596	1.10	94	146,280	774,062	5.3
	10th Line			20.796	0.35	87	146,280	16,947,795	20.0
	10th Line			20.996	1.39	87	146,280	209,577	1.4
	10th Line			21.195	0.46	83	146,280	1,870,242	12.8
	10th Line			21.395	1.32	96	146,280	629,309	4.3
	10th Line			21.595	0.68	72	146,280	3,175,619	20.0
	10th Line			21.795	1.46	78	146,280	203,920	1.4
	10th Line			21.995	0.79	85	146,280	815,305	5.6
	10th Line			22.195	1.49	111	146,280	618,365	4.2
	10th Line			22.395	0.41	112	146,280	11,524,071	20.0
0256-00	10th Line	Braemar Sideroad	O.R. 33	22.595	1.34	92	146,280	450,366	3.1
	10th Line			22.795	0.74	87	146,280	824,549	5.6
	10th Line			22.995	1.03	88	146,280	380,084	2.6
	10th Line			23.195	0.81	72	146,280	185,216	1.3
	10th Line			23.395	0.92	86	146,280	865,879	5.9
	10th Line			23.595	0.60	86	146,280	879,337	6.0
	10th Line			23.795	0.92	83	146,280	249,812	1.7
	10th Line			23.995	0.53	89	146,280	1,042,303	7.1
	10th Line			24.195	0.85	78	146,280	267,329	1.8
	10th Line			24.395	0.83	88	146,280	727,761	5.0
	10th Line			24.595	0.81	75	146,280	388,498	2.7
	10th Line			24.795	0.68	81	146,280	658,953	4.5
	10th Line			24.995	0.84	73	146,280	128,579	0.9
	10th Line			25.195	0.64	82	146,280	688,338	4.7
	10th Line			25.395	0.84	75	146,280	197,496	1.4
0255-00	10th Line			25.620	0.74	87	146,280	573,807	3.9
	10th Line	O.R. 33	O.R. 17	25.794	1.08	76	187,620	173,201	0.9
	10th Line			25.994	0.70	76	187,620	1,325,799	7.1
	10th Line			26.194	1.02	74	187,620	265,850	1.4
	10th Line			26.394	0.44	81	187,620	1,061,141	5.7
	10th Line			26.594	0.83	70	187,620	86,183	0.5
	10th Line			26.794	0.71	105	187,620	4,852,297	20.0
	10th Line			26.994	1.16	70	187,620	45,629	0.2
	10th Line			27.194	0.20	98	187,620	16,334,224	20.0
	10th Line			27.394	1.04	71	187,620	249,816	1.3
	10th Line			27.594	0.56	91	187,620	2,387,281	12.7
	10th Line			27.794	0.90	67	187,620	119,143	0.6
	10th Line			27.994	0.69	70	187,620	514,956	2.7
	10th Line			28.194	0.71	71	187,620	367,338	2.0
	10th Line			28.394	0.42	74	187,620	525,424	2.8
0477-00	11th Line	P.O.R.	Maplewood Sideroad	28.594	0.58	89	187,620	2,675,691	14.3
	10th Line			28.669	0.85	87	187,620	1,639,120	8.7
	11th Line			10.008	0.60	97	170,660	14,203,376	20.0
	11th Line			10.198	0.86	94	170,660	674,234	4.0
	11th Line			10.398	0.60	104	170,660	3,274,418	19.2

Detailed Falling Weight Deflectometer Results and Analysis

Section	Road	From	To	Station (km)	D0 (mm)	Effective SN (mm)	Design ESALs	Remaining ESALs	Remaining Life
	11th Line			10.598	0.81	90	170,660	1,142,682	6.7
	11th Line			10.798	0.67	69	170,660	355,756	2.1
	11th Line			10.998	0.67	100	170,660	11,932,927	20.0
	11th Line			11.198	1.07	83	170,660	311,188	1.8
	11th Line			11.398	0.62	92	170,660	2,146,222	12.6
	11th Line			11.598	0.57	79	170,660	500,172	2.9
	11th Line			11.797	0.85	82	170,660	1,176,660	6.9
	11th Line			11.997	0.65	79	170,660	339,087	2.0
	11th Line			12.197	0.53	88	170,660	2,263,582	13.3
	11th Line			12.397	0.52	104	170,660	3,616,047	20.0
	11th Line			12.597	0.87	97	170,660	10,164,483	20.0
	11th Line			12.797	1.33	82	170,660	712,592	4.2
	11th Line			12.997	0.56	82	170,660	1,631,328	9.6
	11th Line			13.172	0.49	99	170,660	4,433,605	20.0
0263-00	11th Line	Cassel Sideroad	O.R. 8	10.028	0.81	113	147,340	12,644,698	20.0
	11th Line			10.198	0.89	79	147,340	1,544,093	10.5
	11th Line			10.398	0.90	79	147,340	523,067	3.6
	11th Line			10.598	0.83	87	147,340	1,998,958	13.6
	11th Line			10.798	0.81	91	147,340	787,528	5.3
	11th Line			10.998	0.77	75	147,340	136,797	0.9
	11th Line			11.198	0.69	88	147,340	1,550,221	10.5
	11th Line			11.398	0.38	83	147,340	2,393,394	16.2
	11th Line			11.598	0.75	72	147,340	151,755	1.0
	11th Line			11.797	1.09	83	147,340	4,865,826	20.0
	11th Line			11.997	0.81	91	147,340	636,318	4.3
	11th Line			12.197	0.55	101	147,340	2,330,374	15.8
	11th Line			12.397	1.20	89	147,340	1,221,043	8.3
	11th Line			12.597	0.82	98	147,340	1,581,168	10.7
	11th Line			12.797	0.73	86	147,340	1,463,496	9.9
	11th Line			12.997	0.75	78	147,340	713,936	4.8
0262-00	11th Line	O.R. 8	Braemar Sideroad	13.197	0.95	103	119,780	1,481,100	12.4
	11th Line			13.397	0.47	83	119,780	3,680,417	20.0
	11th Line			13.597	1.06	98	119,780	1,332,087	11.1
	11th Line			13.797	0.58	100	119,780	2,312,056	19.3
	11th Line			13.997	0.82	72	119,780	124,490	1.0
	11th Line			14.197	1.12	92	119,780	3,458,034	20.0
	11th Line			14.397	0.69	87	119,780	2,281,847	19.1
	11th Line			14.597	0.78	89	119,780	490,538	4.1
	11th Line			14.797	0.71	86	119,780	611,597	5.1
	11th Line			14.997	0.97	81	119,780	373,691	3.1
	11th Line			15.197	0.67	90	119,780	1,496,374	12.5
	11th Line			15.397	0.78	73	119,780	829,332	6.9
	11th Line			15.597	0.59	88	119,780	1,244,737	10.4
	11th Line			15.797	0.85	93	119,780	2,153,887	18.0
	11th Line			15.997	1.12	91	119,780	998,017	8.3
	11th Line			16.157	1.06	88	119,780	426,217	3.6
0271-00	13th Line	Maplewood Sideroad	Cassel Sideroad	10.023	0.73	96	249,100	1,694,800	6.8
	13th Line			10.198	0.72	100	249,100	2,459,209	9.9
	13th Line			10.398	0.78	67	249,100	84,789	0.3
	13th Line			10.598	0.60	90	249,100	2,557,804	10.3
	13th Line			10.798	0.92	106	249,100	2,371,499	9.5
	13th Line			10.998	0.97	98	249,100	1,234,043	5.0
	13th Line			11.198	0.72	103	249,100	5,991,240	20.0
	13th Line			11.398	0.66	90	249,100	1,049,000	4.2
	13th Line			11.598	0.58	77	249,100	418,080	1.7
	13th Line			11.797	1.05	93	249,100	793,259	3.2
	13th Line			11.997	0.90	88	249,100	884,087	3.5
	13th Line			12.197	0.67	90	249,100	1,162,187	4.7
	13th Line			12.397	0.98	78	249,100	173,453	0.7
	13th Line			12.597	1.01	67	249,100	125,297	0.5
	13th Line			12.797	0.86	93	249,100	748,697	3.0
	13th Line			12.997	0.61	94	249,100	2,538,546	10.2
0270-00	13th Line	Cassel Sideroad	O.R. 8	13.197	1.00	95	261,820	1,270,155	4.9
	13th Line			13.397	0.85	92	261,820	814,873	3.1
	13th Line			13.597	0.86	87	261,820	356,653	1.4
	13th Line			13.797	0.70	83	261,820	442,041	1.7
	13th Line			13.997	0.94	110	261,820	2,624,735	10.0
	13th Line			14.197	0.69	50	261,820	30,736	0.1
	13th Line			14.397	1.03	74	261,820	376,552	1.4
	13th Line			14.597	1.06	81	261,820	964,150	3.7
	13th Line			14.797	1.10	85	261,820	889,143	3.4
	13th Line			14.997	0.96	100	261,820	2,654,584	10.1
	13th Line			15.197	1.14	79	261,820	546,746	2.1
	13th Line			15.397	0.80	87	261,820	761,876	2.9
	13th Line			15.597	0.70	91	261,820	966,216	3.7
	13th Line			15.797	0.77	81	261,820	558,899	2.1
	13th Line			15.807	0.43	95	261,820	12,953,146	20.0
	13th Line			15.997	1.45	75	261,820	385,190	1.5
	13th Line			16.167	0.65	84	261,820	589,522	2.3
0269-00	13th Line	O.R. 8	Braemar Sideroad	16.396	0.49	74	221,540	403,845	1.8
	13th Line			16.596	1.07	99	221,540	1,897,185	8.6
	13th Line			16.796	1.40	75	221,540	23,063	0.1
	13th Line			16.996	0.64	79	221,540	478,004	2.2
	13th Line			17.196	0.49	104	221,540	2,166,879	9.8
	13th Line			17.396	0.78	79	221,540	790,933	3.6
	13th Line			17.596	0.66	77	221,540	694,786	3.1
	13th Line			17.796	1.10	95	221,540	3,128,489	14.1
	13th Line			17.996	0.48	77	221,540	874,696	3.9
	13th Line			18.196	1.03	82	221,540	680,022	3.1
	13th Line			18.396	1.19	92	221,540	468,562	2.1
	13th Line			18.596	0.44	90	221,540	4,413,100	19.9
	13th Line			18.796	0.40	76	221,540	3,391,796	15.3
	13th Line			18.996	0.48	93	221,540	3,160,429	14.3
0268-00	13th Line	Braemar Sideroad	O.R. 33	19.196	0.55	82	209,880	1,513,532	7.2
	13th Line			19.396	0.74	95	209,880	1,735,148	8.3
	13th Line			19.596	0.51	105	209,880	18,831,378	20.0
	13th Line			19.796	0.93	82	209,880	344,109	1.6
	13th Line			19.996	0.66	94	209,880	1,233,043	5.9
	13th Line			20.196	0.73	83	209,880	631,288	3.0
	13th Line			20.396	0.64	106	209,880	3,905,080	18.6
	13th Line			20.596	1.01	79	209,880	382,825	1.8

Detailed Falling Weight Deflectometer Results and Analysis

Section	Road	From	To	Station (km)	D0 (mm)	Effective SN (mm)	Design ESALs	Remaining ESALs	Remaining Life
	13th Line			20.796	0.88	88	209,880	685,033	3.3
	13th Line			20.996	0.92	97	209,880	1,949,798	9.3
	13th Line			21.195	0.58	105	209,880	3,320,664	15.8
	13th Line			21.395	2.98	86	209,880	2,120,939	10.1
	13th Line			21.595	0.74	86	209,880	455,450	2.2
	13th Line			21.795	1.30	95	209,880	11,069,067	20.0
	13th Line			21.995	0.65	97	209,880	2,704,191	12.9
	13th Line			22.195	0.57	89	209,880	1,751,715	8.3
	13th Line			22.345	0.54	79	209,880	949,636	4.5
0276-00	14th Line	Maplewood Sideroad	Cassel Sideroad	10.198	0.57	100	169,600	2,713,667	16.0
	14th Line			10.598	0.89	77	169,600	2,998,246	17.7
	14th Line			10.998	0.97	80	169,600	475,986	2.8
	14th Line			11.398	1.06	77	169,600	353,826	2.1
	14th Line			11.797	0.52	106	169,600	3,091,201	18.2
	14th Line			12.197	0.99	79	169,600	405,336	2.4
	14th Line			12.597	0.99	80	169,600	373,949	2.2
	14th Line			12.997	0.79	94	169,600	404,275	2.4
	14th Line			13.197	1.20	67	169,600	71,434	0.4
	14th Line			13.597	0.96	64	169,600	45,668	0.3
	14th Line			13.997	0.61	84	169,600	660,539	3.9
	14th Line			14.397	0.45	51	169,600	145,726	0.9
	14th Line			14.797	1.44	70	169,600	624,597	3.7
	14th Line			15.197	0.57	58	169,600	270,433	1.6
	14th Line			15.597	0.93	56	169,600	29,088	0.2
	14th Line			15.997	0.71	72	169,600	189,980	1.1
0275-00	14th Line	Cassel Sideroad	O.R. 8	10.048	0.64	77	94,340	489,179	5.2
	14th Line			10.398	1.13	69	94,340	115,504	1.2
	14th Line			10.798	0.91	78	94,340	643,350	6.8
	14th Line			11.198	0.91	54	94,340	24,752	0.3
	14th Line			11.598	0.79	85	94,340	791,907	8.4
	14th Line			11.997	0.81	81	94,340	506,533	5.4
	14th Line			12.397	1.07	69	94,340	57,069	0.6
	14th Line			12.797	1.47	62	94,340	47,052	0.5
	14th Line			13.197	1.17	69	94,340	42,325	0.4
	14th Line			13.797	1.28	82	94,340	136,746	1.4
	14th Line			14.197	0.58	88	94,340	1,136,297	12.0
	14th Line			14.597	1.84	88	94,340	1,011,848	10.7
	14th Line			14.997	0.94	85	94,340	435,710	4.6
	14th Line			15.397	1.41	81	94,340	276,096	2.9
	14th Line			15.797	1.52	77	94,340	182,568	1.9
	14th Line			16.147	0.79	96	94,340	2,018,363	20.0
0273-01	14th Line	Braemar Sideroad	O.R. 33	10.018	0.70	91	134,620	2,447,621	18.2
	14th Line			10.198	0.75	93	134,620	1,615,504	12.0
	14th Line			10.398	0.65	81	134,620	224,406	1.7
	14th Line			10.598	0.95	89	134,620	501,854	3.7
	14th Line			10.798	0.66	82	134,620	278,664	2.1
	14th Line			10.998	0.87	80	134,620	945,678	7.0
	14th Line			11.198	0.76	99	134,620	1,349,074	10.0
	14th Line			11.398	0.87	88	134,620	1,324,101	9.8
	14th Line			11.598	1.13	77	134,620	191,005	1.4
	14th Line			11.797	1.02	91	134,620	889,144	6.6
	14th Line			11.997	0.65	83	134,620	1,508,165	11.2
	14th Line			12.197	0.84	100	134,620	12,742,446	20.0
	14th Line			12.397	0.61	79	134,620	1,405,052	10.4
0282-00	15th Line	Maplewood Sideroad	Cassel Sideroad	16.796	0.82	63	258,640	81,379	0.3
	15th Line			16.996	1.06	72	258,640	298,643	1.2
	15th Line			17.196	0.68	45	258,640	4,399	0.0
	15th Line			17.396	0.99	83	258,640	755,805	2.9
	15th Line			17.596	0.71	72	258,640	809,168	3.1
	15th Line			17.796	0.86	73	258,640	238,858	0.9
	15th Line			17.996	0.47	87	258,640	2,890,104	11.2
	15th Line			18.196	0.65	64	258,640	191,079	0.7
	15th Line			18.396	0.85	80	258,640	335,959	1.3
	15th Line			18.596	0.61	77	258,640	400,423	1.5
	15th Line			18.796	1.08	92	258,640	956,561	3.7
	15th Line			18.996	1.31	80	258,640	281,349	1.1
	15th Line			19.196	1.23	70	258,640	123,354	0.5
	15th Line			19.396	1.02	67	258,640	187,089	0.7
	15th Line			19.596	1.55	56	258,640	25,103	0.1
	15th Line			19.796	1.51	72	258,640	128,050	0.5
	15th Line			19.871	1.39	68	258,640	92,623	0.4
0281-00	15th Line	Cassel Sideroad	O.R. 8	13.797	0.93	95	258,640	1,901,157	7.4
	15th Line			14.197	0.98	86	258,640	769,078	3.0
	15th Line			14.397	0.93	72	258,640	170,845	0.7
	15th Line			14.597	1.04	88	258,640	532,730	2.1
	15th Line			14.797	0.66	54	258,640	161,221	0.6
	15th Line			14.997	1.21	75	258,640	162,119	0.6
	15th Line			15.197	0.81	65	258,640	145,262	0.6
	15th Line			15.397	1.20	95	258,640	785,415	3.0
	15th Line			15.597	0.78	55	258,640	91,215	0.4
	15th Line			15.797	1.11	85	258,640	250,674	1.0
	15th Line			15.997	0.57	82	258,640	2,384,181	9.2
	15th Line			16.197	0.84	79	258,640	200,774	0.8
	15th Line			16.396	0.58	65	258,640	351,726	1.4
	15th Line			16.596	0.91	77	258,640	194,515	0.8
0280-00	15th Line	O.R. 8	Braemar Sideroad	10.023	0.83	61	191,860	97,054	0.5
	15th Line			10.198	0.85	73	191,860	249,848	1.3
	15th Line			10.398	1.10	76	191,860	173,436	0.9
	15th Line			10.598	1.38	79	191,860	145,377	0.8

Detailed Falling Weight Deflectometer Results and Analysis

Section	Road	From	To	Station (km)	D0 (mm)	Effective SN (mm)	Design ESALs	Remaining ESALs	Remaining Life
	15th Line			10.798	0.75	81	191,860	415,363	2.2
	15th Line			10.998	2.03	79	191,860	7,957,778	20.0
	15th Line			11.198	1.26	69	191,860	201,430	1.0
	15th Line			11.398	1.06	82	191,860	318,443	1.7
	15th Line			11.598	1.91	71	191,860	54,114	0.3
	15th Line			11.797	0.86	86	191,860	1,205,535	6.3
	15th Line			11.997	1.29	55	191,860	21,801	0.1
	15th Line			12.197	0.70	79	191,860	577,158	3.0
	15th Line			12.207	0.86	86	191,860	1,099,993	5.7
	15th Line			12.397	1.52	77	191,860	416,035	2.2
	15th Line			12.597	1.32	89	191,860	340,809	1.8
	15th Line			12.797	1.24	61	191,860	31,102	0.2
	15th Line			12.997	1.57	84	191,860	694,996	3.6
	15th Line			13.197	1.60	86	191,860	494,010	2.6
	15th Line			13.397	0.98	74	191,860	458,408	2.4
	15th Line			13.597	2.39	70	191,860	337,388	1.8
	15th Line			13.997	0.53	63	191,860	140,884	0.7
0287-00	17th Line	P.O.R.	Maplewood Sideroad	10.023	0.98	71	148,400	339,993	2.3
	17th Line			10.198	0.96	81	148,400	928,094	6.3
	17th Line			10.398	0.97	85	148,400	2,776,086	18.7
	17th Line			10.598	0.77	78	148,400	644,477	4.3
	17th Line			10.798	0.68	86	148,400	1,824,749	12.3
	17th Line			10.998	0.61	85	148,400	1,137,716	7.7
	17th Line			11.198	0.85	84	148,400	814,406	5.5
	17th Line			11.398	0.83	78	148,400	401,938	2.7
	17th Line			11.598	1.31	93	148,400	1,180,970	8.0
	17th Line			11.797	0.75	75	148,400	626,822	4.2
	17th Line			11.997	0.62	95	148,400	3,941,677	20.0
	17th Line			12.197	0.59	76	148,400	530,410	3.6
	17th Line			12.397	1.52	97	148,400	588,630	4.0
	17th Line			12.597	1.25	72	148,400	202,543	1.4
	17th Line			12.797	1.17	90	148,400	709,125	4.8
	17th Line			12.997	0.85	87	148,400	786,838	5.3
	17th Line			13.197	0.91	69	148,400	266,859	1.8
0291-00	19th Line	P.O.R.	O.R. 5	10.023	1.10	92	259,700	2,391,554	9.2
	19th Line			10.198	1.43	78	259,700	118,518	0.5
	19th Line			10.398	0.59	67	259,700	477,272	1.8
	19th Line			10.598	1.02	74	259,700	121,798	0.5
	19th Line			10.798	1.00	79	259,700	1,780,703	6.9
	19th Line			10.998	1.60	84	259,700	210,209	0.8
	19th Line			11.198	0.66	75	259,700	515,567	2.0
	19th Line			11.398	1.03	71	259,700	138,435	0.5
	19th Line			11.598	0.74	88	259,700	1,334,777	5.1
	19th Line			11.797	0.65	84	259,700	1,182,368	4.6
	19th Line			11.997	0.87	81	259,700	416,876	1.6
	19th Line			12.197	0.90	94	259,700	822,291	3.2
	19th Line			12.267	1.08	92	259,700	752,890	2.9
0252-00	Zorra EZT Line	Maplewood Sideroad	Cassel Sideroad	10.038	0.46	75	91,160	834,192	9.2
	Zorra EZT Line			10.198	0.95	89	91,160	319,740	3.5
	Zorra EZT Line			10.398	0.50	95	91,160	7,354,587	20.0
	Zorra EZT Line			10.598	1.36	106	91,160	827,258	9.1
	Zorra EZT Line			10.798	0.60	92	91,160	2,818,808	20.0
	Zorra EZT Line			10.998	1.30	78	91,160	166,004	1.8
	Zorra EZT Line			11.198	0.49	72	91,160	2,746,570	20.0
	Zorra EZT Line			11.398	1.20	85	91,160	425,005	4.7
	Zorra EZT Line			11.598	0.52	76	91,160	1,422,635	15.6
	Zorra EZT Line			11.797	1.17	81	91,160	1,948,346	20.0
	Zorra EZT Line			11.997	0.63	97	91,160	3,459,660	20.0
	Zorra EZT Line			12.197	0.86	100	91,160	2,471,107	20.0
	Zorra EZT Line			12.397	0.54	87	91,160	1,408,687	15.5
	Zorra EZT Line			12.597	1.33	110	91,160	4,473,946	20.0
	Zorra EZT Line			12.797	0.78	73	91,160	872,492	9.6
	Zorra EZT Line			12.997	0.59	73	91,160	310,355	3.4
0251-00	Zorra EZT Line	Cassel Sideroad	O.R. 8	13.197	0.71	92	131,440	1,400,427	10.7
	Zorra EZT Line			13.397	0.65	93	131,440	1,068,444	8.1
	Zorra EZT Line			13.597	0.93	90	131,440	729,555	5.6
	Zorra EZT Line			13.797	0.68	95	131,440	1,902,010	14.5
	Zorra EZT Line			13.997	0.72	82	131,440	1,648,491	12.5
	Zorra EZT Line			14.197	1.21	94	131,440	417,634	3.2
	Zorra EZT Line			14.397	0.77	90	131,440	442,502	3.4
	Zorra EZT Line			14.597	1.07	73	131,440	391,116	3.0
	Zorra EZT Line			14.797	0.59	96	131,440	3,860,365	20.0
	Zorra EZT Line			14.997	1.34	96	131,440	550,408	4.2
	Zorra EZT Line			15.197	0.62	96	131,440	1,862,891	14.2
	Zorra EZT Line			15.397	1.16	98	131,440	2,393,737	18.2
	Zorra EZT Line			15.597	0.72	91	131,440	1,318,907	10.0
	Zorra EZT Line			15.797	0.71	97	131,440	2,484,565	18.9
	Zorra EZT Line			15.997	0.62	80	131,440	559,964	4.3
	Zorra EZT Line			16.147	0.95	74	131,440	351,471	2.7
0250-00	Zorra EZT Line	O.R. 8	Braemar Sideroad	16.396	0.59	98	108,120	5,155,363	20.0
	Zorra EZT Line			16.596	0.84	89	108,120	588,892	5.4
	Zorra EZT Line			16.796	0.65	95	108,120	3,921,640	20.0
	Zorra EZT Line			16.996	0.77	98	108,120	926,452	8.6
	Zorra EZT Line			17.196	0.59	84	108,120	1,362,036	12.6
	Zorra EZT Line			17.396	1.03	98	108,120	907,140	8.4
	Zorra EZT Line			17.596	0.58	87	108,120	1,391,357	12.9
	Zorra EZT Line			17.796	0.72	71	108,120	287,060	2.7
	Zorra EZT Line			17.996	0.57	70	108,120	407,870	3.8
	Zorra EZT Line			18.196	0.66	80	108,120	389,509	3.6
	Zorra EZT Line			18.396	0.67	91	108,120	1,270,550	11.8
	Zorra EZT Line			18.596	0.69	93	108,120	1,254,963	11.6
	Zorra EZT Line			18.796	0.41	101	108,120	7,603,184	20.0
	Zorra EZT Line			18.996	0.85	96	108,120	5,202,376	20.0
	Zorra EZT Line			19.196	0.98	92	108,120	1,944,982	18.0
	Zorra EZT Line			19.246	0.78	83	108,120	480,102	4.4
				Average	0.89	84	170,012	1,547,689	7.1
				Std. Dev.	0.44	12	54,808	2,542,297	6.6
				Maximum	5.87	119	261,820	18,831,378	20.0
				Minimum	0.20	40	91,160	4,399	0.0

