KPMG

Corporation of the
Township of Chapleau

Updated Municipal Asset Management Plan

August 24th, 2018

Table of Contents

Glossary of Terms	**2**
Executive Summary	**4**
Chapter I – Introduction	**10**
Chapter II – State of Local Infrastructure	**16**
Chapter III – Desired Level of Service	**26**
Chapter IV – Asset Management Strategy	**29**
Chapter V – Financing Strategy	**42**

Appendices

Appendix A – Infrastructure Summary

Appendix B – Infrastructure Profile – Roads

Appendix C – Infrastructure Profile – Water

Appendix D – Infrastructure Profile – Wastewater

Appendix E – Infrastructure Profile – Storm Sewer

Appendix F – Infrastructure Profile – Bridges and Structures

Appendix G – Infrastructure Profile – Sidewalks

Appendix H – Infrastructure Profile – Streetlighting

Appendix I – Infrastructure Profile – Buildings and Facilities

Appendix J – Infrastructure Profile – Vehicles and Movable Equipment

Appendix K – Information Technology

Glossary of Terms

Asset management planning	Asset management planning is the process of making the best possible decisions regarding the acquisition, operating, maintaining, renewing, replacing and disposing of infrastructure assets. The objective of an asset management plan is to maximize benefits, manage risk and provide satisfactory levels of service to the public in a sustainable manner.
Historical cost	Historical cost represents the actual cost incurred by the municipality at the date of acquisition. Given the timeframe between the date of acquisition and the current date, historical cost is not reflective of the replacement cost of the asset.
Replacement cost	Replacement cost reflects the cost that would be incurred in the event that the municipality was required to replace the asset at the present time in new condition.
Condition assessments	Condition assessment are a means of expressing the current state of the municipality's infrastructure based on three possible ratings – good, fair and poor. The determination of the ratings will vary based on the type of infrastructure involved.
Immediate infrastructure requirements	For the purposes of the asset management, immediate infrastructure requirements are capital investments that are recommended to be made within the next 10 years, based on the condition assessment of the infrastructure and the recommended life cycle activities. The immediate infrastructure requirement identified for the municipality is intended to address those assets that are currently rated as poor or expected to be rated as poor during the next ten years (due to deterioration caused by usage, weather, etc.).
Sustaining life cycle requirements	The sustainable life cycle requirement of an asset is the total of its life cycle costs divided by its estimated useful life. The sustainable life cycle requirement represents the amount of funding that should be committed to the municipality's infrastructure on an annual basis in order to fully fund the recommended life cycle activities.
Ontario Municipal Partnership Fund	The Ontario Municipal Property Fund (OMPF) is the primary Provincial mechanism for the flowing of operational grants to municipalities. OMPF funding is intended to assist municipalities that have limited property assessment, increased operating costs as a result of being northern or rural municipalities and/or are facing challenging fiscal circumstances.
Municipal Infrastructure Investment Initiative	The Municipal Infrastructure Investment Initiative (MIII) is a Provincial program designed to assist municipalities with critical road, bridge water and wastewater projects, with funding targeted to municipalities that would be unable to undertake priority projects without provincial support. While funding is available under MIII, the asset management plan does not consider any senior government grants other than those that have been secured as at the date of the asset management plan.

Glossary of Terms

Anticipated asset life cycle	The anticipated asset life cycle is the estimated productive useful life of an asset or infrastructure component. At the end of the anticipate asset life cycle, the municipality will be required to replace the asset in question, either through acquisition or reconstruction.
Integration opportunities	Integration opportunities represent potential groupings of different assets into a single project. For example, roads capital projects are often integrated with water, wastewater and storm sewer replacements given that these systems are underneath (and accessed through) municipal roads.
Rehabilitation and replacement criteria	Rehabilitation and replacement criteria are the factors considered by the municipality when consider when to undertake certain asset management activities.
Rehabilitation and replacement strategies	Rehabilitation and replacement strategies represent activities that are intended to maintain the condition and performance of the municipality's infrastructure. Rehabilitation and replacement strategies are synonymous with asset management activities.
Life cycle consequences	Life cycle consequences represent the expected outcomes in the event that the municipality does not undertake the recommended asset management activities during the recommended timeframes. Life cycle consequences can included but are not limited to deterioration of the physical condition of the asset, a reduction in the outputs and service potential of the assets, increased operating costs, higher costs for subsequent asset management activities than would otherwise have been incurred had the municipality undertaken the recommended asset management activities and/or a reduction in the estimated useful life of the asset.
Integrated asset priorities	Where different assets can be integrated into capital projects, the integrated asset priorities determine the basis for selecting and prioritizing capital projects. For example, a municipality with a water and wastewater system that is in poor condition may prioritize road construction projects based on the condition of the underlying water and wastewater system.

Executive Summary

The development of an asset management plan has been identified as a pre-requisite for the receipt of funding from the Province of Ontario (the 'Province') under the Municipal Infrastructure Investment Initiative ('MIII') and as such, represents an important first step in obtaining financing for necessary infrastructure investments. That said, planning for capital reinvestment is essential with or without the incentive provided under MIII, particularly given that a number of municipalities are now approaching end of useful life for significant components of their infrastructure.

This document represents an update of the Municipality's original asset management plan dated December 31, 2013 and is based on financial information up to December 31, 2017.

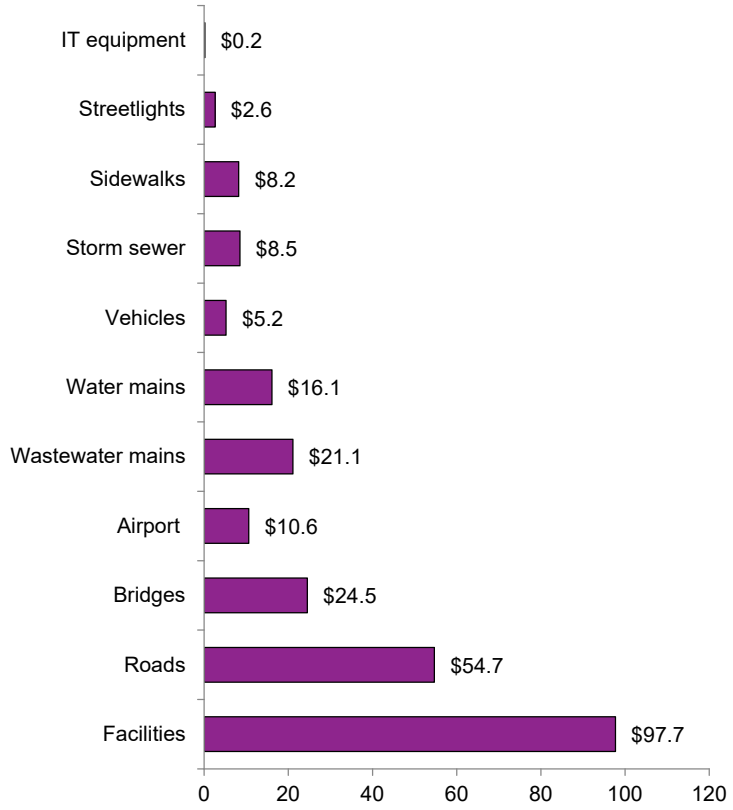
Current state of infrastructure

Infrastructure represents a major investment on the part of the Township of Chapleau (the 'Municipality'), with the estimated replacement cost of its assets amounting to just under $250 million..

While the amounts of the Municipality's replacement and life cycle costs are significant, the real pressure from the perspective of its infrastructure comes from its current condition. Condition analysis conducted as part of the asset management planning process indicates that a significant proportion of the Municipality's infrastructure is either in fair or poor condition. Addressing the current state of the Municipality's infrastructure, which will deteriorate further if immediate maintenance isn't performed, is expected to cost approximately $58.6 million over the next ten years, $30.6 million of which should be spent immediately.

The high cost of future infrastructure investments reflects the declining state of the Municipality's assets (based primarily on an aged-based approach) with a sizeable portion of assets rated as either poor or fair. Details of the Municipality's infrastructure condition assessment and identified capital investment requirements over the next ten years are provided on the following page.

Replacement value by type of asset (in millions)

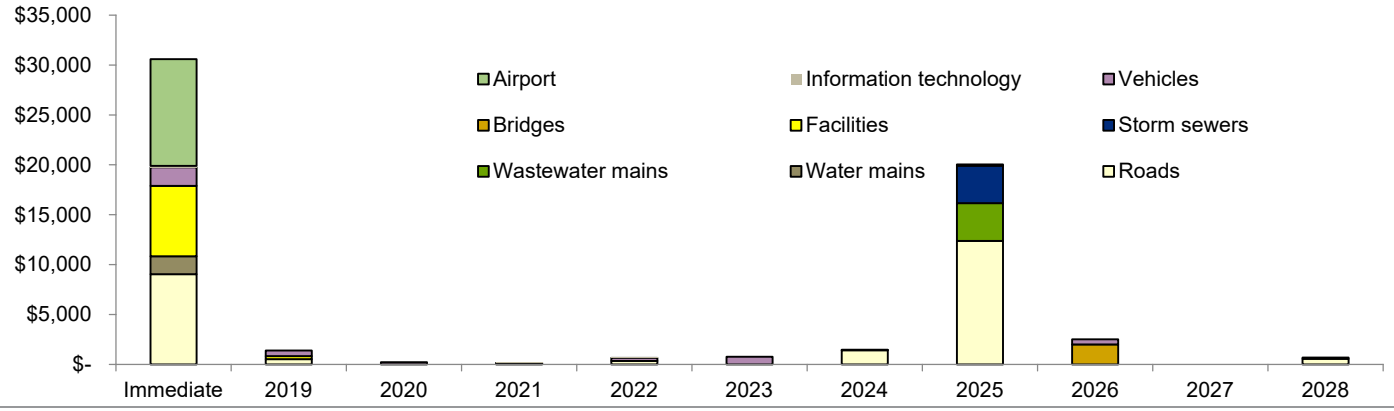


Executive Summary

Condition assessment results by infrastructure component

Infrastructure	Basis of Determination	Condition Assessment		
		Good	Fair	Poor
Roads	Condition Assessment	14.3%	44.2%	41.5%
Water distribution network	Remaining Useful Life	70.3%	1.2%	28.5%
Wastewater collection network	Remaining Useful Life	56.6%	43.4%	
Storm sewer collection network	Remaining Useful Life	19.1%	80.9%	
Bridges and culverts	Condition Assessment	40.0%	60.0%	
Sidewalks	Remaining Useful Life	35.8%	64.2%	
Streetlights	Remaining Useful Life	86.3%	13.7%	
Buildings and facilities	Condition Assessment	87.0%	4.3%	8.7%
Vehicles and equipment	Remaining Useful Life	44.9%	30.6%	24.5%
Airport tarmac	Remaining Useful Life		–	100%
Airport fueling equipment	Remaining Useful Life		–	100%
Information technology	Remaining Useful Life	56.3%	6.3%	37.5%

Projected future infrastructure investment requirement (in thousands)



Executive Summary

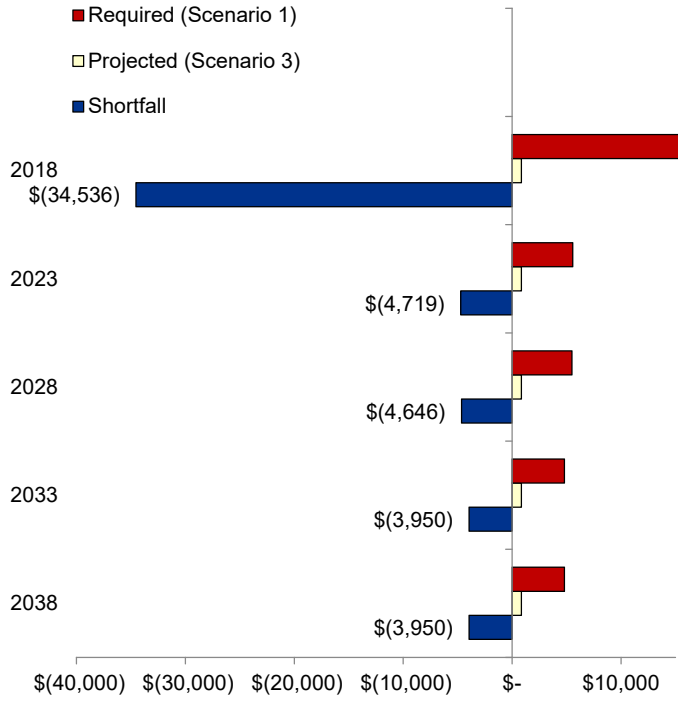
Asset management strategies

As required under MIII, this report identifies the required asset management strategies for the Municipality based on the types of infrastructure maintained as well as its current condition. As noted earlier, the Municipality would be required to spend an average of $5.8 million per year over the next ten years in order to address the current issues identified with its infrastructure. While this would allow the Municipality to meet its immediate infrastructure investment needs, it does not allow for ongoing rehabilitation and replacement of its through local sources. Clearly, it is unable to address the full spectre of its infrastructure needs, resulting in ongoing annual infrastructure, the cost of which amounts to an additional $4.8 million, bringing the Municipality's total infrastructure financing requirement to $10.6 million per year. In comparison, the Municipality generates approximately $850,000 for capital expenditures funded infrastructure deficits.

In light of the significant gap between its infrastructure financing requirement and its capacity to raise revenues for capital purposes, the Municipality will be required to prioritize its investments. For the purposes of the asset management plan, three different categories have been identified:

- **Priority 1** – consists of infrastructure investments required within the next five years , investments that qualify for grants and immediate investment needs stemming from new legislation or regulation, public health or safety concerns or other issues. The estimated cost of Priority 1 investment requirements over the next ten years is $41.8 million.
- **Priority 2** – includes infrastructure investments required within six to ten years and other lower priority infrastructure. The estimated cost of Priority 2 investment requirements over the next ten years is $17.0 million.
- **Priority 3** – representing the lowest class of investment priority, this category includes infrastructure with no investment requirement identified within the next ten years, discontinued infrastructure and other lower priority infrastructure. Priority 3 investment requirements represent the remaining portion of the Municipality's replacement cost ($191.2 million).

Calculated annual infrastructure funding shortfalls (in thousands)



Executive Summary

Financing strategy

While the Municipality is unable to unilaterally address its infrastructure-related financial requirement, it recognizes the need to begin to address the challenge. The Municipality has been investing in engineering activities to both assess the condition of its infrastructure, prioritize infrastructure investments and develop up-to-date cost estimates for priority capital projects. As part of its financing strategy, the Municipality has also adopted the following measures to increase funding for capital requirements:

- Permanently protecting the current level of capital expenditures so as to provide a consistent stream of funding into the future;
- The Municipality has introduced annual capital rate increases to its water and wastewater rates (7%) in order to increase the level of funding available for infrastructure investments.
- Exploring the continued use of debt as a means of funding infrastructure requirements, including the adoption of a program whereby a fixed percentage of capital expenditures are financed through debt, recognizing that the Municipality's ability to accommodate more debt may be limited; and
- Upon the repayment of existing indebtedness, redirecting debt servicing costs to capital expenditures, capital reserves or new debt for capital projects so as to preserve existing funding for capital purposes; and
- Continuing to pursue grant programs provided by senior levels of government.

The Municipality recognizes that its ability to fund capital requirements needs to recognize the limited ability of the Municipality to finance its capital needs due to issues surrounding affordability. In addition to the affordability considerations developed by the Province under the revised OMPF model, it is also important to remember that:

- The Municipality's population has decreased at a significantly faster rate than other communities and the Province as a whole. While the Province's total population increased by 25% between 1996 and 2016, the Municipality's population fell by 33% over the same period. The consequence of this trend is clear – fewer people in the community translates into fewer people able to fund municipal operations.
- The Municipality's residents have a higher degree of reliance on government transfers, pension income and other fixed source so income as opposed to other communities. Overall, 68% of total reported personal income in the Municipality is derived from employment, as opposed to the Provincial average of 73%. The reliance on fixed sources of income is also demonstrated by the average age of the Municipality's residents, with is three years above the Provincial average.

The issue of affordability, both for user fees and taxation levels, is considered annually through the Municipality's budgeting process.

As a means of balancing capital reinvestment with affordability, the Municipality will not automatically replace or rehabilitate assets at the end of their useful lives. Rather, the Municipality is willing to consider different service levels (impacted by asset conditions), with its investment activities focused on priority investments, as determined based on the consideration of potential risks and impacts. In order to identify priorities, the associated risks and impacts and more detailed cost estimates, the Municipality continues to invest in engineering studies and analysis.

Executive Summary

About this plan

The Municipality's asset management plan has been developed based on the guidance provided by the Province in *Building Together – Guide for Municipal Asset Management Plans,* which has been tailored to reflect the small size of the Municipality and the nature of its operations and infrastructure. Preparation of the plan involved Municipal staff as well as external financial and engineering advisors.

In completing the asset management plan for the Municipality:

- Accepted industry best practices were used for the development of the plan components, including the condition assessments, identification of life cycle requirements and estimated costs;
- The asset management plan was reviewed by Municipal council prior to adoption;
- The asset management plan was compared to the requirements under MIII to ensure compliance; and
- Expressions of interest submitted to date have been based on the priorities identified in the asset management plan.

We would like to acknowledge the cooperation of Municipal staff in the preparation of this report.

KPMG

Asset Management Planning
for the Township of Chapleau

Chapter I
Introduction

Overview of the Asset Management Plan

Asset management planning defined

Asset management planning is the process of making the best possible decisions regarding the acquisition, operating, maintaining, renewing, replacing and disposing of infrastructure assets. The objective of an asset management plan is to maximize benefits, manage risk and provide satisfactory levels of service to the public in a sustainable manner. In order to be effective, an asset management plan needs to be based on a thorough understanding of the characteristics and condition of infrastructure assets, as well as the service levels expected from them. Recognizing that funding for infrastructure acquisition and maintenance is often limited, a key element of an asset management plan is the setting of strategic priorities to optimize decision-making as to when and how to proceed with investments. The ultimate success or failure of an asset management plan is dependent on the associated financing strategy, which will identify and secure the funds necessary for asset management activities and allow the Municipality to move from planning to execution.

The purpose of the asset management plan

The asset management plan outlines the Municipality's planned approach for the acquisition and maintenance of its infrastructure, which in turn allows the Municipality to meet its stated mission and mandate by supporting the delivery of services to its residents. In achieving this objective, the asset management plan:

- Provides elected officials, Municipal staff, funding agencies, community stakeholders and residents with an indication of the Municipality's investment in infrastructure and its current condition;
- Outlines the total financial requirement associated with the management of this infrastructure investment, based on recommended asset management practices that encompass the total life cycle of the assets;
- Prioritizes the Municipality's infrastructure needs, recognizing that the scope of the financial requirement is beyond the capabilities of the Municipality and that some form of prioritization is required; and
- Presents a financial strategy that outlines how the Municipality intends to meet its infrastructure requirements.

It is important to recognize that the asset management plan is just that – a plan. The asset management plan (which has been prepared for the purposes of meeting the requirements of the Municipal Infrastructure Investment Initiative) does not represent a formal, multi-year budget for the Municipality. The approval of operating and capital budgets is undertaken as part of the Municipality's overall annual budget process. Accordingly, the financial performance and priorities outlined in the asset management plan are subject to change based on future decisions of Council with respect to operating and capital costs, taxation levels and changes to regulatory requirements or the condition of the Municipality's infrastructure.

Scope of the Asset Management Plan

The asset management plan encompasses all of the Municipality's tangible capital assets and as such, meets the current requirements for asset management planning under both the MIII and the Federal Gas Tax program.

For the purposes of developing the asset management plan, a 10-year planning horizon was considered. It is expected that the Municipality will update its asset management plan every four years (to coincide with Council elections) or earlier in the event of a major change in circumstances, which could include:

- New funding programs for infrastructure
- Unforeseen failure of a significant infrastructure component
- Regulatory changes that have a significant impact on infrastructure requirements
- Changes to the Municipality's economic or demographic profile (positive or negative), which would impact on the nature and service level of its infrastructure

Methodology

The development of the Municipality's asset management plan involved the following major worksteps.

Workstep	Report Section
1. Information concerning the Municipality's tangible capital assets was reviewed and summarized to provide a preliminary inventory of assets, acquisition year, remaining useful life and historical cost.	Chapter II
2. A condition assessment of the Municipality's infrastructure was developed based on a review of previously commissioned assessments, the age and estimated remaining useful life of the infrastructure and engineering inspections of certain components.	Chapter II
3. Asset management strategies for each component of the Municipality's infrastructure were developed to provide an indication as to the recommended course of action for infrastructure procurement, maintenance and replacement/rehabilitation over the estimated useful life of the infrastructure component. As part of the development of the asset management strategies, cost estimates were prepared for the recommended activities.	Chapter IV
4. Based on the asset management strategies (which provide an indication as to the cost of the recommended activities) and the condition assessment (which provides an indication as to the timing of the recommended activities), an unencumbered financial projection was developed that outlined the overall cost of recommended asset management strategies assuming that the Municipality was to undertake all of the recommended activities when required (i.e. assuming sufficient funds were available for all required infrastructure maintenance and replacement). Consistent with the provisions of MIII, no grants were considered in the preparation of the unencumbered financial projection.	Chapter V
5. Recognizing that the overall financial requirement associated with the recommended asset management strategies is unaffordable for the Municipality, the required asset management activities were prioritized based on the potential risk of failure (determined by the condition assessment), the potential impact on residents and other stakeholders and other considerations.	Chapter V
6. A second set of financial projections was developed based on the resources available to the Municipality to support its asset management activities, including funding from taxation and user fees.	Chapter V

The development of the asset management plan involved input from the following parties:

- Municipal staff
- KPMG LLP, financial advisors to the Municipality
- AECOM, engineering advisors to the Municipality

Restrictions

This report is based on information and documentation that was made available to KPMG at the date of this report. KPMG has not audited nor otherwise attempted to independently verify the information provided unless otherwise indicated. Should additional information be provided to KPMG after the issuance of this report, KPMG reserves the right (but will be under no obligation) to review this information and adjust its comments accordingly.

Pursuant to the terms of our engagement, it is understood and agreed that all decisions in connection with the implementation of advice and recommendations as provided by KPMG during the course of this engagement shall be the responsibility of, and made by, the Township of Chapleau. KPMG has not and will not perform management functions or make management decisions for the Township of Chapleau.

This report includes or makes reference to future oriented financial information. Readers are cautioned that since these financial projections are based on assumptions regarding future events, actual results will vary from the information presented even if the hypotheses occur, and the variations may be material.

Comments in this report are not intended, nor should they be interpreted to be, legal advice or opinion.

KPMG has no present or contemplated interest in the Township of Chapleau nor are we an insider or associate of the Township of Chapleau or its management team. Our fees for this engagement are not contingent upon our findings or any other event. Accordingly, we believe we are independent of the Township of Chapleau and are acting objectively.

KPMG

Asset Management Planning
for the Township of Chapleau

Chapter II
State of Local Infrastructure

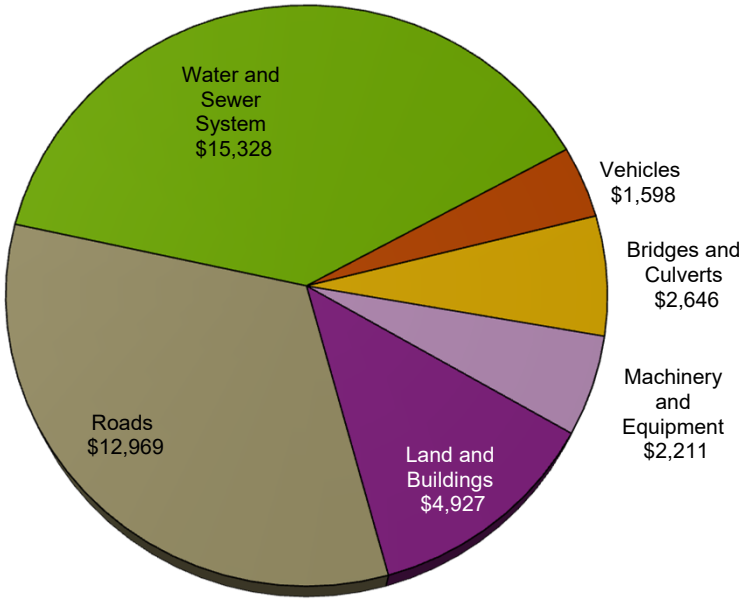
Overview of the Municipality's Infrastructure

At December 31, 2016, the Municipality reported a total investment of $39.7 million in tangible capital assets ('TCA') at historical cost.

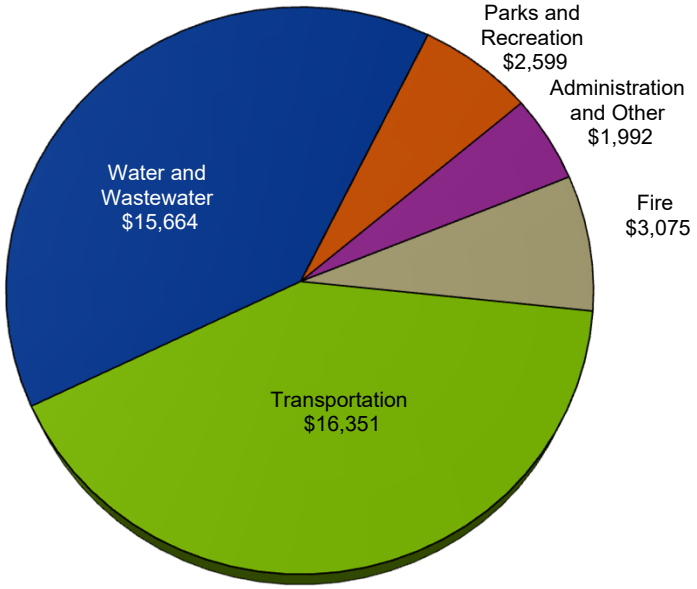
With a historical cost of $15.3 million, the Municipality's sewer and water network (mains only) represents the single largest type of infrastructure and account for 39% of the Municipality's total infrastructure (at historical cost). Roads ($12.9 million) and land and buildings ($4.9 million) represent the next largest asset types by historical cost.

From a functional perspective, the Municipality's transportation network (roads, bridges and airport) and water and wastewater system (including treatment, distribution and collection) represent the largest components of its infrastructure ($16.4 million and $15.6 million respectively), accounting for a combined total of 81% of the overall historical cost of the Municipality's infrastructure.

Tangible capital assets by type (historical cost, in thousands)



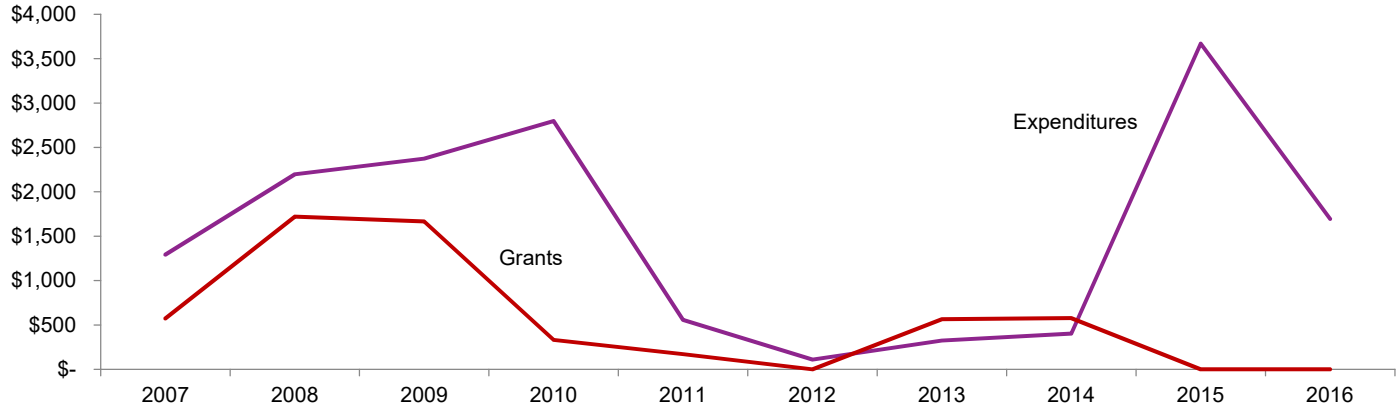
Tangible capital assets by use (historical cost, in thousands)



Overview of the Municipality's Infrastructure

Over the last 10 years, the Municipality's investment in its infrastructure has totaled $14.0 million, with Federal and Provincial capital grants amounting to approximately $5.6 million over the same period. As noted below, the Municipality's investment in infrastructure has traditionally been closely tied to grant revenues, with the exception of 2015 when major capital projects were funded through debt and reserves.

Capital expenditures and grants (in thousands)



Since 2006, environmental services infrastructure has represented the largest area of investment for the Municipality, amounting to $7.2 million or 47% of total capital spending. Transportation infrastructure comprised the next largest component of capital expenditures, amounting to $5.4 million since 2007 or 35% of total spending.

Capital expenditures by program

(in thousands of dollars)	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total
Transportation	980	310	971	1,318	447	–	159	52	876	328	5,441
Environmental Services	49	1,818	820	1,451	19	65	54	310	2,602	32	7,220
Parks and Recreation	43	57	43	–	52	13	10	35	190	56	499
Fire	207	11	147	–	9	5	7	6	–	–	392
Administration and Other	14	2	392	28	30	27	94	–	1	1,279	1,867
Total	1,293	2,198	2,373	2,797	557	110	324	403	3,669	1,695	15,419

Overview of the Municipality's Infrastructure

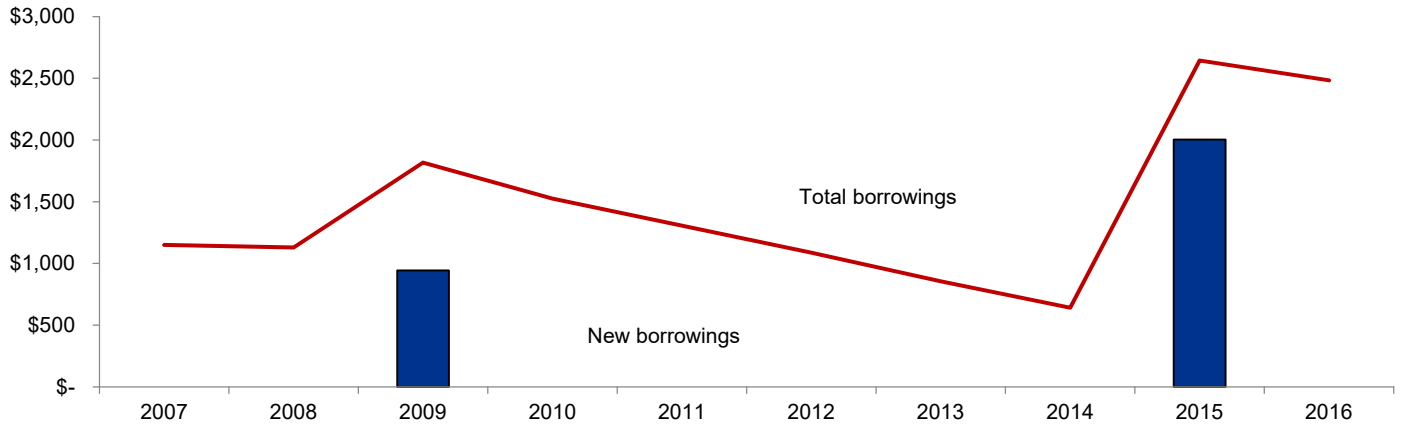
In order to fund its capital investments, the Municipality has relied on a combination of grants, long-term debt, contributions from reserves and reserve funds and taxation and user fee revenues, with grants funding 36% of capital expenditures and long-term debt funding 19% of capital expenditures over the last ten years.

Capital expenditures and funding

(in thousands of dollars)	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total
Total capital expenditures	1,293	2,198	2,373	2,797	557	110	324	403	3,669	1,695	15,419
Grants received	574	1,719	1,666	332	172	–	565	577	–	–	5,605
Local financing requirement	719	479	707	2,465	385	110	(241)	(174)	3,669	1,695	11,788
Long-term debt issued	–	–	944	–	–	–	–	–	2,004	–	2,948
Taxation, user fee and reserve funding	719	479	(237)	2,465	385	110	(241)	(174)	1,665	1,695	6,836

As at December 31, 2016, the Municipality had a total of $2.5 million in outstanding long-term debt, the majority of which related to water and wastewater infrastructure.

Long-term debt issued and year-end outstanding borrowings (in thousands)



Replacement Cost

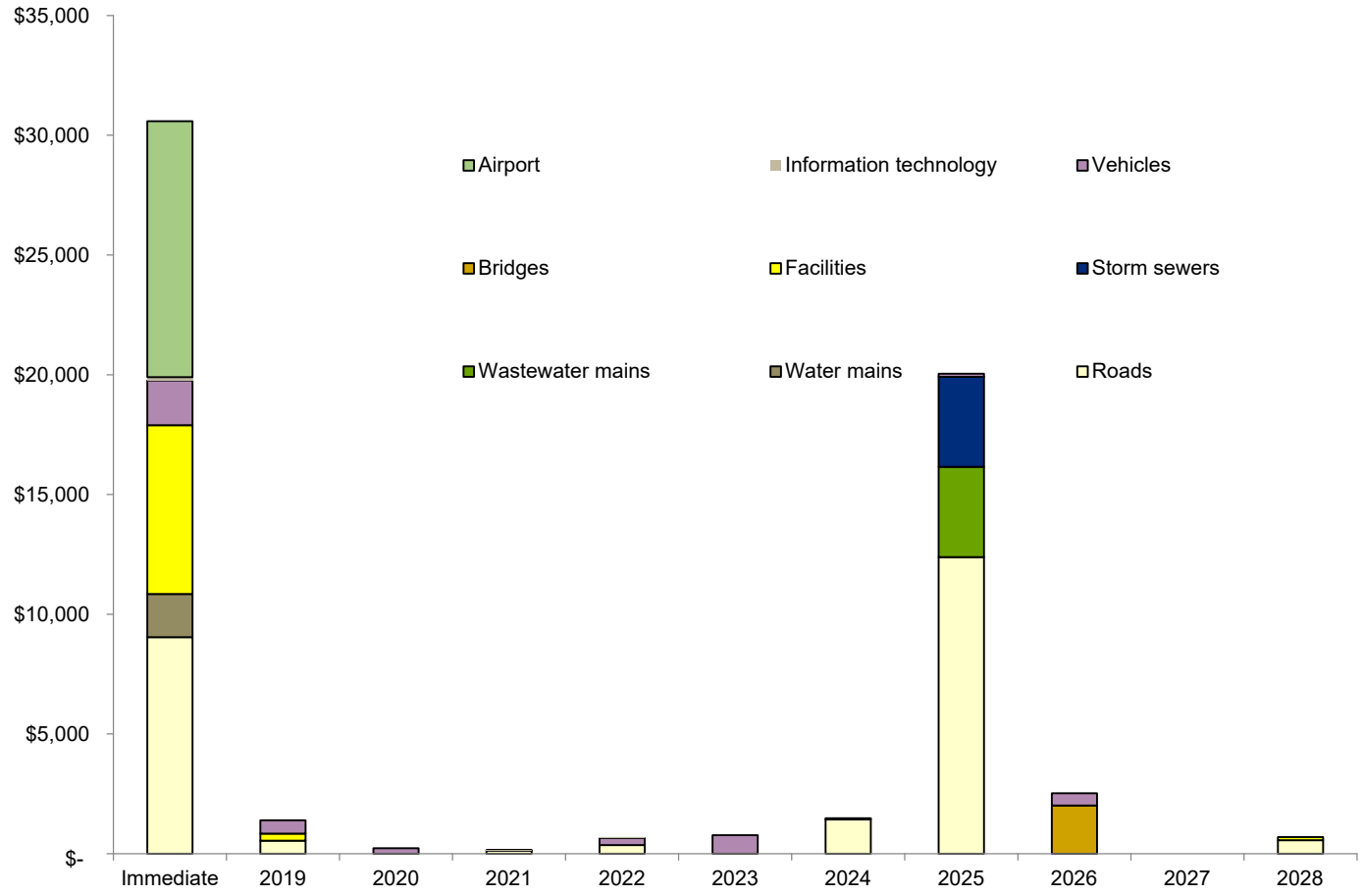
For asset management purposes, the historical cost of the Municipality's infrastructure is arguably of limited value in that it reflects the cost at the date that the infrastructure investment was incurred, as opposed to what it would cost the Municipality to replace the infrastructure at the present time. For the purposes of the Municipality's asset management plan, we have provided the replacement cost, based on cost estimates prepared by the Municipality's engineering advisors. For the purposes of the asset management plan, replacement cost is defined as follows:

- Roads – road reconstruction costs at the end of useful life, including necessary curbs, sidewalks, drainage (as appropriate based on the type of road)
- Bridges and culverts – estimated reconstruction cost
- Water, wastewater and storm sewer collection pipes – replacement costs at the end of useful life, including hydrants, valves, road reinstatement and service to the property line
- Sidewalks – estimated reconstruction cost
- Streetlights – estimated material and installation costs
- Vehicles – estimated purchase price
- Buildings – estimated reconstruction cost
- All other assets – estimated reconstruction or purchase price

Condition Assessment

As a result of the high proportion of the Municipality's infrastructure ranked as poor or fair, it faces an immediate infrastructure investment requirement of approximately $30.6 million, with an additional $28.0 million of capital investment requirements identified over the next ten years.

Projected future infrastructure investment requirements (in thousands)



Data Verification and Condition Assessment Policies

On a go-forward basis, the following policies will govern the updating and verification of the condition assessment:

- Condition assessments for bridges will be conducted every two years in accordance with Provincial regulations, with the asset management plan updated accordingly
- Condition assessments for water and wastewater mains will be assessed periodically through the use of camera inspections, with a five year inspection cycle being the long-term target
- Condition assessments for facilities will be assessed through an engineering/architectural inspection of the facilities periodically, with a five year inspection cycle for recreational facilities and a ten year inspection cycle for other facilities being the long-term target
- Condition assessments for other assets will be based on the percentage of remaining useful life in the absence of a third-party assessment of the assets. On an annual basis, the Municipality will review the useful lives and condition assessment criteria (good, fair, poor based on percentage of remaining life) and will adjust the asset management plan accordingly

Asset Management Planning
for the Township of Chapleau

Chapter III
Desired Levels of Service

It is anticipated that the Municipality will monitor its performance annually.

It is also important to recognize that in certain instances, a deviation from the Municipality's targeted service level may be the result of uncontrollable and unforeseen factors and any evaluation of the Municipality's performance should differentiate between controllable and uncontrollable events. For example, the availability of facilities (as a percentage of planned operating hours) could be impacted by weather conditions or power disruptions that may result in the closure of facilities but which are not caused by the Municipality or otherwise controllable. Absent some form of compensating strategy (such as standby power generators), these events may cause the Municipality to deviate from its targeted service levels.

The Impact of New Legislation and Regulation

From time to time, new legislation or regulations will be enacted that change minimum performance requirements for municipal infrastructure and by extension the performance measures outlined in the Municipality's asset management plan. On an annual basis, the Municipality will evaluate the impact of enacted legislation or regulation on its desired levels of service and will adjust its performance measures accordingly.

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Asset Management Planning
for the Township of Chapleau

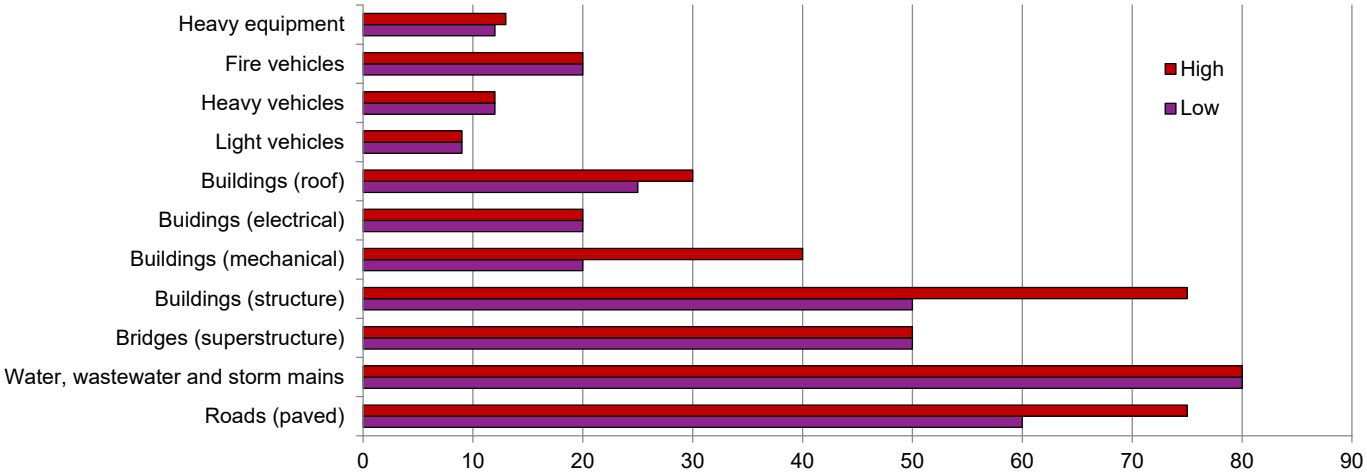
Chapter IV
Asset Management Strategy

Overview

For each significant component of the Municipality's infrastructure, asset management strategies have been developed that outline:

1. The expected life cycle period for each asset, which defines the period that the Municipality will be required to maintain its infrastructure and secure the necessary financing for maintenance and replacement activities. As noted below, there is considerable variability in the estimated life cycle periods of the Municipality's infrastructure.

Life cycles for municipal infrastructure (in years)



2. The extent to which asset management activities can be integrated with other assets, most commonly the integration of above ground and below ground infrastructure (roads, water, wastewater and storm sewer). The integration of different infrastructure components is a critical element of the Municipality's asset management plan given the staggering of the end of useful life for major assets.
3. Criteria and strategies for the replacement and rehabilitation of the assets.
4. Consequences of not undertaking the necessary asset management activities, particularly the impact on useful lives and overall costs.
5. The determination of priorities when considering integrated assets (e.g. roads and pipes).

Asset management strategies for each component are presented on the following pages.

Municipal Paved Road Systems

Anticipated asset life cycle	The life cycle of newly constructed pavement systems are dependent on several factors including the pavement design, material and construction quality, traffic volume, traffic loading, and environmental conditions. The service life can be approximated by the category of road: 60 years for pavement with curb, 60 years for pavement with open ditch, and 10 years for surface treatments.
Integration opportunities	Various other elements may be considered as integrated with paved roads. These include buried assets in the corridor: water sewers, storm sewers, hydro, telephone, natural gas, and cable. Other possible affected elements include traffic signals, street lighting, and sidewalks.
Rehabilitation and replacement criteria	To assess paved roads the Pavement Condition Index (PCI) is used. PCI is a numerical index between 0 and 10 and is based on a visual survey conducted, where 10 represents a new pavement in excellent condition and 0 an impassible pavement. If the PCI ranks at 5, resurfacing should be considered, if PCI ranges from 3 to 5, rehabilitation should be considered. In the case that the PCI falls below 3, reconstruction is a more effective option.
Rehabilitation and replacement strategies	Several different rehabilitation strategies can be implemented. The selection of the strategy is dependent on the following criteria: PCI index, road classification (arterial, collector, local), urban or rural, ditched or curbed, benefit/cost ratio. These strategies include: • Total reconstruction of pavement with 80mm to 120mm of hot mix asphalt (HMA) • Mill and resurface pavement with 50mm to 75mm of HMA • Strip and resurface pavement with 50mm to 75mm of HMA • Pulverize with underlying granular and surface with 50mm to 75mm of HMA • Mill and resurface patches of pavement with 50mm of HMA • Routing and crack sealing pavements
Life cycle consequences	Failure to fund timely pavement rehabilitation will result in a reduction in the pavement PCI. Pavement PCI's below 5 result in exponential increases in pavement rehabilitation costs. It also increases significantly road maintenance costs. Pavements identified by a PCI below 3 typically reflect decreases in level of service and increasing associated degrees of risk and liability.
Integrated asset priorities	The schedule of pavement rehabilitation is often planned in conjunction with underground utility rehabilitation works. Most commonly it is the rehabilitation of pavement systems that prompts the replacement of underground sewer and water services in the infrastructure is also in deteriorating condition and approaching its useful service life. The incorporation of other infrastructure rehabilitation may be done alongside Engineering & Public Works Department internally or with natural gas, hydro, and telephone utilities externally.

Municipal Granular Road Systems

Anticipated asset life cycle	The life cycle of newly placed gravel road systems are dependent on several factors including the material and construction quality, design, traffic volume, traffic loading, and environmental conditions. The service life can be approximated by the category of road: 60 years for earth with open ditch and 75 years for gravel with open ditch. Sufficient maintenance provided during the service life will help preserve conditions using such strategies as machine grading, ditching and brushing, and granular top up.
Integration opportunities	Various other elements may be considered as integrated with gravel roads. These include buried assets in the utility corridor: water sewers, storm sewers, hydro, telephone, natural gas, and cable.
Rehabilitation and replacement criteria	To assess gravel roads the Gravel Condition Index (GCI) is used. GCI is a numerical index between 0 and 100 and is based on a visual survey conducted, where 100 represents a newly constructed road in excellent condition and 0 an impassible roadway. If the GCI ranges from 3 to 5, rehabilitation should be considered. In the case that the GCI falls below 3, reconstruction is a more effective option.
Rehabilitation and replacement strategies	Several different rehabilitation strategies can be implemented. The selection of the strategy is dependent on the following criteria: GCI index, road classification (collector, local), urban or rural, benefit/cost ratio. In a rehabilitation scenario, the top 50 to 100 mm of gravel type “A” would be replaced. In the case of total reconstruction the work would include the replacement of the granular road base and the granular surface.
Life cycle consequences	The effects of gravel road rehabilitation that is insufficiently funded are reflected in the GCI index which as a result will typically fall below 6. The poor quality of the roadway will be reflected in rising reconstruction and maintenance costs. Roads which are identified by a GCI of 3 or lower typically show signs of a poor level of service increasing the associated degrees of risk and liability.
Integrated asset priorities	The schedule of road rehabilitation is often planned in conjunction with underground utility rehabilitation works. Most commonly it is the rehabilitation of gravel roads that prompts the replacement of underground utilities and sewer and water services if those services are deteriorating and approaching their useful service life.

Water Distribution Systems

Anticipated asset life cycle	The life cycle ranges from 30 to 100 years. Examining individual elements, the expected service life of a water plant or pump station varies from 30 to 50 years. Valve replacement typically occurs every 30 to 50 years. Similarly, the hydrant life cycle is predicted as 40 years and chambers as 50 years. For watermains the life cycle can be approximated between 50 and 100 years and 75 years for water storage. These values hold true under the assumption that the elements are properly maintained throughout their service lives.
Integration opportunities	The replacement of these components may either be implemented as part of other construction work or may be conducted as a standalone project. The replacement may be incorporated into resurfacing and road reconstruction work which could include the integration of other utilities (wastewater, telephone, hydro, cable, natural gas, etc). In the case that full road replacement is not intended, standalone replacement of watermains can be carried out using trench cut and repair.
Rehabilitation and replacement criteria	Several criteria used to evaluate and prioritize the watermain replacement schedules include: age, break history of the pipe, material type, size, surrounding soil conditions, pressure related issues, and hydrant spacing. In addition to these criteria other factors, such as the intent of future road rehabilitation, will modify the priority of the replacement schedule accordingly. Available historical data, which includes but is not limited to pipe failures and pipe break history, is used to aid in the replacement criteria. When a continued increase in maintenance costs reaches an uneconomical value, the replacement of the pipe is justified.
Rehabilitation and replacement strategies	The rehabilitation strategy is dependent on the current state of the pipe. It is difficult to assess the state of deterioration in buried services, as such, high pressure cleaning and videotaping of watermains may be instituted. Several different rehabilitation approaches can be taken and include full replacement, cleaning and relining, and potential pipe bursting. Cathodic protection, when used in conjunction with these strategies, prolongs the service life. The strategy is chosen based primarily on the available data including the age, size, material type, break history, and hydraulic requirements.
Life cycle consequences	The repercussions of unexpected failure will be disastrous. Due to unaccounted circumstances and unpredictable events, it is possible that some pipe materials with an expect service life of 100 years will require replacement earlier than expected, after only 30 years. In contrast, pipe materials with an expected life of 100 years may have the service life extended by an additional 50 years, with timely maintenance and rehabilitation.
Integrated asset priorities	Replacement of deteriorating watermains is carried out based on the associated level of risk. The sequence in which rehabilitation or replacement is carried out is reliant on the priority of the watermain and the impact of disruption to service. High priority watermains include those where fire protection, water quality, and service disruption will results in water loss and collateral damage. Typically the integration of road rehabilitation with watermain replacement will increase the priority of the project. The project may also incorporate utilities such as wastewater, hydro, telephone, cable and gas.

Wastewater Collection Systems

Anticipated asset life cycle	The life cycle ranges from 15 to 100 years. Wastewater plants and sewage pump stations vary from 30 to 50 years. Examining individual elements, the expected service life of wastewater plant equipment, pumps, blowers, and SCADA systems ranges from 15 to 50 years. A manhole life cycle is predicted to be between 30 to 75 years and wastewater trunks between 50 to 100 years. These values hold true under the assumption that the elements are properly maintained throughout their service lives.
Integration opportunities	The replacement of these components may either be implemented as part of other construction work or may be conducted as a standalone project. The replacement may be incorporated into resurfacing and road reconstruction work which could include the integration of other utilities (wastewater, telephone, hydro, cable, natural gas, etc). In the case that full road replacement is not intended, standalone replacement of sanitary trunk can be carried out using trench cut and repair.
Rehabilitation and replacement criteria	The assessment of the replacement schedule is determined primarily through conducting a CCTV inspection. The results of the inspection will be evaluated to estimate the degree of deterioration of the infrastructure. Included in the assessment are other criteria such as the material type, visible local collapses, upsizing requirements, and synchronization with roads rehabilitation programs.
Rehabilitation and replacement strategies	The rehabilitation strategy is dependent on the assessed condition rating of the infrastructure. The optimal rehabilitation method is determined by assigning and examining the condition rating of the pipe. Most commonly the selected strategy is replacement of collapsing and deteriorated pipe. For localized damage, other practices may be instituted which include: spot repair, joint sealing, and Cured in Place Pipe (CIPP).
Life cycle consequences	The process of degradation in sanitary sewers is similar to that of storm sewers. The repercussions of failure in sanitary sewers are considerably more substantial. Structural deterioration may lead to infiltration of ground water into the system which results in an increased volume of sewage directed to waste water treatment plants. These plants may not be designed to meet the growing demand result in increase in waste water flow. Infiltration of ground water can also result in the deposition of sediment and debris, significantly reducing the flow capacity for waste water. Continued maintenance and rehabilitation is essential for the performance and reliability of any type of buried infrastructure.
Integrated asset priorities	Replacement of deteriorating sanitary sewers is carried out based on the assessed condition. In the event that replacement is selected as the rehabilitation strategy, the project may expand to include other assets such as sidewalks, road trench cuts, or full pavement. Other utilities may also become included in the scope of work: hydro, telephone, cable, and natural gas. Typically the integration of road rehabilitation will increase the priority of the project.

Storm Water Collection Systems

Anticipated asset life cycle	A manhole life cycle is predicted to be between 30 to 75 years and storm sewer trunks to be 50 to 100 years. These values hold true under the assumption that the elements are properly maintained throughout their service lives. A longterm maintenance plan is also necessary for SWM ponds and treatment structures as part of ongoing operational finances, in order to extend the structure replacement to between 30 to 75 years.
Integration opportunities	The replacement may be incorporated into resurfacing and road reconstruction work which could include the integration of other utilities (wastewater, telephone, hydro, cable, natural gas, etc). In the case that full road replacement is not intended, standalone replacement of sanitary trunk can be carried out using trench cut and repair.
Rehabilitation and replacement criteria	The development of the replacement schedule is determined primarily through conducting a CCTV inspection. The results of the inspection will be evaluated to estimate the degree of deterioration of the infrastructure. Included in the assessment are other criteria such as the material type, visible local collapses, upsizing requirements, and synchronization with roads rehabilitation programs. This investigation should be carried out every 20 years, rotating through the storm sewer systems, or when required, to examine system problems/failures. Additional stresses have been imposed on storm sewer systems with climate change and the increasing frequency and intensity of storms. Storm sewer systems are also strained and forced to expand with new land development.
Rehabilitation and replacement strategies	The rehabilitation strategy is dependent on the assessed condition rating of the infrastructure. The optimal rehabilitation method is determined upon assigning and examining the condition rating of the pipe. Most commonly the selected strategy is replacement of collapsing and deteriorated pipe.
Life cycle consequences	The process of degradation in storm sewers is similar to that of sanitary sewers however the repercussions of failure in storm sewers are considerably less substantial. Structural deterioration may lead to infiltration of ground water resulting in the deposition of sediment and debris, significantly reducing the flow of water. Continued maintenance and rehabilitation is essential for the durability of any type of buried infrastructure.
Integrated asset priorities	Replacement of deteriorating storm sewers is carried out based on the assessed condition. In the event that replacement is selected as the rehabilitation strategy, the project may expand to include other assets such as sidewalks, curb/gutter, road trench cuts, or full pavement. Other utilities may also become included in the scope of work: hydro, telephone, cable, and natural gas. Typically the integration of road rehabilitation will increase the priority of the project.

Bridges and Large Culverts

Anticipated asset life cycle	The life cycle of bridges and culverts is considerably variable and dependent on construction methodology and materials, traffic loading, traffic volume, and environmental exposure conditions (temperatures, chloride concentrations, etc). Bridges and concrete culverts constructed after 2000 have an expected life cycle of 75 years, whereas those constructed pre 2000 have an expected life of 50 years. The approximated service life of steel corrugated culverts is 40 years.
Integration opportunities	Typically it is not integrated with the other work other than potential road widening or resurfacing projects.
Rehabilitation and replacement criteria	The ranking of bridge and culvert work is based on several select criteria: safety, level of service, traffic volume and loading, and preservation of infrastructure. To assess the condition of the structures bi-annual visual inspections are conducted and if deemed necessary detailed bridge condition surveys are completed to better evaluate present conditions. In the inspections, bridge components are assessed individually recording the severity and degree of deterioration and the overall condition. Each bridge is assigned a Bridge Condition Index value between 100 and 0 where a value of 100 indicates excellent conditions and a value of 0 indicates poor deteriorating conditions.
Rehabilitation and replacement strategies	The specification of the bridge or culvert rehabilitation strategy is reliant on the structure's age, data and observations acquired through inspections and condition surveys, and the estimated remaining service life. The following strategies should be implemented at the specified age: at 15 years the asphalt deck should be resurfaced and at 30 years the concrete deck should be patched, waterproofed and the joints replaced; at 50 years replace entire concrete deck.
Life cycle consequences	The reduction of bridge and culvert service life endangers user safety and results in a decrease of level of service.
Integrated asset priorities	Typically it is not integrated with the other work other than potential road widening or resurfacing projects.

Buildings

Anticipated asset life cycle.	The Life Cycle ranges from 15 to 50 years. Examining individual elements, the expected service life of the roof system varies from 25 to 30 years. Hot boiler or carpeting replacement typically occurs every 15 years. Similarly, the building superstructure life cycle is predicted as 50 or more years. These values hold true under the assumption that the elements are properly maintained throughout their service lives.
Integration opportunities	Assets are appraised separately. The projects however are assembled by asset to make use of the “economics of scale” principle. Special attention is given to ensure that the disruption of asset operations is minimized over its service life.
Rehabilitation and replacement criteria	To assess facilities the Facility Condition Index (FCI) is used. FCI is a ratio of total deferred maintenance, costs/ current replacement value of the facility. The index can be used to assess either individual assets or grouped assets. The FCI is currently accepted throughout North America.
Rehabilitation and replacement strategies	The replacement schedule will be dictated by the actual asset conditions at the time, the stage in its life cycle, and the FCI asset condition summaries. Replacement may also be undertaken to meet any changes in safety, industry or technological specifications and standards. The facility must also be maintained to meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA) and upgrade ingress/egress points as necessary. Critical components which should be given special attention with annual inspections include facility roof and HVAC systems. Any scheduled improvements should take into consideration the institution of economical energy efficient systems and equipment.
Life cycle consequences	Degradation of the building and its components are noticed, as well as increases in operational costs due to inefficiencies, health and safety concerns, and depreciation of Administration assets.
Integrated asset priorities	The schedule of replacement is dependent on the facility’s stage in its life cycle, the actual condition at the time, and the convenience of performing the replacement without disturbing the operations.

Vehicles and Moveable Equipment

Anticipated asset life cycle.	Service life is dependent on the type or vehicle/equipment and service area. The expected life cycle of cars and pickup trucks is 8-10 years, 10 years for duty trucks, 12 years for ice resurfacers, 10-15 years for front loaders, backhoes and tractors, 20 years for graders, and 20-25 years for fire vehicles.
Integration opportunities	Integrated with operation adjustments, modifications in service levels, meeting environmental regulations, technological upgrades and financial plans.
Rehabilitation and replacement criteria	Replacement of fleet will be dictated by the results of lifecycle cost analysis considering the following variables: repairs, insurance, fuel, depreciation, and downtime costs.
Rehabilitation and replacement strategies	In the case that vehicular repairs exceed 40% of replacement costs, replacement is the optimal strategy. Other strategies include leasing opportunities, refurbishing, seasonal rentals, or tendering services to a third party.
Life cycle consequences	Vehicles that are not maintained, or as vehicles reach the end of the service lives the efficiency of vehicles decrease, seeing an increase in cost per km. In the event of service interruption, work force costs are increased due to extended work schedules and overall loss of production.
Integrated asset priorities	Not applicable.

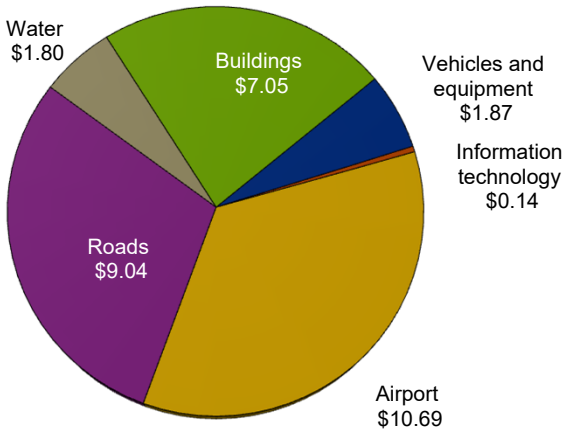
Financial Requirements

For the purposes of the asset management plan, the Municipality's capital requirements are divided into two categories.

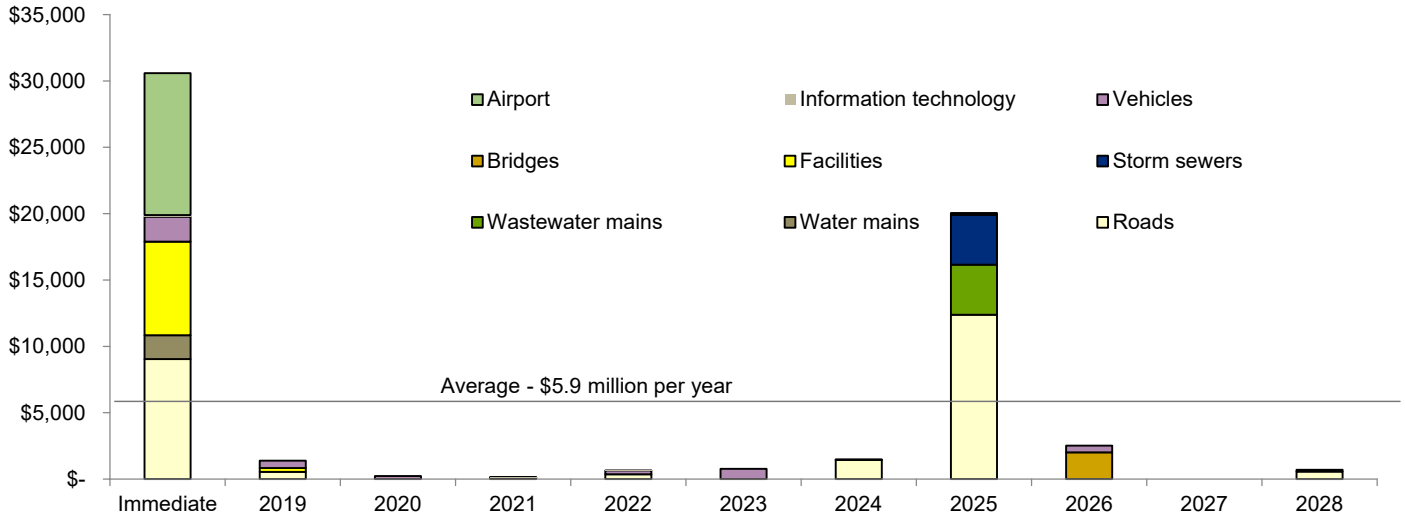
- **Immediate reinvestment need.** Based on the results of the condition assessment, an indication as to the types of asset management activities required over the next ten years, and their associated costs, has been developed. Overall, it is estimated that the Municipality would need to invest $30.6 million in its infrastructure, the largest component of which ($10.69 million) relates to the Municipality's airport tarmac and fueling systems.

  Over the next ten years, the Municipality is forecasted to require $58.60 million in capital reinvestment for tangible capital assets reaching the end of their useful lives, an average of $5.9 million per year.

Immediate infrastructure needs (in millions)



Projected future infrastructure investment requirements by year (in thousands)



Prioritizing Infrastructure Requirements

The overall infrastructure financing requirement for the Municipality, assuming that all life cycle activities are undertaken at the recommended intervals and that the Municipality funds overall life cycle and replacement costs evenly over the assets lives, is calculated to be in the order of $10.7 million, as follows:

- Immediate infrastructure investment needs (annual average) $5.9 million
- Sustainable life cycle requirements (annual average) $4.8 million

Given the magnitude of the estimated infrastructure financing requirement, it is evident that ***the Municipality is unable to fully meet its ongoing infrastructure requirements without significant levels of support from senior levels of government*** on an ongoing (i.e. annual) basis. As such, the Municipality will be required to prioritize its capital investments and the application of its available funds.

For asset management purposes, the investment requirements associated with the Municipality's infrastructure are divided into three main categories, as follows:

Category	Description	Investment Requirement
Priority 1	• Assets with an investment requirement within the next five years, based on condition or useful life • Co-located assets that may not require investment within the next five years but should be replaced as part of the integrated project. For example, sewer and water pipes underneath a road may not be at the end of their useful life but could be replaced as part of a road reconstruction project if they are approaching the end of their useful life before the next road reconstruction. • Assets that may qualify for specific grants, even if an immediate investment requirement has not been identified within the next five years • Infrastructure investments required as a result of changing legislation, public health or safety concerns or strategic purposes (e.g. economic development)	$41,597,132
Priority 2	• Assets with an investment requirement within the next six to ten years • Assets that would otherwise be classed as Priority 1 but are considered to have reduced importance due to low utilization by the community (e.g. roads with low traffic volumes), compensating strategies in the event of failure (e.g. detours, reduced speed limits or load limits or limited impacts on public health or safety in the event of a failure	$16,965,207
Priority 3	• Assets with no investment requirements identified within the next ten years • Assets to be discontinued or abandoned • Assets that would otherwise be classified as Priority 1 or 2 but are considered to have reduced importance	$191,153,300

As part of its ongoing asset management activities, the Municipality will review its prioritization criteria and asset rankings and, if considered necessary, make appropriate revisions.

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Asset Management Planning
for the Township of Chapleau

Chapter V
Financing Strategy

Basis of Analysis

The development of the Municipality's financing strategy for its asset management plan reflects the guidance outlined by the Province of Ontario in *Building Together – Guide for Municipal Asset Management Plans*. Specifically, the development of the financing strategy (and in particular the extent of the Municipality's financing shortfall) is based on the following parameters:

- Presents annual revenues and expenditures for the planning period (25 years), as well as comparative information;
- Does not consider grants from senior governments to be a confirmed source of revenue unless an agreement has been executed. Accordingly, only Federal Gas Tax and the Municipality's allocation for capacity funding under the Municipal Infrastructure Investment Initiative have been included in the projections; and
- Identifies the potential funding shortfall and how it will be managed.

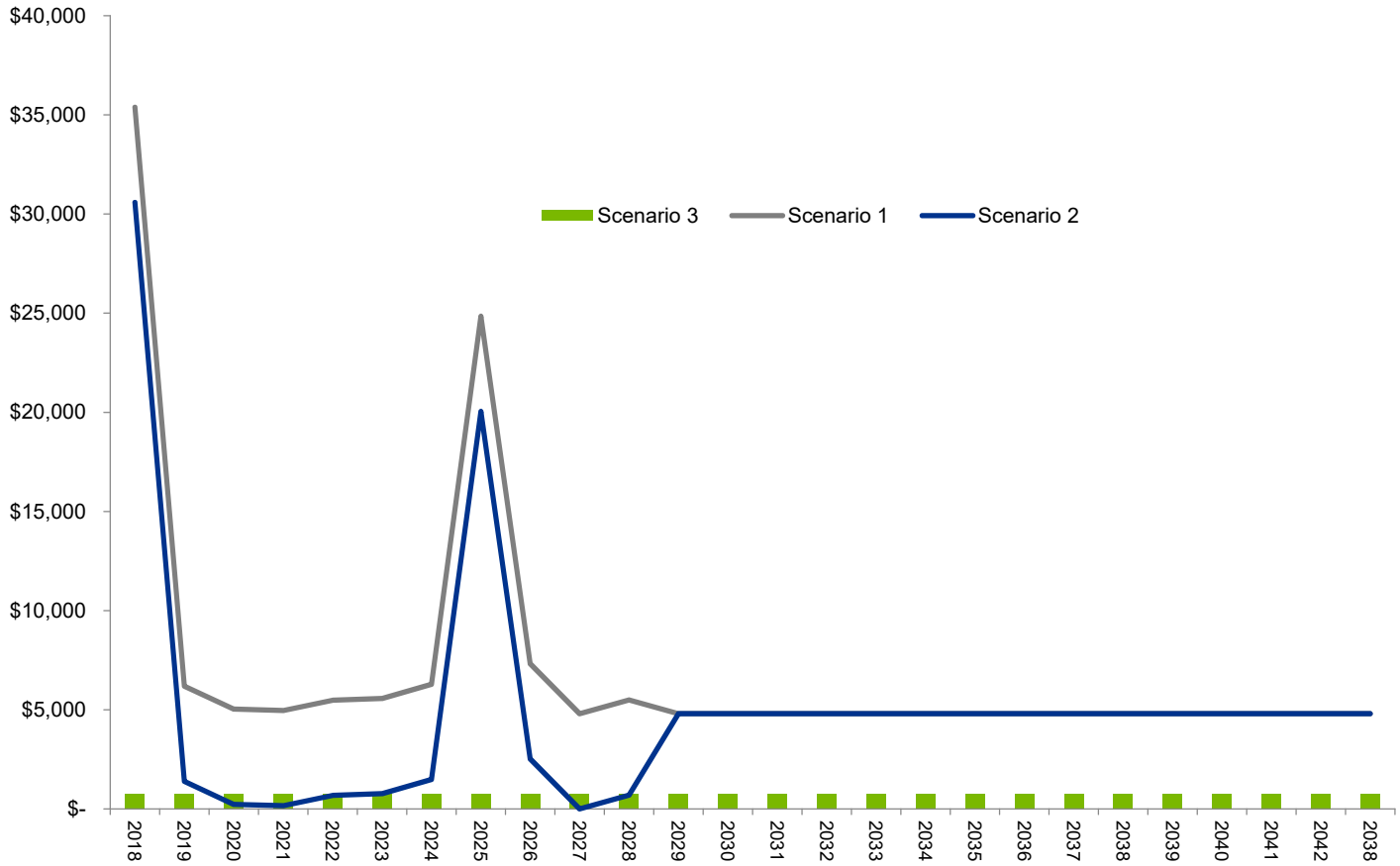
In developing the financial strategy, two alternative scenarios were considered:

- **Scenario 1** – Representing the base case scenario, this scenario reflects the assumption that all identified asset management requirements (immediate and long-term contributions) will be incurred by the Municipality. This represents the worst case scenario as it involves the highest level of capital financing requirement and ultimately is not practical due to the increase in municipal revenues necessary to support the required level of capital investment.
- **Scenario 2 –** Under this scenario, the Municipality's capital expenditures are projected to be as follows:
  - During the first 10 years of the planning period, the Municipality will make capital investments based on the identified priority infrastructure investment requirements (i.e. $5.9 million per year).
  - During the remainder of the planning period, the Municipality will make capital investments equal to the amount of the sustainable life cycle contribution requirements (i.e. $4.8 million per year).
- **Scenario 3 –** Under this scenario, it is assumed that the Municipality will continue to make capital investments based on the average capital capacity of $850,000 per year.

Projected Financial Performance

Financial projections developed in support of the asset management plan demonstrate both the magnitude and immediacy of the Municipality's identified capital requirements, with the required level of capital expenditures under Scenarios 1 and 2 significantly higher than the current level. At the same time, the average residential taxes per household is expected to increase accordingly if taxpayers are solely responsible for funding the capital requirements.

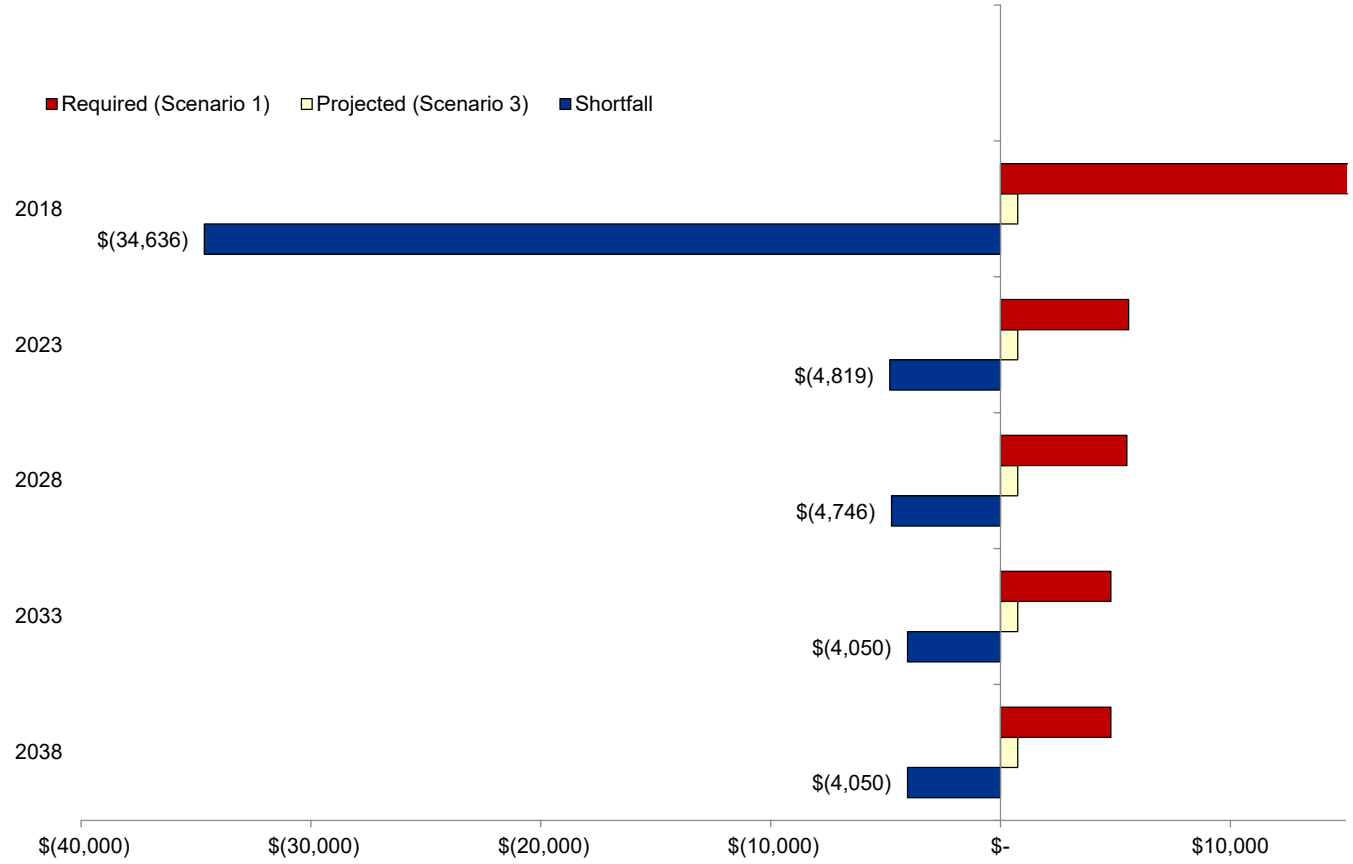
Projected capital expenditures (in thousands)



Projected Financial Performance

At the current level of capital expenditures, the Municipality is expected to continue its existing annual infrastructure deficit as its level of capital expenditures will be insufficient to maintain its infrastructure in its present state, let alone address immediate and short-term infrastructure requirements. As noted below, the Municipality's current annual funding shortfall is expected to be in the order of $4 million on an ongoing basis and assuming that its present infrastructure deficit of $15 million is resolved.

Calculated annual infrastructure funding shortfalls (in thousands)



Financing Strategies

In order to address the future capital funding requirements, the Municipality anticipates using a combination of debt, senior government grants and local revenue sources (taxation and user fees) to fund its capital needs. In the past, the Municipality has implemented annual capital rate increases in water and wastewater rates in order to fund required capital expenditures. However, given the limited ability of the Municipality to introduce future increases in either user fees or taxation levels due to affordability concerns (see next page), it will also continue to defer required capital expenditures.

As time proceeds, the potential exists for aspects of the Municipality's sustaining capital reinvestment requirement will evolve into immediate infrastructure requirements as the Municipality's infrastructure continues to decline through usage, weather conditions and other considerations. In the absence of new funding sources (taxes, grants or loan proceeds), the Municipality will be required to defer capital projects, accepting increased operating costs and/or lower levels of service as a consequence, including:

- A reduction in the quality of ride conditions resulting from the deterioration of PCI for municipal roads;
- The replacement of road surfaces with lower cost alternatives (e.g. replacement of paved roads with surface treated or gravel roads, replacement of surface treated roads with gravel roads);
- Load restrictions for municipal roads and bridges (one bridge is already subject to load restrictions);
- Increased maintenance costs and downtime for municipal vehicles and moveable equipment
- Increased maintenance costs, functional obsolescence and space limitations with respect to municipal facilities.

In determining where to focus capital expenditures where funding shortfalls occur, the Municipality may wish to consider investing in projects that:

- *Provide the greatest impact to residents.* For example, roads with higher daily traffic volumes will generally represent a priority over more rural roads with lower traffic volumes.
- *Address the greatest risks.* With the potential to impact on public health and safety, investments in fire and winter roads maintenance vehicles may be viewed as a priority over roads, where poor infrastructure conditions can be managed through load restrictions, speed limit reductions and other means.
- *Have the greatest probability of failure.* Infrastructure in poor condition has a greater risk of failure than infrastructure in good condition and as such, represents a higher priority from a reinvestment perspective.

The Municipality continues to invest in engineering studies and analysis to identify its priority infrastructure requirements, as well as develop more detailed cost estimates.

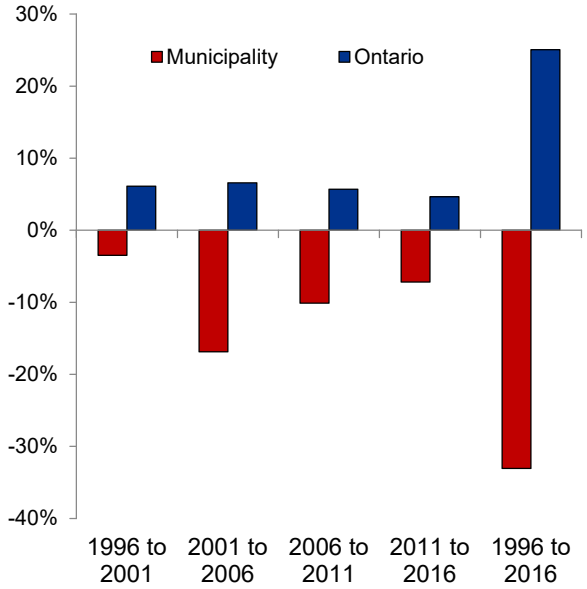
Affordability and the Need for Grants

Despite the past ability of the Municipality to increase the level of financing for infrastructure investments and other asset management activities, the magnitude of the financial requirement associated with its infrastructure precludes the Municipality from addressing its needs without some form of grants. In the absence of capital grants, the Municipality will be required to defer capital expenditures until such time as sufficient funding is available.

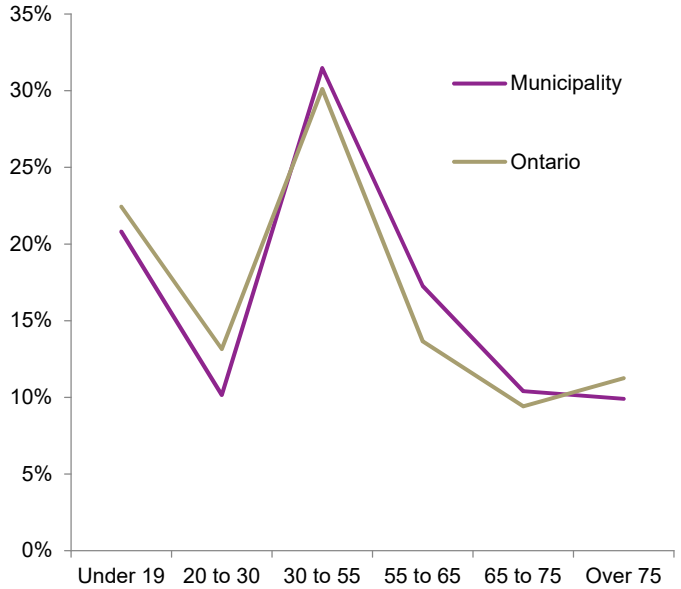
While it is expected that most, if not all, Ontario municipalities will be challenged to meet their financial requirements associated with infrastructure, the Province should give particular attention to the Municipality's limited ability to fund capital investments in comparison to other municipalities, based on the following:

- From 1996 to 2016, ***the Municipality's total population has decreased by 33%***, compared to a 25% increase in the Province's population over the same period.
- At the same time, ***the Municipality's population has aged faster than the Provincial average***, with the average age of the Municipality's residents amounting to 44.0 years compared to the Provincial average age of 41.0 years.

Population changes – 1996 to 2016



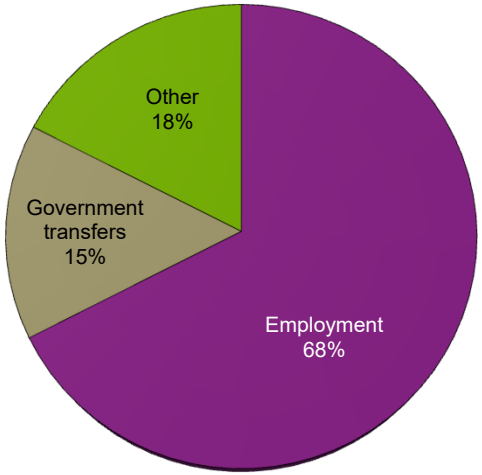
Population distribution by age group (2016)



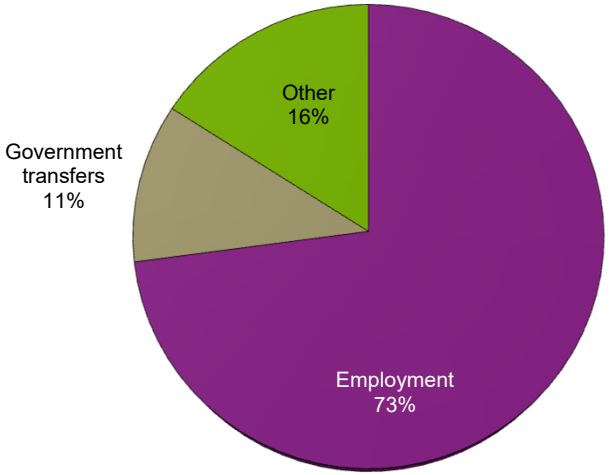
Affordability and the Need for Grants

- ***Residents of the Municipality are more reliant on pensions, government transfers and other fixed income sources*** than the remainder of the Province, limiting their ability to afford ongoing property tax increases. As noted below, employment income in the Municipality accounts for 68% of total reported income, compared to 73% for the Province. In comparison, government transfers are 4% higher in the Municipality than the Province.

Reported personal income by source – Municipality residents (2016)



Reported personal income by source – Provincial residents (2009)



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Asset Management Planning
for the Township of Chapleau

Appendix A
Infrastructure Summary

CORPORATION OF THE TOWNSHIP OF CHAPLEAU

Asset Management Plan Summary

Asset Category	Worksheet Reference	Replacement Value	Average Useful Life	Annual Requirement	Projected Replacement Requirement											Priority 1	Priority 2	Priority 3
					Immediately	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total			
Roads:																			
Wearing surface	100	15,518,121	25	620,724.84															
Other components	100	39,189,915	75	522,532.20															
		54,708,036		1,143,257	9,041,260	541,122	-	139,641	359,065	-	1,432,100	12,384,409	-	-	563,432	24,461,030	17,864,191	6,596,839	30,247,005
Bridges	110	24,538,828	80	306,735.35	-	-	-	-	-	-	-	-	2,013,827	-	-	2,013,827	-	2,013,827	22,525,001
Sidewalks	120	8,230,299	60	137,171.65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,230,299
Streetlights	130	2,601,008	60	43,350.13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,601,008
Airport tarmac		9,936,080	75	132,481.07	9,936,080	-	-	-	-	-	-	-	-	-	-	9,936,080	9,936,080	-	-
Airport fueling systems		752,000	25	30,080.00	752,000	-	-	-	-	-	-	-	-	-	-	752,000	752,000	-	-
Storm sewers	160	8,545,148	80	106,814.36	-	-	-	-	-	-	-	3,758,907	-	-	-	3,758,907	-	3,758,907	4,786,242
Sanitary sewers	180	18,904,952	80	236,311.90	-	-	-	-	-	-	-	3,615,460	-	-	-	3,615,460	-	3,615,460	15,289,492
Forcemains	190	2,248,447	80	28,105.58	-	-	-	-	-	-	-	155,485	-	-	-	155,485	-	155,485	2,092,962
Water mains	210	16,098,382	80	201,229.78	1,803,109	-	-	-	-	-	-	-	-	-	-	1,803,109	1,803,109	-	14,295,273
Fleet	300	5,272,860	12	439,404.97	1,868,293	554,129	228,455	9,198	295,773	769,259	45,966	132,692	507,733	-	-	4,411,498	3,725,107	686,391	861,362
Information technology	310	172,093	7	24,584.71	138,657	-	-	10,095	23,340	-	-	-	-	-	-	172,093	172,093	-	-
Facilities:																			
Civic Centre building	400	9,209,813	50	184,196.26	565,016	-	-	-	-	-	-	-	-	-	-	565,016	565,016	-	8,644,797
Roads building	410	3,473,905	50	69,478.09	47,687	-	-	-	-	-	-	-	-	-	-	47,687	47,687	-	3,426,218
Animal shelter	420	1,152,903	50	23,058.07	8,456	-	-	-	-	-	-	-	-	-	-	8,456	8,456	-	1,144,447
Airport terminal	430	599,825	50	11,996.49	50,343	-	-	-	-	-	-	-	-	-	-	50,343	50,343	-	549,481
Airport storage building	440	694,084	50	13,881.68	76,849	-	-	-	-	-	-	-	-	-	-	76,849	76,849	-	617,235
Sports complex	450	17,573,764	50	351,475.27	1,985,612	-	-	-	-	-	-	-	-	-	84,898	2,070,510	1,985,612	84,898	15,503,253
Pavillion	460	220,502	50	4,410.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	220,502
Water treatment plant	470	22,739,111	50	454,782.22	2,793,248	9,814	-	-	-	-	-	-	-	-	28,478	2,831,539	2,803,061	28,478	19,907,572
Pumphouse buildings	480	466,726	50	9,334.52	466,726	-	-	-	-	-	-	-	-	-	-	466,726	466,726	-	-
Dufferin Street pumping station	490	2,836,120	50	56,722.40	274,221	-	-	-	-	-	-	-	-	-	-	274,221	274,221	-	2,561,899
Lisgar Street pumping station	500	2,597,775	50	51,955.49	-	287,569	-	-	-	-	-	-	-	-	-	287,569	287,569	-	2,310,205
Riverside Drive pumping station	510	4,462,293	50	89,245.85	547,459	-	-	-	-	-	-	-	-	-	-	547,459	547,459	-	3,914,834
Lagoon	520	16,578,420	50	331,568.41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16,578,420
Lagoon building	530	681,201	50	13,624.02	97,672	-	-	-	-	-	-	-	-	-	19,916	117,588	97,672	19,916	563,613
Landfill cells	535	18,157	50	363.14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18,157
Landfill custodian building	540	34,437	50	688.74	-	377	-	-	-	-	-	-	-	-	-	377	377	-	34,060
Landfill storage building	550	158,483	50	3,169.66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	158,483
Landfill garage building	560	730,840	50	14,616.79	-	-	-	-	-	-	5,006	-	-	-	-	5,006	-	5,006	725,834
Playground equipment	580	451,376	50	9,027.51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	451,376
Museum building	590	1,518,299	50	30,365.97	37,495	-	-	-	-	-	-	-	-	-	-	37,495	37,495	-	1,480,803
Cemetery vault	600	217,217	50	4,344.33	7,247	-	-	-	-	-	-	-	-	-	-	7,247	7,247	-	209,970
Cemetery chapel	610	88,759	50	1,775.17	88,759	-	-	-	-	-	-	-	-	-	-	88,759	88,759	-	-
Industrial site	620	6,529,759	50	130,595.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,529,759
Waterfront park	630	4,673,739	50	93,474.78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,673,739
		97,707,505		1,954,150	7,046,791	297,760	-	-	-	-	5,006	-	-	-	133,293	7,482,849	7,344,551	138,299	90,224,656
		249,715,638		4,783,677	30,586,191	1,393,011	228,455	158,934	678,179	769,259	1,483,072	20,046,953	2,521,560	-	696,725	58,562,338	41,597,132	16,965,207	191,153,300

KPMG

Asset Management Planning
for the Township of Chapleau

Appendix B
Roads Summary

Township of Chapleau Asset Management Plan

Transportation Services - Roadways

Paved roads with curbs, paved roads w/out curbs, unpaved roads and unpaved laneways

Reference Number	3 Road Name	4 From	5 To	7 Length (km)	35 Surface Type	Year Constructed		Year of Expected Replacement		Estimated Future Replacement Cost		Investment Priority Classification	Projected Replacement Requirement										
						Wearing Surface	Other Components	Wearing Surface	Other Components	Wearing Surface	Other Components		Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
30	Aberdeen Street	Birch Street	Cedar Street	0.201	HCB	1970	1950	2018	2025	128,144	205,295	Priority 1	128,144	-	-	-	-	-	-	205,295	-	-	-
40	Aberdeen Street	Cedar Street	Oak Street	0.199	HCB	2003	2003	2028	2078	154,652	580,556	Priority 2	-	-	-	-	-	-	-	-	-	-	154,652
10	Aberdeen Street	North Limit	Pine Street	0.071	HCB	1970	1950	2018	2025	45,265	72,517	Priority 1	45,265	-	-	-	-	-	-	72,517	-	-	-
50	Aberdeen Street	Oak Street	Fir Street	0.204	GS	1970	1950	2045	2025	-	103,905	Priority 2	-	-	-	-	-	-	-	103,905	-	-	-
20	Aberdeen Street	Pine Street	Birch Street	0.198	HCB	1999	1999	2024	2074	142,157	533,649	Priority 2	-	-	-	-	-	-	142,157	-	-	-	-
60	Adele Street	Derek Street	Richard Street	0.191	HCB	1999	1999	2024	2074	127,989	406,195	Priority 2	-	-	-	-	-	-	127,989	-	-	-	-
90	Ash Street	Elgin Street	Monk Street	(0.102)	GS	1970	1950	2045	2025	-	(51,953)	Priority 2	-	-	-	-	-	-	-	(51,953)	-	-	-
70	Ash Street	King Street	Queen Street	0.097	GS	1970	1950	2045	2025	-	49,406	Priority 2	-	-	-	-	-	-	-	49,406	-	-	-
80	Ash Street	Queen Street	Elgin Street	0.097	GS	1970	1950	2045	2025	-	49,406	Priority 2	-	-	-	-	-	-	-	49,406	-	-	-
100	Beech Street	Lisgar Street	Young Street	0.143	HCB	1994	1994	2019	2069	142,585	496,675	Priority 1	-	142,585	-	-	-	-	-	-	-	-	-
110	Beech Street	Young Street	Lorne Street	0.153	HCB	1994	1994	2019	2069	152,556	531,408	Priority 1	-	152,556	-	-	-	-	-	-	-	-	-
160	Birch Street	Aberdeen Street	Grey Street	0.096	HCB	1985	1985	2018	2060	128,118	331,224	Priority 1	128,118	-	-	-	-	-	-	-	-	-	-
170	Birch Street	Grey Street	Connaught Street	0.098	HCB	1985	1985	2018	2060	108,295	243,101	Priority 1	108,295	-	-	-	-	-	-	-	-	-	-
150	Birch Street	Lansdowne Street	Aberdeen Street	0.096	HCB	1992	1992	2018	2067	119,958	366,189	Priority 1	119,958	-	-	-	-	-	-	-	-	-	-
140	Birch Street	Lorne Street	Lansdowne Street	0.100	HCB	1992	1992	2018	2067	122,406	376,984	Priority 1	122,406	-	-	-	-	-	-	-	-	-	-
120	Birch Street	Monk Street	Young Street	0.069	HCB	1973	1973	2018	2048	78,595	171,507	Priority 1	78,595	-	-	-	-	-	-	-	-	-	-
130	Birch Street	Young Street	Lorne Street	0.151	HCB	1973	1973	2018	2048	171,998	375,327	Priority 1	171,998	-	-	-	-	-	-	-	-	-	-
180	Broomhead	150m West of King	End of Asphalt at Hospital	0.460	HCB	1976	1976	2018	2051	254,163	575,202	Priority 1	254,163	-	-	-	-	-	-	-	-	-	-
190	Broomhead	End of Asphalt at Hospital	Dead End at Residence	0.690	GS	1970	1950	2045	2025	-	424,776	Priority 2	-	-	-	-	-	-	-	424,776	-	-	-
200	Brown Rd	Planer Road	Dead End	0.120	GS	1970	1950	2045	2025	-	70,590	Priority 2	-	-	-	-	-	-	-	70,590	-	-	-
210	Bucciarelli Road	Hwy. 129	Rate Road	0.170	GS	1970	1950	2045	2025	-	91,059	Priority 2	-	-	-	-	-	-	-	91,059	-	-	-
220	Bucciarelli Road	Rate Road	Dead End	0.600	GS	1970	1950	2045	2025	-	321,386	Priority 2	-	-	-	-	-	-	-	321,386	-	-	-
250	Cedar Street	Aberdeen Street	Grey Street	0.100	HCB	1985	1985	2018	2060	76,504	186,867	Priority 1	76,504	-	-	-	-	-	-	-	-	-	-
240	Cedar Street	Lansdowne Street	Aberdeen Street	0.100	HCB	2003	2003	2028	2078	93,258	266,892	Priority 2	-	-	-	-	-	-	-	-	-	-	93,258
230	Cedar Street	Lorne Street	Landsdowne Street	0.090	HCB	1970	1950	2018	2025	68,853	84,095	Priority 1	68,853	-	-	-	-	-	-	84,095	-	-	-
270	Cherry Street	Connaught Street	Devonshire Street	0.098	HCB	1970	1950	2018	2025	79,139	84,432	Priority 1	79,139	-	-	-	-	-	-	84,432	-	-	-
280	Cherry Street	Devonshire Street	Strathcona Street	0.245	HCB	2009	2009	2034	2084	271,602	678,981	Priority 3	-	-	-	-	-	-	-	-	-	-	-
260	Cherry Street	Grey Street	Connaught Street	0.118	HCB	1970	1950	2018	2025	95,290	101,663	Priority 1	95,290	-	-	-	-	-	-	101,663	-	-	-
281	Cherry Street	Strathcona Street	Limit	0.029	HCB	1970	1950	2018	2025	23,419	24,987	Priority 1	23,419	-	-	-	-	-	-	24,987	-	-	-
310	Connaught Street	Cherry Street	North Limit	0.058	GS	1970	1950	2045	2025	-	50,900	Priority 2	-	-	-	-	-	-	-	50,900	-	-	-
300	Connaught Street	Pine Street	Cherry Street	0.276	HCB	1985	1985	2018	2060	164,228	557,505	Priority 1	164,228	-	-	-	-	-	-	-	-	-	-
290	Connaught Street	Riverside Drive	Pine Street	0.198	HCB	1985	1985	2018	2060	117,816	399,950	Priority 1	117,816	-	-	-	-	-	-	-	-	-	-
320	Demers Street	Richard Street	Golf Road	0.458	HCB	1999	1999	2024	2074	306,906	974,018	Priority 2	-	-	-	-	-	-	306,906	-	-	-	-
330	Derek Street	Richard Street	Rolly Street	0.136	HCB	1999	1999	2024	2074	91,134	289,228	Priority 2	-	-	-	-	-	-	91,134	-	-	-	-
340	Derek Street	Rolly Street	Adele Street	0.274	HCB	1999	1999	2024	2074	183,608	582,709	Priority 2	-	-	-	-	-	-	183,608	-	-	-	-
360	Devonshire Street	Pine Street	Cherry Street	0.030	HCB	2009	2009	2034	2084	24,505	62,440	Priority 3	-	-	-	-	-	-	-	-	-	-	-
350	Devonshire Street	Riverside Drive	Pine Street	0.157	HCB	2009	2009	2034	2084	128,245	326,767	Priority 3	-	-	-	-	-	-	-	-	-	-	-
390	Dufferin Street	70m North of Maple Street	Maple Street	0.070	GS	1990	1990	2065	2065	-	82,790	Priority 3	-	-	-	-	-	-	-	-	-	-	-
410	Dufferin Street	Dead End	Lime Street																				
380	Dufferin Street	Elm Street	70m North of Maple Street	0.310	GS	1970	1950	2045	2025	-	166,049	Priority 2	-	-	-	-	-	-	-	166,049	-	-	-
430	Dufferin Street	Larch Street	Spruce Street																				
420	Dufferin Street	Lime Street	Larch Street																				
400	Dufferin Street	Maple Street	Dead End	0.105	GS	1970	1950	2045	2025	-	56,242	Priority 2	-	-	-	-	-	-	-	56,242	-	-	-
370	Dufferin Street	Monk Street	Elm Street	0.121	HCB	1970	1950	2018	2025	61,713	70,455	Priority 1	61,713	-	-	-	-	-	-	70,455	-	-	-
460	Elgin Street	Ash Street	Teak Street	0.136	GS	1970	1950	2045	2025	-	76,425	Priority 2	-	-	-	-	-	-	-	76,425	-	-	-
450	Elgin Street	Elm Street	Ash Street	0.138	HCB	1970	1950	2018	2025	89,152	125,871	Priority 1	89,152	-	-	-	-	-	-	125,871	-	-	-
440	Elgin Street	Maple Street	Elm Street	0.199	HCB	1985	1985	2018	2060	118,411	353,815	Priority 1	118,411	-	-	-	-	-	-	-	-	-	-
470	Elgin Street	Teak Street	Water Plant Road	0.114	GS	1970	1950	2045	2025	-	85,052	Priority 2	-	-	-	-	-	-	-	85,052	-	-	-
500	Elm Street	Elgin Street	Monk Street	0.096	HCB	2015	2015	2040	2090	82,003	301,569	Priority 3	-	-	-	-	-	-	-	-	-	-	-
480	Elm Street	King Street	Queen Street	0.097	HCB	2015	2015	2040	2090	82,857	304,711	Priority 3	-	-	-	-	-	-	-	-	-	-	-
510	Elm Street	Monk Street	Dufferin Street	0.042	HCB	2015	2015	2040	2090	35,876	131,937	Priority 3	-	-	-	-	-	-	-	-	-	-	-
490	Elm Street	Queen Street	Elgin Street	0.094	HCB	2015	2015	2040	2090	80,295	295,287	Priority 3	-	-	-	-	-	-	-	-	-	-	-
530	Fir Street	Landsdowne Street	Aberdeen Street	0.099	GS	1970	1950	2045	2025	-	55,738	Priority 2	-	-	-	-	-	-	-	55,738	-	-	-
520	Fir Street	Lorne Street	Landsdowne Street																				
540	Fox Lake Road	Hwy. 129	Gas Bar	2.850	HCB	1970	1950	2018	2025	1,816,967	2,389,165	Priority 1	1,816,967	-	-	-	-	-	-	2,389,165	-	-	-
570	Golf Road	Demers Street	East Limit	0.274	GS	1999	1999	2074	2074	-	444,344	Priority 3	-	-	-	-	-	-	-	-	-	-	-
550	Golf Road	Martel Road	Richard Street	0.038	HCB	1999	1999	2024	2074	25,464	80,814	Priority 2	-	-	-	-	-	-	25,464	-	-	-	-
560	Golf Road	Richard Street	Demers Street	0.111	HCB	1999	1999	2024	2074	74,381	236,061	Priority 2	-	-	-	-	-	-	74,381	-	-	-	-
590	Grey Street	Birch Street	Pine Street	0.287	HCB	1985	1985	2018	2060	285,436	515,892	Priority 1	285,436	-	-	-	-	-	-	-	-	-	-
580	Grey Street	Cedar Street	Birch Street	0.199	HCB	1985	1985	2018	2060	197,915	357,709	Priority 1	197,915	-	-	-	-	-	-	-	-	-	-
610	Grey Street	Cherry Street	North Limit																				
600	Grey Street	Pine Street	Cherry Street	0.067	HCB	1970	1950	2018	2025	52,966	55,799	Priority 1	52,966	-	-	-	-	-	-	55,799	-	-	-
620	Holly Street	Lorne Street	Landsdowne Street																				
670	King Street	120m North of Maple Street	Maple Street	0.120	HCB	2011	1990	2036	2065	160,257	226,142	Priority 3	-	-	-	-	-	-	-	-	-	-	-
650	King Street	Ash Street	Elm Street	0.155	HCB	2011	1950	2036	2025	124,199	91,383	Priority 2	-	-	-	-	-	-	-	91,383	-	-	-
660	King Street	Elm Street	120m North of Maple Street	0.080	HCB	2011	1950	2036	2025	106,838	68,279	Priority 2	-	-	-	-	-	-	-	68,279	-	-	-
640	King Street	Teak Street	Ash Street	0.110	HCB	2011	1973	2036	2048	88,142	102,265	Priority 3	-	-	-	-	-	-	-	-	-	-	-
630	King Street	Water Plant Road	Teak Street	0.091	HCB	2011	1950	2036	2025	121,528	77,667	Priority 2	-	-	-	-	-	-	-	77,667	-	-	-
730	Landsdowne Street	Birch Street	Pine Street	0.305	HCB	2017	2017	2042	2092	291,906	1,136,846	Priority 3	-	-	-	-	-	-	-	-	-	-	-
720	Landsdowne Street	Cedar Street	Birch Street	0.198	HCB	2017	2017	2042	2092	189,500	738,018	Priority 3	-	-	-	-	-	-	-	-	-	-	-
700	Landsdowne Street	Fir Street	Oak Street	0.205	HCB	2003	2003	2028	2078	159,315	598,061	Priority 2	-	-	-	-	-	-	-	-	-	-	159,315
680	Landsdowne Street	Holly Street	Walnut Street																				
710	Landsdowne Street	Oak Street	Cedar Street	0.406	HCB	2003	2003	2028	2078	315,522	1,184,452	Priority 2	-	-	-	-	-	-	-	-	-	-	315,522
740	Landsdowne Street	Pine Street	North Limit	0.054	GS	1970	1950	2045	2025	-	18,982	Priority 2	-	-	-	-	-	-	-	18,982	-	-	-
690	Landsdowne Street	Walnut Street	Fir Street																				
750	Laneway No. 1	Devonshire Street	Minto Street	0.087	GS	1970	1950	2045	2025	-	30,582	Priority 2	-	-	-	-	-	-	-	30,582	-	-	-
970	Laneway No. 10	Lorne Street	Young Street	0.150	GS	1970	1950	2045	2025	-	44,836	Priority 2	-	-	-	-	-	-	-	44,836	-	-	-
980	Laneway No. 10	Young Street	Lisgar Street	0.097	GS	1970	1950	2045	2025	-	28,994	Priority 2	-	-	-	-	-	-	-	28,994	-	-	-
990	Laneway No. 11	Lorne Street	Young Street	0.147	GS	1970	1950	2045	2025	-	47,806	Priority 2	-	-	-	-	-	-	-	47,806	-	-	-
1020	Laneway No. 12	Ash Street	Elm Street	0.160	GS	1970	1950	2045	2025	-	47,825	Priority 2	-	-	-	-	-	-	-	47,825	-	-	-
1030	Laneway No. 12	Elm Street	Maple Street	0.159	GS	1970	1950	2045	2025	-	47,526	Priority 2	-	-	-	-	-	-	-	47,526	-	-	-
1010	Laneway No. 12	Teak Street	Ash Street	0.111	GS	1970	1950	2045	2025	-	33,179	Priority 2	-	-	-	-	-	-	-	33,179	-	-	-
1000	Laneway No. 12	Waterplant Road	Teak Street	0.096	GS	1970	1950	2045	2025	-	28,695	Priority 2	-	-	-	-	-	-	-	28,695	-	-	-
1060	Laneway No. 13	Ash Street	Elm Street	0.260	GS	1970	1950	2045	2025	-	77,716	Priority 2	-	-	-	-	-	-	-	77,716	-	-	-
1050	Laneway No. 13	Elgin Street	Ash Street	0.139	GS	1970	1950	2045	2025	-	41,548	Priority 2	-	-	-	-	-	-	-	41,548	-	-	-
1040	Laneway No. 13	Maple Street	Elgin Street	0.190	GS	1970	1950	2045	2025	-	56,792	Priority 2	-	-	-	-	-	-	-	56,792	-	-	-
1080	Laneway No. 14	Elm Street	Ash Street	0.150	GS	1970	1950	2045	2025	-	44,836	Priority 2	-	-	-	-	-	-	-	44,836	-	-	-
1070	Laneway No. 14	Maple Street	Elm Street	0.199	GS	1970	1950	2045	2025	-	59,483	Priority 2	-	-	-	-	-	-	-	59,483	-	-	-
1090	Laneway No. 15	Maple Street	Laneway No. 16	0.148	GS	1970	1950	2045	2025	-	44,537	Priority 2	-	-	-	-	-	-	-	44,537	-	-	-
1100	Laneway No. 16	Dufferin Street	Monk Street	0.071	GS	1970	1950	2045	2025	-	21,222	Priority 2	-	-	-	-	-	-	-	21,222	-	-	-
1120	Laneway No. 17	Pine Street	Dead End (North)	0.124	GS	1970	1950	2045	2025	-	37,065	Priority 2	-	-	-	-	-	-	-	37,065	-	-	-
1110	Laneway No. 17	Riverside Drive	Pine Street	0.153	GS	1970	1950	2045	2025	-	45,733	Priority 2	-	-	-	-	-	-	-	45,733	-	-	-
760	Laneway No. 2	Cherry Street	Pine Street	0.142	GS	1970	1950	2045	2025	-	42,445	Priority 2	-	-	-	-	-	-	-	42,445	-	-	-
770	Laneway No. 2	Pine Street	Riverside Drive	0.148	GS	1970	1950	2045	2025	-	44,238	Priority 2	-	-	-	-	-	-	-	44,238	-	-	-
780	Laneway No. 3	Cherry Street	Pine Street	0.095	GS	1970	1950	2045	2025	-	28,396	Priority 2	-	-	-	-	-	-	-	28,396	-	-	-
790	Laneway No. 3	Pine Street	Laneway No. 4	0.113	GS	1970	1950	2045	2025	-	33,777	Priority 2	-	-	-	-	-	-	-	33,777	-	-	-
800	Laneway No. 4	Connaught Street	Grey Street	0.090	GS	1970	1950	2045	2025	-	26,902	Priority 2	-	-	-	-	-	-	-	26,902	-	-	-
810	Laneway No. 5	Grey Street	Aberdeen Street	0.085	GS	1970	1950	2045	2025	-	25,407	Priority 2	-	-	-	-	-	-	-	25,407	-	-	-
830	Laneway No. 6	Cedar Street	Oak Street	0.307	GS	1970	1950	2045	2025	-	91,765	Priority 2	-	-	-	-	-	-	-	91,765	-	-	-
820	Laneway No. 6	Pine Street	Birch Street	0.192	GS	1970	1950	2045	2025	-	57,390	Priority 2	-	-	-	-	-	-	-	57,390	-	-	-
850	Laneway No. 7	Birch Street	Cedar Street	0.202	GS	1970	1950	2045	2025	-	60,379	Priority 2	-	-	-	-	-	-	-	60,379	-	-	-
860	Laneway No. 7	Cedar Street	Oak Street	0.156	GS	1970	1950	2045	2025	-	46,630	Priority 2	-	-	-	-	-	-	-	46,630	-	-	-
840	Laneway No. 7	Laneway No. 8	Birch Street	0.149	GS	1970	1950	2045	2025	-	44,537	Priority 2	-	-	-	-	-	-	-	44,537	-	-	-
870	Laneway No. 7	Oak Street	Fir Street	0.200	GS	2003	2003	2028	2078	-	170,756	Priority 3	-	-	-	-	-	-	-	-	-	-	-
890	Laneway No. 8	Aberdeen Street	Landsdowne Street	0.099	GS	1970	1950	2045	2025	-	29,592	Priority 2	-	-	-	-	-	-	-	29,592	-	-	-
880	Laneway No. 8	Grey Street	Aberdeen Street	0.096	GS	1970	1950	2045	2025	-	28,695	Priority 2	-	-	-	-	-	-	-	28,695	-	-	-
900	Laneway No. 8	Landsdowne Street	Lorne Street	0.096	GS	1970	1950	2045	2025	-	28,695	Priority 2	-	-	-	-	-	-	-	28,695	-	-	-
910	Laneway No. 8	Lorne Street	Young Street	0.156	GS	1970	1950	2045	2025	-	46,630	Priority 2	-	-	-	-	-	-	-	46,630	-	-	-
920	Laneway No. 8	Young Street	Monk Street	0.149	GS	1970	1950	2045	2025	-	44,537	Priority 2	-	-	-	-	-	-	-	44,537	-	-	-
940	Laneway No. 9	Birch Street	Cedar Street	0.202	GS	1970	1950	2045	2025	-	60,379	Priority 2	-	-	-	-	-	-	-	60,379	-	-	-
950	Laneway No. 9	Cedar Street	Oak Street	0.204	GS	1970	1950	2045	2025	-	60,977	Priority 2	-	-	-	-	-	-	-	60,977	-	-	-
930	Laneway No. 9	Laneway No. 8	Birch Street	0.148	GS	1970	1950	2045	2025	-	44,238	Priority 2	-	-	-	-	-	-	-	44,238	-	-	-
960	Laneway No. 9	Oak Street	Dead End	0.076	GS	1970	1950	2045	2025	-	22,717	Priority 2	-	-	-	-	-	-	-	22,717	-	-	-
1130	Larch Street	Monk Street	Dufferin Street																				
1140	Lime Street	Monk Street	Dufferin Street																				
1150	Lisgar Street	Monk Street	Pine Street	0.087	HCB	1980	1980	2018	2055	70,256	139,916	Priority 1	70,256	-	-	-	-	-	-	-	-	-	-

Township of Chapleau Asset Management Plan

Transportation Services - Roadways

Paved roads with curbs, paved roads w/out curbs, unpaved roads and unpaved laneways

Reference Number	3 Road Name	4 From	5 To	7 Length (km)	35 Surface Type	Year Constructed		Year of Expected Replacement		Estimated Future Replacement Cost		Investment Priority Classification	Projected Replacement Requirement										
						Wearing Surface	Other Components	Wearing Surface	Other Components	Wearing Surface	Other Components		Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
1170	Lisgar Street	Overpass	Golf Road	0.335	HCB	1980	1980	2018	2055	270,526	538,756	Priority 1	270,526	-	-	-	-	-	-	-	-	-	-
1160	Lisgar Street	Pine Street	Overpass	(0.160)	HCB	1980	1980	2018	2055	(129,207)	(257,316)	Priority 3	(129,207)	-	-	-	-	-	-	-	-	-	-
1210	Lorne Street	50m North of Birch Street	Birch Street	0.050	HCB	1992	1992	2018	2067	61,628	189,236	Priority 1	61,628	-	-	-	-	-	-	-	-	-	-
1200	Lorne Street	Beech St	50m North of Birch Street	0.090	HCB	1973	1973	2018	2048	103,280	224,624	Priority 1	103,280	-	-	-	-	-	-	-	-	-	-
1220	Lorne Street	Birch Street	Civic No. 28	0.120	HCB	1996	1996	2021	2071	139,641	460,684	Priority 1	-	-	-	139,641	-	-	-	-	-	-	-
1240	Lorne Street	Cedar Street	Oak Street	0.170	HCB	1970	1950	2018	2025	158,958	176,393	Priority 1	158,958	-	-	-	-	-	-	176,393	-	-	-
1230	Lorne Street	Civic No. 28	Cedar Street	0.083	HCB	1970	1950	2018	2025	77,609	86,122	Priority 1	77,609	-	-	-	-	-	-	86,122	-	-	-
1270	Lorne Street	Fir Street	Walnut Street																				
1260	Lorne Street	Moose Hall Parking Lot	Fir Street																				
1180	Lorne Street	North Limit	Pine Street	0.062	GS	1970	1950	2045	2025	-	54,411	Priority 2	-	-	-	-	-	-	-	54,411	-	-	-
1250	Lorne Street	Oak Street	Moose Hall Parking Lot	0.176	GS	1976	1976	2051	2051	-	258,470	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1190	Lorne Street	Pine Street	Beech St	0.095	HCB	1973	1973	2018	2048	109,018	237,103	Priority 1	109,018	-	-	-	-	-	-	-	-	-	-
1280	Lorne Street	Walnut Street	Holly Street																				
1290	Lynn Court	Richard Street	West Limit	0.057	HCB	1999	1999	2024	2074	38,196	121,221	Priority 2	-	-	-	-	-	-	38,196	-	-	-	-
1320	Maple Street	Elgin Street	Monk Street	0.088	HCB	2010	1990	2035	2065	99,506	167,612	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1300	Maple Street	King Street	Queen Street	0.095	HCB	2010	1990	2035	2065	107,421	180,945	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1330	Maple Street	Monk Street	Dufferin Street	0.138	HCB	2010	1990	2035	2065	156,044	262,847	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1310	Maple Street	Queen Street	Elgin Street	0.098	HCB	2010	1990	2035	2065	110,814	186,659	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1340	Martel Crescent	Martel Road	Martel Road	0.420	HCB	1976	1950	2018	2025	242,772	293,276	Priority 1	242,772	-	-	-	-	-	-	293,276	-	-	-
1350	Martel Road	Golf Road	Rolly Street	0.163	HCB	1976	1950	2018	2025	101,147	149,110	Priority 1	101,147	-	-	-	-	-	-	149,110	-	-	-
1380	Martel Road	Martel Crescent	Poplar Road	0.200	HCB	1976	1950	2018	2025	124,106	182,957	Priority 1	124,106	-	-	-	-	-	-	182,957	-	-	-
1370	Martel Road	Planer Road	Martel Crescent	0.657	HCB	1976	1950	2018	2025	407,689	601,013	Priority 1	407,689	-	-	-	-	-	-	601,013	-	-	-
1390	Martel Road	Poplar Road	Martel Crescent	0.110	HCB	1976	1950	2018	2025	68,258	100,628	Priority 1	68,258	-	-	-	-	-	-	100,628	-	-	-
1360	Martel Road	Rolly Street	Planer Road	0.160	HCB	1976	1950	2018	2025	99,285	146,365	Priority 1	99,285	-	-	-	-	-	-	146,365	-	-	-
1400	Minto Street	Laneway No. 1	Pine Street	0.127	HCB	1978	1978	2018	2053	75,569	230,307	Priority 1	75,569	-	-	-	-	-	-	-	-	-	-
1410	Minto Street	Pine Street	Riverside Drive	0.154	GS	1970	1950	2045	2025	-	102,743	Priority 2	-	-	-	-	-	-	-	102,743	-	-	-
1480	Monk Street	Ash Street	Elm Street	0.144	HCB	2010	2010	2035	2085	181,682	659,068	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1430	Monk Street	Beech St	Lisgar Street	0.040	HCB	1994	1994	2019	2069	32,948	84,881	Priority 1	-	32,948	-	-	-	-	-	-	-	-	-
1420	Monk Street	Beech St	Elm Street	0.125	HCB	1973	1973	2018	2048	100,943	175,007	Priority 1	100,943	-	-	-	-	-	-	-	-	-	-
1490	Monk Street	Elm Street	Maple Street	0.203	HCB	2010	2010	2035	2085	256,121	929,104	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1520	Monk Street	Larch Street	Spruce Street																				
1510	Monk Street	Lime Street	Larch Street																				
1440	Monk Street	Lisgar Street	Pine Street	0.085	HCB	1970	1950	2018	2025	76,589	118,569	Priority 1	76,589	-	-	-	-	-	-	118,569	-	-	-
1500	Monk Street	Maple Street	Lime Street	0.179	HCB	1970	1950	2018	2025	161,287	249,698	Priority 1	161,287	-	-	-	-	-	-	249,698	-	-	-
1450	Monk Street	Pine Street	Water Plant Road	0.642	HCB	1970	1950	2018	2025	578,471	895,542	Priority 1	578,471	-	-	-	-	-	-	895,542	-	-	-
1470	Monk Street	Teak Street	Ash Street	0.167	HCB	1970	1950	2018	2025	150,475	232,954	Priority 1	150,475	-	-	-	-	-	-	232,954	-	-	-
1460	Monk Street	Water Plant Road	Teak Street	0.111	HCB	1970	1950	2018	2025	100,016	154,837	Priority 1	100,016	-	-	-	-	-	-	154,837	-	-	-
1540	Oak Street	Lansdowne Street	Aberdeen Street	0.076	HCB	1970	1950	2018	2025	43,930	56,986	Priority 1	43,930	-	-	-	-	-	-	56,986	-	-	-
1530	Oak Street	Lorne Street	Lansdowne Street	0.095	HCB	1970	1950	2018	2025	54,913	71,233	Priority 1	54,913	-	-	-	-	-	-	71,233	-	-	-
1550	Parliament Road	Hwy. 129	Dead End Cul De Sac	0.400	GS	1970	1950	2045	2025	-	319,898	Priority 2	-	-	-	-	-	-	-	319,898	-	-	-
1610	Pine Street	Aberdeen Street	Grey Street	0.095	HCB	1970	1950	2018	2025	56,528	78,960	Priority 1	56,528	-	-	-	-	-	-	78,960	-	-	-
1630	Pine Street	Connaught Street	Devonshire Street	0.100	HCB	1970	1950	2018	2025	59,503	83,116	Priority 1	59,503	-	-	-	-	-	-	83,116	-	-	-
1640	Pine Street	Devonshire Street	Minto Street	(0.205)	HCB	1970	1950	2018	2025	(121,981)	(170,388)	Priority 2	(121,981)	-	-	-	-	-	-	(170,388)	-	-	-
1620	Pine Street	Grey Street	Connaught Street	0.098	HCB	1970	1950	2018	2025	58,313	81,454	Priority 1	58,313	-	-	-	-	-	-	81,454	-	-	-
1600	Pine Street	Lansdowne Street	Aberdeen Street	0.097	HCB	1999	1999	2024	2074	65,000	212,748	Priority 2	-	-	-	-	-	-	65,000	-	-	-	-
1560	Pine Street	Lisgar Street	Monk Street	0.047	HCB	1975	1975	2018	2050	41,151	82,160	Priority 1	41,151	-	-	-	-	-	-	-	-	-	-
1590	Pine Street	Lorne Street	Lansdowne Street	0.098	HCB	1975	1975	2018	2050	58,313	133,634	Priority 1	58,313	-	-	-	-	-	-	-	-	-	-
1650	Pine Street	Minto Street	Strathcona Street																				
1570	Pine Street	Monk Street	Young Street	0.166	HCB	1975	1975	2018	2050	166,506	401,060	Priority 1	166,506	-	-	-	-	-	-	-	-	-	-
1580	Pine Street	Young Street	Lorne Street	0.156	HCB	1975	1975	2018	2050	129,955	343,749	Priority 1	129,955	-	-	-	-	-	-	-	-	-	-
1660	Pineland Road	Hwy. 129	Dead End	0.135	GS	1970	1950	2045	2025	-	61,659	Priority 2	-	-	-	-	-	-	-	61,659	-	-	-
1700	Planer Road	Brown Road	West Limit at Waterfront Home	0.469	GS	1970	1950	2045	2025	-	288,226	Priority 2	-	-	-	-	-	-	-	288,226	-	-	-
1680	Planer Road	Cul De Sac South Of Tracks	Poplar Road	0.365	GS	1970	1950	2045	2025	-	224,312	Priority 2	-	-	-	-	-	-	-	224,312	-	-	-
1670	Planer Road	Martel Road	Cul De Sac North Of Tracks	0.200	GS	1970	1950	2045	2025	-	133,645	Priority 2	-	-	-	-	-	-	-	133,645	-	-	-
1690	Planer Road	Poplar Road	Brown Road	0.158	GS	1970	1950	2045	2025	-	97,100	Priority 2	-	-	-	-	-	-	-	97,100	-	-	-
1710	Poplar Road	Planer Road	Martel Road	0.410	HCB	1997	1997	2022	2072	264,073	838,079	Priority 1	-	-	-	-	264,073	-	-	-	-	-	-
1770	Queen Street	Ash Street	Teak Street	0.208	HCB	2011	1950	2036	2025	189,395	130,376	Priority 2	-	-	-	-	-	-	-	130,376	-	-	-
1760	Queen Street	Dead End North (North of Elm)	Ash Street																				
1730	Queen Street	Dead End North (North of Maple)	Dead End South (South of Elm)																				
1740	Queen Street	Dead End South (South of Elm)	Elm Street	0.030	HCB	2015	2015	2040	2090	40,607	82,109	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1750	Queen Street	Elm Street	Dead End North (North of Elm)	0.110	HCB	2015	2015	2040	2090	115,645	262,673	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1720	Queen Street	Maple Street	Dead End North (North of Maple)	0.130	GS	1990	1990	2065	2065	-	146,203	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1780	Queen Street	Teak Street	Water Plant Road	0.095	HCB	2011	1974	2036	2049	86,503	95,777	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1790	Rale Road	Bucciarelli	Dead End Cul De Sac	0.330	HCB	1970	1950	2018	2025	196,360	283,315	Priority 1	196,360	-	-	-	-	-	-	283,315	-	-	-
1840	Richard Street	Adele Street	Demers Street	(0.176)	HCB	1999	1999	2024	2074	(117,938)	(374,295)	Priority 2	-	-	-	-	-	-	(117,938)	-	-	-	-
1810	Richard Street	Derek Street	Sean Court	0.121	HCB	1999	1999	2024	2074	81,082	257,328	Priority 2	-	-	-	-	-	-	81,082	-	-	-	-
1800	Richard Street	Golf Road	Derek Street	0.109	HCB	1999	1999	2024	2074	73,041	231,808	Priority 2	-	-	-	-	-	-	73,041	-	-	-	-
1830	Richard Street	Lynn Court	Adele Street	0.078	HCB	1999	1999	2024	2074	52,268	165,881	Priority 2	-	-	-	-	-	-	52,268	-	-	-	-
1820	Richard Street	Sean Court	Lynne Court	0.095	HCB	1999	1999	2024	2074	63,660	202,034	Priority 2	-	-	-	-	-	-	63,660	-	-	-	-
1860	Riverside Drive	Connaught Street	Devonshire Street	0.106	HCB	1985	1985	2018	2060	76,589	212,317	Priority 1	76,589	-	-	-	-	-	-	-	-	-	-
1870	Riverside Drive	Devonshire Street	Minto Street	0.099	HCB	1985	1985	2018	2060	71,531	198,296	Priority 1	71,531	-	-	-	-	-	-	-	-	-	-
1850	Riverside Drive	Grey Street	Connaught Street																				
1880	Riverside Drive	Minto Street	Strathcona Street	0.099	HCB	2011	1985	2036	2060	108,174	143,335	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1900	Riverside Drive	Start of HCB (East of Strathcona)	Sewage Plant	0.352	HCB	1985	1985	2018	2060	188,506	531,721	Priority 1	188,506	-	-	-	-	-	-	-	-	-	-
1890	Riverside Drive	Strathcona Street	Start of HCB (East of Strathcona)	0.130	HCB	2011	1985	2036	2060	142,046	188,218	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1910	Rolly Street	Martel Road	Derek Street	0.053	HCB	1988	1988	2018	2063	31,537	90,652	Priority 1	31,537	-	-	-	-	-	-	-	-	-	-
1920	Sean Court	Richard Street	West Limit	0.074	HCB	1999	1999	2024	2074	49,587	157,374	Priority 2	-	-	-	-	-	-	49,587	-	-	-	-
1930	Spruce Street	Monk Street	Dufferin Street																				
1950	Strathcona Street	Dead End (House)	Pine Street																				
1960	Strathcona Street	Pine Street	North Limit																				
1940	Strathcona Street	Riverside Drive	Dead End (House)	0.080	GS	1970	1950	2045	2025	-	28,121	Priority 2	-	-	-	-	-	-	-	28,121	-	-	-
1970	Teak Street	150m West of King	King Street	0.156	HCB	1970	1950	2018	2025	86,194	91,783	Priority 1	86,194	-	-	-	-	-	-	91,783	-	-	-
1980	Teak Street	King Street	Queen Street	0.101	HCB	1970	1950	2018	2025	82,420	107,821	Priority 1	82,420	-	-	-	-	-	-	107,821	-	-	-
1990	Teak Street	Queen Street	Monk Street	0.106	HCB	1970	1950	2018	2025	86,500	113,158	Priority 1	86,500	-	-	-	-	-	-	113,158	-	-	-
2000	Walnut Street	Lorne Street	Landsdowne Street																				
2010	Water Plant Road	Monk Street	Queen Street	0.039	HCB	2011	1973	2036	2048	44,981	46,514	Priority 3	-	-	-	-	-	-	-	-	-	-	-
2020	Water Plant Road	Queen Street	King Street	0.099	HCB	2011	1973	2036	2048	114,183	118,074	Priority 3	-	-	-	-	-	-	-	-	-	-	-
2050	Young Street	Beech St	Pine Street	0.096	HCB	1994	1994	2019	2069	104,878	349,778	Priority 1	-	104,878	-	-	-	-	-	-	-	-	-
2040	Young Street	Birch Street	Beech St	0.096	HCB	1994	1994	2019	2069	104,878	349,778	Priority 1	-	104,878	-	-	-	-	-	-	-	-	-
2030	Young Street	Laneway No. 11	Birch Street	0.050	HCB	1970	1950	2018	2025	57,803	79,461	Priority 1	57,803	-	-	-	-	-	-	79,461	-	-	-
2060	Young Street	Pine Street	North Limit	0.089	HCB	1997	1997	2022	2072	94,993	329,502	Priority 1	-	-	-	-	94,993	-	-	-	-	-	-
				28.453						**$ 13,886,248**	**$ 36,153,662**		**$ 8,156,918**	**$ 328,089**	**$ -**	**$ 139,641**	**$ 264,073**	**$ -**	**$ 1,143,287**	**$ 11,910,782**	**$ -**	**$ -**	**$ 722,748**

Total replacement value of roads $ 50,039,910

Total future replacement requirement:
- Priority 1 $ 16,396,714
- Priority 2 $ 6,268,824
- Priority 3 $ 27,374,372

KPMG

Asset Management Planning
for the Township of Chapleau

Appendix C
Water Summary

Township of Chapleau Asset Management Plan
Environmental Services - Water Distribution System
Watermains, Fire Hydrants, Watervalves

Reference Number	Street	From	To	Exisitng Pipe Diameter	Proposed Pipe Diameter	Length (m)	Year Installed	Material	Year of Expected Replacement	Estimated FV Replacement Cost to Subgrade	Investment Priority Classification	Projected Replacement Requirement										
												Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
10	Aberdeen Street	North Limit	Pine Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
20	Aberdeen Street	Pine Street	Birch Street	150mm	150mm	192.0	1910	Cast Iron	2018	$90,859	Priority 1	$ 90,859	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
30	Aberdeen Street	Birch Street	Cedar Street	150mm	150mm	206.1	1910	Cast Iron	2018	$96,144	Priority 1	$ 96,144	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
40	Aberdeen Street	Cedar Street	Oak Street	150mm	150mm	197.0	2002	PVC	2077	$267,907	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
50	Aberdeen Street	Oak Street	Fir Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Across Tracks	Monk Street	Lisgar Street	300mm	300mm	76.0	1973	Cast Iron	2058	$90,969	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
60	Adele Street	Derek Street	Richard Street	150mm	150mm	216.6	1988	Cast Iron	2073	$280,204	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
70	Ash Street	King Street	Queen Street	100mm	150mm	91.2	1910	Cast Iron	2018	$37,840	Priority 1	$ 37,840	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
80	Ash Street	Queen Street	Elgin Street	150mm	150mm	44.0	1910	Cast Iron	2018	$16,492	Priority 1	$ 16,492	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
90	Ash Street	Elgin Street	Monk Street	150mm	150mm	89.7	1910	Cast Iron	2018	$33,621	Priority 1	$ 33,621	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
100	Beech Street	Lisgar Street	Young Street	200mm	200mm	140.7	1994	Cast Iron	2079	$257,547	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
110	Beech Street	Young Street	Lorne Street	150mm	150mm	165.3	1910	Cast Iron	2018	$79,023	Priority 1	$ 79,023	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
120	Birch Street	Monk Street	Young Street	200mm	200mm	72.0	1973	Cast Iron	2058	$90,503	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
130	Birch Street	Young Street	Lorne Street	200mm	200mm	162.0	1973	Cast Iron	2058	$172,509	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
140	Birch Street	Lorne Street	Landsdowne Street	200mm	200mm	98.0	1992	Cast Iron	2077	$160,477	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
150	Birch Street	Landsdowne Street	Aberdeen Street	200mm	200mm	81.3	1992	Cast Iron	2077	$132,427	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
160	Birch Street	Aberdeen Street	Grey Street	150mm	150mm	87.7	1985	Cast Iron	2070	$97,171	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
170	Birch Street	Grey Street	Connaught Street	200mm	200mm	99.5	1977	Cast Iron	2062	$106,877	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
130A	Birch Street	Young Street	Lorne Street	250mm	250mm	17.9	1973	Cast Iron	2058	$17,751	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
180	Broomhead Road	150m West of King	End of Asphalt at Hosp	200mm	200mm	400.5	1976	Cast Iron	2061	$409,404	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
190	Broomhead Road	End of Asphalt at Ho	Dead End at Residence								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
200	Brown Road	Planer Road	Dead End								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
210	Bucciarrelli Road	Hwy. 129	Rate Road								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
220	Bucciarrelli Road	Rate Road	Dead End								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
230	Cedar Street	Lorne Street	Landsdowne Street	150mm	150mm	100.0	1985	Cast Iron	2070	$115,202	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
240	Cedar Street	Landsdowne Street	Aberdeen Street	150mm	150mm	95.0	2002	PVC	2077	$150,810	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
250	Cedar Street	Aberdeen Street	Grey Street	150mm	150mm	86.9	1985	Cast Iron	2070	$96,332	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Cedar Street	Grey Street	East Limit	50mm	150mm	56.1	1910	Cast Iron	2018	$22,856	Priority 1	$ 22,856	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Chantele Street	Adele Street	North Limit	150mm	150mm	23.7	1988	Cast Iron	2073	$31,832	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
260	Cherry Street	Grey Street	Connaught Street	100mm	150mm	130.0	1910	Cast Iron	2018	$50,555	Priority 1	$ 50,555	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
270	Cherry Street	Connaught Street	Devonshire Street	100mm	150mm	90.0	1910	Cast Iron	2018	$45,009	Priority 1	$ 45,009	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
280	Cherry Street	Devonshire Street	Strathcona Street	150mm	150mm	234.0	2009	PVC	2084	$393,891	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
281	Cherry Street	Strathcona Street	Limit	100mm	150mm	180.0	1910	Cast Iron	2018	$67,467	Priority 1	$ 67,467	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
290	Connaught Street	Riverside Drive	Pine Street	150mm	150mm	190.0	1985	Cast Iron	2070	$231,002	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
300	Connaught Street	Pine Street	Cherry Street	150mm	150mm	141.2	1985	Cast Iron	2070	$158,446	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
310	Connaught Street	Cherry Street	North Limit								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
320	Demers Street	Richard Street	Golf Road	150mm	150mm	460.4	1980	Cast Iron	2065	$509,571	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
330	Derek Street	Richard Street	Rolly Street	150mm	150mm	263.0	1988	Cast Iron	2073	$349,094	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
340	Derek Street	Rolly Street	Adele Street	150mm	150mm	168.8	1988	Cast Iron	2073	$198,887	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
350	Devonshire Street	Riverside Drive	Pine Street	150mm	150mm	147.0	2009	PVC	2084	$210,343	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
360	Devonshire Street	Pine Street	Cherry Street	150mm	150mm	148.0	2009	PVC	2084	$246,635	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
370	Dufferin Street	Monk Street	Elm Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
380	Dufferin Street	Elm Street	70m North of Maple St	150mm	150mm	122.7	1910	Cast Iron	2018	$47,819	Priority 1	$ 47,819	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
390	Dufferin Street	70m North of Maple	Maple Street	150mm	150mm	70.0	1910	Cast Iron	2018	$26,237	Priority 1	$ 26,237	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
400	Dufferin Street	Maple Street	Dead End								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
410	Dufferin Street	Dead End	Lime Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
420	Dufferin Street	Lime Street	Larch Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
430	Dufferin Street	Larch Street	Spruce Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
440	Elgin Street	Maple Street	Elm Street	150mm	150mm	204.0	1985	Cast Iron	2070	$245,697	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
450	Elgin Street	Elm Street	Ash Street	150mm	150mm	134.0	1910	Cast Iron	2018	$61,501	Priority 1	$ 61,501	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
460	Elgin Street	Ash Street	Teak Street	150mm	150mm	132.1	1910	Cast Iron	2018	$54,999	Priority 1	$ 54,999	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
470	Elgin Street	Teak Street	Waterplant Road	200mm	200mm	134.0	1910	Cast Iron	2018	$60,783	Priority 1	$ 60,783	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Elgin Street	Waterplant Road	North Limit	200mm	200mm	109.2	1910	Cast Iron	2018	$45,063	Priority 1	$ 45,063	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
480	Elm Street	King Street	Queen Street	150mm	150mm	94.6	2015	PVC	2090	$194,465	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
490	Elm Street	Queen Street	Elgin Street	150mm	150mm	96.3	2015	PVC	2090	$165,413	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
500	Elm Street	Elgin Street	Monk Street	150mm	150mm	97.4	2015	PVC	2090	$198,832	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
510	Elm Street	Monk Street	Dufferin Street	150mm	150mm	60.0	2015	PVC	2090	$140,500	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
520	Fir Street	Lorne Street	Landsdowne Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
530	Fir Street	Landsdowne Street	Aberdeen Street	150mm	150mm	45.0	2002	PVC	2077	$54,255	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
540	Fox Lake Road	Hwy. 129	Gas Bar								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
550	Golf Road	Martel Road	Richard Street	150mm	150mm	15.2	1980	Cast Iron	2065	$14,450	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
560	Golf Road	Richard Street	Demers Street	150mm	150mm	102.2	1980	Cast Iron	2065	$101,796	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
570	Golf Road	Demers Street	East Limit	150mm	150mm	193.8	1980	Cast Iron	2065	$208,201	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
550A	Golf Road	Martel Road	Richard Street	250mm	250mm	13.8	1980	Cast Iron	2065	$35,043	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
580	Grey Street	Cedar Street	Birch Street	150mm	150mm	192.0	1985	Cast Iron	2070	$211,766	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
590	Grey Street	Birch Street	Pine Street	150mm	150mm	209.6	1985	Cast Iron	2070	$272,909	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
600	Grey Street	Pine Street	Cherry Street	100mm	150mm	62.0	1910	Cast Iron	2018	$25,067	Priority 1	$ 25,067	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
610	Grey Street	Cherry Street	North Limit								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
620	Holly Street	Lorne Street	Landsdowne Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
630	King Street	Waterplant Road	Teak Street	150mm	150mm	88.0	1973	Cast Iron	2058	$76,867	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
640	King Street	Teak Street	Ash Street	150mm	150mm	114.5	1973	Cast Iron	2058	$123,696	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
650	King Street	Ash Street	Elm Street	100mm	150mm	158.0	1910	Cast Iron	2018	$66,840	Priority 1	$ 66,840	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
660	King Street	Elm Street	120m North of Maple S	100mm	150mm	87.3	1910	Cast Iron	2018	$40,340	Priority 1	$ 40,340	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
670	King Street	120m North of Mapl	Maple Street	100mm	150mm	120.0	1910	Cast Iron	2018	$44,978	Priority 1	$ 44,978	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
680	Landsdowne Street	Holly Street	Walnut Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
690	Landsdowne Street	Walnut Street	Fir Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
700	Landsdowne Street	Fir Street	Oak Street	150mm	150mm	202.0	2002	PVC	2077	$279,817	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
710	Landsdowne Street	Oak Street	Cedar Street	150mm	150mm	196.0	2002	PVC	2077	$297,090	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
720	Landsdowne Street	Cedar Street	Birch Street	150mm	150mm	198.2	2017	PVC	2092	$370,431	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
730	Landsdowne Street	Birch Street	Pine Street	150mm	150mm	183.8	2017	PVC	2092	$347,064	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
740	Landsdowne Street	Pine Street	North Limit								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
750	Laneway No. 1	Devonshire Street	Minto Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
970	Laneway No. 10	Lorne Street	Young Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
980	Laneway No. 10	Young Street	Lisgar Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
990	Laneway No. 11	Lorne Street	Young Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1000	Laneway No. 12	Waterplant Road	Teak Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Township of Chapleau Asset Management Plan
Environmental Services - Water Distribution System
Watermains, Fire Hydrants, Watervalves

Reference Number	Street	From	To	Exisitng Pipe Diameter	Proposed Pipe Diameter	Length (m)	Year Installed	Material	Year of Expected Replacement	Estimated FV Replacement Cost to Subgrade	Investment Priority Classification	Projected Replacement Requirement										
												Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
1010	Laneway No. 12	Teak Street	Ash Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1020	Laneway No. 12	Ash Street	Elm Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1030	Laneway No. 12	Elm Street	Maple Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1040	Laneway No. 13	Maple Street	Elgin Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1050	Laneway No. 13	Elgin Street	Ash Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1060	Laneway No. 13	Ash Street	Teak Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1070	Laneway No. 14	Maple Street	Elm Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1080	Laneway No. 14	Elm Street	Ash Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1090	Laneway No. 15	Maple Street	Laneway No. 16								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1100	Laneway No. 16	Dufferin Street	Monk Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1110	Laneway No. 17	Riverside Drive	Pine Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1120	Laneway No. 17	Pine Street	Dead End (North)								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
760	Laneway No. 2	Cherry Street	Pine Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
770	Laneway No. 2	Pine Street	Riverside Drive								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
780	Laneway No. 3	Cherry Street	Pine Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
790	Laneway No. 3	Pine Street	Laneway No. 4								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
800	Laneway No. 4	Connaught Street	Grey Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
810	Laneway No. 5	Grey Street	Aberdeen Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
820	Laneway No. 6	Pine Street	Birch Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
830	Laneway No. 6	Birch Street	Cedar Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
840	Laneway No. 7	Laneway No. 8	Birch Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
850	Laneway No. 7	Birch Street	Cedar Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
860	Laneway No. 7	Cedar Street	Oak Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
870	Laneway No. 7	Oak Street	Fir Street	150mm	150mm	200.0	2002	PVC	2077	$241,135	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
880	Laneway No. 8	Grey Street	Aberdeen Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
890	Laneway No. 8	Aberdeen Street	Landsdowne Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
900	Laneway No. 8	Landsdowne Street	Lorne Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
910	Laneway No. 8	Lorne Street	Young Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
920	Laneway No. 8	Young Street	Monk Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
930	Laneway No. 9	Laneway No. 8	Birch Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
940	Laneway No. 9	Birch Street	Cedar Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
950	Laneway No. 9	Cedar Street	Oak Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
960	Laneway No. 9	Oak Street	Dead End								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1130	Larch Street	Monk Street	Dufferin Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1140	Lime Street	Monk Street	Dufferin Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1150	Lisgar Street	Monk Street	Pine Street	300mm	300mm	59.9	1910	Cast Iron	2018	$29,589	Priority 1	$ 29,589	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1160	Lisgar Street	Pine Street	Overpass	250mm	250mm	90.5	1980	Cast Iron	2065	$107,727	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1170	Lisgar Street	Overpass	Golf Road	250mm	250mm	508.8	1980	Cast Iron	2065	$579,580	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1150A	Lisgar Street	Monk Street	Pine Street	250mm	250mm	69.9	1980	Cast Iron	2065	$103,585	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1180	Lorne Street	North Limit	Pine Street	150mm	150mm	57.5	1910	Cast Iron	2018	$23,381	Priority 1	$ 23,381	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1190	Lorne Street	Pine Street	Beech Street	150mm	150mm	94.0	1973	Cast Iron	2058	$119,515	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1200	Lorne Street	Beech Street	50m North of Birch Str	150mm	150mm	45.5	1973	Cast Iron	2058	$41,694	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1210	Lorne Street	50m North of Birch S	Birch Street	150mm	150mm	50.0	1973	Cast Iron	2058	$45,418	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1220	Lorne Street	Birch Street	Civic No. 28	150mm	150mm	121.7	1996	PVC	2071	$162,500	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1230	Lorne Street	Civic No. 28	Cedar Street	150mm	150mm	85.0	1910	Cast Iron	2018	$41,307	Priority 1	$ 41,307	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1240	Lorne Street	Cedar Street	Oak Street	100mm	150mm	204.0	1910	Cast Iron	2018	$87,739	Priority 1	$ 87,739	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1250	Lorne Street	Oak Street	Moose Hall Parking Lo	150mm	150mm	169.5	1976	Cast Iron	2061	$175,288	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1260	Lorne Street	Moose Hall Parking	Fir Street	150mm	150mm	22.9	1976	Cast Iron	2061	$20,112	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1270	Lorne Street	Fir Street	Walnut Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1280	Lorne Street	Walnut Street	Holly Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1290	Lynne Court	Richard Street	West Limit	50/150mm	150mm	97.7	1980	Cast Iron	2065	$116,842	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1300	Maple Street	King Street	Queen Street	150mm	150mm	98.0	1990	Cast Iron	2075	$124,875	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1310	Maple Street	Queen Street	Elgin Street	150mm	150mm	98.0	1910	Cast Iron	2018	$38,561	Priority 1	$ 38,561	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1320	Maple Street	Elgin Street	Monk Street	150mm	150mm	102.0	1910	Cast Iron	2018	$41,888	Priority 1	$ 41,888	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1330	Maple Street	Monk Street	Dufferin Street	150mm	150mm	91.0	1990	Cast Iron	2075	$140,318	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1340	Martel Crescent	Martel Road	Martel Road								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1350	Martel Road	Golf Road	Rolly Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1360	Martel Road	Rolly Street	Planer Road								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1370	Martel Road	Planer Road	Martel Crescent								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1380	Martel Road	Martel Crescent	Poplar Road								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1390	Martel Road	Poplar Road	Martel Crescent								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1400	Minto Street	Laneway No. 1	Pine Street	150mm	150mm	127.3	1978	Cast Iron	2063	$139,351	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1410	Minto Street	Pine Street	Riverside Drive	100mm	150mm	91.0	1910	Cast Iron	2018	$37,765	Priority 1	$ 37,765	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1400A	Minto Street	Laneway No. 1	Pine Street	150mm	150mm	13.6	1910	Cast Iron	2018	$5,098	Priority 1	$ 5,098	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1410A	Minto Street	Pine Street	Riverside Drive	150mm	150mm	71.7	1910	Cast Iron	2018	$38,150	Priority 1	$ 38,150	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1410B	Minto Street	Pine Street	Riverside Drive	200mm	200mm	3.3	1910	Cast Iron	2018	$1,362	Priority 1	$ 1,362	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1420	Monk Street	Birch Street	Beech Street	250mm	250mm	118.4	1973	Cast Iron	2058	$138,273	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1430	Monk Street	Beech Street	Lisgar Street	250mm	250mm	60.0	1973	Cast Iron	2058	$63,537	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1440	Monk Street	Lisgar Street	Pine Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1450	Monk Street	Pine Street	Waterplant Road								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1460	Monk Street	Waterplant Road	Teak Street	300mm	300mm	38.5	1973	Cast Iron	2058	$50,067	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1470	Monk Street	Teak Street	Ash Street	250mm	250mm	123.0	1973	Cast Iron	2058	$126,012	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1480	Monk Street	Ash Street	Elm Street	150mm	150mm	147.8	2010	PVC	2085	$273,108	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1490	Monk Street	Elm Street	Maple Street	150mm	150mm	210.4	2010	PVC	2085	$346,608	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1500	Monk Street	Maple Street	Lime Street	150mm	150mm	210.0	1986	Cast Iron	2071	$278,796	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1510	Monk Street	Lime Street	Larch Street	150mm	150mm	42.5	1986	Cast Iron	2071	$67,262	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1520	Monk Street	Larch Street	Spruce Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1530	Oak Street	Lorne Street	Landsdowne Street	150mm	150mm	98.0	1910	Cast Iron	2018	$46,179	Priority 1	$ 46,179	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1540	Oak Street	Landsdowne Street	Aberdeen Street	150mm	150mm	96.0	2002	PVC	2077	$127,508	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1550	Parliament Road	Hwy. 129	Dead End Cul De Sac								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1560	Pine Street	Lisgar Street	Monk Street	150mm	150mm	51.8	1975	Cast Iron	2060	$48,803	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1570	Pine Street	Monk Street	Young Street	150mm	150mm	166.5	1975	Cast Iron	2060	$169,268	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1580	Pine Street	Young Street	Lorne Street	150mm	150mm	152.0	1975	Cast Iron	2060	$139,280	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1590	Pine Street	Lorne Street	Landsdowne Street	150mm	150mm	97.0	1975	Cast Iron	2060	$109,425	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1600	Pine Street	Landsdowne Street	Aberdeen Street	150mm	150mm	97.0	1975	Cast Iron	2060	$105,224	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1610	Pine Street	Aberdeen Street	Grey Street	100mm	150mm	90.0	1910	Cast Iron	2018	$37,391	Priority 1	$ 37,391	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Township of Chapleau Asset Management Plan
Environmental Services - Water Distribution System
Watermains, Fire Hydrants, Watervalves

Reference Number	Street	From	To	Exisitng Pipe Diameter	Proposed Pipe Diameter	Length (m)	Year Installed	Material	Year of Expected Replacement	Estimated FV Replacement Cost to Subgrade	Investment Priority Classification	Projected Replacement Requirement										
												Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
1620	Pine Street	Grey Street	Connaught Street	100mm	150mm	97.0	1910	Cast Iron	2018	$45,805	Priority 1	$ 45,805	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1630	Pine Street	Connaught Street	Devonshire Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1640	Pine Street	Devonshire Street	Minto Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1650	Pine Street	Minto Street	Strathcona Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1660	Pineland Road	Hwy. 129	Dead End								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1670	Planer Road	Martel Road	Cul De Sac North of Tracks								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1680	Planer Road	Cul De Sac North of	Poplar Road								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1690	Planer Road	Poplar Road	Brown Road								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1700	Planer Road	Brown Road	West Limit at Waterfront Home								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1710	Poplar Road	Planer Road	Martel Road								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1720	Queen Street	Maple Street	Dead End North (North	150mm	150mm	114.9	1910	Cast Iron	2018	$50,685	Priority 1	$ 50,685	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1730	Queen Street	Dead End North (No	Dead End South (Sout	150mm	150mm	65.0	2015	PVC	2090	$101,379	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1740	Queen Street	Dead End South (So	Elm Street	150mm	150mm	30.0	2015	PVC	2090	$54,399	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1750	Queen Street	Elm Street	Dead End North (North	150mm	150mm	105.0	2015	PVC	2090	$203,077	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1760	Queen Street	Dead End North (No	Ash Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1770	Queen Street	Ash Street	Teak Street	100mm	150mm	105.1	1910	Cast Iron	2018	$48,841	Priority 1	$ 48,841	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1780	Queen Street	Teak Street	Waterplant Road	150mm	150mm	94.8	1974	Cast Iron	2059	$105,422	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1790	Rate Road	Bucciarelli	Dead End Cul De Sac								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1800	Richard Street	Golf Road	Derek Street	150mm	150mm	108.0	1980	Cast Iron	2065	$107,310	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1810	Richard Street	Derek Street	Sean Street	150mm	150mm	128.0	1980	Cast Iron	2065	$145,647	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1820	Richard Street	Sean Court	Lynne Court	150mm	150mm	94.0	1980	Cast Iron	2065	$94,000	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1830	Richard Street	Lynne Court	Adele Street	150mm	150mm	81.7	1980	Cast Iron	2065	$82,307	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1840	Richard Street	Adele Street	Demers Street	150mm	150mm	78.0	1980	Cast Iron	2065	$102,751	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1850	Riverside Drive	Grey Street	Connaught Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1860	Riverside Drive	Connaught Street	Devonshire Street	200mm	200mm	110.0	1976	Cast Iron	2061	$110,650	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1870	Riverside Drive	Devonshire Street	Minto Street	200mm	200mm	105.9	1976	Cast Iron	2061	$120,253	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1880	Riverside Drive	Minto Street	Strathcona Street	150mm	150mm	109.3	1910	Cast Iron	2018	$50,415	Priority 1	$ 50,415	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1890	Riverside Drive	Strathcona Street	Start of HCB (East of Strathcona)								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1900	Riverside Drive	Start of HCB (East o	Sewage Plant								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1910	Rolly Street	Martel Road	Derek Street	150mm	150mm	45.0	1980	Cast Iron	2065	$42,780	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1920	Sean Court	Richard Street	West Limit	50/150mm	150mm	123.9	1980	Cast Iron	2065	$141,749	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1930	Spruce Street	Monk Street	Dufferin Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1940	Strathcona Street	Riverside Drive	Dead End (House)								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1950	Strathcona Street	Dead End (House)	Pine Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1960	Strathcona Street	Pine Street	North Limit								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1970	Teak Street	150m West of King	King Street	150mm	150mm	162.9	1910	Cast Iron	2018	$72,334	Priority 1	$ 72,334	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1980	Teak Street	King Street	Queen Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1990	Teak Street	Queen Street	Monk Street	150mm	150mm	99.8	1910	Cast Iron	2018	$39,235	Priority 1	$ 39,235	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2000	Walnut Street	Lorne Street	Landsdowne Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2010	Waterplant Road	Monk Street	Queen Street	150mm	150mm	24.0	1910	Cast Iron	2018	$8,996	Priority 1	$ 8,996	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2020	Waterplant Road	Queen Street	King Street	150mm	150mm	114.9	1910	Cast Iron	2018	$44,895	Priority 1	$ 44,895	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2010A	Waterplant Road	Monk Street	Queen Street	300mm	300mm	30.0	1973	Cast Iron	2058	$32,721	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2020A	Waterplant Road	Queen Street	King Street	300mm	300mm	21.1	1973	Cast Iron	2058	$27,051	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Waterplant Road	King Street	WTP	300mm	300mm	106.0	1975	Cast Iron	2060	$141,989	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	WTP Intake	WTP	North Limit	450mm	450mm	181.8	1975	PE	2050	$211,145	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2030	Young Street	Laneway No. 11	Birch Street								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2040	Young Street	Birch Street	Beech Street	200mm	200mm	99.0	1973	Cast Iron	2058	$98,282	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2050	Young Street	Beech Street	Pine Street	150mm	150mm	92.2	1973	Cast Iron	2058	$97,166	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2060	Young Street	Pine Street	North Limit								Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
			Total:			**15286.3**	#N/A	#N/A	#N/A	**$ 16,098,382**	**$ -**	**$ 1,803,109**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ 1,803,109
- Priority 2	$ -
- Priority 3	$ 14,295,273

KPMG

Asset Management Planning
for the Township of Chapleau

Appendix D
Wastewater Summary

Township of Chapleau Asset Management Plan
Environmental Services - Sanitary Sewer System
Gravity Sewers and Other Waste Water Linear Assets

Reference Number	Street	From	To	Existing Pipe Diameter	Proposed Pipe Diameter	Length (m)	Year Installed	Material	Year of Expected Replacement	Estimated FV Replacement Cost to Subgrade	Investment Priority	Projected Replacement Requirement										
												Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
10	Aberdeen Street	North Limit	Pine Street	250mm	250mm	60.6	1950	UNKN	2025	$ 44,462.17	Priority 2	-	-	-	-	-	-	-	44,462	-	-	-
30	Aberdeen Street	Birch Street	Cedar Street	200mm	200mm	199.9	1950	UNKN	2025	$ 120,962.39	Priority 2	-	-	-	-	-	-	-	120,962	-	-	-
20	Aberdeen Street	Pine Street	Birch Street	450mm	450mm	201.0	1999	PVC	2074	$ 441,990.22	Priority 3	-	-	-	-	-	-	-	-	-	-	-
40	Aberdeen Street	Cedar Street	Oak Street	250mm	250mm	180.0	2002	UNKN	2077	$ 323,542.20	Priority 3	-	-	-	-	-	-	-	-	-	-	-
50	Aberdeen Street	Oak Street	Fir Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Across Properties	King Street	Queen Street	200mm	200mm	52.8	1950	UNKN	2025	$ 38,116.80	Priority 2	-	-	-	-	-	-	-	38,117	-	-	-
	Across Properties	Aberdeen Street	Laneway No. 6	250mm	250mm	49.7	1950	UNKN	2025	$ 37,982.83	Priority 2	-	-	-	-	-	-	-	37,983	-	-	-
	Across Properties	Queen Street	Elgin Street	200mm	200mm	99.6	1950	UNKN	2025	$ 72,900.68	Priority 2	-	-	-	-	-	-	-	72,901	-	-	-
	Across Tracks	Monk Street	Lisgar Street	375mm	375mm	81.3	1994	PVC	2069	$ 132,918.68	Priority 3	-	-	-	-	-	-	-	-	-	-	-
60	Adele Street	Derek Street	Richard Street	200mm	200mm	184.3	1999	PVC	2074	$ 318,141.92	Priority 3	-	-	-	-	-	-	-	-	-	-	-
70	Ash Street	King Street	Queen Street	200mm	200mm	97.3	1950	UNKN	2025	$ 54,805.71	Priority 2	-	-	-	-	-	-	-	54,806	-	-	-
90	Ash Street	Elgin Street	Monk Street	200mm	200mm	51.9	1950	UNKN	2025	$ 37,630.37	Priority 2	-	-	-	-	-	-	-	37,630	-	-	-
80	Ash Street	Queen Street	Elgin Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
100	Beech Street	Lisgar Street	Young Street	375mm	375mm	140.3	1994	PVC	2069	$ 289,522.56	Priority 3	-	-	-	-	-	-	-	-	-	-	-
110	Beech Street	Young Street	Lorne Street	375mm	375mm	156.2	1994	PVC	2069	$ 295,426.95	Priority 3	-	-	-	-	-	-	-	-	-	-	-
130	Birch Street	Young Street	Lorne Street	450mm	450mm	156.5	1950	UNKN	2025	$ 127,560.96	Priority 2	-	-	-	-	-	-	-	127,561	-	-	-
130A	Birch Street	Young Street	Lorne Street	375mm	375mm	5.7	1950	UNKN	2025	$ 12,284.55	Priority 2	-	-	-	-	-	-	-	12,285	-	-	-
120	Birch Street	Monk Street	Young Street	200mm	200mm	71.1	1973	UNKN	2048	$ 76,405.17	Priority 3	-	-	-	-	-	-	-	-	-	-	-
160	Birch Street	Aberdeen Street	Grey Street	450mm	450mm	84.2	1985	UNKN	2060	$ 131,941.49	Priority 3	-	-	-	-	-	-	-	-	-	-	-
170	Birch Street	Grey Street	Connaught Street	450mm	450mm	106.0	1985	UNKN	2060	$ 136,149.96	Priority 3	-	-	-	-	-	-	-	-	-	-	-
140	Birch Street	Lorne Street	Landsdowne Street	375mm	375mm	85.8	1992	PVC	2067	$ 154,072.54	Priority 3	-	-	-	-	-	-	-	-	-	-	-
150	Birch Street	Landsdowne Street	Aberdeen Street	375mm	375mm	112.6	1992	PVC	2067	$ 196,169.26	Priority 3	-	-	-	-	-	-	-	-	-	-	-
180	Broomhead Road	150m West of King	End of Asphalt at Hospi	200mm	200mm	401.7	1976	UNKN	2051	$ 448,728.68	Priority 3	-	-	-	-	-	-	-	-	-	-	-
190	Broomhead Road	End of Asphalt at Hc	Dead End at Residence								Priority 3	-	-	-	-	-	-	-	-	-	-	-
200	Brown Road	Planer Road	Dead End								Priority 3	-	-	-	-	-	-	-	-	-	-	-
210	Bucciarrelli Road	Hwy.. 129	Rate Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
220	Bucciarrelli Road	Rate Road	Dead End								Priority 3	-	-	-	-	-	-	-	-	-	-	-
230	Cedar Street	Lorne Street	Landsdowne Street	300mm	300mm	94.7	1950	UNKN	2025	$ 59,406.42	Priority 2	-	-	-	-	-	-	-	59,406	-	-	-
250	Cedar Street	Aberdeen Street	Grey Street	300mm	300mm	90.9	1985	UNKN	2060	$ 147,661.02	Priority 3	-	-	-	-	-	-	-	-	-	-	-
240	Cedar Street	Landsdowne Street	Aberdeen Street	300mm	300mm	91.0	2002	UNKN	2077	$ 159,881.38	Priority 3	-	-	-	-	-	-	-	-	-	-	-
260	Cherry Street	Grey Street	Connaught Street	250mm	250mm	127.1	1950	UNKN	2025	$ 92,452.67	Priority 2	-	-	-	-	-	-	-	92,453	-	-	-
270	Cherry Street	Connaught Street	Devonshire Street	250mm	250mm	99.3	1950	UNKN	2025	$ 67,504.70	Priority 2	-	-	-	-	-	-	-	67,505	-	-	-
280A	Cherry Street	Devonshire Street	Limit	100mm	200mm	0.0	1950	UNKN	2025	$ -	Priority 2	-	-	-	-	-	-	-	-	-	-	-
280	Cherry Street	Devonshire Street	Limit	250mm	250mm	202.4	2009	PVC	2084	$ 468,584.58	Priority 3	-	-	-	-	-	-	-	-	-	-	-
290	Connaught Street	Riverside Drive	Pine Street	250mm	250mm	195.1	1950	UNKN	2025	$ 132,919.65	Priority 2	-	-	-	-	-	-	-	132,920	-	-	-
300	Connaught Street	Pine Street	Cherry Street	200mm	200mm	95.0	1950	UNKN	2025	$ 70,313.16	Priority 2	-	-	-	-	-	-	-	70,313	-	-	-
310	Connaught Street	Cherry Street	North Limit								Priority 3	-	-	-	-	-	-	-	-	-	-	-
320	Demers Street	Richard Street	Golf Road	250mm	250mm	470.9	1999	PVC	2074	$ 828,283.29	Priority 3	-	-	-	-	-	-	-	-	-	-	-
330	Derek Street	Richard Street	Rolly Street	200mm	200mm	160.6	1999	PVC	2074	$ 305,102.25	Priority 3	-	-	-	-	-	-	-	-	-	-	-
340	Derek Street	Rolly Street	Adele Street	200mm	200mm	194.3	1999	PVC	2074	$ 355,168.09	Priority 3	-	-	-	-	-	-	-	-	-	-	-
350	Devonshire Street	Riverside Drive	Pine Street	250mm	250mm	153.1	2009	PVC	2084	$ 374,196.07	Priority 3	-	-	-	-	-	-	-	-	-	-	-
360	Devonshire Street	Pine Street	Cherry Street	250mm	250mm	138.8	2009	PVC	2084	$ 319,792.74	Priority 3	-	-	-	-	-	-	-	-	-	-	-
370	Dufferin Street	Monk Street	Elm Street	250mm	250mm	104.0	1950	UNKN	2025	$ 78,703.58	Priority 2	-	-	-	-	-	-	-	78,704	-	-	-
380	Dufferin Street	Elm Street	85m North of Maple (MI	250mm	250mm	116.7	1950	UNKN	2025	$ 77,861.16	Priority 2	-	-	-	-	-	-	-	77,861	-	-	-
400	Dufferin Street	Maple Street	Dead End	150mm	200mm	98.6	1950	UNKN	2025	$ 72,335.99	Priority 2	-	-	-	-	-	-	-	72,336	-	-	-
390	Dufferin Street	85m North of Maple	45m North of Maple (MI	250mm	250mm	48.8	1985	UNKN	2060	$ 74,890.17	Priority 3	-	-	-	-	-	-	-	-	-	-	-
390A	Dufferin Street	45m North of Maple	Maple Street	250mm	250mm	44.4	1990	UNKN	2065	$ 114,003.68	Priority 3	-	-	-	-	-	-	-	-	-	-	-
410	Dufferin Street	Dead End	Lime Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
420	Dufferin Street	Lime Street	Larch Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
430	Dufferin Street	Larch Street	Spruce Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
440	Elgin Street	Maple Street	Elm Street	250mm	250mm	72.7	1950	UNKN	2025	$ 60,066.12	Priority 2	-	-	-	-	-	-	-	60,066	-	-	-
440A	Elgin Street	Maple Street	Elm Street	300mm	300mm	129.5	1950	UNKN	2025	$ 98,043.61	Priority 2	-	-	-	-	-	-	-	98,044	-	-	-
450	Elgin Street	Elm Street	Ash Street	200mm	200mm	135.4	1950	UNKN	2025	$ 93,032.19	Priority 2	-	-	-	-	-	-	-	93,032	-	-	-
460	Elgin Street	Ash Street	Teak Street	200mm	200mm	24.0	1950	UNKN	2025	$ 21,913.29	Priority 2	-	-	-	-	-	-	-	21,913	-	-	-
460A	Elgin Street	Ash Street	Teak Street	300mm	300mm	58.1	1950	UNKN	2025	$ 36,469.76	Priority 2	-	-	-	-	-	-	-	36,470	-	-	-
470	Elgin Street	Teak Street	Waterplant Road	200mm	200mm	108.2	1950	UNKN	2025	$ 77,729.47	Priority 2	-	-	-	-	-	-	-	77,729	-	-	-
470A	Elgin Street	Teak Street	Waterplant Road	250mm	250mm	11.7	1950	UNKN	2025	$ 15,386.11	Priority 2	-	-	-	-	-	-	-	15,386	-	-	-
470B	Elgin Street	Teak Street	Waterplant Road	375mm	375mm	40.0	1994	PVC	2069	$ 65,369.31	Priority 3	-	-	-	-	-	-	-	-	-	-	-
480	Elm Street	King Street	Queen Street	200mm	200mm	56.0	2015	PVC	2090	$ 175,078.44	Priority 3	-	-	-	-	-	-	-	-	-	-	-
490	Elm Street	Queen Street	Elgin Street	200mm	200mm	98.0	2015	PVC	2090	$ 230,301.16	Priority 3	-	-	-	-	-	-	-	-	-	-	-
500	Elm Street	Elgin Street	Monk Street	250mm	250mm	97.0	2015	PVC	2090	$ 239,578.24	Priority 3	-	-	-	-	-	-	-	-	-	-	-
510	Elm Street	Monk Street	Dufferin Street	250mm	250mm	57.0	2015	PVC	2090	$ 153,333.38	Priority 3	-	-	-	-	-	-	-	-	-	-	-
520	Fir Street	Lorne Street	Landsdowne Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
530	Fir Street	Landsdowne Street	Aberdeen Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
540	Fox Lake Road	Hwy. 129	Gas Bar								Priority 3	-	-	-	-	-	-	-	-	-	-	-
550	Golf Road	Martel Road	Richard Street	300mm	300mm	28.4	1999	PVC	2074	$ 69,188.94	Priority 3	-	-	-	-	-	-	-	-	-	-	-
560	Golf Road	Richard Street	Demers Street	300mm	300mm	115.5	1999	PVC	2074	$ 213,391.89	Priority 3	-	-	-	-	-	-	-	-	-	-	-
570	Golf Road	Demers Street	East Limit	200mm	200mm	268.5	1999	PVC	2074	$ 465,402.09	Priority 3	-	-	-	-	-	-	-	-	-	-	-
590	Grey Street	Birch Street	Pine Street	200mm	200mm	146.4	1950	UNKN	2025	$ 90,829.30	Priority 2	-	-	-	-	-	-	-	90,829	-	-	-
580	Grey Street	Cedar Street	Birch Street	300mm	300mm	204.5	1985	UNKN	2060	$ 290,250.88	Priority 3	-	-	-	-	-	-	-	-	-	-	-
600	Grey Street	Pine Street	Cherry Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
610	Grey Street	Cherry Street	North Limit								Priority 3	-	-	-	-	-	-	-	-	-	-	-
620	Holly Street	Lorne Street	Landsdowne Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
630	King Street	Waterplant Road	Teak Street	200mm	200mm	85.1	1950	UNKN	2025	$ 56,306.55	Priority 2	-	-	-	-	-	-	-	56,307	-	-	-
640	King Street	Teak Street	Ash Street	200mm	200mm	77.0	1950	UNKN	2025	$ 43,333.03	Priority 2	-	-	-	-	-	-	-	43,333	-	-	-
650	King Street	Ash Street	Elm Street	200mm	200mm	117.2	1950	UNKN	2025	$ 82,785.71	Priority 2	-	-	-	-	-	-	-	82,786	-	-	-
660	King Street	Elm Street	120m North of Maple St	200mm	200mm	77.7	1950	UNKN	2025	$ 52,170.24	Priority 2	-	-	-	-	-	-	-	52,170	-	-	-
660A	King Street	Elm Street	120m North of Maple St	100mm	200mm	6.7	1950	UNKN	2025	$ 12,170.13	Priority 2	-	-	-	-	-	-	-	12,170	-	-	-
670	King Street	120m North of Mapl	Maple Street	250mm	250mm	117.1	1990	UNKN	2065	$ 209,596.30	Priority 3	-	-	-	-	-	-	-	-	-	-	-
700	Landsdowne Street	Fir Street	Oak Street	250mm	250mm	181.7	2002	UNKN	2077	$ 396,956.12	Priority 3	-	-	-	-	-	-	-	-	-	-	-
710	Landsdowne Street	Oak Street	Cedar Street	250mm	250mm	200.1	2002	UNKN	2077	$ 380,527.40	Priority 3	-	-	-	-	-	-	-	-	-	-	-

Township of Chapleau Asset Management Plan
Environmental Services - Sanitary Sewer System
Gravity Sewers and Other Waste Water Linear Assets

Reference Number	Street	From	To	Existing Pipe Diameter	Proposed Pipe Diameter	Length (m)	Year Installed	Material	Year of Expected Replacement	Estimated FV Replacement Cost to Subgrade	Investment Prioritv	Projected Replacement Requirement										
												Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
710A	Landsdowne Street	Oak Street	Cedar Street	300mm	300mm	7.0	2002	UNKN	2077	$ 12,298.57	Priority 3	-	-	-	-	-	-	-	-	-	-	-
720	Landsdowne Street	Cedar Street	Birch Street	200mm	200mm	98.9	2017	PVC	2092	$ 241,514.99	Priority 3	-	-	-	-	-	-	-	-	-	-	-
720A	Landsdowne Street	Cedar Street	Birch Street	200mm	200mm	98.7	2017	PVC	2092	$ 241,090.62	Priority 3	-	-	-	-	-	-	-	-	-	-	-
730	Landsdowne Street	Birch Street	Pine Street	200mm	200mm	200.9	2017	PVC	2092	$ 489,607.72	Priority 3	-	-	-	-	-	-	-	-	-	-	-
680	Landsdowne Street	Holly Street	Walnut Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
690	Landsdowne Street	Walnut Street	Fir Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
740	Landsdowne Street	Pine Street	North Limit								Priority 3	-	-	-	-	-	-	-	-	-	-	-
750	Laneway No. 1	Devonshire Street	Minto Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
970	Laneway No. 10	Lorne Street	Young Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
980	Laneway No. 10	Young Street	Lisgar Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
990	Laneway No. 11	Lorne Street	Young Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1030	Laneway No. 12	Elm Street	Maple Street	200mm	200mm	60.5	1950	UNKN	2025	$ 34,082.49	Priority 2	-	-	-	-	-	-	-	34,082	-	-	-
1000	Laneway No. 12	Waterplant Road	Teak Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1010	Laneway No. 12	Teak Street	Ash Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1020	Laneway No. 12	Ash Street	Elm Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1040	Laneway No. 13	Maple Street	Elgin Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1050	Laneway No. 13	Elgin Street	Ash Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1060	Laneway No. 13	Ash Street	Teak Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1070	Laneway No. 14	Maple Street	Elm Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1080	Laneway No. 14	Elm Street	Ash Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1090	Laneway No. 15	Maple Street	Laneway No. 16								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1100	Laneway No. 16	Dufferin Street	Monk Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1110	Laneway No. 17	Riverside Drive	Pine Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1120	Laneway No. 17	Pine Street	Dead End (North)								Priority 3	-	-	-	-	-	-	-	-	-	-	-
770	Laneway No. 2	Pine Street	Riverside Drive	250mm	250mm	24.1	1985	UNKN	2060	$ 45,430.64	Priority 3	-	-	-	-	-	-	-	-	-	-	-
760	Laneway No. 2	Cherry Street	Pine Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
780	Laneway No. 3	Cherry Street	Pine Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
790	Laneway No. 3	Pine Street	Laneway No. 4								Priority 3	-	-	-	-	-	-	-	-	-	-	-
800	Laneway No. 4	Connaught Street	Grey Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
810	Laneway No. 5	Grey Street	Aberdeen Street	250mm	250mm	50.3	1950	UNKN	2025	$ 38,339.95	Priority 2	-	-	-	-	-	-	-	38,340	-	-	-
820	Laneway No. 6	Pine Street	Birch Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
830	Laneway No. 6	Birch Street	Cedar Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
860	Laneway No. 7	Cedar Street	Oak Street	250mm	250mm	50.5	2002	UNKN	2077	$ 84,170.98	Priority 3	-	-	-	-	-	-	-	-	-	-	-
870	Laneway No. 7	Oak Street	Fir Street	250mm	250mm	171.0	2002	UNKN	2077	$ 355,595.06	Priority 3	-	-	-	-	-	-	-	-	-	-	-
840	Laneway No. 7	Laneway No. 8	Birch Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
850	Laneway No. 7	Birch Street	Cedar Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
880	Laneway No. 8	Grey Street	Aberdeen Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
890	Laneway No. 8	Aberdeen Street	Landsdowne Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
900	Laneway No. 8	Landsdowne Street	Lorne Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
910	Laneway No. 8	Lorne Street	Young Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
920	Laneway No. 8	Young Street	Monk Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
930	Laneway No. 9	Laneway No. 8	Birch Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
940	Laneway No. 9	Birch Street	Cedar Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
950	Laneway No. 9	Cedar Street	Oak Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
960	Laneway No. 9	Oak Street	Dead End								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1130	Larch Street	Monk Street	Dufferin Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1140	Lime Street	Monk Street	Dufferin Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1170	Lisgar Street	Overpass	Golf Road	375mm	375mm	130.1	1999	PVC	2074	$ 301,252.19	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1150	Lisgar Street	Monk Street	Pine Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1150A	Lisgar Street	Monk Street	Pine Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1160	Lisgar Street	Pine Street	Overpass								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1190	Lorne Street	Pine Street	Beech Street	200mm	200mm	93.4	1950	UNKN	2025	$ 52,558.24	Priority 2	-	-	-	-	-	-	-	52,558	-	-	-
1200	Lorne Street	Beech Street	50m North of Birch	375mm	375mm	58.7	1950	UNKN	2025	$ 40,136.95	Priority 2	-	-	-	-	-	-	-	40,137	-	-	-
1210	Lorne Street	50m North of Birch	Birch Street	375mm	375mm	50.0	1950	UNKN	2025	$ 42,589.66	Priority 2	-	-	-	-	-	-	-	42,590	-	-	-
1230	Lorne Street	Civic No. 28	Cedar Street	250mm	250mm	98.2	1950	UNKN	2025	$ 58,448.53	Priority 2	-	-	-	-	-	-	-	58,449	-	-	-
1240	Lorne Street	Cedar Street	Oak Street	250mm	250mm	98.9	1950	UNKN	2025	$ 67,266.62	Priority 2	-	-	-	-	-	-	-	67,267	-	-	-
1240A	Lorne Street	Cedar Street	Oak Street	300mm	300mm	105.5	1950	UNKN	2025	$ 74,592.62	Priority 2	-	-	-	-	-	-	-	74,593	-	-	-
1250	Lorne Street	Oak Street	Moose Hall Parking Lot	250mm	250mm	139.5	1950	UNKN	2025	$ 108,234.59	Priority 2	-	-	-	-	-	-	-	108,235	-	-	-
1220	Lorne Street	Birch Street	Civic No. 28	200mm	200mm	96.4	1996	PVC	2071	$ 155,845.89	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1180	Lorne Street	North Limit	Pine Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1260	Lorne Street	Moose Hall Parking	Fir Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1270	Lorne Street	Fir Street	Walnut Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1280	Lorne Street	Walnut Street	Holly Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1290	Lynne Court	Richard Street	West Limit	200mm	200mm	60.1	1999	PVC	2074	$ 111,456.41	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1310A	Maple Street	Queen Street	Elgin Street	150mm	200mm	14.5	1950	UNKN	2025	$ 16,592.44	Priority 2	-	-	-	-	-	-	-	16,592	-	-	-
1300	Maple Street	King Street	Queen Street	250mm	250mm	106.0	1990	UNKN	2065	$ 157,858.34	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1310	Maple Street	Queen Street	Elgin Street	250mm	250mm	109.3	1990	UNKN	2065	$ 162,195.27	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1320	Maple Street	Elgin Street	Monk Street	250mm	250mm	102.7	1990	UNKN	2065	$ 153,521.40	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1330	Maple Street	Monk Street	Dufferin Street	250mm	250mm	179.8	1990	UNKN	2065	$ 236,232.85	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1340	Martel Crescent	Martel Road	Martel Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1350	Martel Road	Golf Road	Rolly Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1360	Martel Road	Rolly Street	Planer Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1370	Martel Road	Planer Road	Martel Crescent								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1380	Martel Road	Martel Crescent	Poplar Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1390	Martel Road	Poplar Road	Martel Crescent								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1400	Minto Street	Laneway No. 1	Pine Street	250mm	250mm	120.3	1950	UNKN	2025	$ 88,418.42	Priority 2	-	-	-	-	-	-	-	88,418	-	-	-
1410	Minto Street	Pine Street	Riverside Drive	200mm	200mm	155.3	1950	UNKN	2025	$ 112,654.10	Priority 2	-	-	-	-	-	-	-	112,654	-	-	-
1500	Monk Street	Maple Street	Lime Street	200mm	200mm	215.0	1950	UNKN	2025	$ 137,846.46	Priority 2	-	-	-	-	-	-	-	137,846	-	-	-
1510	Monk Street	Lime Street	Larch Street	200mm	200mm	55.0	1950	UNKN	2025	$ 47,767.53	Priority 2	-	-	-	-	-	-	-	47,768	-	-	-
1430	Monk Street	Beech Street	Lisgar Street	375mm	375mm	39.0	1994	PVC	2069	$ 83,744.71	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1480	Monk Street	Ash Street	Elm Street	200mm	200mm	122.5	2010	PVC	2085	$ 281,412.63	Priority 3	-	-	-	-	-	-	-	-	-	-	-

Township of Chapleau Asset Management Plan
Environmental Services - Sanitary Sewer System
Gravity Sewers and Other Waste Water Linear Assets

Reference Number	Street	From	To	Existing Pipe Diameter	Proposed Pipe Diameter	Length (m)	Year Installed	Material	Year of Expected Replacement	Estimated FV Replacement Cost to Subgrade	Investment Priority	Projected Replacement Requirement										
												Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
1490	Monk Street	Elm Street	Maple Street	250mm	250mm	204.8	2010	PVC	2085	$ 482,643.15	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1420	Monk Street	Birch Street	Beech Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1440	Monk Street	Lisgar Street	Pine Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1450	Monk Street	Pine Street	Waterplant Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1460	Monk Street	Waterplant Road	Teak Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1470	Monk Street	Teak Street	Ash Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1520	Monk Street	Larch Street	Spruce Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1540	Oak Street	Landsdowne Street	Aberdeen Street	250mm	250mm	50.5	2002	UNKN	2077	$ 84,170.98	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1530	Oak Street	Lorne Street	Landsdowne Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1550	Parliament Road	Hwy. 129	Dead End Cul De Sac								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1560	Pine Street	Lisgar Street	Monk Street	300mm	300mm	45.9	1950	UNKN	2025	$ 37,199.31	Priority 2	-	-	-	-	-	-	-	37,199	-	-	-
1570	Pine Street	Monk Street	Young Street	300mm	300mm	165.3	1950	UNKN	2025	$ 120,512.85	Priority 2	-	-	-	-	-	-	-	120,513	-	-	-
1580	Pine Street	Young Street	Lorne Street	300mm	300mm	77.1	1950	UNKN	2025	$ 56,774.33	Priority 2	-	-	-	-	-	-	-	56,774	-	-	-
1580A	Pine Street	Young Street	Lorne Street	450mm	450mm	89.4	1950	UNKN	2025	$ 71,689.34	Priority 2	-	-	-	-	-	-	-	71,689	-	-	-
1590	Pine Street	Lorne Street	Landsdowne Street	450mm	450mm	96.9	1950	UNKN	2025	$ 68,597.28	Priority 2	-	-	-	-	-	-	-	68,597	-	-	-
1620	Pine Street	Grey Street	Connaught Street	200mm	200mm	46.9	1950	UNKN	2025	$ 34,797.39	Priority 2	-	-	-	-	-	-	-	34,797	-	-	-
1600	Pine Street	Landsdowne Street	Aberdeen Street	450mm	450mm	93.1	1999	PVC	2074	$ 218,256.36	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1610	Pine Street	Aberdeen Street	Grey Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1630	Pine Street	Connaught Street	Devonshire Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1640	Pine Street	Devonshire Street	Minto Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1650	Pine Street	Minto Street	Strathcona Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1660	Pineland Road	Hwy. 129	Dead End								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1670	Planer Road	Martel Road	Cul De Sac North of Tracks								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1680	Planer Road	Cul De Sac North of	Poplar Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1690	Planer Road	Poplar Road	Brown Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1700	Planer Road	Brown Road	West Limit at Waterfront Home								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1710	Poplar Road	Planer Road	Martel Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1750A	Queen Street	Elm Street	Dead End North (North	250mm	250mm	38.0	1950	UNKN	2025	$ 31,035.08	Priority 2	-	-	-	-	-	-	-	31,035	-	-	-
1770	Queen Street	Ash Street	Teak Street	200mm	200mm	110.4	1950	UNKN	2025	$ 78,947.23	Priority 2	-	-	-	-	-	-	-	78,947	-	-	-
1780	Queen Street	Teak Street	Waterplant Road	250mm	250mm	27.7	1950	UNKN	2025	$ 33,294.67	Priority 2	-	-	-	-	-	-	-	33,295	-	-	-
1780A	Queen Street	Teak Street	Waterplant Road	150mm	200mm	33.1	1950	UNKN	2025	$ 18,659.29	Priority 2	-	-	-	-	-	-	-	18,659	-	-	-
1720	Queen Street	Maple Street	Dead End North (North	250mm	250mm	105.4	1990	UNKN	2065	$ 194,150.24	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1750	Queen Street	Elm Street	Dead End North (North	200mm	200mm	111.0	2015	PVC	2090	$ 256,814.09	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1730	Queen Street	Dead End North (No	Dead End South (South of Elm)								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1740	Queen Street	Dead End South (So	Elm Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1760	Queen Street	Dead End North (No	Ash Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1790	Rate Road	Bucciarelli Road	Dead End Cul De Sac								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1800	Richard Street	Golf Road	Derek Street	250mm	250mm	104.8	1999	PVC	2074	$ 186,770.59	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1810	Richard Street	Derek Street	Sean Court	200mm	200mm	116.4	1999	PVC	2074	$ 195,097.57	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1820	Richard Street	Sean Court	Lynn Court	200mm	200mm	98.3	1999	PVC	2074	$ 190,377.45	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1830	Richard Street	Lynn Court	Adele Street	200mm	200mm	45.5	1999	PVC	2074	$ 111,936.00	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1840	Richard Street	Adele Street	Demers Street	200mm	200mm	92.4	1999	PVC	2074	$ 159,442.37	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1860	Riverside Drive	Connaught Street	Devonshire Street	250mm	250mm	63.5	1950	UNKN	2025	$ 54,598.03	Priority 2	-	-	-	-	-	-	-	54,598	-	-	-
1860A	Riverside Drive	Connaught Street	Devonshire Street	450mm	450mm	41.2	1985	UNKN	2060	$ 58,394.37	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1860B	Riverside Drive	Connaught Street	Devonshire Street	450mm	450mm	34.9	1985	UNKN	2060	$ 49,441.12	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1870	Riverside Drive	Devonshire Street	Minto Street	200mm	200mm	100.2	1985	UNKN	2060	$ 129,619.60	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1880	Riverside Drive	Minto Street	Strathcona Street	200mm	200mm	88.7	1985	UNKN	2060	$ 116,671.47	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1850	Riverside Drive	Grey Street	Connaught Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1890	Riverside Drive	Strathcona Street	Start of HCB (East of Strathcona)								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1900	Riverside Drive	Start of HCB (East o	Sewage Plant								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1910	Rolly Street	Martel Road	Derek Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1920	Sean Court	Richard Street	West Limit	200mm	200mm	80.6	1999	PVC	2074	$ 141,911.89	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1930	Spruce Street	Monk Street	Dufferin Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1940	Strathcona Street	Riverside Drive	Dead End (House)								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1950	Strathcona Street	Dead End (House)	Pine Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1960	Strathcona Street	Pine Street	North Limit								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1990	Teak Street	Queen Street	Monk Street	200mm	200mm	99.1	1950	UNKN	2025	$ 72,611.30	Priority 2	-	-	-	-	-	-	-	72,611	-	-	-
	Teak Street	West Limit	150m West of King	250mm	250mm	42.8	1967	UNKN	2042	$ 47,464.53	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1970	Teak Street	150m West of King	King Street	200mm	200mm	141.7	1967	UNKN	2042	$ 146,969.66	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1980	Teak Street	King Street	Queen Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
2000	Walnut Street	Lorne Street	Landsdowne Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
2010	Waterplant Road	Monk Street	Queen Street	200mm	200mm	22.6	1950	UNKN	2025	$ 12,723.65	Priority 2	-	-	-	-	-	-	-	12,724	-	-	-
2020	Waterplant Road	Queen Street	King Street	200mm	200mm	102.4	1950	UNKN	2025	$ 66,051.96	Priority 2	-	-	-	-	-	-	-	66,052	-	-	-
	Waterplant Road	King Street	WTP	200mm	200mm	119.5	1974	UNKN	2049	$ 148,751.57	Priority 3	-	-	-	-	-	-	-	-	-	-	-
2040	Young Street	Birch Street	Beech Street	250mm	250mm	96.4	1994	PVC	2069	$ 137,134.49	Priority 3	-	-	-	-	-	-	-	-	-	-	-
2050	Young Street	Beech Street	Pine Street	250mm	250mm	97.5	1994	PVC	2069	$ 138,699.30	Priority 3	-	-	-	-	-	-	-	-	-	-	-
2030	Young Street	Laneway No. 11	Birch Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
2060	Young Street	Pine Street	North Limit								Priority 3	-	-	-	-	-	-	-	-	-	-	-
			Totals:			**13,414.15**				**$ 18,904,952**		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 3,615,460**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ -
- Priority 2	$ 3,615,460
- Priority 3	$ 15,289,492

Township of Chapleau Asset Management Plan
Environmental Services - Sanitary Sewer System
Wastewater Forcemains

Reference Number	Street	From	To	Existing Pipe Diameter	Proposed Pipe Diameter	Length (m)	Year Installed	Age	Material	Year of Expected Replacement	Estimated FV Replacement Cost to Subgrade	Investment Priority Classification	Projected Replacement Requirement									
													Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Dufferin Street	Elm Street	Maple Street	150mm	150mm	148.7	1950	67	UNKN	2025	$ 64,057	Priority 2	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 64,057	$ -	$ -	$ -
	Elgin Street	South of Teak Stree	Ash Street	150mm	150mm	78.0	1950	67	UNKN	2025	$ 33,591	Priority 2	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 33,591	$ -	$ -	$ -
	Elgin Street	Ash Street	Elm Street	150mm	150mm	134.3	1950	67	UNKN	2025	$ 57,837	Priority 2	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 57,837	$ -	$ -	$ -
500	Elm Street	Elgin Street	Monk Street	150mm	150mm	90.0	2015	2	PVC	2090	$ 140,404	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
510	Elm Street	Monk Street	Dufferin Street	150mm	150mm	57.0	2015	2	PVC	2090	$ 88,923	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1160	Lisgar Street	Pine Street	Overpass	250mm	250mm	100.0	1999	18	PVC	2074	$ 136,162	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1170	Lisgar Street	Overpass	Golf Road	250mm	250mm	360.0	1999	18	PVC	2074	$ 490,183	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1860	Riverside Drive	Connaught Street	Devonshire Street	350mm	350mm	70.0	1985	32	UNKN	2060	$ 100,639	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1870	Riverside Drive	Devonshire Street	Minto Street	350mm	350mm	86.0	1985	32	UNKN	2060	$ 123,643	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1880	Riverside Drive	Minto Street	Strathcona Street	350mm	350mm	80.0	1985	32	UNKN	2060	$ 115,016	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1890	Riverside Drive	Strathcona Street	Start of HCB (East of St	350mm	350mm	150.0	1985	32	UNKN	2060	$ 215,656	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1900	Riverside Drive	Start of HCB (East c	Sewage Plant	350mm	350mm	474.6	1985	32	UNKN	2060	$ 682,335	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
			Totals:			**1828.6**					**$ 2,248,447**		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 155,485**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ -
- Priority 2	$ 155,485
- Priority 3	$ 2,092,962

KPMG

Asset Management Planning
for the Township of Chapleau

Appendix E
Storm Sewer Summary

Township of Chapleau Asset Management Plan
Environmental Services - Storm Sewer System
Gravity Sewers and Other Stormwater Linear Assets

Reference Number	Street	From	To	Existing Pipe Diameter	Proposed Pipe Diameter	Length (m)	Year Installed	Material	Year of Expected Replacement	Estimated FV Replacement Cost to Subgrade	Investment Priority Classification	Projected Replacement Requirement										
												Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
10	Aberdeen Street	North Limit	Pine Street	200mm	200mm	91.4	1950	UNKN	2025	46,012	Priority 2	-	-	-	-	-	-	-	46,012	-	-	-
20	Aberdeen Street	Pine Street	Birch Street	200mm	200mm	57.6	1950	UNKN	2025	31,301	Priority 2	-	-	-	-	-	-	-	31,301	-	-	-
30	Aberdeen Street	Birch Street	Cedar Street	250mm	250mm		1950	UNKN	2025	17,422	Priority 2	-	-	-	-	-	-	-	17,422	-	-	-
40	Aberdeen Street	Cedar Street	Oak Street	250mm	250mm		1950	UNKN	2025	13,031	Priority 2	-	-	-	-	-	-	-	13,031	-	-	-
50	Aberdeen Street	Oak Street	Fir Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
20A	Aberdeen Street	Pine Street	Birch Street	250mm	250mm	135.9	1950	UNKN	2025	67,167	Priority 2	-	-	-	-	-	-	-	67,167	-	-	-
30A	Aberdeen Street	Birch Street	Cedar Street	400mm	450mm	27.8	1950	UNKN	2025	17,067	Priority 2	-	-	-	-	-	-	-	17,067	-	-	-
30B	Aberdeen Street	Birch Street	Cedar Street	450mm	450mm	166.0	1950	UNKN	2025	96,401	Priority 2	-	-	-	-	-	-	-	96,401	-	-	-
	Across Properties at Sean Court	Richard Street	East of Demers Street	750mm	750mm	192.7	1980	UNKN	2055	341,161	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Across Properties between Ash and Elm Stree	Queen Street	Elgin Street	200mm	200mm	111.0	1950	UNKN	2025	54,858	Priority 2	-	-	-	-	-	-	-	54,858	-	-	-
60	Adele Street	Derek Street	Richard Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
70	Ash Street	King Street	Queen Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
80	Ash Street	Queen Street	Elgin Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
90	Ash Street	Elgin Street	Monk Street	300mm	300mm	76.9	1950	UNKN	2025	38,883	Priority 2	-	-	-	-	-	-	-	38,883	-	-	-
90A	Ash Street	Elgin Street	Monk Street	450mm	450mm	15.7	1950	UNKN	2025	25,982	Priority 2	-	-	-	-	-	-	-	25,982	-	-	-
100	Beech Street	Lisgar Street	Young Street	300mm	300mm	34.5	1994	PVC	2069	55,748	Priority 3	-	-	-	-	-	-	-	-	-	-	-
110	Beech Street	Young Street	Lorne Street	250mm	250mm	45.7	1950	PVC	2025	29,501	Priority 2	-	-	-	-	-	-	-	29,501	-	-	-
100A	Beech Street	Lisgar Street	Young Street	250mm	250mm		1950	PVC	2025	7,098	Priority 2	-	-	-	-	-	-	-	7,098	-	-	-
110A	Beech Street	Young Street	Lorne Street	375mm	375mm	54.1	1994	PVC	2069	63,218	Priority 3	-	-	-	-	-	-	-	-	-	-	-
120	Birch Street	Monk Street	Young Street	250mm	250mm	69.4	1950	UNKN	2025	33,408	Priority 2	-	-	-	-	-	-	-	33,408	-	-	-
130	Birch Street	Young Street	Lorne Street	375mm	375mm	156.7	1950	UNKN	2025	98,914	Priority 2	-	-	-	-	-	-	-	98,914	-	-	-
140	Birch Street	Lorne Street	Landsdowne Street	250mm	250mm		1950	UNKN	2025	22,100	Priority 2	-	-	-	-	-	-	-	22,100	-	-	-
150	Birch Street	Landsdowne Street	Aberdeen Street	200mm	200mm		1950	PVC	2025	9,062	Priority 2	-	-	-	-	-	-	-	9,062	-	-	-
160	Birch Street	Aberdeen Street	Grey Street	200mm	200mm	90.2	1950	UNKN	2025	38,812	Priority 2	-	-	-	-	-	-	-	38,812	-	-	-
170	Birch Street	Grey Street	Connaught Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
120A	Birch Street	Monk Street	Young Street	375mm	375mm		1950	UNKN	2025	7,631	Priority 2	-	-	-	-	-	-	-	7,631	-	-	-
130A	Birch Street	Young Street	Lorne Street	250mm	250mm		1950	UNKN	2025	31,079	Priority 2	-	-	-	-	-	-	-	31,079	-	-	-
140A	Birch Street	Lorne Street	Landsdowne Street	450mm	450mm	101.1	1992	PVC	2067	138,481	Priority 3	-	-	-	-	-	-	-	-	-	-	-
140B	Birch Street	Lorne Street	Landsdowne Street	525mm	525mm	18.6	1950	PVC	2025	12,956	Priority 2	-	-	-	-	-	-	-	12,956	-	-	-
150A	Birch Street	Landsdowne Street	Aberdeen Street	250mm	250mm		1950	PVC	2025	7,936	Priority 2	-	-	-	-	-	-	-	7,936	-	-	-
150B	Birch Street	Landsdowne Street	Aberdeen Street	450mm	450mm	90.5	1950	PVC	2025	68,854	Priority 2	-	-	-	-	-	-	-	68,854	-	-	-
160A	Birch Street	Aberdeen Street	Grey Street	250mm	250mm	8.5	1950	PVC	2025	13,196	Priority 2	-	-	-	-	-	-	-	13,196	-	-	-
180	Broomhead Road	150m West of King S	End of Asphalt at Hospital								Priority 3	-	-	-	-	-	-	-	-	-	-	-
190	Broomhead Road	End of Asphalt at Ho	Dead End at Residence								Priority 3	-	-	-	-	-	-	-	-	-	-	-
200	Brown Road	Planer Road	Dead End								Priority 3	-	-	-	-	-	-	-	-	-	-	-
210	Bucciarelli Road	Hwy. 129	Rate Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
220	Bucciarelli Road	Rate Road	Dead End								Priority 3	-	-	-	-	-	-	-	-	-	-	-
230	Cedar Street	Lorne Street	Landsdowne Street	450mm	450mm	78.2	1950	UNKN	2025	42,934	Priority 2	-	-	-	-	-	-	-	42,934	-	-	-
240	Cedar Street	Landsdowne Street	Aberdeen Street	450mm	450mm	91.2	1950	UNKN	2025	57,979	Priority 2	-	-	-	-	-	-	-	57,979	-	-	-
250	Cedar Street	Aberdeen Street	Grey Street	450mm	450mm	107.0	1950	UNKN	2025	57,728	Priority 2	-	-	-	-	-	-	-	57,728	-	-	-
230A	Cedar Street	Lorne Street	Landsdowne Street	250mm	250mm		1950	UNKN	2025	7,031	Priority 2	-	-	-	-	-	-	-	7,031	-	-	-
240A	Cedar Street	Landsdowne Street	Aberdeen Street	250mm	250mm	18.1	1950	UNKN	2025	10,031	Priority 2	-	-	-	-	-	-	-	10,031	-	-	-
240B	Cedar Street	Landsdowne Street	Aberdeen Street	250mm	250mm		1950	UNKN	2025	20,047	Priority 2	-	-	-	-	-	-	-	20,047	-	-	-
260	Cherry Street	Grey Street	Connaught Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
270	Cherry Street	Connaught Street	Devonshire Street	375mm	375mm	109.5	1950	UNKN	2025	71,299	Priority 2	-	-	-	-	-	-	-	71,299	-	-	-
280	Cherry Street	Devonshire Street	Limit	450mm	450mm	35.0	2009	PVC	2084	75,790	Priority 3	-	-	-	-	-	-	-	-	-	-	-
280A	Cherry Street	Devonshire Street	Limit	600mm	600mm	21.5	2009	PVC	2084	95,107	Priority 3	-	-	-	-	-	-	-	-	-	-	-
290	Connaught Street	Riverside Drive	Pine Street	300mm	300mm	113.9	1950	UNKN	2025	52,088	Priority 2	-	-	-	-	-	-	-	52,088	-	-	-
300	Connaught Street	Pine Street	Cherry Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
310	Connaught Street	Cherry Street	North Limit	450mm	450mm	80.2	1950	UNKN	2025	43,946	Priority 2	-	-	-	-	-	-	-	43,946	-	-	-
320	Demers Street	Richard Street	Golf Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
330	Derek Street	Richard Street	Rolly Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
340	Derek Street	Rolly Street	Adele Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
350	Devonshire Street	Riverside Drive	Pine Street	525mm	525mm	78.3	2009	PVC	2084	223,619	Priority 3	-	-	-	-	-	-	-	-	-	-	-
360	Devonshire Street	Pine Street	Cherry Street	450mm	450mm	68.4	2009	PVC	2084	175,980	Priority 3	-	-	-	-	-	-	-	-	-	-	-
350A	Devonshire Street	Riverside Drive	Pine Street	600mm	600mm	88.0	2009	PVC	2084	265,878	Priority 3	-	-	-	-	-	-	-	-	-	-	-
370	Dufferin Street	Monk Street	Elm Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
380	Dufferin Street	Elm Street	70m North of Maple Str	450mm	450mm	156.4	1950	UNKN	2025	80,257	Priority 2	-	-	-	-	-	-	-	80,257	-	-	-
390	Dufferin Street	70m North of Maple	Maple Street	450mm	450mm	70.0	1950	UNKN	2025	35,921	Priority 2	-	-	-	-	-	-	-	35,921	-	-	-
400	Dufferin Street	Maple Street	Dead End	600mm	600mm	119.9	1950	UNKN	2025	79,598	Priority 2	-	-	-	-	-	-	-	79,598	-	-	-
410	Dufferin Street	Dead End	Lime Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
420	Dufferin Street	Lime Street	Larch Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
430	Dufferin Street	Larch Street	Spruce Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
440	Elgin Street	Maple Street	Elm Street	250mm	250mm	14.8	1950	UNKN	2025	14,740	Priority 2	-	-	-	-	-	-	-	14,740	-	-	-
450	Elgin Street	Elm Street	Ash Street	200mm	200mm	62.0	1950	UNKN	2025	22,816	Priority 2	-	-	-	-	-	-	-	22,816	-	-	-
460	Elgin Street	Ash Street	Teak Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
470	Elgin Street	Teak Street	Water Plant Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
440A	Elgin Street	Maple Street	Elm Street	600mm	600mm	112.0	1950	UNKN	2025	69,294	Priority 2	-	-	-	-	-	-	-	69,294	-	-	-
480	Elm Street	King Street	Queen Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
490	Elm Street	Queen Street	Elgin Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
500	Elm Street	Elgin Street	Monk Street	450mm	450mm	15.0	2015	PVC	2090	97,475	Priority 3	-	-	-	-	-	-	-	-	-	-	-
510	Elm Street	Monk Street	Dufferin Street	600mm	600mm	40.0	2015	PVC	2090	174,444	Priority 3	-	-	-	-	-	-	-	-	-	-	-
500A	Elm Street	Elgin Street	Monk Street	600mm	600mm	76.0	2015	PVC	2090	279,398	Priority 3	-	-	-	-	-	-	-	-	-	-	-
510A	Elm Street	Monk Street	Dufferin Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
520	Fir Street	Lorne Street	Landsdowne Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
530	Fir Street	Landsdowne Street	Aberdeen Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
540	Fox Lake Road	Hwy. 129	Gas Bar								Priority 3	-	-	-	-	-	-	-	-	-	-	-
550	Golf Road	Martel Street	Richard Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
560	Golf Road	Richard Street	Demers Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
570	Golf Road	Demers Street	East Limit								Priority 3	-	-	-	-	-	-	-	-	-	-	-
580	Grey Street	Cedar Street	Birch Street	250mm	250mm	85.7	1950	UNKN	2025	44,881	Priority 2	-	-	-	-	-	-	-	44,881	-	-	-

Township of Chapleau Asset Management Plan
Environmental Services - Storm Sewer System
Gravity Sewers and Other Stormwater Linear Assets

Reference Number	Street	From	To	Existing Pipe Diameter	Proposed Pipe Diameter	Length (m)	Year Installed	Material	Year of Expected Replacement	Estimated FV Replacement Cost to Subgrade	Investment Priority Classification	Projected Replacement Requirement										
												Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
590	Grey Street	Birch Street	Pine Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
600	Grey Street	Pine Street	Cherry Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
610	Grey Street	Cherry Street	North Limit	300mm	300mm	59.3	1950	UNKN	2025	40,854	Priority 2	-	-	-	-	-	-	-	40,854	-	-	-
580A	Grey Street	Cedar Street	Birch Street	450mm	450mm	39.7	1950	UNKN	2025	23,172	Priority 2	-	-	-	-	-	-	-	23,172	-	-	-
620	Holly Street	Lorne Street	Landsdowne Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
630	King Street	Waterplant Road	Teak Street	750mm	750mm	101.3	1950	UNKN	2025	86,980	Priority 2	-	-	-	-	-	-	-	86,980	-	-	-
640	King Street	Teak Street	Ash Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
650	King Street	Ash Street	Elm Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
660	King Street	Elm Street	120m North of Maple Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
670	King Street	120m North of Maple	Maple Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
680	Landsdowne Street	Holly Street	Walnut Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
690	Landsdowne Street	Walnut Street	Fir Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
700	Landsdowne Street	Fir Street	Oak Street	375mm	375mm	63.1	1950	UNKN	2025	39,260	Priority 2	-	-	-	-	-	-	-	39,260	-	-	-
710	Landsdowne Street	Oak Street	Cedar Street	300mm	300mm	64.3	1950	UNKN	2025	33,431	Priority 2	-	-	-	-	-	-	-	33,431	-	-	-
720	Landsdowne Street	Cedar Street	Birch Street	450mm	450mm	65.3	2017	PVC	2092	275,595	Priority 3	-	-	-	-	-	-	-	-	-	-	-
730	Landsdowne Street	Birch Street	Pine Street	375mm	375mm	185.0	2017	PVC	2092	595,841	Priority 3	-	-	-	-	-	-	-	-	-	-	-
740	Landsdowne Street	Pine Street	North Limit	375mm	375mm	64.0	2017	PVC	2092	145,107	Priority 3	-	-	-	-	-	-	-	-	-	-	-
710A	Landsdowne Street	Oak Street	Cedar Street	250mm	250mm	6.5	1950	UNKN	2025	19,828	Priority 2	-	-	-	-	-	-	-	19,828	-	-	-
720A	Landsdowne Street	Cedar Street	Birch Street	375mm	375mm	74.3	2017	PVC	2092	286,237	Priority 3	-	-	-	-	-	-	-	-	-	-	-
750	Laneway No. 1	Devonshire Street	Minto Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
970	Laneway No. 10	Lorne Street	Young Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
980	Laneway No. 10	Young Street	Lisgar Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
990	Laneway No. 11	Lorne Street	Young Street	300mm	300mm	52.4	1950	UNKN	2025	25,471	Priority 2	-	-	-	-	-	-	-	25,471	-	-	-
1000	Laneway No. 12	Waterplant Road	Teak Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1010	Laneway No. 12	Teak Street	Ash Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1020	Laneway No. 12	Ash Street	Elm Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1030	Laneway No. 12	Elm Street	Maple Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1040	Laneway No. 13	Maple Street	Elgin Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1050	Laneway No. 13	Elgin Street	Ash Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1060	Laneway No. 13	Ash Street	Teak Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1070	Laneway No. 14	Maple Street	Elm Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1080	Laneway No. 14	Elm Street	Ash Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1090	Laneway No. 15	Maple Street	Laneway No. 16								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1100	Laneway No. 16	Dufferin Street	Monk Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1110	Laneway No. 17	Riverside Drive	Pine Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1120	Laneway No. 17	Pine Street	Dead End (North)								Priority 3	-	-	-	-	-	-	-	-	-	-	-
760	Laneway No. 2	Cherry Street	Pine Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
770	Laneway No. 2	Pine Street	Riverside Drive								Priority 3	-	-	-	-	-	-	-	-	-	-	-
780	Laneway No. 3	Cherry Street	Pine Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
790	Laneway No. 3	Pine Street	Laneway No. 4	300mm	300mm	128.1	1950	UNKN	2025	63,816	Priority 2	-	-	-	-	-	-	-	63,816	-	-	-
800	Laneway No. 4	Connaught Street	Grey Street	300mm	300mm	111.8	1950	UNKN	2025	59,557	Priority 2	-	-	-	-	-	-	-	59,557	-	-	-
810	Laneway No. 5	Grey Street	Aberdeen Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
820	Laneway No. 6	Pine Street	Birch Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
830	Laneway No. 6	Birch Street	Cedar Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
840	Laneway No. 7	Laneway No. 8	Birch Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
850	Laneway No. 7	Birch Street	Cedar Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
860	Laneway No. 7	Cedar Street	Oak Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
870	Laneway No. 7	Oak Street	Fir Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
880	Laneway No. 8	Grey Street	Aberdeen Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
890	Laneway No. 8	Aberdeen Street	Landsdowne Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
900	Laneway No. 8	Landsdowne Street	Lorne Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
910	Laneway No. 8	Lorne Street	Young Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
920	Laneway No. 8	Young Street	Monk Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
930	Laneway No. 9	Laneway No. 8	Birch Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
940	Laneway No. 9	Birch Street	Cedar Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
950	Laneway No. 9	Cedar Street	Oak Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
960	Laneway No. 9	Oak Street	Dead End								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1130	Larch Street	Monk Street	Dufferin Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1140	Lime Street	Monk Street	Dufferin Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1150	Lisgar Street	Monk Street	Pine Street	250mm	250mm	70.9	1950	UNKN	2025	41,533	Priority 2	-	-	-	-	-	-	-	41,533	-	-	-
1160	Lisgar Street	Pine Street	Overpass	250mm	250mm	113.3	1950	UNKN	2025	48,173	Priority 2	-	-	-	-	-	-	-	48,173	-	-	-
1170	Lisgar Street	Overpass	Golf Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1180	Lorne Street	North Limit	Pine Street	250mm	250mm	100.8	1950	UNKN	2025	48,768	Priority 2	-	-	-	-	-	-	-	48,768	-	-	-
1190	Lorne Street	Pine Street	Beech Street	675mm	750mm	97.7	1950	PVC	2025	86,858	Priority 2	-	-	-	-	-	-	-	86,858	-	-	-
1200	Lorne Street	Beech Street	50m North of Birch	675mm	750mm	44.4	1992	PVC	2067	101,277	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1210	Lorne Street	50m North of Birch	Birch Street	675mm	750mm	50.0	1992	PVC	2067	92,235	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1220	Lorne Street	Birch Street	Civic No. 28	250mm	250mm	104.5	1950	UNKN	2025	82,704	Priority 2	-	-	-	-	-	-	-	82,704	-	-	-
1230	Lorne Street	Civic No. 28	Cedar Street	350mm	375mm	76.0	1950	UNKN	2025	39,959	Priority 2	-	-	-	-	-	-	-	39,959	-	-	-
1240	Lorne Street	Cedar Street	Oak Street	300mm	300mm	121.5	1950	UNKN	2025	58,181	Priority 2	-	-	-	-	-	-	-	58,181	-	-	-
1250	Lorne Street	Oak Street	Moose Hall Parking Lot	600mm	600mm		1950	UNKN	2025	8,554	Priority 2	-	-	-	-	-	-	-	8,554	-	-	-
1260	Lorne Street	Moose Hall Parking	Fir Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1270	Lorne Street	Fir Street	Walnut Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1280	Lorne Street	Walnut Street	Holly Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1210A	Lorne Street	50m North of Birch	Birch Street	250mm	250mm		1950	PVC	2025	14,996	Priority 2	-	-	-	-	-	-	-	14,996	-	-	-
1230A	Lorne Street	Civic No. 28	Cedar Street	375mm	375mm	45.7	1996	PVC	2071	76,460	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1230B	Lorne Street	Civic No. 28	Cedar Street	450mm	450mm	45.9	1996	PVC	2071	86,424	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1230C	Lorne Street	Civic No. 28	Cedar Street	525mm	525mm	10.0	1996	PVC	2071	34,452	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1240A	Lorne Street	Cedar Street	Oak Street	250mm	250mm		1950	UNKN	2025	12,123	Priority 2	-	-	-	-	-	-	-	12,123	-	-	-
1290	Lynn Court	Richard Street	West Limit								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1300	Maple Street	King Street	Queen Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1310	Maple Street	Queen Street	Elgin Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-

Township of Chapleau Asset Management Plan
Environmental Services - Storm Sewer System
Gravity Sewers and Other Stormwater Linear Assets

Reference Number	Street	From	To	Existing Pipe Diameter	Proposed Pipe Diameter	Length (m)	Year Installed	Material	Year of Expected Replacement	Estimated FV Replacement Cost to Subgrade	Investment Priority Classification	Projected Replacement Requirement										
												Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
1320	Maple Street	Elgin Street	Monk Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1330	Maple Street	Monk Street	Dufferin Street	600mm	600mm	73.8	1950	UNKN	2025	49,401	Priority 2	-	-	-	-	-	-	-	49,401	-	-	-
1340	Martel Crescent	Martel Road	Martel Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1350	Martel Road	Golf Road	Rolly Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1360	Martel Road	Rolly Street	Planer Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1370	Martel Road	Planer Road	Martel Crescent								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1380	Martel Road	Martel Crescent	Poplar Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1390	Martel Road	Poplar Road	Martel Crescent								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1400	Minto Street	Laneway No. 1	Pine Street	300mm	300mm	146.9	1950	PVC	2025	83,175	Priority 2	-	-	-	-	-	-	-	83,175	-	-	-
1410	Minto Street	Pine Street	Riverside Drive								Priority 3	-	-	-	-	-	-	-	-	-	-	-
	MNR Property	Cherry Street	North Limit	450mm	450mm	102.9	1950	UNKN	2025	58,394	Priority 2	-	-	-	-	-	-	-	58,394	-	-	-
1420	Monk Street	Birch Street	Beech Street	250mm	250mm	41.2	1950	UNKN	2025	26,684	Priority 2	-	-	-	-	-	-	-	26,684	-	-	-
1430	Monk Street	Beech Street	Lisgar St.	250mm	250mm	54.6	1950	UNKN	2025	41,862	Priority 2	-	-	-	-	-	-	-	41,862	-	-	-
1440	Monk Street	Lisgar Street	Pine Street	450mm	450mm	57.4	1950	UNKN	2025	32,251	Priority 2	-	-	-	-	-	-	-	32,251	-	-	-
1450	Monk Street	Pine Street	Water Plant Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1460	Monk Street	Waterplant Road	Teak Street	300mm	300mm	39.2	1950	UNKN	2025	22,553	Priority 2	-	-	-	-	-	-	-	22,553	-	-	-
1470	Monk Street	Teak Street	Ash Street	250mm	250mm	2.7	1950	UNKN	2025	3,878	Priority 2	-	-	-	-	-	-	-	3,878	-	-	-
1480	Monk Street	Ash Street	Elm Street	600mm	600mm	128.6	2010	PVC	2085	393,601	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1490	Monk Street	Elm Street	Maple Street	375mm	375mm	131.3	2010	PVC	2085	448,298	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1500	Monk Street	Maple Street	Lime Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1510	Monk Street	Lime Street	Larch Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1520	Monk Street	Larch Street	Spruce Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1420a	Monk Street	Birch Street	Beech Street	375mm	375mm	71.4	1950	UNKN	2025	43,304	Priority 2	-	-	-	-	-	-	-	43,304	-	-	-
1430A	Monk Street	Beech Street	Lisgar St.	375mm	375mm	29.1	1950	UNKN	2025	17,041	Priority 2	-	-	-	-	-	-	-	17,041	-	-	-
1430B	Monk Street	Beech Street	Lisgar St.	450mm	450mm	12.8	1950	UNKN	2025	9,343	Priority 2	-	-	-	-	-	-	-	9,343	-	-	-
1460A	Monk Street	Waterplant Road	Teak Street	375mm	375mm	115.0	1950	UNKN	2025	68,041	Priority 2	-	-	-	-	-	-	-	68,041	-	-	-
1460B	Monk Street	Waterplant Road	Teak Street	250mm	250mm		1950	UNKN	2025	29,901	Priority 2	-	-	-	-	-	-	-	29,901	-	-	-
1470A	Monk Street	Teak Street	Ash Street	450mm	450mm	44.3	1950	UNKN	2025	28,349	Priority 2	-	-	-	-	-	-	-	28,349	-	-	-
1480A	Monk Street	Ash Street	Elm Street	300mm	300mm	13.5	2010	PVC	2085	19,163	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Monk Street	Pine Street	North Limit	450mm	450mm	84.0	1950	UNKN	2025	48,698	Priority 2	-	-	-	-	-	-	-	48,698	-	-	-
	Monk Street	Pine Street	North Limit	600mm	600mm	17.1	1950	UNKN	2025	10,164	Priority 2	-	-	-	-	-	-	-	10,164	-	-	-
	Monk Street	Pine Street	North Limit	250mm	250mm		1950	UNKN	2025	39,847	Priority 2	-	-	-	-	-	-	-	39,847	-	-	-
	Monk Street	North Limit	Water Plant Road	600mm	600mm	15.7	1950	UNKN	2025	9,335	Priority 2	-	-	-	-	-	-	-	9,335	-	-	-
	Monk Street	North Limit	Water Plant Road	250mm	250mm	27.6	1950	UNKN	2025	22,268	Priority 2	-	-	-	-	-	-	-	22,268	-	-	-
	Monk Street	North Limit	Water Plant Road	450mm	450mm	107.0	1950	UNKN	2025	84,540	Priority 2	-	-	-	-	-	-	-	84,540	-	-	-
1530	Oak Street	Lorne Street	Landsdowne Street	600mm	600mm	79.8	1950	UNKN	2025	50,203	Priority 2	-	-	-	-	-	-	-	50,203	-	-	-
1540	Oak Street	Landsdowne Street	Aberdeen Street	250mm	250mm	10.8	1950	UNKN	2025	4,322	Priority 2	-	-	-	-	-	-	-	4,322	-	-	-
1530A	Oak Street	Lorne Street	Landsdowne Street	250mm	250mm	8.2	1950	UNKN	2025	6,078	Priority 2	-	-	-	-	-	-	-	6,078	-	-	-
1540A	Oak Street	Landsdowne Street	Aberdeen Street	750mm	750mm	107.7	1950	UNKN	2025	92,055	Priority 2	-	-	-	-	-	-	-	92,055	-	-	-
1550	Parliament Road	Hwy. 129	Dead End Cul De Sac								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1560	Pine Street	Lisgar Street	Monk Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1570	Pine Street	Monk Street	Young Street	250mm	250mm	11.7	1950	UNKN	2025	16,360	Priority 2	-	-	-	-	-	-	-	16,360	-	-	-
1580	Pine Street	Young Street	Lorne Street	250mm	250mm						Priority 3	-	-	-	-	-	-	-	-	-	-	-
1590	Pine Street	Lorne Street	Landsdowne Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1600	Pine Street	Landsdowne Street	Aberdeen Street	250mm	250mm	73.0	1950	UNKN	2025	47,537	Priority 2	-	-	-	-	-	-	-	47,537	-	-	-
1610	Pine Street	Aberdeen Street	Grey Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1620	Pine Street	Grey Street	Connaught Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1630	Pine Street	Connaught Street	Devonshire Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1640	Pine Street	Devonshire Street	Minto Street	375mm	375mm	87.1	1950	UNKN	2025	48,175	Priority 2	-	-	-	-	-	-	-	48,175	-	-	-
1650	Pine Street	Minto Street	Strathcona Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1570A	Pine Street	Monk Street	Young Street	300mm	300mm	56.3	1950	UNKN	2025	27,139	Priority 2	-	-	-	-	-	-	-	27,139	-	-	-
1580A	Pine Street	Young Street	Lorne Street	450mm	450mm	46.7	1950	UNKN	2025	33,097	Priority 2	-	-	-	-	-	-	-	33,097	-	-	-
1660	Pineland Road	Hwy. 129	Dead End								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1670	Planer Road	Martel Road	Cul De Sac North of Tracks								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1680	Planer Road	Cul De Sac North of	Poplar Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1690	Planer Road	Poplar Road	Brown Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1700	Planer Road	Brown Road	West Limit at Waterfront Home								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1710	Poplar Road	Planer Road	Martel Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1720	Queen Street	Maple Street	Dead End North (North of Maple)								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1730	Queen Street	Dead End North (No	Dead End South (South of Elm)								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1740	Queen Street	Dead End South (So	Elm Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1750	Queen Street	Elm Street	Dead End North (North	300mm	300mm	24.0	2015	PVC	2090	95,591	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1760	Queen Street	Dead End North (No	Ash Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1770	Queen Street	Ash Street	Teak Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1780	Queen Street	Teak Street	Water Plant Road								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1790	Rate Road	Bucciarelli Road	Dead End Cul De Sac								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1800	Richard Street	Golf Road	Derek Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1810	Richard Street	Derek Street	Sean Court								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1820	Richard Street	Sean Court	Lynn Court								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1830	Richard Street	Lynn Court	Adele Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1840	Richard Street	Adele Street	Demers Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1850	Riverside Drive	Grey Street	Connaught Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1860	Riverside Drive	Connaught Street	Devonshire Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1870	Riverside Drive	Devonshire Street	Minto Street	450mm	450mm		1950	UNKN	2025	9,289	Priority 2	-	-	-	-	-	-	-	9,289	-	-	-
1880	Riverside Drive	Minto Street	Strathcona Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1890	Riverside Drive	Strathcona Street	Start of HCB (East of St	250mm	250mm		1950	UNKN	2025	15,865	Priority 2	-	-	-	-	-	-	-	15,865	-	-	-
1900	Riverside Drive	Start of HCB (East o	Sewage Plant								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1910	Rolly Street	Martel Road	Derek Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1920	Sean Court	Richard Street	West Limit								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1930	Spruce Street	Monk Street	Dufferin Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1940	Strathcona Street	Riverside Drive	Dead End (House)								Priority 3	-	-	-	-	-	-	-	-	-	-	-

Township of Chapleau Asset Management Plan
Environmental Services - Storm Sewer System
Gravity Sewers and Other Stormwater Linear Assets

Reference Number	Street	From	To	Existing Pipe Diameter	Proposed Pipe Diameter	Length (m)	Year Installed	Material	Year of Expected Replacement	Estimated FV Replacement Cost to Subgrade	Investment Priority Classification	Projected Replacement Requirement										
												Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
1950	Strathcona Street	Dead End (House)	Pine Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1960	Strathcona Street	Pine Street	North Limit								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1970	Teak Street	150m West of King S	King Street	300mm	300mm	87.1	1950	UNKN	2025	37,674	Priority 2	-	-	-	-	-	-	-	37,674	-	-	-
1980	Teak Street	King Street	Queen Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1990	Teak Street	Queen Street	Monk Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
1970A	Teak Street	150m West of King S	King Street	825mm	900mm	67.4	1950	UNKN	2025	82,887	Priority 2	-	-	-	-	-	-	-	82,887	-	-	-
2000	Walnut Street	Lorne Street	Landsdowne Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
2010	Waterplant Road	Monk Street	Queen Street	450mm	450mm	13.9	1950	UNKN	2025	12,746	Priority 2	-	-	-	-	-	-	-	12,746	-	-	-
2020	Waterplant Road	Queen Street	King Street	450mm	450mm	125.4	1950	UNKN	2025	78,334	Priority 2	-	-	-	-	-	-	-	78,334	-	-	-
	Waterplant Road	King Street	West Limit	900mm	900mm	38.0	1950	UNKN	2025	37,197	Priority 2	-	-	-	-	-	-	-	37,197	-	-	-
2030	Young Street	Laneway No. 11	Birch Street								Priority 3	-	-	-	-	-	-	-	-	-	-	-
2040	Young Street	Birch Street	Beech Street	250mm	250mm		1950	PVC	2025	14,118	Priority 2	-	-	-	-	-	-	-	14,118	-	-	-
2050	Young Street	Beech Street	Pine Street	250mm	250mm		1994	PVC	2069	17,117	Priority 3	-	-	-	-	-	-	-	-	-	-	-
2060	Young Street	Pine Street	North LImit	250mm	250mm	93.5	1950	UNKN	2025	37,438	Priority 2	-	-	-	-	-	-	-	37,438	-	-	-
2040A	Young Street	Birch Street	Beech Street	375mm	375mm	40.1	1950	PVC	2025	22,418	Priority 2	-	-	-	-	-	-	-	22,418	-	-	-
2040A	Young Street	Birch Street	Beech Street	450mm	450mm	40.3	1950	PVC	2025	23,468	Priority 2	-	-	-	-	-	-	-	23,468	-	-	-
2050A	Young Street	Beech Street	Pine Street	450mm	450mm	97.2	1994	PVC	2069	132,545	Priority 3	-	-	-	-	-	-	-	-	-	-	-
			Totals:			**7505.3**				**$ 8,545,148**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 3,758,907**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$	-
- Priority 2	$	3,758,907
- Priority 3	$	4,786,242

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Asset Management Planning
for the Township of Chapleau

Appendix F
Bridges and Culverts Summary

Township of Chapleau Asset Management Plan
Transportation Services - Roadways
Bridges

Structure No.	Description	Year	Type	Largest Span (m)	Age	Service Life (yrs)	Year of Expected Replacement	Estimated FV Replacement Cost	Investment Priority Classification	Projected Replacement Requirement										
										Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
1	Monk St. Bridge	1973	Precast Girder	25.9	44	80	2053	10,559,018	Priority 3	-	-	-	-	-	-	-	-	-	-	-
2	Lisgar St. Bridge	1983	Precast Girder	24.7	34	80	2063	4,442,737	Priority 3	-	-	-	-	-	-	-	-	-	-	-
3	Cedar St. Bridge	1981	Timber Beam	8.9	36	45	2026	2,013,827	Priority 2	-	-	-	-	-	-	-	-	2,013,827	-	-
4	Pedestrian Bridge	1973	Precast Girder	30.6	44	80	2053	6,715,069	Priority 3	-	-	-	-	-	-	-	-	-	-	-
5	Bucciarelli Beach Culvert	2010	CSP	12	7	45	2055	106,499	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Monk Street Expansion Joints	2016			1	40	2056	701,677	Priority 3	-	-	-	-	-	-	-	-	-	-	-
								$ 24,538,828		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 2,013,827**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ -
- Priority 2	$ 2,013,827
- Priority 3	$ 22,525,001

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Asset Management Planning
for the Township of Chapleau

Appendix G
Sidewalk Summary

Township of Chapleau Asset Management Plan

Transportation Services - Roadways

Sidewalks

Reference Number	Road Name	From	To	Sidewalk Type	Sidewalk Length	Boulevard Type	Boulevard Length	Year Installed	Age	Year of Expected Replacement	Estimated Future Replacement Cost
10	Aberdeen Street	North Limit	Pine Street	conc	0			1999	18	2059	$ -
20	Aberdeen Street	Pine Street	Birch Street	conc	198			1999	18	2059	$ 242,601
30	Aberdeen Street	Birch Street	Cedar Street	conc	201			1970	47	2030	$ 138,682
40	Aberdeen Street	Cedar Street	Oak Street	conc	92			2003	14	2063	$ 122,016
	Ash Street	King Street	Monk Street	conc	150			1970	47	2030	$ 51,747
100	Beech Street	Lisgar Street	Young Street	conc	143			1994	23	2054	$ 198,369
110	Beech Street	Young Street	Lorne Street	conc	153			1994	23	2054	$ 212,241
120	Birch Street	Monk Street	Young Street	conc	69			1973	44	2033	$ 130,513
130	Birch Street	Young Street	Lorne Street	conc	151			1973	44	2033	$ 285,615
140	Birch Street	Lorne Street	Lansdowne Street	conc	100			1992	25	2052	$ 275,554
150	Birch Street	Landsdowne Street	Abredeen Street	conc	96			1992	25	2052	$ 51,200
160	Birch Street	Aberdeen Street	Grey Street	conc	96			1985	32	2045	$ 44,572
170	Birch Street	Grey Street	Connaught Street	conc	98			1985	32	2045	$ 45,501
260	Cherry Street	Grey Street	Connaught Street	conc	98			1970	47	2030	$ 33,808
270	Cherry Street	Connaught Street	Devonshire Street	conc	80			1970	47	2030	$ 27,598
280	Cherry Street	Devonshire Street	Strathcona Street	conc	166			2010	7	2070	$ 126,447
290	Connaught Street	Riverside Drive	Pine Street	conc	198			1985	32	2045	$ 183,861
300	Connaught Street	Pine Street	Cherry Street	conc	136			1985	32	2045	$ 126,289
440	Elgin Street	Maple Street	Elm Street	conc	199			1985	32	2045	$ 184,790
450	Elgin Street	Elm Street	Ash Street	conc	138			1970	47	2030	$ 95,214
460	Elgin Street	Ash Street	Teak Street	conc	136			1970	47	2030	$ 93,834
480	Elm Street	King Street	Queen Street	conc	97			2015	2	2075	$ 163,156
490	Elm Street	Queen Street	Elgin Street	conc	94			2015	2	2075	$ 158,110
500	Elm Street	Elgin Street	Monk Street	conc	96			2015	2	2075	$ 161,474
510	Elm Street	Monk Street	Dufferin Street	conc	62			2015	2	2075	$ 104,285
580	Grey Street	Cedar Street	Birch Street	conc	199			1985	32	2045	$ 233,116
590	Grey Street	Birch Street	Pine Street	conc	199			1985	32	2045	$ 233,116
600	Grey Street	Pine Street	Cherry Street	conc	50			1970	47	2030	$ 17,249
700	Landsdowne Street	Fir Street	Oak Street	conc	110			2003	14	2063	$ 72,944
710	Landsdowne Street	Oak Street	Cedar Street	conc	185			2003	14	2063	$ 245,358
720	Landsdowne Street	Cedar Street	Birch Street	conc	183			2017	0	2077	$ 400,306
730	Landsdowne Street	Birch Street	Pine Street	conc	190			2017	0	2077	$ 612,490
1190	Lorne Street	Pine Street	Beech Street	conc				1973	44	2033	$ 45,762
1200	Lorne Street	Beech Street	50m North of Birch Street	conc				1973	44	2033	$ 45,762
1210	Lorne Street	50m North of Birch Street	Birch Street	conc				1992	25	2052	$ 100,000
1220	Lorne Street	Birch Street	Civic #28	conc				1996	21	2056	$ 144,324
1230	Lorne Street	Civic #28	Cedar Street	conc	83			1970	47	2030	$ 28,633
1240	Lorne Street	Cedar Street	Oak Street	conc	207			1970	47	2030	$ 71,411
1440	Monk Street	Lisgar Street	Pine Street	conc	85			1970	47	2030	$ 73,308
1450	Monk Street	Pine Street	Water plant Rd.			Aspahlt	642	1970	47	2030	$ 130,119
1470	Monk Street	Teak Street	Ash Street	conc	150			1970	47	2030	$ 64,684
1480	Monk Street	Ash Street	Elm Street	conc	170			2010	7	2070	$ 188,845
1490	Monk Street	Elm Street	Maple Street	conc	188.5			2010	7	2070	$ 478,619
1500	Monk Street	Maple Street	Lime Street	conc	155			1970	47	2030	$ 133,679
1560	Pine Street	Lisgar Street	Monk Street	conc	47			1975	42	2035	$ 35,803
1570	Pine Street	Monk Street	Young Street	conc	166			1975	42	2035	$ 126,454
1580	Pine Street	Young Street	Lorne Street	conc	156			1975	42	2035	$ 118,836
1590	Pine Street	Lorne Street	Lansdowne Street	conc	98			1975	42	2035	$ 37,327
1600	Pine Street	Lansdowne Street	Aberdeen Street	conc	97			1999	18	2059	$ 59,425
	Pine Street	Aberdeen Street	Minto Street	conc	39			1970	47	2030	$ 13,454
1720	Queen Street	Maple Street	Dead End North (North of Maple)	conc	50			1990	27	2050	$ 25,631
1740	Queen Street	Dead End South (South of Elm)	Elm Street	conc	15			2015	2	2075	$ 25,230
1750	Queen Street	Elm Street	Dead End North (North of Elm)	conc	70			2015	2	2075	$ 117,741
1860	Riverside Drive	Connaught Street	Devonshire Street	conc	106			1985	32	2045	$ 49,215
1870	Riverside Drive	Devonshire Street	Minto Street	conc	99			1985	32	2045	$ 45,965
	Riverside Drive	Minto Street	Start of HCB (East of Strathcona)	conc	75			1985	32	2045	$ 34,822
1980	Teak Street	King Street	Queen Street	conc	101			1970	47	2030	$ 43,554
1990	Teak Street	Queen Street	Monk Street	conc	106			1970	47	2030	$ 45,710
2040	Young Street	Birch Street	Beech Street	conc	96			1994	23	2054	$ 436,966
2050	Young Street	Beech Street	Pine Street	conc	99			1994	23	2054	$ 436,966
					6,622		**642**				**$ 8,230,299**

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Asset Management Planning
for the Township of Chapleau

Appendix H
Streetlights Summary

Township of Chapleau Asset Management Plan
Transportation Services - Streetlighting
Lighting Systems

Reference Number	3 Road Name	4 From	5 To	7 Length	Inventory Light Standards	 Luminaires	Year Installed	Year of Expected Replacement	Estimated Future Replacement Cost	Investment Priority Classification	Projected Replacement Requirement Immediate	 2019	 2020	 2021	 2022	 2023	 2024	 2025	 2026	 2027	 2028
	Aberdeen Street	North Limit	Birch Street	0.25		4	1994	2054	34,315	Priority 3	-	-	-	-	-	-	-	-	-	-	-
30	Aberdeen Street	Birch Street	Cedar Street	0.2		3	1994	2054	25,736	Priority 3	-	-	-	-	-	-	-	-	-	-	-
40	Aberdeen Street	Cedar Street	Oak Street	0.15		2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
50	Aberdeen Street	Oak Street	Fir Street	0.2		2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
60	Adele Street	Derek Street	Richard Street	0.2	4		1980	2040	43,344	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Ash Street	King Street	Monk Street	0.3		4	1994	2054	34,315	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Beech Street	Lisgar Street	Lorne Street	0.3		3	1994	2054	25,736	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Birch Street	Monk Street	Landsdowne Street	0.35		9	1994	2054	77,209	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Birch Street	Landsdowne Street	Grey Street	0.2		5	1994	2054	42,894	Priority 3	-	-	-	-	-	-	-	-	-	-	-
170	Birch Street	Grey Street	Connaught Street	0.1	1		1994	2054	14,298	Priority 3	-	-	-	-	-	-	-	-	-	-	-
190	Broomhead Road	End of Asphalt at Hospital	Dead end at Resident	0.5		1	1994	2054	8,579	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Bucciarelli Road	Hwy 129	Dead End	0.75		2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Cedar Street	Lorne Street	Grey Street	0.25		4	1994	2054	34,315	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Cedar Street	Bridge	End	0.15		1	1994	2054	8,579	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Cherry Street	Grey Street	Limit	0.6		11	1994	2054	94,367	Priority 3	-	-	-	-	-	-	-	-	-	-	-
310	Connaught Street	Cherry Street	North Limit	0.05		2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Connaught Street	Riverside Drive	Cherry Street	0.35		4	1994	2054	34,315	Priority 3	-	-	-	-	-	-	-	-	-	-	-
320	Demers Street	Richard Street	Golf Road	0.45		6	1980	2040	39,010	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Derek Street	Richard Street	Adele Street	0.4	9		1980	2040	97,525	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Devonshire Street	Riverside Drive	Cherry Street	0.25		5	1994	2054	42,894	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Dufferin Street	Elm Street	Dead End	0.35		3	1994	2054	25,736	Priority 3	-	-	-	-	-	-	-	-	-	-	-
440	Elgin Street	Maple Street	Elm Street	0.25		2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
450	Elgin Street	Elm Street	Ash Street	0.15		3	1994	2054	25,736	Priority 3	-	-	-	-	-	-	-	-	-	-	-
460	Elgin Street	Ash Street	Teak Street	0.1		2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Elm Street	King Street	Dufferin Street	0.35		5	1994	2054	42,894	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Golf Road	Martel Road	Demers Street	0.15		2	1980	2040	13,003	Priority 3	-	-	-	-	-	-	-	-	-	-	-
570	Golf Road	Demers Street	East Limit	0.3		3	1980	2040	19,505	Priority 3	-	-	-	-	-	-	-	-	-	-	-
600	Grey Street	Pine Street	Cherry Street	0.05		2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Grey Street	Cedar Street	Pine Street	0.35		5	1994	2054	42,894	Priority 3	-	-	-	-	-	-	-	-	-	-	-
630	King Street	Water Plant Road	Teak Street	0.1		2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	King Street	Teak Street	Elm Street	0.2		4	1994	2054	34,315	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	King Street	Elm Street	Maple Street	0.2		3	1994	2054	25,736	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Landsdowne Street	Cedar Street	Pine Street	0.35		5	1994	2054	42,894	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Landsdowne Street	Fir Street	Cedar Street	0.4		4	1994	2054	34,315	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Lisgar Street	Golf Road	End of one way	0.65		6	1994	2054	51,473	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Lisgar Street	Birch Street	Pine Street	0.3	4		1994	2054	57,192	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1180	Lorne Street	North Limit	Pine Street	0.05		1	1994	2054	8,579	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Lorne Street	Pine Street	Civic #28	0.25		6	1994	2054	51,473	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Lorne Street	Civic #28	Oak Street	0.3		6	1994	2054	51,473	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1250	Lorne Street	Oak Street	Moose Hall Parking Lot	0.1		1	1994	2054	8,579	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1290	Lynn Court	Richard Street	West Limit	0.5	2		1980	2040	21,672	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Maple Street	King Street	Dufferin Street	0.4		3	1994	2054	25,736	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Martel Road	Asphalt limit	Lisgar Street	1.2		9	1994	2054	77,209	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1400	Minto Street	Laneway No. 1	Pine Street	0.1		2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1410	Minto Street	Pine Street	Riverside Drive	0.15		2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Monk Street	Lisgar Street	Water plant Road	0.7	19		1994	2054	271,662	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Monk Street	Water Plant Road	Lime Street	0.9	6	9	1994	2054	162,997	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Oak Street	Lorne Street	Aberdeen Street	0.2		2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1550	Parliament Road	Hwy 129	Dead End Cul De Sac	0.4		4	1994	2054	34,315	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1560	Pine Street	Lisgar Street	Monk Street	0.05		1	1994	2054	8,579	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1570	Pine Street	Monk Street	Young Street	0.15		2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1580	Pine Street	Young Street	Lorne Street	0.2		3	1994	2054	25,736	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Pine Street	Lorne Street	Minto Street	0.55		10	1994	2054	85,788	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1660	Pineland Road	Hwy 129	Dead End	0.15		1	1994	2054	8,579	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1670	Planer Road	Martel Road	Cul De Sac North Of Tracks	0.2		3	1994	2054	25,736	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Planer Road	Cul De Sac South of Tracks	Dead End	0.7		4	1994	2054	34,315	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1720	Queen Street	Maple Street	Dead End North (North of Maple)	0.1		1	1994	2054	8,579	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1740	Queen Street	Dead End South (South of Elm)	Elm Street	0.35		1	1994	2054	8,579	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1750	Queen Street	Elm Street	Dead End North (North of Elm)	0.1		2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Queen Street	Ash Street	Water plant Road	0.15		3	1994	2054	25,736	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1790	Rate Road	Bucciarelli Road	Dead End Cul De Sac	0.3	4		1994	2054	57,192	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Richard Street	Golf Road	Demers Street	0.45		10	1980	2040	65,017	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Riverside Drive	Connaught Street	Minto Street	0.2		2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Riverside Drive	Minto Street	Start of HCB (East of Strathcona)	0.25		2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1920	Sean Court	Richard Street	West Limit	0.5	2		1980	2040	21,672	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1940	Strathcona Street	Riverside Drive	Dead end (house)	0.05		1	1994	2054	8,579	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Strathcona Street	Cherry Street	North Limit	0.1	2		1994	2054	28,596	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1970	Teak Street	150m West of King	King Street	0.1		9	1994	2054	77,209	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Teak Street	King Street	Monk Street	0.2		2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Young Street	North Limit	Laneway No. 11	0.3		3	1994	2054	25,736	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1880	Riverside Drive	Minto Street	Strathcona Street				2013	2073	24,033	Priority 3	-	-	-	-	-	-	-	-	-	-	-
					53	224			$ 2,601,008		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Need to confirm location of luminaires/light standards within multi-block section

Need to confirm description

Total future replacement requirement:

- Priority 1	$ -
- Priority 2	$ -
- Priority 3	$ 2,601,008

KPMG

Asset Management Planning
for the Township of Chapleau

Appendix I
Buidings and Facilities Summary

Township of Chapleau Asset Management Plan
General Government - Corporate Management
General Government - Building (Civic Center/Fire Hall)

Item	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	78%	1977	40	2057	$ 8,027,265	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	10%	1977	40	2018	$ 475,408	Priority 1	$ 475,408	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	2%	1977	40	2018	$ 89,608	Priority 1	$ 89,608	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	10%	1997	20	2027	$ 568,156	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Heating system controls	LS	1	2010	7	2030	$ 40,572	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Fire Alarm Panel (replacement)	LS	1	2017	0	2042	$ 8,803	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 9,209,813		**$ 565,016**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ 565,016	$ -
- Priority 2	$ -	$ -
- Priority 3	$ 8,644,797	$ -

Township of Chapleau Asset Management Plan
Transportation Services - Roadways
Road Maintenance - Building

Item	Unit	Percentage of Total or Quantity	Year Installed*	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	87%	1980	37	2060	$ 3,176,916	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	10%	2005	12	2035	$ 222,578	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	2%	1980	37	2018	$ 31,791	Priority 1	$ 31,791	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	1%	1980	37	2018	$ 15,896	Priority 1	$ 15,896	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Radiant Tude Heaters	LS	1	2014	3	2034	$ 26,723	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 3,473,905		**$ 47,687**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ 47,687
- Priority 2	$ -
- Priority 3	$ 3,426,218

Township of Chapleau Asset Management Plan
General Government - Corporate Management
General Government Building (Animal Shelter)

Item	Unit	Percentage of Total or Quantity	Year Installed*	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	87%	1993	24	2073	$ 1,093,099	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	10%	1993	24	2023	$ 46,680	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	2%	1993	24	2018	$ 8,456	Priority 1	$ 8,456	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	1%	1993	24	2023	$ 4,668	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 1,152,903		**$ 8,456**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ 8,456
- Priority 2	$ -
- Priority 3	$ 1,144,447

Township of Chapleau Asset Management Plan
Transportation Services - Air Transportation
Airport - Building (Terminal)

Item	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	75%	1973	44	2053	$ 503,407	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	10%	2004	13	2034	$ 46,074	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	2%	1973	44	2018	$ 6,712	Priority 1	$ 6,712	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	13%	1973	44	2018	$ 43,631	Priority 1	$ 43,631	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 599,825		**$ 50,343**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ 50,343
- Priority 2	$ -
- Priority 3	$ 549,481

Township of Chapleau Asset Management Plan
Transportation Services - Air Transportation
Airport - Building (Garage)

Item	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	76%	1985	32	2065	$ 617,235	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	20%	1985	32	2018	$ 64,041	Priority 1	$ 64,041	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	3%	1985	32	2018	$ 9,606	Priority 1	$ 9,606	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	1%	1985	32	2018	$ 3,202	Priority 1	$ 3,202	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 694,084		**$ 76,849**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ 76,849
- Priority 2	$ -
- Priority 3	$ 617,235

Township of Chapleau Asset Management Plan
Recreation and Cultural Services - Recreational Facilities
Arena - Building

Item	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	74.7%	1978	39	2058	$ 14,896,351	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	15%	1987	30	2018	$ 1,305,577	Priority 1	$ 1,305,577	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	10%	1978	39	2018	$ 680,035	Priority 1	$ 680,035	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	0.3%	1978	39	2018	$ (0)	Priority 1	$ (0)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Refrigeration equipment			2008	9	2028	$ 84,898	Priority 2	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 84,898
Refrigeration equipment			2009	8	2029	$ 63,821	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Three exit doors			2014	3	2044	$ 12,373	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Dehumidifier No. 1			2015	2	2030	$ 37,163	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Superheater			2015	2	2030	$ 24,387	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Oil Separator			2015	2	2030	$ 9,452	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Brick veneer at entrance			2015	2	2095	$ 247,368	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Front entrance siteworks			2015	2	2045	$ 50,540	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Front entrance windows and doors			2015	2	2045	$ 89,684	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LED dimmable Light Fixtures			2016	1	2041	$ 16,180	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Dehumidifier No.2			2016	1	2031	$ 45,742	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Zamboni Room Hot Water Tank			2017	0	2032	$ 10,192	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 17,573,764		**$ 1,985,612**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 84,898**

Total future replacement requirement:

- Priority 1	$ 1,985,612
- Priority 2	$ 84,898
- Priority 3	$ 15,503,253.39

Township of Chapleau Asset Management Plan
Recreation and Cultural Services - Recreational Facilities
Pavillion - Building

Item	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	80%	1996	21	2076	$ 191,840	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	15%	1996	21	2056	$ 24,207	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	5%	1996	21	2026	$ 4,455	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		100%				**$ 220,502**		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ -
- Priority 2	$ -
- Priority 3	$ 220,502

Township of Chapleau Asset Management Plan
Environmental Services - Water Distribution System
Water Treatment Plant - Building and Process Equipment

Item	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Immediate
Building Structure	%	69.0%	1976	41	2056	$ 17,850,786	Priority 3	
Building Envelope	%	5.0%	1976	41	2018	$ 455,886	Priority 1	$ 455,886
Building Mechanical	%	25.0%	1980	37	2018	$ 2,215,463	Priority 1	$ 2,215,463
Siteworks	%	1.0%	1976	41	2018	$ 121,899	Priority 1	$ 121,899
Pump	LS	1	2008	9	2028	$ 28,478	Priority 2	$ -
Reusable Bags	LS	1	2009	8	2019	$ 9,814	Priority 1	$ -
Diesel Generator	LS	1	2010	7	2040	$ 594,893	Priority 3	$ -
Control Panel	LS	1	2010	7	2040	$ 71,025	Priority 3	$ -
Soda Ash System	LS	1	2010	7	2040	$ 58,615	Priority 3	$ -
DBS Gearbox	LS	1	2011	6	2041	$ 15,457	Priority 3	$ -
Waste Pit Pump	LS	1	2012	5	2032	$ 10,142	Priority 3	$ -
Automated Valves	LS	1	2012	5	2042	$ 28,529	Priority 3	$ -
Post pH Soda Ash System	LS	1	2012	5	2042	$ 76,077	Priority 3	$ -
Overhead Door	LS	1	2013	4	2043	$ 33,516	Priority 3	$ -
Chlorine Analyzer	LS	1	2013	4	2033	$ 7,398	Priority 3	$ -
PH Analyzer	LS	1	2013	4	2033	$ 3,959	Priority 3	$ -
Six Hatch Covers	LS	1	2014	3	2034	$ 15,715	Priority 3	$ -
Clarifier Sludge Level Indicators	LS	1	2015	2	2035	$ 28,255	Priority 3	$ -
High lift pumps, piping and valves	LS	1	2015	2	2040	$ 393,639	Priority 3	$ -
VFD's and electrical modifications	LS	1	2015	2	2040	$ 341,805	Priority 3	$ -
Windows and doors	LS	1	2015	2	2045	$ 227,327	Priority 3	$ -
Lighting	LS	1	2015	2	2040	$ 107,754	Priority 3	$ -
Ceiling fans	LS	1	2015	2	2045	$ 20,895	Priority 3	$ -
CL2 Booster Pump	LS	1	2017	0	2037	$ 5,040	Priority 3	$ -
Waste Pit Pumps(2)	LS	1	2017	0	2037	$ 16,745	Priority 3	$ -
						$ 22,739,111		**$ 2,793,248**

Township of Chapleau Asset Management Plan
Recreation and Cultural Services - Recreational Facilities
Pump House - Building

Item	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	89%	1910	107	2018	$ 415,386	Priority 1	$ 415,386	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	8%	1910	107	2018	$ 37,338	Priority 1	$ 37,338	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	2%	1910	107	2018	$ 9,335	Priority 1	$ 9,335	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	1%	1910	107	2018	$ 4,667	Priority 1	$ 4,667	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 466,726		**$ 466,726**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$	466,726
- Priority 2	$	-
- Priority 3	$	-

Township of Chapleau Asset Management Plan
Environmental Services - Sanitary Sewer System
Wastewater Pumping Stations - Building and Process Equipment (Dufferin Street)

Item	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	68.8%	1985	32	2065	$ 2,339,866	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	1%	1985	32	2018	$ 13,409	Priority 1	$ 13,409	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	30%	1985	32	2018	$ 258,131	Priority 1	$ 258,131	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	0.2%	1985	32	2018	$ 2,682	Priority 1	$ 2,682	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Miltronics Controls	LS	1	2011	6	2031	$ 7,752	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Diesel Fuel Tank	LS	1	2015	2	2045	$ 7,557	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Pumps (2), piping and valves	LS	1	2015	2	2040	$ 206,724	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$2,836,120		**$274,221**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Total future replacement requirement:

- Priority 1	$ 274,221
- Priority 2	$ -
- Priority 3	$ 2,561,899

Township of Chapleau Asset Management Plan
Environmental Services - Sanitary Sewer System
Wastewater Pumping Stations - Building and Process Equipment (Lisgar Street)

Item	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	66.7%	1999	18	2079	$ 2,247,608	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	2%	1999	18	2029	$ 25,039	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	28%	1999	18	2019	$ 287,569	Priority 1	$ -	$ 287,569	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	3.0%	1999	18	2029	$ 37,558	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 2,597,775		**$ -**	**$ 287,569**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ 287,569
- Priority 2	$ -
- Priority 3	$ 2,310,205

Township of Chapleau Asset Management Plan
Environmental Services - Sanitary Sewer System
Wastewater Pumping Stations - Building and Process Equipment (Riverside Drive)

Item	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	65.8%	1984	33	2064	$ 3,590,112	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	1%	1984	33	2018	$ 21,942	Priority 1	$ 21,942	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	33%	1984	33	2018	$ 521,129	Priority 1	$ 521,129	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	0.2%	1984	33	2018	$ 4,388	Priority 1	$ 4,388	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Miltronics Controls	LS	1	2011	6	2031	$ 7,752	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Bypass Chamber Valve Replacement	LS	1	2013	4	2033	$ 32,210	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Diesel Fuel Tank	LS	1	2015	2	2045	$ 7,557	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Pump, Piping and Valves	LS	1	2015	2	2040	$ 260,655	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Sewage Auto Sampler			2016	1	2036	$ 16,547	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 4,462,293		**$ 547,459**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ 547,459
- Priority 2	$ -
- Priority 3	$ 3,914,834

Township of Chapleau Asset Management Plan
Environmental Services - Sanitary Sewer System
Wastewater Treatment Plant - Lagoon (two cell aerated facultative lagoon)

Item	Unit	Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Yard Piping																		
100mm Piping	m	75.0 m	1985	32	2060	$ 56,707	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
300mm Piping	m	153.0 m	1985	32	2060	$ 137,104	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
350mm Piping	m	45.0 m	1985	32	2060	$ 44,105	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
450mm Piping	m	493.0 m	1985	32	2060	$ 524,613	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Pipe Culverts	m	70.0 m	1985	32	2060	$ 58,807	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Lagoon Components							Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
3 Channel Grit Removal System w/bar rack	ea	1	1991	26	2051	$ 234,319	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Valve Chamber	ea	1	1985	32	2045	$ 24,968	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Inlet Chamber	ea	2	1985	32	2045	$ 29,130	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Inter-cell Chamber w/baffles (3mx3m)	ea	1	1985	32	2045	$ 41,614	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Drain Chamber (2.3mx2.3m)	ea	1	1985	32	2045	$ 31,210	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2 Compartment Outlet Chamber w/baffles(3mx3m)	ea	1	1985	32	2045	$ 52,017	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Chlorine Contact Chamber (6.8mx3m + 1.3mx3m)	ea	1	1985	32	2045	$ 104,034	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Aeration System (header and feeder tubes)	ea	1	2003	14	2033	$ 349,677	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Manholes	ea	3	1985	32	2045	$ 43,694	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Fencing	m	180.0 m	1985	32	2045	$ 11,236	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Lagoon Cells	LS	1	1985	32	2185	$ 5,325,377	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Lagoon Cells HDPE geomembrane	LS	1	1985	32	2045	$ 332,910	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Miscellaneous	LS	1	1985	32	2045	$ 127,086	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Sludge laydown cell	LS	1	2015	2	2215	$ 9,049,812	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 16,578,420		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:
- Priority 1 $ -
- Priority 2 $ -
- Priority 3 $ 16,578,420

Township of Chapleau Asset Management Plan
Environmental Services - Sanitary Sewer System
Waste Water Treatment Plant - Building and Process Equipment

Item	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	61%	1985	32	2065	$ 518,648	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	7%	1985	32	2018	$ 16,458	Priority 1	$ 16,458	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	25%	1985	32	2018	$ 57,749	Priority 1	$ 57,749	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	7%	1985	32	2018	$ 23,466	Priority 1	$ 23,466	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Blowers			2008	9	2028	$ 19,916	Priority 2	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 19,916
Replaced Roofing	LS	1%	2013	4	2043	$ 11,497	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Genset Transfer Switch			2016	1	2046	$ 16,921	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Sewage Auto Sampler			2016	1	2036	$ 16,547	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 681,201		**$ 97,672**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 19,916**

Total future replacement requirement:

- Priority 1	$ 97,672
- Priority 2	$ 19,916
- Priority 3	$ 563,613

Township of Chapleau Asset Management Plan
Environmental Services - Waste Disposal
Landfill Site - Cell Development

Item	Unit	Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Cell 6 and 8	m3	17000	2014	3	NA	$ -	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Landfill Fencing	LS	1	2017	0	2067	$ 18,157	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 18,157		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ -
- Priority 2	$ -
- Priority 3	$ 18,157

Township of Chapleau Asset Management Plan
Environmental Services - Waste Disposal
Landfill Site - Building (Attendant Shelter)

Item	Unit	Percentage of Total or Quantity	Year Installed*	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	74%	1999	18	2079	$ 30,534	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	20%	1999	18	2029	$ 3,066	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	3%	1999	18	2019	$ 377	Priority 1	$ -	$ 377	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	3%	1999	18	2029	$ 460	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 34,437		**$ -**	**$ 377**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ 377
- Priority 2	$ -
- Priority 3	$ 34,060

Township of Chapleau Asset Management Plan
Environmental Services - Waste Disposal
Landfill Site - Building (Storage)

Item	Unit	Percentage of Total or Quantity	Year Installed*	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	81%	1999	18	2079	$ 145,778	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	17%	1999	18	2029	$ 11,367	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	2%	1999	18	2029	$ 1,337	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		100%				**$ 158,483**		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ -
- Priority 2	$ -
- Priority 3	$ 158,483

Township of Chapleau Asset Management Plan
Environmental Services - Waste Disposal
Landfill Site - Building (Garage)

Item	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	82.7%	2004	13	2084	$ 679,152	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	15%	2004	13	2034	$ 45,766	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	2%	2004	13	2024	$ 5,006	Priority 2	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,006	$ -	$ -	$ -	$ -
Siteworks	%	0.3%	2004	13	2034	$ 915	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 730,840		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 5,006**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ -
- Priority 2	$ 5,006
- Priority 3	$ 725,834

Township of Chapleau Asset Management Plan

General Government - Corporate Management

General Government - Building (Innovation Centre)

SOLD in 2011 - deleted entires

Item	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	0.0%					Priority 1	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	0%					Priority 1	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	0%					Priority 1	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	0.0%					Priority 1	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Total future replacement requirement:

- Priority 1 #REF!
- Priority 2 #REF!
- Priority 3 #REF!

Township of Chapleau Asset Management Plan
Recreation and Cultural Services - Recreational Facilities
Playground Equipment

Item	Unit	Percentage of Total or Quantity	Year Installed*	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Playground Equipment #1 incl's site work	%	30%	2001	16	2061	$ 128,535	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Playground Equipment #2 incl's site work	%	30%	2001	16	2061	$ 128,535	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Ball field	%	40%	1978	39	2038	$ 108,682	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Park Fixtures (benches/tables)			2013	4	2063	$ 85,624	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 451,376		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:
- Priority 1 $ -
- Priority 2 $ -
- Priority 3 $ 451,376

Township of Chapleau Asset Management Plan
Recreation and Cultural Services - Cultural Services
Museum - Building

Item	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	82%	1967	50	2047	$ 546,005	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	8%	2006	11	2036	$ 42,842	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	2%	1967	50	2018	$ 7,499	Priority 1	$ 7,499	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	8%	1967	50	2018	$ 29,996	Priority 1	$ 29,996	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
HVAC Unit	1	LS	2016	1	2036	$ 626,343	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Ducts and slab for HVAC	1	LS	2016	1	2096	$ 116,389	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Concrete walkway/accessibility ramp	1	LS	2017	0	2067	$ 137,036	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Door operator (accesibility)	1	LS	2017	0	2047	$ 12,188	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 1,518,299		**$ 37,495**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:
- Priority 1 $ 37,495
- Priority 2 $ -
- Priority 3 $ 1,480,803

Township of Chapleau Asset Management Plan
Health Services - Cemeteries
Cemeteries - Building (Vault)

Item	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	91.5%	1988	29	2068	$ 209,970	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	8%	1988	29	2018	$ 6,821	Priority 1	$ 6,821	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	0.5%	1988	29	2018	$ 426	Priority 1	$ 426	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		100%				**$ 217,217**		**$ 7,247**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ 7,247
- Priority 2	$ -
- Priority 3	$ 209,970

Township of Chapleau Asset Management Plan
Health Services - Cemeteries
Cemeteries - Building (Chapel)

Item	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	85%	1936	81	2018	$ 75,445	Priority 1	$ 75,445	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	12%	1936	81	2018	$ 10,651	Priority 1	$ 10,651	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	2%	1936	81	2018	$ 1,775	Priority 1	$ 1,775	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks (parking, landscaping, servici	%	1%	1936	81	2018	$ 888	Priority 1	$ 888	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 88,759		**$ 88,759**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ 88,759
- Priority 2	$ -
- Priority 3	$ -

Township of Chapleau Asset Management Plan
General Government - Corporate Management
Industrial Site - Building

Item	Unit	Percentage of Total or Quantity	Year Installed*	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	%	74.7%	2009	8	2089	$ 5,846,340	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Envelope	%	15%	2009	8	2039	$ 436,160	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Building Mechanical	%	10%	2009	8	2029	$ 238,536	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Siteworks	%	0.3%	2009	8	2039	$ 8,723	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 6,529,759		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ -
- Priority 2	$ -
- Priority 3	$ 6,529,759

Township of Chapleau Asset Management Plan
Recreation and Cultural Services - Recreational Facilities
Waterfront Park (New Asset in 2017)

Item	Unit	Percentage of Total or Quantity	Year Installed*	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Site Works	LS	1	2017	0	2077	$ 2,561,584	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Site Furniture and Signs	LS	1	2017	0	2047	$ 152,517	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Play Equipment	LS	1	2017	0	2047	$ 202,932	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Water Play Equipment and Docks	LS	1	2017	0	2042	$ 601,181	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Site Servicing	LS	1	2017	0	2092	$ 874,508	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Mechanical / Electrical	LS	1	2017	0	2047	$ 281,016	Priority 3	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
						$ 4,673,739		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Total future replacement requirement:

- Priority 1	$ -
- Priority 2	$ -
- Priority 3	$ 4,673,739

KPMG

Asset Management Planning
for the Township of Chapleau

Appendix J
Vehicles and Equipment Summary

Township of Chapleau Asset Management Plan
Protection Services - Fire, Transportation Services - Roadways, Winter Control and Air Transportation, Environmental Services - Waste Collection and Waste Disposal, Recreation and Culture Services - Recreational Facilities
Fire - vehicles, Fire - Truck Equipment, Fire - Personal Equipment and Attire, Road Maintenance - Vehicles, Road Maintenance - Equipment, Winter Control - Vehicles, Winter Control - Equipment, Airport - Vehicles, Garbage Collection Vehicles, Landfill Site - Vehicles, Parks and Recreation Vehicles

Year	Make	Model	Age	Service Life (yrs)	Year of Expected Replacement	Estimated FV Replacement Cost	Investment Priority Classification	Projected Replacement Requirement										
								Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
2005	Dodge	1/2 Ton Pick Up	12	12	2018	$32,678	Priority 1	$ 32,678	0	0	0	0	0	0	0	0	0	0
2006	Chevrolet	1/2 Ton Pick Up	11	12	2018	$26,409	Priority 1	$26,409	0	0	0	0	0	0	0	0	0	0
1999	Ford	F350 c/w Dump & Hoist	18	15	2018	$67,045	Priority 1	$67,045	0	0	0	0	0	0	0	0	0	0
1974		20 Ton Float Trailer	43	35	2018	$54,855	Priority 1	$54,855	0	0	0	0	0	0	0	0	0	0
1991	Champion	740 Road Grader w/acc.	26	20	2018	$302,162	Priority 1	$302,162	0	0	0	0	0	0	0	0	0	0
1993	Johnston	Street Sweeper	24	20	2018	$126,163	Priority 1	$126,163	0	0	0	0	0	0	0	0	0	0
1988	Yazoo	Mower 41-PTOB-S	29	20	2018	$12,190	Priority 1	$12,190	0	0	0	0	0	0	0	0	0	0
1995	GMC	5-ton Fuel Truck / Tank	22	15	2018	$142,096	Priority 1	$142,096	0	0	0	0	0	0	0	0	0	0
1998	John Deere	644G Loader w/blower,bucket,forks&wing	19	20	2018	$382,182	Priority 1	$382,182	0	0	0	0	0	0	0	0	0	0
1994	Thompson	Steamer	23	20	2018	$13,409	Priority 1	$13,409	0	0	0	0	0	0	0	0	0	0
2004	Freightliner	FL80 refuse truck	13	12	2018	$221,720	Priority 1	$221,720	0	0	0	0	0	0	0	0	0	0
1992	Ford	Converted Ambulance	25	20	2018	$97,520	Priority 1	$97,520	0	0	0	0	0	0	0	0	0	0
1982	GMC	Cube Van	35	20	2018	$48,760	Priority 1	$48,760	0	0	0	0	0	0	0	0	0	0
1977	Ford	Pumper Truck	40	25	2018	$243,799	Priority 1	$243,799	0	0	0	0	0	0	0	0	0	0
1989	Ford	Van	28	20	2018	$42,665	Priority 1	$42,665	0	0	0	0	0	0	0	0	0	0
2002		Breathing apparatus (12 sets)	15	15	2018	$54,643	Priority 1	$54,643	0	0	0	0	0	0	0	0	0	0
1999	CAT	950G Loader w/acc.	18	20	2019	$392,042	Priority 1	0	$392,042	0	0	0	0	0	0	0	0	0
1994	DBH	Thawing Unit / Generator	23	25	2019	$147,297	Priority 1	0	$147,297	0	0	0	0	0	0	0	0	0
2004		Infra Red Camera	13	15	2019	$14,790	Priority 1	0	$14,790	0	0	0	0	0	0	0	0	0
2000	CAT	416C Backhoe	17	20	2020	$137,695	Priority 1	0	0	$137,695	0	0	0	0	0	0	0	0
2008	Chevrolet	1/2 Ton Pick Up	9	12	2020	$26,671	Priority 1	0	0	$26,671	0	0	0	0	0	0	0	0
2005		Turnout gear/PPE (32 sets)	12	15	2020	$64,090	Priority 1	0	0	$64,090	0	0	0	0	0	0	0	0
2006		Manifold	11	15	2021	$9,198	Priority 1	0	0	0	$9,198	0	0	0	0	0	0	0
2010	GMC	Sierra W/T 15	7	12	2022	$26,714	Priority 1	0	0	0	0	$26,714	0	0	0	0	0	0
1997	Ford	F800 Pumper	20	25	2022	$269,059	Priority 1	0	0	0	0	$269,059	0	0	0	0	0	0
1998		8x12 Utility Trailer	19	25	2023	$5,383	Priority 1	0	0	0	0	0	$5,383	0	0	0	0	0
2011		Electric Pressure Washer	6	12	2023	$8,517	Priority 1	0	0	0	0	0	$8,517	0	0	0	0	0
2011	International	Plow Truck w/wing and sander	6	12	2023	$211,557	Priority 1	0	0	0	0	0	$211,557	0	0	0	0	0
2003	Bomag	BC572 RB Compactor	14	20	2023	$543,802	Priority 1	0	0	0	0	0	$543,802	0	0	0	0	0
2012	Ford	Pickup Truck	5	12	2024	$28,774	Priority 2	0	0	0	0	0	0	$28,774	0	0	0	0
2009		Safety Equipment	8	15	2024	$17,192	Priority 2	0	0	0	0	0	0	$17,192	0	0	0	0
2013		Transit Bus	4	12	2025	$106,865	Priority 2	0	0	0	0	0	0	0	$106,865	0	0	0
2010		Radios/Pagers (38 units)	7	15	2025	$25,827	Priority 2	0	0	0	0	0	0	0	$25,827	0	0	0
2014	Ford	1/2 Ton Pick Up	3	12	2026	$27,194	Priority 2	0	0	0	0	0	0	0	0	$27,194	0	0
2014	Peterbuilt	Refuse truck	3	12	2026	$348,527	Priority 2	0	0	0	0	0	0	0	0	$348,527	0	0
2014	Ford	1/2 Ton Pick Up (4wd)	3	12	2026	$33,962	Priority 2	0	0	0	0	0	0	0	0	$33,962	0	0
2014	Ford	1/2 Ton Pick Up	3	12	2026	$27,194	Priority 2	0	0	0	0	0	0	0	0	$27,194	0	0
2001	Zamboni	Ice Resurfacer	16	25	2026	$70,857	Priority 2	0	0	0	0	0	0	0	0	$70,857	0	0
2014		Sewer Camera	3	15	2029	$17,077	Priority 3	0	0	0	0	0	0	0	0	0	0	0
2009		Blower	8	20	2029	$171,329	Priority 3	0	0	0	0	0	0	0	0	0	0	0
2009		Extrication equipment	8	20	2029	$16,329	Priority 3	0	0	0	0	0	0	0	0	0	0	0
2014		Rescur Airbag	3	15	2029	$8,210	Priority 3	0	0	0	0	0	0	0	0	0	0	0
2005	Cargo Mate	Trailer	12	25	2030	$13,085	Priority 3	0	0	0	0	0	0	0	0	0	0	0
2011	Toro	Zero turn mower	6	20	2031	$10,469	Priority 3	0	0	0	0	0	0	0	0	0	0	0
2007	Feightliner	Pumper Truck MS 106	10	25	2032	$340,048	Priority 3	0	0	0	0	0	0	0	0	0	0	0
2013		Sidewalk Machine	4	20	2033	$213,985	Priority 3	0	0	0	0	0	0	0	0	0	0	0
2015		Sludge Disposal Trailer	2	25	2040	$12,136	Priority 3	0	0	0	0	0	0	0	0	0	0	0
2016		Bear bins	1	25	2041	$28,967	Priority 3	0	0	0	0	0	0	0	0	0	0	0
2008		One Way Plow	9	35	2043	$29,726	Priority 3	0	0	0	0	0	0	0	0	0	0	0
						$5,272,860		**$1,868,293**	**$554,129**	**$228,455**	**$9,198**	**$295,773**	**$769,259**	**$45,966**	**$132,692**	**$507,733**	**$0**	**$0**

Total future replacement requirement:

- Priority 1	$3,725,107
- Priority 2	$686,391
- Priority 3	$861,361.92

KPMG

Asset Management Planning
for the Township of Chapleau

Appendix K
Information Technology Summary

Township of Chapleau Asset Management Plan
General Government - Corporate Management
General Government - Information and Communications Systems

Description	Estimated Quantity	Average Year	Amount Paid	Year of Expected Replacement	Estimated FV Replacement Cost	Investment Priority Classification	Projected Replacement Requirement										
							Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Computer Servers	1	1999	$ 10,000.00	2018	$14,568	Priority 1	$ 14,568	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Dell Poweredge Server	1	2012	$ 8,006.16	2018	$9,016	Priority 1	$ 9,016	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Computer Workstations	2	2006	$ 7,594.56	2018	$3,211	Priority 1	$ 3,211	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Security Camera	1	1995	$ 9,115.50	2018	$14,374	Priority 1	$ 14,374	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Emergency Communications	1	2001	$ 23,407.48	2018	$32,776	Priority 1	$ 32,776	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Solomon Software	1	2000	$ 38,040.20	2018	$54,331	Priority 1	$ 54,331	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Vadim Software	1	2012	$ 19,147.30	2022	$23,340	Priority 1	$ -	$ -	$ -	$ -	$ 23,340	$ -	$ -	$ -	$ -	$ -	$ -
Telephone System	1	2011	$ 8,281.61	2021	$10,095	Priority 1	$ -	$ -	$ -	$ 10,095	$ -	$ -	$ -	$ -	$ -	$ -	$ -
HP Work Stations	4	2013	$ 3,007.01	2018	$3,320	Priority 1	$ 3,320	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Fire Dept. Computer and software	1	2013	$ 4,384.33	2018	$4,841	Priority 1	$ 4,841	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
JCP Work Stations	2	2013	$ 2,011.29	2018	$2,221	Priority 1	$ 2,221	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
					$172,093		**$138,657**	**$0**	**$0**	**$10,095**	**$23,340**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

Total future replacement requirement:

- Priority 1	$ 172,093
- Priority 2	$ -
- Priority 3	$ -