



### **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**

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 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 are the factors considered by the municipality when consider when to undertake certain asset management activities.
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 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.
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.

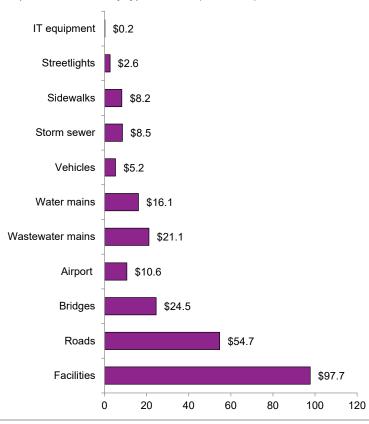
#### **Current state of infrastructure**

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)



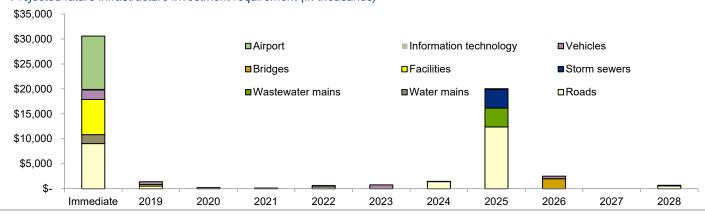


# **Executive Summary**

#### 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**

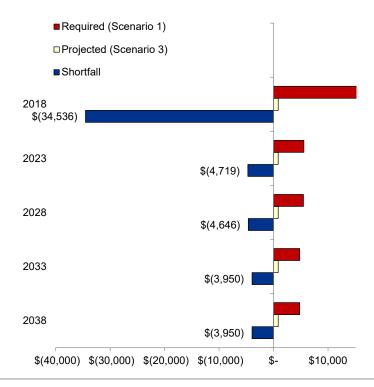
#### Asset management strategies

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.





### 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.



### Introduction

### **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



# Introduction **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



### Introduction

# **Evaluating and Improving the Asset Management Plan**

The asset management plan outlined in this report represents a forecast of the Municipality's infrastructure-related activities under a series of assumptions that are documented within the plan. The asset management plan does not represent a formal, multi-year budget for infrastructure acquisition and maintenance activities but rather a long-term strategy intended to guide future decisions of the Municipality and its elected officials and staff, recognizing that the approval of operating and capital budgets is undertaken as part of the Municipality's overall annual budgeting process.

In order to evaluate and improve the asset management plan, the Municipality plans to undertake the following actions:

	Action Item	Frequency
1.	<ul> <li>Updating of infrastructure priorities based on:</li> <li>Ongoing condition assessments (e.g. bi-annual bridge inspections, every five years for recreation facilities, every ten years for other facilities)</li> <li>Visual inspection by municipal personnel</li> <li>Identified failures or unanticipated deterioration of infrastructure components</li> <li>Analysis of performance indicators</li> </ul>	Annually
2.	Adjustment of asset management plan for changes in financial resources, including new or discontinued grant programs, changes to capital component of municipal levy, etc.	Every four years
3.	Comparison of actual service level indicators to planned service level indicators and identification of significant variances (positive or negative)	Annually
4.	Updating of infrastructure data maintained in the Municipality's TCA database	Annually upon completion of the Municipality's financial statement audit



# Introduction

### 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.





# **Overview of the Municipality's Infrastructure**

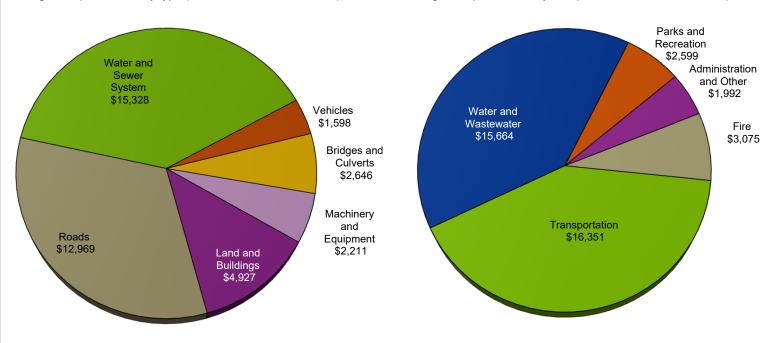
At December 31, 2016, the Municipality reported a total investment of \$39.7 million in tangible capital assets ('TCA') at historical cost.

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)

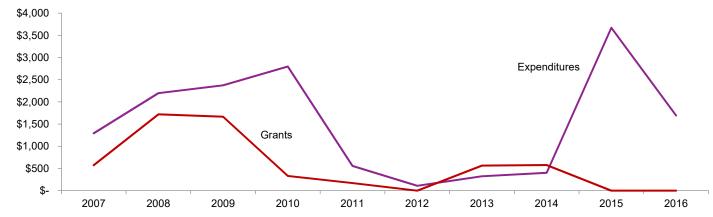
#### Tangible capital assets by use (historical cost, in thousands)



# **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**

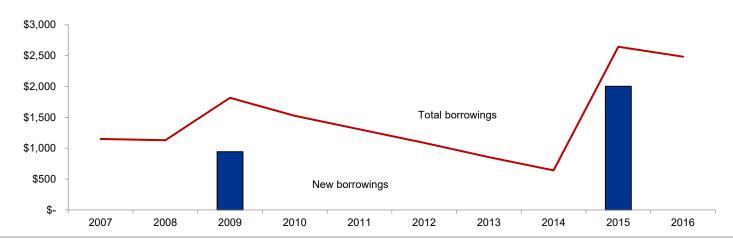
In order to fund its capital investments, the Municipality has relied on a combination of grants, long-term debt, contributions from reserves and reserve funds and taxation and user fee revenues, with grants funding 36% of capital expenditures and long-term debt funding 19% of capital expenditures over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



# **Replacement Cost**

The current replacement value of the Municipality's infrastructure is estimated to be in the order of \$249.7 million, the majority of which (\$100.5 million) relates to the Municipality's linear infrastructure (road, water, wastewater and storm sewer networks). The largest single component of the Municipality's tangible capital assets by replacement value is its facilities, which have an estimated replacement cost of \$97.7 million.

### Historical, replacement and life cycle costs by component

	Quantity	Useful Life	Replacement Cost
Roads	30,237 m	25 years (wearing surface) 75 years (other components)	\$54,708,036
Water distribution network	15,286 m	80 years	\$16,098,382
Wastewater collection network	14,696 m	80 years	\$21,153,398
Storm sewer collection network	7,505 m	80 years	\$8,545,148
Bridges and culverts	5	50 years	\$24,538,828
Sidewalks	6,622 m	60 years	\$8,230,299
Streetlights	53 light standards 224 luminaires	60 years	\$2,601,008
Total linear infrastructure			\$135,875,099
Buildings and facilities	24	20 to 75 years	\$97,707,505
Vehicles and equipment	49	9 to 20 years	\$5,272,860
Airport tarmac	76,448 m3	25 years (wearing surface) 75 years (other components)	\$9,936,080
Airport fueling equipment	1	25 years	\$752,000
Information technology	11	5 to 10 years	\$172,093
Total in-scope infrastructure			\$249,715,637



### **Condition Assessment**

In order to assess the condition of the Municipality's infrastructure, which in turn determines the timing for asset management activities, the asset management plan considers the remaining useful life of the Municipality's assets. In order to determine the allocation of the Municipality's infrastructure by condition category (good, fair, poor), the following benchmarks were utilized.

- Roads condition assessments for roads (paved, surface treated and gravel) were determined based on a Condition Rating that
  ranked the Municipality's road network on a scale of 0.00 to 10.00 based on factors such as structural cracking, non-structural
  cracking, rutting and roughness.
- Water and wastewater mains given the inability to directly observe underground infrastructure, condition assessments for water and wastewater mains were determined based on the estimated remaining useful life.
- **Bridges and large culverts** condition assessments were based on the *Bridge Condition Index* as determined by the most recent bridge inspections conducted in accordance wit the Ontario Structure Inspection Manual.
- Facilities condition assessments for buildings were based on a Facility Condition Index that considered the level of required repairs to the various facility components (structure, mechanical, electrical and roof) as a percentage of its total replacement cost, based on a physical inspection of the Municipality's buildings and the estimated remaining useful life.
- All other assets condition assessments for the Municipality's remaining assets were determined based on the estimated remaining useful life of the individual vehicles.

In order to determine the allocation of the Municipality's infrastructure by condition category (good, fair, poor), the following benchmarks were utilized.

#### Condition assessment benchmarks

Infrastructure components	Basis of Assessment	Good	Fair	Poor
Roads	Condition rating	Greater than 6.00	4.00 to 6.00	Less than 4.00
Water, wastewater and storm sewer pipes	Remaining useful life	Greater than 50%	10% to 50%	Less than 10%
Bridges and large culverts	Bridge condition index	Greater than 70	60 to 70	Less than 60
Facilities	Facility condition index	Less than 5%	5% to 10%	More than 10%
All other assets	Remaining useful life	Greater than 50%	10% to 50%	Less than 10%



### **Condition Assessment**

The results of the condition assessment indicate that the Municipality's infrastructure is characterized as having a fairly significant degree of deterioration, with all asset categories excluding storm sewers and buildings having a sizeable percentage ranked as either poor or fair.

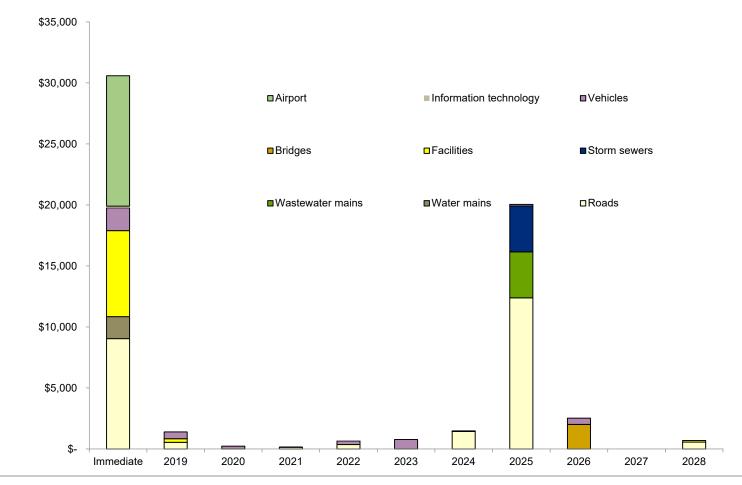
Condition assessment results by infrastructure component

Infrastructure	Condition Assessment				
	Good	Fair	Poor		
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Storm sewer collection network	19.1%	80.9%	-		
Bridges and culverts	40.0%	60.0%	-		
Sidewalks	35.8%	64.2%	-		
Streetlights	86.3%	13.7%	-		
Buildings and facilities	87.0%	4.3%	8.7%		
Vehicles and equipment	44.9%	30.6%	24.5%		
Airport tarmac	-	-	100%		
Airport fueling equipment	-	-	100%		
Information technology	56.3%	6.3%	37.5%		

### **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





### Desired Levels of Service

### **Performance Measures**

The Municipality's asset management strategy is intended to maintain its infrastructure at a certain capacity and in doing so, allow it to meet its overall objectives with respect to service levels for its residents. Key performance measures and service level targets has been identified for core infrastructure assets, which is defined by the Province as follows:

Core infrastructure assets include paved and unpaved roads; bridges; culverts; any assets involved in wastewater collection, conveyance, treatment and disposal; urban and rural storm sewer systems; water treatment, distribution and transmission, and; public and non-profit housing infrastructure.

Key performance measures for core infrastructure assets are summarized below.

Infrastructure Component	Performance Measure	Targeted Performance
Roads	Compliance with Ontario Regulation 239/02 – Minimum Maintenance Standards for Municipal Highways	Full compliance
Water	Days under boil water advisory	None
	Response time for notices submitted in accordance with subsection 18(1) of SDWA	5 days
	Number of water main breaks per 100 km	5.0
Wastewater	Wastewater backups per 100 km	20.0
	Percentage of wastewater flows bypassed	5.0%
Vehicles	Operability	90%
Facilities	Availability (percentage of planned operating hours)	99%
	Compliance with Accessibility for Ontarians with Disability Act and Integrated Accessibility Standards	Full compliance

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.



### Desired Levels of Service

# 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.

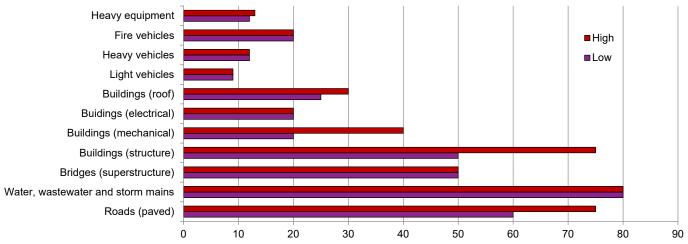


### **Overview**

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)



- 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**

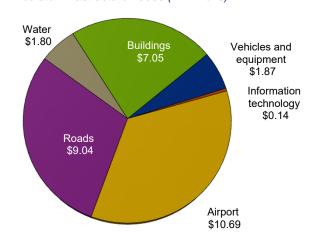
For the purposes of the asset management plan, the Municipality's capital requirements are divided into two categories.

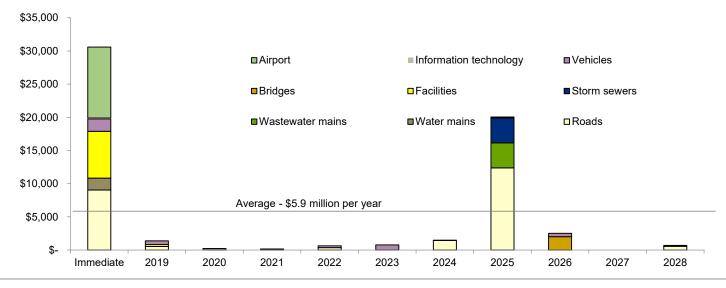
Immediate reinvestment need. Based on the results of the
condition assessment, an indication as to the types of asset
management activities required over the next ten years, and
their associated costs, has been developed. Overall, it is
estimated that the Municipality would need to invest \$30.6
million 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.

## Projected future infrastructure investment requirements by year (in thousands)

#### Immediate infrastructure needs (in millions)







## **Financial Requirements**

• Sustainable life cycle requirements. In addition to its immediate needs, the Municipality will also be required to fund the cost associated with the replacement of its assets their useful lives. As the Municipality has traditionally relied on grants and debt to fund a major portion of its infrastructure, its historical levels of capital investment have fluctuated significantly. However, if the Municipality chose to fund replacement costs evenly over the life of its assets, it would establish a regular and sustainable stream of funding for ongoing capital asset management that would be equal to the total replacement cost of the asset divided by its useful life.

Based on this approach, we have calculated the average annual contribution required to ensure a sustainable stream of funding for the Municipality's assets to be in the order of \$4.8 million. This has been determined by dividing the replacement cost of the assets by their estimated useful lives, providing an average annual funding requirement.

#### Estimated sustainable life cycle requirement

Asset Component	Replacement Cost	Estimated Useful Life	Annual Requirement
Roads	\$54,708,036	25 years (wearing surface) 75 years (other components)	\$1,143,257
Water distribution network	\$16,098,382	80 years	\$201,230
Wastewater collection network	\$21,153,398	80 years	\$264,418
Storm sewer collection network	\$8,545,148	80 years	\$106,814
Bridges and culverts	\$24,538,828	50 years	\$306,735
Sidewalks	\$8,230,299	60 years	\$137,172
Streetlights	\$2,601,008	60 years	\$43,350
Buildings and facilities	\$97,707,505	20 to 75 years	\$1,954,150
Vehicles and equipment	\$5,272,860	9 to 20 years	\$439,405
Airport tarmac	\$9,936,080	25 years (wearing surface) 75 years (other components)	\$132,481
Airport fueling equipment	\$752,000	25 years	\$30,080
Information technology	\$172,093	5 to 10 years	\$24,585
Total	\$249,715,637		\$4,783,677



## **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	<ul> <li>Assets with an investment requirement within the next five years, based on condition or useful life</li> <li>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.</li> <li>Assets that may qualify for specific grants, even if an immediate investment requirement has not been identified within the next five years</li> <li>Infrastructure investments required as a result of changing legislation, public health or safety concerns or strategic purposes (e.g. economic development)</li> </ul>	\$41,597,132
Priority 2	<ul> <li>Assets with an investment requirement within the next six to ten years</li> <li>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</li> </ul>	\$16,965,207
Priority 3	<ul> <li>Assets with no investment requirements identified within the next ten years</li> <li>Assets to be discontinued or abandoned</li> <li>Assets that would otherwise be classified as Priority 1 or 2 but are considered to have reduced importance</li> </ul>	\$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.





## **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.

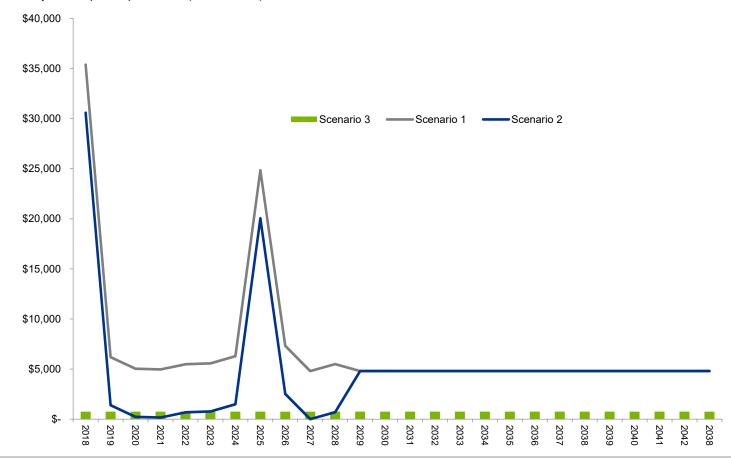
In developing the financial strategy, two alternative scenarios were considered:

- 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)

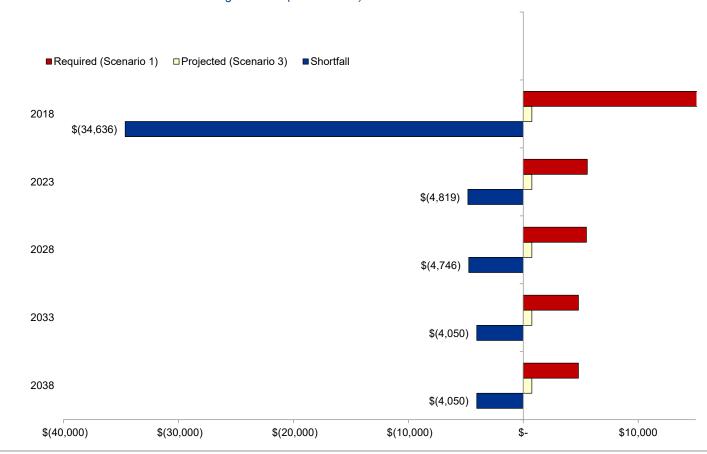




## **Projected Financial Performance**

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.

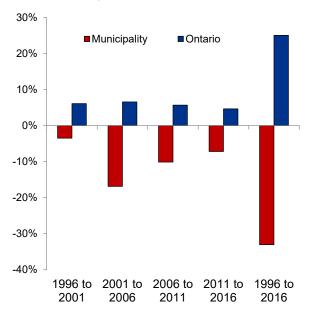
## **Affordability and the Need for Grants**

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.

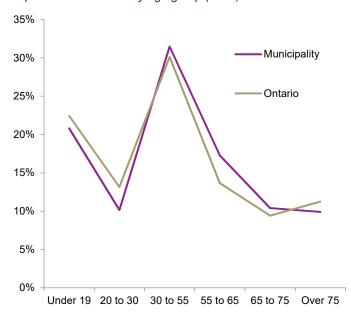
While it is expected that most, if not all, Ontario municipalities will be challenged to meet their financial requirements associated with infrastructure, the Province should give particular attention to the Municipality's limited ability to fund capital investments in comparison to other municipalities,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

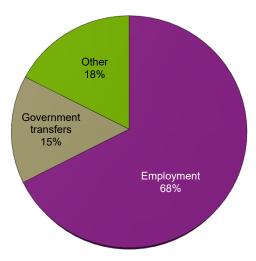




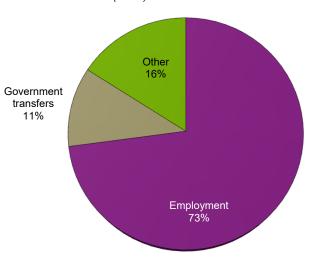
## **Affordability and the Need for Grants**

• 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)





#### CORPORATION OF THE TOWNSHIP OF CHAPLEAU

#### Asset Management Plan Summary

Asset Category	Worksheet	Replacement	Average	Annual -						ected Replacemen							Priority 1	Priority 2	Priority 3
	Reference	Value	Useful Life	Requirement	Immediately	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total		<u> </u>	
pads:																			
Wearing surface	100 100	15,518,121 39.189.915	25 75	620,724.84 522.532.20															
Other components	100	54,708,036	/5	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	30,247,0
		54,706,036		1,143,237	5,041,200	541,122	-	139,641	359,005	-	1,432,100	12,304,403	•	-	303,432	24,461,030	17,004,131	0,000,000	30,247,0
ridges	110	24,538,828	80	306,735.35	-	-	_	-	_	_	-	-	2,013,827	-	_	2,013,827	_	2,013,827	22,525,0
-9																			
idewalks	120	8,230,299	60	137,171.65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,230,29
treetlights	130	2,601,008	60	43,350.13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,601,00
irport tarmac		9.936.080	75	132,481.07	9,936,080											9,936,080	9,936,080		
diport tarriac		3,330,000	75	132,461.07	3,330,000	-	-		-	-	•	•	•	-	-	3,330,000	3,330,000		-
sirport fueling systems		752,000	25	30,080.00	752,000	-	_	-	_	_	-	-	-	-	_	752,000	752,000	-	_
		. ,																	
itorm sewers	160	8,545,148	80	106,814.36	-	-	-	-	-	-	-	3,758,907	-	-	-	3,758,907	-	3,758,907	4,786,24
Sanitary sewers	180	18,904,952	80	236,311.90	-	-	-	-	-	-	-	3,615,460	-	-	-	3,615,460	-	3,615,460	15,289,49
orcemains	190	2.248.447	80	28,105.58								155,485				155,485	_	155,485	2,092,96
orcemains	190	2,248,447	80	28,105.58	-	-	-	-	-	-	-	155,485	-	-	-	155,485	-	155,485	2,092,90
Vater mains	210	16.098.382	80	201,229.78	1,803,109				_			_	_			1,803,109	1,803,109	_	14,295,27
vator mano	210	10,000,002	00	201,220.70	1,000,100											1,000,100	1,000,100		14,200,27
leet	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	861,36
nformation technology	310	172,093	7	24,584.71	138,657	-	-	10,095	23,340	-	-	-	-	-	-	172,093	172,093	-	-
acilities:																			
Civic Centre building	400	9,209,813	50	184,196.26	565,016											565,016	565,016		8,644,79
Roads building	410	3,473,905	50	69,478.09	47,687	-	-	-	-	-	-	-	-	-	-	47,687	47,687	-	3,426,2
Animal shelter	420	1,152,903	50	23,058.07	8,456											8,456	8,456		1,144,4
						-	-	-	-	-	-	-	-	-	-			-	
Airport terminal	430	599,825	50	11,996.49	50,343	-	-	-	-	-	-	-	-	-	-	50,343	50,343	-	549,48
Airport storage building	440	694,084	50	13,881.68	76,849	-	-	-	-	-	-	-	-	-	-	76,849	76,849	-	617,23
Sports complex	450	17,573,764	50	351,475.27	1,985,612	-	-	-	-	-	-	-	-	-	84,898	2,070,510	1,985,612	84,898	15,503,25
Pavillion	460	220,502	50	4,410.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	220,50
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	19,907,57
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		2,561,89
Lisgar Street pumping station	500	2.597.775	50	51,955.49		287,569	_	_	_	_	_	_	_	_	_	287,569	287,569	_	2,310,2
Riverside Drive pumping station	510	4,462,293	50	89,245.85	547,459	. ,										547,459	547,459	_	3,914,8
Lagoon	520	16,578,420	50	331,568.41	047,400											047,400	047,400		16,578,4
Lagoon building	530	681,201	50	13,624.02	97,672										19.916	117,588	97,672	19.916	563,6
Landfill cells	535	18,157	50	363.14		-	-	-	-	-	-	-	-	-	13,310	117,300		13,310	18,1
					-	377	-	-	-	-	-	-	-	-	-		-		
Landfill custodian building	540	34,437	50	688.74	-	3//	-	-	-	-	-	-	-	-	-	377	377	-	34,0
Landfill storage building	550	158,483	50	3,169.66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	158,4
Landfill garage building	560	730,840	50	14,616.79	-	-	-	-	-	-	5,006	-	-	-	-	5,006	-	5,006	725,8
Playground equipment	580	451,376	50	9,027.51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	451,3
Museum building	590	1,518,299	50	30,365.97	37,495	-	-	-	-	-	-	-	-	-	-	37,495	37,495	-	1,480,8
Cemetery vault	600	217,217	50	4,344.33	7,247	-	-	-	-	-	-	-	-	-	-	7,247	7,247	-	209,9
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	-	_	_	_	_	_	_	_	_	_	_	-	-	_	6,529,7
Waterfront park	630	4.673.739	50	93.474.78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.673.7
vvaternont park	630	97,707,505	50	1,954,150	7,046,791	297,760					5.006				133,293	7,482,849	7,344,551	138,299	90,224,6
		37,707,005		1,304,150	7,040,731	297,700	-	-	-	-	5,000	-	-	-	133,283	7,402,049	7,344,051	130,288	30,224,0
		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	191.153.30



#### Township of Chapleau Asset Management Plan

Transportation Services - Roadways
Paved roads with curbs, paved roads wout curbs, unpaved roads and unpaved laneways

								Estimated Fut	re Replacement	Investment Priority									
Reference	3	4	5	7 Length (km) S	35	Year Constructed Wearing Other	Year of Expected Replacer Wearing Other	Wearing	ost Other	Priority Classification			1	Projected Replacement R					
Number	Road Name	From	То	(km) S	urface Type	Wearing Other Surface Components	Wearing Other Surface Compon	nts Surface	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 10	Aberdeen Street Aberdeen Street	North Limit	Oak Street Pine Street	0.071	HCB HCB	2003 2003 1970 1950	2028 2018	2078 154,652 2025 45,265	580,556 72,517	Priority 2 Priority 1	45,265		- :			72,517			154,65
50	Aberdeen Street	Oak Street Pine Street	Fir Street Birch Street	0.204	GS	1970 1950 1999 1999		2025 - 2074 142.157	103,905	Priority 2 Priority 2	-	- :		- :	142.157	103,905			
60	Adele Street Ash Street	Derek Street Elgin Street	Richard Street Monk Street	0.191 (0.102)	HCB GS	1999 1999 1970 1950	2024 2045	2074 127,989	406,195	Priority 2 Priority 2	-		-		127,989	(51.953)	-	-	
70	Ash Street	King Street	Queen Street	0.097	GS	1970 1950	2045	2025 -	49,406	Priority 2				1 1		49,406	- :		:
	Ash Street Beech Street	Queen Street Lisgar Street	Elgin Street Young Street	0.097	GS HCB	1970 1950 1994 1994		2025 - 2069 142,585		Priority 2 Priority 1	- :	142,585	-	: :	- :	49,406		-	
110	Beech Street Birch Street	Young Street Aberdeen Street	Lorne Street Grey Street	0.153 0.096	HCB HCB	1994 1994 1985 1985	2019 2018	2069 152,556 2060 128.118	531,408	Priority 1	128.118	152,556 -	-				-		
170	Birch Street	Grey Street	Connaught Street	0.098	HCB HCB	1985 1985	2018	2060 108,295 2067 119,958	243,101	Priority 1 Priority 1	108,295 119,958								
	Birch Street Birch Street	Lansdowne Street Lorne Street	Aberdeen Street Lansdowne Street	0.100	HCB	1992 1992 1992 1992	2018 2018	2067 122,406	376,984	Priority 1 Priority 1	122,406		- :			- :	- :		
130	Birch Street Birch Street	Monk Street Young Street	Young Street Lorne Street	0.151	HCB HCB	1973 1973 1973 1973		2048 78,595 2048 171,998	171,507 375.327	Priority 1 Priority 1	78,595 171,998		-		-	-			
180	Broomhead	Young Street 150m West of King End of Asphalt at Hospital	End of Asphalt at Hospital Dead End at Residence	0.460 0.690	HCB GS	1976 1976 1970 1950	2018	2051 254,163	575,202	Priority 1 Priority 1 Priority 2	254,163				-	424,776		-	
200	Brown Rd	Planer Road	Dead End	0.120	GS	1970 1950	2045	2025 -	70,590	Priority 2	i	: :	-	: :	- :	70,590	- :		
210	Bucciarelli Road Bucciarelli Road	Hwy. 129 Rate Road	Rate Road Dead End	0.170	GS GS	1970 1950 1970 1950	2045 2045	2025 -	91,059 321,386	Priority 2 Priority 2	-		-	: :	-	91,059 321,386			<del></del>
250	Bucciarelli Road Cedar Street Cedar Street	Aberdeen Street Landsdowne Street	Grey Street Aberdeen Street	0.600 0.100 0.100	HCB HCB	1985 1985 2003 2003	2045 2018 2028	2025 - 2060 76,504 2078 93,258	186,867 266,892	Priority 2 Priority 1 Priority 2	76,504		-		-	- :	- :		93,25
230	Cedar Street	Lorne Street	Landsdowne Street	0.090	HCB HCB	1970 1950	2018	2025 68,853	84,095	Priority 1	68,853				-	84,095		-	-
280	Cherry Street Cherry Street Cherry Street	Connaught Street Devonshire Street Grey Street	Devonshire Street Strathcona Street	0.098 0.245 0.118	HCB HCB	1970 1950 2009 2009 1970 1950		2025 79,139 2084 271,602 2025 95,290	678,981	Priority 1 Priority 3 Priority 1	79,139	: :	-	1 1		84,432			=
281	Cherry Street	Strathcona Street	Connaught Street Limit	0.029	HCB	1970 1950	2018 2018	2025 95,290 2025 23,419	24,987	Priority 1	95,290 23,419		-	1 1	-	101,663 24,987		-	
310	Connaught Street Connaught Street	Cherry Street	North Limit Cherry Street	0.058 0.276	GS HCB	1970 1950 1985 1985	2045 2018	2025 -		Priority 2 Priority 1	164,228		-		-	50,900			
290	Connaught Street Demers Street	Riverside Drive	Pine Street	0.276	HCB HCB	1985 1985 1985 1985		2060 117.816	399 950	Priority 1	117,816		-			-			:
330	Derek Street	Richard Street	Golf Road Rolly Street	0.136	HCB	1999 1999 1999 1999		2074 306,906 2074 91,134	289,228	Priority 2	- :	: :	-	: :	306,906 91,134	- :		-	
360	Derek Street Devonshire Street	Rolly Street Pine Street	Adele Street Cherry Street	0.030	HCB HCB	1999 1999 2009 2009	2024 2034	2074 183,608 2084 24,505	62 440	Priority 2 Priority 3				+ : T :	183,608	- :		<del> </del>	
350	Devonshire Street Dufferin Street	Riverside Drive 70m North of Maple Street	Pine Street Maple Street	0.157 0.070	HCB	2009 2009 1990 1990	2034 2065	2084 128,245 2065 -	326,767	Priority 3 Priority 3	-		-		-				-
410	Dufferin Street	Dead End	Lime Street												-	-			
430	Dufferin Street Dufferin Street	Elm Street Larch Street	70m North of Maple Street Spruce Street	0.310	GS	1970 1950	2045	2025 -	166,049	Priority 2	-				-	166,049	-		
420	Dufferin Street Dufferin Street	Lime Street Maple Street	Larch Street Dead End	0.105	GS	1970 1950	2045	2025 -	56,242	Priority 2						EC 242			
370	Dufferin Street	Monk Street	Elm Street	0.121	HCB	1970 1950	2018	2025 61,713	70.455	Priority 1	61,713	1 1	- :	1 1		56,242 70,455	- :		<del></del>
450	Elgin Street Elgin Street	Ash Street Elm Street	Teak Street Ash Street	0.136 0.138	GS HCB	1970 1950 1970 1950	2045 2018	2025 - 2025 89,152	125 871	Priority 2 Priority 1	89,152		-			76,425 125,871		-	
440	Elgin Street Elgin Street	Maple Street Teak Street	Elm Street Water Plant Road	0.199 0.114	HCB	1985 1985 1970 1950		2060 118,411 2025 -	353,815 85,052	Priority 1 Priority 2	118,411		-	1 1	-	85,052	-		
500	Elm Street	Elgin Street	Monk Street			2015 2015	2040	2090 82.003	301,569	Priority 3		1 1	-	1 1		-			
510	Elm Street Elm Street	King Street Monk Street	Queen Street Dufferin Street	0.097 0.042	HCB HCB	2015 2015 2015 2015 2015 2015	2040	2090 82,857 2090 35,876	131,937	Priority 3 Priority 3		- :	-						
	Elm Street Fir Street	Queen Street Landsdowne Street	Elgin Street Aberdeen Street	0.094	HCB GS	2015 2015 1970 1950	2040 2045	2090 80,295 2025 -	295,287 55.738	Priority 3 Priority 2	-		-		-	55,738		-	<del></del>
520	Fir Street	Lorne Street	Landsdowne Street Gas Bar				2018	2025 1.816.967		Priority 1	1.816.967					2.389.165			
570	Fox Lake Road Golf Road	Hwy. 129 Demers Street	East Limit	2.850 0.274 0.038	GS	1999 1999	2074	2074 -	444,344	Priority 3	1,616,967	1 1	- :	1 1		2,369,105	- :		
550 560	Golf Road Golf Road	Martel Road Richard Street	Richard Street Demers Street	0.038	HCB HCB	1999 1999 1999 1999	2024 2024	2074 25,464 2074 74,381	80,814 236,061	Priority 2 Priority 2	-	: :	- :	1 1	25,464 74,381	- :		-	<del></del>
590 580	Grey Street	Birch Street	Pine Street	0.287	HCB HCB	1985 1985 1985 1985	2018	2060 285,436 2060 197,915	515 892	Priority 1 Priority 1	285,436 197.915								
610	Grey Street Grey Street	Cedar Street Cherry Street	Birch Street North Limit			1970 1950	2010				52,966					55.799			
620	Grey Street Holly Street	Pine Street Lorne Street	Cherry Street Landsdowne Street		HCB			2025 52,966		Priority 1	52,966		-			55,799			
670	King Street King Street	120m North of Maple Street Ash Street	Maple Street Fim Street	0.120 0.155	HCB HCB	2011 1990 2011 1950	2036	2065 160,257 2025 124,199	226,142 91,383	Priority 3 Priority 2	-		-	- : :	-	91,383			<del></del>
		Elm Street Teak Street	Elm Street 120m North of Maple Street Ash Street	0.080	HCB HCB	2011 1950	2036	2025 106,838 2048 88,142	68,279	Priority 2 Priority 2	-				-	68,279		-	
630	King Street King Street	Water Plant Road	Teak Street	0.091	HCB	2011 1950	2036	2025 121,528		Priority 3 Priority 2				1 1		77,667	- :		
730	Landsdowne Street Landsdowne Street		Pine Street Birch Street		HCB HCB	2017 2017 2017 2017	2042 2042	2092 291,906 2092 189,500			-		-	1 1	-	-		-	
700	Landsdowne Street Landsdowne Street	t Fir Street	Oak Street Walnut Street	0.205	HCB	2003 2003	2028	2078 159,315	598,061	Priority 3 Priority 2			-				-	-	159,315
710	Landsdowne Street	t Oak Street	Cedar Street	0.406	HCB	2003 2003		2078 315,522	1,184,452	Priority 2					-			-	315,522
	Landsdowne Street Landsdowne Street		North Limit Fir Street	0.054	GS	1970 1950		2025 -		Priority 2	-	-	-		-	18,982			<del></del>
750	Laneway No. 1 Laneway No. 10	Devonshire Street	Minto Street	0.087	GS GS	1970 1950 1970 1950	2045 2045	2025 -	44 836	Priority 2 Priority 2	- :		-		-	30,582 44.836	- :		
980	Laneway No. 10	Young Street Lorne Street	Young Street Lisgar Street Young Street	0.097	GS GS	1970 1950 1970 1950	2045 2045	2025 - 2025 - 2025 -	28,994	Priority 2 Priority 2	-				-	28,994 47,806		-	-
1020	Laneway No. 12	Ash Street	Elm Street Maple Street	0.160	GS GS	1970 1950	2045	2025 -	47,825	Priority 2 Priority 2		: :	-	1 1		47,825 47,526			=
1030	Laneway No. 12 Laneway No. 12	Elm Street Teak Street	Ash Street	0.159 0.111	GS	1970 1950 1970 1950	2045 2045	2025 -	33.179	Priority 2						47,526 33,179			÷
1000	Laneway No. 12 Laneway No. 13	Waterplant Road	Teak Street Teak Street	0.096 0.260	GS GS	1970 1950 1970 1950	2045 2045	2025 -	28,695	Priority 2 Priority 2			-			33,179 28,695 77,716			
1050		Elgin Street Maple Street	Ash Street Eigin Street	0.139	GS GS	1970 1950 1970 1950 1970 1950	2045	2025 -	41,548	Priority 2			- :			41,548 56,792			:
1040	Laneway No. 13 Laneway No. 14 Laneway No. 14	maple Street Elm Street	Elgin Street Ash Street Elm Street	0.190 0.150 0.199	GS GS GS	1970 1950 1970 1950 1970 1950	2045 2045	2025 - 2025 - 2025 -	56,792 44,836	Priority 2 Priority 2			- :			44.836			=
1070	Laneway No. 14 Laneway No. 15	Maple Street Maple Street	Laneway No. 16	0.149	GS	1970 1950 1970 1950	2045 2045	2025 -	44.537	Priority 2 Priority 2			-	- :		59,483 44.537	=		<del>-</del>
1100	Laneway No. 16	Dufferin Street	Monk Street Dead End (North)	0.071	GS	1970 1950	2045	2025 -	21,222	Priority 2 Priority 2			-			21,222 37,065			
1110	Laneway No. 17 Laneway No. 17 Laneway No. 2	Pine Street Riverside Drive	Pine Street Pine Street	0.124 0.153 0.142	GS GS	1970 1950 1970 1950 1970 1950		2025 - 2025 - 2025 -	45 733	Priority 2						45.733	- :		=
770	Laneway No. 2	Cherry Street Pine Street	Riverside Drive	0.148	GS GS	1970 1950	2045 2045	2025 -	44,238	Priority 2 Priority 2			-	1 1	+ :T	42,445 44,238		<del> </del>	<del></del> -
780		Cherry Street Pine Street	Pine Street Laneway No. 4	0.095 0.113	GS GS	1970 1950 1970 1950	2045	2025 - 2025 -	28,396						-	28,396 33,777			_
800	Laneway No. 3 Laneway No. 4 Laneway No. 5	Connaught Street	Grey Street Aberdeen Street	0.090 0.085	GS	1970 1950 1970 1950 1970 1950	2045	2025 -	26 902	Priority 2			-			26,902 25,407	- :		:
830	Laneway No. 6	Grey Street Birch Street	Cedar Street	0.307	GS GS	1970 1950	2045 2045	2025 - 2025 -	91,765	Priority 2						91.765			=
820 850	Laneway No. 7	Pine Street Birch Street	Birch Street Cedar Street	0.192 0.202	GS GS	1970 1950 1970 1950	2045 2045	2025 - 2025 -	57,390 60,379	Priority 2 Priority 2			-			57,390 60,379			
860	Laneway No. 7 Laneway No. 7 Laneway No. 7	Cedar Street	Oak Street Birch Street	0.156	GS	1970 1950 1970 1950 1970 1950	2045	2025 -	46 630	Priority 2			1 :			46.630			= :
840	Laneway No. 7	Laneway No. 8 Oak Street	Fir Street	0.149 0.200	GS GS			2025 - 2078 -	170,756	Priority 3			<u> </u>			44,537			÷
890	Laneway No. 8	Aberdeen Street Grev Street	Landsdowne Street Aberdeen Street	0.099 0.096	GS GS	2003 2003 1970 1950 1970 1950	2045	2025 -	29,592				-			29,592 28,695			
	Laneway No. 8 Laneway No. 8 Laneway No. 8	Landsdowne Street Lorne Street	Lorne Street	0.096	GS	1970 1950	2045	2025 -	28 695	Priority 2			1 :			28,695 28,630			= :
900		Lorne Street Young Street	Young Street Monk Street	0.156 0.149	GS GS	1970 1950	2045	2025 -	44 537	Priority 2 Priority 2						44 537			_
900 910	Laneway No. 8										1		- I -	1	1				
900 910 920 940	Laneway No. 8 Laneway No. 9	Birch Street Cedar Street	Cedar Street Oak Street	0.202	GS GS	1970 1950 1970 1950	2045	2025 -	60,379 60,977	Priority 2 Priority 2			-		- : -	60,379 60,977	$\overline{}$	<del> </del>	-
900 910 920 940 950 930	Laneway No. 8 Laneway No. 9 Laneway No. 9 Laneway No. 9	Birch Street Cedar Street	Oak Street	0.204	GS	1970 1950 1970 1950 1970 1950			60,379 60,977 44,238	Priority 2 Priority 2 Priority 2		: :				60,379 60,977 44,238			
900 910 920 940 950 930 960 1130	Laneway No. 8 Laneway No. 9 Laneway No. 9	Birch Street	Cedar Street Oak Street Birch Street Dead End Dufferin Street Dufferin Street	0.202 0.204 0.148 0.076	GS GS GS GS	1970 1950 1970 1950 1970 1950 1970 1950	2045 2045 2045 2045	2025 - 2025 - 2025 - 2025 -	60,379 60,977 44,238 22,717	Priority 2 Priority 2 Priority 2 Priority 2						60,379 60,977 44,238 22,717	-		

#### Township of Chapleau Asset Management Plan

Transportation Services - Roadways
Paved roads with curbs, paved roads w/out curbs, unpaved roads and unpaved laneways

3	4	5	7	35	Year Co	nstructed	Veer of Expect	ad Panlacement	Estimated Futo	re Replacement	Investment Priority					Projected	Replacement Rec	nuirement				
Reference			Length (km)		Wearing	Other	Wearing	Other	Wearing	Other	Classification											
Number Road Name	From	То	(km)	Surface Type	Surface	Components	Surface	Components	Surface	Components		Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
1170 Lisgar Street	Overpass	Golf Road	0.335		1980		2018	2055	270,526	538,756	Priority 1	270,526	-	-	-		-	-		-		
1160 Lisgar Street 1210 Lorne Street	Pine Street 50m North of Birch Street		(0.160)		1980			2055	(129,207 61,628	(257,316)	Priority 3 Priority 1	(129,207) 61,628										
1200 Lorne Street	Beech St	50m North of Birch Street	0.090	HCB	1973	3 1973	2018	2048	103,280	224,624	Priority 1	103,280	- :	-	- :		-	-	- :	- :		
1220 Lorne Street	Birch Street	Civic No. 28	0.120		1996			2071	139,641	460,684	Priority 1			-	139,641	-		-				-
1240 Lome Street 1230 Lome Street	Cedar Street Civic No. 28	Oak Street Cedar Street	0.170		1970				158,958 77,609	176,393	Priority 1 Priority 1	158,958 77,609	-	-	- :	<del></del>	-	-	176,393 86.122	-		- :
1270 Lorne Street	Fir Street	Walnut Street							,	33,		17,1000										
1260 Lorne Street 1180 Lorne Street	Moose Hall Parking Lot North Limit	Fir Street Pine Street	0.062	g GS	1970	1950	2045	2025		54.411	Priority 2								54,411			
1250 Lorne Street	Oak Street	Moose Hall Parking Lot	0.176		1976				-	258.470	Priority 3			-	-			-	34,411	- :		-
1190 Lorne Street	Pine Street		0.095	HCB	1973	1973	2018	2048	109,018	237,103	Priority 1	109,018	-	-	-			-			-	-
1280 Lorne Street 1290 Lynn Court	Walnut Street Richard Street	Holly 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				99,506	167,612	Priority 3		-	-	-	- :			-	-	-	-
1300 Maple Street	King Street	Queen Street	0.095		2010				107,421 156.044	180,945	Priority 3			-	-			-		-	-	-
1330 Maple Street 1310 Maple Street	Monk Street Queen Street	Dufferin Street Elgin Street	0.138		2010						Priority 3 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 1380 Martel Road	Golf Road Martel Crescent	Rolly Street Poplar Road	0.163		1976			2025 2025	101,147 124,106	149,110 182,957	Priority 1 Priority 1	101,147 124,106				-			149,110 182,957		-	-
1370 Martel Road	Planer Road		0.200		1976				407.689	601.013		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 1400 Minto Street	Rolly Street Laneway No. 1	Planer Road Pine Street	0.160	HCB HCB	1976		2018 2018	2025 2053	99,285 75,569	146,365 230,307	Priority 1 Priority 1	99,285 75,569	-	-	-			-	146,365	-		
1410 Minto Street	Pine Street	Riverside Drive	0.154		1970					102,743				-		- :		-	102,743	-	-	-
1480 Monk Street 1430 Monk Street	Ash Street		0.144		2010		2035	2085	181,682	659,068 84,881	Priority 3	-		-	-		-	-	-	-	-	-
1430 Monk Street 1420 Monk Street	Beech St Birch Street	Lisgar Street Beech St	0.040	HCB HCB	1994 1973	1994	2019 2018	2069 2048	32,948 100,943	84,881 175.007	Priority 1 Priority 1	100,943	32,948	-			- :	-	- :	- :		
1490 Monk Street	Elm Street	Maple Street	0.203		2010	2010	2035		256,121		Priority 3	,540		-				-	-	-		
1520 Monk Street 1510 Monk Street	Larch Street	Spruce Street																				
1510 Monk Street 1440 Monk Street	Lime Street Lisgar Street	Larch 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		161,287	249,698	Priority 1	161,287		-				-	249,698	-		
1450 Monk Street 1470 Monk Street	Pine Street Teak Street		0.642		1970				578,471 150,475	895,542 232,954	Priority 1	578,471 150.475				-			895,542 232,954		-	-
1460 Monk Street	Water Plant Road		0.107		1970			2025	100,475	154.837		100.016					- :		154.837	-		
1540 Oak Street	Landsdowne Street		0.076		1970			2025	43,930		Priority 1	43,930		-				-	56,986		-	
1530 Oak Street 1550 Parliament Road	Lome Street Hwy. 129		0.095		1970			2025	54,913		Priority 1 Priority 2	54,913	-	-	-			-	71,233 319,898	-		
1610 Pine Street	Aberdeen Street	Grey Street	0.095	HCB	1970	1950	2018		56,528		Priority 1	56,528				-			78,960		-	
1630 Pine Street	Connaught Street		0.100		1970				59,503		Priority 1	59,503				·			83,116		*	
1640 Pine Street 1620 Pine Street	Devonshire Street Grev Street		0.205	HCB HCB	1970		2018	2025 2025	(121,981	) (170,388) 81,454	Priority 2 Priority 1	(121,981) 58.313	-	-			-	-	(170,388) 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 1590 Pine Street	Lisgar Street Lorne Street	Monk Street Lansdowne Street	0.047		1975				41,151 58.313	82,160 133.634	Priority 1	41,151 58.313		-				-		-	-	-
1650 Pine Street	Minto Street	Strathcona Street	0.096	ncb	1975	19/5	2010	2050	50,313	133,034	Priority I	50,313							•		•	
1570 Pine Street	Monk Street		0.166		1975		2018		166,506	401,060	Priority 1	166,506										
1580 Pine Street 1660 Pineland Road	Young Street Hwv. 129	Lorne Street Dead End	0.156		1975				129,955	343,749 61.659	Priority 1 Priority 2	129,955	•	-				-	61.659			
1700 Planer Road	Brown Road	West Limit at Waterfront Home	0.469		1970				- :		Priority 2			- :	- :	- :		- :	288,226	- :		- :
1680 Planer Road	Cul De Sac South Of Tracks		0.365		1970				-		Priority 2			-				-	224,312		-	
1670 Planer Road 1690 Planer Road	Martel Road Poplar Road	Cul De Sac North Of Tracks Brown Road	0.200	GS GS	1970		2045 2045	2025 2025	- :	133,645 97,100	Priority 2 Priority 2	- :		-			- :	-	133,645 97,100	- :		
1710 Poplar Road	Planer Road	Martel Road	0.410		1997				264,073	838,079	Priority 1		-	-	-	264,073		-			-	
1770 Queen Street 1760 Queen Street	Ash Street Dead End North (North of Elm)	Teak Street Ash Street	0.208	HCB	2011	1 1950	2036	2025	189,395	130,376	Priority 2			-		-		-	130,376	-	-	-
1730 Queen Street	Dead End North (North of Eim)  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		2015					82,109				-				-		,		
1750 Queen Street 1720 Queen Street	Elm Street Maple Street		0.110		2015		2040		115,645		Priority 3 Priority 3			-	-		-	-		-		-
1780 Queen Street	Teak Street	Water Plant Road	0.095	HCB	2011	1 1974	2036	2049	86,503		Priority 3	- :		-	-			-	-	- :		- :
1790 Rate Road 1840 Richard Street	Bucciarelli Adele Street	Dead End Cul De Sac	(0.176)	HCB HCB	1970		2018 2024	2025 2074	196,360 (117,938	283,315 (374,295)	Priority 1	196,360		-	-			(117,938)	283,315	-	-	-
1840 Richard Street 1810 Richard Street	Adele Street Derek Street		0.176		1999				(117,938	) (374,295) 257,328	Priority 2 Priority 2				-	-	-	(117,938) 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 1820 Richard Street	Lynn Court Sean Court		0.078	HCB HCB	1999				52,268 63.660	165,881 202.034	Priority 2 Priority 2	-	-	-	-	-	-	52,268 63.660	-	-	-	-
1860 Riverside Drive	Connaught Street		0.106		1985			2074	76,589	212,317		76,589	- :	-			-	- 05,000	-	-		-
1870 Riverside Drive	Devonshire Street		0.099	HCB	1985				71,531	198,296	Priority 1	71,531		-				-		-	-	-
1850 Riverside Drive 1880 Riverside Drive	Grey Street Minto Street	Connaught Street Strathcona Street	0.099	HCB	2011	1 1985	2036	2060	108.174	143.335	Priority 3											1
1900 Riverside Drive	Start of HCB (East of Strathcona)	Sewage Plant	0.099	HCB	1985	1985	2018		188,506	531,721	Priority 1	188,506				:	<u> </u>				:	:
1890 Riverside Drive	Strathcona Street	Start of HCB (East of Strathcona)	0.130		2011			2060	142,046		Priority 3			-	-			-				
1910 Rolly Street 1920 Sean Court	Martel Road Richard Street		0.053		1988				31,537 49,587		Priority 1 Priority 2	31,537			-		-	49.587	-			-
1930 Spruce Street	Monk Street	Dufferin Street	0.074	1100	1995	1000	2024	2074	45,367	107,374								40,007				
1950 Strathcona Stree 1960 Strathcona Stree		Pine Street		1		L		1		1												
1960 Strathcona Stree 1940 Strathcona Stree		North Limit 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 1990 Teak Street	King Street Queen Street	Queen Street Monk Street	0.101	HCB HCB	1970			2025	82,420 86.500	107,821 113,158		82,420 86.500	-	-	-	-	-	-	107,821 113,158	-	-	-
2000 Walnut Street	Lorne Street	Landsdowne Street	v. 106	HUD	19/0	1950	2018	2025	00,000	113,108	r duniy 1	000,000	-	-	-		-	-	113,138	-		
2010 Water Plant Roa			0.039		2011						Priority 3			-				-		-	-	-
2020 Water Plant Roa 2050 Young Street	d Queen Street Beech St		0.099		2011				114,183 104,878	118,074	Priority 3 Priority 1	-	104.878	-	-		-	-	-	-	-	
			0.096		1994		2019		104,878		Priority 1		104,878	-			-			- :		- :
2040 Young Street	Birch Street																					
	Birch Street Laneway No. 11 Pine Street	Birch Street	0.050	HCB	1970	1950					Priority 1 Priority 1	57,803		-	-	94 993		-	79,461		-	-

Total replacement value of roads

\$ 50,039,910

Total future replacement requirement:
- Priority 1
- Priority 2
- Priority 3

\$ 16,396,714 \$ 6,268,824 \$ 27,374,372



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

Reference	Street	From	То	Exisitng Pipe	Proposed Pipe	Length (m)	Year	Material	Year of Expected	Estimated FV Replacement Cost	Investment					Projected	Replacement Req	uirement				
Number				Diameter	Diameter	Longin (III)	Installed	material	Replacement	to Subgrade	Priority Classification	Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Aberdeen Street	North Limit	Pine Street	450	450	400.0	4040	O ant laws	0040	#00.0F0	Priority 3	\$ -	\$ -	\$ -	\$ -	т	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Aberdeen Street Aberdeen Street	Pine Street Birch Street	Birch Street Cedar Street	150mm 150mm	150mm 150mm	192.0 206.1	1910 1910	Cast Iron Cast Iron	2018 2018	\$90,859 \$96,144	Priority 1 Priority 1	\$ 90,859 \$ 96,144	\$ - \$ -	\$ -	\$ - \$ -		\$ - \$ -	\$ - \$ -		\$ - \$ -	:	\$ - \$ -
	Aberdeen Street	Cedar Street	Oak Street	150mm	150mm	197.0	2002	PVC	2077	\$267,907	Priority 3	\$ -	\$ -	\$ -				\$ -		1:		
50	Aberdeen Street	Oak Street	Fir Street								Priority 3	\$ -		\$ -				\$ -				
60	Across Tracks Adele Street	Monk Street Derek Street	Lisgar Street Richard Street	300mm 150mm	300mm 150mm	76.0 216.6	1973 1988	Cast Iron Cast Iron	2058	\$90,969 \$280,204	Priority 3 Priority 3	\$ - \$ -	\$ - \$ -	\$ -	\$ - \$ -		Ţ.	\$ - \$ -	7		Ţ	\$ -
	Ash Street	King Street	Queen Street	100mm	150mm	91.2	1910	Cast Iron	2018	\$37,840	Priority 1	\$ 37.840	\$ - \$ -	\$ -	\$ -			\$ -		\$ -		\$ -
	Ash Street	Queen Street	Elgin Street	150mm	150mm	44.0	1910	Cast Iron	2018	\$16,492	Priority 1	\$ 16,492	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Ash Street	Elgin Street	Monk Street	150mm	150mm	89.7	1910	Cast Iron	2018	\$33,621	Priority 1	\$ 33,621	\$ -	\$ -	\$ -		:	\$ -		\$ -		\$ -
	Beech Street Beech Street	Lisgar Street Young Street	Young Street Lorne Street	200mm 150mm	200mm 150mm	140.7 165.3	1994 1910	Cast Iron Cast Iron	2079 2018	\$257,547 \$79,023	Priority 3 Priority 1	\$ - \$ 79,023	\$ - \$ -	\$ - \$ -	\$ - \$ -	:	\$ - \$ -	\$ - \$ -		\$ - \$ -		\$ -
	Birch Street	Monk Street	Young Street	200mm	200mm	72.0	1973	Cast Iron	2058	\$90,503	Priority 3	\$ -	7	т	\$ -	7	•	\$ -				•
	Birch Street	Young Street	Lorne Street	200mm	200mm	162.0	1973	Cast Iron	2058	\$172,509	Priority 3	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -		\$ -		\$ -
	Birch Street Birch Street	Lorne Street	Landsdowne Street eet Aberdeen Street	200mm 200mm	200mm 200mm	98.0 81.3	1992 1992	Cast Iron Cast Iron	2077	\$160,477 \$132,427	Priority 3 Priority 3	\$ -	-	<b>*</b>	ψ -	7	<u> </u>	<u>\$</u> -	•	<b>*</b>	<u>*</u>	\$ -
	Birch Street	Aberdeen Street		150mm	150mm	87.7	1985	Cast Iron	2070	\$97,171	Priority 3	\$ - \$ -	\$ - \$ -	\$ -	<u> </u>	'	7	\$ - \$ -		1:	<del>-</del>	\$ -
170	Birch Street	Grey Street	Connaught Street	200mm	200mm	99.5	1977	Cast Iron	2062	\$106,877	Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Birch Street	Young Street	Lorne Street	250mm	250mm	17.9	1973	Cast Iron	2058	\$17,751	1 Honey 0	\$ -		*	Ψ	т	Ψ	\$ -	·	7	Ţ	I
	Broomhead Road Broomhead Road	150m West of Ki	ing End of Asphalt at Hos t HoDead End at Residen		200mm	400.5	1976	Cast Iron	2061	\$409,404	Priority 3 Priority 3	\$ - \$ -	T	*	7.	7		\$ - \$ -	·	т	<u> </u>	\$ -
	Brown Road	Planer Road	Dead End	T							Priority 3	\$ -	•	\$ -	Ţ	7	:	\$ -		\$ -	•	
	Bucciarrelli Road	Hwy. 129	Rate Road								Priority 3	\$ -		•		•		\$ -	•	· '	<u> </u>	+ '
	Bucciarrelli Road Cedar Street	Rate Road Lorne Street	Dead End Landsdowne Street	150mm	150mm	100.0	1985	Cast Iron	2070	\$115,202	Priority 3 Priority 3	\$ - \$ -	*	\$ -		'		\$ - \$ -		· '	<u> </u>	+ '
	Cedar Street	Landsdowne Street	eet Aberdeen Street	150mm	150mm	95.0	2002	PVC	2070	\$115,202	Priority 3	\$ -		\$ -	\$ -			\$ -			•	'
	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		\$ 22,856		\$ -				\$ -				
260	Chantele Street Cherry Street	Adele Street Grey Street	North Limit Connaught Street	150mm 100mm	150mm 150mm	23.7 130.0	1988 1910	Cast Iron Cast Iron	2073 2018	\$31,832 \$50,555	Priority 3 Priority 1	\$ - \$ 50,555	\$ - \$ -	\$ - \$ -	\$ - \$ -			\$ - \$ -		1:	•	
	Cherry Street	Connaught Stree		100mm	150mm	90.0	1910	Cast Iron	2018	\$45,009	Priority 1	\$ 45,009	\$ -					\$ -				
	Cherry Street	Devonshire Stree		150mm	150mm	234.0	2009	PVC	2084	\$393,891	Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Cherry Street Connaught Street	Strathcona Stree Riverside Drive	et Limit Pine Street	100mm 150mm	150mm 150mm	180.0 190.0	1910 1985	Cast Iron Cast Iron	2018 2070	\$67,467 \$231,002	Priority 1 Priority 3	\$ 67,467 \$ -	\$ - \$ -	\$ -	\$ - \$ -	7	\$ -	\$ -		\$ - \$ -	т	\$ -
	Connaught Street	Pine Street	Cherry Street	150mm	150mm	141.2	1985	Cast Iron	2070	\$158,446	Priority 3	\$ -	\$ - \$ -	\$ -	\$ -		7	\$ - \$ -		\$ -		\$ - \$ -
	Connaught Street	Cherry Street	North Limit					<b>C</b>		Ţ,	Priority 3	\$ -	\$ -	\$ -	\$ -			\$ -			•	
	Demers Street	Richard Street	Golf Road	150mm	150mm	460.4	1980	Cast Iron	2065	\$509,571	Priority 3	\$ -	\$ -	\$ -	\$ -	7		\$ -		\$ -		\$ -
	Derek Street Derek Street	Richard Street Rolly Street	Rolly Street Adele Street	150mm 150mm	150mm 150mm	263.0 168.8	1988 1988	Cast Iron Cast Iron	2073 2073	\$349,094 \$198,887	Priority 3 Priority 3	\$ - \$ -	\$ - \$ -	\$ -	\$ - \$ -			\$ - \$ -	7	\$ - \$ -		\$ - \$ -
	Devonshire Street	Riverside Drive	Pine Street	150mm	150mm	147.0	2009	PVC	2084	\$210,343	Priority 3	\$ -	\$ -	7			:	\$ -		+		
	Devonshire Street	Pine Street	Cherry Street	150mm	150mm	148.0	2009	PVC	2084	\$246,635	Priority 3	\$ -	\$ -	\$ -		'	\$ -	\$ -	\$ -	\$ -	т	\$ -
	Dufferin Street Dufferin Street	Monk Street Elm Street	Elm Street 70m North of Maple S	150mm	150mm	122.7	1910	Cast Iron	2018	\$47,819	Priority 3 Priority 1	\$ - \$ 47.819	\$ - \$ -	Ψ	\$ - \$ -	•	*	\$ - \$ -		\$ - \$ -	•	1.
	Dufferin Street	70m North of Ma		150mm	150mm	70.0	1910	Cast Iron	2018	\$26,237	Priority 1	\$ 26,237	•					\$ -	т	+	•	т
	Dufferin Street	Maple Street	Dead End							, , ,	Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Dufferin Street Dufferin Street	Dead End Lime Street	Lime Street								Priority 3	\$ -	•		Ψ	7		\$ -			•	
	Dufferin Street	Larch Street	Larch Street Spruce Street								Priority 3 Priority 3	\$ - \$ -		\$ - \$ -		'		\$ - \$ -		\$ - \$ -	<u> </u>	+ '
440	Elgin Street	Maple Street	Elm Street	150mm	150mm	204.0	1985	Cast Iron	2070	\$245,697	Priority 3	\$ -				•		\$ -	•	· '	<u> </u>	+:
	Elgin Street	Elm Street	Ash Street	150mm	150mm	134.0	1910	Cast Iron	2018	\$61,501	Priority 1	\$ 61,501	\$ -	7	т			\$ -	т		•	'
	Elgin Street Elgin Street	Ash Street Teak Street	Teak Street Waterplant Road	150mm 200mm	150mm 200mm	132.1 134.0	1910 1910	Cast Iron Cast Iron	2018 2018	\$54,999 \$60,783	Priority 1 Priority 1	\$ 54,999 \$ 60.783	\$ - \$ -	\$ -		•		\$ - \$ -	т		•	'
470	Elgin Street	Waterplant Road		200mm	200mm	109.2	1910	Cast Iron	2018	\$45,063	Priority 1	\$ 45,063	\$ -	\$ -	<u> </u>	:	•	\$ -		1:	•	+ i
	Elm Street	King Street	Queen Street	150mm	150mm	94.6	2015	PVC	2090	\$194,465	Priority 3	\$ -	\$ -	\$ -	7			\$ -			•	
	Elm Street Elm Street	Queen Street Elgin Street	Elgin Street Monk Street	150mm 150mm	150mm 150mm	96.3 97.4	2015 2015	PVC PVC	2090	\$165,413 \$198.832	Priority 3 Priority 3	\$ - \$ -		\$ -	\$ - \$ -			\$ - \$ -		\$ - \$ -		
	Elm Street	Monk Street	Dufferin Street	150mm	150mm	60.0	2015	PVC	2090	\$140,500	,	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
520	Fir Street	Lorne Street	Landsdowne Street								Priority 3	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -		\$ -
	Fir Street Fox Lake Road		eet Aberdeen Street	150mm	150mm	45.0	2002	PVC	2077	\$54,255	Priority 3	\$ -		\$ -	\$ -			\$ -				
	Golf Road	Hwy. 129 Martel Road	Gas Bar Richard Street	150mm	150mm	15.2	1980	Cast Iron	2065	\$14,450		\$ - \$ -			\$ - \$ -			\$ - \$ -		1:		
560	Golf Road	Richard Street	Demers Street	150mm	150mm	102.2	1980	Cast Iron	2065	\$101,796	Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -
	Golf Road	Demers Street	East Limit	150mm	150mm	193.8	1980	Cast Iron	2065	\$208,201	Priority 3	\$ -						\$ -				+:
	Golf Road Grey Street	Martel Road Cedar Street	Richard Street Birch Street	250mm 150mm	250mm 150mm	13.8 192.0	1980 1985	Cast Iron Cast Iron	2065 2070	\$35,043 \$211,766		\$ - \$ -					•	\$ - \$ -		+		1:
	Grey Street	Birch Street	Pine Street	150mm	150mm	209.6	1985	Cast Iron	2070	\$272,909	Priority 3	\$ -	-	T			Ψ	\$ -		1.		
	Grey Street	Pine Street	Cherry Street	100mm	150mm	62.0	1910	Cast Iron	2018	\$25,067	Priority 1	\$ 25,067		\$ -	\$ -		•	\$ -	\$ -	\$ -		
	Grey Street	Cherry Street	North Limit								y +	\$ - \$ -								+		•
	Holly Street King Street	Lorne Street Waterplant Road	Landsdowne Street  Teak Street	150mm	150mm	88.0	1973	Cast Iron	2058	\$76,867	Priority 3 Priority 3	\$ -					Ψ	\$ - \$ -			•	+ :
640	King Street	Teak Street	Ash Street	150mm	150mm	114.5	1973	Cast Iron	2058	\$123,696	Priority 3	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	King Street	Ash Street	Elm Street	100mm	150mm	158.0	1910	Cast Iron	2018	\$66,840	,	\$ 66,840		·				\$ -	•			
	King Street King Street	Elm Street 120m North of M	120m North of Maple lapl Maple Street	100mm 100mm	150mm 150mm	87.3 120.0	1910 1910	Cast Iron Cast Iron	2018 2018	\$40,340 \$44,978	,	\$ 40,340 \$ 44,978		·		•	•	·		1:	<u> </u>	1
	Landsdowne Street	Holly Street	Walnut Street	10011111	10011111	120.0	1310	Cust IIOII	2010	Ψ-1,910	Priority 3	\$ -						\$ -		· '	<u> </u>	1.7
690	Landsdowne Street	Walnut Street	Fir Street								Priority 3	\$ -			\$ -	\$ -		\$ -		\$ -	\$ -	•
	Landsdowne Street	Fir Street	Oak Street	150mm	150mm	202.0	2002	PVC	2077	\$279,817							•	:			•	:
	Landsdowne Street Landsdowne Street	Oak Street Cedar Street	Cedar Street Birch Street	150mm 150mm	150mm 150mm	196.0 198.2	2002	PVC PVC	2077 2092	\$297,090 \$370,431	, .	\$ - \$ -						\$ - \$ -				
	Landsdowne Street	Birch Street	Pine Street	150mm	150mm	183.8	2017	PVC	2092	\$347,064		\$ -						\$ -				
	Landsdowne Street	Pine Street	North Limit								Priority 3	\$ -	•		т		Ţ.	\$ -		+		T
	Laneway No. 1 Laneway No. 10	Devonshire Street									Priority 3	\$ -		\$ -	\$ -	•	т	\$ -		\$ -	•	\$ -
			Young Street Lisgar Street								Priority 3 Priority 3	\$ - \$ -	\$ - \$ -	\$ - :	т			\$ - \$ -		+		\$ - \$ -
	Laneway No. 10	Young Street	Lisyai Street																			
980 990	Laneway No. 10 Laneway No. 11 Laneway No. 12	Lorne Street Waterplant Road	Young Street								Priority 3	\$ - \$ -	\$ -	\$ -			\$ -	\$ -		1:	\$ -	

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

Reference	Street	Frem	То	Exisitng	Proposed	Longth (m)	Year	Material	Year of	Estimated FV	Investment					Projected	Replacement Rec	quirement			
Number	Street	From	10	Pipe Diameter	Pipe Diameter	Length (m)	Installed	Materiai	Expected Replacement	Replacement Cost to Subgrade	Priority Classification	Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027 2028
	Laneway No. 12	Teak Street	Ash Street								Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	-	\$ - \$	- \$ -
	Laneway No. 12	Ash Street	Elm Street								Priority 3	\$ -	\$ -	\$ -	\$ -	7	\$ -	\$ -		\$ - \$	- \$ -
	Laneway No. 12 Laneway No. 13	Elm Street Maple Street	Maple Street Elgin Street								Priority 3 Priority 3	\$ - \$ -	\$ - \$ -	\$ -	\$ - \$ -			\$ -	т	\$ - \$ \$ - \$	- \$ - - \$ -
	Laneway No. 13	Elgin Street	Ash Street								Priority 3	\$ -		\$ -	7	7	•	\$ -	•	·	- \$ -
	Laneway No. 13	Ash Street	Teak Street								Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$	- \$ -
	Laneway No. 14	Maple Street	Elm Street								Priority 3	\$ -	7	\$ -	7			\$ -		17 17	- \$ -
	Laneway No. 14 Laneway No. 15	Elm Street Maple Street	Ash Street Laneway No. 16								Priority 3 Priority 3	\$ - \$ -	•	•	7		•	· ·			- \$ - - \$ -
	Laneway No. 16	Dufferin Street	Monk Street								Priority 3	\$ -	•	•		•	•	\$ -			- \$ -
	Laneway No. 17	Riverside Drive	Pine Street								Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$	- \$ -
	Laneway No. 17	Pine Street	Dead End (North)								Priority 3	\$ -					•	\$ -		· · · · · · · · · · · · · · · · · · ·	- \$ -
	Laneway No. 2 Laneway No. 2	Cherry Street Pine Street	Pine Street Riverside Drive								Priority 3 Priority 3	\$ - \$ -		\$ - \$ -	\$ - \$ -			\$ - \$ -		\$ - \$ \$ - \$	- \$ - - \$ -
	Laneway No. 3	Cherry Street	Pine Street								Priority 3	\$ - \$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ - \$	- \$ -
	Laneway No. 3	Pine Street	Laneway No. 4								Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ - \$	- \$ -
	Laneway No. 4	Connaught Stre									Priority 3	\$ -		\$ -	\$ -			\$ -			- \$ -
	Laneway No. 5 Laneway No. 6	Grey Street Pine Street	Aberdeen Street Birch Street								Priority 3 Priority 3	\$ -	\$ -	\$ -	\$ - \$ -	•	1	\$ -	1.2	\$ - \$	- \$ -
	Laneway No. 6	Birch Street	Cedar Street								Priority 3	\$ -	\$ - \$ -	\$ -	\$ -		\$ - \$ -	\$ -	+:	\$ - \$	- \$ -
	Laneway No. 7	Laneway No. 8	Birch Street								Priority 3	\$ -	т	т	7	7		\$ -			- \$ -
	Laneway No. 7	Birch Street	Cedar Street								Priority 3	\$ -	\$ -	\$ -	7		\$ -	\$ -	\$ -	+	- \$ -
	Laneway No. 7	Cedar Street	Oak Street	150	150	200.0	2002	D)/C	2077	<b>#044 405</b>	Priority 3	\$ -	-	•	\$ -	Ψ	Ψ	\$ -	-	\$ - \$	- \$ -
	Laneway No. 7 Laneway No. 8	Oak Street Grey Street	Fir Street Aberdeen Street	150mm	150mm	200.0	2002	PVC	2077	\$241,135	Priority 3 Priority 3	\$ - \$ -	\$ - \$ -	\$ -	\$ - \$ -			\$ - \$ -	+ :	\$ - \$ \$ - \$	- \$ -
	Laneway No. 8	Aberdeen Street									Priority 3	\$ -		•	7	т	Ψ	\$ -	Ÿ	<u> </u>	- \$ -
900	Laneway No. 8	Landsdowne Str	eet Lorne Street								Priority 3	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -		- \$ -
	Laneway No. 8	Lorne Street	Young Street								Priority 3	\$ -	\$ -	\$ -			•	\$ -	•	\$ - \$	- \$ -
	Laneway No. 8 Laneway No. 9	Young Street Laneway No. 8	Monk Street Birch Street								Priority 3 Priority 3	\$ - \$ -		Ψ	Ψ	7	•	\$ - \$ -	, Y		- \$ - - \$ -
	Laneway No. 9	Birch Street	Cedar Street								Priority 3	\$ -						\$ -	+ :	· · · · · · · · · · · · · · · · · · ·	- \$ -
950	Laneway No. 9	Cedar Street	Oak Street								Priority 3	\$ -	\$ -	\$ -	:		\$ -	\$ -		\$ - \$	- \$ -
	Laneway No. 9	Oak Street	Dead End								Priority 3	\$ -	•			•	•	\$ -			- \$ -
	Larch Street	Monk Street	Dufferin Street								Priority 3	\$ -	•	\$ -		•		\$ -			- \$ -
	Lime Street Lisgar Street	Monk Street Monk Street	Dufferin Street Pine Street	300mm	300mm	59.9	1910	Cast Iron	2018	\$29,589	Priority 3 Priority 1	\$ - \$ 29,589		\$ - \$ -	\$ - \$ -	•	7	\$ - \$ -	-	· · · · · ·	- \$ - - \$ -
	Lisgar Street	Pine Street	Overpass	250mm	250mm	90.5	1980	Cast Iron	2065	\$107,727	Priority 3	\$ 25,303		·				\$ -		· · · · · · · · · · · · · · · · · · ·	- \$ -
	Lisgar Street	Overpass	Golf Road	250mm	250mm	508.8	1980	Cast Iron	2065	\$579,580	Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$	- \$ -
	Lisgar Street	Monk Street	Pine Street	250mm	250mm	69.9	1980	Cast Iron	2065	\$103,585	Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	т	\$ -	т	\$ - \$	- \$ -
	Lorne Street Lorne Street	North Limit Pine Street	Pine Street Beech Street	150mm 150mm	150mm 150mm	57.5 94.0	1910 1973	Cast Iron Cast Iron	2018 2058	\$23,381 \$119,515	Priority 1	\$ 23,381 \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ - \$ -	\$ -		\$ -	\$ - \$ \$ - \$	- \$ - - \$ -
	Lorne Street	Beech Street	50m North of Birch Str	r 150mm	150mm	45.5	1973	Cast Iron	2058	\$41,694	Priority 3 Priority 3	\$ -	7	\$ -	:	•	т	\$ -	-	+	- \$ -
	Lorne Street	50m North of Bir		150mm	150mm	50.0	1973	Cast Iron	2058	\$45,418	Priority 3	\$ -	\$ -	\$ -	\$ -		1	\$ -		\$ - \$	- \$ -
	Lorne Street	Birch Street	Civic No. 28	150mm	150mm	121.7	1996	PVC	2071	\$162,500	Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$	- \$ -
	Lorne Street	Civic No. 28	Cedar Street	150mm 100mm	150mm	85.0	1910	Cast Iron	2018	\$41,307	Priority 1	\$ 41,307	\$ -	\$ -	\$ -	т	т	\$ -	т		- \$ -
	Lorne Street Lorne Street	Cedar Street Oak Street	Oak Street  Moose Hall Parking Lo		150mm 150mm	204.0 169.5	1910 1976	Cast Iron Cast Iron	2018 2061	\$87,739 \$175,288	Priority 1 Priority 3	\$ 87,739 \$ -	\$ - \$ -			•		\$ - \$ -	1:	1:	- \$ - - \$ -
	Lorne Street	Moose Hall Park		150mm	150mm	22.9	1976	Cast Iron	2061	\$20,112	Priority 3	\$ -		\$ -	\$ -	•		\$ -		\$ - \$	- \$ -
	Lorne Street	Fir Street	Walnut Street								Priority 3	\$ -	\$ -	\$ -			\$ -	\$ -		\$ - \$	- \$ -
	Lorne Street	Walnut Street	Holly Street	50/450	450	07.7	4000	0 1	0005	0440.040	Priority 3	\$ -	<u> </u>	•	*	Ψ	-	\$ -	<u>,</u>	· ·	- \$ -
	Lynne Court Maple Street	Richard Street King Street	West Limit Queen Street	50/150mm 150mm	150mm 150mm	97.7 98.0	1980 1990	Cast Iron Cast Iron	2065 2075	\$116,842 \$124,875	Priority 3 Priority 3	\$ - \$ -	\$ - \$ -	\$ -	•		•	\$ -	т	\$ - \$ \$ - \$	- \$ - - \$ -
	Maple Street	Queen Street	Elgin Street	150mm	150mm	98.0	1910	Cast Iron	2018	\$38,561	Priority 1	\$ 38,561	•	\$ -	7	т		\$ -	1:		- \$ -
	Maple Street	Elgin Street	Monk Street	150mm	150mm	102.0	1910	Cast Iron	2018	\$41,888	Priority 1	\$ 41,888		\$ -	\$ -	т	Ÿ	\$ -	\$ -	\$ - \$	- \$ -
	Maple Street	Monk Street	Dufferin Street	150mm	150mm	91.0	1990	Cast Iron	2075	\$140,318	Priority 3	\$ -	\$ -	\$ -	7			\$ -		\$ - \$	- \$ -
	Martel Crescent Martel Road	Martel Road Golf Road	Martel Road Rolly Street								Priority 3 Priority 3	\$ - \$ -		\$ - \$ -	\$ - \$ -	•	*	\$ - \$ -	<u>,</u>	\$ - \$ \$ - \$	- \$ - - \$ -
	Martel Road	Rolly Street	Planer Road								Priority 3	\$ -				•	•	\$ -		· · · · · · · · · · · · · · · · · · ·	- \$ -
	Martel Road	Planer Road	Martel Crescent									\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$	- \$ -
	Martel Road	Martel Crescent								-		\$ -	•	:	:		•		•		- \$ -
	Martel Road Minto Street	Poplar Road Laneway No. 1	Martel Crescent Pine Street	150mm	150mm	127.3	1978	Cast Iron	2063	\$139,351		\$ - \$ -						\$ - \$ -	-	· · · · · · · · · · · · · · · · · · ·	- \$ - - \$ -
	Minto Street	Pine Street	Riverside Drive	100mm	150mm	91.0	1910	Cast Iron	2018	\$37,765		\$ 37,765				•			-	· · · · · · · · · · · · · · · · · · ·	- \$ -
1400A	Minto Street	Laneway No. 1	Pine Street	150mm	150mm	13.6	1910	Cast Iron	2018	\$5,098	Priority 1	\$ 5,098	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$	- \$ -
	Minto Street	Pine Street	Riverside Drive	150mm	150mm	71.7	1910	Cast Iron	2018	\$38,150		\$ 38,150		\$ -			\$ -	\$ -			- \$ -
	Minto Street Monk Street	Pine Street Birch Street	Riverside Drive Beech Street	200mm 250mm	200mm 250mm	3.3 118.4	1910 1973	Cast Iron Cast Iron	2018 2058	\$1,362 \$138,273		\$ 1,362 \$ -			1			\$ - \$ -		+	- \$ - - \$ -
	Monk Street	Beech Street	Lisgar Street	250mm	250mm	60.0	1973	Cast Iron	2058	\$63,537		\$ -	\$ -		\$ -		1	\$ -		1.	- \$ -
1440	Monk Street	Lisgar Street	Pine Street							711,001	Priority 3	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ - \$	- \$ -
	Monk Street	Pine Street	Waterplant Road								Priority 3	\$ -					7	\$ -			- \$ -
	Monk Street	Waterplant Road		300mm		38.5	1973	Cast Iron	2058	\$50,067		\$ -				•					- \$ -
	Monk Street Monk Street	Teak Street Ash Street	Ash Street Elm Street	250mm 150mm	250mm 150mm	123.0 147.8	1973 2010	Cast Iron PVC	2058 2085	\$126,012 \$273,108		\$ - \$ -						\$ - \$ -		+	- \$ - - \$ -
	Monk Street	Elm Street	Maple Street	150mm	150mm	210.4	2010	PVC	2085	\$346,608		\$ -		·		•	•	\$ -			- \$ -
1500	Monk Street	Maple Street	Lime Street	150mm	150mm	210.0	1986	Cast Iron	2071	\$278,796	Priority 3	\$ -			\$ -	\$ -		\$ -	-		- \$ -
	Monk Street	Lime Street	Larch Street	150mm	150mm	42.5	1986	Cast Iron	2071	\$67,262	Priority 3	\$ -	\$ -			•		\$ -			- \$ -
	Monk Street	Larch Street	Spruce Street	150	150	00.0	4040	Cook Incom	2042	640.470	i nong o	\$ -	•	7		•	т	\$ -	•		- \$ -
	Oak Street Oak Street	Lorne Street	Landsdowne Street Teet Aberdeen Street	150mm 150mm		98.0 96.0	1910 2002	Cast Iron PVC	2018 2077	\$46,179 \$127,508		\$ 46,179 \$ -					•	\$ -	•	+	- \$ - - \$ -
	Parliament Road	Hwy. 129	Dead End Cul De Sac		130111111	90.0	2002	FVC	2011	φ121,300		\$ -					•		•		- \$ -
1560	Pine Street	Lisgar Street	Monk Street	150mm	150mm	51.8	1975	Cast Iron	2060	\$48,803		\$ -			\$ -	\$ -		\$ -	-		- \$ -
	Pine Street	Monk Street	Young Street	150mm	150mm	166.5	1975	Cast Iron	2060	\$169,268	Priority 3	\$ -					•	\$ -		· · · · · · · · · · · · · · · · · · ·	- \$ -
	Pine Street Pine Street	Young Street Lorne Street	Lorne Street Landsdowne Street	150mm 150mm	150mm 150mm	152.0 97.0	1975 1975	Cast Iron Cast Iron	2060 2060	\$139,280 \$109,425		\$ - \$ -				•	•				- \$ - - \$ -
	Pine Street		reet Aberdeen Street	150mm	150mm	97.0	1975	Cast Iron	2060	\$109,425		\$ - \$ -				•	•				- \$ -
	Pine Street	Aberdeen Street		100mm		90.0	1910	Cast Iron	2018	\$37,391		\$ 37,391				•	•		•		- \$ -
		•				•					•									• '	•

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

4				Exisitng	Proposed		Year		Year of	Estimated FV	Investment					Projected	Replacement Req	uirement				
Reference	Street	From	То	Pipe	Pipe	Length (m)	Installed	Material	Expected	Replacement Cost	Priority										1	1
Number				Diameter	Diameter				Replacement	to Subgrade	Classification	Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Pine Street	Grey Street	Connaught Street	100mm	150mm	97.0	1910	Cast Iron	2018	\$45,805	Priority 1	\$ 45,805 \$	- \$	-	\$ -	\$ -	\$ -	\$ - \$	-	\$ -	\$ -	\$ -
	Pine Street	Connaught Street	Devonshire Street								Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -	\$ - \$	-	\$ -	\$ -	
	Pine Street	Devonshire Street	Minto Street								Priority 3	\$ - \$	- \$	-	\$ -	\$ -	7			\$ -	\$ -	T
	Pine Street	Minto Street	Strathcona Street								Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -	\$ - \$	-	\$ -	\$ -	\$ -
	Pineland Road	Hwy. 129	Dead End								Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -	*	5 -	\$ -	\$ -	, T
	Planer Road	Martel Road	Cul De Sac North of Ti	racks							Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -		5 -	\$ -	\$ -	
	Planer Road	Cul De Sac North o	of Poplar Road								Priority 3	\$ - \$	- \$	-	\$ -	\$ -				\$ -	\$ -	
	Planer Road	Poplar Road	Brown Road								Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -			\$ -	\$ -	•
	Planer Road	Brown Road	West Limit at Waterfro	ont Home							Priority 3	\$ - \$	- \$	-	Ψ	\$ -	\$ -		,	\$ -	\$ -	
	Poplar Road	Planer Road	Martel Road								Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -	7		\$ -	\$ -	т
	Queen Street	Maple Street	Dead End North (North		150mm	114.9	1910	Cast Iron	2018	\$50,685	Priority 1	\$ 50,685 \$	- \$	-	Ť	\$ -	\$ -	7		<u>*</u>	\$ -	- T
	Queen Street	Dead End North (N	ld Dead End South (Sout		150mm	65.0	2015	PVC	2090	\$101,379	Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -	:		\$ -	\$ -	+:
	Queen Street	Dead End South (S	ScElm Street	150mm	150mm	30.0	2015	PVC	2090	\$54,399	Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -		-	\$ -	\$ -	Ÿ
	Queen Street	Elm Street	Dead End North (North	150mm	150mm	105.0	2015	PVC	2090	\$203,077	Priority 3	\$ - \$	- \$	-		\$ -	•			\$ -	\$ -	+ :
	Queen Street	Dead End North (N	Ash Street	100	150	105.1	1010	0 11	0010	0.45	Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -			\$ -	\$ -	'
	Queen Street	Ash Street	Teak Street	100mm	150mm	105.1	1910	Cast Iron	2018	\$48,841	Priority 1	\$ 48,841 \$	- \$	-	\$ -	\$ -	\$ -			\$ -	\$ -	
	Queen Street	Teak Street	Waterplant Road	150mm	150mm	94.8	1974	Cast Iron	2059	\$105,422	Priority 3	\$ - \$	- \$	-	7	7	7	:		<u>:</u>	\$ -	+ 7
	Rate Road	Bucciarelli	Dead End Cul De Sac				1222				Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -			\$ -	\$ -	+:
	Richard Street	Golf Road	Derek Street	150mm	150mm	108.0	1980	Cast Iron	2065	\$107,310	Priority 3	\$ - \$	- \$	-	¥	\$ -	\$ -	*		\$ -	\$ -	1 7
	Richard Street	Derek Street	Sean Street	150mm	150mm	128.0	1980	Cast Iron	2065	\$145,647	Priority 3	\$ - \$	- \$	-	\$ -	\$ -	•			\$ -	\$ -	'
	Richard Street	Sean Court	Lynne Court	150mm	150mm	94.0	1980	Cast Iron	2065	\$94,000	Priority 3	\$ - \$	- \$	-	7	\$ -	\$ -	7		\$ -	\$ -	Ψ
	Richard Street	Lynne Court	Adele Street	150mm	150mm	81.7	1980	Cast Iron	2065	\$82,307	Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -		,	\$ -	\$ -	
	Richard Street	Adele Street	Demers Street	150mm	150mm	78.0	1980	Cast Iron	2065	\$102,751	Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -	:		\$ -	\$ -	+ 7
	Riverside Drive	Grey Street	Connaught Street								Priority 3	\$ - \$	- \$	-		\$ -	'			\$ -	\$ -	+'
	Riverside Drive	Connaught Street	Devonshire Street	200mm	200mm	110.0	1976	Cast Iron	2061	\$110,650	Priority 3	\$ - \$	- \$	-	7	\$ -	7	:		\$ -	\$ -	+*
	Riverside Drive	Devonshire Street	Minto Street	200mm	200mm	105.9	1976	Cast Iron	2061	\$120,253	Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -			\$ -	\$ -	
	Riverside Drive	Minto Street	Strathcona Street	150mm	150mm	109.3	1910	Cast Iron	2018	\$50,415	Priority 1	\$ 50,415 \$	- \$	-	\$ -	\$ -	7	7 7		\$ -	\$ -	
	Riverside Drive	Strathcona Street	Start of HCB (East of S	Strathcona)							Priority 3	\$ - \$	- \$	-	\$ -	\$ -	7	7	-	\$ -	\$ -	
	Riverside Drive	Start of HCB (East	g				1222				Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -		-	\$ -	\$ -	Ψ
	Rolly Street	Martel Road	Derek Street	150mm	150mm	45.0	1980	Cast Iron	2065	\$42,780	Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -			\$ -	\$ -	
	Sean Court	Richard Street	West Limit	50/150mm	150mm	123.9	1980	Cast Iron	2065	\$141,749	Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -	7		<del></del>	\$ -	+ 7
	Spruce Street	Monk Street	Dufferin Street								Priority 3	\$ - \$	- \$	-			'		5 -	\$ -	\$ -	
	Strathcona Street	Riverside Drive	Dead End (House)								Priority 3	\$ - \$	- \$	-	7	\$ -	\$ -	7	-	\$ -	\$ -	Ψ
	Strathcona Street	Dead End (House)	Pine Street								Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -			\$ -	\$ -	'
	Strathcona Street	Pine Street	North Limit	450	450	100.0	1010	0	0040	070 001	Priority 3	\$ - \$	- \$	-	\$ -	\$ -	-	1 1		\$ -	\$ -	1
	Teak Street Teak Street	150m West of King		150mm	150mm	162.9	1910	Cast Iron	2018	\$72,334		\$ 72,334 \$	- \$	-	\$ -	\$ -	\$ -	7		\$ -	\$ -	1 7
		King Street	Queen Street	450	450	00.0	1010	Continue	2040	#20 00F	Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -	:	-	\$ -	\$ -	+'
	Teak Street	Queen Street	Monk Street	150mm	150mm	99.8	1910	Cast Iron	2018	\$39,235	Priority 1	\$ 39,235 \$	- \$	-	\$ -	\$ -	\$ -		,	<del>-</del>	\$ -	1 7
	Walnut Street	Lorne Street	Landsdowne Street	450	450	24.0	1010	Continue	2040	#C 000	Priority 3	\$ - \$	- \$	-	7	7	7	7 7		1		
	Waterplant Road	Monk Street	Queen Street	150mm	150mm	24.0	1910	Cast Iron	2018	\$8,996	Priority 1	\$ 8,996 \$	- \$	-	\$ -	\$ -	\$ -			<u>\$</u> -	\$ -	Ψ
	Waterplant Road	Queen Street Monk Street	King Street	150mm	150mm	114.9	1910	Cast Iron	2018	\$44,895	Priority 1	\$ 44,895 \$	- \$	-	\$ -	\$ -	\$ -	7	-	\$ -	\$ -	т
	Waterplant Road		Queen Street	300mm	300mm	30.0	1973	Cast Iron	2058 2058	\$32,721 \$27.051	Priority 3	\$ - \$	- \$	-	Ť	7	:			<del></del>	+:	+:
2020A	Waterplant Road	Queen Street	King Street	300mm	300mm	21.1	1973	Cast Iron			Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -	:		\$ -	\$ -	1
	Waterplant Road	King Street	****	300mm	300mm	106.0	1975	Cast Iron	2060	\$141,989	Priority 3	\$ - \$	- \$	-	*	\$ -	\$ -		-	\$ -	\$ -	т
0001	WTP Intake	WTP	North Limit	450mm	450mm	181.8	1975	PE	2050	\$211,145	Priority 3	\$ - \$	- \$	-	7	\$ -	\$ -		-	\$ -	\$ -	+ :
	Young Street	Laneway No. 11	Birch Street	000	000	00.0	4070	0	0050	#0C 222	Priority 3	\$ - \$	- \$	-	\$ -	\$ -	\$ -	7 7	,	\$ -	\$ -	- *
	Young Street	Birch Street	Beech Street	200mm	200mm	99.0	1973	Cast Iron	2058	\$98,282	Priority 3	\$ - \$	- \$	-	\$ -	\$ -	:	:		\$ -	\$ -	-
	Young Street	Beech Street	Pine Street	150mm	150mm	92.2	1973	Cast Iron	2058	\$97,166	Priority 3	\$ - \$	- \$	-	¥	\$ -	\$ -	*	-	\$ -	\$ -	Ψ
2060	Young Street	Pine Street	North Limit	<b>—</b>		45000.6	//21/2	//N1/A	//51/6	A 40 000 000	Priority 3	\$ - \$	- \$	-	Ť	\$ -	\$ -	, ,		\$ -	\$ -	<b>→ :</b>
				Total:		15286.3	#N/A	#N/A	#N/A	\$ 16,098,382	\$ -	\$ 1,803,109 \$	- \$	-	\$ -	\$ -	\$ -	\$ - \$	-	\$ -	\$ -	<b>&gt;</b> -

Total future replacement requirement:
- Priority 1 \$ 1,803,109
- Priority 2 \$ - Priority 3 \$ 14,295,273



## 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	Length (m)	Year Installed	Material	Year of Expected	Estimated FV Replacement Cost	Investment Priority					Projected	Replacement Re	equirement				
rumber			Diameter	Diameter		motuned		Replacement	to Subgrade	THORK	Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Aberdeen Street	North Limit Pine Street	250mm	250mm	60.6	1950	UNKN	2025	\$ 44,462.17	Priority 2	-	-	-	-	-	-	-	44,462	-	-	
	Aberdeen Street  Aberdeen Street	Birch Street Cedar Street Pine Street Birch Street	200mm	200mm	199.9	1950	UNKN PVC	2025 2074	\$ 120,962.39 \$ 441,990.22	Priority 2	-	-	-	-	-	-	-	120,962	-	-	
	Aberdeen Street	Cedar Street Oak Street	450mm 250mm	450mm 250mm	201.0 180.0	1999 2002	UNKN	2074	\$ 441,990.22 \$ 323,542.20	Priority 3 Priority 3	-	-		-	-	-	-	-		-	
	Aberdeen Street	Oak Street Fir Street	23011111	23011111	100.0	2002	ONKIN	2011	φ 323,342.20	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	-	-	-	-	-	-	-	-	-	-	
	Adele Street	Derek Street Richard Street	200mm	200mm	184.3	1999	PVC	2074	\$ 318,141.92	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Ash Street	King Street Queen Street	200mm	200mm	97.3	1950	UNKN	2025	\$ 54,805.71	Priority 2	-	-	-	-	-	-	-	54,806	-	-	
	Ash Street	Elgin Street Monk Street	200mm	200mm	51.9	1950	UNKN	2025	\$ 37,630.37	Priority 2	-	-	-	-	-	-	-	37,630	-	-	
	Ash Street  Beech Street	Queen Street Elgin Street Lisgar Street Young Street	375mm	375mm	140.3	1994	PVC	2069	\$ 289,522.56	Priority 3 Priority 3	-	-		-	-	-	-	-	-	-	
	Beech Street	Young Street Lorne Street	375mm	375mm	156.2	1994	PVC	2069	\$ 295,426.95	Priority 3	-	-	-	-		-	-	-	-	-	
	Birch Street	Young Street Lorne Street	450mm	450mm	156.5	1950	UNKN	2025	\$ 127,560.96	Priority 2	-	-	-	-		-	-	127,561	-	-	
	Birch Street	Young Street Lorne Street	375mm	375mm	5.7	1950	UNKN	2025	\$ 12,284.55	Priority 2	-	-	-	-	-	-	-	12,285	-	-	
	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	-	-	-	-	-	-	-	-	-	-	
	Birch Street	Grey Street Connaught Street	450mm	450mm	106.0	1985	UNKN	2060	\$ 136,149.96	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Birch Street	Lorne Street Landsdowne Street	375mm	375mm	85.8	1992	PVC	2067	\$ 154,072.54	Priority 3	-	-	-	-	-	-		-	-	-	
	Birch Street	Landsdowne Street Aberdeen Street	375mm	375mm	112.6	1992	PVC	2067	\$ 196,169.26	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Broomhead Road	150m West of King End of Asphalt at Hos		200mm	401.7	1976	UNKN	2051	\$ 448,728.68	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Broomhead Road	End of Asphalt at Ho Dead End at Residence	ce	+	1	<del>                                     </del>		+		Priority 3	-	-	-	-	-	-	-	-	-	-	
	Brown Road Bucciarrelli Road	Planer Road Dead End Hwy 129 Rate Road	+	+	1	<del>                                     </del>		+		Priority 3 Priority 3	-	-	-	-		-	-	-	-	-	
	Bucciarrelli Road	Rate Road Dead End	+	+	+	+		+		Priority 3	-	-		-		-	-	-	-		
	Cedar Street	Lorne Street Landsdowne Street	300mm	300mm	94.7	1950	UNKN	2025	\$ 59.406.42	Priority 2	-	-	-	-	<del></del>	-	-	59.406	-	-	
	Cedar Street	Aberdeen Street Grey Street	300mm	300mm	90.9	1985	UNKN	2060	\$ 147,661.02	Priority 3	-	-	-	-		-	-	-	-	-	
	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	-	-	
	Cherry Street	Connaught Street Devonshire Street	250mm	250mm	99.3	1950	UNKN	2025	\$ 67,504.70	Priority 2	-	-	-	-	-	-	-	67,505	-	-	
	Cherry Street	Devonshire Street Limit	100mm	200mm	0.0	1950	UNKN	2025	\$ -	Priority 2	-	-	-	-	-	-	-	-	-	-	
	Cherry Street	Devonshire Street Limit	250mm	250mm	202.4	2009	PVC	2084	\$ 468,584.58	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Connaught Street	Riverside Drive Pine Street	250mm	250mm	195.1	1950	UNKN	2025	\$ 132,919.65	Priority 2	-	-	-	-	-	-	-	132,920	-	-	
	Connaught Street Connaught Street	Pine Street Cherry Street	200mm	200mm	95.0	1950	UNKN	2025	\$ 70,313.16	Priority 2	-	-	-	-	-	-	-	70,313	-	-	
	Demers Street	Cherry Street North Limit Richard Street Golf Road	250mm	250mm	470.9	1999	PVC	2074	\$ 828.283.29	Priority 3 Priority 3	-		-	-	-	-	-	-	-	-	
	Derek Street	Richard Street Rolly Street	200mm	200mm	160.6	1999	PVC	2074	\$ 305,102.25	Priority 3	-	-	-	-		-	-	-	-		
	Derek Street	Rolly Street Adele Street	200mm	200mm	194.3	1999	PVC	2074	\$ 355,168.09	Priority 3	-	-	-	-		-	-	-	-	-	
	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	-	-	-	-	-	-	-	-	-	-	
	Dufferin Street	Monk Street Elm Street	250mm	250mm	104.0	1950	UNKN	2025	\$ 78,703.58	Priority 2	-	-	-	-	-	-	-	78,704	-	-	
	Dufferin Street	Elm Street 85m North of Maple (N		250mm	116.7	1950	UNKN	2025	\$ 77,861.16	Priority 2	-	-	-	-	-	-	-	77,861	-	-	
	Dufferin Street	Maple Street Dead End	150mm	200mm	98.6	1950	UNKN	2025	\$ 72,335.99	Priority 2	-	-	-	-	-	-	-	72,336	-	-	
	Dufferin Street	85m North of Maple 45m North of Maple (M		250mm	48.8	1985	UNKN	2060	\$ 74,890.17	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Dufferin Street	45m North of Maple Maple Street  Dead End Lime Street	250mm	250mm	44.4	1990	UNKN	2065	\$ 114,003.68	Priority 3 Priority 3	-	-	-	-	-	-	-	-	-	-	
	Dufferin Street	Lime Street Larch Street	+							Priority 3	-	-		-	-	-	-	-	-	-	
	Dufferin Street	Larch Street Spruce Street	+							Priority 3	-	-	-	-		-	-	-	-		
	Elgin Street	Maple Street Elm Street	250mm	250mm	72.7	1950	UNKN	2025	\$ 60,066.12	Priority 2	-	-	-	-	-	-	-	60,066	-	-	
	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	-	-	
	Elgin Street	Ash Street Teak Street	200mm	200mm	24.0	1950	UNKN	2025	\$ 21,913.29	Priority 2	-	-	-	-	-	-	-	21,913	-	-	
	Elgin Street	Ash Street Teak Street	300mm	300mm	58.1	1950	UNKN	2025	\$ 36,469.76	Priority 2	-	-	-	-	-	-	-	36,470	-	-	
	Elgin Street	Teak Street Waterplant Road	200mm	200mm	108.2	1950	UNKN	2025	\$ 77,729.47	Priority 2	-	-	-	-	-	-	-	77,729	-	-	
	Elgin Street	Teak Street Waterplant Road	250mm	250mm	11.7	1950	UNKN	2025	\$ 15,386.11	Priority 2	-	-	-	-	-	-	-	15,386	-	-	
	Elgin Street	Teak Street Waterplant Road King Street Queen Street	375mm 200mm	375mm 200mm	40.0 56.0	1994 2015	PVC PVC	2069 2090	\$ 65,369.31 \$ 175,078.44	Priority 3 Priority 3	-	-	-	-	-	-	-	-	-	-	
	Elm Street	Queen Street  Queen Street  Elgin Street	200mm 200mm	200mm 200mm	98.0	2015	PVC	2090	\$ 175,078.44	Priority 3	-	-		-	<del></del>	-	-	-	-	-	
	Elm Street	Elgin Street Monk Street	250mm	250mm	97.0	2015	PVC	2090	\$ 239,578.24	Priority 3	-	-	-	-		-	<del>-</del>	<del>-</del> -	-	-	
	Elm Street	Monk Street Dufferin Street	250mm	250mm	57.0	2015	PVC	2090	\$ 153,333.38	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Fir Street	Lorne Street Landsdowne Street						1		Priority 3	-	-	-	-	-	-	-	-	-	-	
	Fir Street	Landsdowne Street Aberdeen Street	1							Priority 3	-	-	-	-	-	-	-	-	-	-	
	Fox Lake Road	Hwy. 129 Gas Bar								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Golf Road	Martel Road Richard Street	300mm	300mm	28.4	1999	PVC	2074	\$ 69,188.94	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Golf Road	Richard Street Demers Street	300mm	300mm	115.5	1999	PVC	2074	\$ 213,391.89	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Golf Road	Demers Street East Limit	200mm	200mm	268.5	1999	PVC	2074	\$ 465,402.09	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Grey Street	Birch Street Pine Street	200mm	200mm	146.4	1950	UNKN	2025	\$ 90,829.30	Priority 2	-	-	-	-	-	-	-	90,829	-	-	
	Grey Street Grey Street	Cedar Street Birch Street Pine Street Cherry Street	300mm	300mm	204.5	1985	UNKN	2060	\$ 290,250.88	Priority 3 Priority 3	-	-	-	-	-	-	-	-	-	-	
	Grey Street	Cherry Street North Limit	+	+		+ +		+		Priority 3	-	-		-	-	-	-	-	-	-	
	Holly Street	Lorne Street Landsdowne Street	+	+	<u> </u>	<del>                                     </del>		+		Priority 3	-	-	-	-		-	-	-	-		
	King Street	Waterplant Road Teak Street	200mm	200mm	85.1	1950	UNKN	2025	\$ 56.306.55	Priority 2	-	-	-	-		-	-	56,307	-		
	King Street	Teak Street Ash Street	200mm	200mm	77.0	1950	UNKN	2025	\$ 43,333.03	Priority 2	-	-	-	-		-	-	43,333	-	-	
	King Street	Ash Street Elm Street	200mm	200mm	117.2	1950	UNKN	2025	\$ 82,785.71	Priority 2	-	-	-	-	-	-	-	82,786	-	-	
	King Street	Elm Street 120m North of Maple		200mm	77.7	1950	UNKN	2025	\$ 52,170.24	Priority 2	-	-	-	-	-	-	-	52,170	-	-	
	King Street	Elm Street 120m North of Maple		200mm	6.7	1950	UNKN	2025	\$ 12,170.13	Priority 2	-	-	-	-	-	-	-	12,170	-	-	
	King Street	120m North of Maple Maple Street	250mm	250mm	117.1	1990	UNKN	_	\$ 209,596.30	Priority 3	-	-	-	-	-	-	-	- '-	-	-	
	Landsdowne Street	Fir Street Oak Street	250mm	250mm	181.7	2002	UNKN	2077	\$ 396,956.12	Priority 3	-	-	-	-	-	-	-	-	-	-	
	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

eference Number	Street	From To	Existing Pip		Length (m)	Year Installed	Material	Year of Expected	Estimated FV Replacement Cost	Investment Priority					Projected Re	eplacement Re	quirement				
tumber			Diamotor	Diameter		motuned		Replacement	to Subgrade	THORIE	Immediate	2019	2020	2021 20	022	2023	2024	2025	2026	2027	2028
	Landsdowne Street	Oak Street Cedar Street	300mm	300mm	7.0	2002	UNKN	2077	\$ 12,298.57	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Landsdowne Street Landsdowne Street	Cedar Street Birch Street Cedar Street Birch Street	200mm 200mm	200mm 200mm	98.9 98.7	2017 2017	PVC PVC	2092 2092	\$ 241,514.99 \$ 241,090.62	Priority 3 Priority 3	-	-	-	-	-	-	-	-	-	-	
	Landsdowne Street	Birch Street Pine Street	200mm	200mm	200.9	2017	PVC	2092	\$ 489,607.72	Priority 3	-	-		-			<del></del>	-		-	
	Landsdowne Street	Holly Street Walnut Street	20011111	200	200.0			2002	ψ 100,001.12	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Landsdowne Street	Walnut Street Fir Street		1						Priority 3	-	-	-	-	-	-	-	-	-	-	
740	Landsdowne Street	Pine Street North Limit								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Laneway No. 1	Devonshire Street Minto Street								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Laneway No. 10	Lorne Street Young Street			<b></b> '	1				Priority 3	-	-	-	-	-	-			-	-	
	Laneway No. 10 Laneway No. 11	Young Street Lisgar Street				<del>                                     </del>				Priority 3	-	-	-	-	-	-	-	-	-	-	
	Laneway No. 12	Lorne Street Young Street Elm Street Maple Street	200mm	200mm	60.5	1950	UNKN	2025	\$ 34,082.49	Priority 3 Priority 2	-	-	-	-	-	-	-	34,082		-	
	Laneway No. 12	Waterplant Road Teak Street	20011111	20011111	00.5	1330	ONIN	2023	ψ 54,002.45	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Laneway No. 12	Teak Street Ash Street		+						Priority 3	-	-	-	-	-		-	-	-	-	
	Laneway No. 12	Ash Street Elm Street								Priority 3	-	-	-	=	-	-	-	-	-	-	
	Laneway No. 13	Maple Street Elgin Street								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Laneway No. 13	Elgin Street Ash Street								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Laneway No. 13	Ash Street Teak Street			<b></b> '	1				Priority 3	-	-	-	-	-	-	-	-	-	-	
	Laneway No. 14 Laneway No. 14	Maple Street Elm Street Elm Street Ash Street			<del></del> '	++		+		Priority 3 Priority 3	-	-		-	-	-	-		-	-	
	Laneway No. 15	Maple Street Laneway No. 1	6	+	+	<del>                                     </del>				Priority 3	-	-	-	-		-	-	-	-	-	
	Laneway No. 16	Dufferin Street Monk Street		+	+	<del>                                     </del>				Priority 3	-	-	-	-	-	-	-	_	-	-	
	Laneway No. 17	Riverside Drive Pine Street		1	1					Priority 3	-	-	-	-	-	-	-	-	-	-	
1120	Laneway No. 17	Pine Street Dead End (Nor	th)	<u> </u>						Priority 3	-	-	-	-	-		1		-	-	
	Laneway No. 2	Pine Street Riverside Drive	250mm	250mm	24.1	1985	UNKN	2060	\$ 45,430.64	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Laneway No. 2	Cherry Street Pine Street								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Laneway No. 3	Cherry Street Pine Street			+	<b></b>				Priority 3	-	-	-	-	-	-	-	-	-	-	
	Laneway No. 3 Laneway No. 4	Pine Street Laneway No. 4	•			$\longrightarrow$				Priority 3 Priority 3	-	-	-	-	-	-	-	-	-	-	
	Laneway No. 5	Connaught Street Grey Street Grey Street Aberdeen Street	et 250mm	250mm	50.3	1950	UNKN	2025	\$ 38,339.95	Priority 2	-	-	-	-		-	-	38,340		-	
	Laneway No. 6	Pine Street Birch Street	23011111	23011111	30.5	1330	ONIN	2023	ψ 50,555.55	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Laneway No. 6	Birch Street Cedar Street		+						Priority 3	_	_	-	-	-	_	-	_	_	_	
	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	-	-	-	-	-	-		-	-	-	
	Laneway No. 7	Laneway No. 8 Birch Street								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Laneway No. 7	Birch Street Cedar Street								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Laneway No. 8	Grey Street Aberdeen Street				$\longmapsto$				Priority 3	-	-	+	-	-	-	-	-	-	-	
	Laneway No. 8 Laneway No. 8	Aberdeen Street Landsdowne S Landsdowne Street Lorne Street	treet			$\longrightarrow$				Priority 3	-	-	-	-	-	-	-	-	-	-	
	Laneway No. 8	Lorne Street Voung Street		+	+	<del>                                     </del>				Priority 3 Priority 3	-	-		-		-	-	-		-	
	Laneway No. 8	Young Street Monk Street		-	+	<del>                                     </del>				Priority 3	-	-	-	-		-	<del>-</del>	-	-		
	Laneway No. 9	Laneway No. 8 Birch Street		+						Priority 3	_	_	-	-	-	_	-	_	_	_	
	Laneway No. 9	Birch Street Cedar Street		1	1					Priority 3	-	-	-	-	-	-	-	-	-	-	
950	Laneway No. 9	Cedar Street Oak Street								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Laneway No. 9	Oak Street Dead End								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Larch Street	Monk Street Dufferin Street			<u> </u>	$\longmapsto$				Priority 3	-	-	-	-	-	-	-	-	-	-	
	Lime Street	Monk Street Dufferin Street	275	075	100.1	1000	D) (O	0074	¢ 204.050.40	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Lisgar Street Lisgar Street	Overpass Golf Road  Monk Street Pine Street	375mm	375mm	130.1	1999	PVC	2074	\$ 301,252.19	Priority 3 Priority 3	-	-		-	-	-	-	-		-	
	Lisgar Street	Monk Street Pine Street		+	+	<del>                                     </del>				Priority 3	-	-	-	-			-	-	-	-	
	Lisgar Street	Pine Street Overpass		+	+	<del>                                     </del>				Priority 3	_	-	-	-	-	-	-	_	_	-	
	Lorne Street	Pine Street Beech Street	200mm	200mm	93.4	1950	UNKN	2025	\$ 52,558.24	Priority 2	-	-	-	-	-	-	-	52,558	-	-	
	Lorne Street	Beech Street 50m North of B				1950	UNKN	2025	\$ 40,136.95	Priority 2	-			-			<u> </u>	40,137	-		
	Lorne Street	50m North of Birch Birch Street	375mm		50.0	1950	UNKN	2025	\$ 42,589.66	Priority 2	-	-	-	-	-		-	42,590	-	-	
	Lorne Street	Civic No. 28 Cedar Street	250mm		98.2	1950	UNKN	2025	\$ 58,448.53	Priority 2	-	-	-	-	-	-	-	58,449		-	
	Lorne Street	Cedar Street Oak Street	250mm	250mm	98.9	1950	UNKN	2025	\$ 67,266.62	Priority 2	-	-	-	-	-	-	-	67,267	-	-	
	Lorne Street	Cedar Street Oak Street	300mm	300mm	105.5	1950	UNKN	2025	\$ 74,592.62	Priority 2	-	-		-	-	-	-	74,593	-	-	
	Lorne Street Lorne Street	Oak Street Moose Hall Pa Birch Street Civic No. 28	rking Lot 250mm 200mm	250mm 200mm	139.5 96.4	1950 1996	UNKN PVC	2025 2071	\$ 108,234.59 \$ 155,845.89	Priority 2 Priority 3	-	-		-	-	-	-	108,235		-	
	Lorne Street	North Limit Pine Street	200111111	20011111	30.4	1990	FVC	2011	y 100,040.09	Priority 3	-	-	-	-		-	-	-		-	
	Lorne Street	Moose Hall Parking Fir Street		+	+	<del>                                     </del>				Priority 3	-	-	-	-	-	-	-	-	-	-	
	Lorne Street	Fir Street Walnut Street		1	1	<del>                                     </del>				Priority 3	-	-		-	-	-	-	-	-	-	
	Lorne Street	Walnut Street Holly Street			T_					Priority 3	-	-	-	-	-	-	-	-	-	-	
	Lynne Court	Richard Street West Limit	200mm	200mm	60.1	1999	PVC	2074	\$ 111,456.41	Priority 3	-	-	-	-	-		-	-	-	-	
	Maple Street	Queen Street Elgin Street	150mm		14.5	1950	UNKN	2025	\$ 16,592.44	Priority 2	-	-	-	-	-	-	-	16,592	1	-	
	Maple Street	King Street Queen Street	250mm		106.0	1990	UNKN	2065	\$ 157,858.34	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Maple Street	Queen Street Elgin Street	250mm		109.3	1990	UNKN	2065	\$ 162,195.27	Priority 3	-	-	+	-	-	-	-	-	-	-	
	Maple Street Maple Street	Elgin Street Monk Street  Monk Street Dufferin Street	250mm 250mm		102.7 179.8	1990 1990	UNKN	2065 2065	\$ 153,521.40 \$ 236,232.85	Priority 3 Priority 3	-	-		-	-	-	-	-		-	
	Martel Crescent	Martel Road Martel Road	23011111	23011111	173.0	1330	CHILIN	2003	ψ 200,202.00	Priority 3	-	-	-	-	-		-	-	-	-	
	Martel Road	Golf Road Rolly Street		+	+	+				Priority 3	-	-	-	-		-	-	-	-		
	Martel Road	Rolly Street Planer Road		+	1	<del>                                     </del>				Priority 3	-	-		=	-	-	-	-	-	-	
	Martel Road	Planer Road Martel Crescer	nt	1	<del>                                     </del>	<b>†</b>				Priority 3	-	-		-	-	-	-	-	-	-	
1380	Martel Road	Martel Crescent Poplar Road			I					Priority 3	-	-	-	-	-		-	-	-	-	
	Martel Road	Poplar Road Martel Crescer			I					Priority 3	-	-	-	-	-	-	-	-	-	-	
	Minto Street	Laneway No. 1 Pine Street	250mm		120.3	1950	UNKN	2025	\$ 88,418.42	Priority 2	-	-	-	-	-	-	-	88,418		-	
1410	Minto Street	Pine Street Riverside Drive		200mm	155.3	1950	UNKN	2025	\$ 112,654.10	Priority 2	-	-		-	-	-	-	112,654	<b>-</b>	-	
	Monk Street	Maple Street Lime Street	200mm	200mm	215.0	1950	UNKN	2025 2025	\$ 137,846.46	Priority 2	-	-	-	-	-	-	-	137,846	-	-	
		Line - Otrot										-	- 1	-	-	-					
1510	Monk Street  Monk Street	Lime Street Larch Street  Beech Street Lisgar Street	200mm 375mm	200mm 375mm	55.0 39.0	1950 1994	PVC	2069	\$ 47,767.53 \$ 83,744.71	Priority 2 Priority 3	-	-		-	-	-	-	47,768		-	

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

eference	Street	From	То	Existing Pipe		Length (m)	Year	Material	Year of	Estimated FV	Investment					Projecte	ed Replacement I	Requirement				
lumber				Diameter	Pipe Diameter		Installed		Expected Replacement	Replacement Cost to Subgrade	Priority	Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
1490 I	Monk Street	Elm Street	Maple Street	250mm	250mm	204.8	2010	PVC	2085	\$ 482,643.15	Priority 3	-	-	-	-	-	-	-	-	-	-	
1420 I	Monk Street	Birch Street	Beech Street								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Monk Street	Lisgar Street	Pine Street								Priority 3	-	-	-	-	-	-	-	-	-	-	<u> </u>
	Monk Street	Pine Street	Waterplant Road								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Monk Street	Waterplant Road	Teak Street								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Monk Street Monk Street	Teak Street Larch Street	Ash Street Spruce Street								Priority 3 Priority 3	-			-	-	-	-			-	
	Oak Street	Landsdowne Street	Aberdeen Street	250mm	250mm	50.5	2002	UNKN	2077	\$ 84,170.98	Priority 3	-		-	_	<del>-</del>	<del>                                     </del>	-	-		-	
	Oak Street	Lorne Street	Landsdowne Street	20011111	20011111	00.0	2002	OHILL	2077	ψ 04,170.00	Priority 3	-	-	-	-	-		-		-	-	
1550 I	Parliament Road	Hwy. 129	Dead End Cul De Sac	;							Priority 3	-	-	-	-	-	-	-	-	-	-	
	Pine Street	Lisgar Street	Monk Street	300mm	300mm	45.9	1950	UNKN	2025	\$ 37,199.31	Priority 2	-	-	-	-	-	-	-	37,199	-	-	1
	Pine Street	Monk Street	Young Street	300mm	300mm	165.3	1950	UNKN	2025	\$ 120,512.85		-	-	-	-	-	-	-	120,513	-	-	<b></b>
	Pine Street	Young Street	Lorne Street	300mm	300mm	77.1	1950	UNKN	2025	\$ 56,774.33	,	-	-	-	-	-	-	-	56,774	-	-	<del></del>
	Pine Street	Young Street	Lorne Street	450mm 450mm	450mm	89.4	1950	UNKN	2025	\$ 71,689.34		-	-	-	-	-	-	-	71,689 68,597	-	-	
	Pine Street Pine Street	Lorne Street Grey Street	Landsdowne Street Connaught Street	200mm	450mm 200mm	96.9 46.9	1950 1950	UNKN	2025 2025	\$ 68,597.28 \$ 34,797.39	Priority 2 Priority 2	-	-		-	-	-	-	34,797	-	-	
	Pine Street	Landsdowne Street		450mm	450mm	93.1	1999	PVC	2074	\$ 218,256.36		-		-	-	-	<del>                                     </del>	<del>-</del>	34,797		-	
	Pine Street	Aberdeen Street	Grey Street	40011111	400111111	55.1	1000	1 10	2014	Ψ 210,200.00	Priority 3	_		_	-	_	_	_	_	-	-	
	Pine Street	Connaught Street	Devonshire Street								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Pine Street	Devonshire Street	Minto Street								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Pine Street	Minto Street	Strathcona Street								Priority 3	-	-	-	-	-	-	-	-	-	-	<u> </u>
	Pineland Road	Hwy. 129	Dead End								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Planer Road	Martel Road	Cul De Sac North of T	racks							Priority 3	-	-	-	-	-	-	-	-	-	-	<b></b>
	Planer Road Planer Road	Cul De Sac North of Poplar Road	, -p						+		Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Planer Road	Brown Road	Brown Road West Limit at Waterfro	ont Home							Priority 3 Priority 3	-	-		-	-	<del>-</del>	-	-	-	-	<u> </u>
	Poplar Road	Planer Road	Martel Road	The rionie					+		Priority 3	_		-	-	-	<del>                                     </del>	<del>-</del>	-		-	
	Queen Street	Elm Street	Dead End North (North	th 250mm	250mm	38.0	1950	UNKN	2025	\$ 31,035.08	Priority 2	_		_	_	_	-	_	31,035	-	-	
	Queen Street	Ash Street	Teak Street	200mm	200mm	110.4	1950	UNKN	2025	\$ 78,947.23		-	-	-	-	-	-	-		-	-	
	Queen Street	Teak Street	Waterplant Road	250mm	250mm	27.7	1950	UNKN	2025	\$ 33,294.67	Priority 2	-	-	-	-	-	-	-	33,295	-	-	
	Queen Street	Teak Street	Waterplant Road	150mm	200mm	33.1	1950	UNKN	2025	\$ 18,659.29		-	-	-	-	-	-	-	18,659	-	-	
	Queen Street	Maple Street	Dead End North (North	_	250mm	105.4	1990	UNKN	2065	\$ 194,150.24		-	-	-	-	-	-	-	-	-	-	<b></b>
	Queen Street	Elm Street	Dead End North (North		200mm	111.0	2015	PVC	2090	\$ 256,814.09	, .	-	-	-	-	-	-	-	-	-	-	
	Queen Street Queen Street	Dead End North (No	Dead End South (Sou	ith of EIM)							Priority 3 Priority 3	-	-	-	-	-	-	-	-	-	-	
	Queen Street	Dead End North (No				1					Priority 3	-	-	-	-	<del>-</del>	-		-		-	<u> </u>
	Rate Road	Bucciarelli Road	Dead End Cul De Sac	:							Priority 3	-	-	-	-	-	<del>-</del>	-	-	-	-	
	Richard Street	Golf Road	Derek Street	250mm	250mm	104.8	1999	PVC	2074	\$ 186,770.59		_	_	_	_	_	_	_	_	_	-	
	Richard Street	Derek Street	Sean Court	200mm	200mm	116.4	1999	PVC	2074	\$ 195,097.57	Priority 3	-	-	-	-	-	-	-	-	-	-	
1820 I	Richard Street	Sean Court	Lynn Court	200mm	200mm	98.3	1999	PVC	2074	\$ 190,377.45	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Richard Street	Lynn Court	Adele Street	200mm	200mm	45.5	1999	PVC	2074	\$ 111,936.00		-	-	-	-	-	-	-	-	-	-	
	Richard Street	Adele Street	Demers Street	200mm	200mm	92.4	1999	PVC	2074	\$ 159,442.37		-	-	-	-	-	-	-		-	-	
	Riverside Drive	Connaught Street	Devonshire Street	250mm	250mm	63.5	1950	UNKN	2025 2060	\$ 54,598.03	,	-	-	-	-	-	-	-	54,598	-	-	<del></del>
	Riverside Drive Riverside Drive	Connaught Street Connaught Street	Devonshire Street Devonshire Street	450mm 450mm	450mm 450mm	41.2 34.9	1985 1985	UNKN	2060	\$ 58,394.37 \$ 49,441.12	Priority 3 Priority 3	-	-	-	-	-	<del>-</del>	-	-	-	-	-
	Riverside Drive	Devonshire Street	Minto Street	200mm	200mm	100.2	1985	UNKN	2060	\$ 129,619.60	Priority 3	-		-	-	<del>-</del>	+		-		-	<del></del>
	Riverside Drive	Minto Street	Strathcona Street	200mm	200mm	88.7	1985	UNKN	2060	\$ 116,671.47		-	-	-	-	-	<del>-</del>	-	-	-	-	
	Riverside Drive	Grey Street	Connaught Street							,	Priority 3	-	-	-	-	-	-	-	-	-	-	
	Riverside Drive	Strathcona Street	Start of HCB (East of	Strathcona)							Priority 3	-	-	-	-	-	-	-	-	<u> </u>	-	
	Riverside Drive	Start of HCB (East of									Priority 3	-	-	-	-	-	-	-	-	-	-	
	Rolly Street	Martel Road	Derek Street		-		10				Priority 3	-	-	-	-	-	-	-	-	-	-	
	Sean Court	Richard Street	West Limit	200mm	200mm	80.6	1999	PVC	2074	\$ 141,911.89		-	-	-	-	-	-	-	-	-	-	
	Spruce Street	Monk Street	Dufferin Street			<del>                                     </del>			1		Priority 3	-	-	-	-	+ -	<del>-</del>	+	-	-	-	<del></del>
	Strathcona Street Strathcona Street	Dead End (House)	Dead End (House) Pine Street			<del>                                     </del>			+		Priority 3 Priority 3	-	-	-	-	-	-	-	-	-	-	
	Strathcona Street	Pine Street	North Limit	+	+	<del>                                     </del>			+	+	Priority 3	-		-	-	-		-	1 - 1		-	
	Teak Street	Queen Street	Monk Street	200mm	200mm	99.1	1950	UNKN	2025	\$ 72,611.30		-	-	-	-	-		-	72,611	-	-	
	Teak Street	West Limit	150m West of King	250mm	250mm	42.8	1967	UNKN	2042	\$ 47,464.53		-	-	-	-	-	-	-	-	-	-	
	Teak Street	150m West of King		200mm	200mm	141.7	1967	UNKN	2042	\$ 146,969.66		-	-	-	-	-	-	-	-	-	-	
	Teak Street	King Street	Queen Street								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Walnut Street	Lorne Street	Landsdowne Street		ļ						Priority 3	-	-	-	-	-	-	-	-	=	-	
	Waterplant Road	Monk Street	Queen Street	200mm	200mm	22.6	1950	UNKN	2025	\$ 12,723.65		-	-	-	-	-		-		-	-	
	Waterplant Road	Queen Street	King Street	200mm	200mm	102.4	1950	UNKN	2025	\$ 66,051.96		-	-	-	-	-	-	-	66,052	-	-	
	Waterplant Road Young Street	King Street Birch Street	WTP Reach Street	200mm 250mm	200mm 250mm	119.5 96.4	1974 1994	UNKN PVC	2049 2069	\$ 148,751.57 \$ 137,134.49		-	-		-	-		+	-	-	-	
	Young Street Young Street	Beech Street	Beech Street Pine Street	250mm 250mm	250mm 250mm	96.4	1994	PVC	2069	\$ 137,134.49		-	-	-	-	-	<del>-</del>	-	-		-	
	Young Street	Laneway No. 11		23011111	23011111	81.0	1334	FVC	2009	ψ 130,099.30	Priority 3	-		-	-	-	-		-		-	
	Young Street	Pine Street	North Limit	+	<b>†</b>				1		Priority 3	-		-	_	-	<del>                                     </del>	-	-	-	-	
	·g					1			1					İ	1			1	1			
			•	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

\$ -\$ 3,615,460 \$ 15,289,492

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

Reference	Street	From	То	Existing Pipe	Proposed	Length (m)	Year	Age	Material	Year of	Estimated						Projected	l Replacement Re	quirement				
Number				Diameter	Pipe Diameter		Installed			Expected Replacement	Replacement to Subgra		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	\$ 6	1,057 Priority 2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,057	\$ -	\$ -	\$
	Elgin Street	South of Teak Stre	ee Ash Street	150mm	150mm	78.0	1950	67	UNKN	2025	\$ 3	3,591 Priority 2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,591	\$ -	\$ -	\$
	Elgin Street	Ash Street	Elm Street	150mm	150mm	134.3	1950	67	UNKN	2025	\$ 5	7,837 Priority 2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,837	\$ -	\$ -	\$
500	Elm Street	Elgin Street	Monk Street	150mm	150mm	90.0	2015	2	PVC	2090	\$ 14	0,404 Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
510	Elm Street	Monk Street	Dufferin Street	150mm	150mm	57.0	2015	2	PVC	2090	\$ 8	3,923 Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
1160	Lisgar Street	Pine Street	Overpass	250mm	250mm	100.0	1999	18	PVC	2074	\$ 13	6,162 Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
1170	Lisgar Street	Overpass	Golf Road	250mm	250mm	360.0	1999	18	PVC	2074	\$ 49	0,183 Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
1860	Riverside Drive	Connaught Street	Devonshire Street	350mm	350mm	70.0	1985	32	UNKN	2060	\$ 10	0,639 Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
1870	Riverside Drive	Devonshire Street	Minto Street	350mm	350mm	86.0	1985	32	UNKN	2060	\$ 12	3,643 Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
1880	Riverside Drive	Minto Street	Strathcona Street	350mm	350mm	80.0	1985	32	UNKN	2060	\$ 11	5,016 Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
1890	Riverside Drive	Strathcona Street	Start of HCB (East of S	350mm	350mm	150.0	1985	32	UNKN	2060	\$ 21	5,656 Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
1900	Riverside Drive	Start of HCB (East	t o Sewage Plant	350mm	350mm	474.6	1985	32	UNKN	2060	\$ 68	2,335 Priority 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$
				Totals:		1828.6					\$ 2,24	3,447	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 155,485	\$ -	\$ -	\$

Total future replacement requirement:
- Priority 1 \$ - Priority 2 \$ 155,485
- Priority 3 \$ 2,092,962 \$ -\$ 155,485 \$ 2,092,962



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

Gravity dewers and other o								Year of	Estimated FV	Investment										
Reference Street	From	То	Existing Pipe	Proposed Pipe	Length (m)	Year	Material	Expected	Replacement Cost	Priority				Projected	Replacement Req	uirement				-
Number			Diameter	Diameter		Installed		Replacement	to Subgrade	Classification	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 30B Aberdeen Street	Birch Street Birch Street	Cedar Street Cedar Street	400mm 450mm	450mm 450mm	27.8 166.0	1950 1950	UNKN	2025 2025	17,067 96,401	Priority 2 Priority 2		-	-	-	-	-	17,067 96.401	-	-	-
Across Properties at Sean (		East of Demers Street	750mm	750mm	192.7	1980	UNKN	2055	341.161	Priority 3			-	-	-	-	96,401		-	-
	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							0.,,000	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 110A Beech Street	Lisgar Street Young Street	Young Street Lorne Street	250mm 375mm	250mm 375mm	54.1	1950 1994	PVC PVC	2025 2069	7,098 63,218	Priority 2 Priority 3		-	-	-	-	-	7,098	-	-	-
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						t	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 150B Birch Street	Landsdowne Street	Aberdeen Street	250mm	250mm 450mm	00.5	1950	PVC PVC	2025 2025	7,936 68,854	Priority 2		-	-	-	-	-	7,936 68,854	-	-	-
160A Birch Street	Landsdowne Street Aberdeen Street	Aberdeen Street Grey Street	450mm 250mm	250mm	90.5 8.5	1950 1950	PVC	2025	13,196	Priority 2 Priority 2		-	-	-	-	-	13,196	-	-	-
180 Broomhead Road	150m West of King	End of Asphalt at Hosp		23011111	0.5	1950	FVC	2023	13,190	Priority 3			-	-	-	-	13,190			-
190 Broomhead Road	Ü	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 240B Cedar Street	Landsdowne Street	Aberdeen Street	250mm	250mm	18.1	1950	UNKN	2025	10,031	Priority 2		-	-	-	-	-	10,031	-	-	-
260 Cherry Street	Landsdowne Street Grev Street	Aberdeen Street Connaught Street	250mm	250mm		1950	UNKN	2025	20,047	Priority 2 Priority 3		-	-	-	-		20,047	-	-	-
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		505			B) (0	2001	200.010	Priority 3		-	-	-	-	-	-	-	-	-
350 Devonshire Street	Riverside Drive	Pine Street	525mm	525mm	78.3	2009	PVC	2084	223,619	Priority 3		-	-	-	-	-	-	-	-	-
360 Devonshire Street 350A Devonshire Street	Pine Street Riverside Drive	Cherry Street Pine Street	450mm 600mm	450mm 600mm	68.4 88.0	2009	PVC PVC	2084 2084	175,980	Priority 3		-	-	-	-	-	-	-	-	-
350A Devonsnire Street 370 Dufferin Street	Monk Street	Elm Street	OUUIIIII	JUUIIIII	00.0	2009	FVC	2004	265,878	Priority 3 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		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		1						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	1	1	-	1		+		Priority 3		-	-	-	-	-	-	-	-	-
470 Elgin Street 440A Elgin Street	Teak Street  Maple Street	Water Plant Road Elm Street	600mm	600mm	112.0	1950	UNKN	2025	69,294	Priority 3 Priority 2		-	-	-	-		69,294	-	-	-
480 Elm Street	King Street	Queen Street	OOOIIIII	OOOIIIII	112.0	1900	UNNIN	2020	09,294	Priority 3		-	-	-	-	-	69,294	-	-	-
490 Elm Street	Queen Street	Elgin Street	<u> </u>					1		Priority 3		-	-	-	-	-		-	-	-
500 Elm Street	Elgin Street	Monk Street	450mm	450mm	15.0	2015	PVC	2090	97,475	Priority 3		-	-	-	-	- 1	-	-	-	-
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		1						Priority 3		-	-	-	-	-	-	-	-	-
540 Fox Lake Road	Hwy. 129	Gas Bar	ļ	4	<b></b>	ļ		_		Priority 3		-	-	-	-	-	-	-	-	-
550 Golf Road	Martel Street	Richard Street	<u> </u>	+	1	1		+	1	Priority 3		-	-	-	-	-	-	-	-	-
560 Golf Road	Richard Street	Demers Street	1	1	<del>                                     </del>	1		+	-	Priority 3		-	-	-	-	-	-	-	-	-
570 Golf Road	Demers Street	East Limit	250	250mm	9F 7	1050	LINIZNI	2025	44 004	Priority 3		-	-	-	-	-	44,881	-	-	-
580 Grey Street	Cedar Street	Birch Street	250mm	ZOUIIIII	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

	F	<b>T</b> -	Existing Pipe	Proposed Pipe	Longth ()	Year	Motorial	Year of	Estimated FV	Investment Priority				Projected	Replacement Req	uirement				
Reference Street Number	From	То	Diameter	Diameter	Length (m)	Installed	Material	Expected Replacement	Replacement Cost to Subgrade	Classification	Immediate 2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
590 Grey Street 600 Grey Street	Birch Street Pine Street	Pine Street Cherry Street								Priority 3 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 640 King Street	Waterplant Road Teak Street	Teak Street Ash Street	750mm	750mm	101.3	1950	UNKN	2025	86,980	Priority 2 Priority 3		-	-	-	-	-	86,980	-	-	-
650 King Street	Ash Street	Elm Street								Priority 3		-	-	-	-	-		-	-	-
660 King Street	Elm Street	120m North of Maple S	treet							Priority 3		-	-	-	-	-	-	-	-	-
670 King Street	120m North of Map	Maple Street								Priority 3		-	-	-	-	-	-	-	-	-
680 Landsdowne Street	Holly Street	Walnut Street								Priority 3		-	-	-	-	-	-	-	•	-
690 Landsdowne Street	Walnut Street	Fir Street	075	275	00.4	4050	LINUAL	2005	20.000	Priority 3		-	-	-	-	-	-	-	-	-
700 Landsdowne Street 710 Landsdowne Street	Fir Street Oak Street	Oak Street Cedar Street	375mm 300mm	375mm 300mm	63.1 64.3	1950 1950	UNKN	2025 2025	39,260 33,431	Priority 2 Priority 2			-	-	-	-	39,260 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 750 Laneway No. 1	Cedar Street Devonshire Street	Birch Street Minto Street	375mm	375mm	74.3	2017	PVC	2092	286,237	Priority 3			-	-	-	-	-	-	-	-
970 Laneway No. 1	Lorne Street	Young Street						+		Priority 3 Priority 3			-	-	-	-	-	-	-	-
980 Laneway No. 10	Young Street	Lisgar Street						1		Priority 3		_	_	_	-	-	-	-	-	-
990 Laneway No. 11	Lorne Street	Young Street	300mm	300mm	52.4	1950	UNKN	2025	25,471	Priority 2		-	-	-	-	-	25,471	-	1	-
1000 Laneway No. 12	Waterplant Road	Teak Street						ļ		Priority 3		-	-	-	-	-	-	-	-	-
1010 Laneway No. 12	Teak Street	Ash Street	1				1	+	-	Priority 3		+	-	-	-	-	-	-	-	+
1020 Laneway No. 12 1030 Laneway No. 12	Ash Street	Elm Street								Priority 3		-	-	-	-	-	-	-	-	-
1030 Laneway No. 12 1040 Laneway No. 13	Elm Street Maple Street	Maple Street Elgin Street	<del> </del>			1	1	+		Priority 3 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 1110 Laneway No. 17	Dufferin Street Riverside Drive	Monk Street Pine Street								Priority 3 Priority 3		-	-	-	-	-	-	-	-	-
1120 Laneway No. 17	Pine Street	Dead End (North)								Priority 3		<del>-</del>	-		-			-		-
760 Laneway No. 2	Cherry Street	Pine Street								Priority 3		-	-	_	-	-	-	-	-	-
770 Laneway No. 2	Pine Street	Riverside Drive								Priority 3		-	-	-	-	-	-	-	1	-
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. 4 810 Laneway No. 5	Connaught Street Grey Street	Grey Street Aberdeen Street	300mm	300mm	111.8	1950	UNKN	2025	59,557	Priority 2 Priority 3		-	-	-	-	-	59,557	-	-	-
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						1		Priority 3		-	-	-	-	-	-	-	-	-
870 Laneway No. 7	Oak Street	Fir Street								Priority 3		-	-	-	-	-	-	-	-	-
880 Laneway No. 8 890 Laneway No. 8	Grey Street Aberdeen Street	Aberdeen Street Landsdowne Street								Priority 3 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	<u> </u>			1	ļ	<b>_</b>	ļ	Priority 3		-	-	-	-	-	-	-	-	-
950 Laneway No. 9 960 Laneway No. 9	Cedar Street Oak Street	Oak Street Dead End	<del> </del>			1		1	<del> </del>	Priority 3 Priority 3			-	-	-	-	-	-	-	-
1130 Larch Street	Monk Street	Dufferin Street						†		Priority 3			-	-	-	-	-	-	-	
1140 Lime Street	Monk Street	Dufferin Street					İ	1		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	050	050	4000	40=0	10.00	0005	10 ===	Priority 3			-	-	-	-	-	-	-	-
1180 Lorne Street 1190 Lorne Street	North Limit Pine Street	Pine Street Beech Street	250mm 675mm	250mm 750mm	100.8 97.7	1950	UNKN	2025	48,768 86,858	Priority 2		+	-	-	-	-	48,768 86.858	-	-	-
1200 Lorne Street	Beech Street	50m North of Birch	675mm 675mm	750mm 750mm	97.7	1950 1992	PVC PVC	2025 2067	101,277	Priority 2 Priority 3		+	-	-	-	-	86,858	-	-	-
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	-	ı	
1230 Lorne Street	Civic No. 28	Cedar Street	350mm	375mm	76.0	1950	UNKN	2025	39,959	Priority 2		-	-	-	-	-	39,959	-	-	-
7.7	Cedar Street	Oak Street	300mm	300mm	121.5	1950	UNKN	2025	58,181	Priority 2			-	-	-	-	58,181	-	-	-
1240 Lorne Street		Moose Hall Parking Lot	600mm	600mm		1950	UNKN	2025	8,554	Priority 2			-	-	-	-	8,554	-		
1240 Lorne Street 1250 Lorne Street	Oak Street	T:- C44		1		1	+	+	<u> </u>	Priority 3 Priority 3		_	-	-	-	-	-	-	-	-
1240 Lorne Street 1250 Lorne Street 1260 Lorne Street	Moose Hall Parking	'						•	1	FIIOHILY 3				-	-	-				1 -
1240 Lorne Street 1250 Lorne Street 1260 Lorne Street 1270 Lorne Street	Moose Hall Parking Fir Street	Walnut Street								Priority 3	- ] -	-	- 1	_	_ 1	_ 1	-			-
1240 Lorne Street 1250 Lorne Street 1260 Lorne Street	Moose Hall Parking	'	250mm	250mm		1950	PVC	2025	14,996	Priority 3 Priority 2		-		-	-	-	- 14,996	-	-	-
1240 Lorne Street 1250 Lorne Street 1260 Lorne Street 1270 Lorne Street 1280 Lorne Street	Moose Hall Parking Fir Street Walnut Street	Walnut Street Holly Street	250mm 375mm	250mm 375mm	45.7	1950 1996	PVC PVC	2025 2071	14,996 76,460			-						-	-	-
1240 Lorne Street 1250 Lorne Street 1260 Lorne Street 1270 Lorne Street 1280 Lorne Street 1280 Lorne Street 1210A Lorne Street 1230A Lorne Street 1230B Lorne Street	Moose Hall Parking Fir Street Walnut Street 50m North of Birch Civic No. 28 Civic No. 28	Walnut Street Holly Street Birch Street Cedar Street Cedar Street	375mm 450mm	375mm 450mm	45.9	1996 1996	PVC PVC	2071 2071	76,460 86,424	Priority 2 Priority 3 Priority 3		-	-	-	-	-	14,996	-	-	-
1240 Lorne Street 1250 Lorne Street 1260 Lorne Street 1270 Lorne Street 1280 Lorne Street 1280 Lorne Street 1210A Lorne Street 1230A Lorne Street 1230B Lorne Street 1230C Lorne Street	Moose Hall Parking Fir Street Walnut Street 50m North of Birch Civic No. 28 Civic No. 28 Civic No. 28	Walnut Street Holly Street Birch Street Cedar Street Cedar Street Cedar Street Cedar Street	375mm 450mm 525mm	375mm 450mm 525mm		1996 1996 1996	PVC PVC PVC	2071 2071 2071	76,460 86,424 34,452	Priority 2 Priority 3 Priority 3 Priority 3		-	- - -	- - -	- - -	- - -	14,996 - - -	- - - -		- - -
1240 Lorne Street 1250 Lorne Street 1260 Lorne Street 1270 Lorne Street 1280 Lorne Street 1210A Lorne Street 1230A Lorne Street 1230B Lorne Street 1230B Lorne Street 1230C Lorne Street 1240A Lorne Street	Moose Hall Parking Fir Street Walnut Street 50m North of Birch Civic No. 28 Civic No. 28 Civic No. 28 Civic No. 28 Cedar Street	Walnut Street Holly Street Birch Street Cedar Street Cedar Street Cedar Street Codar Street Codar Street	375mm 450mm	375mm 450mm	45.9	1996 1996	PVC PVC	2071 2071	76,460 86,424	Priority 2 Priority 3 Priority 3 Priority 3 Priority 2		-	- - - -	- - - -	- - - -	- - - -	14,996 - - - - 12,123	- - - -	-	-
1240 Lorne Street 1250 Lorne Street 1260 Lorne Street 1270 Lorne Street 1280 Lorne Street 1280 Lorne Street 1210A Lorne Street 1230A Lorne Street 1230B Lorne Street 1230C Lorne Street	Moose Hall Parking Fir Street Walnut Street 50m North of Birch Civic No. 28 Civic No. 28 Civic No. 28	Walnut Street Holly Street Birch Street Cedar Street Cedar Street Cedar Street Cedar Street	375mm 450mm 525mm	375mm 450mm 525mm	45.9	1996 1996 1996	PVC PVC PVC	2071 2071 2071	76,460 86,424 34,452	Priority 2 Priority 3 Priority 3 Priority 3		-	- - -	- - -	- - -	- - -	14,996 - - -	- - - -		- - -

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

Gravity Sewers and Other Stormwater Linear Ass	ets
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	Street	From	То	Existing Pipe	Proposed Pipe	Length (m)	Year	Material	Year of Expected	Estimated FV Replacement Cost	Investment Priority					Projected I	Replacement Req	uirement				
rence mber	Street	From	10	Diameter	Diameter	Length (m)	Installed	wateriai	Replacement	to Subgrade	Classification	Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Maple Street	Elgin Street	Monk Street								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Maple Street	Monk Street	Dufferin Street	600mm	600mm	73.8	1950	UNKN	2025	49,401	Priority 2	-	-	-	-	-	-	-	49,401		<del></del>	
	Martel Crescent  Martel Road	Martel Road Golf Road	Martel Road Rolly Street								Priority 3 Priority 3	-	-	-	-	-	-	-	-	-	-	
	Martel Road	Rolly Street	Planer Road								Priority 3		-	-	-	-	-	-	-		<del> </del>	
	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	-	-	-	-	-	-	-	-		-	
	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		-	
	Monk Street	Birch Street	Beech Street	250mm	250mm	41.2	1950	UNKN	2025	26,684	Priority 2	-	-	-	-	-	-	-	26,684	-	-	
	Monk Street  Monk Street	Beech Street Lisgar Street	Lisgar St. Pine Street	250mm 450mm	250mm 450mm	54.6 57.4	1950 1950	UNKN	2025 2025	41,862 32,251	Priority 2 Priority 2	-	-		-	-			41,862 32,251	-	-	
	Monk Street	Pine Street	Water Plant Road	43011111	43011111	37.4	1930	UNKN	2023	32,231	Priority 3			-			-	-	32,231		<del></del>	
	Monk Street	Waterplant Road	Teak Street	300mm	300mm	39.2	1950	UNKN	2025	22,553	Priority 2	-	_	-	-	-	-	-	22,553		-	
	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	-	-	-	-	-	-	-	-	-	-	
	Monk Street	Lime Street	Larch Street								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Monk Street	Larch Street	Spruce Street								Priority 3	-	-	-	-	-	-	-	-		-	
	Monk Street	Birch Street	Beech Street	375mm	375mm	71.4	1950	UNKN	2025	43,304	Priority 2	-	-	-	-	-	-	-	43,304 17,041		<del></del>	
	Monk Street  Monk Street	Beech Street Beech Street	Lisgar St. Lisgar St.	375mm 450mm	375mm 450mm	29.1 12.8	1950 1950	UNKN	2025 2025	17,041 9,343	Priority 2 Priority 2	-	-		-	-			17,041 9,343	-	-	
	Monk Street	Waterplant Road	Teak Street	375mm	375mm	115.0	1950	UNKN	2025	68,041	Priority 2	-	-	-		-	-	-	68,041		<del> </del>	
	Monk Street	Waterplant Road	Teak Street	250mm	250mm		1950	UNKN	2025	29,901	Priority 2	-	-	-	-	-	-	-	29,901			
	Monk Street	Teak Street	Ash Street	450mm	450mm	44.3	1950	UNKN	2025	28,349	Priority 2	-	-	-	-	-	-	-	28,349	-	-	
480 <i>A</i>	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 Monk Street	North Limit North Limit	Water Plant Road	250mm 450mm	250mm 450mm	27.6 107.0	1950	UNKN	2025 2025	22,268 84,540	Priority 2	-	-	-	-+	-+	-	-	22,268 84,540	-	<del> </del>	
1520	Oak Street	Lorne Street	Water Plant Road Landsdowne Street	600mm	600mm	79.8	1950 1950	UNKN	2025	50,203	Priority 2 Priority 2	-	-	-		-	-	-	50,203		-	
	Oak Street		t Aberdeen Street	250mm	250mm	10.8	1950	UNKN	2025	4,322	Priority 2	-	-	-	-	-	-	-	4,322		<del> </del>	
	A Oak Street	Lorne Street	Landsdowne Street	250mm	250mm	8.2	1950	UNKN	2025	6,078	Priority 2	-	_	-	-	-	-	-	6,078	_	-	
	Oak Street	_	t 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	-	-	-	-	-	-	-	-		-	
	Pine Street	Monk Street	Young Street	250mm	250mm	11.7	1950	UNKN	2025	16,360	Priority 2	-	-	-	-	-	-	-	16,360	-	-	
	Pine Street	Young Street	Lorne Street	250mm	250mm						Priority 3	-	-	-	-	-	-	-	-	-	-	
	Pine Street	Lorne Street	Landsdowne Street	050	050	70.0	1050	LINUAL	0005	47.507	Priority 3	-	-	-	-	-	-	-	- 47.507	-	-	
	Pine Street	Landsdowne Street Aberdeen Street	d Aberdeen Street Grev Street	250mm	250mm	73.0	1950	UNKN	2025	47,537	Priority 2 Priority 3	-	-	-	-	-	-	-	47,537		-	
	Pine Street	Grev Street	Connaught Street	1			1				Priority 3	-	-	-			-	-	-	-	-	
	Pine Street	Connaught Street	Devonshire Street								Priority 3		-	-	-	-	-	-	_		<del></del>	
	Pine Street	Devonshire Street	Minto Street	375mm	375mm	87.1	1950	UNKN	2025	48,175	Priority 2	-	-	_	-	-	-	-	48,175		-	
	Pine Street	Minto Street	Strathcona Street								Priority 3	-	-	-	-	-	-	-	-		-	
1570 <i>P</i>	Pine Street	Monk Street	Young Street	300mm	300mm	56.3	1950	UNKN	2025	27,139	Priority 2	-	-	-	-	-	-	-	27,139		-	
1580 <i>P</i>	Pine Street	Young Street	Lorne Street	450mm	450mm	46.7	1950	UNKN	2025	33,097	Priority 2	-	-	-	-	-	-	-	33,097	-	-	
	Pineland Road	Hwy. 129	Dead End								Priority 3	-		-	-	-	-	-	-			
	Planer Road	Martel Road	Cul De Sac North of Tr	racks	-		<u> </u>	<b> </b>	<del> </del>		Priority 3	-	-	-	-	-	-	-	-		-	
	Planer Road	Cul De Sac North	<u> </u>	1	1		1	-	-		Priority 3	-	-	-	-	-	-	-	-		-	
	Planer Road Planer Road	Poplar Road Brown Road	Brown Road West Limit at Waterfron	Int Home	1		-	-	+		Priority 3 Priority 3	-	-	-	-	-	-	-	-	-		-
	Poplar Road	Planer Road	Martel Road	nic i loille			<b> </b>	<del> </del>	+		Priority 3	-	-	-	-	-	-	-	-		-	
	Queen Street	Maple Street	Dead End North (North	h of Maple)	1			1	1		Priority 3	-	-	-	-	-	-	-	-		-	
	Queen Street		lo Dead End South (Sout		1			İ	1		Priority 3	-	-	-	-	-	-	-	-	-	-	
	Queen Street	Dead End South (S	· · · · · · · · · · · · · · · · · · ·				<u> </u>				Priority 3	-	-	-	-	-	-	-			-	
1750	Queen Street	Elm Street	Dead End North (North	h 300mm	300mm	24.0	2015	PVC	2090	95,591	Priority 3		-	-				-				
	Queen Street	Dead End North (N									Priority 3	-	-	-	-	-	-	-	-	-	-	
	Queen Street	Ash Street	Teak Street					<u> </u>	<u> </u>	<u> </u>	Priority 3	-	-	-	-	-	-	-	-		-	
	Queen Street	Teak Street	Water Plant Road	1	1			1	-	-	Priority 3	-	-	-	-	-	-	-	-		-	
	Rate Road	Bucciarelli Road	Dead End Cul De Sac				1	1	-		Priority 3	-	-	-	-	-	-	-	-		-	
	Richard Street  Richard Street	Golf Road Derek Street	Derek Street Sean Court	+	1			<b>†</b>	+		Priority 3 Priority 3	-	-	-	-	-		-	-	-	-	
	Richard Street	Sean Court	Lynn Court	+			<b> </b>	<del> </del>	+		Priority 3	-	-	-	-	-	-	-	-	-	-	
	Richard Street	Lynn Court	Adele Street	1				1	1		Priority 3	-	-	-	-	-	-	-	-	-	-	
	Richard Street	Adele Street	Demers Street	1	1		<u> </u>	1	1		Priority 3	-	-	-	-	-	-	-	-	-	-	
	Riverside Drive	Grey Street	Connaught Street								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Riverside Drive	Connaught Street									Priority 3		-	-	-			-				
1870	Riverside Drive	Devonshire Street		450mm	450mm		1950	UNKN	2025	9,289	Priority 2	-	-	-	-	-	-	-	9,289	-	-	
	Riverside Drive	Minto Street	Strathcona Street								Priority 3	-	-	-	-	-	-	-	-	-	-	
	Riverside Drive		Start of HCB (East of S	St 250mm	250mm		1950	UNKN	2025	15,865	Priority 2	-		-	-	-	-	-	15,865	-	-	
	Riverside Drive	Start of HCB (East						<u> </u>	<u> </u>		Priority 3	-	-	-	-	-	-	-	-		-	
	Rolly Street	Martel Road	Derek Street	1	-			1	-	-	Priority 3	-	-	-	-	-	-	-	-	-	-	
	0 0 1						•	1	1	i	Priority 3	_	-	-	-	-	-	-	-		_	
1920	Sean Court Spruce Street	Richard Street  Monk Street	West Limit  Dufferin Street								Priority 3		-	_	-	_	-	-		-	<del></del>	

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

Reference Street	From	То	Existing Pipe	Proposed Pipe	Length (m)	Year	Material	Year of Expected	Estimated FV Replacement Cost	Investment Priority					Projected	l Replacement Req	uirement				
Reference Street Number	110	10	Diameter	Diameter	Longar (m)	Installed	Material	Replacement	to Subgrade	Classification	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	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	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 Llmit	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 \$ 3,758,900
- Priority 3 \$ 4,786,240

\$ -\$ 3,758,907 \$ 4,786,242



## Township of Chapleau Asset Management Plan Transportation Services - Roadways Bridges

Structure No.	Description	Year	Туре	Largest Span (m)	Age	Service Life (yrs)	Year of Expected Replacement	Estimated FV Replacement Cost	Investment Priority Classification							Replacement Re					
										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
- Priority 3 \$ -\$ 2,013,827 \$ 22,525,001



# 1 Township of Chapleau Asset Management Plan 2 Transportation Services - Roadways 3 Sidewalks

4												
5		3	4	5	Side	ewalk	Boul	levard			, ,	Estimated
	Reference										Year of Expected	Future Replacement
6		Road Name	From	то	Type	Length	Type	Length	Year Installed	Age		Cost
7					- 7,6-0		. , , ,				Портисопполь	3001
8	10	Aberdeen Street	North Limit	Pine Street	conc	0			1999	18		
9		Aberdeen Street	Pine Street	Birch Street	conc	198			1999	18	2059	
10		Aberdeen Street	Birch Street	Cedar Street	conc	201			1970	47	2030	
11	40	Aberdeen Street	Cedar Street	Oak Street	conc	92			2003	14	2063	
12 13	100	Ash Street Beech Street	King Street Lisgar Street	Monk Street Young Street	conc	150 143			1970 1994	47 23	2030 2054	
14		Beech Street	Young Street	Lorne Street	conc	153			1994	23	2054	
15		Birch Street	Monk Street	Young Street	conc	69			1973	44	2033	
16		Birch Street	Young Street	Lorne Street	conc	151			1973	44	2033	
17	140	Birch Street	Lorne Street	Lansdowne Street	conc	100			1992	25	2052	
18		Birch Street	Landsdowne Street	Abredeen Street	conc	96			1992	25	2052	
19		Birch Street	Aberdeen Street	Grey Street	conc	96			1985	32	2045	
20		Birch Street	Grey Street	Connaught Street	conc	98			1985	32	2045	
21		Cherry Street Cherry Street	Grey Street Connaught Street	Connaught Street  Devonshire Street	conc	98 80			1970 1970	47 47	2030 2030	
23		Cherry Street	Devonshire Street	Strathcona Street	conc	166			2010	7	2030	
24			Riverside Drive	Pine Street	conc	198			1985	32	2045	
25			Pine Street	Cherry Street	conc	136			1985	32	2045	
26		Elgin Street	Maple Street	Elm Street	conc	199			1985	32	2045	
27	450	Elgin Street	Elm Street	Ash Street	conc	138			1970	47	2030	\$ 95,214
28		Elgin Street	Ash Street	Teak Street	conc	136			1970	47	2030	
29			King Street	Queen Street	conc	97			2015	2	2075	
30		Elm Street	Queen Street	Elgin Street	conc	94			2015	2	2075	
31		Elm Street	Elgin Street	Monk Street	conc	96 62			2015	2	2075 2075	
32		Elm Street Grey Street	Monk Street Cedar Street	Dufferin Street Birch Street	conc	199			2015 1985	32	2075	
34		Grey Street	Birch Street	Pine Street	conc	199			1985	32	2045	
35		Grey Street	Pine Street	Cherry Street	conc	50			1970	47	2030	
36		Landsdowne Street		Oak Street	conc	110			2003	14	2063	
37	710	Landsdowne Street	Oak Street	Cedar Street	conc	185			2003	14	2063	
38		Landsdowne Street		Birch Street	conc	183			2017	0		
39		Landsdowne Street		Pine Street	conc	190			2017	0		
40		Lorne Street	Pine Street	Beech Street	conc				1973	44	2033	
41		Lorne Street	Beech Street	50m North of Birch Street	conc				1973	44 25	2033	
42		Lorne Street Lorne Street	50m North of Birch Street Birch Street	Birch Street Civic #28	conc				1992 1996	25	2052 2056	
44		Lorne Street	Civic #28	Cedar Street	conc	83			1970	47	2030	
45		Lorne Street	Cedar Street	Oak Street	conc	207			1970	47	2030	
46			Lisgar Street	Pine Street	conc	85			1970	47	2030	
47	1450	Monk Street	Pine Street	Water plant Rd.			Aspahlt	642	1970	47	2030	
48		Monk Street	Teak Street	Ash Street	conc	150			1970	47	2030	
49		Monk Street	Ash Street	Elm Street	conc	170			2010	7	2070	
50			Elm Street	Maple Street	conc	188.5			2010	7		
51 52			Maple Street	Lime Street Monk Street	conc	155			1970 1975	47	2030 2035	
53			Lisgar Street  Monk Street	Young Street	conc	47 166			1975	42 42	2035	
54		Pine Street	Young Street	Lorne Street	conc	156			1975	42	2035	
55		Pine Street	Lorne Street	Lansdowne Street	conc	98			1975	42	2035	
56		Pine Street	Lansdowne Street	Aberdeen Street	conc	97			1999	18	2059	
57		Pine Street	Aberdeen Street	Minto Street	conc	39			1970	47	2030	\$ 13,454
58			Maple Street	Dead End North (North of Maple)	conc	50			1990	27	2050	\$ 25,631
59			Dead End South (South of Elm)	Elm Street	conc	15			2015	2	2075	
60		Queen Street	Elm Street	Dead End North (North of Elm)	conc	70			2015	2	2075	
61			Connaught Street	Devonshire Street	conc	106			1985	32	2045	
62 63			Devonshire Street Minto Street	Minto Street Start of HCB (East of Strathcona)	conc	99 75			1985 1985	32 32	2045 2045	
64			King Street	Queen Street	conc	101		+	1985	47	2030	
65			Queen Street	Monk Street	conc	106		+	1970	47	2030	
66			Birch Street	Beech Street	conc	96			1994	23	2054	
67			Beech Street	Pine Street	conc	99			1994	23	2054	
68												
69						6,622		642				\$ 8,230,299
70												



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

	3	4	5	7	Inventory	Y	ear of Expected	Estimated Future	Investment					Projected I	Replacement Re	quirement				
Deferre				Liah	nt	Year	Replacement	Replacement Cost	Priority					•						
Reference Number	Road Name	From	то	0	ndards Luminaires	Installed			Classification	Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
30		North Limit Birch Street	Birch Street Cedar Street	0.25	4	1994 1994	2054 2054	34,315 25,736	Priority 3 Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Aberdeen Street	Cedar Street	Oak Street	0.15	2	1994	2054	17,158	,		-	-	-	-	-			-	-	
	Aberdeen Street	Oak Street	Fir Street	0.2	2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Adele Street	Derek Street	Richard Street	0.2	4	1980	2040	43,344	,	-	-	-	-	-	-	-	-	-	-	-
	Ash Street Beech Street	King Street Lisgar Street	Monk Street Lorne Street	0.3	4	1994 1994	2054 2054	34,315 25,736		-	-	-	-	-	-	-	-	-	-	
		Monk Street	Landsdowne Street	0.35	9	1994	2054	77,209	,	-	-	-	-	-	-	-	-	-	-	-
	Birch Street	Landsdowne Street	Grey Street	0.2	5	1994	2054	42,894	,	-	-	-	-	-	-	-	-	-	-	-
	Birch Street Broomhead Road	Grey Street End of Asphalt at Hospital	Connaught Street  Dead end at Resident	0.1	1	1994 1994	2054 2054	14,298 8,579	, .	-	-	-	-	-	-	-	-	-	-	-
190	Bucciarelli Road	End of Asphalt at Hospital Hwy 129	Dead End at Resident  Dead End	0.75	2	1994	2054	17.158		-	-	-	-	-	-	-	-	-	-	
	Cedar Street	Lorne Street	Grey Street	0.25	4	1994	2054	34,315	,	-	-	-	-	-	-	-	-	-	-	-
	Cedar Street	Bridge	End	0.15	1	1994	2054	8,579	,	-	-	-	-	-	-	-	-	-	-	-
310	Cherry Street Connaught Street	Grey Street Cherry Street	Limit North Limit	0.6 0.05	11	1994 1994	2054 2054	94,367 17.158	Priority 3 Priority 3	-	-	-	-	-	-	-	-	-	-	-
310		Riverside Drive	Cherry Street	0.35	4	1994	2054		Priority 3	-	-			-	-			-	-	-
320	Demers Street	Richard Street	Golf Road	0.45	6	1980	2040	39,010	, .	-	-	-	-	-	-	-	-	-	-	-
<u> </u>	Derek Street	Richard Street	Adele Street	0.4	9	1980	2040	97,525	,	-	-	-	-	-	-	-	-	-	-	-
<b>—</b>	Devonshire Street Dufferin Street	Riverside Drive Elm Street	Cherry Street  Dead End	0.25 0.35	5	1994 1994	2054 2054	42,894 25,736	,	-	-	-	-	-	-	-	-	-	-	-
	Elgin Street	Maple Street	Elm Street	0.25	2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Elgin Street	Elm Street	Ash Street	0.15	3	1994	2054	25,736	,	-	-	-	-	-	-	-	-	-	-	-
460	· ·	Ash Street King Street	Teak Street  Dufferin Street	0.1 0.35	2	1994 1994	2054 2054	17,158 42.894	, .		-	-	-	-	-	-	-	-	-	-
		Martel Road	Demers Street	0.35	2	1980	2040	13.003	, .	-	-	-	-	-	-	-	-	-	-	
570	Golf Road	Demers Street	East Limit	0.3	3	1980	2040	19,505		-	-	-	-	-	-	-	-	-	-	-
	Grey Street	Pine Street	Cherry Street	0.05	2	1994	2054	17,158	, ,	-	-	-	-	-	-	-	-	-	-	-
	Grey Street King Street	Cedar Street Water Plant Road	Pine Street Teak Street	0.35	5	1994 1994	2054 2054	42,894 17,158	, .		-	-	-	-	-	-	-	-	-	-
030	King Street	Teak Street	Elm Street	0.1	4	1994	2054	34,315	,	-	-	-	-	-	-		-	-	-	
	King Street	Elm Street	Maple Street	0.2	3	1994	2054	25,736	,	-	-	-	-	-	-	-	-	-	-	-
	Landsdowne Street		Pine Street	0.35	5	1994	2054	42,894	, .	-	-	-	-	-	-	-	-	-	-	-
	Landsdowne Street Lisgar Street	Golf Road	Cedar Street End of one way	0.4 0.65	6	1994 1994	2054 2054	34,315 51,473	,	-	-	-	-	-	-	-	-	-	-	
	Lisgar Street	Birch Street	Pine Street	0.3	4	1994	2054	57,192	,	-	-	-	-	-	-	-	-	-	-	-
1180		North Limit	Pine Street	0.05	1	1994	2054	8,579	,	-	-	-	-	-	-	-	-	-	-	-
	Lorne Street Lorne Street	Pine Street Civic #28	Civic #28 Oak Street	0.25	6	1994 1994	2054 2054	51,473 51,473	, .	-	-	-	-	-	-	-	-	-	-	
1250	Lorne Street	Oak Street	Moose Hall Parking Lot	0.1	1	1994	2054	8,579	, .	-	-	-	-	-	-		-	-	-	
1290		Richard Street	West Limit	0.5	2	1980	2040	21,672	,	-	-	-	-	-	-	-	-	-	-	-
	Maple Street Martel Road	King Street	Dufferin Street	0.4 1.2	3	1994 1994	2054 2054	25,736 77,209	,	-	-	-	-	-	-	-	-	-	-	-
1400		Asphalt limit Laneway No. 1	Lisgar Street Pine Street	0.1	2	1994	2054	17,209	, .	-	-	-	-	-	-	-	-	-	-	
	Minto Street	Pine Street	Riverside Drive	0.15	2	1994	2054	17,158	, .	-	-	-	-	-	-	-	-	-	-	-
	Monk Street	Lisgar Street	Water plant Road	0.7	19	1994	2054	271,662	, .	-	-	-	-	-	-	-	-	-	-	-
-	Monk Street Oak Street	Water Plant Road Lorne Street	Lime Street Aberdeen Street	0.9	6 9	1994 1994	2054 2054	162,997 17.158	Priority 3 Priority 3	-	-	-	-	-	-	-	-	-	-	-
1550		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	,	-	-	-	-	-	-	-	-	-	-	-
		Monk Street	Young Street	0.15	2	1994 1994	2054	17,158	, .	-	-	-	-	-	-	-	-	-	-	-
1580		Young Street Lorne Street	Lorne Street Minto Street	0.2 0.55	10	1994	2054 2054	-,	Priority 3 Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Pineland Road	Hwy 129	Dead End	0.15	1	1994	2054	,	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1670		Martel Road	Cul De Sac North Of Tracks	0.2	3	1994	2054		Priority 3	-	-	-	-	-	-	-	-	-	-	-
1700		Cul De Sac South of Tracks  Maple Street	Dead End Dead End North (North of Maple)	0.7 0.1	4	1994 1994	2054 2054		Priority 3 Priority 3	-	-	-	-	-	-	-	-	-	-	-
		Dead End South (South of Elm)	Elm Street	0.1	1	1994	2054		Priority 3	-	-		-	-	-	-	-	-	-	-
	Queen Street	Elm Street	Dead End North (North of Elm)	0.1	2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
1700		Ash Street	Water plant Road	0.15	3	1994	2054		Priority 3	-	-	-	-		-	-	-	-	-	-
1790		Bucciarelli Road Golf Road	Dead End Cul De Sac  Demers Street	0.3 0.45	4 10	1994 1980	2054 2040	. , .	Priority 3 Priority 3		-	-		-	-	-	-	-	-	-
		Connaught Street	Minto Street	0.43	2	1994	2054		Priority 3		-	-	-	-	-	-	-	-	-	-
	Riverside Drive	Minto Street	Start of HCB (East of Strathcona)	0.25	2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
	Sean Court	Richard Street	West Limit	0.5	2	1980	2040		Priority 3	-	-	-	-	-	-	-	-	-	-	-
1940	Strathcona Street Strathcona Street	Riverside Drive Cherry Street	Dead end (house)  North Limit	0.05 0.1	2 1	1994 1994	2054 2054	-,	Priority 3 Priority 3	-	-	-	-	-	-	-	-	-	-	
1970	Teak Street	150m West of King	King Street	0.1	9	1994	2054		Priority 3		-	-	-	-	-			-	-	-
	Teak Street	King Street	Monk Street	0.2	2	1994	2054	17,158	Priority 3	-	-	-	-	-	-	-	-	-	-	-
4000	•	North Limit	Laneway No. 11	0.3	3	1994	2054		Priority 3	-	-	-	-	-	-	-	-	-	-	-
1880	Riverside Drive	Minto Street	Strathcona Street			2013	2073	24,033	Priority 3	-	-	-	-	-	-	-	-	-	-	-
					53 224			\$ 2,601,008		\$ - \$	· -	\$ -	\$ - 5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			•	· · · ·	•				· · · · · · · · ·											

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 \$ -\$ -\$ 2,601,008



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

ltem	Unit	Percentage of Total or	Year	Age	Replacement	Estimated Future Value of	Priority							Projected	l Replacen	nent Re	quireme	nt					
		Quantity	Installed		Year	Replacement	Classification	In	nmediate	2019		2020	2021	2022	202	3	20	)24	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	\$	-	\$	-	<b>5</b> -	\$ _	\$ -	\$	-	\$	-	\$ -	\$	- \$	-	\$ -
						\$ 9,209,813	-	\$	565,016	\$	-	\$ -	\$ -	\$ -	\$	-	\$	-	\$ -	\$	- \$	-	\$ -

Total future replacement requirement:

- Priority 1 - Priority 2 - Priority 3 565,016

\$ 8,644,797

### Transportation Services - Roadways Road Maintenance - Building

Item	Unit	Percentage of Total or	Year Installed*	Age	Replacement Year	Val	ted Future	Investment Priority Classification						Projected	Replacem	ent Requ	irement						
		Quantity				Repla	acement	Ciassification	Immediate	2019	2020	2021		2022	2023	3	2024	2025		2026	202	27	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	<b>.</b>	s -	\$	s		\$	- S		S		\$ -	S	- 5	

\$ 47,687 \$ -\$ 3,426,218

Total future replacement requirement:
- Priority 1
- Priority 2
- Priority 3

#### Township of Chapleau Asset Management Plan General Government - Corporate Management

General Government Building (Animal Shelter)

Item	Unit	Percentage of Total or	Year	Age	Replacement	Estimated Future Value of	Investment Priority Classification					Project	ed Replacement	Requirement				
i.com	<b>5</b>	Quantity	Installed*	7.90	Year	Replacement	Classification	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Item	Unit	Percentage of Total or	Year	Age	Replacement	Estimated Future Value of	Investment Priority Classification					Projecte	d Replacement Re	equirement				
	J	Quantity	Installed	Ago	Year	Replacement	Classification	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

50,343

Total future replacement requirement:
- Priority 1 \$
- Priority 2 \$
- Priority 3 \$ -549,481

## Township of Chapleau Asset Management Plan Transportation Services - Air Transportation

Airport - Building (Garage)

ltem	Unit	Percentage of Total or	Year	Age	Replacement	Estimated Future Value of	Investment Priority Classification					Projected	Replacement Re	quirement				
	G.I.I.	Quantity	Installed	, igo	Year	Replacement	Ciassification	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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Arena - Building

ltem	Unit	Percentage of Total or	Year	Age	Replacement	Estimated Future Value of	Investment Priority					Project	ed Replacement R	equirement				
item	Offit	Quantity	Installed	Age	Year	Replacement	Classification	Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Duilding Characture	0/	74.70/	1978	20	2050	Φ 44.00C.254	Dui a with a 2	I d	Φ.	<b>C</b>	I ¢	T &	I o	Ι φ	I &	¢.	Ι¢	Ι φ
Building Structure	%	74.7%		39	2058	\$ 14,896,351	Priority 3	\$ - \$ 4.00F F77	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	\$ -	\$ -
Building Envelope	%	15%	1987	30	2018	\$ 1,305,577	Priority 1	\$ 1,305,577	<b>5</b> -	<del>5</del> -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	\$ -	\$ -
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
- Priority 2
- Priority 3 \$ 1,985,612 \$ 84,898 \$15,503,253.39

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

Pavillion - Building

ltem	Unit	Percentage of Total or	Year	Age	Replacement		ated Future	Investment Priority Classification							Projected	Replacement Re	equiremer	nt					
10111	- Cinc	Quantity	Installed	, igo	Year		lacement	Ciassilication	Immed	diate	2019	2020	2021		2022	2023	20	24	2025	2026	2	027	2028
Building Structure	%	80%	1996	21	2076	s	191,840	Priority 3	\$	-	\$ -	\$ -	\$		s -	s -	s	-	\$ -	\$ -	<b>S</b>		\$ -
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

ltem	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification		
D. 11 11 Ot 1	0/	20.00/	4070	4.4	2252	A 47.050.700	D: " 0	ın	nmediate
Building Structure	%	69.0%	1976	41	2056	\$ 17,850,786	Priority 3		455.000
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 1	2017	0	2037	\$ 5,040	Priority 3	\$	
Waste Pit Pumps(2)	LS	1 1	2017	0	2037	\$ 16,745	Priority 3	\$	
		·		J		\$ 22,739,111		\$	2,793,248

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

Pump House - Building

ltem	Unit	Percentage of Total or	Year	Age	Replacement	Estimated Future Value of	Investment Priority Classification					Projected	Replacement Req	uirement				
	- Cili	Quantity	Installed	Ago	Year	Replacement	Classification	Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
												1						
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
- Priority 2
- Priority 3 466,726

Environmental Services - Sanitary Sewer System

Wastewater Pumping Stations - Building and Process Equipment (Dufferin Street)

ltem	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year	Estimated Future Value of Replacement	Investment Priority Classification					Projected	Replacement Requ	uirement				
		Quantity				Replacement		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 \$ -\$ 2,561,899 - Priority 2 - Priority 3

Environmental Services - Sanitary Sewer System

Wastewater Pumping Stations - Building and Process Equipment (Lisgar Street)

ltem	Unit	Percentage of Total or Quantity	Year Installed	Age	Replacement Year		Investment Priority Classification					Proj	ected R	Replacement Rec	quirement				
		Quantity				Replacement		Immediate	2019	2020	2021	2022		2023	2024	2025	2026	2027	2028
Building Structure	%	66.7%	1999	18	2079	\$ 2,247,608	Priority 3	\$ -	\$ -	\$ -	\$ .	\$	- 5	-	\$ -	\$ -	\$ -	\$ -	\$ -
Building Envelope	%	2%	1999	18	2029	\$ 25,039	Priority 3	\$ -	\$ -	\$ -	\$	\$	- 5	-	\$ -	\$ -	\$ -	\$ -	\$ -
Building Mechanical	%	28%	1999	18	2019	\$ 287,569	Priority 1	\$ -	\$ 287,569	\$ -	\$	\$	- 5	-	\$ -	\$ -	\$ -	\$ -	\$ -
Siteworks	%	3.0%	1999	18	2029	\$ 37,558	Priority 3	\$ -	\$ -	\$ -	\$	\$	- 5	-	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ 2,597,775		\$ -	\$ 287,569	\$ -	\$	\$	- 5	-	\$ -	\$ -	\$ -	\$ -	\$ -

Total future replacement requirement:
- Priority 1
- Priority 2
- Priority 3 287,569 \$ -\$ 2,310,205

Environmental Services - Sanitary Sewer System

Wastewater Pumping Stations - Building and Process Equipment (Riverside Drive)

ltem	Unit	Percentage of Total or	Year Installed	Age	Replacement Year	Estimated Future Value of	Investment Priority Classification					Projected	l Replacement Re	equirement				
		Quantity	ilistalleu		i eai	Replacement		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
- Priority 2
- Priority 3 547,459 -\$ 3,914,834

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

ltem	Unit	Quantity	Year	Age	Replacement	Estimated Future	Investment Priority Classification					Projected F	Replacement Re	quirement			
item	Onit	Quantity	Installed	Age	Year	Replacement	Classification	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

ltem	Unit	Percentage of Total or	Year	Age	Replacement	Estimated Future Value of						Projec	ed Replacement R	equirement				
item	Offic	Quantity	Installed	Age	Year	Replacement	Classification	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	\$ 16,45	8 \$ -	\$ -	\$	- \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Building Mechanical	%	25%	1985	32	2018	\$ 57,749	Priority 1	\$ 57,74	9 \$ -	\$ -	\$	- \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Siteworks	%	7%	1985	32	2018	\$ 23,466	Priority 1	\$ 23,46	6 \$ -	\$ -	\$	- \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	•	\$ 97,67	2 \$ -	\$ -	\$	- \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,916

Total future replacement requirement:
- Priority 1
- Priority 2
- Priority 3 97,672 19,916 563,613 \$ \$ \$

Landfill Site - Cell Development

Item	Unit	Quantity	Year	Age	Replacement	Estimated Future Value of	Investment Priority Classification					Projected	Replacement Re	quirement				
i.com	0	quantity	Installed	Ago	Year	Replacement	Classification	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

Landfill Site - Building (Attendant Shelter)

ltem	Unit	Percentage of Total or	Year	Age	Replacement	Estimated Future Value of	Investment Priority Classification					Projected	Replacement Req	uirement				
	S.III.	Quantity	Installed*	,	Year	Replacement	Ciassilication	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
- Priority 2
- Priority 3 377 34,060

Landfill Site - Building (Storage)

Item	Unit	Percentage of Total or	Year	Age	Replacement	Estimated Future Value of	Investment Priority Classification					Projected	I Replacement Req	uirement				
	S.III.	Quantity	Installed*	Ago	Year	Replacement	Classification	Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Building Structure	0/4	81%	1999	18	2079	\$ 145,778	Priority 3	e _	١٩ -	e -	¢ .	١ .	e -	٠ -	e -	¢		¢ .
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

Landfill Site - Building (Garage)

ltem	Unit	Percentage of Total or	Year	Age	Replacement	Estimated Future Value of	Investment Priority Classification					Projected	Replacement Req	uirement				
	<b>5</b>	Quantity	Installed	, igo	Year	Replacement	Classification	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
- Priority 3

5,006 725,834

### General Government - Corporate Management General Government - Building (Innovation Centre)

#### SOLD in 2011 - deleted entires

Item	Unit	Percentage of Total or	Year	Age	Replacement	Estimated Future Value of	Investment Priority Classification							Projected	Replacement R	equirement					
	oc	Quantity	Installed	Ago	Year	Replacement	Classification	Immediat	20	019	2020	2021	1	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
- Priority 2
- Priority 3

#REF! #REF! #REF!

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

Playground Equipment

ltem	Unit	Percentage of Total or	Year	Age	Replacement	Estimated Future Value of	Investment Priority Classification							Projected	Replacement R	equirement					
i.com	J.I.I.	Quantity	Installed*	7.90	Year	Replacement	Ciassification	Immediate	2019		2020	202	21	2022	2023	2024	2025	2026	2027	202	.8
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	Year	Age	Replacement	Estimated Future Value of	Investment Priority Classification							Projected	Replacement Re	equirement					
item	Onit	Quantity	Installed	Age	Year	Replacement	Classification	Immediate	2019		2020	2021		2022	2023	2024	2025	2026	202	7	2028
Building Structure	%	82%	1967	50	2047	\$ 546,005	Priority 3	\$ -	\$	-	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$	- 5	\$ -
Building Envelope	%	8%	2006	11	2036	\$ 42,842	Priority 3	\$ -	\$	-	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$	- 5	\$ -
Building Mechanical	%	2%	1967	50	2018	\$ 7,499	Priority 1	\$ 7,4	9 \$	-	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$	- 5	\$ -
Siteworks	%	8%	1967	50	2018	\$ 29,996	Priority 1	\$ 29,9	96 \$	-	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$	- 5	\$ -
HVAC Unit	1	LS	2016	1	2036	\$ 626,343	Priority 3	\$ -	\$	-	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$	- 5	\$ -
Ducts and slab for HVAC	1	LS	2016	1	2096	\$ 116,389	Priority 3	\$ -	\$	-	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$	- 5	\$ -
Concrete walkway/accessibility ramp	1	LS	2017	0	2067	\$ 137,036	Priority 3	\$ -	\$	-	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$	- 5	\$ -
Door operator (accesibility)	1	LS	2017	0	2047	\$ 12,188	Priority 3	\$ -	\$	-	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$	- 5	\$ -
						\$ 1,518,299	•	\$ 37,4	5 \$	-	\$ -	\$	- \$	-	\$ -	\$ -	\$ -	\$ -	\$	- 5	\$ -

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

Health Services - Cemeteries

Cemeteries - Building (Vault)

ltem	Unit	Percentage of Total or	rear	Age	Replacement	Estimated Future Value of	Investment Priority Classification						Projected	Replacement Re	quirement					
item	Oilit	Quantity	Installed	Age	Year	Replacement	Classification	Immediate	2019	2020		2021	2022	2023	2024	2025	2026	2027	2028	3
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
- Priority 2
- Priority 3 7,247 209,970

#### Health Services - Cemeteries

Cemeteries - Building (Chapel)

ltem	Unit	Percentage of Total or	Year	Age	Replacement	Estimated Future Value of	Investment Priority Classification					Projected	Replacement Re	quirement				
	<b>5</b>	Quantity	Installed	, igo	Year	Replacement	Classification	Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
													1 -		T -			
Building Structure	%	85%	1936	81	2018	\$ 75,445	Priority 1	\$ 75,445		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	5 -	\$ -
Building Envelope	%	12%	1936	81	2018	\$ 10,651	Priority 1	\$ 10,651	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ -
Building Mechanical	%	2%	1936	81	2018	\$ 1,775	Priority 1	\$ 1,775	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	š -	\$ -
Siteworks (parking, landscaping, servici	%	1%	1936	81	2018	\$ 888	Priority 1	\$ 888		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	\$ -
						\$ 88,759		\$ 88,759	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-	- \$

Total future replacement requirement:
- Priority 1
- Priority 2
- Priority 3 88,759

#### **Township of Chapleau Asset Management Plan General Government - Corporate Management**

Industrial Site - Building

Item	Unit	Percentage of Total or	Year	Age	Replacement	Estimated Future	Investment Priority Classification		Projected Replacement Requirement									
	S.I.I.C	Quantity	Installed*	Age	Year		Classification	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)

ltem	Unit	Percentage of Total or	Year	Age	Replacement	ent Estimated Future Value of Replacement		Investment Priority Classification	Projected Replacement Requirement													
	Onit	Quantity	Installed*	Age	Year				Immediate	2019	2020	2021	2022	2023	2024	2025	2026	2027		2028		
Site Works	LS	1	2017	0	2077	\$	2,561,584	Priority 3	-	-	<b>  \$</b> -	-	\$ -	\$ -	\$ -	<b> </b> \$ -	-	\$	-  \$	_		
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



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	Estimated FV Replacement	Investment Priority					Projected Re	eplacement Rec	juirement				
				(31-5)	Replacement	Cost	Classification	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		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		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
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		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		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		Refuse truck	3	12	2026	\$348,527	Priority 2	0	0	0	0	0	0	0	0	\$348,527	0	0
2014		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		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
	Cargo Mate		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		0	0	0	0	0	0	0	0	0	0	0
		Pumper Truck MS 106	10	25	2032	\$340,048		0	0	0	0	0	0	0	0	0	0	0
2013		Sidewalk Machine	4	20	2033	\$213,985		0	0	0	0	0	0	0	0	0	0	0
2015		Sludge Disposal Trailer	2	25	2040	\$12,136		0	0	0	0	0	0	0	0	0	0	0
2016		Bear bins	1	25	2041	\$28,967		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



### **Township of Chapleau Asset Management Plan General Government - Corporate Management**

General Government - Information and Communications Systems

Description	Estimated Quantity	Average Year	Amount	aid E	Year of Expected	Estimated FV Replacement	Investment Priority Classification																	
	Quantity	1 001		Rep	placement	Cost	Ciassification	Immedia	te	2019	2020		2021	2022	2023		2024	2025		2026		2027		2028
Computer Servers	1	1999	\$ 10,00	0.00	2018	\$14,568	Priority 1	\$ 14	,568 \$	-	\$ -	\$	-	\$ -	\$ -	\$	-	\$ -	\$	-	\$	-	\$	_
Dell Poweredge Server	1	2012	\$ 8,00	5.16	2018	\$9,016	Priority 1	\$ 9	,016 \$	-	\$ -	\$	-	\$ -	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-
Computer Workstations	2	2006	\$ 7,59	1.56	2018	\$3,211	Priority 1		,211 \$	-	\$ -	\$	-	\$ -	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-
Security Camera	1	1995	\$ 9,1	5.50	2018	\$14,374	Priority 1	\$ 14	,374 \$	-	\$ -	\$	-	\$ -	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-
Emergency Communications	1	2001	\$ 23,40	7.48	2018	\$32,776	Priority 1	\$ 32	,776 \$	-	\$ -	\$	-	\$ -	\$ -	\$	-	\$ -	\$	-	\$	_	\$	_
Solomon Software	1	2000	\$ 38,04	0.20	2018	\$54,331	Priority 1	\$ 54	,331 \$	-	\$ -	\$	-	\$ -	\$ -	\$	_	\$ -	\$	-	\$	_	\$	_
Vadim Software	1	2012	\$ 19,14	7.30	2022	\$23,340	Priority 1	\$	- \$	-	\$ -	\$	-	\$ 23,340	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-
Telephone System	1	2011	\$ 8,28	1.61	2021	\$10,095	Priority 1	\$	- \$	-	\$ -	\$	10,095	\$ -	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-
HP Work Stations	4	2013	\$ 3,00	7.01	2018	\$3,320	Priority 1	\$ 3	,320 \$	-	\$ -	\$	-	\$ -	\$ -	\$	_	\$ -	\$	-	\$	_	\$	_
Fire Dept. Computer and software	1	2013	\$ 4,38	1.33	2018	\$4,841	Priority 1	\$ 4	,841 \$	-	\$ -	\$	-	\$ -	\$ -	\$	_	\$ -	\$	-	\$	_	\$	_
JCP Work Stations	2	2013	\$ 2,0	1.29	2018	\$2,221	Priority 1	\$ 2	,221 \$	-	\$ -	\$	-	\$ -	\$ -	\$	-	\$ -	\$	-	\$	-	\$	-
						\$172,093		\$13	3,657	\$0	\$	0	\$10,095	\$23,340		0	\$0	•	50	\$0		\$	0	\$0

Total future replacement requirement:

\$ \$ \$ - Priority 1 172,093

- Priority 2 - Priority 3