



ASSET MANAGEMENT PLAN
TOWN OF COLLINGWOOD - CORE ASSETS
TECHNICAL APPENDICES
2022



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Appendix A – Facility Inventory/Condition/Age

Dept	List Description	Asset Replacement Cost	Sq Ft	Average Condition	Year Built	Age
Roads	Public Works Building	\$5,353,375	18,675	85.61	1989	33
	Public Works Salt Shed	\$116,648	1,400	27.20	1990	32
	Public Works Sand Dome	\$674,892	8,100	99.50	2006	16
	Public Works Storage Shed	\$41,660	500	84.76	1990	32
Water	Carmichael Reservoir Building	\$2,412,325	4,920	0.00	1991	28
	Davey Reservoir Building	\$1,397,384	2,850	95.90	2010	12
	Elevated Tower	\$6,000,000	400	95.00	1950	72
	Elevated Tower Building	\$400,000	490	86.50	1998	24
	Environmental Services Administration	\$7,372,374	28,290	90.75	1989	33
	Georgian Meadows Booster Stn	\$0	200	0.00	0	0
	Osler Booster Station	\$213,000	130	0.00	2000	22
	R.A.B. Water Filtration Plant	\$3,930,609	12,875	87.60	1999	23
Wastewater	RAB Generator Building	\$1,250,000	1,000	98.40	1999	23
	RAB Industrial Raw Water Building	\$1,320,000	3,560	76.40	1950	72
	Black Ash Sewage Pumping Station	\$1,480,550	1,536	97.80	2020	2
	Boiler and COGEN Building	\$330,450	550	72.80	1979	43
	Cranberry Sewage Pumping Station	\$260,820	324	87.10	2002	20
	Digester 1&2 Building	\$1,845,478	6,045	87.40	1979	43
	Digester 3&4 Building	\$1,338,696	4,385	89.10	1979	43
	Minnesota Sewage Pumping Station	\$633,800	1,540	0.00	1958	64
	Paterson St. Sewage Pumping Station	\$140,443	460	0.00	1993	29
	Pretty River Sewage Pumping Station	\$150,000	100	0.00	2010	12
	Silver Glen Sewage Pumping Station	\$160,850	0	99.10	2006	16
	St. Clair Sewage Pumping Station	\$755,950	1,350	0.00	2003	19
	Tenth Line Sewage Pumping Station	\$0	0	0.00	0	0
	Wastewater Treatment Plant (WWTP01)	\$0	0	0.00	0	0
	Wastewater Treatment Plant Admin Building	\$4,823,582	2,800	92.10	1958	64
	Wastewater Treatment Plant Control Room	\$2,162,980	7,085	93.10	1968	54
	Wastewater Treatment Plant Effluent Building	\$337,750	600	93.50	1979	43
	Wastewater Treatment Plant Generator Building	\$970,000	770	97.10	1999	23
	Wastewater Treatment Plant Headworks Building	\$3,700,735	8,535	82.00	1998	24
	Wastewater Treatment Plant Raw Sludge Pump Building	\$535,710	720	94.20	1968	54
	Wastewater Treatment Plant Sludge Thickening Building	\$1,282,218	4,200	93.30	1979	43
			\$51,392,279	124,390	84.25	



Appendix B – Road Condition

Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
ALBERT STREET	ONTARIO STREET From: ALBERT STREET To: NIAGARA STREET	RD0807	_HCB-H-U	0.12	83.59	1075	1996	\$192,316
	PRETTY RIVER PARKWAY From: ALBERT STREET To: ONTARIO STREET	RD0848	_HCB-H-U	0.44	89.72	975	2001	\$1,362,411
	SIMCOE STREET From: ALBERT STREET To: NIAGARA STREET	RD0048	_HCB-L-R	0.12	97.28	230	2015	\$89,953
ALICE STREET	BELL BOULEVARD From: ALICE STREET To: BELL BOULEVARD	RD0256	_HCB-L-U	0.18	52.82	364	1976	\$266,033
	COLLINS STREET From: ALICE STREET To: SPROULE AVENUE	RD0749	_HCB-H-U	0.23	38.37	917	1986	\$358,265
	MANNING AVENUE From: ALICE STREET To: KATHERINE STREET	RD0797	_HCB-H-R	0.12	96.65	924	2016	\$88,491
ALMA STREET	ALBERT STREET From: ALMA STREET To: ONTARIO STREET	RD0891	_HCB-L-R	0.11	81.79	1095	1969	\$80,446
ALPINE COURT	FOREST DRIVE From: ALPINE COURT To: CRAIGLEITH COURT	RD0120	_HCB-L-R	0.32	90	169	1989	\$236,950
ALYSSA DRIVE	BROOKE AVENUE From: ALYSSA DRIVE To: CONNER AVENUE	RD0590	_HCB-L-U	0.26	96.38	861	2006	\$386,275
		RD0871	_HCB-L-U	0.19	97.28	1030	2006	\$284,070
	CONNER AVENUE From: ALYSSA DRIVE To: BROOKE AVENUE	RD0738	_HCB-L-U	0.27	96.02	860	2002	\$398,299
	KAYLA CRESCENT From: ALYSSA DRIVE To: ALYSSA DRIVE	RD0937	_HCB-L-U	0.49	96.38	1127	2010	\$734,974
	SHERWOOD STREET From: ALYSSA DRIVE To: BROOKE AVENUE	RD0939	_HCB-L-U	0.18	96.02	1129	2009	\$266,033
	SIXTH STREET From: ALYSSA DRIVE To: STEWART ROAD	RD0056	_HCB-H-R	0.5	97.28	183	2011	\$730,852
BAKER BOULEVARD	CRANBERRY TRAIL WEST From: BAKER BOULEVARD To: GREENBRIER DRIVE	RD0384	_HCB-H-R	0.21	96.65	717	1998	\$153,579
BAKER STREET	KATHERINE STREET From: BAKER STREET To: COLLINS STREET	RD0223	_HCB-L-R	0.1	84.85	515	2016	\$76,058
	PATERSON STREET From: BAKER STREET To: COLLINS STREET	RD0301	_HCB-L-R	0.1	83.59	571	1976	\$74,596
BARKER BOULEVARD	CRANBERRY TRAIL WEST From: BARKER BOULEVARD To: ELLEN LANE	RD0385	_HCB-H-R	0.1	96.65	718	1998	\$71,670
BARR STREET	CHAMBERLAIN CRESCENT From: BARR STREET To: HIGH STREET	RD0833	_HCB-L-U	0.07	88.64	954	2007	\$66,251
		RD0916	_HCB-L-U	0.07	90.53	1104	2007	\$66,251
	CHAMBERLAIN CRESCENT From: BARR STREET To: HOLDEN STREET	RD0870	_HCB-L-U	0.19	82.97	1029	2007	\$190,843
	PATTON STREET From: BARR STREET To: CHAMBERLAIN CRESCENT	RD0148	_HCB-L-U	0.31	88.82	430	2007	\$305,547
BARRINGTON TRAIL	HURONIA PATHWAY From: BARRINGTON TRAIL To: GEORGIAN MANOR DRIVE	RD0173	_HCB-L-R	0.15	87.12	212	2009	\$115,172
	SILVER CRESCENT From: BARRINGTON TRAIL To: BARRINGTON TRAIL	RD0234	_HCB-L-U	0.47	96.02	338	2010	\$709,423
BARTLETT BOULEVARD	PRINCETON SHORES BOULEVARD From: BARTLETT BOULEVARD To: PRINCETON SHORES BOULEVARD	RD0220	_HCB-L-R	0.58	75.31	440	1982	\$426,365



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
Beachwood Road	CHURCHILL COURT From: BEACHWOOD ROAD To: END	RD1006	_HCB-L-U	0.08	0	1179	(blank)	\$35,912
BEECH STREET	FIFTH STREET From: BEECH STREET To: BIRCH STREET	RD0362	_HCB-H-R	0.12	52.01	470	1973	\$83,655
	FIFTH STREET From: BEECH STREET To: MAPLE STREET	RD0341	_HCB-H-U	0.12	94.95	527	1973	\$187,663
	FIRST STREET From: BEECH STREET To: MAPLE STREET	RD0292	_HCB-H-U	0.12	92.51	600	2010	\$436,688
	FOURTH STREET From: BEECH STREET To: BIRCH STREET	RD0360	_HCB-L-R	0.12	97.28	468	1973	\$88,491
	SECOND STREET From: BEECH STREET To: BIRCH STREET	RD0356	_HCB-H-U	0.12	88.47	464	1978	\$181,865
	THIRD STREET From: BEECH STREET To: MAPLE STREET	RD0037	_HCB-H-U	0.12	94.05	605	1987	\$187,663
	BEGINNING OF TURNING LANE	HIGHWAY 26 WEST From: BEGINNING OF TURNING LANE To: VACATION INN DRIVE	RD0912	_HCB-H-R	0.04	91.25	1091	2016
MOUNTAIN ROAD From: BEGINNING OF TURNING LANE To: KELLS CRESCENT		RD0913	_HCB-H-R	0.08	97.1	1092	2009	\$138,793
BELL BOULEVARD	SPROULE AVENUE From: BELL BOULEVARD To: COLLINS STREET	RD0748	_HCB-L-U	0.11	86.04	916	2007	\$159,319
BIRCH STREET	CAMERON STREET From: BIRCH STREET To: DICKSON ROAD	RD0876	_HCB-H-R	0.04	89.44	1036	1978	\$37,486
	EIGHTH STREET From: BIRCH STREET To: OAK STREET	RD0417	_HCB-L-R	0.12	73.62	545	1976	\$89,222
	FIRST STREET From: BIRCH STREET To: BEECH STREET	RD0355	_HCB-H-U	0.12	92.96	463	2010	\$433,079
	FOURTH STREET From: BIRCH STREET To: OAK STREET	RD0440	_HCB-L-R	0.12	97.28	537	1973	\$87,759
	NINTH STREET From: BIRCH STREET To: MAPLE STREET	RD0084	_HCB-L-R	0.24	94.95	151	2007	\$198,308
	SECOND STREET From: BIRCH STREET To: OAK STREET	RD0437	_HCB-H-U	0.12	75.76	534	1978	\$181,865
	SEVENTH STREET From: BIRCH STREET To: MAPLE STREET	RD0366	_HCB-L-R	0.24	97.28	474	1975	\$176,250
	SIXTH STREET From: BIRCH STREET To: OAK STREET	RD0413	_HCB-H-U	0.12	83.14	541	1997	\$187,663
	TENTH STREET From: BIRCH STREET To: OAK STREET	RD0449	_HCB-H-R	0.12	95.57	619	1999	\$88,491
	THIRD STREET From: BIRCH STREET To: BEECH STREET	RD0358	_HCB-H-U	0.12	89.73	466	1987	\$189,214
BOARDWALK AVENUE	BALSAM STREET From: BOARDWALK AVENUE To: CRANBERRY QUAY	RD1026	_HCB-H-R	0.07	90	2011	1988	\$59,574
BRANIFF COURT	SPRUCE STREET From: BRANIFF COURT To: WATTS CRESCENT	RD0476	_HCB-H-U	0.08	88.02	647	1975	\$124,750
BROADVIEW STREET	BROADVIEW CRESCENT From: BROADVIEW STREET To: END	RD0920	_HCB-L-R	0.08	58.23	1108	1999	\$170,732
BROCK CRESCENT	LOCKHART ROAD From: BROCK CRESCENT To: KATHERINE STREET	RD0854	_HCB-H-U	0.06	93.87	996	2012	\$96,193
BROOKE AVENUE	ALYSSA DRIVE From: BROOKE AVENUE To: CONNER AVNEUE	RD0184	_HCB-L-U	0.09	97.28	222	2002	\$130,762
	CONNER AVENUE From: BROOKE AVENUE To: ALYSSA DRIVE	RD0684	_HCB-L-U	0.18	97.28	863	2002	\$264,530
	SHERWOOD STREET From: BROOKE AVENUE To: END	RD0940	_HCB-L-U	0.11	97.28	1130	2009	\$108,771
BRYAN DRIVE	KATHERINE STREET From: BRYAN DRIVE To: COLLINS STREET	RD0179	_HCB-L-R	0.27	43.32	286	1993	\$204,241
	LOCKHART ROAD From: BRYAN DRIVE To: BROCK CRESCENT	RD0815	_HCB-H-U	0.05	74.7	933	1984	\$81,163



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
		RD0816	HCB-H-U	0.24	67.77	934	1984	\$354,711
BURNSIDE COURT	CARMICHEAL CRESCENT From: BURNSIDE COURT To: LOCKHART ROAD	RD0777	HCB-L-U	0.1	84.85	901	1987	\$151,804
BUSH STREET	BUSH STREET From: BUSH STREET To: RIVER RUN	RD0076	HCB-L-U	0.28	89.1	228	1988	\$425,353
	PEEL STREET From: BUSH STREET To: GODDEN STREET	RD0780	HCB-H-U	0.09	81.61	910	1994	\$134,931
	PEEL STREET From: BUSH STREET To: HARBEN COURT	RD0644	HCB-H-R	0.17	68.85	909	1994	\$148,318
CALLARY CRESCENT	ST PAUL STREET From: CALLARY CRESCENT To: CALLARY CRESCENT	RD0672	HCB-L-U	0.12	97.28	834	1998	\$175,853
	ST PAUL STREET From: CALLARY CRESCENT To: LANEWAY	RD0427	HCB-L-U	0.04	97.28	509	1998	\$66,133
CAMERON STREET	DICKSON ROAD From: CAMERON STREET To: MASON AND DICKSON ROAD	RD0434	HCB-L-R	0.29	90.45	531	2012	\$209,160
	HURONTARIO STREET From: CAMERON STREET To: CAMPBELL STREET	RD0880	HCB-H-U	0.31	89.37	1046	2013	\$644,647
	MAPLE STREET From: CAMERON STREET To: CAMPBELL STREET	RD0114	HCB-L-U	0.31	96.02	167	2008	\$458,419
	MASON ROAD From: CAMERON STREET To: RHONDA ROAD	RD0433	HCB-L-R	0.11	93.69	530	1977	\$79,715
	OAK STREET From: CAMERON STREET To: FERGUSON ROAD	RD0448	HCB-L-R	0.09	94.95	618	1978	\$62,894
	PARK ROAD From: CAMERON STREET To: FERGUSON ROAD	RD0388	HCB-L-R	0.33	94.95	612	1974	\$235,599
CAMPBELL STREET	FERGUSON ROAD From: CAMPBELL STREET To: PARK ROAD	RD0576	HCB-L-R	0.06	80.71	843	1974	\$40,224
	HERRINGTON COURT From: CAMPBELL STREET To: END	RD0111	HCB-L-U	0.11	63	164	1976	\$160,823
	HIGH STREET From: CAMPBELL STREET To: ROUNDABOUT	RD0054	HCB-H-R	0.69	96.83	184	1997	\$1,001,646
	HURONTARIO STREET From: CAMPBELL STREET To: GOLFOVIEW DRIVE	RD0817	HCB-H-U	0.19	91.53	935	2007	\$504,128
	MAPLE STREET From: CAMPBELL STREET To: END	RD0291	HCB-L-U	0.15	88.36	599	1973	\$219,440
	MASON ROAD and DICKSON ROAD From: CAMPBELL STREET To: MASON ROAD	RD0191	HCB-L-R	0.05	88.47	238	1972	\$38,029
	OAK STREET From: CAMPBELL STREET To: FERGUSON ROAD	RD0040	HCB-L-R	0.22	39.86	155	1989	\$160,892
	OSLER COURT From: CAMPBELL STREET To: END	RD0112	HCB-L-U	0.11	97.28	165	1972	\$162,326
	SMART COURT From: CAMPBELL STREET To: END	RD0109	HCB-L-U	0.1	66.96	162	1987	\$145,792
	TESKEY COURT From: CAMPBELL STREET To: END	RD0110	HCB-L-U	0.11	64.35	163	1988	\$160,823
	CARMICHAEL CRESCENT	LOCKHART ROAD From: CARMICHAEL CRESCENT To: DEY DRIVE	RD0712	HCB-H-U	0.15	66.24	896	1984
LOCKHART ROAD From: CARMICHAEL CRESCENT To: KRISTA COURT		RD0776	HCB-H-U	0.1	76.21	900	1984	\$153,307
CARPENTER STREET	CRANBERRY TRAIL EAST From: CARPENTER STREET To: DEVONSHIRE STREET	RD0963	HCB4-U	0.17	-1	2005	0	\$171,067
CEDAR STREET	FIFTH STREET From: CEDAR STREET To: OAK STREET	RD0491	HCB-H-R	0.12	52.64	624	1973	\$90,857
	FIRST STREET From: CEDAR STREET To: OAK STREET	RD0493	HCB-H-U	0.12	93.41	626	2010	\$443,906
	FOURTH STREET From: CEDAR	RD0471	HCB-L-R	0.12	84.15	636	1973	\$87,759



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	STREET To: WALNUT STREET							
	SECOND STREET From: CEDAR STREET To: WALNUT STREET	RD0732	_HCB-H-R	0.12	97.28	1059	1992	\$86,297
	THIRD STREET From: CEDAR STREET To: OAK STREET	RD0453	_HCB-H-R	0.12	78.82	630	2008	\$111,544
CHAMBERLAIN CRESCENT	BARR STREET From: CHAMBERLAIN CRESCENT To: PATTON STREET	RD0828	_HCB-L-U	0.11	94.67	1024	2007	\$111,737
	DAVIS STREET From: CHAMBERLAIN CRESCENT To: CHAMBERLAIN CRESCENT	RD0161	_HCB-L-U	0.29	91.7	432	2007	\$284,782
	HIGH STREET From: CHAMBERLAIN CRESCENT To: GRIFFEN ROAD	RD0370	_HCB-H-U	0.05	91.89	484	2007	\$164,858
	HIGH STREET From: CHAMBERLAIN CRESCENT To: TELFER ROAD	RD0580	_HCB-H-R	0.21	97.28	847	2014	\$298,456
	HOLDEN STREET From: CHAMBERLAIN CRESCENT To: CHAMBERLAIN CRESCENT	RD0160	_HCB-L-U	0.3	85.86	431	2007	\$293,681
CHERRY STREET	KING STREET From: CHERRY STREET To: COOK STREET	RD0346	_HCB-L-R	0.05	83.14	495	1998	\$109,606
CLARK STREET	FINDLAY DRIVE From: CLARK STREET To: DANCE STREET	RD0935	_HCB-L-U	0.09	97.28	1124	2010	\$90,972
CLARKSON CRESCENT	CAMERON STREET From: CLARKSON CRESCENT To: OAK STREET	RD0447	_HCB-H-R	0.12	97.28	617	1976	\$113,373
	CAMERON STREET From: CLARKSON CRESCENT To: PARK ROAD	RD0446	_HCB-H-R	0.04	97.28	616	1976	\$39,315
	CLARKSON CRESCENT From: CLARKSON CRESCENT To: CAMERON STREET	RD0085	_HCB-L-R	0.09	82.69	152	1978	\$64,357
	TENTH STREET From: CLARKSON CRESCENT To: CLARKSON CRESCENT	RD0736	_HCB-H-R	0.08	8.28	858	1974	\$59,238
	TENTH STREET From: CLARKSON CRESCENT To: WALNUT STREET	RD0735	_HCB-H-R	0.08	52.19	857	1974	\$55,581
COLLINS STREET	ALICE STREET From: COLLINS STREET To: BELL BOULEVARD	RD0750	_HCB-L-U	0.13	71.46	918	1967	\$195,392
	LOCKHART ROAD From: COLLINS STREET To: CARMICHAEL CRESCENT	RD0192	_HCB-H-U	0.21	55.7	239	1984	\$308,118
	PEEL STREET From: COLLINS STREET To: BUSH STREET	RD0725	_HCB-H-U	0.21	91.89	911	2007	\$331,899
	ST MARIE STREET From: COLLINS STREET To: VICTORY DRIVE	RD0635	_HCB-H-R	0.15	96.02	1043	2007	\$124,860
	WILLIAMS STREET From: COLLINS STREET To: LYNDEN STREET	RD0098	_HCB-L-U	0.4	95.12	324	2007	\$604,212
COLLSHIP LANE	NORTH MAPLE STREET From: COLLSHIP LANE To: WHEELHOUSE CRESCENT	RD0993	_HCB-L-U	0.14	0	1166	(blank)	\$61,564
	NORTH PINE STREET From: COLLSHIP LANE To: WHEELHOUSE CRESCENT	RD1001	_HCB-L-U	0.14	0	1174	(blank)	\$60,709
CONNEL STREET	RAGLAN STREET From: CONNEL STREET To: POPLAR SIDEROAD	RD0164	_HCB-H-R	0.79	96.38	435	2011	\$1,669,382
		RD1037	_HCB-H-R	0.79	91.89	2008	2011	\$1,665,166
CONNER AVENUE	ALYSSA DRIVE From: CONNER AVENUE To: CULLEN COURT	RD0276	_HCB-L-U	0.09	96.38	449	2002	\$133,768
	BROOKE AVENUE From: CONNER AVENUE To: CONNER AVENUE	RD0938	_HCB-L-U	0.09	97.28	1128	2009	\$130,762
	GEORGIAN MEADOWS DRIVE From: CONNER AVENUE To: TENTH LINE	RD0468	_HCB-L-U	0.06	96.02	856	2002	\$87,175
COOK STREET	KING STREET From: COOK STREET To: HIGHWAY 26 EAST	RD0345	_HCB-L-R	0.15	83.14	494	1998	\$311,955



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
COOPER STREET	ROBERTSON STREET From: COOPER STREET To: PORTLAND STREET	RD0924	HCB-L-U	0.32	97.28	1114	2011	\$315,435
COURTICE CRESCENT	GRIFFEN ROAD From: COURTICE CRESCENT To: COURTICE CRESCENT	RD0014	HCB-L-R	0.09	97.28	188	1967	\$65,327
	GRIFFEN ROAD From: COURTICE CRESCENT To: SPRUCE STREET	RD0535	HCB-L-R	0.09	97.28	662	1967	\$65,327
CRANBERRY SHORES	BALSAM STREET From: CRANBERRY SHORES To: CRANBERRY SURF	RD1027	HCB-H-R	0.03	90	2009	1988	\$24,482
CRANBERRY TRAIL EAST	DAWSON DRIVE From: CRANBERRY TRAIL EAST To: FAIRWAY DRIVE	RD0645	HCB-L-R	0.1	91.15	729	2014	\$75,327
	HIGHWAY 26 WEST From: CRANBERRY TRAIL EAST To: WHITE STREET	RD0948	HCB-H-R	0.25	97.28	1089	2016	\$455,242
CRANBERRY TRAIL WEST	HIGHWAY 26 WEST From: CRANBERRY TRAIL WEST To: PRINCETON SHORES BOULEVARD	RD0424	HCB-H-R	0.36	97.28	725	1990	\$529,941
CURRIE AVENUE	(to) CURRIE AVENUE-to-END	RD0095	HCB-L-R	0.09	63.89	315	1999	\$85,913
	EDGAR ROAD From: CURRIE AVENUE To: GLEN ROAD	RD0070	HCB-L-R	0.17	57.4	290	2000	\$360,435
CURRIE STREET	(to) CURRIE STREET-to-END	RD0571	HCB-L-R	0.12	28.06	760	2000	\$96,499
DANCE STREET	CLARK STREET From: DANCE STREET To: FINDLAY DRIVE	RD0936	HCB-L-U	0.12	96.38	1125	2009	\$178,859
	CLARK STREET From: DANCE STREET To: POPLAR SIDEROAD	RD0934	HCB-L-U	0.22	95.57	1123	2010	\$327,657
	FINDLAY DRIVE From: DANCE STREET To: SAUNDERS STREET	RD0932	HCB-L-U	0.26	96.02	568	2006	\$396,796
	GARBUTT CRESCENT From: DANCE STREET To: GARBUTT CRESCENT	RD1035	HCB-L-U	0.61	97.28	1126	2012	\$605,161
DAVIS STREET	CHAMBERLAIN CRESCENT From: DAVIS STREET To: DAVIS STREET	RD0221	HCB-L-U	0.45	86.03	441	2007	\$446,949
DAWSON DRIVE	CRANBERRY TRAIL EAST From: DAWSON DRIVE To: WOODLAND COURT	RD0137	HCB-H-R	0.08	81.79	319	2009	\$64,470
	HARBOUR STREET WEST From: DAWSON DRIVE To: HIGHWAY 26 WEST	RD0649	HCB-H-R	0.29	96.38	733	1970	\$209,891
DELLPARR AVENUE	GLENLAKE BOULEVARD From: DELLPARR AVENUE To: HIGHWAY 26 EAST	RD0081	HCB-L-R	0.25	53.26	199	1998	\$172,109
DEY DRIVE	KRISTA COURT From: DEY DRIVE To: LOCKHART ROAD	RD0775	HCB-L-U	0.26	59.3	899	1985	\$386,275
	LOCKHART ROAD From: DEY DRIVE To: KRISTA COURT	RD0774	HCB-H-U	0.12	77.92	898	1984	\$186,374
DICKSON ROAD	CAMERON STREET From: DICKSON ROAD To: OAK STREET	RD0877	HCB-H-R	0.08	97.28	1037	1978	\$73,144
DILLON DRIVE	GODDEN STREET From: DILLON DRIVE To: PEEL STREET	RD0267	HCB-L-U	0.09	91.08	377	1988	\$138,277
DOCKSIDE DRIVE	HIGHWAY 26 WEST From: DOCKSIDE DRIVE To: SewageFALLS LANE	RD0166	HCB-H-R	0.51	97.28	203	2016	\$934,541
DUNCAN STREET	HAMILTON STREET From: DUNCAN STREET To: PATTERSON STREET	RD0428	HCB-L-U	0.1	96.83	510	2004	\$227,092
EAST STREET	ONTARIO STREET From: EAST STREET To: PEEL STREET	RD0588	HCB-H-U	0.07	86.56	802	1994	\$114,769
	SIMCOE STREET From: EAST STREET To: PEEL STREET	RD0693	HCB-L-R	0.07	96.83	815	2015	\$51,193
EDGAR ROAD	GLEN ROAD From: EDGAR ROAD To: CURRIE STREET	RD0572	HCB-L-R	0.12	58.68	761	1999	\$250,829
EIGHTH STREET	BIRCH STREET From: EIGHTH STREET To: NINTH STREET	RD0024	HCB-L-R	0.12	94.05	156	2006	\$89,222



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	HURONTARIO STREET From: EIGHTH STREET To: NINTH STREET	RD0881	_HCB-H-U	0.12	72.7	1047	1984	\$262,086
	MAPLE STREET From: EIGHTH STREET To: NINTH STREET	RD0518	_HCB-L-U	0.12	59.57	593	1973	\$184,871
	OAK STREET From: EIGHTH STREET To: NINTH STREET	RD0034	_HCB-L-R	0.12	87.01	608	1978	\$109,005
	WALNUT STREET From: EIGHTH STREET To: TENTH STREET	RD0451	_HCB-L-R	0.24	79.65	621	1983	\$165,938
ELEVENTH LINE	MOUNTAIN ROAD From: ELEVENTH LINE To: EVERGREEN ROAD	RD0373	_HCB-H-R	1.11	95.12	487	2009	\$1,621,851
ELGIN STREET	ONTARIO STREET From: ELGIN STREET To: ST. PAUL STREET	RD0406	_HCB-H-U	0.12	87.01	506	1994	\$183,010
	ST MARIE STREET From: ELGIN STREET To: ONTARIO STREET	RD0195	_HCB-H-U	0.16	89.73	260	2007	\$309,484
	ST MARIE STREET From: ELGIN STREET To: SECOND STREET	RD0761	_HCB-H-U	0.06	89.73	884	2007	\$126,084
ELLEN LANE	CRANBERRY TRAIL WEST From: ELLEN LANE To: VALLYMEDE COURT	RD0386	_HCB-H-R	0.07	96.65	719	1998	\$53,387
ELLIOT AVENUE	HIGHWAY 26 EAST From: ELLIOT AVENUE To: ROBERT AVENUE	RD0397	_HCB-H-R	0.12	98.99	785	1955	\$179,073
	ST. CLAIR STREET From: ELLIOT AVENUE To: ELLIOT AVENUE	RD0480	_HCB-L-R	0.2	83.95	549	1979	\$140,067
ELM STREET	FIRST STREET From: ELM STREET To: SPRUCE STREET	RD0546	_HCB-H-U	0.12	89.73	673	2010	\$436,688
	SECOND STREET From: ELM STREET To: HIGH STREET	RD0526	_HCB-H-R	0.15	67.13	641	1977	\$107,505
	Sewage STREET From: ELM STREET To: FIRST STREET	RD0029	_HCB-L-R	0.36	66.67	278	1987	\$260,353
END	(to) END-to-GEORGIAN MANOR DRIVE	RD0739	_HCB-L-R	0.06	83	867	1997	\$40,300
	(to) END-to-HIGHWAY 26 EAST	RD0199	_HCB-L-R	0.19	38.78	267	1993	\$137,465
	(to) END-to-HIGHWAY 26 WEST	RD0177	_HCB-L-R	0.13	99	284	1975	\$115,355
	(to) END-to-INDIAN TRAIL	RD0061	_HCB-L-R	0.03	84.5	251	1998	\$16,891
	(to) END-to-OLIVER CRESCENT	RD0200	_HCB-L-R	0.07	85.5	268	1979	\$46,781
	(to) END-to-RUSSEL STREET	RD0846	_HCB-L-R	0.05	81	973	1978	\$53,139
	4TH LINE From: END To: SANDELL STREET	RD0618	_HCB-L-R	0.06	72.34	751	1998	\$124,361
	ALMA STREET From: END To: ALBERT STREET	RD0172	_HCB-L-R	0.17	63.89	211	1969	\$129,153
	ALPINE COURT From: END To: FOREST DRIVE	RD0121	_HCB-L-R	0.09	94.04	170	1989	\$65,820
	ARTHUR STREET From: END To: INDIAN TRAIL	RD0666	_HCB-L-R	0.04	80.53	772	1999	\$88,528
	BEECH STREET From: END To: FIRST STREET	RD0523	_HCB-L-R	0.11	77.13	601	1978	\$84,616
	BIRCH STREET From: END To: FIRST STREET	RD0354	_HCB-L-R	0.32	97.28	462	2006	\$235,488
	BRAESIDE STREET From: END To: HIGHWAY 26 EAST	RD0083	_HCB-L-R	0.42	48.96	201	1999	\$310,083
	BRANIFF COURT From: END To: SPRUCE STREET	RD0050	_HCB-L-U	0.08	75.15	181	1974	\$114,229
	BROADVIEW STREET From: END To: HIGHWAY 26 EAST	RD0082	_HCB-L-R	0.76	44.45	200	1999	\$557,272
	BURNSIDE COURT From: END To: CARMICHAEL CRESCENT	RD0011	_HCB-L-U	0.12	74.05	258	1987	\$184,871
	CAMBRIDGE STREET From: END To: MOUNTAIN ROAD	RD0077	_HCB-L-U	0.19	91.89	256	2005	\$331,247
	CEDAR STREET From: END To: FIRST STREET	RD0494	_HCB-L-R	0.13	93.24	627	2008	\$95,804
	CHERRY STREET From: END To: KING STREET	RD0032	_HCB-L-R	0.13	82.24	264	1998	\$282,446
	CRAIGLEITH COURT From: END To: FOREST DRIVE	RD0012	_HCB-L-R	0.19	88.37	142	1989	\$140,415



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	CULLEN COURT From: END To: ALYSSA DRIVE	RD0242	_HCB-L-U	0.06	97.28	346	2002	\$90,181
	DEY DRIVE From: END To: KRISTA COURT	RD0194	_HCB-L-U	0.16	87.48	259	1985	\$246,494
	DUNCAN STREET From: END To: HAMILTON STREET	RD0074	_HCB-L-R	0.1	64.53	226	1986	\$69,674
	ELEVENTH LINE From: END To: MOUNTAIN ROAD	RD0066	_HCB-L-R	0.74	93.42	193	1995	\$1,553,452
	ELM STREET From: END To: Sewage STREET	RD0545	_HCB-L-R	0.03	81.62	672	1974	\$19,015
	EVERGREEN ROAD From: END To: LAUREL BOULEVARD	RD0452	_HCB-L-R	0.15	94.04	685	1999	\$111,882
	FOURTH STREET EAST From: END To: ST. PETER STREET	RD0766	_HCB-L-R	0.05	94.95	889	2009	\$44,945
	GEORGIAN COURT From: END To: FOREST DRIVE	RD0598	_HCB-L-R	0.2	87.39	692	1989	\$146,997
	GEORGIAN MANOR DRIVE From: END To: GEORGIAN MANOR LANE	RD0298	_HCB-L-R	0.2	37.88	497	1984	\$142,609
	GEORGIAN MANOR LANE From: END To: GEORGIAN MANOR DRIVE	RD0174	_HCB-L-R	0.08	40.04	213	1984	\$170,732
	GLENLAKE BOULEVARD From: END To: MACALLISTER STREET SOUTH	RD0907	_HCB-L-R	0.31	41.84	1068	1998	\$651,312
	GUN CLUB ROAD From: END To: RAMBLINGS WAY	RD0728	_HCB-L-R	0.05	83.32	967	1955	\$94,851
	HARBEN COURT From: END To: PEEL STREET	RD0269	_HCB-L-U	0.18	81.16	379	1973	\$418,700
	HARBOUR STREET EAST From: END To: BALSAM STREET	RD0658	_HCB-L-R	0.27	53.28	743	1989	\$184,451
	HARBOUR STREET WEST From: END To: DAWSON SDRIVE	RD1038	_HCB-L-R	0.11	96.65	301	1970	\$76,790
	HERITAGE DRIVE From: END To: SewageSIDE LANE	RD0203	_HCB-L-R	1.07	23.85	271	1940	\$785,447
	HICKORY STREET From: END To: FIRST STREET	RD0328	_HCB-L-R	0.21	91.53	518	1976	\$151,385
	HOLLY COURT From: END To: OSLER BLUFF ROAD	RD0165	_HCB-L-R	0.33	98.54	202	2002	\$418,634
	HURONIA PATHWAY From: END To: GEORGIAN MANOR DRIVE	RD0350	_HCB-L-R	0.1	94.95	501	2009	\$74,431
	INDIAN TRAIL From: END To: BELLHOLME LANE	RD0338	_HCB-L-R	0.07	87.48	524	1998	\$139,115
		RD0418	_HCB-L-R	0.21	76.32	546	1998	\$442,639
	JANE STREET From: END To: BELLHOLME LANE	RD0062	_HCB-L-R	0.09	68.39	252	1955	\$198,134
	JUNIPER COURT From: END To: LAUREL BOULEVARD	RD0079	_HCB-L-R	0.17	96.02	197	1999	\$125,789
	LESLIE DRIVE From: END To: COLLINS STREET	RD0159	_HCB-L-R	0.21	16.11	559	1974	\$156,504
	LONG POINT ROAD From: END To: MADELINE DRIVE	RD0487	_HCB-L-R	0.21	94.5	686	1990	\$432,100
	LORNE STREET From: END To: ALICE STREET	RD0813	_HCB-L-R	0.07	61.73	929	1993	\$48,684
	MACDONALD ROAD From: END To: CONNELL STREET	RD0606	_HCB-L-U	0.18	52.02	703	1990	\$264,530
	MADLINE DRIVE From: END To: LINDSAY LANE	RD0488	_HCB-L-R	0.25	83.59	687	1990	\$526,951
	MCINTOSH GATE From: END To: TROTT BOULEVARD	RD0215	_HCB-L-U	0.12	90	303	1988	\$177,356
	MINNESOTA STREET From: END To: HURON STREET	RD0182	HCB4-U	0.06	95.57	556	2007	\$60,318
	MOUNT VIEW COURT From: END To: GREY ROAD 19	RD0067	_HCB-L-R	0.21	97.28	194	2017	\$142,624
	NETTLETON COURT From: END To: TROTT BOULEVARD	RD0656	_HCB-L-U	0.1	81.61	741	1988	\$154,810



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	NIAGARA STREET From: END To: ERIE STREET	RD0685	_HCB-L-R	0.11	60.66	807	1998	\$74,055
	NINTH STREET From: END To: OAK STREET	RD0033	_HCB-L-U	0.12	80.1	607	1990	\$183,368
	NOTTAWA SIDEROAD From: END To: FAIRGROUNDS ROAD	RD0006	_HCB-L-R	0.75	93.87	206	1995	\$1,576,638
	OAK STREET From: END To: FIRST STREET	RD0330	_HCB-L-R	0.09	69.3	520	1984	\$80,924
	PARKSIDE DRIVE From: END To: GEORGIAN MANOR DRIVE	RD0087	_HCB-L-R	0.18	90.88	214	1984	\$383,621
	PEEL STREET From: END To: LYNDEN STREET	RD0467	_HCB-L-U	0.06	92.97	914	2007	\$85,672
	PORTLAND STREET From: END To: HUGHES STREET	RD0927	_HCB-L-U	0.04	97.28	1117	2011	\$43,508
	PRINCETON SHORES BOULEVARD From: END To: PRINCETON SHORES BOULEVARD	RD0614	_HCB-L-R	0.13	81.54	723	1987	\$97,267
	RIVER RUN From: END To: RIVER RUN	RD0268	_HCB-L-U	0.2	96.02	378	2003	\$300,603
	SANDFORD FLEMING DRIVE From: END To: SIXTH LINE	RD0420	_HCB-L-R	0.78	87.12	548	1990	\$710,408
		RD1036	_HCB-L-R	0.29	96.02	2007	1990	\$264,232
	SELKIRK ROAD From: END To: GLEN ROAD	RD0337	_HCB-L-R	0.07	75.13	523	2000	\$137,007
	SHANNON COURT From: END To: ERIE STREET	RD0163	_HCB-L-U	0.11	94.95	434	1997	\$165,332
		RD0805	_HCB-L-U	0.05	93.69	1073	1997	\$72,145
	SHEFFIELD CRESCENT From: END To: TROTT BOULEVARD	RD0655	_HCB-L-U	0.09	91.89	740	1988	\$129,259
	SIMCOE STREET From: END To: ALBERT STREET	RD0047	_HCB-L-R	0.14	96.38	229	2015	\$102,386
	SPRUCE STREET From: END To: TELFER ROAD	RD0730	_HCB-L-U	0.04	92.34	1057	1990	\$63,127
	SPRUCE STREET From: END To: TENTH STREET	RD0532	_HCB-L-R	0.09	66.24	659	1989	\$64,357
	ST MARIE STREET From: END To: COLLINS STREET	RD0770	_HCB-L-U	0.15	84.85	893	2007	\$343,003
	STEWART ROAD From: END To: STEWART ROAD	RD0003	_HCB-L-R	0.05	90.63	186	1990	\$38,295
	SUMMER VIEW AVENUE From: END To: LAKEVIEW AVENUE	RD0784	_HCB-L-R	0.17	86.76	980	1998	\$356,219
	SUNNYVIEW AVENUE From: END To: DELLPARR AVENUE	RD0209	_HCB-L-R	0.08	64.33	294	1999	\$59,238
	SUNSET COURT From: END To: HURON STREET	RD0211	_HCB-L-R	0.2	93.24	299	1990	\$148,460
	TENTH LINE From: END To: MOUNTAIN ROAD	RD0150	_HCB-L-R	0.61	27.08	274	1991	\$1,289,977
	THIRD STREET From: END To: HIGH STREET	RD0091	_HCB-L-R	0.12	58.22	311	1975	\$87,103
	THOMAS DRIVE From: END To: KELLS CRESCENT	RD0090	_HCB-L-U	0.38	96.83	310	2007	\$569,642
	TRAILS END From: END To: SLALOM GATE ROAD	RD0562	_HCB-L-R	0.15	97.28	683	2017	\$103,540
	WHIPPS CRESCENT From: END To: GIBBARD CRESCENT	RD0009	_HCB-L-R	0.07	97.28	178	1974	\$50,462
	WILLIAMS STREET From: END To: LYNDEN STREET	RD0801	_HCB-L-U	0.06	91.71	995	2007	\$85,672
ERIE STREET	NAPIER STREET From: ERIE STREET To: HUME STREET	RD0688	_HCB-L-R	0.33	97.28	810	1982	\$242,801
	NIAGARA STREET From: ERIE STREET To: ST. VINCENT STREET	RD0638	_HCB-L-R	0.09	92.34	806	1998	\$61,027
	RAGLAN STREET From: ERIE STREET To: MATTHEW WAY	RD0170	_HCB-H-R	0.32	84.96	209	1992	\$220,107
	RAGLAN STREET From: ERIE STREET To: ONTARIO STREET	RD0804	_HCB-H-R	0.21	75.76	1072	1995	\$143,995



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	ST VINCENT STREET From: ERIE STREET To: NIAGARA STREET	RD0318	HCB-L-R	0.18	91.26	420	1976	\$132,370
ESCARPMENT DRIVE	DAWSON DRIVE From: ESCARPMENT DRIVE To: HARBOUR STREET WEST	RD0650	HCB-L-R	0.1	97.28	734	2014	\$70,939
	DAWSON DRIVE From: ESCARPMENT DRIVE To: KEITH AVENUE	RD0910	HCB-L-R	0.06	97.28	1088	1973	\$40,223
EVERGREEN BOULEVARD	LAUREL BOULEVARD From: EVERGREEN BOULEVARD To: JUNIPER COURT	RD0023	HCB-L-R	0.36	95.12	196	1999	\$261,084
EVERGREEN ROAD	MOUNTAIN ROAD From: EVERGREEN ROAD To: OSLER BLUFF ROAD	RD0175	HCB-H-R	0.35	96.83	220	1992	\$502,279
FAIR STREET	HURONTARIO STREET From: FAIR STREET To: CAMERON STREET	RD0879	HCB-H-U	0.11	97.28	1045	1984	\$228,269
	MAPLE STREET From: FAIR STREET To: CAMERON STREET	RD0521	HCB-L-U	0.11	48.77	596	1973	\$168,338
FAIRWAY DRIVE	DAWSON DRIVE From: FAIRWAY DRIVE To: FAIRWAY DRIVE	RD0646	HCB-L-R	0.14	92.79	730	1988	\$103,117
	DAWSON DRIVE From: FAIRWAY DRIVE To: OXBOW CRESCENT	RD0647	HCB-L-R	0.15	85.93	731	1988	\$107,505
FERGUSON ROAD	CAMPBELL STREET From: FERGUSON ROAD To: OAK STREET	RD0630	HCB-H-R	0.08	85.75	1038	1973	\$59,969
FIFTH STREET	BIRCH STREET From: FIFTH STREET To: SIXTH STREET	RD0365	HCB-L-R	0.12	97.28	473	2006	\$86,297
	HIGH STREET From: FIFTH STREET To: SIXTH STREET	RD0129	HCB-H-U	0.12	88.92	483	2007	\$422,252
	HURONTARIO STREET From: FIFTH STREET To: SIXTH STREET	RD0886	HCB-H-U	0.12	88.54	1050	1984	\$378,062
	MAPLE STREET From: FIFTH STREET To: SIXTH STREET	RD0512	HCB-L-U	0.12	83.25	587	2008	\$180,362
	OAK STREET From: FIFTH STREET To: SIXTH STREET	RD0414	HCB-L-R	0.12	96.83	542	1973	\$104,537
	SPRUCE STREET From: FIFTH STREET To: SIXTH STREET	RD0479	HCB-H-R	0.12	86.56	650	1975	\$84,103
	WALNUT STREET From: FIFTH STREET To: SIXTH STREET	RD0492	HCB-L-R	0.12	74.52	625	1973	\$84,103
FINDLAY DRIVE	HURONTARIO STREET From: FINDLAY DRIVE To: TRACEY LANE	RD0380	HCB-H-R	0.01	97.28	561	2007	\$20,356
	NEWBORNE STREET From: FINDLAY DRIVE To: STANLEY STREET	RD0863	HCB-L-R	0.12	96.38	1019	2007	\$92,359
	SAUNDERS STREET From: FINDLAY DRIVE To: STANLEY STREET	RD0498	HCB-L-U	0.12	97.28	569	2007	\$186,374
FIRST STREET	BEECH STREET From: FIRST STREET To: SECOND STREET	RD0524	HCB-L-R	0.22	77.13	602	2006	\$163,818
	BIRCH STREET From: FIRST STREET To: SECOND STREET	RD0357	HCB-L-U	0.23	97.28	465	2006	\$338,178
	CEDAR STREET From: FIRST STREET To: SECOND STREET	RD0495	HCB-H-R	0.23	67.59	628	2008	\$165,280
	ELM STREET From: FIRST STREET To: SECOND STREET	RD0547	HCB-L-R	0.23	68.4	674	1976	\$167,474
	HICKORY STREET From: FIRST STREET To: SECOND STREET	RD0538	HCB-L-R	0.23	56.51	665	1982	\$164,488
	HIGH STREET From: FIRST STREET To: MURRAY COURT	RD0125	HCB-H-U	0.12	93.69	479	1984	\$433,079
	HURONTARIO STREET From: FIRST STREET To: SECOND STREET	RD0706	HCB-H-U	0.22	96.2	828	2010	\$708,469
	MAPLE STREET From: FIRST STREET To: SECOND STREET	RD0506	HCB-L-U	0.22	62.82	581	2008	\$336,675
	NORTH MAPLE STREET From: FIRST STREET To: SIDE LAUNCH WAY	RD0505	HCB-L-U	0.09	97.28	580	2008	\$139,780



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	OAK STREET From: FIRST STREET To: SECOND STREET	RD0439	_HCB-L-U	0.23	91.08	536	1983	\$350,511
	PINE STREET From: FIRST STREET To: SECOND STREET	RD0302	_HCB-H-U	0.22	82.06	572	2008	\$433,278
	SPRUCE STREET From: FIRST STREET To: SECOND STREET	RD0527	_HCB-H-R	0.23	72.81	642	1983	\$167,474
	WALNUT STREET From: FIRST STREET To: SECOND STREET	RD0086	_HCB-L-R	0.23	43.77	153	1976	\$166,743
FOREST DRIVE	SILVER CREEK DRIVE From: FOREST DRIVE To: HIGHWAY 26 WEST	RD0566	_HCB-L-R	0.4	97.28	690	1989	\$288,753
FOURTH STREET	BEECH STREET From: FOURTH STREET To: FIFTH STREET	RD0340	_HCB-L-R	0.22	96.83	526	2010	\$162,355
	BIRCH STREET From: FOURTH STREET To: FIFTH STREET	RD0363	_HCB-L-R	0.22	94.95	471	2006	\$163,086
	CEDAR STREET From: FOURTH STREET To: FIFTH STREET	RD0456	_HCB-H-R	0.22	91.78	633	2008	\$162,355
	HICKORY STREET From: FOURTH STREET To: FIFTH STREET	RD0543	_HCB-L-R	0.22	61.92	670	1981	\$159,460
	HURONTARIO STREET From: FOURTH STREET To: HUME STREET	RD0767	_HCB-H-U	0.16	96.02	890	1980	\$517,849
	MAPLE STREET From: FOURTH STREET To: FIFTH STREET	RD0510	_HCB-L-U	0.22	97.28	585	2008	\$332,166
	OAK STREET From: FOURTH STREET To: FIFTH STREET	RD0412	_HCB-L-R	0.22	97.28	540	1973	\$199,246
	PINE STREET From: FOURTH STREET To: FIFTH STREET	RD0063	_HCB-H-U	0.22	96.83	253	2008	\$344,307
	SPRUCE STREET From: FOURTH STREET To: BRANIFF COURT	RD0475	_HCB-H-R	0.03	94.77	646	1975	\$21,209
	WALNUT STREET From: FOURTH STREET To: FIFTH STREET	RD0470	_HCB-L-R	0.22	62.37	635	1975	\$162,355
FOURTH STREET EAST	MARKET STREET From: FOURTH STREET EAST To: HUME STREET	RD0763	_HCB-L-R	0.17	95.75	886	2014	\$120,669
	ST PAUL STREET From: FOURTH STREET EAST To: HUME STREET	RD0765	_HCB-L-R	0.16	97.28	888	2009	\$119,938
	ST PETER STREET From: FOURTH STREET EAST To: HUME STREET	RD0151	_HCB-L-U	0.17	92.51	275	2009	\$249,500
FRANCES STREET	KELLS CRESCENT From: FRANCES STREET To: LONG LANE	RD0551	_HCB-L-U	0.12	98.99	678	2006	\$177,356
FUTURE KIRBY AVENUE	FUTURE ALBANY STREET From: FUTURE BARFOOT STREET To: FUTURE TRACEY LANE	RD0953	_HCB-L-U	0.14	0	1133	(blank)	\$60,709
	FUTURE BAILEY STREET From: FUTURE BARFOOT STREET To: FUTURE TRACEY LANE	RD0952	_HCB-L-U	0.14	0	1132	(blank)	\$60,709
	FUTURE BARFOOT STREET From: FUTURE BARFOOT STREET To: FUTURE TRACEY LANE	RD0951	_HCB-L-U	0.14	0	1131	(blank)	\$60,709
GARBUTT CRESCENT	DANCE STREET From: GARBUTT CRESCENT To: FINDLAY DRIVE	RD0931	_HCB-L-U	0.21	96.83	1121	2011	\$209,631
	GARBUTT CRESCENT From: GARBUTT CRESCENT To: CLARK STREET	RD0933	_HCB-L-U	0.09	96.83	1122	2011	\$92,950
GEORGE STREET	ROBINSON STREET From: GEORGE STREET To: MANNING AVENUE	RD0222	_HCB-L-R	0.04	94.95	514	1974	\$25,597
GEORGIAN MANOR DIRVE	LAKEVIEW AVENUE From: GEORGIAN MANOR DIRVE To: HIGHWAY 26 EAST	RD0629	_HCB-L-R	0.1	64.8	866	1998	\$210,781
GEORGIAN MANOR LANE	GEORGIAN MANOR DRIVE From: GEORGIAN MANOR LANE To: LAKEVIEW AVENUE	RD0299	_HCB-L-R	0.41	36.62	498	1984	\$299,845
GEORGIAN MEADOWS DRIVE	CONNER AVENUE From: GEORGIAN MEADOWS DRIVE To: BROOKE AVENUE	RD0591	_HCB-L-U	0.27	97.28	862	2002	\$398,299



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	HIGHLANDS CRESCENT From: GEORGIAN MEADOWS DRIVE To: GEORGIAN MEADOWS DRIVE	RD0065	HCB-L-U	0.4	93.86	192	2002	\$602,709
	MARINA CRESCENT From: GEORGIAN MEADOWS DRIVE To: GEORGIAN MEADOWS DRIVE	RD0277	HCB-L-U	0.49	93.41	450	2002	\$736,477
	SIXTH STREET From: GEORGIAN MEADOWS DRIVE To: ALYSSA DRIVE	RD0583	HCB-H-R	0.13	97.73	850	2011	\$195,088
	TENTH LINE From: GEORGIAN MEADOWS DRIVE To: MOUNTAIN ROAD	RD0375	HCB-L-R	0.81	82.26	489	1984	\$708,961
GIBBARD CRESCENT	SPRUCE STREET From: GIBBARD CRESCENT To: GRIFFEN ROAD	RD0528	HCB-H-R	0.1	79.65	655	1989	\$70,939
	SPRUCE STREET From: GIBBARD CRESCENT To: TENTH STREET	RD0124	HCB-H-R	0.09	71.91	177	1989	\$65,088
GLEN ROAD	GLEN ROAD From: GLEN ROAD To: CURRIE AVENUE	RD0336	HCB-L-R	0.12	16.5	522	1999	\$255,044
GLEN ROGERS ROAD	GLEN ROGERS ROAD From: GLEN ROGERS ROAD To: ST. CLAIR STREET	RD0153	HCB-L-R	0.19	47.42	280	1979	\$406,806
	ST. CLAIR STREET From: GLEN ROGERS ROAD To: GLEN ROGERS ROAD	RD0483	HCB-L-R	0.1	84.85	550	1979	\$73,984
GODDEN STREET	DILLON DRIVE From: GODDEN STREET To: NAPIER STREET	RD0678	HCB-L-U	0.16	75.33	795	1988	\$240,482
	PEEL STREET From: GODDEN STREET To: BUSH STREET	RD0075	HCB-H-U	0.13	90.18	227	1988	\$196,968
GOLFVIEW DRIVE	HURONTARIO STREET From: GOLFVIEW DRIVE To: FINDLAY DRIVE	RD0379	HCB-H-U	0.09	97.28	560	2007	\$224,637
GRIFFEN ROAD	COURTICE CRESCENT From: GRIFFEN ROAD To: GRIFFEN ROAD	RD0534	HCB-L-R	0.47	97.28	661	1977	\$353,668
	HIGH STREET From: GRIFFEN ROAD To: TENTH STREET	RD0371	HCB-H-U	0.12	97.28	485	2007	\$382,595
	SPRUCE STREET From: GRIFFEN ROAD To: GIBBARD CRESCENT	RD0530	HCB-H-R	0.09	87.01	657	1989	\$68,745
HAMILTON STREET	PATERSON STREET From: HAMILTON STREET To: HUME STREET	RD0261	HCB-L-R	0.21	96.38	371	2004	\$151,385
	PATERSON STREET From: HAMILTON STREET To: LORNE STREET	RD0772	HCB-L-R	0.11	94.49	930	2004	\$83,371
	ROBINSON STREET From: HAMILTON STREET To: GEORGE STREET	RD0431	HCB-L-R	0.22	91.08	513	1974	\$160,161
	ROBINSON STREET From: HAMILTON STREET To: HUME STREET	RD0430	HCB-L-R	0.21	81.45	512	1994	\$152,116
	ST MARIE STREET From: HAMILTON STREET To: GEORGE STREET	RD0178	HCB-H-R	0.24	93.87	285	2007	\$192,595
	ST MARIE STREET From: HAMILTON STREET To: HUME STREET	RD0400	HCB-H-R	0.19	95.3	788	2007	\$157,504
HARBOUR STREET	HIGHWAY 26 WEST From: HARBOUR STREET To: MARINERS HAVEN	RD0746	HCB-H-U	0.18	79.27	1085	2005	\$569,227
HARBOURSIDE DRIVE	BALSAM STREET From: HARBOURSIDE DRIVE To: NETTLETON COURT	RD0942	HCB-H-R	0.13	90	2013	1988	\$109,355
HERITAGE DRIVE	HURON STREET From: HERITAGE DRIVE To: MINNESOTA STREET	RD0702	HCB-H-U	0.12	91.53	824	2003	\$418,643
HERRINGTON COURT	CAMPBELL STREET From: HERRINGTON COURT To: OSLER COURT	RD0723	HCB-H-R	0.1	76.84	842	1973	\$75,327
HICKORY STREET	FIFTH STREET From: HICKORY STREET To: WALNUT STREET	RD0407	HCB-H-R	0.12	65.88	651	1975	\$93,110
	FIRST STREET From: HICKORY STREET To: WALNUT STREET	RD0115	HCB-H-U	0.13	92.96	172	2010	\$465,560



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	SECOND STREET From: HICKORY STREET To: SPRUCE STREET	RD0539	HCB-H-R	0.12	83.95	666	2000	\$89,222
	THIRD STREET From: HICKORY STREET To: WALNUT STREET	RD0442	HCB-H-R	0.12	90.63	643	1973	\$112,458
HIGH STREET	FIFTH STREET From: HIGH STREET To: WATTS CRESCENT	RD0055	HCB-H-R	0.13	71.89	182	1975	\$100,619
	FIRST STREET From: HIGH STREET To: ELM STREET	RD0280	HCB-H-U	0.15	89.73	453	2010	\$555,785
	GRIFFEN ROAD From: HIGH STREET To: COURTICE CRESCENT	RD0536	HCB-L-R	0.07	97.28	663	1967	\$50,309
	HIGH STREET From: HIGH STREET To: ROUNDABOUT	RD1021	HCB-L-R	0.06	80.53	1192	2011	\$18,621
	STEWART ROAD From: HIGH STREET To: STEWART COURT	RD0013	HCB-L-R	0.38	46.97	187	1990	\$284,586
	TELFER ROAD From: HIGH STREET To: SPRUCE STREET	RD0049	HCB-L-U	0.34	94.95	147	2004	\$509,522
	THIRD STREET From: HIGH STREET To: SPRUCE STREET	RD0117	HCB-H-R	0.26	45.9	174	1983	\$240,460
HIGHLANDS CRESCENT	GEORGIAN MEADOWS DRIVE From: HIGHLANDS CRESCENT To: CONNER AVENUE	RD0005	HCB-L-U	0.14	93.86	191	2002	\$204,410
	GEORGIAN MEADOWS DRIVE From: HIGHLANDS CRESCENT To: HIGHLANDS CRESCENT	RD0724	HCB-L-U	0.13	93.86	855	2002	\$199,901
HIGHWAY 26 EAST	(to) HIGHWAY 26 EAST-to-END	RD0057	HCB-L-R	0.18	57.6	247	2000	\$368,866
	(to) HIGHWAY 26 EAST-to-INDIAN TRAIL	RD0093	HCB-L-R	0.11	93	313	1998	\$68,637
	4TH LINE From: HIGHWAY 26 EAST To: STALKER STREET	RD0616	HCB-L-R	0.11	69.73	749	1998	\$233,966
	ARTHUR STREET From: HIGHWAY 26 EAST To: INDIAN TRAIL	RD0058	HCB-L-R	0.12	90.88	248	1999	\$242,398
	BELCHER STREET From: HIGHWAY 26 EAST To: END	RD0188	HCB-L-R	0.3	52.45	235	2000	\$636,557
	BELLHOLME LANE From: HIGHWAY 26 EAST To: JANE STREET	RD0458	HCB-L-R	0.07	65.43	775	1998	\$141,223
	COOK STREET From: HIGHWAY 26 EAST To: KING STREET	RD0092	HCB-L-R	0.14	87.12	312	1998	\$292,985
	CURRIE AVENUE From: HIGHWAY 26 EAST To: END	RD0189	HCB-L-R	0.2	58.95	236	1998	\$425,777
	DELLPARR AVENUE From: HIGHWAY 26 EAST To: SUNNYVIEW AVENUE	RD0575	HCB-L-R	0.08	70.18	764	1953	\$160,193
	DOWNER STREET From: HIGHWAY 26 EAST To: END	RD0143	HCB-L-R	0.29	70.18	234	2000	\$600,724
	EDGAR ROAD From: HIGHWAY 26 EAST To: CURRIE STREET	RD0570	HCB-L-R	0.05	67.57	759	2000	\$107,498
	ELIOTT AVENUE From: HIGHWAY 26 EAST To: ST. CALIR STREET	RD0198	HCB-L-R	0.16	71.26	266	1979	\$108,339
	FAIRGROUNDS ROAD From: HIGHWAY 26 EAST To: NOTTAWA SIDEROAD	RD0663	HCB-L-R	0.04	97.28	748	1995	\$28,522
	HURONIA PATHWAY From: HIGHWAY 26 EAST To: BARRINGTON TRAIL	RD0462	HCB-L-R	0.07	94.95	779	2009	\$52,493
	KOHL STREET From: HIGHWAY 26 EAST To: END	RD0131	HCB-L-R	0.23	54.99	233	2000	\$154,967
	LANE C From: HIGHWAY 26 EAST To: END	RD0020	HCB-L-R	0.19	82.24	246	2000	\$396,267
	LANE D From: HIGHWAY 26 EAST To: END	RD0094	HCB-L-R	0.23	59.74	314	2000	\$478,472
	MACALLISTER STREET NORTH From: HIGHWAY 26 EAST To: END	RD0019	HCB-L-R	0.17	58.95	245	1998	\$360,435



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	MACALLISTER STREET SOUTH From: HIGHWAY 26 EAST To: WOODCREST AVENUE	RD0906	HCBL-R	0.08	69.3	1067	1998	\$164,409
	POPLAR SIDEROAD From: HIGHWAY 26 EAST To: SUMMER VIEW AVENUE	RD0905	HCBL-R	0.23	84.6	1066	1995	\$480,580
	ROBERT AVENUE From: HIGHWAY 26 EAST To: ST. CLAIR STREET	RD0197	HCBL-R	0.16	44.01	265	1980	\$117,013
	SANDELL STREET From: HIGHWAY 26 EAST To: 4TH LINE	RD0130	HCBL-R	0.19	70.81	232	2000	\$408,914
	SELKIRK ROAD From: HIGHWAY 26 EAST To: GLEN ROAD	RD0071	HCBL-R	0.23	57.6	291	2000	\$491,119
	SIXTH LINE From: HIGHWAY 26 EAST To: SANFORD FLEMING DRIVE	RD0783	HCBL-R	0.25	97.28	979	2009	\$225,157
	ST. CLAIR STREET From: HIGHWAY 26 EAST To: GLEN ROGERS ROAD	RD0393	HCBL-R	0.08	71.44	697	1979	\$53,872
	STALKER STREET From: HIGHWAY 26 EAST To: 4TH LINE	RD0007	HCBL-R	0.1	61.45	207	2000	\$210,781
	SYVAIN ROAD From: HIGHWAY 26 EAST To: WOODCREST AVENUE	RD0422	HCBL-R	0.08	80.71	768	1998	\$162,301
	THERESA STREET From: HIGHWAY 26 EAST To: END	RD0072	HCBL-R	0.26	49.23	292	1999	\$548,029
	WELLINGTON STREET From: HIGHWAY 26 EAST To: JAMES STREET	RD0031	HCBL-R	0.14	62.82	263	1998	\$284,554
	YORK STREET From: HIGHWAY 26 EAST To: GLEN ROAD	RD0016	HCBL-R	0.23	57.6	242	2000	\$480,580
HIGHWAY 26 WEST	CRANBERRY TRAIL EAST From: HIGHWAY 26 WEST To: ROYALTON LANE	RD0626	HCBL-H	0.08	79.63	727	1988	\$56,312
	CRANBERRY TRAIL WEST From: HIGHWAY 26 WEST To: BARKER BOULEVARD	RD0601	HCBL-H	0.21	96.65	695	1998	\$149,922
	FIRST STREET EXTENSION From: HIGHWAY 26 WEST To: OLD MOUNTAIN ROAD	RD0064	HCBL-U	0.26	90.63	254	2005	\$945,556
	HARBOUR STREET EAST From: HIGHWAY 26 WEST To: HARBOURSIDE DRIVE	RD0653	HCBL-U	0.1	53.28	737	1989	\$142,786
	KEITH AVENUE From: HIGHWAY 26 WEST To: DAWSON DRIVE	RD0224	HCBL-R	0.16	86.56	304	1982	\$118,475
	OLD MOUNTAIN ROAD From: HIGHWAY 26 WEST To: MOUNTAIN ROAD	RD0073	HCBL-U	0.38	91.53	255	2003	\$680,398
	TROTT BOULEVARD From: HIGHWAY 26 WEST To: SHEFFIELD CRESCENT	RD0654	HCBL-U	0.21	79.9	739	1988	\$321,645
HILL STREET	MAIR MILLS DRIVE From: HILL STREET To: FRANCES STREET	RD0226	HCBL-U	0.22	95.12	306	2006	\$330,663
	MAIR MILLS DRVIE From: HILL STREET To: END	RD1044	HCBL-U	0.06	96.02	2023	(blank)	\$43,220
	MOUNTAIN ROAD From: HILL STREET To: ELEVENTH LINE	RD0554	HCBL-H	0.08	97.28	681	2009	\$119,382
HOLDEN STREET	CHAMBERLAIN CRESCENT From: HOLDEN STREET To: DAVIS STREET	RD0868	HCBL-U	0.09	90.53	1027	2007	\$87,017
		RD0869	HCBL-U	0.09	87.74	1028	2007	\$88,005
	CHAMBERLAIN CRESCENT From: HOLDEN STREET To: PATTON STREET	RD0867	HCBL-U	0.09	90.53	1026	2007	\$87,017
HUGHES STREET	PORTLAND STREET From: HUGHES STREET To: ROBERTSON STREET	RD1023	HCBL-U	0.08	97.28	2012	2011	\$83,061
	ROBERTSON STREET From: HUGHES STREET To: COOPER STREET	RD0923	HCBL-U	0.08	97.28	1113	2011	\$82,072



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HUME STREET	HURONTARIO STREET From: HUME STREET To: FIFTH STREET	RD0887	HCB-H-U	0.06	92.79	1051	1984	\$184,265
	MINNESOTA STREET From: HUME STREET To: MANNING AVENUE	RD0266	HCB-H-R	0.44	84.78	376	2007	\$318,128
	MOBERLY STREET From: HUME STREET To: PEEL STREET	RD0162	HCB-L-R	0.39	70.74	433	1979	\$282,293
	NAPIER STREET From: HUME STREET To: DILLON DRIVE	RD0677	HCB-L-R	0.4	97.28	794	1987	\$297,351
	PEEL STREET From: HUME STREET To: HARBEN COURT	RD0643	HCB-H-R	0.19	68.03	908	1994	\$169,761
	PEEL STREET From: HUME STREET To: MOBERLY STREET	RD0682	HCB-H-R	0.3	70.38	799	1986	\$270,725
	RAGLAN STREET From: HUME STREET To: CONNELL STREET	RD0639	HCB-H-R	0.24	96.02	904	2011	\$211,755
	ST MARIE STREET From: HUME STREET To: FOURTH STREET EAST	RD0351	HCB-H-U	0.16	88.2	502	2007	\$315,287
HURON STREET	HERITAGE DRIVE From: HURON STREET To: SIDELAUNCH WAY	RD0703	HCB-L-R	0.09	94.95	825	1979	\$65,088
	NIAGARA STREET From: HURON STREET To: SIMCOE STREET	RD0690	HCB-L-R	0.2	97.28	812	2016	\$145,534
	NIAGARA STREET From: HURON STREET To: ST. LAWRENCE STREET	RD0378	HCB-L-R	0.24	78.19	555	2007	\$175,519
	NORTH ALBERT LANE From: HURON STREET To: ST. LAWRENCE STREET	RD0138	HCB-L-R	0.25	69.3	320	1990	\$136,605
	ST MARIE STREET From: HURON STREET To: SECOND STREET	RD0759	HCB-H-U	0.22	89.73	882	2010	\$471,729
	ST PAUL STREET From: HURON STREET To: VETERANS CRESCENT	RD0758	HCB-L-U	0.03	97.28	881	1979	\$42,084
	ST. LAWRENCE STREET From: HURON STREET To: RUSSEL STREET	RD0903	HCB-L-R	0.17	95.3	1064	1991	\$159,007
HURONIA PATHWAY	BARRINGTON TRAIL From: HURONIA PATHWAY To: SILVER CRESCENT	RD0786	HCB-L-U	0.11	97.28	982	2007	\$157,816
	HIGHWAY 26 EAST From: HURONIA PATHWAY To: MARINE VIEW DRIVE	RD0674	HCB-H-R	0.29	94.67	782	1955	\$770,870
HURONTARIO STREET	(to) HURONTARIO STREET-to-END	RD0941	HCB-L-R	0.19	100	282	2007	\$146,603
		RD1042	HCB-L-U	0.09	100	2021	2007	\$78,624
	COLLINS STREET From: HURONTARIO STREET To: ST. MARIE STREET	RD0771	HCB-H-U	0.13	93.69	894	2015	\$195,417
	EIGHTH STREET From: HURONTARIO STREET To: MAPLE STREET	RD0517	HCB-L-R	0.25	97.28	592	1974	\$179,907
	FAIR STREET From: HURONTARIO STREET To: MAPLE STREET	RD0104	HCB-L-R	0.25	41.84	217	1974	\$178,136
	FINDLAY DRIVE From: HURONTARIO STREET To: NEWBOURNE STREET	RD0300	HCB-L-R	0.29	90.52	570	2006	\$218,508
	FIRST STREET From: HURONTARIO STREET To: ST. MARIE STREET	RD0760	HCB-H-U	0.13	94.49	883	2010	\$454,733
	FOURTH STREET From: HURONTARIO STREET To: PINE STREET	RD0502	HCB-L-U	0.13	78.82	577	1979	\$193,867
	FOURTH STREET EAST From: HURONTARIO STREET To: ST. MARIE STREET	RD0352	HCB-L-U	0.15	84.4	503	1940	\$231,089
	GEORGE STREET From: HURONTARIO STREET To: ST. MARIE STREET	RD0263	HCB-L-R	0.13	45.71	373	1974	\$91,223
	GOLFVIEW DRIVE From: HURONTARIO STREET To: END	RD0132	HCB-L-R	0.16	92.34	218	2007	\$110,397



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	HAMILTON STREET From: HURONTARIO STREET To: ST. MARIE STREET	RD0260	HCB-L-R	0.13	97.28	370	1976	\$159,055
	HUME STREET From: HURONTARIO STREET To: ST. MARIE STREET	RD0888	HCB-H-U	0.13	97.28	1052	2015	\$329,120
	LOCKHART ROAD From: HURONTARIO STREET To: BROCK CRESCENT	RD0814	HCB-H-U	0.08	97.28	932	1984	\$117,235
	SECOND STREET From: HURONTARIO STREET To: PINE STREET	RD0303	HCB-H-U	0.13	90.63	573	2010	\$245,653
	SECOND STREET From: HURONTARIO STREET To: ST. MARIE STREET	RD0671	HCB-L-U	0.13	96.02	837	2010	\$243,719
	SIDE LAUNCH WAY From: HURONTARIO STREET To: HERITAGE DRIVE	RD0898	HCB-L-U	0.21	97.28	1102	0	\$203,698
	SIXTH STREET From: HURONTARIO STREET To: MAPLE STREET	RD0513	HCB-H-U	0.25	76.66	588	1997	\$383,080
	STANLEY STREET From: HURONTARIO STREET To: NEWBOURNE STREET	RD0862	HCB-L-R	0.28	94.95	1018	2007	\$210,248
	THIRD STREET From: HURONTARIO STREET To: ST. MARIE STREET	RD0500	HCB-H-U	0.13	82.71	575	2010	\$196,968
	VICTORY DRIVE From: HURONTARIO STREET To: ST. MARIE STREET	RD0133	HCB-L-R	0.13	50.03	219	1979	\$92,879
JAMES STREET	KING STREET From: JAMES STREET To: CHERRY STREET	RD0030	HCB-L-R	0.1	73.62	262	1998	\$219,212
JANE STREET	BELLHOLME LANE From: JANE STREET To: INDIAN TRAIL	RD0060	HCB-L-R	0.08	36.62	250	1998	\$162,301
JOSEPH TRAIL	CRANBERRY TRAIL EAST From: JOSEPH TRAIL To: JOSEPH TRAIL	RD0961	HCB4-U	0.15	91.08	2001	0	\$150,301
	CRANBERRY TRAIL EAST From: JOSEPH TRAIL To: ROBBIE WAY	RD1025	HCB4-U	0.12	75.33	2002	0	\$119,648
JUNIPER COURT	LAUREL BOULEVARD From: JUNIPER COURT To: OSLER BLUFF ROAD	RD0563	HCB-L-R	0.12	95.12	684	1999	\$85,565
KARI CRESCENT	HARBOUR STREET WEST From: KARI CRESCENT To: END	RD0213	HCB-L-R	0.29	96.65	2017	1970	\$212,085
KATHERINE STREET	COLLINS STREET From: KATHERINE STREET To: ALICE STREET	RD0326	HCB-H-U	0.09	53.76	516	1968	\$144,237
	LOCKHART ROAD From: KATHERINE STREET To: CARMICHAEL CRESCENT	RD0711	HCB-H-U	0.23	71.01	895	1984	\$347,196
	LORNE STREET From: KATHERINE STREET To: ALICE STREET	RD0069	HCB-L-R	0.12	73.62	289	1993	\$83,655
KAYLA CRESCENT	ALYSSA DRIVE From: KAYLA CRESCENT To: KAYLA CRESCENT	RD0204	HCB-L-U	0.15	96.83	2020	2002	\$217,937
	ALYSSA DRIVE From: KAYLA CRESCENT To: SHERWOOD STREET	RD1040	HCB-L-U	0.09	97.28	2019	2002	\$127,756
	ALYSSA DRIVE From: KAYLA CRESCENT To: SIXTH STREET	RD1041	HCB-L-U	0.13	95.75	272	2002	\$199,901
KEITH AVENUE	DAWSON DRIVE From: KEITH AVENUE To: ESCARPMENT DRIVE	RD0651	HCB-L-R	0.1	97.28	735	2014	\$72,402
	HIGHWAY 26 WEST From: KEITH AVENUE To: HARBOUR STREET EAST	RD0659	HCB-H-U	0.3	91.89	744	2016	\$773,171
KELLS CRESCENT	LONG LANE From: KELLS CRESCENT To: KELLS CRESCENT	RD0089	HCB-L-U	0.17	95.57	309	2007	\$251,003
	MAIR MILLS DRIVE From: KELLS CRESCENT To: FRANCES STREET	RD0552	HCB-L-U	0.08	96.02	679	2006	\$123,247
	MOUNTAIN ROAD From: KELLS CRESCENT To: HILL STREET	RD0553	HCB-H-R	0.29	93.59	680	2009	\$414,926



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
LAKEVIEW AVENUE	SUMMER VIEW AVENUE From: LAKEVIEW AVENUE To: POPLAR SIDEROAD	RD0088	HCB-L-R	0.27	74.05	215	1998	\$193,802
LANEWAY	ONTARIO STREET From: LANEWAY To: MINNESOTA STREET	RD0743	HCB-H-U	0.09	87.46	1082	1994	\$138,033
	ST PAUL STREET From: LANEWAY To: ONTARIO STREET	RD0426	HCB-L-U	0.04	97.28	508	1998	\$66,133
LESLIE DRIVE	COLLINS STREET From: LESLIE DRIVE To: KATHERINE STREET	RD0602	HCB-H-R	0.07	87.12	696	1976	\$64,331
LINDSAY LANE	LONG POINT ROAD From: LINDSAY LANE To: HIGHWAY 26 WEST	RD0149	HCB-L-R	0.74	68.13	273	1990	\$1,549,237
	MADLINE DRIVE From: LINDSAY LANE To: LONG POINT ROAD	RD0169	HCB-L-R	0.38	90.18	208	1990	\$796,750
LOCKHARD ROAD	CARMICHEAL CRESCENT From: LOCKHARD ROAD To: BURNSIDE COURT	RD0778	HCB-L-U	0.31	83.95	902	1987	\$468,940
LOCKHART ROAD	BROCK CRESCENT From: LOCKHART ROAD To: LOCKHART ROAD	RD0158	HCB-L-R	0.45	36.03	558	1972	\$334,145
	BRYAN DRIVE From: LOCKHART ROAD To: KATHERINE STREET	RD0078	HCB-L-R	0.35	58.04	257	1968	\$265,063
	DEY DRIVE From: LOCKHART ROAD To: KRISTA COURT	RD0773	HCB-L-U	0.05	85.77	897	1985	\$73,648
	KATHERINE STREET From: LOCKHART ROAD To: BRYAN DRIVE	RD0710	HCB-L-R	0.09	90.52	931	2012	\$70,583
LONG LANE	KELLS CRESCENT From: LONG LANE To: FRANCES STREET	RD0550	HCB-L-U	0.12	96.2	677	2006	\$177,356
	KELLS CRESCENT From: LONG LANE To: LONG LANE	RD0227	HCB-L-U	0.4	95.57	307	2006	\$605,715
LONG POINT ROAD	HIGHWAY 26 WEST From: LONG POINT ROAD To: SILVER CREEK DRIVE	RD0565	HCB-H-R	1.13	65.07	689	1990	\$1,646,601
LORNE STREET	KATHERINE STREET From: LORNE STREET To: MANNING AVENUE	RD0795	HCB-L-R	0.14	77.31	922	2016	\$99,461
LYNDEN CRESCENT	PEEL STREET From: LYNDEN CRESCENT To: MCKEAN CRESCENT	RD0205	HCB-H-U	0.1	95.12	281	2006	\$151,804
MACALLISTER STREET NORTH	WOODCREST AVENUE From: MACALLISTER STREET NORTH To: SYVAIN ROAD	RD0208	HCB-L-R	0.12	65.59	293	1998	\$89,222
MACALLISTER STREET SOUTH	GLENLAKE BOULEVARD From: MACALLISTER STREET SOUTH To: SYVAIN ROAD	RD0908	HCB-L-R	0.12	73.6	1069	1998	\$257,152
MACKAY COURT	RHONDA ROAD From: MACKAY COURT To: END	RD0289	HCB-L-U	0.05	73.62	528	1973	\$70,642
MACKINAW LANE	NORTH MAPLE STREET From: MACKINAW LANE To: COLLSHIP LANE	RD0994	HCB-L-U	0.03	0	1167	(blank)	\$14,536
	NORTH PINE STREET From: MACKINAW LANE To: COLLSHIP LANE	RD1002	HCB-L-U	0.04	0	1175	(blank)	\$14,963
MADLINE DRIVE	LINDSAY LANE From: MADLINE DRIVE To: LONG POINT ROAD	RD0122	HCB-L-R	0.3	91.25	171	1990	\$621,803
	LONG POINT ROAD From: MADLINE DRIVE To: LINDSAY LANE	RD0564	HCB-L-R	0.16	96.02	688	1990	\$330,925
MAIR MILLS DRIVE	FRANCES STREET From: MAIR MILLS DRIVE To: KELLS CRESCENT	RD0026	HCB-L-U	0.24	96.83	308	2006	\$362,226
	KELLS CRESCENT From: MAIR MILLS DRIVE To: FRANCES STREET	RD0549	HCB-L-U	0.34	96.83	676	2006	\$508,019
MANNING AVENUE	ALICE STREET From: MANNING AVENUE To: BELL BOULEVARD	RD0255	HCB-L-R	0.19	93.24	363	2016	\$138,221
	ALICE STREET From: MANNING AVENUE To: LORNE STREET	RD0794	HCB-L-R	0.14	97.28	921	2016	\$98,729



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	KATHERINE STREET From: MANNING AVENUE To: BAKER STREET	RD0796	HCB-L-R	0.21	94.95	923	2016	\$149,922
	MINNESOTA STREET From: MANNING AVENUE To: GODDEN STREET	RD0680	HCB-H-U	0.11	78.39	797	1989	\$165,332
	PATERSON STREET From: MANNING AVENUE To: BAKER STREET	RD0254	HCB-L-R	0.21	58.23	362	1976	\$149,922
	PATERSON STREET From: MANNING AVENUE To: LORNE STREET	RD0798	HCB-L-R	0.15	76.05	925	1976	\$107,505
	ROBINSON STREET From: MANNING AVENUE To: COLLINS STREET	RD0262	HCB-L-R	0.31	97.28	372	1974	\$225,249
	SPROULE AVENUE From: MANNING AVENUE To: BELL BOULEVARD	RD0265	HCB-L-U	0.22	94.49	375	2007	\$324,651
MAPLE STREET	CAMERON STREET From: MAPLE STREET To: HURONTARIO STREET	RD0522	HCB-H-R	0.25	83.14	597	2015	\$222,477
	CAMERON STREET From: MAPLE STREET To: MASON ROAD	RD0106	HCB-H-R	0.21	82.24	159	1978	\$319,000
	CAMPBELL STREET From: MAPLE STREET To: HURONTARIO STREET	RD0290	HCB-H-R	0.25	96.38	598	1973	\$179,572
	EIGHTH STREET From: MAPLE STREET To: BIRCH STREET	RD0369	HCB-L-R	0.24	97.28	477	1976	\$176,982
	FIFTH STREET From: MAPLE STREET To: PINE STREET	RD0511	HCB-H-U	0.12	94.95	586	1979	\$187,663
	FIRST STREET From: MAPLE STREET To: PINE STREET	RD0504	HCB-H-U	0.12	91.88	579	2010	\$436,688
	FOURTH STREET From: MAPLE STREET To: BEECH STREET	RD0339	HCB-L-R	0.12	93.41	525	1973	\$88,491
	NINTH STREET From: MAPLE STREET To: HURONTARIO STREET	RD0519	HCB-L-U	0.25	33.15	594	1974	\$368,238
	SECOND STREET From: MAPLE STREET To: BEECH STREET	RD0744	HCB-H-U	0.12	80.08	1083	1978	\$181,865
	SEVENTH STREET From: MAPLE STREET To: HURONTARIO STREET	RD0515	HCB-L-R	0.25	97.28	590	1974	\$180,638
	SIXTH STREET From: MAPLE STREET To: BIRCH STREET	RD0364	HCB-H-U	0.24	74.07	472	1997	\$375,326
	THIRD STREET From: MAPLE STREET To: PINE STREET	RD0507	HCB-H-U	0.12	88.54	582	1987	\$187,663
MARINA CRESCENT	GEORGIAN MEADOWS DRIVE From: MARINA CRESCENT To: HIGHLANDS CRESCENT	RD0596	HCB-L-U	0.09	96.38	854	2002	\$132,265
	GEORGIAN MEADOWS DRIVE From: MARINA CRESCENT To: MARINA CRESCENT	RD0586	HCB-L-U	0.09	95.75	853	2002	\$132,265
MARINE VIEW DRIVE	BARRINGTON TRAIL From: MARINE VIEW DRIVE To: SILVER CRESCENT	RD0235	HCB-L-U	0.08	96.02	339	2007	\$123,247
	HIGHWAY 26 EAST From: MARINE VIEW DRIVE To: NEWPORT BOULEVARD	RD0395	HCB-H-R	0.31	98.99	783	1955	\$448,411
MARINERS HAVEN	HIGHWAY 26 WEST From: MARINERS HAVEN To: OLD MOUNTAIN ROAD	RD0343	HCB-H-U	0.45	84.4	460	2005	\$1,432,823
MARKET LANE	MARKET STREET From: MARKET LANE To: FOURTH STREET EAST	RD0181	HCB-L-R	0.18	96.38	367	2014	\$127,983
	ST MARIE STREET From: MARKET LANE To: FOURTH STREET EAST	RD0669	HCB-H-U	0.16	85.03	833	2007	\$313,353
	ST MARIE STREET From: MARKET LANE To: ONTARIO STREET	RD0668	HCB-H-U	0.05	97.28	832	2007	\$92,845
	ST PAUL STREET From: MARKET LANE To: FOURTH STREET EAST	RD0404	HCB-L-R	0.2	39.45	504	1998	\$147,728



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MARKET STREET	FOURTH STREET EAST From: MARKET STREET To: ST.PAUL STREET	RD0764	HCB-L-U	0.12	75.33	887	2011	\$172,847
	HUME STREET From: MARKET STREET To: PATTERSON STREET	RD0399	HCB-H-U	0.08	98.99	787	2015	\$208,965
	MARKET LANE From: MARKET STREET To: ST. MARIE STREET	RD0258	HCB-L-R	0.12	96.02	368	2014	\$78,855
MARY STREET	SAUNDERS STREET From: MARY STREET To: STEPHENS STREET	RD0052	HCB-L-U	0.12	97.28	144	2007	\$183,368
MASON AND DICKSON ROAD	CAMPBELL STREET From: MASON AND DICKSON ROAD To: MAPLE STREET	RD0335	HCB-H-R	0.25	84.85	610	1973	\$179,176
	MASON ROAD From: MASON AND DICKSON ROAD To: RHONDA ROAD	RD0432	HCB-L-R	0.18	92.34	529	1977	\$132,370
MASON ROAD	CAMERON STREET From: MASON ROAD To: BIRCH STREET	RD0875	HCB-H-R	0.04	89.44	1035	1978	\$35,658
	RHONDA ROAD From: MASON ROAD To: MACKAY COURT	RD0107	HCB-L-R	0.08	64.53	160	1976	\$60,071
MATTHEW WAY	RAGLAN STREET From: MATTHEW WAY To: HUME STREET	RD0803	HCB-H-R	0.25	71.82	1071	1992	\$180,638
MCDONALD STREET	CONNELL STREET From: MCDONALD STREET To: PRETTY RIVER PARKWAY SOUTH	RD0325	HCB-L-U	0.23	96.83	437	1982	\$348,699
MCINTOSH GATE	TROTT BOULEVARD From: MCINTOSH GATE To: NETTLETON COURT	RD0657	HCB-L-U	0.15	88.54	742	1988	\$231,464
MCKEAN CRESCENT	PEEL STREET From: MCKEAN CRESCENT To: COLLINS STREET	RD0726	HCB-H-U	0.19	92.34	912	2007	\$290,082
MCKEAN STREET	PEEL STREET From: MCKEAN STREET To: MCKEAN STREET	RD0466	HCB-H-U	0.1	96.65	913	2007	\$154,810
MCPHERSON LANE	(to) MCPHERSON LANE-to-ARTHUR STREET	RD0059	HCB-L-R	0.11	91	249	1998	\$67,377
MINNESOTA STREET	DILLON DRIVE From: MINNESOTA STREET To: GODDEN STREET	RD0186	HCB-L-U	0.33	78.55	224	1988	\$497,498
	DILLON DRIVE From: MINNESOTA STREET To: NAPIER STREET	RD0679	HCB-L-U	0.13	84.24	796	1988	\$195,392
	GODDEN STREET From: MINNESOTA STREET To: DILLON DRIVE	RD0271	HCB-L-U	0.18	57.9	383	1988	\$269,040
	HUME STREET From: MINNESOTA STREET To: NAPIER STREET	RD0676	HCB-H-U	0.13	98.99	793	2015	\$331,732
	HURON STREET From: MINNESOTA STREET To: RODNEY STREET	RD0700	HCB-H-U	0.06	92.97	822	2003	\$205,713
	SIMCOE STREET From: MINNESOTA STREET To: NAPIER STREET	RD0193	HCB-L-R	0.13	96.02	240	2006	\$91,416
MOBERLY STREET	PEEL STREET From: MOBERLY STREET To: ERIE STREET	RD0683	HCB-H-R	0.07	88.92	800	1976	\$65,224
MONTCLAIR MEWS	SIDE LAUNCH WAY From: MONTCLAIR MEWS To: NORTH PINE STREET	RD0915	HCB-L-U	0.06	-1	2010	0	\$62,296
MORBAY STREET	HUME STREET From: MORBAY STREET To: RAGLAN STREET	RD0641	HCB-H-U	0.29	97.28	906	2015	\$747,050
MOUNTAIN ROAD	EVERGREEN ROAD From: MOUNTAIN ROAD To: LAUREL BOULEVARD	RD0080	HCB-L-R	0.22	93.86	198	1999	\$165,195
	GRECO COURT From: MOUNTAIN ROAD To: END	RD1054	HCB-L-U	0	0	2033	2018	\$0
	HILL STREET From: MOUNTAIN ROAD To: MAIR MILLS DRIVE	RD0135	HCB-L-U	0.16	95.12	317	2006	\$232,967
	KELLS CRESCENT From: MOUNTAIN ROAD To: THOMAS DRIVE	RD0403	HCB-L-U	0.09	96.38	492	2006	\$129,259
	SLALOM GATE ROAD From: MOUNTAIN ROAD To: TRAILS END	RD0561	HCB-L-R	0.35	96.02	682	2017	\$241,364



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
MURRAY COURT	HIGH STREET From: MURRAY COURT To: SECOND STREET	RD0126	_HCB-H-U	0.11	80.73	480	1984	\$389,771
NAPIER STREET	ERIE STREET From: NAPIER STREET To: PEEL STREET	RD0377	_HCB-L-R	0.18	36.03	554	1972	\$131,639
	HUME STREET From: NAPIER STREET To: PEEL STREET	RD0207	_HCB-H-U	0.19	98.99	288	2015	\$488,456
	ONTARIO STREET From: NAPIER STREET To: MINNESOTA STREET	RD0742	_HCB-H-U	0.13	78.82	1081	1994	\$193,867
	RODNEY STREET From: NAPIER STREET To: HURON STREET	RD0699	_HCB-L-U	0.15	97.28	821	2015	\$225,452
	RODNEY STREET From: NAPIER STREET To: SIMCOE STREET	RD0272	_HCB-L-U	0.15	97.28	384	2015	\$231,464
	SIMCOE STREET From: NAPIER STREET To: WEST STREET	RD0696	_HCB-L-R	0.07	97.28	818	1999	\$52,656
	ST VINCENT STREET From: NAPIER STREET To: PEEL STREET	RD0687	_HCB-L-R	0.18	91.08	809	1976	\$131,639
	NETTLETON COURT	BALSAM STREET From: CRANBERRY SHORES To: END	RD0943	_HCB-L-R	0.07	90	2015	1988
BALSAM STREET From: NETTLETON COURT To: BOARDWALK AVENUE		RD0987	_HCB-H-R	0.05	90	2014	1988	\$44,068
NEWBOURNE STREET	FINDLAY DRIVE From: NEWBOURNE STREET To: SAUNDERS STREET	RD0041	_HCB-L-U	0.44	91.89	145	2006	\$655,314
	MARY STREET From: NEWBOURNE STREET To: END	RD0861	_HCB-L-R	0.15	93.24	1017	2007	\$111,131
	MARY STREET From: NEWBOURNE STREET To: SAUNDERS STREET	RD0305	_HCB-L-R	0.44	92.97	401	2007	\$345,517
	STANLEY STREET From: NEWBOURNE STREET To: SAUNDERS STREET	RD0306	_HCB-L-R	0.44	94.05	402	2007	\$331,141
NEWPORT BOULEVARD	HIGHWAY 26 EAST From: NEWPORT BOULEVARD To: ELLIOT AVENUE	RD0396	_HCB-H-R	0.16	98.99	784	1955	\$231,485
NIAGARA STREET	ERIE STREET From: NIAGARA STREET To: RAGLAN STREET	RD0319	_HCB-L-R	0.38	77.29	421	1975	\$277,174
	HURON STREET From: NIAGARA STREET To: NORTH ALBERT LANE	RD0733	_HCB-H-U	0.06	97.28	1060	2003	\$199,074
	ONTARIO STREET From: NIAGARA STREET To: EAST STREET	RD0636	_HCB-H-U	0.11	83.95	804	1994	\$164,399
	SIMCOE STREET From: NIAGARA STREET To: EAST STREET	RD0692	_HCB-L-R	0.11	96.83	814	2015	\$81,177
	ST. LAWRENCE STREET From: NIAGARA STREET To: NORTH ALBERT LANE	RD0465	_HCB-L-R	0.07	72.81	1062	1991	\$63,414
NINTH STREET	BIRCH STREET From: NINTH STREET To: TENTH STREET	RD0632	_HCB-L-R	0.12	88.47	1040	2006	\$88,491
	HURONTARIO STREET From: NINTH STREET To: VICORY DRIVE	RD0634	_HCB-H-U	0.07	73.15	1042	1984	\$145,838
	MAPLE STREET From: NINTH STREET To: FAIR STREET	RD0520	_HCB-L-U	0.15	63.72	595	1973	\$219,440
	OAK STREET From: NINTH STREET To: TENTH STREET	RD0334	_HCB-L-R	0.12	77.92	609	1978	\$108,111
NORTH ALBERT LANE	HURON STREET From: NORTH ALBERT LANE To: ALBERT STREET	RD0734	_HCB-H-U	0.11	92.33	1061	2003	\$389,771
	ST. LAWRENCE STREET From: NORTH ALBERT LANE To: HURON STREET	RD0485	_HCB-L-R	0.36	72.7	552	1991	\$340,729
NORTH MAPLE STREET	SIDE LAUNCH WAY From: NORTH MAPLE STREET To: MONCLAIR MEWS	RD1022	_HCB-L-U	0.06	-1	1103	0	\$59,330
	WHEELHOUSE CRESCENT From: NORTH MAPLE STREET To: WESTMOUNT MEWS	RD1004	_HCB-L-U	0.05	97.28	1177	(blank)	\$21,804
NOTTAWA SIDEROAD	FAIRGROUNDS ROAD From: NOTTAWA SIDEROAD To: END	RD0028	_HCB-L-R	0.78	93.24	277	1995	\$568,974



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
OAK STREET	CAMPBELL STREET From: OAK STREET To: MASON AND DICKSON ROAD	RD0577	HCB-H-R	0.12	80.71	844	1973	\$87,028
	EIGHTH STREET From: OAK STREET To: WALNUT STREET	RD0046	HCB-L-R	0.24	44.18	150	1990	\$175,519
	FIFTH STREET From: OAK STREET To: BIRCH STREET	RD0411	HCB-H-R	0.12	96.38	539	1973	\$82,283
	FIRST STREET From: OAK STREET To: BIRCH STREET	RD0435	HCB-H-U	0.12	90.8	532	2010	\$433,079
	FOURTH STREET From: OAK STREET To: CEDAR STREET	RD0455	HCB-L-R	0.12	91.53	632	1973	\$88,491
	NINTH STREET From: OAK STREET To: BIRCH STREET	RD0633	HCB-L-R	0.12	38.96	1041	1978	\$98,746
	SECOND STREET From: OAK STREET To: CEDAR STREET	RD0496	HCB-H-R	0.12	79.27	629	1992	\$89,222
	SEVENTH STREET From: OAK STREET To: BIRCH STREET	RD0415	HCB-L-R	0.12	82.51	543	1978	\$88,491
	SIXTH STREET From: OAK STREET To: WALNUT STREET	RD0489	HCB-H-U	0.24	82.69	622	1997	\$369,122
	TENTH STREET From: OAK STREET To: CLARKSON CRESCENT	RD0872	HCB-H-R	0.08	67.59	1032	1974	\$60,700
	THIRD STREET From: OAK STREET To: BIRCH STREET	RD0436	HCB-H-R	0.12	23.88	533	1977	\$107,218
	WILLOW STREET From: OAK STREET To: BIRCH STREET	RD0190	HCB-L-R	0.12	73.62	237	1976	\$82,969
	OLD MOUNTAIN ROAD	HIGHWAY 26 WEST From: OLD MOUNTAIN ROAD To: FIRST STREET	RD0660	HCB-H-U	0.21	83.95	745	1990
MOUNTAIN ROAD From: OLD MOUNTAIN ROAD To: TENTH LINE		RD0374	HCB-H-R	1.08	49.41	488	2015	\$1,567,983
OLIVER CRESCENT	RAGLAN STREET From: OLIVER CRESCENT To: PRETTY RIVER PARKWAY	RD0849	HCB-H-R	0.04	75.32	976	1987	\$29,984
ONTARIO STREET	EAST STREET From: ONTARIO STREET To: SIMCOE STREET	RD0315	HCB-L-R	0.2	97.28	417	1976	\$139,881
	LANEWAY From: ONTARIO STREET To: ST. PAUL STREET	RD0627	HCB-L-U	0.16	97.28	864	2002	\$232,967
	MINNESOTA STREET From: ONTARIO STREET To: HUME STREET	RD0216	HCB-H-R	0.48	88.02	381	2007	\$349,575
	NAPIER STREET From: ONTARIO STREET To: ST. VINCENT STREET	RD0809	HCB-L-R	0.09	93.42	1077	2000	\$67,282
	NIAGARA STREET From: ONTARIO STREET To: SIMCOE STREET	RD0317	HCB-L-R	0.2	74.95	419	1998	\$139,881
	PEEL STREET From: ONTARIO STREET To: SIMCOE STREET	RD0270	HCB-H-R	0.2	57.15	380	2016	\$149,191
	PEEL STREET From: ONTARIO STREET To: ST. VINCENT STREET	RD0587	HCB-H-R	0.09	87.46	801	1976	\$82,200
	PRETTY RIVER PARKWAY From: ONTARIO STREET To: RONNELL CRESCENT	RD0321	HCB-H-U	0.47	92.78	423	2001	\$1,452,617
	ST PAUL STREET From: ONTARIO STREET To: MARKET LANE	RD0425	HCB-L-R	0.06	88.09	507	1998	\$43,880
	WEST STREET From: ONTARIO STREET To: SIMCOE STREET	RD0316	HCB-L-R	0.2	97.28	418	2016	\$149,191
OSLER BLUFF ROAD	FOREST DRIVE From: OSLER BLUFF ROAD To: ALPINE COURT	RD0599	HCB-L-R	0.25	88.19	693	1989	\$185,026
	TRAILS END From: OSLER BLUFF ROAD To: SLALOM GATE ROAD	RD0068	HCB-L-R	0.4	98.99	195	2017	\$277,020
OSLER COURT	CAMPBELL STREET From: OSLER COURT To: FERGUSON ROAD	RD0042	HCB-H-R	0.11	76.68	146	1973	\$81,177



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
OXBOW CRESCENET	DAWSON DRIVE From: OXBOW CRESCENET To: ESCARPMENT DRIVE	RD0225	HCB-L-R	0.21	96.2	305	2014	\$153,579
OXBOW CRESCENT	DAWSON DRIVE From: OXBOW CRESCENT To: OXBOW CRESCENT	RD0648	HCB-L-R	0.16	96.65	732	2014	\$117,013
PARK ROAD	CAMERON STREET From: PARK ROAD To: END	RD0332	HCB-L-R	0.05	97.28	613	1976	\$76,249
	FERGUSON ROAD From: PARK ROAD To: OAK STREET	RD0025	HCB-L-R	0.24	97.28	157	1974	\$174,544
PARKSIDE DRIVE	GEORGIAN MANOR DRIVE From: PARKSIDE DRIVE To: HURONIA PATHWAY	RD0461	HCB-L-R	0.33	58.23	778	1984	\$250,796
	GEORGIAN MANOR DRIVE From: PARKSIDE DRIVE To: LAKEVIEW AVENUE	RD0419	HCB-L-R	0.51	62.53	547	1984	\$373,709
PATERSON STREET	BAKER STREET From: PATERSON STREET To: END	RD0989	HCB-L-R	0.07	86.83	1162	1970	\$12,399
	BAKER STREET From: PATERSON STREET To: KATHERINE STREET	RD0988	HCB-L-R	0.12	63.3	1161	1970	\$22,128
	COLLINS STREET From: PATERSON STREET To: LESLIE STREET	RD0900	HCB-H-R	0.04	73.17	1055	1976	\$38,420
	LORNE STREET From: PATERSON STREET To: PATERSON STREET	RD0811	HCB-L-R	0.03	82.98	927	1993	\$20,571
	MANNING AVENUE From: PATERSON STREET To: KATHERINE STREET	RD0810	HCB-H-R	0.12	97.28	926	1967	\$87,028
PATTERSON STREET	HUME STREET From: PATTERSON STREET To: ST. PAUL STREET	RD0481	HCB-H-U	0.04	98.99	790	2015	\$91,422
	LORNE STREET From: PATTERSON STREET To: KATHERINE STREET	RD0812	HCB-L-R	0.08	83.32	928	1993	\$52,113
PATTON STREET	BARR STREET From: PATTON STREET To: CHAMBERLAIN CRESCENT	RD0323	HCB-L-U	0.23	96.83	429	2007	\$222,486
	CHAMBERLAIN CRESCENT From: PATTON STREET To: BARR STREET	RD0829	HCB-L-U	0.09	90.53	1025	2007	\$87,017
PEEL STREET	ERIE STREET From: ERIE STREET To: NIAGARA STREET	RD0376	HCB-L-R	0.18	45.75	553	1973	\$132,370
	HUME STREET From: PEEL STREET To: MORBAY STREET	RD0642	HCB-H-U	0.09	97.28	907	2015	\$240,310
	MCKEAN CRESCENT From: PEEL STREET To: PEEL STREET	RD0099	HCB-L-U	0.32	96.38	325	2007	\$482,468
	ONTARIO STREET From: PEEL STREET To: WEST STREET	RD0717	HCB-H-U	0.11	84.85	1079	1994	\$170,603
PINE STREET	FIFTH STREET From: PINE STREET To: HURONTARIO STREET	RD0503	HCB-H-U	0.13	92.34	578	2008	\$195,417
	FIRST STREET From: PINE STREET To: HURONTARIO STREET	RD0329	HCB-H-U	0.13	91.43	519	2010	\$458,342
	FOURTH STREET From: PINE STREET To: MAPLE STREET	RD0509	HCB-L-U	0.12	77.31	584	1979	\$181,865
	SECOND STREET From: PINE STREET To: MAPLE STREET	RD0035	HCB-H-U	0.12	86.49	603	1974	\$181,865
	SIDE LAUNCH WAY From: PINE STREET To: HURONTARIO STREET	RD0293	HCB-L-U	0.13	97.28	442	0	\$127,558
	THIRD STREET From: PINE STREET To: HURONTARIO STREET	RD0708	HCB-H-U	0.13	83.14	830	2010	\$243,719
POPLAR SIDEROAD	CLARK STREET From: POPLAR SIDEROAD To: LOCKERBIE CRESCENT	RD1039	HCB-L-U	0.07	96.38	2018	2010	\$102,205
	HUGHES STREET From: POPLAR SIDEROAD To: ROBERTSON STREET	RD0928	HCB-L-U	0.06	97.28	1118	2011	\$62,296
	PORTLAND STREET From: POPLAR SIDEROAD To: ROBERTSON STREET	RD0926	HCB-L-U	0.06	97.28	1116	2011	\$63,285



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	SIXTH LINE From: POPLAR SIDEROAD To: SANFORD FLEMING DRIVE	RD0324	HCB-L-R	0.68	92.06	436	2009	\$1,439,631
PORTLAND STREET	HUGHES STREET From: PORTLAND STREET To: ROBERTSON STREET	RD0925	HCB-L-U	0.56	97.28	1115	2011	\$549,787
PRETTY RIVER PARKWAY	HIGHWAY 26 EAST From: PRETTY RIVER PARKWAY To: EVA CRESCENT	RD0053	HCB-H-U	0.24	98.99	231	1955	\$626,895
	HURON STREET From: PRETTY RIVER PARKWAY To: SUNSET COURT	RD0902	HCB-H-U	0.03	97.28	1063	1973	\$64,419
	RONELL CRESCENT From: PRETTY RIVER PARKWAY To: PRETTY RIVER PARKWAY	RD0322	HCB-L-R	0.47	85.03	424	1999	\$343,724
PRETTY RIVER PARKWAY SOUTH	CONNELL STREET From: PRETTY RIVER PARKWAY SOUTH To: RAGLAN STREET	RD0607	HCB-L-U	0.23	96.83	704	1982	\$348,699
	SOUTH SERVICE ROAD From: PRETTY RIVER PARKWAY SOUTH To: MC DONALD STREET	RD0285	HCB-L-U	0.25	45.89	389	1990	\$372,747
PRINCETON SHORES BOULEVARD	BARTLETT BOULEVARD From: PRINCETON SHORES BOULEVARD To: END	RD0219	HCB-L-R	0.41	79.27	439	1988	\$296,188
		RD0615	HCB-L-R	0.17	86.04	724	1989	\$122,132
	HIGHWAY 26 WEST From: PRINCETON SHORES BOULEVARD To: BEGINNING OF TURNING LANE	RD0625	HCB-H-R	0.06	97.28	726	2016	\$105,483
	PRINCETON SHORES BOULEVARD From: PRINCETON SHORES BOULEVARD To: HIGHWAY 26 WEST	RD0119	HCB-L-R	0.37	82.69	168	1998	\$269,860
RAGLAN STREET	ONTARIO STREET From: RAGLAN STREET To: ALBERT STREET	RD0589	HCB-H-U	0.27	76.39	803	1996	\$410,997
	ONTARIO STREET From: RAGLAN STREET To: PRETTY RIVER PARKWAY	RD0691	HCB-H-U	0.04	97.28	813	1996	\$62,037
	ST. LAWRENCE STREET From: RAGLAN STREET To: RUSSEL STREET	RD0484	HCB-L-R	0.13	96.38	551	1991	\$126,827
RAGLAN STREET N	HUME STREET From: RAGLAN STREET N To: RAGLAN STREET S	RD0640	HCB-H-U	0.13	97.28	905	2015	\$329,120
RAGLAN STREET S	HUME STREET From: RAGLAN STREET S To: PRETTY RIVER PARKWAY	RD0779	HCB-H-U	0.23	98.99	903	2015	\$603,387
RAMBLINGS WAY	GUN CLUB ROAD From: RAMBLINGS WAY To: HIGHWAY 26 WEST	RD0251	HCB-L-R	0.07	94.67	359	1960	\$50,462
REID CRESCENT	CAMPBELL STREET From: REID CRESCENT To: HIGH STREET	RD0821	HCB-H-R	0.17	69.91	939	1973	\$123,595
	SPRUCE STREET From: REID CRESCENT To: CAMPBELL STREET	RD0720	HCB-H-U	0.1	94.05	839	1990	\$145,792
RHONDA ROAD	MACKAY COURT From: RHONDA ROAD To: END	RD0108	HCB-L-U	0.11	59.12	161	1977	\$160,823
RIVER RUN	BUSH STREET From: RIVER RUN To: PEEL STREET	RD0681	HCB-L-U	0.13	95.12	798	1988	\$189,380
ROBBIE WAY	CRANBERRY TRAIL EAST From: ROBBIE WAY To: ROBBIE WAY	RD0962	HCB4-U	0.11	80.35	2003	0	\$103,827
	CRANBERRY TRAIL EAST From: ROBBIE WAY To: DEVONSHIRE STREET	RD0964	HCB4-U	0.13	-1	2004	0	\$124,592
ROBERT AVENUE	ST. CLAIR STREET From: ROBERT AVENUE To: ELLIOT AVENUE	RD0603	HCB-L-R	0.14	71.46	700	1979	\$99,124
	ST. CLAIR STREET From: ROBERT AVENUE To: GLEN ROGERS ROAD	RD0604	HCB-L-R	0.1	71.46	701	1979	\$68,956
ROBERTSON STREET	COOPER STREET From: ROBERTSON STREET To: PORTLAND STREET	RD0930	HCB-L-U	0.4	97.28	1120	2011	\$398,496



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	PORTLAND STREET From: ROBERTSON STREET To: COOPER STREET	RD0929	_HCB-L-U	0.09	97.28	1119	2011	\$84,050
ROBINSON STREET	COLLINS STREET From: ROBINSON STREET To: PATERSON STREET	RD0327	_HCB-H-R	0.11	93.24	517	2007	\$98,283
	HAMILTON STREET From: ROBINSON STREET To: DUNCAN STREET	RD0429	_HCB-L-R	0.05	94.95	511	2004	\$63,622
	HUME STREET From: ROBINSON STREET To: MARKET STREET	RD0398	_HCB-H-U	0.04	98.99	786	2015	\$101,870
	MANNING AVENUE From: ROBINSON STREET To: PATERSON STREET	RD0264	_HCB-H-R	0.12	97.28	374	1968	\$87,759
RODNEY STREET	HURON STREET From: RODNEY STREET To: NIAGARA STREET	RD0320	_HCB-H-U	0.43	92.06	422	2003	\$1,537,431
	NAPIER STREET From: RODNEY STREET To: END	RD0697	_HCB-L-R	0.1	54.21	819	1987	\$73,864
	SIMCOE STREET From: RODNEY STREET To: PEEL STREET	RD0694	_HCB-L-R	0.03	94.77	816	2015	\$24,865
	SIMCOE STREET From: RODNEY STREET To: WEST STREET	RD0695	_HCB-L-R	0.08	97.28	817	2015	\$54,850
RONNEL CRESCENT	PRETTY RIVER PARKWAY From: RONNEL CRESCENT To: RONNELL CRESCENT	RD0850	_HCB-H-U	0.11	92.51	977	2001	\$348,379
RONNELL CRESCENT	PRETTY RIVER PARKWAY From: RONNELL CRESCENT To: HUME STREET	RD0782	_HCB-H-U	0.21	97.28	978	2001	\$659,432
ROUNDAABOUT	HIGH STREET From: ROUNDAABOUT To: HIGH STREET	RD1020	_HCB-L-R	0.07	76.84	1191	1985	\$139,115
	POPLAR SIDEROAD From: ROUNDAABOUT To: SUMMERVIEW AVENUE	RD1012	_HCB-L-R	0.14	89.09	2016	1995	\$288,769
ROYALTON LANE	CRANBERRY TRAIL EAST From: ROYALTON LANE To: DAWSON DRIVE	RD0965	_HCB-H-R	0.05	79.63	728	1988	\$38,029
RUSSEL STREET	SIMCOE STREET From: RUSSEL STREET To: RAGLAN STREET	RD0015	_HCB-L-R	0.13	51.57	241	1978	\$92,879
SANDELL STREET	4TH LINE From: SANDELL STREET To: STALKER STREET	RD0027	_HCB-L-R	0.1	74.97	276	1998	\$208,673
SANFORD FLEMING DRIVE	RON EMO ROAD From: SANFORD FLEMING DRIVE To: RAGLAN STREET	RD0922	_HCB-L-R	0.51	78.37	1112	2009	\$1,066,549
SAUNDERS STREET	STEPHENS STREET From: SAUNDERS STREET To: END	RD0919	_HCB-L-R	0.22	95.57	1107	2007	\$165,946
SECOND STREET	BEECH STREET From: SECOND STREET To: THIRD STREET	RD0036	_HCB-L-R	0.22	96.83	604	2010	\$163,086
	BIRCH STREET From: SECOND STREET To: THIRD STREET	RD0359	_HCB-L-R	0.22	90.18	467	2006	\$152,909
	CALLARY CRESCENT From: SECOND STREET To: ST. PAUL STREET	RD0257	_HCB-L-U	0.25	96.83	365	1998	\$371,244
	CEDAR STREET From: SECOND STREET To: THIRD STREET	RD0454	_HCB-H-R	0.22	94.95	631	2008	\$163,086
	HICKORY STREET From: SECOND STREET To: THIRD STREET	RD0540	_HCB-L-R	0.22	50.67	667	1981	\$160,179
	HIGH STREET From: SECOND STREET To: THIRD STREET	RD0127	_HCB-H-U	0.22	80.73	481	1984	\$693,648
	HURONTARIO STREET From: SECOND STREET To: THIRD STREET	RD0707	_HCB-H-U	0.22	96.2	829	2010	\$702,115
	MAPLE STREET From: SECOND STREET To: THIRD STREET	RD0745	_HCB-L-U	0.22	63.89	1084	2008	\$333,669
	OAK STREET From: SECOND STREET To: THIRD STREET	RD0438	_HCB-L-R	0.22	93.42	535	2000	\$199,246
	PINE STREET From: SECOND STREET To: THIRD STREET	RD0499	_HCB-H-U	0.22	88.47	574	2008	\$429,409
	SPRUCE STREET From: SECOND STREET To: THIRD STREET	RD0443	_HCB-H-R	0.22	31.26	644	1977	\$163,086



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	ST MARIE STREET From: SECOND STREET To: SIMCOE STREET	RD0670	_HCB-H-U	0	97.28	836	2007	\$7,737
	TREMONT LANE From: SECOND STREET To: THIRD STREET	RD0884	_HCB-L-R	0.21	94.95	1110	2008	\$127,202
	WALNUT STREET From: SECOND STREET To: THIRD STREET	RD0731	_HCB-L-R	0.22	51.56	1058	1975	\$162,355
SELKIRK ROAD	GLEN ROAD From: SELKIRK ROAD To: YORK STREET	RD0896	_HCB-L-R	0.12	57.15	1100	1999	\$250,829
SEVENTH STREET	BIRCH STREET From: SEVENTH STREET To: EIGHTH STREET	RD0368	_HCB-L-R	0.13	94.05	476	2006	\$93,610
	HURONTARIO STREET From: SEVENTH STREET To: EIGHTH STREET	RD0882	_HCB-H-U	0.13	72.34	1048	1984	\$270,541
	MAPLE STREET From: SEVENTH STREET To: EIGHTH STREET	RD0516	_HCB-L-U	0.13	93.87	591	2008	\$190,883
	OAK STREET From: SEVENTH STREET To: TERRACE COURT	RD1043	_HCB-L-R	0.06	94.95	606	1989	\$57,183
	SPRUCE STREET From: SEVENTH STREET To: GIBBARD CRESCENT	RD0410	_HCB-H-R	0.09	73.62	654	1989	\$68,014
	WALNUT STREET From: SEVENTH STREET To: EIGHTH STREET	RD0631	_HCB-L-R	0.13	81	1039	1983	\$89,826
SHANNON COURT	ERIE STREET From: SHANNON COURT To: RAGLAN STREET	RD0806	_HCB-L-U	0.08	97.28	1074	2004	\$123,247
SHEFFIELD CRESCENT	TROTT BOULEVARD From: SHEFFIELD CRESCENT To: MCINTOSH GATE	RD0747	_HCB-L-U	0.15	81.18	1086	1988	\$226,955
SHIPYARD LANE	NORTH PINE STREET From: SHIPYARD LANE To: MACKINAW LANE	RD0997	_HCB-L-U	0.02	0	1170	(blank)	\$9,406
SIDE LAUNCH WAY	NORTH MAPLE STREET From: SIDE LAUNCH WAY To: MACKINAW LANE	RD0992	_HCB-L-U	0.14	0	1165	(blank)	\$57,716
	NORTH PINE STREET From: SIDE LAUNCH WAY To: FIRST STREET	RD0705	_HCB-L-U	0.09	86.56	827	2008	\$139,780
	NORTH PINE STREET From: SIDE LAUNCH WAY To: SHIPYARD LANE	RD0996	_HCB-L-U	0.11	91.78	1169	(blank)	\$48,310
SIDELAUNCH WAY	HERITAGE DRIVE From: SIDELAUNCH WAY To: SewageSIDE LANE	RD0704	_HCB-L-R	0.04	81.79	826	1979	\$27,059
	HURONTARIO STREET From: SIDELAUNCH WAY To: FIRST STREET	RD0183	_HCB-H-U	0.09	94.95	557	2015	\$229,915
SILVER CREEK DRIVE	FOREST DRIVE From: SILVER CREEK DRIVE To: CRAGLEITH COURT	RD0597	_HCB-L-R	0.33	88.2	691	1989	\$240,607
	HIGHWAY 26 WEST From: SILVER CREEK DRIVE To: SILVER GLEN BOULEVARD	RD0391	_HCB-H-R	0.56	81.99	722	1990	\$812,381
	SILVER CREEK DRIVE From: SILVER CREEK DRIVE To: FOREST DRIVE	RD0167	_HCB-L-R	0.81	97.28	204	1989	\$579,660
SILVER CRESCENT	BARRINGTON TRAIL From: SILVER CRESCENT To: SILVER CRESCENT	RD0233	_HCB-L-U	0.11	96.02	337	2007	\$162,326
SILVER GLEN BOULEVARD	HIGHWAY 26 WEST From: SILVER GLEN BOULEVARD To: CRANBERRY TRAIL WEST	RD0390	_HCB-H-R	0.13	87.57	721	1990	\$195,088
SIMCOE STREET	ALBERT STREET From: SIMCOE STREET To: ALMA STREET	RD0689	_HCB-L-R	0.09	93.69	811	1971	\$68,745
	ALBERT STREET From: SIMCOE STREET To: PRETTY RIVER PARKWAY	RD0892	_HCB-L-R	0.18	90.18	1096	1971	\$130,908
	MINNESOTA STREET From: SIMCOE STREET To: HURON STREET	RD0890	_HCB-H-R	0.2	90.63	1094	2007	\$142,609
	MINNESOTA STREET From: SIMCOE STREET To: ONTARIO STREET	RD0718	_HCB-H-R	0.21	90.63	1080	2007	\$151,385
	NAPIER STREET From: SIMCOE STREET To: ONTARIO STREET	RD0217	_HCB-L-R	0.21	69.3	382	1973	\$149,922



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	NAPIER STREET From: SIMCOE STREET To: RODNEY STREET	RD0698	_HCB-L-R	0.11	71.91	820	1998	\$79,715
	RAGLAN STREET From: SIMCOE STREET To: OLIVER CRESCENT	RD0171	_HCB-H-R	0.08	54.62	210	1974	\$58,506
SIXTH LINE	TENTH LINE From: SIXTH LINE To: GEORGIAN MEADOWS DRIVE	RD0392	_HCB-L-R	0.42	79.65	490	1984	\$366,795
SIXTH STREET	BIRCH STREET From: SIXTH STREET To: SEVENTH STREET	RD0367	_HCB-L-R	0.12	97.28	475	2006	\$89,953
	GEORGIAN MEADOWS DRIVE From: SIXTH STREET To: MARINA CRESCENT	RD0585	_HCB-L-U	0.06	96.02	852	2002	\$93,187
	HIGH STREET From: SIXTH STREET To: CHAMBERLAIN CRESCENT	RD0279	_HCB-H-U	0.26	91.89	452	2007	\$796,295
	HURONTARIO STREET From: SIXTH STREET To: SEVENTH STREET	RD0883	_HCB-H-U	0.12	78.82	1049	1984	\$259,973
	MAPLE STREET From: SIXTH STREET To: SEVENTH STREET	RD0514	_HCB-L-U	0.12	94.95	589	2008	\$186,374
	OAK STREET From: SIXTH STREET To: SEVENTH STREET	RD0416	_HCB-L-R	0.12	67.31	544	1978	\$109,898
	SPRUCE STREET From: SIXTH STREET To: SEVENTH STREET	RD0408	_HCB-H-R	0.12	72.99	652	1989	\$89,222
	WALNUT STREET From: SIXTH STREET To: SEVENTH STREET	RD0490	_HCB-L-R	0.12	58.22	623	1984	\$83,655
SMART COURT	CAMPBELL STREET From: SMART COURT To: REID CRESCENT	RD0719	_HCB-H-R	0.08	69.73	838	1973	\$60,700
SOUTH SERVICE ROAD	MACDONALD ROAD From: SOUTH SERVICE ROAD To: CONNELL STREET	RD0168	_HCB-L-U	0.19	53.28	205	1990	\$279,561
	PRETTY RIVER PARKWAY SOUTH From: SOUTH SERVICE ROAD To: CONNELL STREET	RD0218	_HCB-L-R	0.19	70.36	438	2001	\$131,653
	PRETTY RIVER PARKWAY SOUTH From: SOUTH SERVICE ROAD To: HUME STREET	RD0605	_HCB-L-U	0.05	97.28	702	2001	\$69,139
SPROULE AVENUE	COLLINS STREET From: SPROULE AVENUE To: WILLIAMS STREET	RD0781	_HCB-H-U	0.17	95.57	915	2007	\$269,862
	MANNING AVENUE From: SPROULE AVENUE To: ALICE STREET	RD0793	_HCB-H-U	0.08	96.83	920	2016	\$126,253
	MANNING AVENUE From: SPROULE AVENUE To: MINNESOTA STREET	RD0751	_HCB-H-U	0.09	92.79	919	1967	\$127,756
SPRUCE STREET	CAMPBELL STREET From: SPRUCE STREET To: HERRINGTON COURT	RD0722	_HCB-H-R	0.09	72.34	841	1973	\$63,626
	FIFTH STREET From: SPRUCE STREET To: HICKORY STREET	RD0544	_HCB-H-R	0.12	50.93	671	1975	\$92,359
	FIRST STREET From: SPRUCE STREET To: HICKORY STREET	RD0525	_HCB-H-U	0.12	92.06	640	2010	\$425,861
	FOURTH STREET From: SPRUCE STREET To: HICKORY STREET	RD0010	_HCB-L-R	0.12	78.12	179	1973	\$89,953
	GIBBARD CRESCENT From: SPRUCE STREET To: WHIPPS CRESCENT	RD0409	_HCB-L-R	0.24	97.28	653	1975	\$175,519
	REID CRESCENT From: SPRUCE STREET To: CAMPBELL STREET	RD0820	_HCB-L-U	0.29	82.06	938	1989	\$429,862
	SECOND STREET From: SPRUCE STREET To: ELM STREET	RD0548	_HCB-H-R	0.12	66.96	675	1977	\$87,759
	SEVENTH STREET From: SPRUCE STREET To: WALNUT STREET	RD0045	_HCB-L-R	0.25	62.54	149	1974	\$179,907
	SIXTH STREET From: SPRUCE STREET To: HIGH STREET	RD0002	_HCB-H-U	0.25	73.15	185	1997	\$392,386
	TELFER ROAD From: SPRUCE STREET To: CAMPBELL STREET	RD0901	_HCB-L-U	0.28	90.07	1056	1988	\$422,347



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	TENTH STREET From: SPRUCE STREET To: HIGH STREET	RD0533	_HCB-H-U	0.26	97.28	660	1973	\$384,772
	THIRD STREET From: SPRUCE STREET To: HICKORY STREET	RD0541	_HCB-H-R	0.12	89.55	668	1972	\$111,544
	WATTS CRESCENT From: SPRUCE STREET To: FIFTH STREET	RD0008	_HCB-L-U	0.22	65.6	180	1977	\$332,166
ST. CALIR STREET	HIGHWAY 26 EAST From: ST. CALIR STREET To: EVA CRESCENT	RD0950	_HCB-H-R	0.14	98.99	699	1955	\$205,279
ST. CLAIR STREET	GLEN ROGERS ROAD From: ST. CLAIR STREET To: GLEN ROGERS ROAD	RD0152	_HCB-L-R	0.18	50.93	279	1979	\$385,728
	HIGHWAY 26 EAST From: ST. CLAIR STREET To: ROBERT AVENUE	RD0394	_HCB-H-R	0.15	98.99	698	1955	\$224,206
ST. LAWRENCE STREET	HURON STREET From: ST. LAWRENCE STREET To: SUNSET COURT	RD0212	_HCB-H-U	0.14	62.99	300	1940	\$280,534
	RAGLAN STREET From: ST. LAWRENCE STREET To: SIMCOE STREET	RD0847	_HCB-H-R	0.12	62.36	974	1974	\$87,759
	RUSSEL STREET From: ST. LAWRENCE STREET To: SIMCOE STREET	RD0210	_HCB-L-R	0.15	61.28	298	1978	\$111,162
ST. MARIE STREET	COLLINS STREET From: ST. MARIE STREET To: ROBINSON STREET	RD0105	_HCB-H-R	0.14	92.34	158	2007	\$133,780
	ELGIN STREET From: ST. MARIE STREET To: ONTARIO STREET	RD0202	_HCB-L-U	0.16	82.44	270	1973	\$240,482
	FOURTH STREET EAST From: ST. MARIE STREET To: MARKET STREET	RD0762	_HCB-L-U	0.12	72.52	885	2011	\$174,350
	GEORGE STREET From: ST. MARIE STREET To: ROBINSON STREET	RD0768	_HCB-L-R	0.12	97.28	891	1974	\$86,913
	HAMILTON STREET From: ST. MARIE STREET To: ROBINSON STREET	RD0401	_HCB-L-R	0.12	66.96	789	1976	\$156,510
	HURON STREET From: ST. MARIE STREET To: ST. PAUL STREET	RD0949	_HCB-H-U	0.03	94.05	880	2010	\$122,706
	ONTARIO STREET From: ST. MARIE STREET To: ELGIN STREET	RD0709	_HCB-H-U	0.08	97.19	831	1994	\$128,727
	SIMCOE STREET From: ST. MARIE STREET To: ST. PAUL STREET	RD0201	_HCB-L-U	0.12	95.12	269	1974	\$200,399
ST. MARIE STREET N	HUME STREET From: ST. MARIE STREET N To: ROBINSON STREET	RD0899	_HCB-H-U	0.08	98.99	1054	2015	\$201,129
ST. MARIE STREET S	HUME STREET From: ST. MARIE STREET S To: ST. MARIE STREET N	RD0889	_HCB-H-U	0.05	98.99	1053	2015	\$117,543
ST. PAUL STREET	FOURTH STREET EAST From: ST. PAUL STREET To: ST. PETER STREET	RD0206	_HCB-L-R	0.07	96.83	287	2009	\$60,808
	HUME STREET From: ST. PAUL STREET To: ST. PETER STREET	RD0482	_HCB-H-U	0.07	98.99	791	2015	\$182,844
	HURON STREET From: ST. PAUL STREET To: HERITAGE WAY	RD0701	_HCB-H-U	0.08	92.33	823	2010	\$281,501
	MARKET LANE From: ST. PAUL STREET To: MARKET STREET	RD0405	_HCB-L-R	0.11	95.75	505	2014	\$72,683
	ONTARIO STREET From: ST. PAUL STREET To: LANEWAY	RD0259	_HCB-H-U	0.11	83.14	369	1994	\$162,848
	VETERANS CRESCENT From: ST. PAUL STREET To: ST. PAUL STREET	RD0752	_HCB-L-U	0.2	74.05	870	2002	\$297,597
ST. PETER STREET	HUME STREET From: ST. PETER STREET To: MINNESOTA STREET	RD0675	_HCB-H-U	0.13	98.99	792	2015	\$347,404
ST. VINCENT STREET	NAPIER STREET From: ST. VINCENT STREET To: ERIE STREET	RD0808	_HCB-L-R	0.09	82.51	1076	2000	\$63,626
	NIAGARA STREET From: ST. VINCENT STREET To: ONTARIO STREET	RD0637	_HCB-L-R	0.09	93.24	805	1998	\$63,084



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	PEEL STREET From: ST. VINCENT STREET To: ERIE STREET	RD0686	_HCB-H-R	0.09	84.15	808	1976	\$80,413
STANLEY STREET	HURONTARIO STREET From: STANLEY STREET To: POPLAR SIDEROAD	RD0381	_HCB-H-R	0.37	94.67	562	2007	\$677,311
	NEWBORNE STREET From: STANLEY STREET To: MARY STREET	RD0307	_HCB-L-R	0.12	93.69	403	2007	\$93,110
	SAUNDERS STREET From: STANLEY STREET To: MARY STREET	RD0818	_HCB-L-U	0.12	97.28	936	2007	\$183,368
STEPHENS STREET	SAUNDERS STREET From: STEPHENS STREET To: POPLAR SIDEROAD	RD0914	_HCB-L-U	0.12	97.28	1093	2007	\$181,865
STEWART COURT	STEWART ROAD From: STEWART COURT To: SIXTH STREET	RD0582	_HCB-L-R	0.32	69.92	849	1990	\$236,529
STEWART ROAD	HIGH STREET From: STEWART ROAD To: FIFTH STREET	RD0278	_HCB-H-U	0.19	80.01	451	1981	\$587,890
	SIXTH STREET From: STEWART ROAD To: HIGH STREET	RD0581	_HCB-H-R	0.4	95.57	848	2011	\$745,782
SUMMER VIEW AVENUE	LAKEVIEW AVENUE From: SUMMER VIEW AVENUE To: HIGHWAY 26 EAST	RD0103	_HCB-L-R	0.18	55.42	216	1995	\$129,445
SUNNYVIEW AVENUE	DELLPARR AVENUE From: SUNNYVIEW AVENUE To: GLENLAKE AVENUE	RD0001	_HCB-L-R	0.08	67.57	295	1999	\$166,517
SYVAIN ROAD	GLENLAKE BOULEVARD From: SYVAIN ROAD To: DELLPARR AVENUE	RD0802	_HCB-L-R	0.24	53.71	1070	1998	\$503,765
TELFER ROAD	HIGH STREET From: TELFER ROAD To: FUTURE CAMERON ST. EXTENSION	RD0578	_HCB-H-R	0.09	97.28	845	2014	\$234,957
	SPRUCE STREET From: TELFER ROAD To: REID CRESCENT	RD0044	_HCB-H-U	0.1	85.41	148	1990	\$153,307
TELFER STREET	HIGH STREET From: TELFER STREET To: CAMPBELL STREET	RD0579	_HCB-H-R	0.19	89.27	846	2014	\$280,985
TENTH LINE	MOUNTAIN ROAD From: TENTH LINE To: BEGINNING OF TURNING LANE	RD0402	_HCB-H-R	0.91	85.86	491	2007	\$1,326,307
	SIXTH STREET From: TENTH LINE To: GEORGIAN MEADOWS DRIVE	RD0584	_HCB-H-R	0.28	96.38	851	2011	\$404,735
TENTH STREET	BIRCH STREET From: TENTH STREET To: WILLOW STREET	RD0873	_HCB-L-R	0.08	51.12	1033	2006	\$60,700
	CLARKSON CRESCENT From: TENTH STREET To: CLARKSON CRESCENT	RD0333	_HCB-L-R	0.14	82.24	614	1978	\$104,580
		RD0445	_HCB-L-R	0.15	89.8	615	1978	\$110,431
	HIGH STREET From: TENTH STREET To: CHAMBERLAIN CRESCENT	RD0372	_HCB-H-U	0.16	90.63	486	2007	\$420,542
	OAK STREET From: TENTH STREET To: WILLOW STREET	RD0737	_HCB-L-R	0.1	97.28	859	1978	\$84,881
TERRACE COURT	OAK STREET From: TERRACE COURT To: EIGHTH STREET	RD0038	_HCB-L-R	0.07	88.92	2022	1989	\$58,970
TESKEY COURT	CAMPBELL STREET From: TESKEY COURT To: SMART COURT	RD0721	_HCB-H-R	0.09	68.83	840	1973	\$66,551
THERESA STREET	GLEN ROAD From: THERESA STREET To: SELKIRK ROAD	RD0895	_HCB-L-R	0.13	30.36	1099	1999	\$265,583
THIRD STREET	BEECH STREET From: THIRD STREET To: FOURTH STREET	RD0113	_HCB-L-R	0.22	97.28	166	2010	\$163,086
	BIRCH STREET From: THIRD STREET To: FOURTH STREET	RD0361	_HCB-L-R	0.22	96.02	469	2006	\$162,355
	CEDAR STREET From: THIRD STREET To: FOURTH STREET	RD0039	_HCB-H-R	0.22	94.95	154	2008	\$163,086
	HICKORY STREET From: THIRD STREET To: FOURTH STREET	RD0123	_HCB-L-U	0.22	62.18	176	1981	\$336,675
	HIGH STREET From: THIRD STREET To: STEWART ROAD	RD0128	_HCB-H-U	0.26	66.13	482	1981	\$802,516
	HURONTARIO STREET From: THIRD STREET To: FOURTH STREET	RD0051	_HCB-H-U	0.22	95.75	143	2010	\$545,437



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	MAPLE STREET From: THIRD STREET To: FOURTH STREET	RD0508	_HCB-L-U	0.22	97.28	583	2008	\$335,172
	OAK STREET From: THIRD STREET To: FOURTH STREET	RD0441	_HCB-L-R	0.22	81.79	538	2000	\$198,353
	PINE STREET From: THIRD STREET To: FOURTH STREET	RD0501	_HCB-H-U	0.22	90.63	576	2008	\$342,756
	SPRUCE STREET From: THIRD STREET To: FOURTH STREET	RD0444	_HCB-H-R	0.23	79	645	1972	\$165,280
	WALNUT STREET From: THIRD STREET To: FOURTH STREET	RD0473	_HCB-L-R	0.22	54.17	638	1973	\$163,818
THOMAS DRIVE	KELLS CRESCENT From: THOMAS DRIVE To: MAIR MILLS DRIVE	RD0344	_HCB-L-U	0.04	96.83	493	2006	\$66,133
TRACEY LANE	HURONTARIO STREET From: TRACEY LANE To: STANLEY STREET	RD0382	_HCB-H-R	0.11	97.28	563	2007	\$209,115
TRAILS END	SLALOM GATE ROAD From: TRAILS END To: OSLER BLUFF ROAD	RD0176	_HCB-L-R	0.39	97.28	221	2017	\$266,734
TROTT BOULEVARD	HIGHWAY 26 WEST From: TROTT BOULEVARD To: KEITH AVENUE	RD0909	_HCB-H-R	0.31	97.28	1087	2016	\$571,828
TROTTT BOULEVARD	NETTLETON COURT From: TROTTT BOULEVARD To: BALSAM STREET	RD0214	_HCB-L-U	0.17	88.02	302	1988	\$255,512
VACATION INN DRIVE	HIGHWAY 26 WEST From: VACATION INN DRIVE To: DOCKSIDE DRIVE	RD0911	_HCB-H-R	0.36	96.38	1090	2016	\$524,117
VALLEYMEDE COURT	CRANBERRY TRAIL WEST From: VALLEYMEDE COURT To: BAKER BOULEVARD	RD0600	_HCB-H-R	0.09	96.65	694	1998	\$68,014
VETERANS CRESCENT	ST PAUL STREET From: VETERANS CRESCENT To: CALLARY CRESCENT	RD0673	_HCB-L-U	0.05	97.28	835	1979	\$69,139
	ST PAUL STREET From: VETERANS CRESCENT To: VETERANS CRESCENT	RD0180	_HCB-L-U	0.12	90.18	366	1979	\$184,871
VICTORY DRIVE	HURONTARIO STREET From: VICTORY DRIVE To: FAIR STREET	RD0878	_HCB-H-U	0.05	91.08	1044	1984	\$95,112
	ST MARIE STREET From: VICTORY DRIVE To: GEORGE STREET	RD0769	_HCB-H-R	0.19	94.5	892	2007	\$156,688
WALKER STREET	OLIVER CRESCENT From: WALKER STREET To: END	RD0893	_HCB-L-R	0.48	46.2	1097	1984	\$342,624
	OLIVER CRESCENT From: WALKER STREET To: RAGLAN STREET	RD0187	_HCB-L-R	0.35	31.85	225	1984	\$249,247
WALNUT STREET	FIFTH STREET From: WALNUT STREET To: CEDAR STREET	RD0469	_HCB-H-R	0.12	61.46	634	1973	\$89,356
	FIRST STREET From: WALNUT STREET To: CEDAR STREET	RD0474	_HCB-H-U	0.12	92.51	639	2010	\$422,252
	FOURTH STREET From: WALNUT STREET To: HICKORY STREET	RD0542	_HCB-L-R	0.12	82.69	669	1973	\$88,491
	SECOND STREET From: WALNUT STREET To: HICKORY STREET	RD0118	_HCB-H-R	0.12	70.81	175	1990	\$90,685
	SEVENTH STREET From: WALNUT STREET To: OAK STREET	RD0450	_HCB-L-R	0.24	44	620	1978	\$176,250
	SIXTH STREET From: WALNUT STREET To: SPRUCE STREET	RD0477	_HCB-H-U	0.25	64.98	648	1997	\$383,080
	TENTH STREET From: WALNUT STREET To: SPRUCE STREET	RD0531	_HCB-H-R	0.25	56.33	658	1991	\$179,176
	THIRD STREET From: WALNUT STREET To: CEDAR STREET	RD0472	_HCB-H-R	0.12	93.69	637	1973	\$107,887
WATER STREET	ELM STREET From: Sewage STREET To: FIRST STREET	RD0116	_HCB-L-R	0.23	69.12	173	1976	\$170,400
WATERFALLS LANE	HIGHWAY 26 WEST From: SewageFALLS LANE To: GUN CLUB ROAD	RD0353	_HCB-H-R	0.46	96.38	461	2016	\$666,793
WATTS CRESCENT	FIFTH STREET From: WATTS CRESCENT To: SPRUCE STREET	RD0537	_HCB-H-R	0.12	50.93	664	1975	\$88,605



Name	List Description	Asset	Asset Class	Kms	Condition	GIS ID	Year Built	Replacement Cost
	SPRUCE STREET From: WATTS CRESCENT To: FIFTH STREET	RD0478	_ HCB-H-R	0.11	93.87	649	1975	\$78,252
WELLINGTON STREET	JAMES STREET From: WELLINGTON STREET To: KING STREET	RD0196	_ HCB-L-R	0.18	74.05	261	1998	\$373,082
WEST STREET	ONTARIO STREET From: WEST STREET To: NAPIER STREET	RD0716	_ HCB-H-U	0.07	85.3	1078	1994	\$108,565
WESTMOUNT MEWS	WHEELHOUSE CRESCENT From: WESTMOUNT MEWS To: NORTH PINE STREET	RD1003	_ HCB-L-U	0.05	97.28	1176	(blank)	\$22,659
WHIPPS CRESCENT	GIBBARD CRESCENT From: WHIPPS CRESCENT To: SPRUCE STREET	RD0529	_ HCB-L-R	0.25	97.28	656	1975	\$179,907
WHITE STREET	HIGHWAY 26 WEST From: WHITE STREET To: TROTT BOULEVARD	RD0652	_ HCB-H-R	0.27	96.38	736	2016	\$398,911
WILLIAMS STREET	COLLINS STREET From: WILLIAMS STREET To: PEEL STREET	RD0136	_ HCB-H-U	0.23	100	318	2007	\$348,960
	LYNDEN STREET From: WILLIAMS STREET To: PEEL STREET	RD0236	_ HCB-L-U	0.16	95.12	340	2007	\$243,488
WILLOW STREET	BIRCH STREET From: WILLOW STREET To: CAMERON STREET	RD0874	_ HCB-L-R	0.09	48.32	1034	2006	\$62,894
	OAK STREET From: WILLOW STREET To: CAMERON STREET	RD0387	_ HCB-L-R	0.09	97.28	611	1978	\$81,307
WOODCREST AVENUE	MACALLISTER STREET SOUTH From: WOODCREST AVENUE To: GLENLAKE BOULEVARD	RD0018	_ HCB-L-R	0.08	56.34	244	1998	\$164,409
	SYVAIN ROAD From: WOODCREST AVENUE To: GLENLAKE BOULEVARD	RD0017	_ HCB-L-R	0.08	82.51	243	1998	\$164,409
WOODLAND COURT	CRANBERRY TRAIL EAST From: WOODLAND COURT To: JOSEPH TRAIL	RD0946	_ HCB-H-R	0.3	79.38	458	2009	\$282,048
Grand Total								\$193,163,470



Appendix C – Water Linear Assets

Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN10001	PEEL STREET-to-PEEL STREET	WM-CI-150	150	93.75	2016		94.9	46,315
WTRMN10002	NIAGARA STREET	WM-DI-150	150	38.75	1972		44.0	21,486
WTRMN10003	ERIE STREET-to-NIAGARA STREET	WM-DI-150	150	38.75	1972		61.9	30,217
WTRMN10004	ERIE STREET	WM-DI-150	150	38.75	1972		24.3	11,854
WTRMN10005	RIVER RUN-to-RIVER RUN	WM-DI-150	150	77.5	2003		95.7	46,721
WTRMN10006	GODDEN STREET-to-DILLON DRIVE	WM-DI-150	150	58.75	1988		91.5	44,691
WTRMN10007	DILLON DRIVE-to-DILLON DRIVE	WM-DI-150	150	58.75	1988		178.7	87,266
WTRMN10008	GODDEN STREET-to-DILLON DRIVE	WM-DI-150	150	58.75	1988		60.2	29,400
WTRMN10009	GODDEN STREET-to-GODDEN STREET	WM-DI-150	150	58.75	1988		81.0	39,523
WTRMN10010	GODDEN STREET-to-DILLON DRIVE	WM-DI-150	150	58.75	1988		48.4	23,641
WTRMN10011	MINNESOTA STREET-to-DILLON DRIVE	WM-DI-150	150	58.75	1988		52.3	25,513
WTRMN10012	PEEL STREET-to-HARBEN COURT	WM-DI-150	150	46.25	1978		99.8	48,735
WTRMN10013	RAGLAN STREET-to-SHANNON COURT	WM-DI-150	150	70	1997		73.8	36,034
WTRMN10014	CARMICHEAL CRESCENT-to-LOCKHART ROAD	WM-DI-150	150	57.5	1987		101.4	49,503
WTRMN10015	CARMICHEAL CRESCENT-to-BURNSIDE COURT	WM-DI-150	150	57.5	1987		69.5	33,909
WTRMN10016	CARMICHEAL CRESCENT-to-BURNSIDE COURT	WM-DI-150	150	57.5	1987		72.7	35,506
WTRMN10017	CARMICHEAL CRESCENT-to-CARMICHEAL CRESCENT	WM-DI-150	150	57.5	1987		43.1	21,037
WTRMN10018	CARMICHEAL CRESCENT-to-CARMICHEAL CRESCENT	WM-DI-150	150	57.5	1987		61.3	29,909
WTRMN10019	SPROULE AVENUE-to-BELL BOULEVARD	WM-DI-150	150	41.25	1974		126.8	61,923
WTRMN10020	CARMICHEAL CRESCENT-to-CARMICHEAL CRESCENT	WM-DI-150	150	57.5	1987		78.2	38,182
WTRMN10021	LOCKHART ROAD-to-CARMICHEAL CRESCENT	WM-DI-150	150	57.5	1987		55.1	26,878
WTRMN10022	SIMCOE STREET-to-ONTARIO STREET	WM-CI-150	150	1	1967		186.8	91,199
WTRMN10023	NAPIER STREET	WM-DI-150	150	58.75	1988		77.0	37,610
WTRMN10024	NAPIER STREET-to-HURON STREET	WM-DI-150	150	58.75	1988		19.2	9,372
WTRMN10025	NAPIER STREET-to-NAPIER STREET	WM-DI-150	150	58.75	1988		16.9	8,237
WTRMN10026	RODNEY STREET-to-NAPIER STREET	WM-DI-150	150	67.5	1995		61.1	29,819
WTRMN10027	HURON STREET-to-SIMCOE STREET	WM-CI-150	150	11.25	1950		182.5	89,086
WTRMN10028	SIMCOE STREET	WM-CI-150	150	11.25	1950		43.2	21,072
WTRMN10029	CALLARY CRESCENT-to-ST PAUL STREET	WM-DI-150	150	71.25	1998		125.8	61,415
WTRMN10030	CALLARY CRESCENT-to-CALLARY CRESCENT	WM-DI-150	150	71.25	1998		119.2	58,187



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN10031	ST PAUL STREET-to-CALLARY CRESCENT	WM-DI-150	150	71.25	1998		86.1	42,033
WTRMN10032	ST PAUL STREET-to-SIMCOE STREET	WM-DI-150	150	42.5	1975		65.0	31,728
WTRMN10033	ONTARIO STREET-to-ST VINCENT STREET	WM-CI-150	150	8.75	1950		91.4	44,603
WTRMN10034	ST VINCENT STREET-to-NAPIER STREET	WM-CI-150	150	33.75	1968		104.2	50,852
WTRMN10035	ST VINCENT STREET-to-PEEL STREET	WM-DI-150	150	61.25	1990		76.9	37,548
WTRMN10036	SIMCOE STREET-to-STE MARIE STREET	WM-DI-150	150	42.5	1975		38.3	18,687
WTRMN10037	SIMCOE STREET-to-SIMCOE STREET	WM-DI-150	150	42.5	1975		12.6	6,142
WTRMN10038	SIMCOE STREET-to-STE MARIE STREET	WM-DI-150	150	41.25	1974		64.0	31,255
WTRMN10039	ONTARIO STREET	WM-DI-150	150	72.5	1999		63.0	30,771
WTRMN10040	ONTARIO STREET-to-MARKET STREET	WM-DI-150	100	35	1973		56.0	27,355
WTRMN10041	MARKET STREET-to-ST PAUL STREET	WM-DI-150	150	40	1973		104.4	50,971
WTRMN10042	FOURTH STREET-to-MARKET LANE	WM-DI-150	150	40	1973		169.4	82,695
WTRMN10043	MARKET LANE	WM-DI-150	150	82.5	2009		57.5	28,057
WTRMN10044	(blank)	WM-CI-150	100	1	1960		91.9	44,885
WTRMN10045	FOURTH STREET EAST-to-MARKET STREET	WM-DI-150	150	43.75	1976		116.0	56,637
WTRMN10046	FOURTH STREET EAST-to-STE MARIE STREET	WM-DI-150	150	43.75	1976		110.6	54,015
WTRMN10047	FOURTH STREET EAST-to-HURONTARIO STREET	WM-DI-150	150	46.25	1978		142.2	69,442
WTRMN10048	(blank)	WM-DI-150	100	41.25	1978		90.9	44,358
WTRMN10049	PATERSON STREET-to-PATERSON STREET	WM-CI-150	150	12.5	1967		39.6	19,319
WTRMN10050	LORNE STREET-to-ALICE STREET	WM-DI-150	150	47.5	1979		64.3	31,411
WTRMN10051	LORNE STREET-to-MANNING AVENUE	WM-CI-150	150	32.5	1967		125.9	61,474
WTRMN10052	MANNING AVENUE-to-BAKER STREET	WM-CI-150	150	1	1967		203.4	99,306
WTRMN10053	BAKER STREET-to-COLLINS STREET	WM-CI-150	150	1	1967		107.7	52,606
WTRMN10054	LORNE STREET-to-MANNING AVENUE	WM-CI-150	150	32.5	1967		131.7	64,294
WTRMN10055	PATERSON STREET-to-KATHERINE STREET	WM-DI-150	150	66.25	1994		122.1	59,624
WTRMN10056	ROBINSON STREET	WM-CI-150	150	33.75	1968		122.3	59,724
WTRMN10057	MANNING AVENUE-to-PATERSON STREET	WM-CI-150	150	32.5	1967		6.8	3,294
WTRMN10058	GEORGE STREET-to-MANNING AVENUE	WM-CI-150	150	33.75	1968		39.6	19,330
WTRMN10059	MANNING AVENUE	WM-DI-150	150	38.75	1974		150.4	73,435
WTRMN10060	ROBINSON STREET-to-ROBINSON STREET	WM-DI-150	150	41.25	1974		41.4	20,210
WTRMN10061	ROBINSON STREET-to-COLLINS STREET	WM-DI-150	150	41.25	1974		111.0	54,195
WTRMN10062	ALICE STREET-to-COLLINS STREET	WM-DI-150	150	41.25	1974		74.0	36,148



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN10063	ALICE STREET-to-BELL BOULEVARD	WM-DI-150	150	41.25	1974		54.7	26,705
WTRMN10064	ALICE STREET-to-BELL BOULEVARD	WM-DI-150	150	41.25	1974		50.9	24,826
WTRMN10065	ALICE STREET-to-BELL BOULEVARD	WM-DI-150	150	41.25	1974		37.8	18,449
WTRMN10066	KATHERINE STREET-to-ALICE STREET	WM-DI-150	150	43.75	1976		121.0	59,058
WTRMN10067	ST CLAIR STREET-to-ST CLAIR STREET	WM-CI-150	100	30	1969		42.7	20,836
WTRMN10068	ST CLAIR STREET-to-ST CLAIR STREET	WM-CI-150	100	30	1969		28.3	13,805
WTRMN10069	ST CLAIR STREET-to-ST CLAIR STREET	WM-CI-150	100	30	1969		20.7	10,110
WTRMN10070	NIAGARA STREET-to-SUNSET COURT	WM-CI-150	100	1	1950		124.0	60,539
WTRMN10071	ONTARIO STREET-to-ST VINCENT STREET	WM-CI-150	100	6.25	1950		91.9	44,853
WTRMN10072	ST VINCENT STREET-to-ERIE STREET	WM-CI-150	100	6.25	1950		89.7	43,812
WTRMN10073	HAMILTON STREET-to-GEORGE STREET	WM-CI-150	100	6.25	1950		217.6	106,242
WTRMN10074	ERIE STREET	WM-DI-150	100	65	1997		164.4	80,284
WTRMN10075	HURON STREET-to-SIMCOE STREET	WM-CI-150	150	1	1950		185.6	90,621
WTRMN10076	SIMCOE STREET-to-ONTARIO STREET	WM-CI-150	100	3.75	1950		206.3	100,725
WTRMN10077	STE MARIE STREET-to-ROBINSON STREET	WM-CI-150	100	1	1942		110.3	53,829
WTRMN10078	HURONTARIO STREET-to-STE MARIE STREET	WM-CI-150	100	1	1942		131.9	64,419
WTRMN10079	HURONTARIO STREET-to-STE MARIE STREET	WM-CI-150	100	1	1942		127.1	62,054
WTRMN10080	SIMCOE STREET	WM-CI-150	100	1	1945		47.6	23,224
WTRMN10081	HURON STREET-to-SIMCOE STREET	WM-CI-150	100	1	1945		220.8	107,781
WTRMN10082	SIXTH STREET-to-SEVENTH STREET	WM-CI-150	100	12.5	1955		135.0	65,901
WTRMN10083	OAK STREET-to-BIRCH STREET	WM-CI-150	100	10	1955		125.7	61,375
WTRMN10084	BIRCH STREET-to-MAPLE STREET	WM-CI-150	100	10	1955		238.5	116,459
WTRMN10085	WALNUT STREET-to-OAK STREET	WM-CI-150	100	1	1955		237.5	115,979
WTRMN10086	(blank)	WM-DI-150	150	83.75	2008		203.3	99,276
WTRMN10087	DAWSON DRIVE-to-FAIRWAY CRESCENT	WM-DI-150	100	46.25	1982		6.5	3,177
WTRMN10088	(blank)	WM-CI-150	100	33.75	1972		50.4	24,593
WTRMN10089	(blank)	WM-CI-150	100	33.75	1972		77.8	37,969
WTRMN10090	(blank)	WM-CI-150	100	33.75	1972		25.1	12,246
WTRMN10091	MACDONALD ROAD	WM-DI-150	100	38.75	1976		23.9	11,669
WTRMN10093	FOREST DRIVE-to-ALPINE COURT	WM-DI-150	150	60	1989		65.2	31,836
WTRMN10094	ALPINE COURT	WM-DI-150	150	60	1989		19.5	9,527
WTRMN10095	FOREST DRIVE-to-GEORGIAN COURT	WM-DI-150	150	60	1989		72.2	35,249
WTRMN10096	GEORGIAN COURT	WM-DI-150	150	60	1989		136.9	66,838
WTRMN10097	FOREST DRIVE-to-CRAIGLEITH	WM-DI-150	150	60	1989		53.9	26,295



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	COURT						
WTRMN10098	CRAIGLEITH COURT-to-CRAIGLEITH COURT	WM-DI-150	150	60	1989	28.1	13,711
WTRMN10099	CRAIGLEITH COURT-to-CRAIGLEITH COURT	WM-DI-150	150	60	1989	47.9	23,375
WTRMN10100	CRAIGLEITH COURT-to-CRAIGLEITH COURT	WM-DI-150	150	60	1989	25.4	12,387
WTRMN10101	Beachwood Road-to-STALKER STREET	WM-DI-150	150	65	1993	9.7	4,716
WTRMN10102	4TH LINE-to-STALKER STREET	WM-DI-150	150	65	1993	80.7	39,379
WTRMN10103	SANDELL STREET-to-STALKER STREET	WM-DI-150	150	65	1993	103.2	50,362
WTRMN10104	Beachwood Road-to-4TH LINE	WM-DI-150	150	65	1993	182.6	89,151
WTRMN10105	Beachwood Road-to-SANDELL STREET	WM-DI-150	150	65	1993	3.2	1,545
WTRMN10106	Beachwood Road-to-KOHL STREET	WM-DI-150	150	65	1993	0.9	449
WTRMN10107	Beachwood Road	WM-DI-150	150	43.69	1993	187.7	91,664
WTRMN10108	KOHL STREET	WM-DI-150	150	65	1993	21.8	10,649
WTRMN10109	Beachwood Road	WM-DI-150	150	65	1993	264.2	129,000
WTRMN10110	Beachwood Road-to-DOWNER STREET	WM-DI-150	150	65	1993	4.3	2,111
WTRMN10111	Beachwood Road-to-DOWNER STREET	WM-DI-150	150	65	1993	229.6	112,085
WTRMN10112	DOWNER STREET	WM-DI-150	150	65	1993	23.2	11,321
WTRMN10113	BROADVIEW STREET	WM-DI-200	200	70	1997	41.7	20,987
WTRMN10114	Beachwood Road-to-BROADVIEW STREET	WM-DI-150	150	70	1997	39.8	19,450
WTRMN10115	Beachwood Road-to-CURRIE AVENUE	WM-DI-150	150	66.25	1994	56.7	27,699
WTRMN10116	EDGAR ROAD-to-CURRIE AVENUE	WM-DI-150	150	66.25	1994	133.1	64,995
WTRMN10117	CURRIE AVENUE	WM-DI-150	150	70	1997	66.9	32,665
WTRMN10118	GLEN ROAD-to-CURRIE AVENUE	WM-DI-150	150	70	1997	139.8	68,274
WTRMN10119	GLEN ROAD-to-EDGAR ROAD	WM-DI-150	150	66.25	1994	16.8	8,187
WTRMN10120	GLEN ROAD-to-YORK STREET	WM-DI-150	150	70	1997	192.7	94,065
WTRMN10121	Beachwood Road-to-YORK STREET	WM-DI-150	150	65	1993	13.5	6,569
WTRMN10122	YORK STREET-to-GLEN ROAD	WM-DI-150	150	66.25	1994	15.0	7,337
WTRMN10123	YORK STREET-to-EDGAR ROAD	WM-DI-150	150	66.25	1994	118.5	57,859
WTRMN10124	Beachwood Road	WM-DI-150	150	65	1993	32.0	15,624
WTRMN10125	Beachwood Road-to-SUNNYVIEW AVENUE	WM-DI-150	150	66.25	1994	82.6	40,342
WTRMN10126	DELLPARR AVENUE	WM-DI-150	150	66.25	1994	77.2	37,693
WTRMN10127	SUNNYVIEW AVENUE-to-GLENLAKE BOULEVARD	WM-DI-150	150	66.25	1994	79.4	38,782
WTRMN10128	SYLVIAN ROAD-to-GLENLAKE BOULEVARD	WM-DI-150	150	70	1997	234.5	114,488
WTRMN10129	WOODCREST AVENUE-to-GLENLAKE BOULEVARD	WM-DI-150	150	70	1997	76.4	37,319
WTRMN10130	GLEN ROAD-to-GLEN ROAD	WM-DI-150	150	66.25	1994	19.3	9,398
WTRMN10131	YORK STREET-to-GLEN ROAD	WM-DI-150	150	66.25	1994	94.9	46,352
WTRMN10132	Beachwood Road-to-GLEN ROAD	WM-DI-150	150	66.25	1994	187.3	91,429
WTRMN10133	THERESA STREET-to-SELKIRK ROAD	WM-DI-150	150	66.25	1994	141.9	69,260



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
WTRMN10134	Beachwood Road	WM-DI-150	150	70	1997	110.7	54,029
WTRMN10135	Beachwood Road	WM-DI-150	150	70	1997	137.5	67,151
WTRMN10136	Beachwood Road	WM-DI-150	150	70	1997	160.2	78,198
WTRMN10137	WOODCREST AVENUE-to-Beachwood Road	WM-DI-150	150	70	1997	85.2	41,578
WTRMN10138	GLENLAKE BOULEVARD-to-WOODCREST AVENUE	WM-DI-150	150	66.25	1994	76.2	37,193
WTRMN10139	WOODCREST AVENUE-to-Beachwood Road	WM-DI-150	150	66.25	1994	84.1	41,050
WTRMN10140	MACALLISTER STREET SOUTH-to-SYLVIAN ROAD	WM-DI-150	150	70	1997	123.1	60,097
WTRMN10141	Beachwood Road	WM-DI-150	150	70	1997	125.0	61,035
WTRMN10142	Beachwood Road-to-INDIAN TRAIL	WM-DI-150	150	70	1997	149.1	72,780
WTRMN10143	ARTHUR STREET	WM-DI-150	150	70	1997	120.8	58,983
WTRMN10144	Beachwood Road-to-JANE STREET	WM-DI-150	150	66.25	1994	58.8	28,701
WTRMN10145	BELLHOLME LANE-to-JANE STREET	WM-DI-150	150	66.25	1994	39.9	19,485
WTRMN10146	JANE STREET	WM-DI-150	150	66.25	1994	45.6	22,238
WTRMN10147	BELLHOLME LANE-to-INDIAN TRAIL	WM-DI-150	150	66.25	1994	77.9	38,039
WTRMN10148	INDIAN TRAIL-to-INDIAN TRAIL	WM-DI-150	150	66.25	1994	89.2	43,530
WTRMN10149	BELLHOLME LANE-to-INDIAN TRAIL	WM-DI-150	150	66.25	1994	10.3	5,044
WTRMN10150	KING STREET-to-KING STREET	WM-DI-150	150	65	1993	22.3	10,880
WTRMN10151	Beachwood Road-to-KING STREET	WM-DI-150	150	65	1993	2.2	1,081
WTRMN10152	Beachwood Road-to-KING STREET	WM-DI-150	150	66.25	1994	118.1	57,659
WTRMN10153	Beachwood Road	WM-DI-150	150	66.25	1994	87.9	42,899
WTRMN10154	KING STREET	WM-DI-150	150	66.25	1994	105.1	51,300
WTRMN10155	KING STREET-to-CHERRY STREET	WM-DI-150	150	66.25	1994	21.4	10,430
WTRMN10156	COOK STREET-to-CHERRY STREET	WM-DI-150	150	66.25	1994	52.3	25,527
WTRMN10157	COOK STREET-to-KING STREET	WM-DI-150	150	66.25	1994	138.8	67,771
WTRMN10158	Beachwood Road-to-JAMES STREET	WM-DI-150	150	66.25	1994	154.9	75,648
WTRMN10159	KING STREET-to-WELLINGTON STREET	WM-DI-150	150	66.25	1994	137.7	67,205
WTRMN10160	KING STREET-to-CHERRY STREET	WM-DI-150	150	66.25	1994	119.2	58,198
WTRMN10161	GEORGIAN MANOR LANE	WM-DI-150	150	66.25	1994	184.1	89,901
WTRMN10162	GEORGIAN MANOR DRIVE	WM-DI-150	150	66.25	1994	88.0	42,969
WTRMN10163	LAKEVIEW AVENUE	WM-DI-150	150	66.25	1994	151.5	73,963
WTRMN10164	LAKEVIEW AVENUE	WM-DI-150	150	66.25	1994	265.9	129,833
WTRMN10165	Beachwood Road-to-SUMMER VIEW AVENUE	WM-DI-150	150	66.25	1994	182.5	89,095
WTRMN10166	GEORGIAN MEADOWS DRIVE-to-PARKSIDE DRIVE	WM-DI-150	150	56.25	1986	9.4	4,585
WTRMN10167	GEORGIAN MANOR DRIVE	WM-DI-150	150	56.25	1986	69.7	34,008
WTRMN10168	ST CLAIR STREET-to-ELLIOTT AVENUE	WM-CI-150	150	37.5	1971	139.0	67,870
WTRMN10169	GLEN ROGERS ROAD-to-ROBERT AVENUE	WM-CI-150	150	17.5	1971	77.1	37,626
WTRMN10170	GLEN ROGERS ROAD-to-ST CLAIR STREET	WM-DI-150	150	40	1973	130.0	63,482
WTRMN10171	GLEN ROGERS ROAD-to-ST	WM-DI-150	150	41.25	1974	88.4	43,171



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	CLAIR STREET						
WTRMN10172	GLEN ROGERS ROAD-to-GLEN ROGERS ROAD	WM-DI-150	150	41.25	1974	89.5	43,697
WTRMN10173	GLEN ROGERS ROAD-to-GLEN ROGERS ROAD	WM-DI-150	150	41.25	1974	77.4	37,803
WTRMN10174	GLEN ROGERS ROAD-to-ST CLAIR STREET	WM-DI-150	150	41.25	1974	114.0	55,665
WTRMN10175	ST CLAIR STREET-to-ST CLAIR STREET	WM-DI-150	150	71.25	1998	43.4	21,204
WTRMN10176	EVA CRESCENT-to-ST CLAIR STREET	WM-DI-150	150	42.5	1975	85.6	41,770
WTRMN10177	EVA CRESCENT-to-EVA CRESCENT	WM-DI-150	150	42.5	1975	86.0	41,963
WTRMN10178	PRETTY RIVER PARKWAY-to-RONELL CRESCENT	WM-CI-150	150	36.25	1970	178.0	86,892
WTRMN10179	RONELL CRESCENT-to-RONELL CRESCENT	WM-CI-150	150	36.25	1970	54.7	26,685
WTRMN10180	RONELL CRESCENT-to-RONELL CRESCENT	WM-CI-150	150	36.25	1970	71.2	34,763
WTRMN10181	PRETTY RIVER PARKWAY-to-RONELL CRESCENT	WM-CI-150	150	36.25	1970	156.0	76,154
WTRMN10182	PRETTY RIVER PARKWAY-to-RONELL CRESCENT	WM-CI-150	150	36.25	1970	9.9	4,833
WTRMN10183	OLIVER CRESCENT-to-OLIVER CRESCENT	WM-DI-150	150	56.25	1986	11.3	5,502
WTRMN10184	OLIVER CRESCENT-to-OLIVER CRESCENT	WM-DI-150	150	56.25	1986	10.2	4,954
WTRMN10185	OLIVER CRESCENT-to-OLIVER CRESCENT	WM-DI-150	150	56.25	1986	94.1	45,958
WTRMN10186	OLIVER CRESCENT	WM-DI-150	100	51.25	1986	45.8	22,369
WTRMN10187	(blank)	WM-DI-150	150	56.25	1986	151.5	73,968
WTRMN10188	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	WM-CI-150	150	33.75	1968	21.5	10,509
WTRMN10189	PRETTY RIVER PARKWAY-to-OLIVER CRESCENT	WM-CI-150	150	33.75	1968	25.7	12,555
WTRMN10190	SANDFORD FLEMING DRIVE-to-SANDFORD FLEMING DRIVE	WM-DI-150	150	76.25	2002	12.9	6,284
WTRMN10191	KRISTA COURT-to-KRISTA COURT	WM-DI-150	150	55	1985	54.3	26,532
WTRMN10192	LOCKHART ROAD-to-KRISTA COURT	WM-DI-150	150	46.25	1978	15.6	7,619
WTRMN10193	KRISTA COURT-to-KRISTA COURT	WM-DI-150	150	55	1985	53.2	25,995
WTRMN10194	KRISTA COURT-to-DEY DRIVE	WM-DI-150	150	55	1985	132.7	64,780
WTRMN10196	ERIE STREET	WM-DI-150	150	76.25	2002	55.7	27,188
WTRMN10197	SIMCOE STREET-to-ST LAWRENCE STREET	WM-DI-150	150	62.5	1991	141.4	69,021
WTRMN10198	RUSSEL STREET-to-ST LAWRENCE STREET	WM-DI-150	150	62.5	1991	173.2	84,559
WTRMN10199	HURON STREET-to-ST LAWRENCE STREET	WM-DI-150	150	61.25	1990	141.5	69,082
WTRMN10200	SUNSET COURT-to-NIAGARA STREET	WM-DI-150	150	60	1989	114.4	55,839
WTRMN10201	SUNSET COURT-to-ST LAWRENCE STREET	WM-DI-150	150	61.25	1990	69.4	33,866
WTRMN10202	ST LAWRENCE STREET-to-SUNCREST CIRCLE	WM-DI-150	150	60	1989	74.4	36,329



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN10203	(blank)	WM-DI-150	150	25.03	1973		133.6	65,232
WTRMN10204	ST LAWRENCE STREET-to-NIAGARA STREET	WM-DI-150	150	60	1989		27.6	13,476
WTRMN10205	(blank)	WM-CI-150	150	11.25	1950		14.0	6,837
WTRMN10206	ALMA STREET-to-ONTARIO STREET	WM-DI-150	150	41.25	1974		46.8	22,851
WTRMN10207	HURON STREET	WM-CI-150	150	1	1949		24.3	11,864
WTRMN10208	ST LAWRENCE STREET-to-ST LAWRENCE STREET	WM-DI-150	150	61.25	1990		67.5	32,951
WTRMN10209	ST LAWRENCE STREET-to-HURON STREET	WM-DI-150	150	61.25	1990		40.5	19,792
WTRMN10210	ONTARIO STREET-to-ST VINCENT STREET	WM-CI-150	150	7.5	1963		92.5	45,143
WTRMN10211	ST VINCENT STREET-to-ERIE STREET	WM-CI-150	150	27.5	1963		87.1	42,518
WTRMN10212	ERIE STREET-to-NIAGARA STREET	WM-DI-150	150	40	1973		108.8	53,112
WTRMN10213	MANNING AVENUE-to-BAKER STREET	WM-DI-150	150	43.75	1976		202.9	99,061
WTRMN10214	PATERSON STREET-to-Dead End	WM-CI-150	100	27.5	1967		49.6	24,225
WTRMN10215	PATERSON STREET-to-KATHERINE STREET	WM-CI-150	100	10.37	1967		116.7	56,992
WTRMN10216	BAKER STREET-to-COLLINS STREET	WM-CI-150	150	33.75	1968		103.0	50,304
WTRMN10217	COLLINS STREET-to-LESLIE DRIVE	WM-DI-150	150	38.75	1972		78.1	38,116
WTRMN10218	LESLIE DRIVE-to-LESLIE DRIVE	WM-DI-150	150	38.75	1972		35.3	17,209
WTRMN10219	(blank)	WM-DI-150	150	38.75	1972		101.6	49,599
WTRMN10220	COLLINS STREET-to-STE MARIE STREET	WM-DI-150	150	61.25	1990		100.0	48,808
WTRMN10221	COLLINS STREET	WM-CI-150	150	36.25	1970		137.3	67,024
WTRMN10222	VICTORY DRIVE-to-COLLINS STREET	WM-DI-150	150	38.75	1972		160.3	78,260
WTRMN10223	MAPLE STREET-to-HURONTARIO STREET	WM-DI-150	150	96.25	2018		239.8	117,076
WTRMN10224	MAPLE STREET-to-HURONTARIO STREET	WM-CI-150	150	1.25	1942		240.5	117,431
WTRMN10225	MAPLE STREET-to-HURONTARIO STREET	WM-DI-150	150	96.25	2018		240.7	117,542
WTRMN10226	MAPLE STREET-to-HURONTARIO STREET	WM-CI-150	150	1	1955		240.4	117,386
WTRMN10227	PINE STREET-to-HURONTARIO STREET	WM-DI-150	150	45	1977		116.0	56,647
WTRMN10228	FOURTH STREET-to-FIFTH STREET	WM-CI-150	150	11.25	1950		224.0	109,370
WTRMN10229	ALICE STREET-to-SPROULE AVENUE	WM-DI-150	150	43.75	1976		82.2	40,111
WTRMN10230	(blank)	WM-CI-150	150	11.25	1950		93.8	45,800
WTRMN10231	MAPLE STREET-to-HURONTARIO STREET	WM-CI-150	150	1	1952		245.2	119,740
WTRMN10232	MAPLE STREET-to-HURONTARIO STREET	WM-CI-150	150	5	1945		244.7	119,481
WTRMN10233	BRYAN COURT-to-KATHERINE STREET	WM-CI-150	150	16.25	1970		94.6	46,189
WTRMN10234	BRYAN DRIVE-to-LOCKHART ROAD	WM-DI-150	150	38.75	1972		94.0	45,876
WTRMN10235	(blank)	WM-CI-150	150	38.75	1972		84.7	41,372



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN10236	PRINCETON SHORES BOULEVARD	WM-CI-150	150	38.75	1972		13.3	6,480
WTRMN10237	CRANBERRY TRAIL WEST-to-VALLEYMEDE COURT	WM-DI-150	150	68.75	1996		11.8	5,761
WTRMN10239	EDGAR ROAD-to-GLEN ROAD	WM-DI-150	150	66.25	1994		215.5	105,231
WTRMN10240	HIGHWAY 26-to-Valve	WM-DI-200	200	42.5	1975		2.2	1,091
WTRMN10241	MACDONALD ROAD-to-EVA CRESCENT	WM-DI-200	200	40	1973		17.8	8,959
WTRMN10243	DEY DRIVE-to-KRISTA COURT	WM-DI-150	150	76.25	2002		38.0	18,574
WTRMN10244	DEY DRIVE-to-KRISTA COURT	WM-DI-150	150	76.25	2002		52.0	25,364
WTRMN10245	SIMCOE STREET-to-ONTARIO STREET	WM-DI-200	200	71.25	1998		205.1	103,335
WTRMN10246	HARBEN COURT	WM-DI-200	200	40	1973		120.1	60,491
WTRMN10247	(blank)	WM-DI-200	200	60	1989		40.6	20,441
WTRMN10248	(blank)	WM-DI-200	200	60	1989		31.0	15,635
WTRMN10249	DILLON DRIVE-to-PEEL STREET	WM-DI-200	200	58.75	1988		93.1	46,878
WTRMN10250	MINNESOTA STREET-to-GODDEN STREET	WM-DI-200	200	58.75	1988		46.4	23,353
WTRMN10251	DILLON DRIVE-to-GODDEN STREET	WM-DI-200	200	58.75	1988		73.9	37,229
WTRMN10252	NAPIER STREET-to-DILLON DRIVE	WM-DI-200	200	58.75	1988		89.3	44,990
WTRMN10253	NAPIER STREET-to-DILLON DRIVE	WM-DI-200	200	58.75	1988		50.2	25,308
WTRMN10254	RAGLAN STREET	WM-DI-200	200	58.75	1988		17.1	8,628
WTRMN10255	MINNESOTA STREET-to-MINNESOTA STREET	WM-DI-200	200	46.25	1978		132.3	66,654
WTRMN10256	MINNESOTA STREET-to-MINNESOTA STREET	WM-DI-200	200	58.75	1988		107.7	54,254
WTRMN10257	DILLON DRIVE-to-MINNESOTA STREET	WM-DI-200	200	58.75	1988		74.9	37,740
WTRMN10258	DILLON DRIVE-to-DILLON DRIVE	WM-DI-200	200	58.75	1988		55.7	28,042
WTRMN10259	DILLON DRIVE-to-MINNESOTA STREET	WM-DI-200	200	58.75	1988		13.5	6,795
WTRMN10260	MINNESOTA STREET-to-MANNING AVENUE	WM-DI-200	200	68.75	1996		44.1	22,210
WTRMN10261	SOUTH SERVICE ROAD-to-SOUTH SERVICE ROAD	WM-CON-400	400	33.75	1968		83.7	109,202
WTRMN10262	HUME STREET	WM-CON-400	400	13.75	1968		38.2	49,846
WTRMN10263	SOUTH SERVICE ROAD-to-CONNELL STREET	WM-CON-400	400	33.75	1968		289.8	378,133
WTRMN10264	SIXTH STREET-to-SIXTH STREET	WM-DI-400	400	75	2001		306.8	244,695
WTRMN10265	GEORGIAN MEADOWS DRIVE-to-GEORGIAN MEADOWS DRIVE	WM-DI-400	400	75	2001		30.5	24,341
WTRMN10266	(blank)	WM-CI-400	400	35	1969		30.2	24,066
WTRMN10267	ONTARIO STREET	WM-CON-400	400	30	1965		151.7	198,028
WTRMN10268	PRETTY RIVER PARKWAY-to-RONELL CRESCENT	WM-CON-450	450	33.75	1968		24.9	41,949
WTRMN10269	PRETTY RIVER PARKWAY-to-RONELL CRESCENT	WM-CON-450	450	33.75	1968		249.5	419,699
WTRMN10270	ONTARIO STREET-to-ONTARIO STREET	WM-CON-450	450	33.75	1968		46.5	78,178
WTRMN10271	(blank)	WM-CON-450	450	33.75	1968		33.3	55,937



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN10272	(blank)	WM-CON-450	450	33.75	1968		28.1	47,180
WTRMN10273	ONTARIO STREET-to-ONTARIO STREET	WM-CON-450	450	33.75	1968		46.9	78,830
WTRMN10274	PEEL STREET-to-MCKEAN CRESCENT	WM-DI-150	150	81.25	2006		8.4	4,087
WTRMN10275	MCKEAN CRESCENT	WM-DI-150	150	81.25	2006		5.9	2,868
WTRMN10276	COLLINS STREET-to-COLLINS STREET	WM-DI-250	250	81.25	2006		15.2	8,860
WTRMN10277	COLLINS STREET-to-COLLINS STREET	WM-DI-250	250	81.25	2006		5.1	2,939
WTRMN10278	COLLINS STREET-to-COLLINS STREET	WM-DI-250	250	81.25	2006		5.2	2,995
WTRMN10279	SPRUCE STREET	WM-DI-250	250	81.25	2006		68.9	40,059
WTRMN10280	WILLIAMS STREET-to-WILLIAMS STREET	WM-DI-250	250	81.25	2006		10.3	5,999
WTRMN10281	COLLINS STREET-to-WILLIAMS STREET	WM-DI-250	250	81.25	2006		56.3	32,698
WTRMN10282	LOCKHART ROAD-to-BROCK CRESCENT	WM-CI-150	150	36.25	1970		94.3	46,055
WTRMN10283	BROCK CRESCENT-to-BROCK CRESCENT	WM-DI-150	150	38.75	1972		258.8	126,332
WTRMN10284	LOCKHART ROAD-to-BROCK CRESCENT	WM-CI-150	150	36.25	1970		91.6	44,742
WTRMN10285	BRYAN DRIVE	WM-CI-150	150	36.25	1970		16.6	8,101
WTRMN10286	CAMPBELL STREET	WM-DI-150	150	38.75	1972		100.6	49,137
WTRMN10287	CAMPBELL STREET	WM-DI-150	150	55	1985		105.3	51,408
WTRMN10288	CAMPBELL STREET-to-HERRINGTON COURT	WM-DI-150	150	56.25	1986		161.7	78,938
WTRMN10289	SPRUCE STREET-to-REID CRESCENT	WM-DI-150	150	58.75	1988		37.5	18,304
WTRMN10290	REID CRESCENT-to-CAMPBELL STREET	WM-DI-150	150	58.75	1988		102.6	50,099
WTRMN10291	REID CRESCENT-to-CAMPBELL STREET	WM-DI-150	150	60	1989		111.9	54,638
WTRMN10292	SPRUCE STREET-to-REID CRESCENT	WM-DI-150	150	60	1989		181.7	88,711
WTRMN10293	CAMPBELL STREET	WM-DI-150	150	55	1985		92.0	44,898
WTRMN10294	RHONDA ROAD	WM-DI-150	150	42.5	1975		112.3	54,831
WTRMN10295	MACKAY COURT	WM-DI-150	150	42.5	1975		49.5	24,168
WTRMN10296	CAMERON STREET-to-DICKSON ROAD	WM-DI-150	150	38.75	1972		252.0	123,018
WTRMN10297	CAMPBELL STREET-to-OAK STREET	WM-CI-150	150	32.5	1967		114.7	55,985
WTRMN10298	FERGUSON ROAD	WM-CI-150	150	5.42	1960		109.1	53,283
WTRMN10299	(blank)	WM-CI-150	150	11.25	1966		88.8	43,353
WTRMN10300	(blank)	WM-CI-150	150	5.94	1966		158.1	77,172
WTRMN10301	CAMPBELL STREET-to-PARK ROAD	WM-CI-150	150	31.25	1966		65.9	32,187
WTRMN10302	(blank)	WM-CI-150	150	11.25	1966		82.6	40,311
WTRMN10303	CAMERON STREET	WM-CI-150	150	23.21	1966		248.9	121,523
WTRMN10304	WALNUT STREET-to-PARK ROAD	WM-CI-150	150	31.25	1966		44.9	21,913
WTRMN10305	PARK ROAD	WM-CI-150	150	31.25	1966		48.4	23,616
WTRMN10306	(blank)	WM-CI-150	150	31.25	1966		125.0	61,036
WTRMN10307	CAMERON STREET-to-FERGUSON ROAD	WM-CI-150	150	1	1960		84.7	41,359



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN10308	OAK STREET-to-WILLOW STREET	WM-CI-150	150	30	1965		64.4	31,439
WTRMN10309	CAMERON STREET-to-WILLOW STREET	WM-CI-150	150	23.75	1960		85.5	41,742
WTRMN10310	CAMERON STREET-to-CLARKSON CRESCENT	WM-CI-150	150	31.25	1966		90.6	44,252
WTRMN10311	CLARKSON CRESCENT-to-CLARKSON CRESCENT	WM-CI-150	150	31.25	1966		35.4	17,267
WTRMN10312	TENTH LINE-to-CLARKSON CRESCENT	WM-CI-150	150	31.25	1966		106.1	51,816
WTRMN10313	CLARKSON CRESCENT-to-CLARKSON CRESCENT	WM-CI-150	150	31.25	1966		45.7	22,288
WTRMN10314	TENTH STREET-to-CLARKSON CRESCENT	WM-CI-150	150	31.25	1966		117.8	57,503
WTRMN10315	TENTH STREET-to-WILLOW STREET	WM-CI-150	150	23.75	1960		99.9	48,777
WTRMN10316	NINTH STREET-to-FAIR STREET	WM-CI-150	150	23.75	1960		136.7	66,749
WTRMN10317	FAIR STREET-to-CAMERON STREET	WM-CI-150	150	5	1945		105.5	51,524
WTRMN10319	OAK STREET-to-BIRCH STREET	WM-DI-150	150	56.25	1986		112.3	54,831
WTRMN10320	NINTH STREET-to-TENTH STREET	WM-DI-150	150	55	1985		117.1	57,161
WTRMN10321	CLARKSON CRESCENT-to-OAK STREET	WM-CI-150	150	31.25	1966		88.6	43,268
WTRMN10322	CLARKSON CRESCENT-to-CLARKSON CRESCENT	WM-CI-150	150	31.25	1966		78.0	38,073
WTRMN10323	NINTH STREET-to-BIRCH STREET	WM-DI-150	150	55	1985		4.5	2,205
WTRMN10324	EIGHTH STREET-to-NINTH STREET	WM-DI-150	150	55	1985		128.2	62,592
WTRMN10325	EIGHTH STREET-to-NINTH STREET	WM-CI-150	150	1	1942		134.7	65,785
WTRMN10326	BIRCH STREET-to-MAPLE STREET	WM-DI-150	150	96.25	2018		241.5	117,899
WTRMN10327	WALNUT STREET-to-CLARKSON CRESCENT	WM-CI-150	150	11.25	1966		78.5	38,333
WTRMN10328	WALNUT STREET-to-OAK STREET	WM-CI-150	150	12.04	1964		239.4	116,882
WTRMN10329	BIRCH STREET-to-MAPLE STREET	WM-DI-150	150	96.25	2018		240.2	117,293
WTRMN10330	SEVENTH STREET-to-EIGHTH STREET	WM-CI-150	150	23.75	1960		125.8	61,440
WTRMN10331	SIXTH STREET-to-SEVENTH STREET	WM-CI-150	150	23.75	1960		127.4	62,192
WTRMN10332	SEVENTH STREET-to-EIGHTH STREET	WM-CI-150	150	1	1942		126.5	61,763
WTRMN10333	SIXTH STREET-to-SEVENTH STREET	WM-CI-150	100	1	1942		126.4	61,706
WTRMN10334	FIFTH STREET-to-OAK STREET	WM-DI-150	150	55	1985		95.7	46,700
WTRMN10335	OAK STREET-to-SIXTH STREET	WM-DI-150	150	55	1985		15.5	7,561
WTRMN10336	FIFTH STREET-to-SIXTH STREET	WM-CI-150	150	23.75	1960		102.0	49,776
WTRMN10337	MAPLE STREET-to-PINE STREET	WM-DI-150	150	45	1977		125.1	61,077
WTRMN10338	FIFTH STREET-to-SIXTH STREET	WM-CI-150	150	5	1945		118.8	57,983
WTRMN10339	FOURTH STREET-to-FIFTH STREET	WM-CI-150	150	23.75	1960		220.6	107,699
WTRMN10340	FOURTH STREET-to-FIFTH STREET	WM-DI-150	150	55	1985		224.5	109,598
WTRMN10341	THIRD STREET-to-FOURTH STREET	WM-DI-150	150	53.75	1984		227.3	111,000



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
WTRMN10342	HURONTARIO STREET	WM-DI-150	150	47.5	1979	9.4	4,588
WTRMN10343	PINE STREET-to-HURONTARIO STREET	WM-DI-150	150	41.25	1974	123.9	60,511
WTRMN10344	MAPLE STREET-to-PINE STREET	WM-DI-150	150	43.75	1976	119.6	58,400
WTRMN10345	SECOND STREET-to-THIRD STREET	WM-DI-150	150	38.75	1972	224.2	109,472
WTRMN10346	SECOND STREET-to-THIRD STREET	WM-DI-150	150	55	1985	223.6	109,153
WTRMN10347	OAK STREET-to-BIRCH STREET	WM-CI-150	150	11.25	1950	121.8	59,490
WTRMN10348	SECOND STREET-to-THIRD STREET	WM-DI-150	150	46.25	1978	221.7	108,238
WTRMN10349	CEDAR STREET-to-OAK STREET	WM-CI-150	150	23.75	1960	116.8	57,006
WTRMN10350	OAK STREET-to-BIRCH STREET	WM-DI-150	150	62.5	1991	123.7	60,395
WTRMN10351	BIRCH STREET-to-BEECH STREET	WM-DI-150	150	62.5	1991	121.2	59,184
WTRMN10352	BEECH STREET-to-MAPLE STREET	WM-CI-150	150	17.5	1955	120.3	58,721
WTRMN10353	HURONTARIO STREET-to-SIMCOE STREET	WM-DI-150	150	41.25	1974	58.9	28,777
WTRMN10354	SIDE LAUNCH WAY	WM-CI-150	150	1	1945	65.5	32,000
WTRMN10355	HIGH STREET-to-SPRUCE STREET	WM-DI-150	150	75	2001	329.5	160,895
WTRMN10356	TELFER ROAD-to-SPRUCE STREET	WM-DI-150	150	75	2001	72.6	35,444
WTRMN10357	SPRUCE STREET-to-TELFER ROAD	WM-DI-150	150	75	2001	93.4	45,602
WTRMN10363	TELFER ROAD-to-TELFER ROAD	WM-DI-150	150	75	2001	40.9	19,947
WTRMN10364	GRIFFIN ROAD-to-COURTICE CRESCENT	WM-CI-150	150	32.5	1967	196.0	95,672
WTRMN10365	COURTICE CRESCENT-to-COURTICE CRESCENT	WM-CI-150	150	32.5	1967	88.8	43,371
WTRMN10366	COURTICE CRESCENT-to-GRIFFIN ROAD	WM-CI-150	150	32.5	1967	196.3	95,841
WTRMN10367	HIGH STREET-to-COURTICE CRESCENT	WM-CI-150	150	32.5	1967	51.3	25,024
WTRMN10368	GRIFFIN ROAD-to-COURTICE CRESCENT	WM-CI-150	150	32.5	1967	94.1	45,925
WTRMN10369	COURTICE CRESCENT-to-SPRUCE STREET	WM-CI-150	150	32.5	1967	89.0	43,447
WTRMN10370	SPRUCE STREET	WM-CI-150	150	19.82	1967	157.7	77,003
WTRMN10371	GIBBARD CRESCENT-to-WHIPPS COURT	WM-CI-150	150	37.5	1971	84.5	41,242
WTRMN10372	GIBBARD CRESCENT	WM-CI-150	150	37.5	1971	59.7	29,151
WTRMN10373	GIBBARD CRESCENT-to-WHIPPS COURT	WM-CI-150	150	37.5	1971	87.6	42,787
WTRMN10374	SPRUCE STREET-to-GIBBARD CRESCENT	WM-CI-150	150	37.5	1971	150.7	73,596
WTRMN10375	HIGH STREET-to-SPRUCE STREET	WM-CI-150	150	1	1968	239.2	116,791
WTRMN10376	SPRUCE STREET-to-WALNUT STREET	WM-CI-150	150	1	1968	245.4	119,817
WTRMN10377	FIFTH STREET-to-SIXTH STREET	WM-DI-150	150	52.5	1983	118.3	57,737
WTRMN10378	WATTS CRESCENT-to-FIFTH STREET	WM-DI-150	150	41.25	1974	112.3	54,819
WTRMN10379	SPRUCE STREET-to-WATTS CRESCENT	WM-DI-150	150	41.25	1974	136.7	66,726
WTRMN10380	WATTS CRESCENT-to-FIFTH	WM-CI-150	150	36.25	1970	111.1	54,219



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	STREET						
WTRMN10381	BRANIFF COURT-to-WATTS CRESCENT	WM-CI-150	150	36.25	1970	84.2	41,085
WTRMN10382	SPRUCE STREET-to-FOURTH STREET	WM-CI-150	150	36.25	1970	25.6	12,492
WTRMN10383	SPRUCE STREET-to-FOURTH STREET	WM-DI-150	150	18.99	1971	108.1	52,760
WTRMN10384	FOURTH STREET-to-FIFTH STREET	WM-DI-150	150	50	1981	223.4	109,084
WTRMN10385	HICKORY STREET-to-WALNUT STREET	WM-DI-150	150	42.5	1975	122.2	59,646
WTRMN10386	THIRD STREET-to-FOURTH STREET	WM-CI-150	150	6.61	1970	202.5	98,849
WTRMN10387	THIRD STREET-to-FOURTH STREET	WM-DI-150	150	50	1981	229.6	112,091
WTRMN10388	HIGH STREET-to-MURRAY COURT	WM-CI-150	150	35	1969	44.1	21,543
WTRMN10389	HIGH STREET-to-SECOND STREET	WM-CI-150	150	35	1969	108.9	53,155
WTRMN10390	HIGH STREET-to-ELM STREET	WM-CI-150	150	35	1969	137.4	67,101
WTRMN10391	FIRST STREET-to-SECOND STREET	WM-CI-150	150	25.2	1969	204.0	99,623
WTRMN10392	SPRUCE STREET-to-HICKORY STREET	WM-CI-150	150	30	1965	120.7	58,939
WTRMN10393	WALNUT STREET-to-CEDAR STREET	WM-CI-150	150	23.75	1960	118.6	57,917
WTRMN10394	HICKORY STREET-to-WALNUT STREET	WM-CI-150	150	23.75	1960	123.5	60,292
WTRMN10395	(blank)	WM-CI-150	150	5	1945	179.1	87,465
WTRMN10396	BALSAM STREET	WM-CI-150	150	5	1945	202.1	98,669
WTRMN10397	BALSAM STREET	WM-CI-150	150	5	1945	29.2	14,276
WTRMN10398	ELM STREET-to-SPRUCE STREET	WM-DI-150	150	42.5	1975	122.1	59,614
WTRMN10399	SIXTH STREET	WM-DI-150	150	75	2001	35.8	17,488
WTRMN10400	MARINA CRESCENT-to-GEORGIAN MEADOWS DRIVE	WM-DI-150	150	75	2001	206.8	100,956
WTRMN10401	MARINA CRESCENT-to-MARINA CRESCENT	WM-DI-150	150	75	2001	80.2	39,139
WTRMN10402	MARINA CRESCENT-to-GEORGIAN MEADOWS DRIVE	WM-DI-150	150	75	2001	193.1	94,292
WTRMN10403	MARINA CRESCENT-to-GEORGIAN MEADOWS DRIVE	WM-DI-150	150	75	2001	77.9	38,028
WTRMN10404	MARINA CRESCENT-to-SIXTH STREET	WM-DI-150	150	75	2001	63.7	31,121
WTRMN10405	HIGHLANDS CRESCENT-to-MARINA CRESCENT	WM-DI-150	150	75	2001	103.4	50,504
WTRMN10406	HIGHLANDS CRESCENT-to-GEORGIAN MEADOWS DRIVE	WM-DI-150	150	75	2001	194.7	95,063
WTRMN10407	HIGHLANDS CRESCENT-to-HIGHLANDS CRESCENT	WM-DI-150	150	75	2001	72.3	35,285
WTRMN10408	HIGHLANDS CRESCENT-to-HIGHLANDS CRESCENT	WM-DI-150	150	75	2001	93.5	45,637
WTRMN10409	HIGHLANDS CRESCENT-to-GEORGIAN MEADOWS DRIVE	WM-DI-150	150	75	2001	42.0	20,505
WTRMN10410	GEORGIAN MEADOWS DRIVE-to-HIGHLANDS CRESCENT	WM-DI-150	150	75	2001	96.8	47,254



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN10411	GEORGIAN MEADOWS DRIVE-to-HIGHLANDS CRESCENT	WM-DI-150	150	75	2001		23.6	11,539
WTRMN10412	GEORGIAN MEADOWS DRIVE-to-HIGHLANDS CRESCENT	WM-DI-150	150	75	2001		100.2	48,940
WTRMN10413	(blank)	WM-DI-150	150	75	2001		95.6	46,669
WTRMN10414	GEORGIAN MEADOWS DRIVE-to-CONNOR AVENUE	WM-DI-150	150	75	2001		12.2	5,959
WTRMN10417	NETTLETON COURT-to-CRANBERRY QUAY	WM-DI-150	150	58.75	1988		124.2	60,617
WTRMN10418	TROTT BOULEVARD-to-TROTT BOULEVARD	WM-DI-150	150	58.75	1988		17.1	8,331
WTRMN10419	TROTT BOULEVARD-to-MCINTOSH GATE	WM-DI-150	150	58.75	1988		59.2	28,895
WTRMN10420	TROTT BOULEVARD-to-NETTLETON COURT	WM-DI-150	150	58.75	1988		22.6	11,042
WTRMN10421	TROTT BOULEVARD-to-SHEFFIELD TERRACE	WM-DI-150	150	58.75	1988		29.6	14,463
WTRMN10422	BALSAM STREET-to-CRANBERRY QUAY	WM-DI-150	150	58.75	1988		70.6	34,451
WTRMN10423	BALSAM STREET-to-CRANBERRY QUAY	WM-DI-150	150	58.75	1988		54.3	26,513
WTRMN10424	TROTT BOULEVARD-to-TROTT BOULEVARD	WM-DI-150	150	58.75	1988		16.7	8,137
WTRMN10425	TROTT BOULEVARD-to-TROTT BOULEVARD	WM-DI-150	150	58.75	1988		15.5	7,564
WTRMN10426	HARBOUR STREET WEST-to-HARBOUR STREET WEST	WM-DI-150	150	47.5	1979		6.1	2,991
WTRMN10427	HARBOUR STREET WEST-to-HARBOUR STREET WEST	WM-DI-150	150	47.5	1979		5.5	2,668
WTRMN10428	DAWSON DRIVE-to-ESCARPMENT CRESCENT	WM-DI-150	150	38.75	1972		14.6	7,149
WTRMN10429	DAWSON DRIVE-to-DAWSON DRIVE	WM-DI-150	150	51.25	1982		8.6	4,204
WTRMN10430	ESCARPMENT CRESCENT-to-DAWSON DRIVE	WM-DI-150	150	51.25	1982		13.8	6,723
WTRMN10431	OXBOW CRESCENT-to-DAWSON DRIVE	WM-DI-150	150	51.25	1982		11.9	5,797
WTRMN10432	DAWSON DRIVE-to-DAWSON DRIVE	WM-DI-150	150	51.25	1982		8.3	4,049
WTRMN10433	OXBOW CRESCENT-to-DAWSON DRIVE	WM-DI-150	150	51.25	1982		12.0	5,864
WTRMN10434	DAWSON DRIVE-to-DAWSON DRIVE	WM-DI-150	150	51.25	1982		10.6	5,195
WTRMN10435	DAWSON DRIVE-to-DANCE STREET	WM-DI-150	150	51.25	1982		8.2	4,025
WTRMN10436	WOODLAND COURT-to-CRANBERRY TRAIL EAST	WM-DI-150	150	73.75	2000		11.7	5,698
WTRMN10437	DAWSON DRIVE-to-FAIRWAY CRESCENT	WM-DI-150	150	51.25	1982		6.3	3,089
WTRMN10438	HIGHWAY 26-to-GUN CLUB ROAD	WM-PVC-150	150	56.25	1986		9.6	4,705
WTRMN10439	(blank)	WM-CI-150	150	38.75	1972		166.4	81,235
WTRMN10440	(blank)	WM-CI-150	150	38.75	1972		61.6	30,079
WTRMN10441	(blank)	WM-CI-150	150	38.75	1972		109.6	53,496
WTRMN10442	(blank)	WM-CI-150	150	38.75	1972		80.9	39,479
WTRMN10443	(blank)	WM-CI-150	150	38.75	1972		170.1	83,064
WTRMN10444	(blank)	WM-CI-150	150	38.75	1972		136.5	66,635



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN10445	(blank)	WM-CI-150	150	38.75	1972		255.3	124,657
WTRMN10446	(blank)	WM-CI-150	150	38.75	1972		12.9	6,288
WTRMN10447	(blank)	WM-CI-150	150	38.75	1972		194.0	94,706
WTRMN10448	(blank)	WM-CI-150	150	38.75	1972		97.6	47,652
WTRMN10449	HIGHWAY 26-to-GUN CLUB ROAD	WM-DI-150	150	56.25	1986		2.1	1,014
WTRMN10452	Beachwood Road	WM-DI-150	150	65	1993		137.3	67,047
WTRMN10453	HIGHWAY 26	WM-CI-150	150	36.25	1970		16.1	7,867
WTRMN10454	PRETTY RIVER PARKWAY	WM-CI-150	150	36.25	1970		13.9	6,784
WTRMN10455	COLLINS STREET	WM-DI-150	150	47.5	1979		12.3	6,019
WTRMN10456	SIMCOE STREET-to-PEEL STREET	WM-CI-150	150	32.5	1967		20.2	9,880
WTRMN10457	(blank)	WM-DI-150	100	35	1973		11.8	5,757
WTRMN10458	DAWSON DRIVE	WM-DI-150	150	51.25	1982		4.4	2,131
WTRMN10459	MOUNTAIN ROAD	WM-DI-150	150	77.5	2003		15.8	7,697
WTRMN10460	MOUNTAIN ROAD	WM-DI-150	150	47.5	1979		21.7	10,571
WTRMN10461	HIGH STREET-to-HIGH STREET	WM-CI-150	150	35	1969		7.3	3,570
WTRMN10462	TENTH STREET	WM-DI-150	150	47.5	1979		12.8	6,224
WTRMN10463	WILLOW STREET-to-BIRCH STREET	WM-CI-150	150	30	1965		12.9	6,303
WTRMN10464	FIRST STREET-to-CAMBRIDGE STREET	WM-DI-200	200	80	2005		156.9	79,030
WTRMN10467	HURON STREET	WM-CI-150	150	10	1949		4.3	2,083
WTRMN10468	PINE STREET-to-HURONTARIO STREET	WM-CI-200	200	8.75	1950		123.6	62,237
WTRMN10469	SECOND STREET-to-THIRD STREET	WM-DI-200	200	38.75	1972		222.5	112,105
WTRMN10470	PINE STREET-to-PINE STREET	WM-DI-200	200	45	1977		28.5	14,334
WTRMN10471	THIRD STREET-to-PINE STREET	WM-DI-200	200	45	1977		13.4	6,739
WTRMN10472	SECOND STREET-to-THIRD STREET	WM-CI-200	200	11.25	1950		220.3	110,952
WTRMN10473	THIRD STREET-to-FOURTH STREET	WM-CI-150	150	11.25	1950		226.9	114,318
WTRMN10474	TELFER ROAD	WM-DI-200	200	52.5	1983		203.4	95,842
WTRMN10475	CHAMBERLAIN CRESCENT-to-TELFER ROAD	WM-DI-200	200	65	1993		329.6	155,323
WTRMN10476	TENTH STREET	WM-DI-200	200	41.25	1974		123.7	58,313
WTRMN10477	HIGH STREET	WM-DI-200	200	20	1973		66.9	33,713
WTRMN10478	(blank)	WM-DI-200	200	23.84	1973		123.8	62,364
WTRMN10479	SPRUCE STREET-to-TENTH STREET	WM-DI-200	200	40	1973		61.9	31,177
WTRMN10480	SPRUCE STREET-to-TENTH STREET	WM-CI-200	200	37.5	1971		86.7	43,664
WTRMN10481	TENTH STREET-to-GIBBARD CRESCENT	WM-CI-200	200	37.5	1971		88.4	44,544
WTRMN10482	GRIFFIN ROAD-to-GIBBARD CRESCENT	WM-CI-200	200	37.5	1971		91.0	45,820
WTRMN10483	SEVENTH STREET-to-GIBBARD CRESCENT	WM-CI-200	200	12.5	1967		82.5	41,572
WTRMN10484	SIXTH STREET-to-SEVENTH STREET	WM-CI-200	200	16.22	1967		122.8	61,875
WTRMN10485	SPRUCE STREET-to-WALNUT STREET	WM-CI-200	200	1	1967		244.4	123,102
WTRMN10486	FIFTH STREET-to-SIXTH STREET	WM-CI-200	200	36.25	1970		111.6	52,588
WTRMN10487	HIGH STREET-to-HIGH STREET	WM-DI-200	200	72.5	1999		24.6	12,387



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
WTRMN10488	SLALOM GATE ROAD-to-MOUNTAIN ROAD	WM-DI-400	400	80	2005	109.7	87,482
WTRMN10489	MOUNTAIN ROAD-to-MOUNTAIN ROAD	WM-DI-400	400	80	2005	49.8	39,741
WTRMN10490	MOUNTAIN ROAD-to-MOUNTAIN ROAD	WM-DI-400	400	80	2005	39.2	31,247
WTRMN10491	MOUNTAIN ROAD-to-MOUNTAIN ROAD	WM-DI-400	400	80	2005	304.7	242,986
WTRMN10492	MOUNTAIN ROAD-to-ELGIN STREET	WM-DI-400	400	80	2005	608.4	485,156
WTRMN10493	MOUNTAIN ROAD	WM-DI-150	150	80	2005	6.4	3,121
WTRMN10494	MOUNTAIN ROAD-to-HILL STREET	WM-DI-400	400	80	2005	86.0	68,587
WTRMN10495	MOUNTAIN ROAD	WM-DI-400	400	80	2005	14.1	11,277
WTRMN10496	MOUNTAIN ROAD-to-MAIR MILLS DRIVE	WM-DI-400	400	80	2005	139.4	111,179
WTRMN10530	BAYSIDE COURT	WM-PVC-150	150	71.25	1998	58.8	28,709
WTRMN10540	ONTARIO STREET-to-ELGIN STREET	WM-DI-150	150	47.5	1979	9.7	4,715
WTRMN10541	OSLER BLUFF ROAD-to-FOREST DRIVE	WM-DI-200	200	60	1989	104.9	49,414
WTRMN10542	FOREST DRIVE-to-ALPINE COURT	WM-DI-200	200	60	1989	136.7	64,395
WTRMN10543	FOREST DRIVE-to-ALPINE COURT	WM-DI-200	200	60	1989	74.5	35,085
WTRMN10544	FOREST DRIVE-to-FOREST DRIVE	WM-DI-200	200	60	1989	110.8	52,220
WTRMN10545	FOREST DRIVE-to-FOREST DRIVE	WM-DI-200	200	60	1989	29.8	14,017
WTRMN10546	FOREST DRIVE-to-FOREST DRIVE	WM-DI-200	200	60	1989	52.1	24,544
WTRMN10547	FOREST DRIVE-to-CRAIGLEITH COURT	WM-DI-200	200	60	1989	56.5	26,615
WTRMN10548	SILVER CREEK DRIVE-to-FOREST DRIVE	WM-DI-200	200	60	1989	143.6	67,692
WTRMN10549	FOREST DRIVE-to-GEORGIAN COURT	WM-DI-200	200	60	1989	128.4	60,484
WTRMN10550	FOREST DRIVE-to-FOREST DRIVE	WM-DI-200	200	60	1989	35.3	16,622
WTRMN10551	FOREST DRIVE-to-FOREST DRIVE	WM-DI-200	200	60	1989	18.7	8,821
WTRMN10552	BRAESIDE STREET-to-BRAESIDE STREET	WM-DI-150	150	70	1997	226.1	110,380
WTRMN10553	BEACHSIDE LANE-to-BEACHSIDE LANE	WM-DI-200	200	70	1997	28.4	14,285
WTRMN10554	GEORGIAN MANOR LANE-to-GEORGIAN MANOR DRIVE	WM-DI-200	200	66.25	1994	85.9	43,292
WTRMN10555	GEORGIAN MANOR DRIVE-to-GEORGIAN MANOR DRIVE	WM-DI-200	200	66.25	1994	62.1	31,295
WTRMN10556	LAKEVIEW AVENUE-to-GEORGIAN MANOR DRIVE	WM-DI-200	200	66.25	1994	278.6	140,321
WTRMN10557	GEORGIAN MANOR DRIVE	WM-DI-200	200	66.25	1994	98.9	49,843
WTRMN10558	LAKEVIEW AVENUE-to-GEORGIAN MANOR DRIVE	WM-DI-200	200	66.25	1994	138.8	69,920
WTRMN10559	GEORGIAN MANOR DRIVE-to-GEORGIAN MANOR DRIVE	WM-DI-200	200	56.25	1986	285.5	143,843



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
WTRMN10560	GEORGIAN MANOR DRIVE-to-GEORGIAN MANOR DRIVE	WM-DI-200	200	56.25	1986	83.6	42,093
WTRMN10561	HURONIA PATHWAY-to-GEORGIAN MANOR DRIVE	WM-DI-200	200	56.25	1986	243.5	122,662
WTRMN10562	GEORGIAN MANOR DRIVE-to-GEORGIAN MANOR DRIVE	WM-DI-200	200	56.25	1986	49.8	25,070
WTRMN10563	GEORGIAN MANOR DRIVE-to-GEORGIAN MANOR DRIVE	WM-DI-200	200	66.25	1994	34.2	17,218
WTRMN10564	EVA CRESCENT-to-GLEN ROGERS ROAD	WM-DI-200	200	40	1973	155.7	78,417
WTRMN10565	MANNING AVENUE-to-BELL BOULEVARD	WM-DI-200	200	43.75	1976	213.8	107,720
WTRMN10566	BELL BOULEVARD-to-COLLINS STREET	WM-DI-200	200	22.25	1976	105.3	53,029
WTRMN10567	COLLINS STREET-to-LOCKHART ROAD	WM-DI-200	200	46.25	1978	119.6	60,235
WTRMN10568	CARMICHEAL CRESCENT-to-LOCKHART ROAD	WM-DI-200	200	46.25	1978	81.7	41,168
WTRMN10569	KRISTA COURT-to-DEY DRIVE	WM-DI-200	200	46.25	1978	133.7	67,360
WTRMN10570	LOCKHART ROAD-to-CARMICHEAL CRESCENT	WM-DI-200	200	46.25	1978	133.1	67,053
WTRMN10571	LOCKHART ROAD-to-CARMICHEAL CRESCENT	WM-DI-200	200	46.25	1978	113.1	56,974
WTRMN10572	KATHERINE STREET-to-KATHERINE STREET	WM-CI-200	200	36.25	1970	82.3	41,472
WTRMN10573	BRYAN COURT-to-KATHERINE STREET	WM-CI-200	200	36.25	1970	50.8	25,611
WTRMN10574	LOCKHART ROAD-to-KATHERINE STREET	WM-DI-200	200	38.75	1972	91.4	46,019
WTRMN10575	MANNING AVENUE-to-MANNING AVENUE	WM-DI-200	200	68.75	1996	31.2	15,730
WTRMN10576	SPROULE AVENUE-to-MANNING AVENUE	WM-DI-200	200	43.75	1976	13.3	6,688
WTRMN10577	HURONTARIO STREET-to-BROCK CRESCENT	WM-CI-200	200	38.75	1972	87.4	44,029
WTRMN10578	LOCKHART ROAD-to-BRYAN COURT	WM-CI-200	200	38.75	1972	44.3	22,313
WTRMN10579	LOCKHART ROAD-to-KATHERINE STREET	WM-CI-200	200	38.75	1972	62.3	31,400
WTRMN10580	SPRUCE STREET-to-HERRINGTON COURT	WM-DI-200	200	53.75	1984	89.6	45,146
WTRMN10581	CAMPBELL STREET-to-CAMPBELL STREET	WM-DI-200	200	53.75	1984	64.6	32,545
WTRMN10582	FERGUSON ROAD-to-OAK STREET	WM-DI-200	200	37.5	1971	92.0	46,322
WTRMN10583	FERGUSON ROAD-to-OAK STREET	WM-DI-200	200	23.9	1971	147.0	74,059
WTRMN10584	SPRUCE STREET-to-SMART COURT	WM-DI-200	200	53.75	1984	92.0	43,361
WTRMN10585	HIGH STREET-to-REID CRESCENT	WM-DI-200	200	53.75	1984	177.5	83,638
WTRMN10586	CAMERON STREET-to-RHONDA ROAD	WM-DI-200	200	38.75	1972	111.4	56,115
WTRMN10587	MASON ROAD-to-RHONDA ROAD	WM-DI-200	200	38.75	1972	141.8	71,451
WTRMN10588	CAMPBELL STREET-to-MASON ROAD	WM-DI-200	200	38.75	1972	54.0	27,213
WTRMN10589	MASON ROAD-to-DICKSON ROAD	WM-DI-200	200	38.75	1972	48.4	24,364



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN10590	MASON ROAD-to-DICKSON ROAD	WM-DI-200	200	38.75	1972		30.9	15,558
WTRMN10591	WILLOW STREET-to-CAMERON STREET	WM-CI-200	200	30	1965		85.7	43,151
WTRMN10592	SPRUCE STREET-to-WALNUT STREET	WM-DI-200	200	37.5	1971		245.3	123,565
WTRMN10593	FOURTH STREET-to-FIFTH STREET	WM-DI-200	200	42.5	1977		214.6	108,088
WTRMN10594	(blank)	WM-DI-200	200	42.5	1977		191.0	96,234
WTRMN10595	MAPLE STREET-to-PINE STREET	WM-CI-200	200	8.75	1950		118.6	59,728
WTRMN10613	MACDONALD ROAD-to-MACDONALD ROAD	WM-DI-150	150	82.5	2007		3.8	1,716
WTRMN10614	(blank)	WM-CI-200	200	5	1945		141.0	71,035
WTRMN10615	MARINE VIEW DRIVE	WM-DI-200	200	73.75	2000		140.0	65,958
WTRMN10616	MARINERS HAVEN	WM-CI-200	200	36.25	1970		32.2	16,203
WTRMN10617	(blank)	WM-DI-200	200	57.5	2003		26.8	13,485
WTRMN10618	DAWSON DRIVE	WM-DI-200	200	38.75	1972		5.8	2,933
WTRMN10619	GREENBRIAR DRIVE-to-CRANBERRY QUAY	WM-DI-200	200	76.25	2002		13.1	6,580
WTRMN10620	RAGLAN STREET-to-ONTARIO STREET	WM-CI-250	250	11.25	1950		37.8	21,946
WTRMN10621	EAST STREET	WM-CI-250	250	11.25	1950		95.9	55,740
WTRMN10622	(blank)	WM-CI-250	250	11.25	1950		64.8	37,671
WTRMN10623	MINNESOTA STREET-to-NAPIER STREET	WM-CI-250	250	11.25	1950		118.8	69,044
WTRMN10624	(blank)	WM-CI-250	250	11.25	1950		26.1	15,166
WTRMN10625	(blank)	WM-CI-250	250	11.25	1950		32.4	18,815
WTRMN10626	(blank)	WM-CI-250	250	11.25	1950		5.6	3,225
WTRMN10627	ST PAUL STREET	WM-CI-250	250	11.25	1950		140.2	81,475
WTRMN10628	ELGIN STREET-to-ST PAUL STREET	WM-CI-250	250	8.75	1950		112.4	65,302
WTRMN10629	HURONTARIO STREET-to-STE MARIE STREET	WM-CI-250	250	11.25	1950		120.7	70,149
WTRMN10630	COLLINS STREET-to-LOCKHART ROAD	WM-DI-250	250	47.5	1979		209.0	121,467
WTRMN10631	HUME STREET-to-HAMILTON STREET	WM-DI-250	250	55	1985		201.3	117,028
WTRMN10632	ROBINSON STREET-to-PATERSON STREET	WM-CI-250	250	33.75	1968		105.3	61,204
WTRMN10633	PATERSON STREET-to-LESLIE DRIVE	WM-CI-250	250	33.75	1968		41.4	24,033
WTRMN10634	LESLIE DRIVE-to-KATHERINE STREET	WM-CI-250	250	1	1968		75.2	43,684
WTRMN10635	KATHERINE STREET-to-ALICE STREET	WM-DI-250	250	47.5	1979		90.4	52,571
WTRMN10636	STE MARIE STREET-to-ROBINSON STREET	WM-CI-250	250	19.44	1968		139.7	81,216
WTRMN10637	OAK STREET-to-DICKSON ROAD	WM-DI-250	250	38.75	1972		72.6	42,181
WTRMN10638	DICKSON ROAD-to-BIRCH STREET	WM-DI-250	250	38.75	1972		36.8	21,363
WTRMN10639	MASON ROAD-to-BIRCH STREET	WM-DI-250	250	38.75	1972		57.0	33,113
WTRMN10640	MASON ROAD-to-MAPLE STREET	WM-DI-250	250	63.75	1992		192.3	111,769
WTRMN10641	GRIFFIN ROAD-to-TENTH STREET	WM-DI-250	250	23.24	1973		119.3	64,879
WTRMN10642	(blank)	WM-CI-250	250	13.02	1960		372.6	202,624
WTRMN10643	BALSAM STREET	WM-CI-250	250	23.75	1960		97.9	53,212
WTRMN10644	BALSAM STREET-to-BALSAM	WM-CI-250	250	23.75	1960		93.2	50,655



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
	STREET							
WTRMN10645	BALSAM STREET-to-MARINERS HAVEN	WM-CI-250	250	23.75	1960		61.5	33,454
WTRMN10646	MARINERS HAVEN-to-MARINERS HAVEN	WM-CI-250	250	23.75	1960		11.3	6,131
WTRMN10647	HIGHWAY 26-to-KEITH AVENUE	WM-DI-250	250	48.75	1980		51.4	29,858
WTRMN10648	KEITH AVENUE	WM-DI-250	250	48.75	1980		36.9	21,451
WTRMN10649	SIMCOE STREET-to-PRETTY RIVER PARKWAY	WM-CI-250	250	11.25	1950		109.9	63,854
WTRMN10652	SILVER CREEK DRIVE-to-SILVER CREEK DRIVE	WM-DI-300	300	60	1989		52.8	32,524
WTRMN10653	SILVER CREEK DRIVE-to-SILVER CREEK DRIVE	WM-DI-300	300	60	1989		139.6	86,039
WTRMN10654	SILVER CREEK DRIVE-to-SILVER CREEK DRIVE	WM-DI-300	300	60	1989		57.2	35,272
WTRMN10655	SILVER CREEK DRIVE-to-SILVER CREEK DRIVE	WM-DI-300	300	60	1989		140.9	86,856
WTRMN10656	OSLER BLUFF ROAD-to-HOLLY COURT	WM-DI-300	300	68.75	1996		361.4	222,704
WTRMN10657	OSLER BLUFF ROAD-to-LAUREL BOULEVARD	WM-DI-300	300	72.5	1999		275.6	169,854
WTRMN10658	OSLER BLUFF ROAD-to-OSLER BLUFF ROAD	WM-DI-300	300	76.25	2002		144.2	88,871
WTRMN10659	OSLER BLUFF ROAD-to-OSLER BLUFF ROAD	WM-DI-300	300	76.25	2002		11.4	6,994
WTRMN10660	OSLER BLUFF ROAD-to-MOUNT VIEW COURT	WM-DI-300	300	76.25	2002		35.4	21,791
WTRMN10661	SILVER CREEK DRIVE-to-FOREST DRIVE	WM-DI-300	300	60	1989		176.5	108,790
WTRMN10662	SILVER CREEK DRIVE-to-SILVER CREEK DRIVE	WM-DI-300	300	60	1989		50.7	31,222
WTRMN10663	(blank)	WM-DI-300	300	35.5	1989		653.0	402,415
WTRMN10664	CRANBERRY TRAIL WEST-to-PRINCETON SHORES BOULEVARD	WM-DI-300	300	54.23	1989		346.5	213,508
WTRMN10665	Beachwood Road-to-LAKEVIEW AVENUE	WM-DI-300	300	65	1993		342.7	211,198
WTRMN10666	Beachwood Road-to-WELLINGTON STREET	WM-DI-300	300	65	1993		218.8	134,838
WTRMN10667	Beachwood Road-to-COOK STREET	WM-DI-300	300	65	1993		47.5	29,244
WTRMN10668	Beachwood Road-to-KING STREET	WM-DI-300	300	65	1993		175.5	108,154
WTRMN10669	KING STREET-to-BELLHOLME LANE	WM-DI-300	300	65	1993		265.9	163,870
WTRMN10670	BELLHOLME LANE-to-ARTHUR STREET	WM-DI-300	300	65	1993		212.3	130,848
WTRMN10671	ARTHUR STREET-to-LANE A	WM-DI-300	300	65	1993		64.0	39,409
WTRMN10672	LANE A-to-MACALLISTER STREET NORTH	WM-DI-300	300	65	1993		60.6	37,365
WTRMN10673	MACALLISTER STREET NORTH-to-MACALLISTER STREET NORTH	WM-DI-300	300	65	1993		5.6	3,428
WTRMN10674	MACALLISTER STREET SOUTH-to-LANE C	WM-DI-300	300	65	1993		55.6	34,247
WTRMN10675	LANE C-to-LANE D	WM-DI-300	300	65	1993		65.7	40,482
WTRMN10676	LANE D-to-LANE D	WM-DI-300	300	65	1993		3.0	1,862
WTRMN10677	SYLVIAN ROAD-to-THERESA STREET	WM-DI-300	300	65	1993		109.4	67,426



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN10678	THERESA STREET-to-DELLPARR AVENUE	WM-DI-300	300	65	1993		124.2	76,563
WTRMN10679	DELLPARR AVENUE-to-SELKIRK ROAD	WM-DI-300	300	65	1993		34.8	21,416
WTRMN10680	SELKIRK ROAD-to-YORK STREET	WM-DI-300	300	65	1993		106.8	65,795
WTRMN10681	Beachwood Road-to-Beachwood Road	WM-DI-300	300	65	1993		3.5	2,182
WTRMN10682	Beachwood Road-to-GLENLAKE BOULEVARD	WM-DI-300	300	65	1993		117.2	72,252
WTRMN10683	EDGAR ROAD-to-BROADVIEW STREET	WM-DI-300	300	65	1993		86.7	53,430
WTRMN10684	Beachwood Road-to-BELCHER STREET	WM-DI-300	300	65	1993		30.8	19,002
WTRMN10685	BELCHER STREET-to-DOWNER STREET	WM-DI-300	300	65	1993		112.9	69,582
WTRMN10686	Beachwood Road-to-BRAESIDE STREET	WM-DI-300	300	65	1993		46.6	28,712
WTRMN10687	BRAESIDE STREET-to-KOHL STREET	WM-DI-300	300	65	1993		57.1	35,213
WTRMN10688	KOHL STREET-to-SANDELL STREET	WM-DI-300	300	65	1993		140.1	86,332
WTRMN10689	Beachwood Road-to-STALKER STREET	WM-DI-300	300	65	1993		121.6	74,945
WTRMN10690	STALKER STREET	WM-DI-300	300	65	1993		10.8	6,653
WTRMN10691	BARRINGTON TRAIL-to-GEORGIAN MANOR DRIVE	WM-DI-300	300	56.25	1986		201.1	123,918
WTRMN10692	HIGHWAY 26	WM-DI-300	300	60	1989		14.0	8,617
WTRMN10693	HURONIA PATHWAY-to-HIGHWAY 26	WM-DI-400	400	56.25	1986		156.5	124,779
WTRMN10694	HIGHWAY 26-to-HURONIA PATHWAY	WM-DI-300	300	56.25	1986		27.5	16,947
WTRMN10695	HIGHWAY 26-to-HIGHWAY 26	WM-CON-400	400	35	1969		9.8	12,723
WTRMN10696	RON EMO ROAD-to-SANDFORD FLEMING DRIVE	WM-DI-300	300	60	1989		242.4	149,352
WTRMN10697	MACDONALD ROAD-to-MACDONALD ROAD	WM-DI-300	300	60	1989		251.2	154,790
WTRMN10698	HUME STREET-to-MACDONALD ROAD	WM-CI-300	300	24.63	1968		219.4	135,192
WTRMN10699	MACDONALD ROAD-to-MACDONALD ROAD	WM-CI-300	300	33.75	1968		8.6	5,280
WTRMN10700	RAGLAN STREET-to-RAGLAN STREET	WM-DI-300	300	73.75	2000		302.5	186,429
WTRMN10702	RON EMO ROAD	WM-DI-300	300	73.75	2000		4.4	2,883
WTRMN10703	RUSSEL STREET-to-PRETTY RIVER PARKWAY	WM-CI-300	300	10	1949		88.8	54,722
WTRMN10704	HURON STREET-to-SIMCOE STREET	WM-CI-300	300	10	1949		345.9	213,181
WTRMN10705	MINNESOTA STREET	WM-CI-300	300	1	1949		24.4	15,015
WTRMN10706	RAGLAN STREET-to-RAGLAN STREET	WM-CI-300	300	23.75	1960		12.2	7,519
WTRMN10707	HUME STREET-to-FIFTH STREET	WM-CI-300	300	23.75	1960		53.2	32,773
WTRMN10708	FIFTH STREET	WM-CI-300	300	23.75	1960		49.6	30,591
WTRMN10709	(blank)	WM-CI-300	300	11.25	1966		19.5	12,001
WTRMN10710	(blank)	WM-CI-300	300	31.25	1966		51.7	31,838
WTRMN10711	SIXTH STREET	WM-CI-300	300	31.25	1966		15.8	9,740
WTRMN10712	SIXTH STREET-to-SEVENTH	WM-CI-300	300	31.25	1966		106.6	65,685



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	STREET						
WTRMN10713	SEVENTH STREET-to-EIGHTH STREET	WM-CI-300	300	31.25	1966	134.6	82,972
WTRMN10714	EIGHTH STREET-to-NINTH STREET	WM-CI-300	300	31.25	1966	114.8	70,770
WTRMN10715	NINTH STREET-to-VICTORY DRIVE	WM-CI-300	300	31.25	1966	93.1	57,379
WTRMN10716	(blank)	WM-CI-300	300	31.25	1966	28.7	17,685
WTRMN10717	ONTARIO STREET-to-FOURTH STREET	WM-CI-300	300	23.75	1960	222.9	137,383
WTRMN10718	MAPLE STREET-to-HURONTARIO STREET	WM-CI-300	300	32.5	1967	262.1	161,494
WTRMN10719	BEECH STREET-to-FIFTH STREET	WM-CI-300	300	32.5	1967	112.5	69,319
WTRMN10720	BIRCH STREET-to-BEECH STREET	WM-CI-300	300	32.5	1967	116.3	71,668
WTRMN10721	OAK STREET-to-FIFTH STREET	WM-CI-300	300	32.5	1967	113.2	69,727
WTRMN10722	COLLINS STREET	WM-CI-300	300	33.75	1968	40.7	25,102
WTRMN10723	(blank)	WM-CI-300	300	33.75	1968	252.8	155,767
WTRMN10724	SIXTH STREET-to-SEVENTH STREET	WM-DI-300	300	45	1977	126.3	77,828
WTRMN10725	SECOND STREET-to-ONTARIO STREET	WM-DI-300	300	48.75	1980	213.2	131,367
WTRMN10726	BIRCH STREET	WM-DI-300	300	51.25	1982	117.7	72,500
WTRMN10727	STEWART ROAD-to-HIGH STREET	WM-DI-300	300	71.25	1998	385.0	237,252
WTRMN10728	SIXTH STREET-to-HIGH STREET	WM-DI-300	300	71.25	1998	35.6	21,940
WTRMN10729	HIGH STREET-to-WATTS CRESCENT	WM-CI-300	300	37.5	1971	134.1	82,631
WTRMN10730	SPRUCE STREET-to-FIFTH STREET	WM-CI-300	300	37.5	1971	112.5	69,352
WTRMN10731	STEWART ROAD-to-FIFTH STREET	WM-CI-300	300	36.25	1970	191.4	117,958
WTRMN10732	STEWART ROAD-to-HIGH STREET	WM-DI-300	300	40	1973	374.4	230,728
WTRMN10733	(blank)	WM-CI-300	300	1	1970	119.9	73,914
WTRMN10734	(blank)	WM-CI-300	300	1	1966	90.0	55,483
WTRMN10735	(blank)	WM-CI-300	300	22.81	1966	237.0	146,038
WTRMN10736	FIRST STREET	WM-CI-300	300	1	1966	124.5	76,735
WTRMN10737	FIRST STREET-to-HIGH STREET	WM-DI-300	300	31.25	1966	11.2	6,924
WTRMN10738	SECOND STREET-to-THIRD STREET	WM-CI-300	300	30	1965	222.2	136,924
WTRMN10739	FIRST STREET-to-MOUNTAIN ROAD	WM-CI-300	300	32.5	1967	201.1	123,918
WTRMN10740	(blank)	WM-CI-300	300	20.04	1967	160.5	98,879
WTRMN10741	(blank)	WM-DI-300	300	37.5	1987	75.0	46,236
WTRMN10742	STEWART ROAD-to-STEWART ROAD	WM-DI-300	300	58.75	1988	42.9	26,457
WTRMN10743	STEWART ROAD-to-STEWART ROAD	WM-DI-300	300	58.75	1988	115.1	70,907
WTRMN10744	STEWART ROAD-to-SIXTH STREET	WM-DI-300	300	71.25	1998	22.6	13,917
WTRMN10745	(blank)	WM-DI-300	300	51.45	1987	330.5	203,668
WTRMN10746	MARINA CRESCENT-to-MARINA CRESCENT	WM-CI-300	300	36.25	1970	119.0	73,345
WTRMN10747	HARBOUR STREET EAST-to-MARINA CRESCENT	WM-CI-300	300	36.25	1970	37.2	22,894



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN10748	HARBOUR STREET WEST-to-HARBOUR STREET WEST	WM-DI-300	300	47.5	1979		151.6	93,417
WTRMN10749	HARBOUR STREET WEST-to-HARBOUR STREET WEST	WM-DI-300	300	47.5	1979		11.3	6,957
WTRMN10750	HARBOUR STREET EAST-to-MARINERS HAVEN	WM-CI-300	300	36.25	1970		88.4	54,459
WTRMN10751	BALSAM STREET	WM-DI-300	300	58.75	1988		40.8	25,114
WTRMN10752	BALSAM STREET-to-BALSAM STREET	WM-DI-300	300	58.75	1988		36.4	22,450
WTRMN10753	(blank)	WM-DI-300	300	58.75	1988		17.5	10,767
WTRMN10754	NETTLETON COURT-to-BALSAM STREET	WM-DI-300	300	58.75	1988		68.1	41,968
WTRMN10757	NETTLETON COURT-to-BALSAM STREET	WM-DI-300	300	58.75	1988		63.9	39,398
WTRMN10758	NETTLETON COURT-to-NETTLETON COURT	WM-DI-300	300	58.75	1988		60.2	37,099
WTRMN10759	TROTT BOULEVARD-to-NETTLETON COURT	WM-DI-300	300	58.75	1988		29.6	18,223
WTRMN10760	TROTT BOULEVARD-to-TROTT BOULEVARD	WM-DI-300	300	58.75	1988		20.2	12,471
WTRMN10761	TROTT BOULEVARD-to-TROTT BOULEVARD	WM-DI-300	300	58.75	1988		46.2	28,478
WTRMN10762	TROTT BOULEVARD-to-TROTT BOULEVARD	WM-DI-300	300	58.75	1988		39.9	24,564
WTRMN10763	TROTT BOULEVARD-to-MCINTOSH GATE	WM-DI-300	300	58.75	1988		45.2	27,868
WTRMN10764	TROTT BOULEVARD-to-TROTT BOULEVARD	WM-DI-300	300	58.75	1988		28.7	17,666
WTRMN10765	TROTT BOULEVARD-to-TROTT BOULEVARD	WM-DI-300	300	58.75	1988		39.7	24,454
WTRMN10766	SHEFFIELD TERRACE-to-TROTT BOULEVARD	WM-DI-300	300	58.75	1988		48.9	30,127
WTRMN10767	SHEFFIELD TERRACE-to-SHEFFIELD TERRACE	WM-DI-300	300	58.75	1988		41.3	25,441
WTRMN10768	TROTT BOULEVARD-to-TROTT BOULEVARD	WM-DI-300	300	58.75	1988		49.3	30,395
WTRMN10769	TROTT BOULEVARD-to-TROTT BOULEVARD	WM-DI-300	300	57.5	1987		72.3	44,541
WTRMN10770	TROTT BOULEVARD-to-TROTT BOULEVARD	WM-DI-300	300	57.5	1987		51.3	31,619
WTRMN10771	TROTT BOULEVARD-to-BALSAM STREET	WM-CI-300	300	38.75	1972		601.8	370,861
WTRMN10772	HIGHWAY 26-to-HARBOUR STREET EAST	WM-CI-300	300	36.25	1970		40.6	24,993
WTRMN10773	HIGHWAY 26-to-HARBOUR STREET EAST	WM-CI-300	300	36.25	1970		67.3	41,492
WTRMN10774	HARBOUR STREET WEST-to-HARBOUR STREET WEST	WM-DI-300	300	47.5	1979		27.4	16,851
WTRMN10775	ESCARPMENT CRESCENT-to-HARBOUR STREET WEST	WM-DI-300	300	38.75	1972		88.4	54,492
WTRMN10776	DAWSON DRIVE-to-KEITH AVENUE	WM-DI-300	300	38.75	1972		101.4	62,485
WTRMN10777	KEITH AVENUE-to-KEITH AVENUE	WM-DI-300	300	40	1973		61.9	38,136
WTRMN10778	DAWSON DRIVE-to-KEITH AVENUE	WM-DI-300	300	40	1973		18.4	11,314
WTRMN10779	HARBOUR STREET WEST	WM-DI-300	300	57.5	1987		116.8	71,988
WTRMN10780	(blank)	WM-DI-300	300	57.5	1987		93.3	57,519
WTRMN10781	(blank)	WM-DI-300	300	57.5	1987		102.7	63,256



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN10782	ESCARPMENT CRESCENT-to-KEITH AVENUE	WM-DI-300	300	51.25	1982		69.8	42,981
WTRMN10783	DAWSON DRIVE-to-DAWSON DRIVE	WM-DI-300	300	51.25	1982		141.7	87,328
WTRMN10784	OXBOW CRESCENT-to-DAWSON DRIVE	WM-DI-300	300	51.25	1982		52.8	32,552
WTRMN10785	DAWSON DRIVE-to-OXBOW CRESCENT	WM-DI-300	300	51.25	1982		10.9	6,731
WTRMN10786	OXBOW CRESCENT-to-DAWSON DRIVE	WM-DI-300	300	51.25	1982		85.2	52,517
WTRMN10787	DAWSON DRIVE-to-DAWSON DRIVE	WM-DI-300	300	51.25	1982		5.5	3,372
WTRMN10788	FAIRWAY CRESCENT-to-OXBOW CRESCENT	WM-DI-300	300	51.25	1982		134.0	82,567
WTRMN10789	DAWSON DRIVE-to-FAIRWAY CRESCENT	WM-DI-300	300	51.25	1982		193.5	119,243
WTRMN10790	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	WM-DI-300	300	51.25	1982		58.9	36,296
WTRMN10791	DAWSON DRIVE-to-HIGHWAY 26	WM-DI-300	300	51.25	1982		115.9	71,439
WTRMN10792	WOODLAND COURT-to-DAWSON DRIVE	WM-DI-300	300	73.75	2000		114.5	70,585
WTRMN10793	HIGHWAY 26-to-GUN CLUB ROAD	WM-DI-300	300	51.25	1982		27.0	16,638
WTRMN10794	(blank)	WM-CI-300	300	15.58	1972		172.7	106,406
WTRMN10795	CRANBERRY TRAIL EAST	WM-CI-300	300	32.92	1972		343.0	211,367
WTRMN10796	(blank)	WM-CI-300	300	38.75	1972		158.6	97,742
WTRMN10797	HIGHWAY 26	WM-DI-300	300	66.25	1994		56.0	34,528
WTRMN10798	CRANBERRY TRAIL WEST-to-BARKER BOULEVARD	WM-DI-300	300	66.25	1994		67.1	41,356
WTRMN10799	CRANBERRY TRAIL WEST-to-SUNDIAL COURT	WM-DI-300	300	66.25	1994		87.4	53,832
WTRMN10800	CRANBERRY TRAIL WEST-to-VALLEYMEDE COURT	WM-DI-300	300	68.75	1996		52.3	32,205
WTRMN10801	BARKER BOULEVARD-to-CRANBERRY TRAIL WEST	WM-DI-300	300	68.75	1996		94.3	58,097
WTRMN10802	CRANBERRY TRAIL-to-CRANBERRY TRAIL	WM-DI-300	300	76.25	2002		152.1	93,730
WTRMN10803	CRANBERRY TRAIL WEST-to-BARKER BOULEVARD	WM-DI-150	150	66.25	1994		20.7	9,465
WTRMN10804	CRANBERRY TRAIL WEST-to-ELLEN LANE	WM-DI-300	300	66.25	1994		12.6	7,768
WTRMN10805	SILVER CREEK DRIVE-to-SILVER CREEK DRIVE	WM-DI-300	300	60	1989		61.7	38,000
WTRMN10806	(blank)	WM-DI-300	300	71.25	1998		6.3	3,875
WTRMN10807	(blank)	WM-DI-300	300	71.25	1998		4.6	2,829
WTRMN10808	RUSSEL STREET-to-RAGLAN STREET	WM-CI-300	300	10	1949		145.7	89,801
WTRMN10809	TENTH LINE-to-MOUNTAIN ROAD	WM-DI-300	300	57.5	1987		46.7	28,754
WTRMN10810	ONTARIO STREET-to-ONTARIO STREET	WM-DI-300	300	73.75	2000		24.2	14,894
WTRMN10811	OSLER BLUFF ROAD-to-MOUNTAIN ROAD	WM-DI-400	350	76.25	2002		8.5	6,780
WTRMN10812	GREY ROAD 19	WM-PVC-300	350	76.25	2002		44.0	20,072
WTRMN10813	HIGHWAY 26-to-HIGHWAY 26	WM-CON-400	400	35	1969		316.2	412,648
WTRMN10814	HIGHWAY 26-to-HIGHWAY 26	WM-CON-400	400	33.75	1968		195.0	254,526



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN10815	ONTARIO STREET-to-ONTARIO STREET	WM-CON-450	450	33.75	1968		12.4	20,927
WTRMN10816	BELLHOLME LANE	WM-CU-50	50	65	1997		42.1	620
WTRMN10817	STE MARIE STREET-to-STE MARIE STREET	WM-CU-50	50	42.5	1979		43.3	620
WTRMN10818	ONTARIO STREET-to-ELGIN STREET	WM-CU-50	50	42.5	1979		134.5	620
WTRMN10819	SPRUCE STREET-to-HICKORY STREET	WM-CU-50	50	65	1997		102.2	620
WTRMN10820	SPRUCE STREET-to-Spruce	WM-CU-50	50	47.5	1983		48.0	620
WTRMN10821	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	WM-CON-600	600	72.5	1999		88.7	168,431
WTRMN10822	MINNESOTA STREET-to-MINNESOTA STREET	WM-CON-600	600	72.5	1999		41.6	78,951
WTRMN10824	SIMCOE STREET-to-RAGLAN STREET	WM-CON-600	600	72.5	1999		141.3	268,306
WTRMN10825	SIMCOE STREET-to-RAGLAN STREET	WM-CON-600	600	72.5	1999		60.2	114,255
WTRMN10826	(blank)	WM-CON-600	600	72.5	1999		268.0	509,117
WTRMN10827	CHAMBERLAIN CRESCENT-to-CHAMBERLAIN CRESCENT	WM-DI-150	150	81.25	2006		4.4	2,144
WTRMN10828	THOMAS DRIVE	WM-DI-400	400	80	2005		85.0	67,750
WTRMN10829	KELLS CRESCENT-to-THOMAS DRIVE	WM-DI-400	400	80	2005		272.4	217,255
WTRMN10830	THOMAS DRIVE-to-THOMAS DRIVE	WM-DI-400	400	80	2005		36.5	29,144
WTRMN10831	HIGHWAY 26-to-SILVER GLEN BOULEVARD	WM-DI-150	150	81.25	2006		65.6	32,016
WTRMN10832	SILVER GLEN BOULEVARD-to-SILVER GLEN BOULEVARD	WM-DI-150	150	81.25	2006		10.0	4,883
WTRMN10833	SILVER GLEN BOULEVARD-to-SILVER GLEN BOULEVARD	WM-DI-150	150	81.25	2006		27.7	13,505
WTRMN10834	SILVER GLEN BOULEVARD-to-SILVER GLEN BOULEVARD	WM-DI-150	150	81.25	2006		33.7	16,437
WTRMN10835	SILVER GLEN BOULEVARD-to-SILVER GLEN BOULEVARD	WM-DI-150	150	81.25	2006		51.1	24,929
WTRMN10836	SILVER GLEN BOULEVARD-to-SILVER GLEN BOULEVARD	WM-DI-150	150	81.25	2006		39.5	19,278
WTRMN10837	SILVER GLEN BOULEVARD-to-SILVER GLEN BOULEVARD	WM-DI-150	150	81.25	2006		8.1	3,939
WTRMN10838	SILVER GLEN BOULEVARD-to-CONSERVATION WAY	WM-DI-150	150	81.25	2006		34.6	16,907
WTRMN10839	CONSERVATION WAY-to-SILVER GLEN BOULEVARD	WM-DI-150	150	85	2009		64.2	31,362
WTRMN10840	SILVER GLEN BOULEVARD-to-SILVER GLEN BOULEVARD	WM-DI-150	150	81.25	2006		23.0	11,241
WTRMN10841	SILVER GLEN BOULEVARD-to-CONSERVATION WAY	WM-DI-150	150	81.25	2006		118.5	57,879
WTRMN10842	CONSERVATION WAY-to-GREENBRIAR DRIVE	WM-DI-150	150	85	2009		78.1	38,132
WTRMN10843	CONSERVATION WAY-to-GREENBRIAR DRIVE	WM-DI-150	150	85	2009		48.7	23,790
WTRMN10844	GREENBRIAR DRIVE-to-GREENBRIAR DRIVE	WM-DI-150	150	85	2009		17.6	8,606



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN10845	MOUNTAIN ROAD-to-MOUNTAIN ROAD	WM-DI-400	400	77.5	2003		4.4	3,515
WTRMN10846	(blank)	WM-DI-400	400	77.5	2003		22.1	17,649
WTRMN10847	SLALOM GATE ROAD	WM-DI-150	150	77.5	2003		6.0	2,930
WTRMN10848	HILL STREET-to-FRANCES DRIVE	WM-DI-400	400	80	2005		221.6	176,751
WTRMN10849	MAIR MILLS DRIVE-to-KELLS CRESCENT	WM-DI-150	150	78.75	2004		98.1	47,889
WTRMN10850	MAIR MILLS DRIVE-to-FRANCES DRIVE	WM-DI-400	400	80	2005		48.7	38,798
WTRMN10851	MAIR MILLS DRIVE-to-KELLS CRESCENT	WM-DI-400	400	80	2005		32.3	25,719
WTRMN10852	THOMAS DRIVE	WM-DI-400	400	80	2005		11.9	9,464
WTRMN10853	THOMAS DRIVE-to-KELLS CRESCENT	WM-DI-400	400	80	2005		26.4	21,045
WTRMN10887	MAIR MILLS DRIVE-to-MAIR MILLS DRIVE	WM-DI-150	150	78.75	2004		34.7	16,929
WTRMN10889	KELLS CRESCENT-to-KELLS CRESCENT	WM-DI-150	150	78.75	2004		8.2	4,008
WTRMN10890	LONG LANE-to-FRANCES DRIVE	WM-DI-150	150	78.75	2004		117.3	57,279
WTRMN10891	KELLS CRESCENT-to-LONG LANE	WM-DI-150	150	78.75	2004		110.6	53,978
WTRMN10892	LONG LANE-to-FRANCES DRIVE	WM-DI-150	150	78.75	2004		116.9	57,079
WTRMN10893	KELLS CRESCENT-to-KELLS CRESCENT	WM-DI-150	150	78.75	2004		24.7	12,056
WTRMN10894	KELLS CRESCENT-to-KELLS CRESCENT	WM-PVC-150	150	78.75	2004		6.4	3,105
WTRMN10895	CONNOR AVENUE-to-CONNOR AVENUE	WM-PVC-150	150	78.75	2004		6.8	3,334
WTRMN10896	CONNOR AVENUE-to-CONNOR AVENUE	WM-PVC-150	150	78.75	2004		40.9	19,959
WTRMN10897	CONNOR AVENUE-to-CONNOR AVENUE	WM-PVC-150	150	78.75	2004		124.8	60,926
WTRMN10898	CONNOR AVENUE-to-CONNOR AVENUE	WM-PVC-150	150	78.75	2004		16.4	8,013
WTRMN10899	CONNOR AVENUE-to-CONNOR AVENUE	WM-PVC-150	150	78.75	2004		54.8	26,730
WTRMN10900	CONNOR AVENUE-to-CONNOR AVENUE	WM-PVC-150	150	78.75	2004		14.1	6,881
WTRMN10901	CONNOR AVENUE-to-BROOKE AVENUE	WM-PVC-150	150	78.75	2004		22.1	10,766
WTRMN10902	BROOKE AVENUE-to-CONNOR AVENUE	WM-PVC-150	150	78.75	2004		46.6	22,767
WTRMN10903	CONNOR AVENUE-to-ALYSSA DRIVE	WM-DI-150	150	81.25	2006		190.2	92,858
WTRMN10904	CONNOR AVENUE-to-ALYSSA DRIVE	WM-PVC-150	150	78.75	2004		168.8	82,421
WTRMN10905	BROOKE AVENUE-to-CONNOR AVENUE	WM-DI-150	150	81.25	2006		87.0	42,470
WTRMN10906	CONNOR AVENUE-to-SHERWOOD STREET	WM-PVC-150	150	78.75	2004		87.0	42,477
WTRMN10907	ALYSSA DRIVE-to-CULLEN COURT	WM-DI-150	150	78.75	2004		41.7	20,338
WTRMN10908	CULLEN COURT	WM-DI-150	150	78.75	2004		17.3	8,466
WTRMN10909	BROOKE AVENUE-to-BROOKE AVENUE	WM-DI-150	150	81.25	2006		8.0	3,881
WTRMN10910	BROOKE AVENUE-to-ALYSSA DRIVE	WM-DI-150	150	81.25	2006		170.7	83,361
WTRMN10911	BROOKE AVENUE-to-CONNOR	WM-DI-150	150	81.25	2006		81.4	39,734



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	AVENUE						
WTRMN10912	BROOKE AVENUE-to-SHERWOOD STREET	WM-DI-150	150	83.75	2008	43.9	21,446
WTRMN10913	BROOKE AVENUE-to-SHERWOOD STREET	WM-DI-150	150	83.75	2008	155.9	76,091
WTRMN10914	SHERWOOD STREET-to-SHERWOOD STREET	WM-DI-150	150	83.75	2008	7.5	3,659
WTRMN10915	SHERWOOD STREET	WM-DI-150	150	83.75	2008	10.0	4,868
WTRMN10916	SHERWOOD STREET-to-SHERWOOD STREET	WM-DI-150	150	83.75	2008	33.6	16,405
WTRMN10917	SHERWOOD STREET-to-SHERWOOD STREET	WM-DI-150	150	83.75	2008	30.0	14,624
WTRMN10918	BROOKE AVENUE-to-SHERWOOD STREET	WM-DI-150	150	83.75	2008	53.5	26,134
WTRMN10919	ALYSSA DRIVE-to-KAYLA CRESCENT	WM-DI-150	150	78.75	2004	19.4	9,483
WTRMN10920	ALYSSA DRIVE-to-ALYSSA DRIVE	WM-DI-150	150	78.75	2004	62.4	30,488
WTRMN10921	KAYLA CRESCENT-to-ALYSSA DRIVE	WM-DI-150	150	78.75	2004	37.5	18,317
WTRMN10922	ALYSSA DRIVE-to-KAYLA CRESCENT	WM-DI-150	150	78.75	2004	99.8	48,739
WTRMN10923	SIXTH STREET-to-CHAMBERLAIN CRESCENT	WM-DI-200	200	81.25	2006	256.6	120,919
WTRMN10924	HIGH STREET-to-HIGH STREET	WM-DI-200	200	81.25	2006	24.0	11,308
WTRMN10925	CHAMBERLAIN CRESCENT-to-GRIFFIN ROAD	WM-DI-200	200	81.25	2006	55.7	26,223
WTRMN10926	BARR STREET-to-HIGH STREET	WM-DI-150	150	81.25	2006	77.5	37,839
WTRMN10927	CHAMBERLAIN CRESCENT-to-CHAMBERLAIN CRESCENT	WM-DI-150	150	81.25	2006	40.3	19,676
WTRMN10929	CHAMBERLAIN CRESCENT-to-CHAMBERLAIN CRESCENT	WM-DI-150	150	81.25	2006	32.1	15,653
WTRMN10930	CHAMBERLAIN CRESCENT-to-CHAMBERLAIN CRESCENT	WM-DI-150	150	81.25	2006	73.1	35,678
WTRMN10931	CHAMBERLAIN CRESCENT	WM-DI-150	150	81.25	2006	38.2	18,637
WTRMN10932	HOLDEN STREET-to-CHAMBERLAIN CRESCENT	WM-DI-150	150	81.25	2006	50.4	24,608
WTRMN10933	DAVIS STREET-to-HOLDEN STREET	WM-DI-150	150	81.25	2006	90.0	43,950
WTRMN10934	DAVIS STREET-to-CHAMBERLAIN CRESCENT	WM-DI-150	150	81.25	2006	80.5	39,324
WTRMN10935	CHAMBERLAIN CRESCENT-to-CHAMBERLAIN CRESCENT	WM-DI-150	150	81.25	2006	272.4	132,975
WTRMN10936	CHAMBERLAIN CRESCENT-to-DAVIS STREET	WM-DI-150	150	81.25	2006	253.5	123,791
WTRMN10937	DAVIS STREET-to-CHAMBERLAIN CRESCENT	WM-DI-150	150	81.25	2006	34.0	16,602
WTRMN10938	CHAMBERLAIN CRESCENT-to-HOLDEN STREET	WM-DI-150	150	81.25	2006	109.2	53,292
WTRMN10939	CHAMBERLAIN CRESCENT-to-HOLDEN STREET	WM-DI-150	150	81.25	2006	269.7	131,696
WTRMN10940	DAVIS STREET-to-HOLDEN STREET	WM-DI-150	150	81.25	2006	87.5	42,742
WTRMN10941	CHAMBERLAIN CRESCENT	WM-DI-150	150	81.25	2006	53.7	26,234
WTRMN10942	HOLDEN STREET-to-PATTON STREET	WM-DI-150	150	81.25	2006	88.7	43,304
WTRMN10943	PATTON STREET-to-BARR	WM-DI-150	150	81.25	2006	87.4	42,668



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
	STREET							
WTRMN10944	CHAMBERLAIN CRESCENT-to-PATTON STREET	WM-DI-150	150	81.25	2006		231.0	112,800
WTRMN10945	PATTON STREET-to-CHAMBERLAIN CRESCENT	WM-DI-150	150	81.25	2006		110.6	54,000
WTRMN10946	PATTON STREET-to-BARR STREET	WM-DI-150	150	81.25	2006		33.3	16,278
WTRMN10947	PATTON STREET-to-PATTON STREET	WM-DI-150	150	81.25	2006		31.9	15,579
WTRMN10948	PATTON STREET-to-PATTON STREET	WM-DI-150	150	81.25	2006		29.9	14,604
WTRMN10949	CHAMBERLAIN CRESCENT-to-PATTON STREET	WM-DI-150	150	81.25	2006		214.8	104,876
WTRMN10950	COLLINS STREET-to-WILLIAMS STREET	WM-DI-250	250	81.25	2006		120.0	69,727
WTRMN10951	COLLINS STREET-to-PEEL STREET	WM-DI-200	200	81.25	2006		105.9	53,322
WTRMN10952	WILLIAMS STREET-to-WILLIAMS STREET	WM-DI-250	250	81.25	2006		146.2	84,950
WTRMN10953	WILLIAMS STREET-to-WILLIAMS STREET	WM-DI-250	250	81.25	2006		52.4	30,469
WTRMN10954	PEEL STREET-to-PEEL STREET	WM-DI-200	200	81.25	2006		43.3	21,831
WTRMN10955	PEEL STREET-to-MCKEAN CRESCENT	WM-DI-200	200	81.25	2006		59.6	30,039
WTRMN10956	PEEL STREET-to-PEEL STREET	WM-DI-200	200	81.25	2006		42.9	21,610
WTRMN10957	PEEL STREET-to-GEORGE ZUBEK DRIVE	WM-DI-200	200	81.25	2006		125.8	63,382
WTRMN10958	PEEL STREET-to-PEEL STREET	WM-DI-200	200	81.25	2006		11.7	5,915
WTRMN10959	COLLINS STREET-to-PEEL STREET	WM-DI-200	200	81.25	2006		11.4	5,746
WTRMN10960	LYNDEN STREET-to-WILLIAMS STREET	WM-DI-250	250	81.25	2006		75.5	43,889
WTRMN10961	WILLIAMS STREET-to-WILLIAMS STREET	WM-DI-250	250	81.25	2006		44.0	25,544
WTRMN10962	WILLIAMS STREET-to-WILLIAMS STREET	WM-DI-250	250	81.25	2006		12.2	7,087
WTRMN10963	GEORGE ZUBEK DRIVE	WM-DI-150	150	81.25	2006		28.9	14,108
WTRMN10964	MCKEAN CRESCENT-to-PEEL STREET	WM-DI-150	150	81.25	2006		2.4	1,152
WTRMN10965	COLLINS STREET-to-COLLINS STREET	WM-DI-150	150	81.25	2006		16.7	8,150
WTRMN10966	COLLINS STREET-to-COLLINS STREET	WM-DI-150	150	81.25	2006		16.7	8,142
WTRMN10967	HIGHWAY 26-to-HIGHWAY 26	WM-DI-200	200	82.5	2007		24.5	12,350
WTRMN10968	HIGHWAY 26-to-HIGHWAY 26	WM-DI-200	200	82.5	2007		33.0	16,601
WTRMN10969	HIGHWAY 26-to-BARRINGTON TRAIL	WM-DI-200	200	82.5	2007		47.5	23,906
WTRMN10970	BARTLETT BOULEVARD-to-MARINE VIEW DRIVE	WM-DI-200	200	82.5	2007		13.9	7,002
WTRMN10971	BARRINGTON TRAIL-to-BARRINGTON TRAIL	WM-DI-150	150	82.5	2007		16.7	8,127
WTRMN10972	BARRINGTON TRAIL-to-BARTLETT BOULEVARD	WM-DI-150	150	82.5	2007		21.5	10,507
WTRMN10973	BARRINGTON TRAIL-to-CLUBHOUSE DRIVE	WM-PVC-150	150	82.5	2007		17.9	8,713
WTRMN10975	PEEL STREET-to-PEEL STREET	WM-DI-200	200	81.25	2006		24.5	12,337
WTRMN10976	GEORGE ZUBEK DRIVE-to-PEEL	WM-DI-150	150	81.25	2006		7.4	3,623



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	STREET						
WTRMN10977	PEEL STREET	WM-DI-150	150	81.25	2006	3.7	1,802
WTRMN10978	PEEL STREET-to-PEEL STREET	WM-DI-150	150	81.25	2006	21.1	10,314
WTRMN10979	MCKEAN CRESCENT-to-LYNDEN STREET	WM-DI-200	200	81.25	2006	154.4	77,757
WTRMN10980	COLLINS STREET-to-COLLINS STREET	WM-DI-250	250	81.25	2006	4.4	2,539
WTRMN10981	COLLINS STREET-to-SPROULE AVENUE	WM-DI-250	250	81.25	2006	7.0	4,064
WTRMN10982	COLLINS STREET-to-COLLINS STREET	WM-DI-250	250	81.25	2006	12.4	7,179
WTRMN11010	CONNELL STREET-to-CONNELL STREET	WM-DI-300	300	68.75	1996	16.4	10,132
WTRMN11011	(blank)	WM-DI-400	400	68.75	1996	56.9	45,413
WTRMN11012	RAGLAN STREET-to-ONTARIO STREET	WM-DI-400	400	68.75	1996	88.8	70,777
WTRMN11013	ONTARIO STREET-to-ONTARIO STREET	WM-DI-400	400	68.75	1996	35.8	28,544
WTRMN11014	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	WM-DI-400	400	68.75	1996	104.4	83,266
WTRMN11015	RONELL CRESCENT-to-PRETTY RIVER PARKWAY	WM-DI-400	400	68.75	1996	311.0	248,023
WTRMN11016	PRETTY RIVER PARKWAY-to-RONELL CRESCENT	WM-DI-400	400	68.75	1996	62.2	49,601
WTRMN11017	PRETTY RIVER PARKWAY-to-RONELL CRESCENT	WM-DI-400	400	68.75	1996	89.4	71,327
WTRMN11018	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	WM-DI-400	400	68.75	1996	22.0	17,542
WTRMN11019	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	WM-DI-400	400	68.75	1996	148.3	118,275
WTRMN11020	MACDONALD ROAD-to-MACDONALD ROAD	WM-DI-300	300	68.75	1996	15.6	9,631
WTRMN11021	MACDONALD ROAD-to-CONNELL STREET	WM-DI-400	400	68.75	1996	42.3	33,702
WTRMN11022	MACDONALD ROAD-to-MACDONALD ROAD	WM-DI-400	400	68.75	1996	12.8	10,231
WTRMN11023	HIGHWAY 26-to-HIGHWAY 26	WM-DI-300	300	68.75	1996	55.1	33,925
WTRMN11024	HIGHWAY 26-to-HIGHWAY 26	WM-DI-400	400	68.75	1996	260.2	207,499
WTRMN11025	HIGHWAY 26-to-HIGHWAY 26	WM-DI-400	400	68.75	1996	25.0	19,969
WTRMN11026	HIGHWAY 26-to-MACDONALD ROAD	WM-DI-400	400	68.75	1996	60.5	48,220
WTRMN11027	MACDONALD ROAD-to-MACDONALD ROAD	WM-DI-400	400	68.75	1996	99.1	79,030
WTRMN11031	(blank)	WM-DI-400	400	68.75	1996	38.4	30,624
WTRMN11032	(blank)	WM-CON-600	600	71.25	1998	31.3	59,397
WTRMN11033	(blank)	WM-CON-600	600	71.25	1998	6.8	12,869
WTRMN11034	(blank)	WM-CON-600	600	71.25	1998	74.1	140,679
WTRMN11035	(blank)	WM-DI-400	400	35	1969	13.3	10,608
WTRMN11036	(blank)	WM-DI-400	400	35	1969	5.9	4,735
WTRMN11037	(blank)	WM-CON-600	600	71.25	1998	7.6	14,459
WTRMN11038	(blank)	WM-CON-600	600	71.25	1998	9.2	17,426
WTRMN11039	OSLER BLUFF ROAD-to-HOLLY	WM-DI-150	150	76.25	2002	86.8	42,363



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	COURT						
WTRMN11040	HOLLY COURT-to-HOLLY COURT	WM-DI-150	150	76.25	2002	46.5	22,715
WTRMN11041	HOLLY COURT-to-HOLLY COURT	WM-DI-150	150	76.25	2002	79.2	38,675
WTRMN11042	HOLLY COURT-to-HOLLY COURT	WM-DI-150	150	76.25	2002	67.7	33,050
WTRMN11043	EVERGREEN ROAD-to- EVERGREEN ROAD	WM-DI-200	200	76.25	2002	16.2	8,144
WTRMN11044	EVERGREEN ROAD-to-LAUREL BOULEVARD	WM-DI-200	200	76.25	2002	176.1	88,693
WTRMN11045	EVERGREEN ROAD-to- EVERGREEN ROAD	WM-DI-200	200	76.25	2002	100.6	50,663
WTRMN11046	LAUREL BOULEVARD-to- EVERGREEN ROAD	WM-DI-200	200	76.25	2002	60.7	30,580
WTRMN11047	EVERGREEN ROAD-to- EVERGREEN ROAD	WM-DI-200	200	72.5	1999	65.2	32,861
WTRMN11048	LAUREL BOULEVARD-to-JUNIPER COURT	WM-DI-200	200	72.5	1999	294.6	148,377
WTRMN11049	LAUREL BOULEVARD-to-LAUREL BOULEVARD	WM-DI-200	200	72.5	1999	60.2	30,311
WTRMN11050	OSLER BLUFF ROAD-to-JUNIPER COURT	WM-DI-200	200	72.5	1999	105.3	53,052
WTRMN11146	SUNDIAL COURT	WM-PVC- 150	150	71.25	1998	8.1	3,959
WTRMN11155	MOUNTAIN ROAD-to- EVERGREEN ROAD	WM-DI-200	200	76.25	2002	28.0	14,087
WTRMN11217	SAUNDERS STREET	WM-DI-150	150	81.25	2006	4.7	2,276
WTRMN11221	CAMBRIDGE STREET-to- CAMBRIDGE STREET	WM-DI-200	200	80	2005	119.8	60,343
WTRMN11222	WILDROSE TRAIL-to-WILDROSE TRAIL	WM-DI-200	200	82.5	2007	12.7	6,378
WTRMN11223	JOSEPH TRAIL-to-JOSEPH TRAIL	WM-DI-200	200	82.5	2007	39.0	19,633
WTRMN11224	JOSEPH TRAIL-to-JOSEPH TRAIL	WM-DI-200	200	82.5	2007	10.2	5,139
WTRMN11225	JEFFREYS WAY-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007	23.9	12,058
WTRMN11226	SIERRA TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007	10.3	5,204
WTRMN11227	JOSEPH TRAIL-to-JEFFREYS WAY	WM-DI-200	200	82.5	2007	125.2	63,071
WTRMN11228	WILDROSE TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007	16.4	8,244
WTRMN11229	SIERRA TRAIL	WM-DI-200	200	82.5	2007	8.7	4,400
WTRMN11230	JEFFREYS WAY-to-WILDROSE TRAIL	WM-DI-200	200	82.5	2007	16.1	8,103
WTRMN11231	(blank)	WM-DI-500	600	71.25	1998	18.7	20,355
WTRMN11232	(blank)	WM-CON- 600	600	71.25	1998	33.7	63,996
WTRMN11233	(blank)	WM-CON- 600	600	71.25	1998	2.4	4,462
WTRMN11234	(blank)	WM-CON- 600	600	71.25	1998	5.0	9,568
WTRMN11235	(blank)	WM-DI-500	600	71.25	1998	15.9	17,331
WTRMN11236	(blank)	WM-DI-500	600	71.25	1998	21.8	23,651
WTRMN11237	(blank)	WM-DI-500	600	71.25	1998	15.4	16,762
WTRMN11238	(blank)	WM-DI-500	750	71.25	1998	17.7	19,269
WTRMN11239	(blank)	WM-CON- 600	1067	35	1969	5.6	10,651
WTRMN11240	(blank)	WM-DI-400	400	35	1969	1.7	1,344
WTRMN11241	(blank)	WM-DI-500	600	71.25	1998	8.2	8,923



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN11246	SIDE LAUNCH WAY-to-SewageSIDE LANE	WM-DI-250	250	83.75	2008		213.9	124,300
WTRMN11248	HERITAGE DRIVE	WM-DI-150	150	83.75	2008		13.1	6,380
WTRMN11250	SIDE LAUNCH WAY	WM-DI-150	150	83.75	2008		6.9	3,382
WTRMN11251	SIDE LAUNCH WAY	WM-DI-150	150	83.75	2008		6.6	3,242
WTRMN11252	SIDE LAUNCH WAY	WM-DI-150	150	83.75	2008		6.6	3,242
WTRMN11253	SIDE LAUNCH WAY	WM-DI-150	150	83.75	2008		14.4	7,024
WTRMN11254	SIDE LAUNCH WAY	WM-DI-150	150	83.75	2008		6.6	3,231
WTRMN11255	SIDE LAUNCH WAY	WM-DI-150	150	83.75	2008		14.5	7,080
WTRMN11256	HERITAGE DRIVE	WM-DI-150	150	83.75	2008		13.1	6,380
WTRMN11257	WESTMOUNT MEWS	WM-DI-150	150	83.75	2008		90.1	43,970
WTRMN11258	MONTCLAIR MEWS	WM-DI-150	150	83.75	2008		115.9	56,602
WTRMN11259	MONTCLAIR MEWS-to-MONTCLAIR MEWS	WM-DI-150	150	83.75	2008		6.0	2,930
WTRMN11260	COLLSHIP LANE-to-COLLSHIP LANE	WM-DI-150	150	83.75	2008		11.3	5,530
WTRMN11261	NORTH MAPLE STREET-to-COLLSHIP LANE	WM-DI-150	150	83.75	2008		15.7	7,680
WTRMN11262	COLLSHIP LANE-to-COLLSHIP LANE	WM-DI-150	150	83.75	2008		13.2	6,433
WTRMN11263	COLLSHIP LANE-to-COLLSHIP LANE	WM-DI-150	150	83.75	2008		13.2	6,466
WTRMN11264	COLLSHIP LANE-to-COLLSHIP LANE	WM-DI-150	150	83.75	2008		31.6	15,446
WTRMN11265	COLLSHIP LANE-to-COLLSHIP LANE	WM-DI-150	150	83.75	2008		13.3	6,468
WTRMN11266	COLLSHIP LANE-to-COLLSHIP LANE	WM-DI-150	150	83.75	2008		13.2	6,433
WTRMN11267	COLLSHIP LANE-to-PINE STREET	WM-DI-150	150	83.75	2008		4.0	1,940
WTRMN11268	COLLSHIP LANE-to-SIDE LAUNCH WAY	WM-DI-250	250	83.75	2008		170.8	99,293
WTRMN11269	COLLSHIP LANE-to-PINE STREET	WM-DI-250	250	83.75	2008		6.8	3,932
WTRMN11270	COLLSHIP LANE-to-PINE STREET	WM-DI-250	250	83.75	2008		2.2	1,300
WTRMN11271	WESTMOUNT MEWS-to-WESTMOUNT MEWS	WM-DI-150	150	83.75	2008		12.3	6,016
WTRMN11272	WESTMOUNT MEWS-to-WESTMOUNT MEWS	WM-DI-150	150	83.75	2008		11.7	5,689
WTRMN11273	SIDE LAUNCH WAY	WM-DI-150	150	83.75	2008		13.8	6,730
WTRMN11275	POPLAR SIDEROAD-to-POPLAR SIDEROAD	WM-DI-150	150	82.5	2007		2.6	1,269
WTRMN11276	POPLAR SIDEROAD	WM-DI-150	150	82.5	2007		9.0	4,411
WTRMN11277	FINDLAY DRIVE-to-POPLAR SIDEROAD	WM-DI-150	150	81.25	2006		489.5	238,995
WTRMN11278	HURONTARIO STREET-to-STANLEY STREET	WM-DI-150	150	81.25	2006		3.2	1,560
WTRMN11279	SAUNDERS STREET-to-HURONTARIO STREET	WM-DI-150	150	81.25	2006		718.4	350,749
WTRMN11280	HUGHES STREET-to-PORTLAND STREET	WM-DI-150	150	82.5	2007		366.0	178,714
WTRMN11281	ROBERTSON STREET-to-COOPER STREET	WM-DI-150	150	82.5	2007		79.5	38,816
WTRMN11282	COOPER STREET-to-PORTLAND STREET	WM-DI-150	150	82.5	2007		130.4	63,649
WTRMN11283	COOPER STREET-to-COOPER STREET	WM-DI-150	150	82.5	2007		9.2	4,488
WTRMN11284	HUGHES STREET-to-	WM-DI-500	500	82.5	2007		134.8	146,628



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	ROBERTSON STREET						
WTRMN11285	HUGHES STREET-to-HUGHES STREET	WM-DI-150	150	82.5	2007	13.8	6,734
WTRMN11286	HUGHES STREET-to-HUGHES STREET	WM-DI-500	500	82.5	2007	13.8	15,000
WTRMN11287	HUGHES STREET-to-HUGHES STREET	WM-DI-150	150	82.5	2007	18.5	9,013
WTRMN11288	HURONTARIO STREET-to-HUGHES STREET	WM-DI-500	500	82.5	2007	110.6	120,226
WTRMN11289	HURONTARIO STREET-to-HUGHES STREET	WM-DI-500	500	82.5	2007	107.7	117,067
WTRMN11290	(blank)	WM-DI-500	500	82.5	2007	4.2	4,601
WTRMN11291	HUGHES STREET-to-HURONTARIO STREET	WM-DI-500	500	82.5	2007	2.3	2,501
WTRMN11292	HUGHES STREET-to-HURONTARIO STREET	WM-DI-500	500	82.5	2007	2.7	2,923
WTRMN11293	HURONTARIO STREET-to-HURONTARIO STREET	WM-DI-300	300	81.25	2006	4.2	2,585
WTRMN11294	HURONTARIO STREET-to-HURONTARIO STREET	WM-DI-300	300	81.25	2006	16.4	10,107
WTRMN11295	SAUNDERS STREET-to-NEWBOURNE STREET	WM-DI-150	150	81.25	2006	442.8	216,187
WTRMN11296	STANLEY STREET-to-MARY STREET	WM-DI-150	150	81.25	2006	121.8	59,463
WTRMN11297	NEWBOURNE STREET	WM-DI-150	150	81.25	2006	136.1	66,461
WTRMN11298	HURONTARIO STREET-to-HUGHES STREET	WM-DI-500	500	82.5	2007	25.2	27,356
WTRMN11300	HURONTARIO STREET-to-GOLFVIEW DRIVE	WM-DI-150	150	81.25	2006	40.9	19,983
WTRMN11301	PORTLAND STREET-to-POPLAR SIDEROAD	WM-DI-500	500	82.5	2007	198.8	216,157
WTRMN11302	POPLAR SIDEROAD-to-POPLAR SIDEROAD	WM-DI-500	500	82.5	2007	358.6	389,934
WTRMN11303	POPLAR SIDEROAD-to-POPLAR SIDEROAD	WM-DI-300	300	82.5	2007	39.3	24,233
WTRMN11304	(blank)	WM-DI-500	500	82.5	2007	10.0	10,916
WTRMN11305	(blank)	WM-DI-500	500	82.5	2007	5.9	6,415
WTRMN11306	GOLFVIEW DRIVE	WM-DI-150	150	81.25	2006	126.8	61,919
WTRMN11307	POPLAR SIDEROAD	WM-DI-300	300	82.5	2007	102.3	63,052
WTRMN11308	POPLAR SIDEROAD	WM-DI-500	500	82.5	2007	22.4	24,408
WTRMN11309	POPLAR SIDEROAD	WM-DI-500	500	82.5	2007	22.4	24,408
WTRMN11310	HUGHES STREET-to-HUGHES STREET	WM-DI-150	150	82.5	2007	2.9	1,399
WTRMN11311	HUGHES STREET-to-HUGHES STREET	WM-DI-500	500	82.5	2007	2.1	2,391
WTRMN11312	MCKEAN CRESCENT-to-PEEL STREET	WM-DI-150	150	81.25	2006	81.3	39,677
WTRMN11313	COLLINS STREET	WM-CU-50	50	76.25	2006	21.4	620
WTRMN11314	MCKEAN CRESCENT-to-MCKEAN CRESCENT	WM-DI-150	150	81.25	2006	3.9	1,915
WTRMN11315	PEEL STREET-to-MCKEAN CRESCENT	WM-DI-200	200	81.25	2006	47.6	23,990
WTRMN11316	MCKEAN CRESCENT-to-MCKEAN CRESCENT	WM-DI-150	150	81.25	2006	82.0	40,045
WTRMN11317	MCKEAN CRESCENT-to-MCKEAN CRESCENT	WM-DI-150	150	81.25	2006	6.8	3,342
WTRMN11318	MCKEAN CRESCENT-to-PEEL	WM-DI-150	150	81.25	2006	102.5	50,051



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	STREET						
WTRMN11319	MCKEAN CRESCENT-to-MCKEAN CRESCENT	WM-DI-150	150	81.25	2006	7.9	3,859
WTRMN11320	MCKEAN CRESCENT-to-MCKEAN CRESCENT	WM-DI-150	150	81.25	2006	7.6	3,718
WTRMN11321	BARRINGTON TRAIL-to-SILVER CRESCENT	WM-DI-150	150	82.5	2007	181.9	88,830
WTRMN11322	SILVER CRESCENT-to-SILVER CRESCENT	WM-DI-150	150	82.5	2007	98.6	48,154
WTRMN11323	SILVER CRESCENT-to-SILVER CRESCENT	WM-DI-150	150	82.5	2007	12.8	6,255
WTRMN11326	MOUNTAIN ROAD	WM-DI-150	150	57.5	1987	11.4	5,549
WTRMN11327	BALSAM STREET-to-OLD MOUNTAIN ROAD	WM-CI-250	250	32.5	1967	20.0	11,639
WTRMN11332	OLD MOUNTAIN ROAD-to-OLD MOUNTAIN ROAD	WM-DI-200	200	82.5	2007	10.2	5,133
WTRMN11333	MOUNTAIN ROAD-to-FIRST STREET	WM-DI-200	200	80	2005	112.9	56,869
WTRMN11339	(blank)	WM-DI-150	150	77.5	2003	7.2	3,526
WTRMN11345	CAMBRIDGE STREET	WM-DI-150	150	80	2005	16.2	7,914
WTRMN11346	BALSAM STREET	WM-CI-200	200	30	1965	5.0	2,512
WTRMN11347	CRANBERRY TRAIL EAST-to-ROYALTON LANE	WM-DI-150	150	78.75	2004	14.5	7,073
WTRMN11357	RAGLAN STREET	WM-DI-200	200	81.25	2006	0.6	290
WTRMN11358	MOUNTAIN ROAD-to-ELEVENTH LINE	WM-DI-400	400	80	2005	1.4	1,089
WTRMN11361	THOMAS DRIVE	WM-DI-400	400	80	2005	4.7	3,704
WTRMN11399	RAGLAN STREET-to-MATTHEW WAY	WM-DI-150	150	62.5	1991	14.4	7,032
WTRMN11400	CONNOR AVENUE-to-BROOKE AVENUE	WM-DI-150	150	81.25	2006	43.1	21,032
WTRMN11401	ALYSSA DRIVE-to-KAYLA CRESCENT	WM-DI-150	150	80	2005	20.7	10,092
WTRMN11402	ALYSSA DRIVE-to-CULLEN COURT	WM-DI-150	150	78.75	2004	20.5	10,016
WTRMN11403	GEORGIAN MEADOWS DRIVE	WM-DI-150	150	76.25	2002	4.8	2,359
WTRMN11404	GEORGIAN MEADOWS DRIVE	WM-DI-150	150	76.25	2002	4.8	2,325
WTRMN11405	SHERWOOD STREET	WM-CU-50	50	78.75	2008	30.7	620
WTRMN11409	MOUNTAIN ROAD-to-MOUNTAIN ROAD	WM-DI-150	150	80	2005	4.4	1,998
WTRMN11410	MAIR MILLS DRIVE-to-FRANCES DRIVE	WM-DI-400	400	80	2005	1.3	1,005
WTRMN11411	KELLS CRESCENT-to-MAIR MILLS DRIVE	WM-DI-400	400	80	2005	1.5	1,208
WTRMN11413	BALSAM STREET-to-BOARDWALK AVENUE	WM-DI-150	150	81.25	2006	14.0	6,825
WTRMN11414	CRANBERRY TRAIL WEST	WM-DI-150	150	66.25	1994	8.9	4,047
WTRMN11415	(blank)	WM-CI-300	300	10	1949	16.3	10,724
WTRMN11416	HURON STREET-to-SewageSIDE LANE	WM-DI-250	250	83.75	2008	45.2	26,243
WTRMN11419	MINNESOTA STREET-to-MINNESOTA STREET	WM-DI-200	200	82.5	2007	15.6	7,870
WTRMN11420	FINDLAY DRIVE-to-LOCKERBIE CRESCENT	WM-DI-150	150	83.75	2008	438.0	213,846
WTRMN11421	GARBUTT CRESCENT-to-GARBUTT CRESCENT	WM-DI-150	150	88.75	2012	94.5	46,123



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN11422	GILPIN CRESCENT-to-DANCE STREET	WM-DI-500	450	83.75	2008		92.5	107,531
WTRMN11423	DANCE STREET-to-SAUNDERS STREET	WM-DI-500	450	83.75	2008		239.8	278,736
WTRMN11424	WILSON STREET-to-LOCKERBIE CRESCENT	WM-DI-150	150	93.75	2016		90.8	44,336
WTRMN11425	LOCKERBIE CRESCENT-to-WILSON STREET	WM-DI-150	150	96.25	2018		528.9	258,238
WTRMN11426	CLARK STREET-to-WILSON STREET	WM-DI-150	150	93.75	2016		91.2	44,531
WTRMN11427	LOCKERBIE CRESCENT-to-LOCKERBIE CRESCENT	WM-DI-150	150	93.75	2016		347.3	169,579
WTRMN11428	GARBUTT CRESCENT-to-DANCE STREET	WM-DI-150	150	86.25	2010		76.6	37,409
WTRMN11429	GARBUTT CRESCENT-to-GARBUTT CRESCENT	WM-DI-150	150	88.75	2012		203.9	99,571
WTRMN11430	FINDLAY DRIVE	WM-DI-150	150	97.5	2019		338.8	165,392
WTRMN11431	HIGHWAY 26-to-HIGHWAY 26	WM-DI-200	200	82.5	2007		9.0	4,519
WTRMN11436	OSLER BLUFF ROAD-to-OSLER BLUFF ROAD	WM-DI-200	200	81.25	2006		16.6	8,383
WTRMN11443	CRANBERRY TRAIL EAST-to-JOSEPH TRAIL	WM-DI-300	300	82.5	2007		0.6	414
WTRMN11444	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	WM-DI-300	300	82.5	2007		19.2	11,852
WTRMN11445	SIERRA TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		30.2	15,218
WTRMN11446	JEFFREYS WAY-to-WILDROSE TRAIL	WM-DI-200	200	82.5	2007		96.8	48,736
WTRMN11447	JOSEPH TRAIL-to-JEFFREYS WAY	WM-DI-200	200	82.5	2007		28.7	14,479
WTRMN11448	WILDROSE TRAIL-to-WILDROSE TRAIL	WM-DI-200	200	82.5	2007		28.3	14,245
WTRMN11449	JOSEPH TRAIL-to-JOSEPH TRAIL	WM-DI-200	200	82.5	2007		48.8	24,586
WTRMN11450	SIERRA TRAIL-to-WILDROSE TRAIL	WM-DI-200	200	82.5	2007		53.9	27,165
WTRMN11451	SIERRA TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		25.1	12,621
WTRMN11452	SIERRA TRAIL-to-ALBANY STREET	WM-CU-50	50	77.5	2007		4.4	620
WTRMN11453	SIERRA TRAIL-to-SIERRA TRAIL	WM-CU-50	50	77.5	2007		3.8	620
WTRMN11454	SIERRA TRAIL-to-SIERRA TRAIL	WM-CU-50	50	77.5	2007		3.8	620
WTRMN11455	JOSEPH TRAIL-to-JOSEPH TRAIL	WM-DI-200	200	82.5	2007		25.8	13,010
WTRMN11456	SIERRA TRAIL-to-SIERRA TRAIL	WM-CU-50	50	77.5	2007		24.8	620
WTRMN11457	SIERRA TRAIL-to-SIERRA TRAIL	WM-CU-50	50	77.5	2007		4.4	620
WTRMN11458	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	WM-DI-300	300	82.5	2007		48.6	29,920
WTRMN11459	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	WM-DI-300	300	82.5	2007		9.3	5,721
WTRMN11460	CRANBERRY TRAIL EAST-to-JOSEPH TRAIL	WM-DI-300	300	82.5	2007		6.1	3,744
WTRMN11461	JOSEPH TRAIL-to-JOSEPH TRAIL	WM-DI-200	200	82.5	2007		4.6	2,291
WTRMN11462	JOSEPH TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		3.7	1,875
WTRMN11463	JOSEPH TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		3.8	1,935
WTRMN11464	JOSEPH TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		5.6	2,793
WTRMN11465	SIERRA TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		5.9	2,955
WTRMN11466	SIERRA TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		35.8	18,035
WTRMN11467	WILDROSE TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		3.1	1,559



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN11468	WILDROSE TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		2.4	1,206
WTRMN11469	SIERRA TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		3.3	1,676
WTRMN11471	DAWSON DRIVE-to-HARBOUR STREET WEST	WM-DI-300	300	38.75	1972		6.2	3,839
WTRMN11473	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	WM-DI-300	300	82.5	2007		3.7	2,298
WTRMN11474	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	WM-DI-300	300	82.5	2007		36.6	22,581
WTRMN11475	CRANBERRY TRAIL EAST-to-JOSEPH TRAIL	WM-DI-300	300	82.5	2007		7.0	4,599
WTRMN11476	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	WM-DI-300	300	82.5	2007		7.2	4,423
WTRMN11477	CRANBERRY TRAIL EAST-to-JOSEPH TRAIL	WM-DI-300	300	82.5	2007		156.7	96,563
WTRMN11478	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	WM-DI-300	300	82.5	2007		2.9	1,754
WTRMN11479	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	WM-DI-300	300	82.5	2007		4.4	2,678
WTRMN11480	JOSEPH TRAIL-to-JOSEPH TRAIL	WM-DI-200	200	82.5	2007		6.4	3,213
WTRMN11481	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	WM-DI-300	300	82.5	2007		75.3	46,415
WTRMN11482	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	WM-DI-300	300	82.5	2007		47.5	29,265
WTRMN11483	SIERRA TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		17.5	8,806
WTRMN11484	JEFFREYS WAY-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		4.1	2,084
WTRMN11485	JEFFREYS WAY-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		4.1	2,048
WTRMN11486	SIERRA TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		13.4	6,772
WTRMN11487	SIERRA TRAIL-to-SIERRA TRAIL	WM-CU-50	50	77.5	2007		1.5	620
WTRMN11488	SIERRA TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		16.2	8,168
WTRMN11489	SIERRA TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		10.0	5,043
WTRMN11490	SIERRA TRAIL-to-SIERRA TRAIL	WM-DI-200	200	82.5	2007		3.7	1,859
WTRMN11491	(blank)	WM-CU-50	50	77.5	2007		1.5	620
WTRMN11494	HIGHWAY 26-to-MACDONALD ROAD	WM-DI-400	400	68.75	1996		38.9	31,032
WTRMN11495	FIFTH STREET-to-MACDONALD ROAD	WM-DI-150	150	82.5	2007		3.3	1,487
WTRMN11496	HIGHWAY 26-to-GUN CLUB ROAD	WM-CI-300	300	38.75	1972		3.7	2,265
WTRMN11497	FIFTH STREET-to-FIFTH STREET	WM-DI-150	150	45	1977		8.7	4,268
WTRMN11498	FIFTH STREET-to-FIFTH STREET	WM-CI-200	200	32.5	1967		2.7	1,360
WTRMN11499	FIFTH STREET-to-SPRUCE STREET	WM-CI-300	300	37.5	1971		9.9	6,085
WTRMN11500	HIGHWAY 26-to-HIGHWAY 26	WM-DI-400	400	68.75	1996		340.3	271,373
WTRMN11501	HIGHWAY 26-to-HIGHWAY 26	WM-DI-400	400	68.75	1996		140.6	112,116
WTRMN11502	HIGHWAY 26-to-HIGHWAY 26	WM-DI-400	400	68.75	1996		167.8	133,830
WTRMN11503	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	WM-CON-450	450	33.75	1968		50.7	85,328
WTRMN11504	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	WM-DI-400	400	68.75	1996		56.8	45,292
WTRMN11505	ONTARIO STREET-to-ONTARIO STREET	WM-CI-300	300	23.75	1960		3.3	2,007
WTRMN11506	Beachwood Road-to-DOWNER STREET	WM-DI-300	300	65	1993		6.8	4,188
WTRMN11507	BROADVIEW STREET-to-BROADVIEW STREET	WM-DI-200	200	70	1997		144.5	72,810



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN11508	BROADVIEW STREET-to-BROADVIEW STREET	WM-DI-200	200	70	1997		78.0	39,296
WTRMN11509	JAMES STREET-to-KING STREET	WM-DI-150	150	66.25	1994		12.0	5,871
WTRMN11510	HIGHWAY 26-to-SILVER CREEK DRIVE	WM-DI-300	300	60	1989		37.8	23,298
WTRMN11511	HIGHWAY 26-to-SILVER CREEK DRIVE	WM-DI-300	300	60	1989		5.8	3,564
WTRMN11512	SILVER CREEK DRIVE	WM-PVC-300	300	83.75	2008		54.8	25,008
WTRMN11513	SILVER CREEK DRIVE-to-SILVER CREEK DRIVE	WM-PVC-150	100	78.75	2008		7.7	3,747
WTRMN11514	SILVER CREEK DRIVE	WM-DI-300	300	60	1989		4.3	2,668
WTRMN11515	GARBUTT CRESCENT-to-GARBUTT CRESCENT	WM-DI-150	150	83.75	2008		15.5	7,541
WTRMN11516	LOCKERBIE CRESCENT-to-CLARK STREET	WM-DI-150	150	93.75	2016		4.9	2,410
WTRMN11517	LOCKERBIE CRESCENT-to-CLARK STREET	WM-DI-150	150	93.75	2016		4.7	2,315
WTRMN11518	GILPIN CRESCENT-to-FINDLAY DRIVE	WM-DI-150	150	83.75	2008		4.6	2,223
WTRMN11519	FINDLAY DRIVE-to-DANCE STREET	WM-DI-150	150	85	2009		15.6	7,634
WTRMN11520	ROBERTSON STREET	WM-DI-150	150	82.5	2007		53.8	26,260
WTRMN11521	GEORGE STREET-to-VICTORY DRIVE	WM-DI-150	150	83.75	2008		184.5	90,097
WTRMN11522	STE MARIE STREET	WM-DI-150	150	83.75	2008		10.7	5,213
WTRMN11523	STE MARIE STREET	WM-DI-150	150	83.75	2008		4.5	2,184
WTRMN11524	HAMILTON STREET-to-DUNCAN STREET	WM-DI-150	150	46.25	1978		8.3	4,057
WTRMN11527	PINE STREET-to-SHIPYARD LANE	WM-DI-150	150	83.75	2008		14.5	7,089
WTRMN11528	PINE STREET	WM-DI-150	150	83.75	2008		14.9	7,265
WTRMN11529	(blank)	WM-DI-150	150	83.75	2008		14.7	7,160
WTRMN11530	MONTCLAIR MEWS-to-SIDE LAUNCH WAY	WM-DI-150	150	83.75	2008		13.3	6,508
WTRMN11531	WHEELHOUSE CRESCENT-to-WHEELHOUSE CRESCENT	WM-DI-150	150	83.75	2008		7.6	3,714
WTRMN11537	KELLS CRESCENT-to-LONG LANE	WM-DI-150	150	78.75	2004		15.1	7,368
WTRMN11538	CRANBERRY TRAIL WEST-to-BARKER BOULEVARD	WM-PVC-150	150	65	1993		18.0	8,771
WTRMN11542	PRINCETON SHORES BOULEVARD-to-HIGHWAY 26	WM-CI-300	300	38.75	1972		4.8	2,967
WTRMN11543	PRINCETON SHORES BOULEVARD-to-HIGHWAY 26	WM-CI-150	150	38.75	1972		4.4	2,134
WTRMN11544	PRINCETON SHORES BOULEVARD-to-HIGHWAY 26	WM-DI-300	300	60	1989		3.2	1,950
WTRMN11545	(blank)	WM-CI-150	150	38.75	1972		16.9	8,258
WTRMN11546	(blank)	WM-CI-150	150	38.75	1972		14.2	6,937
WTRMN11547	(blank)	WM-CI-150	150	38.75	1972		11.5	5,614
WTRMN11548	BARTLETT BOULEVARD	WM-CI-150	150	38.75	1972		9.2	4,480
WTRMN11549	(blank)	WM-CI-150	150	38.75	1972		5.1	2,494
WTRMN11550	(blank)	WM-CI-150	150	38.75	1972		11.7	5,731
WTRMN11563	CEDAR POINTE COURT-to-HIGHWAY 26	WM-CI-300	300	38.75	1972		2.0	1,228
WTRMN11569	CRANBERRY TRAIL WEST-to-ELLEN LANE	WM-DI-300	300	66.25	1994		134.5	82,891
WTRMN11570	TENTH LINE-to-MOUNTAIN ROAD	WM-DI-300	300	58.75	1988		27.9	17,191



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN11572	MOUNTAIN ROAD-to-MOUNTAIN ROAD	WM-DI-300	300	57.5	1987		26.5	16,329
WTRMN11574	HIGHWAY 26-to-KEITH AVENUE	WM-DI-250	250	48.75	1980		1.3	727
WTRMN11576	BALSAM STREET-to-CRANBERRY SHORES	WM-DI-150	150	58.75	1988		2.7	1,294
WTRMN11581	DAWSON DRIVE-to-DAWSON DRIVE	WM-DI-150	150	51.25	1982		5.8	2,633
WTRMN11582	DAWSON DRIVE	WM-PVC-150	150	57.5	1987		65.2	31,832
WTRMN11583	FINDLAY DRIVE-to-GILPIN CRESCENT	WM-DI-150	150	83.75	2008		4.9	2,377
WTRMN11584	HIGH STREET	WM-DI-150	150	41.25	1974		5.2	2,520
WTRMN11585	HIGH STREET	WM-DI-150	150	41.25	1974		5.5	2,685
WTRMN11586	CAMPBELL STREET-to-SMART COURT	WM-DI-200	200	53.75	1984		68.9	32,444
WTRMN11587	BRYAN COURT-to-LOCKHART ROAD	WM-CI-200	200	38.75	1972		1.6	792
WTRMN11588	BRYAN COURT-to-LOCKHART ROAD	WM-DI-150	150	38.75	1972		1.0	477
WTRMN11589	LOCKHART ROAD-to-DEY DRIVE	WM-DI-200	200	76.25	2002		13.1	6,577
WTRMN11590	LOCKHART ROAD-to-KRISTA COURT	WM-DI-200	200	46.25	1978		29.2	14,702
WTRMN11591	ONTARIO STREET-to-ST PAUL STREET	WM-DI-150	150	71.25	1998		10.9	5,308
WTRMN11592	ONTARIO STREET-to-FOURTH STREET EAST	WM-CI-200	200	36.25	1970		213.2	107,402
WTRMN11593	STE MARIE STREET-to-FOURTH STREET EAST	WM-CI-200	200	36.25	1970		6.5	3,265
WTRMN11594	CULLEN COURT-to-KAYLA CRESCENT	WM-DI-150	150	78.75	2004		76.2	37,212
WTRMN11595	Sewage STREET-to-SPRUCE STREET	WM-DI-150	150	53.75	1984		8.1	3,976
WTRMN11596	ELM STREET-to-SECOND STREET	WM-CI-150	150	35	1969		9.3	4,516
WTRMN11597	ELM STREET-to-ELM STREET	WM-CI-150	150	35	1969		7.5	3,680
WTRMN11598	SPRUCE STREET-to-FOURTH STREET	WM-CI-150	150	36.25	1970		14.1	6,878
WTRMN11599	SPRUCE STREET-to-SPRUCE STREET	WM-CI-150	150	36.25	1970		12.7	6,197
WTRMN11600	SEVENTH STREET-to-SPRUCE STREET	WM-CI-200	200	32.5	1967		10.6	5,335
WTRMN11601	WHIPPS COURT-to-GIBBARD CRESCENT	WM-CI-150	150	37.5	1971		11.1	5,409
WTRMN11602	GIBBARD CRESCENT-to-GRIFFIN ROAD	WM-CI-200	200	32.5	1967		99.5	50,141
WTRMN11603	TENTH STREET-to-TENTH STREET	WM-DI-150	150	40	1973		5.0	2,419
WTRMN11604	TENTH STREET	WM-DI-150	150	40	1973		11.6	5,673
WTRMN11605	HICKORY STREET-to-FOURTH STREET	WM-DI-150	150	37.5	1971		12.1	5,921
WTRMN11606	NINTH STREET	WM-DI-150	150	48.75	1980		13.3	6,479
WTRMN11607	OAK STREET-to-FIRST STREET	WM-DI-150	150	85	2009		1.6	797
WTRMN11608	ALBANY STREET-to-FIFTH STREET	WM-CI-200	200	32.5	1967		1.1	551
WTRMN11609	FIFTH STREET-to-FIFTH STREET	WM-DI-150	150	45	1977		0.5	246
WTRMN11610	PEEL STREET	WM-CI-250	250	11.25	1950		11.7	6,797
WTRMN11611	PRETTY RIVER PARKWAY	WM-CI-250	250	11.25	1950		6.0	3,483



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN11612	RUSSEL STREET-to-SIMCOE COUNTY ROAD 32	WM-DI-150	150	62.5	1991		1.3	610
WTRMN11613	SUNSET COURT-to-HURON STREET	WM-CI-150	150	37.5	1971		4.0	1,949
WTRMN11614	(blank)	WM-CI-150	150	11.25	1950		15.1	7,353
WTRMN11615	(blank)	WM-CI-150	150	11.25	1950		42.1	20,546
WTRMN11616	(blank)	WM-CI-150	150	11.25	1950		55.2	26,951
WTRMN11617	(blank)	WM-CI-150	100	6.25	1950		12.4	6,063
WTRMN11618	LOCKHART ROAD-to-CARMICHEAL CRESCENT	WM-DI-200	200	46.25	1978		81.3	40,974
WTRMN11619	ALICE STREET-to-COLLINS STREET	WM-DI-250	250	47.5	1979		23.2	13,457
WTRMN11620	ALMA STREET-to-ALBERT STREET	WM-DI-150	150	40	1973		1.7	839
WTRMN11621	BUSH STREET	WM-DI-200	200	60	1989		15.2	7,635
WTRMN11622	RAGLAN STREET	WM-DI-150	150	70	1997		13.6	6,652
WTRMN11623	GLEN ROGERS ROAD	WM-PVC-150	150	41.25	1974		5.6	2,737
WTRMN11624	SANDFORD FLEMING DRIVE-to-SANDFORD FLEMING DRIVE	WM-DI-300	300	60	1989		6.5	4,284
WTRMN11625	POPLAR SIDEROAD-to-Beachwood Road	WM-DI-300	300	65	1993		30.6	18,875
WTRMN11626	LAKEVIEW AVENUE-to-Beachwood Road	WM-DI-300	300	65	1993		14.3	8,823
WTRMN11627	GLEN ROAD-to-Beachwood Road	WM-DI-150	150	66.25	1994		208.0	101,547
WTRMN11628	SELKIRK ROAD-to-SELKIRK ROAD	WM-DI-150	150	66.25	1994		6.0	2,911
WTRMN11629	GLEN ROAD-to-SELKIRK ROAD	WM-DI-150	150	66.25	1994		4.7	2,279
WTRMN11630	EDGAR ROAD-to-EDGAR ROAD	WM-DI-150	150	66.25	1994		9.0	4,395
WTRMN11631	Beachwood Road-to-SELKIRK ROAD	WM-DI-150	150	66.25	1994		1.8	881
WTRMN11632	(blank)	WM-DI-150	150	82.5	2009		51.6	25,171
WTRMN11633	MARKET LANE-to-ST PAUL STREET	WM-DI-150	150	40	1973		6.0	2,911
WTRMN11634	ST PAUL STREET	WM-PVC-150	150	83.75	2008		10.5	5,125
WTRMN11635	POPLAR SIDEROAD-to-POPLAR SIDEROAD	WM-DI-500	500	82.5	2007		34.1	37,063
WTRMN11636	POPLAR SIDEROAD-to-POPLAR SIDEROAD	WM-DI-400	400	82.5	2007		2.5	2,025
WTRMN11637	(blank)	WM-DI-300	300	82.5	2007		3.6	2,214
WTRMN11638	HURONTARIO STREET-to-HURONTARIO STREET	WM-PVC-150	150	48.75	1980		13.7	6,706
WTRMN11639	BIRCH STREET-to-FIFTH STREET	WM-CI-150	150	32.5	1967		6.4	3,112
WTRMN11640	BIRCH STREET-to-FIFTH STREET	WM-CI-300	300	32.5	1967		12.8	7,889
WTRMN11641	FIFTH STREET-to-BIRCH STREET	WM-CI-150	150	23.75	1960		10.9	5,319
WTRMN11642	FIFTH STREET-to-FIFTH STREET	WM-CI-150	150	32.5	1967		0.6	269
WTRMN11643	KAYLA CRESCENT-to-KAYLA CRESCENT	WM-DI-150	150	86.25	2010		149.6	73,056
WTRMN11644	ALYSSA DRIVE-to-KAYLA CRESCENT	WM-DI-150	150	86.25	2010		15.5	7,586
WTRMN11648	SANDFORD FLEMING DRIVE	WM-DI-300	300	86.25	2010		11.9	7,833
WTRMN11649	SANDFORD FLEMING DRIVE	WM-DI-300	300	86.25	2010		263.2	162,217
WTRMN11650	SANDFORD FLEMING DRIVE	WM-DI-300	300	86.25	2010		0.7	429
WTRMN11651	SIXTH LINE-to-SANDFORD	WM-DI-300	300	86.25	2010		59.1	36,411



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	FLEMING DRIVE						
WTRMN11652	SIXTH LINE-to-SANDFORD FLEMING DRIVE	WM-DI-300	300	86.25	2010	107.1	65,987
WTRMN11653	HIGHWAY 26-to-SIXTH LINE	WM-DI-300	300	86.25	2010	204.2	125,819
WTRMN11654	HIGHWAY 26-to-HIGHWAY 26	WM-DI-300	300	86.25	2010	100.1	61,666
WTRMN11655	HIGHWAY 26-to-HIGHWAY 26	WM-DI-300	300	86.25	2010	8.0	4,913
WTRMN11656	HIGHWAY 26-to-HIGHWAY 26	WM-DI-300	300	86.25	2010	1.5	929
WTRMN11657	CRANBERRY TRAIL EAST-to-DAWSON DRIVE	WM-DI-300	300	73.75	2000	3.3	2,044
WTRMN11658	RON EMO ROAD-to-RAGLAN STREET	WM-DI-300	300	86.25	2010	6.4	3,922
WTRMN11659	RON EMO ROAD-to-RAGLAN STREET	WM-DI-300	300	86.25	2010	18.9	11,634
WTRMN11660	RAGLAN STREET-to-RAGLAN STREET	WM-DI-300	300	86.25	2010	130.4	80,358
WTRMN11661	RAGLAN STREET-to-RAGLAN STREET	WM-DI-300	300	86.25	2010	1.4	878
WTRMN11662	RAGLAN STREET-to-RAGLAN STREET	WM-DI-300	300	86.25	2010	300.6	185,254
WTRMN11663	RAGLAN STREET	WM-DI-300	300	86.25	2010	14.0	8,608
WTRMN11664	OSLER BLUFF ROAD-to-SILVER CREEK DRIVE	WM-DI-300	300	86.25	2010	248.3	163,583
WTRMN11665	OSLER BLUFF ROAD	WM-DI-300	300	86.25	2010	1.3	842
WTRMN11666	OSLER BLUFF ROAD-to-FOREST DRIVE	WM-DI-300	300	86.25	2010	320.4	211,046
WTRMN11670	TENTH LINE	WM-DI-150	100	52.5	1987	2.8	1,297
WTRMN11672	RAGLAN STREET-to-RON EMO ROAD	WM-DI-300	300	87.5	2011	291.0	191,661
WTRMN11673	GARBUTT CRESCENT-to-GARBUTT CRESCENT	WM-DI-150	150	88.75	2012	150.5	73,477
WTRMN11674	DANCE STREET-to-GARBUTT CRESCENT	WM-DI-150	150	86.25	2010	196.1	95,744
WTRMN11675	RAGLAN STREET-to-RAGLAN STREET	WM-CON-400	400	30	1965	186.5	243,358
WTRMN11676	(blank)	WM-DI-200	200	70	1997	253.0	127,438
WTRMN11677	ALYSSA DRIVE-to-BROOKE AVENUE	WM-DI-150	150	81.25	2006	176.4	86,107
WTRMN11678	RODNEY STREET-to-NAPIER STREET	WM-DI-150	150	46.25	1978	94.3	46,030
WTRMN11679	KAYLA CRESCENT-to-KAYLA CRESCENT	WM-DI-150	150	86.25	2010	100.1	48,877
WTRMN11680	FERGUSON ROAD-to-DICKSON ROAD	WM-CI-200	200	14.35	1967	110.2	55,497
WTRMN11681	GODDEN STREET-to-BUSH STREET	WM-DI-200	200	60	1989	126.2	63,555
WTRMN11682	SAUNDERS STREET	WM-DI-150	150	81.25	2006	219.7	107,288
WTRMN11683	HURONTARIO STREET-to-STE MARIE STREET	WM-CI-150	150	13.75	1952	130.3	63,623
WTRMN11684	THIRD STREET-to-STEWART ROAD	WM-CI-300	300	36.25	1970	257.4	158,606
WTRMN11685	KAYLA CRESCENT-to-KAYLA CRESCENT	WM-DI-150	150	86.25	2010	92.4	45,113
WTRMN11686	BARRINGTON TRAIL-to-SILVER CRESCENT	WM-DI-150	150	82.5	2007	191.0	93,256
WTRMN11687	BUSH STREET-to-GODDEN STREET	WM-DI-200	200	60	1989	87.8	44,226
WTRMN11688	MANNING AVENUE	WM-CI-150	150	1	1969	161.3	78,755



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
WTRMN11689	INDIAN TRAIL	WM-DI-150	150	66.25	1994	75.1	36,673
WTRMN11690	ST CLAIR STREET	WM-DI-150	150	40	1973	92.9	45,376
WTRMN11691	HURONIA PATHWAY	WM-DI-300	300	53.21	1987	466.1	287,238
WTRMN11692	LOCKHART ROAD-to-BROCK CRESCENT	WM-CI-200	200	38.75	1972	242.1	121,943
WTRMN11693	BRYAN COURT-to-BRYAN DRIVE	WM-CI-150	150	36.25	1970	260.0	126,930
WTRMN11694	SUNSET COURT-to-HURON STREET	WM-CI-150	100	32.5	1971	140.6	68,657
WTRMN11695	FOURTH STREET-to-FIFTH STREET	WM-CI-300	300	30	1965	224.1	138,099
WTRMN11696	MOUNTAIN ROAD	WM-DI-300	300	58.75	1988	481.7	296,861
WTRMN11697	SECOND STREET-to-THIRD STREET	WM-DI-150	150	50	1981	221.1	107,935
WTRMN11698	OLIVER CRESCENT-to-WALKER STREET	WM-DI-150	150	56.25	1986	75.4	36,794
WTRMN11699	RAGLAN STREET-to-MATTHEW WAY	WM-CON-400	400	30	1965	159.0	207,448
WTRMN11700	BROADVIEW STREET-to-BROADVIEW STREET	WM-DI-200	200	70	1997	268.0	135,017
WTRMN11701	(blank)	WM-CI-150	150	11.25	1950	154.3	75,357
WTRMN11702	KAYLA CRESCENT-to-KAYLA CRESCENT	WM-DI-150	150	86.25	2010	137.2	66,964
WTRMN11703	PEEL STREET-to-NIAGARA STREET	WM-CI-150	150	37.5	1971	181.9	88,796
WTRMN11704	(blank)	WM-CI-150	150	10	1965	48.5	23,681
WTRMN11705	GEORGIAN MEADOWS DRIVE-to-SIXTH STREET	WM-DI-400	400	75	2001	120.7	96,254
WTRMN11706	PINE STREET-to-HURONTARIO STREET	WM-DI-150	150	45	1977	118.0	57,615
WTRMN11707	NIAGARA STREET	WM-CI-250	250	1	1950	126.1	73,271
WTRMN11708	THIRD STREET-to-FOURTH STREET	WM-CI-300	300	30	1965	229.6	141,460
WTRMN11709	SECOND STREET-to-THIRD STREET	WM-CI-150	150	11.25	1950	222.1	108,414
WTRMN11710	DAVIS STREET-to-CHAMBERLAIN CRESCENT	WM-DI-150	150	81.25	2006	87.0	42,468
WTRMN11712	FIRST STREET-to-SECOND STREET	WM-CI-300	300	30	1965	217.2	133,829
WTRMN11713	ALBERT STREET-to-PRETTY RIVER PARKWAY	WM-CI-300	300	10	1949	170.9	105,328
WTRMN11714	WATTS CRESCENT-to-FIFTH STREET	WM-CI-300	300	37.5	1971	112.1	69,050
WTRMN11715	MASON ROAD-to-MACKAY COURT	WM-DI-150	150	42.5	1975	82.3	40,190
WTRMN11716	ELM STREET	WM-PVC-150	150	47.5	1979	57.5	28,069
WTRMN11717	NETTLETON COURT-to-NETTLETON COURT	WM-DI-300	300	58.75	1988	54.6	33,663
WTRMN11718	CRANBERRY TRAIL EAST	WM-DI-150	150	86.25	2010	403.6	197,068
WTRMN11719	WALNUT STREET-to-CEDAR STREET	WM-CI-200	200	11.35	1965	123.8	62,366
WTRMN11720	HIGHWAY 26-to-HIGHWAY 26	WM-CU-50	50	82.5	2011	14.9	620
WTRMN11721	HIGHWAY 26-to-HIGHWAY 26	WM-DI-150	150	87.5	2011	41.1	20,080
WTRMN11722	HIGHWAY 26-to-HIGHWAY 26	WM-CON-400	400	33.75	1968	278.5	363,477
WTRMN11723	HUME STREET-to-ST CLAIR STREET	WM-CI-150	150	35	1969	173.4	84,680



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN11724	HIGHWAY 26-to-ELIOTT AVENUE	WM-CON-400	400	33.75	1968		145.1	189,288
WTRMN11725	CEDAR STREET-to-OAK STREET	WM-CI-150	150	11.25	1950		116.2	56,746
WTRMN11726	RAGLAN STREET-to-POPLAR SIDEROAD	WM-DI-300	300	87.5	2011		666.8	439,255
WTRMN11727	SILVER CREEK DRIVE-to-SILVER CREEK DRIVE	WM-DI-300	300	60	1989		166.5	102,618
WTRMN11728	OAK STREET	WM-DI-150	150	43.75	1976		59.8	29,219
WTRMN11729	ST LAWRENCE STREET-to-HURON STREET	WM-CI-150	150	12.71	1965		231.3	112,929
WTRMN11730	FAIR STREET-to-CAMERON STREET	WM-CI-300	300	31.25	1966		107.8	66,401
WTRMN11731	(blank)	WM-CI-150	150	5	1945		6.3	3,054
WTRMN11732	PATERSON STREET-to-DUNCAN STREET	WM-DI-150	150	80	2005		143.3	69,958
WTRMN11733	LOCKHART ROAD-to-LOCKHART ROAD	WM-DI-200	200	46.25	1978		114.5	57,655
WTRMN11734	PRETTY RIVER PARKWAY-to-MACDONALD ROAD	WM-CON-400	400	33.75	1968		233.0	304,039
WTRMN11735	DELLPARR AVENUE	WM-DI-150	150	70	1997		14.0	6,851
WTRMN11736	LONG POINT ROAD	WM-PVC-150	150	88.75	2012		44.6	21,790
WTRMN11737	LONG POINT ROAD	WM-PVC-150	150	88.75	2012		25.3	12,360
WTRMN11738	LONG POINT ROAD	WM-PVC-150	150	88.75	2012		2.6	1,267
WTRMN11739	MADELINE DRIVE	WM-DI-150	150	88.75	2012		139.1	67,930
WTRMN11740	LONG POINT ROAD-to-MADELINE DRIVE	WM-DI-150	150	88.75	2012		21.0	10,264
WTRMN11741	MADELINE DRIVE-to-LONG POINT ROAD	WM-DI-150	150	88.75	2012		161.4	78,810
WTRMN11742	LINDSAY LANE-to-MADELINE DRIVE	WM-DI-150	150	88.75	2012		8.2	4,010
WTRMN11743	LINDSAY LANE-to-MADELINE DRIVE	WM-DI-150	150	88.75	2012		194.5	94,947
WTRMN11744	MADELINE DRIVE-to-LINDSAY LANE	WM-DI-150	150	88.75	2012		12.4	6,069
WTRMN11745	MADELINE DRIVE	WM-DI-150	150	88.75	2012		241.9	118,113
WTRMN11746	MADELINE DRIVE-to-MADELINE DRIVE	WM-DI-150	150	88.75	2012		3.8	1,870
WTRMN11747	LONG POINT ROAD-to-LINDSAY LANE	WM-DI-150	150	88.75	2012		2.3	1,107
WTRMN11748	LINDSAY LANE-to-MADELINE DRIVE	WM-DI-150	150	88.75	2012		139.6	68,159
WTRMN11749	LINDSAY LANE-to-LINDSAY LANE	WM-DI-150	150	88.75	2012		138.8	67,781
WTRMN11750	MADELINE DRIVE-to-LINDSAY LANE	WM-DI-150	150	88.75	2012		427.5	208,732
WTRMN11751	LONG POINT ROAD-to-LONG POINT ROAD	WM-DI-150	150	88.75	2012		14.4	7,024
WTRMN11752	PATERSON STREET-to-KATHERINE STREET	WM-CI-150	150	12.5	1967		82.6	40,328
WTRMN11753	HAMILTON STREET-to-LORNE STREET	WM-DI-250	250	55	1985		116.7	67,838
WTRMN11754	(blank)	WM-CI-150	150	11.25	1950		58.1	28,386
WTRMN11759	BALSAM STREET	WM-CI-150	150	32.5	1967		6.1	2,970
WTRMN11760	Sewage STREET-to-FIRST STREET	WM-CI-150	150	19.71	1964		221.1	107,961



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
WTRMN11761	FIRST STREET-to-FIRST STREET	WM-CI-150	150	28.75	1964	16.2	7,928
WTRMN11762	BALSAM STREET-to-ELM STREET	WM-CI-250	250	1	1960	142.2	77,336
WTRMN11763	SPRUCE STREET-to-SECOND STREET	WM-CI-150	150	30	1965	9.0	4,371
WTRMN11764	FIRST STREET-to-SECOND STREET	WM-CI-150	150	2.33	1965	216.8	105,866
WTRMN11765	FIRST STREET-to-SPRUCE STREET	WM-PVC-150	150	86.25	2010	11.2	5,466
WTRMN11766	Sewage STREET-to-FIRST STREET	WM-DI-150	150	53.75	1984	223.9	109,306
WTRMN11767	ELM STREET-to-SPRUCE STREET	WM-CI-250	250	23.75	1960	118.8	64,577
WTRMN11768	SPRUCE STREET-to-FIRST STREET	WM-CI-250	250	23.75	1960	91.8	49,936
WTRMN11769	FIRST STREET-to-FIRST STREET	WM-DI-300	300	51.25	1982	11.3	6,977
WTRMN11770	FIRST STREET-to-SECOND STREET	WM-CI-150	150	17.5	1955	208.7	101,913
WTRMN11771	FIRST STREET-to-HICKORY STREET	WM-PVC-150	150	86.25	2010	36.9	18,020
WTRMN11772	(blank)	WM-CI-150	150	5	1945	5.2	2,531
WTRMN11773	HICKORY STREET-to-FIRST STREET	WM-DI-150	150	51.25	1982	18.2	8,904
WTRMN11774	FIRST STREET-to-HICKORY STREET	WM-DI-300	300	51.25	1982	35.3	21,741
WTRMN11775	FIRST STREET-to-FIRST STREET	WM-DI-300	300	51.25	1982	9.7	5,976
WTRMN11776	FIRST STREET-to-WALNUT STREET	WM-CI-300	300	30	1965	13.7	8,419
WTRMN11777	FIRST STREET-to-WALNUT STREET	WM-DI-300	300	51.25	1982	104.7	64,515
WTRMN11778	FIRST STREET	WM-DI-150	150	45	1977	73.8	36,049
WTRMN11779	CEDAR STREET-to-CEDAR STREET	WM-DI-150	150	85	2009	2.3	1,126
WTRMN11780	CEDAR STREET-to-CEDAR STREET	WM-DI-150	150	85	2009	0.5	263
WTRMN11781	WALNUT STREET-to-CEDAR STREET	WM-DI-300	300	51.25	1982	116.3	71,692
WTRMN11782	FIRST STREET-to-SECOND STREET	WM-DI-150	150	48.75	1980	209.8	102,409
WTRMN11783	CEDAR STREET-to-OAK STREET	WM-DI-300	300	51.25	1982	115.5	71,203
WTRMN11784	FIRST STREET-to-SECOND STREET	WM-DI-150	150	48.75	1980	232.1	113,304
WTRMN11785	OAK STREET-to-OAK STREET	WM-DI-150	150	48.75	1980	7.9	3,877
WTRMN11786	OAK STREET-to-BIRCH STREET	WM-DI-300	300	51.25	1982	126.6	78,005
WTRMN11787	BIRCH STREET	WM-DI-150	150	85	2009	31.9	15,585
WTRMN11788	FIRST STREET-to-BIRCH STREET	WM-DI-150	150	85	2009	28.1	13,704
WTRMN11789	FIRST STREET-to-BIRCH STREET	WM-DI-150	150	85	2009	173.7	84,811
WTRMN11790	FIRST STREET-to-SECOND STREET	WM-DI-150	150	40	1973	215.8	105,385
WTRMN11791	FIRST STREET-to-BEECH STREET	WM-DI-150	150	85	2009	11.4	5,549
WTRMN11792	FIRST STREET	WM-CI-150	150	5	1945	6.2	3,010
WTRMN11793	MAPLE STREET-to-MAPLE STREET	WM-CI-150	150	85	2009	7.9	3,844
WTRMN11794	MAPLE STREET-to-MAPLE STREET	WM-DI-150	150	85	2009	3.4	1,638
WTRMN11795	MAPLE STREET-to-HIGHWAY 26	WM-DI-150	150	85	2009	0.6	301
WTRMN11796	FIRST STREET-to-SECOND STREET	WM-CI-150	150	2.5	1945	210.3	102,659



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	STREET						
WTRMN11797	FIRST STREET	WM-CI-150	150	82.5	2009	24.9	12,134
WTRMN11798	MAPLE STREET-to-PINE STREET	WM-DI-300	300	51.25	1982	120.2	74,083
WTRMN11799	FIRST STREET-to-SECOND STREET	WM-DI-200	200	30.15	1972	232.6	117,178
WTRMN11800	HURONTARIO STREET-to-PINE STREET	WM-DI-300	300	51.25	1982	123.5	76,111
WTRMN11801	MAPLE STREET-to-HERITAGE DRIVE	WM-DI-400	400	83.75	2008	478.8	381,823
WTRMN11802	HURON STREET-to-SIDE LAUNCH WAY	WM-CI-150	150	5	1945	83.8	40,931
WTRMN11803	FIRST STREET-to-SECOND STREET	WM-CI-200	200	11.25	1950	220.3	110,965
WTRMN11804	FIRST STREET-to-FIRST STREET	WM-DI-300	300	51.25	1982	13.6	8,353
WTRMN11805	HURONTARIO STREET-to-HURON STREET	WM-CI-150	150	85	2009	4.4	2,140
WTRMN11806	HURON STREET-to-SIMCOE STREET	WM-DI-300	300	48.75	1980	225.9	139,236
WTRMN11807	HURONTARIO STREET	WM-CI-300	300	10	1949	17.0	10,487
WTRMN11808	HURONTARIO STREET	WM-CI-300	300	10	1949	3.9	2,372
WTRMN11809	HURON STREET-to-HURON STREET	WM-DI-300	300	85	2009	4.5	2,041
WTRMN11810	SIMCOE STREET-to-ONTARIO STREET	WM-CI-200	200	36.25	1970	202.5	101,999
WTRMN11811	HURON STREET-to-SECOND STREET	WM-CI-200	200	1	1970	221.3	111,458
WTRMN11812	HURONTARIO STREET-to-STE MARIE STREET	WM-CI-300	300	10	1949	115.7	71,327
WTRMN11813	MINNESOTA STREET	WM-CI-300	300	10	1949	23.5	14,499
WTRMN11814	STE MARIE STREET	WM-CI-300	300	10	1949	10.5	6,495
WTRMN11815	ST PAUL STREET-to-MINNESOTA STREET	WM-CI-300	300	1	1949	190.4	117,351
WTRMN11816	CONSERVATION WAY-to-CONSERVATION WAY	WM-DI-150	150	81.25	2006	51.2	25,013
WTRMN11817	CONSERVATION WAY-to-CONSERVATION WAY	WM-DI-150	150	90	2013	32.6	15,903
WTRMN11818	CONSERVATION WAY-to-CONSERVATION WAY	WM-DI-150	150	90	2013	109.2	53,306
WTRMN11819	CONSERVATION WAY-to-SILVER GLEN BOULEVARD	WM-DI-150	150	90	2013	17.2	8,396
WTRMN11820	STEWART ROAD-to-SIXTH STREET	WM-DI-300	300	70	1997	163.7	100,891
WTRMN11821	STEWART ROAD-to-STEWART ROAD	WM-DI-150	150	90	2013	11.9	5,825
WTRMN11823	CONSERVATION WAY-to-GREENBRIAR DRIVE	WM-DI-150	150	85	2009	84.7	41,373
WTRMN11824	GARBUTT CRESCENT-to-GARBUTT CRESCENT	WM-DI-150	150	86.25	2010	64.3	31,383
WTRMN11825	DANCE STREET-to-GARBUTT CRESCENT	WM-DI-150	150	86.25	2010	15.6	7,623
WTRMN11826	GARBUTT CRESCENT-to-GARBUTT CRESCENT	WM-DI-150	150	86.25	2010	100.3	48,956
WTRMN11827	DANCE STREET-to-GARBUTT CRESCENT	WM-DI-150	150	86.25	2010	15.9	7,764
WTRMN11828	RAGLAN STREET-to-RON EMO ROAD	WM-DI-300	300	86.25	2010	18.6	11,475
WTRMN11829	RON EMO ROAD-to-RON EMO	WM-DI-300	300	86.25	2010	5.3	3,235



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	ROAD						
WTRMN11830	RON EMO ROAD-to-RON EMO ROAD	WM-DI-300	300	86.25	2010	283.6	174,762
WTRMN11831	RON EMO ROAD	WM-DI-200	200	73.75	2000	4.2	2,093
WTRMN11832	RON EMO ROAD	WM-DI-300	300	73.75	2000	181.8	112,022
WTRMN11833	RON EMO ROAD-to-RON EMO ROAD	WM-DI-300	300	86.25	2010	2.3	1,429
WTRMN11834	RAGLAN STREET-to-RAGLAN STREET	WM-PVC-150	150	88.75	2012	16.1	7,877
WTRMN11835	RAGLAN STREET	WM-PVC-150	150	88.75	2012	3.4	1,662
WTRMN11836	RAGLAN STREET-to-POPLAR SIDEROAD	WM-DI-300	300	86.25	2010	206.1	127,019
WTRMN11837	RAGLAN STREET-to-RAGLAN STREET	WM-DI-300	300	87.5	2011	18.7	12,312
WTRMN11838	RAGLAN STREET	WM-PVC-150	150	88.75	2012	12.6	6,137
WTRMN11839	RAGLAN STREET-to-RAGLAN STREET	WM-DI-200	200	87.5	2011	113.1	56,949
WTRMN11840	RAGLAN STREET-to-RAGLAN STREET	WM-DI-200	200	87.5	2011	4.5	2,280
WTRMN11841	RAGLAN STREET	WM-DI-200	200	87.5	2011	2.1	1,035
WTRMN11842	RAGLAN STREET	WM-DI-150	50	82.5	2011	2.8	1,349
WTRMN11843	SPRUCE STREET-to-SECOND STREET	WM-CI-150	150	30	1965	221.9	108,357
WTRMN11844	SPRUCE	WM-DI-150	150	86.25	2010	72.4	35,323
WTRMN11845	LORNE STREET-to-LORNE STREET	WM-CI-150	150	32.5	1967	119.3	58,228
WTRMN11846	LORNE STREET	WM-DI-150	150	90	2013	101.0	49,320
WTRMN11847	CRANBERRY TRAIL EAST	WM-DI-150	150	88.75	2012	200.8	98,041
WTRMN11848	ERIE STREET	WM-DI-150	150	72.5	1999	85.2	41,583
WTRMN11849	SIXTH LINE-to-SANDFORD FLEMING DRIVE	WM-DI-300	300	60	1989	549.1	338,365
WTRMN11850	TENTH LINE	WM-DI-300	300	73.75	2000	109.4	67,410
WTRMN11851	CHAMBERLAIN CRESCENT-to-BARR STREET	WM-DI-150	150	81.25	2006	54.5	26,585
WTRMN11852	FOURTH STREET EAST-to-ST PAUL STREET	WM-DI-150	150	53.75	1984	78.1	38,142
WTRMN11853	FOURTH STREET EAST-to-ST PETER STREET	WM-DI-150	150	53.75	1984	148.5	72,524
WTRMN11854	ST PETER STREET-to-ST PETER STREET	WM-DI-150	150	53.75	1984	8.8	4,301
WTRMN11855	ST PETER STREET	WM-DI-150	100	48.75	1984	31.7	15,464
WTRMN11856	FOURTH STREET-to-FIFTH STREET	WM-DI-150	150	33.54	1975	223.3	109,021
WTRMN11857	BIRCH STREET-to-BEECH STREET	WM-DI-150	150	38.75	1972	121.2	59,187
WTRMN11858	THIRD STREET-to-FOURTH STREET	WM-DI-150	150	42.5	1975	228.2	111,419
WTRMN11859	SECOND STREET-to-THIRD STREET	WM-DI-150	150	31.02	1973	222.7	108,742
WTRMN11860	BIRCH STREET-to-BEECH STREET	WM-CI-200	200	8.75	1950	119.8	60,324
WTRMN11861	BEECH STREET-to-MAPLE STREET	WM-CI-200	200	8.75	1950	121.6	61,272
WTRMN11862	BEECH STREET-to-MAPLE STREET	WM-DI-300	300	51.25	1982	121.9	75,141



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN11863	BRAESIDE STREET-to-BRAESIDE STREET	WM-DI-150	150	70	1997		161.2	78,698
WTRMN11864	HILL STREET	WM-DI-400	400	80	2005		57.7	46,002
WTRMN11865	THIRD STREET	WM-DI-150	150	86.25	2010		7.2	3,537
WTRMN11866	ALYSSA DRIVE-to-SIXTH STREET	WM-DI-150	150	78.75	2004		48.9	23,850
WTRMN11867	SIXTH STREET-to-ALYSSA DRIVE	WM-DI-150	150	75	2001		10.5	5,122
WTRMN11868	DOCKSIDE DRIVE	WM-CI-300	300	38.75	1972		318.7	196,382
WTRMN11870	HIGHWAY 26-to-VACATION INN DRIVE	WM-DI-200	200	56.25	1986		31.2	15,736
WTRMN11871	PRINCETON SHORES BOULEVARD	WM-CI-300	300	26.65	1972		165.2	101,831
WTRMN11872	ANCHORAGE CRESCENT-to-HIGHWAY 26	WM-DI-150	150	92.5	2015		53.3	26,037
WTRMN11873	ANCHORAGE CRESCENT-to-COVE COURT	WM-DI-150	150	92.5	2015		3.0	1,476
WTRMN11874	ANCHORAGE CRESCENT-to-COVE COURT	WM-DI-150	150	92.5	2015		1.6	779
WTRMN11875	ANCHORAGE CRESCENT	WM-DI-150	150	92.5	2015		48.0	23,411
WTRMN11876	COVE COURT-to-COVE COURT	WM-DI-150	150	92.5	2015		501.6	244,885
WTRMN11877	(blank)	WM-CI-300	300	31.59	1972		279.5	172,239
WTRMN11878	ANCHORAGE CRESCENT-to-HIGHWAY 26	WM-DI-150	150	92.5	2015		66.6	32,534
WTRMN11879	RAMBLINGS WAY-to-RAMBLINGS WAY	WM-PVC-150	150	56.25	1986		1.3	650
WTRMN11880	(blank)	WM-CI-300	300	38.75	1972		159.2	98,122
WTRMN11881	(blank)	WM-CI-300	300	38.75	1972		109.2	67,290
WTRMN11882	(blank)	WM-CI-300	300	38.75	1972		142.6	87,854
WTRMN11883	HIGHWAY 26-to-CRANBERRY TRAIL EAST	WM-DI-300	300	61.25	1990		178.9	110,221
WTRMN11884	HIGHWAY 26-to-HIGHWAY 26	WM-DI-300	300	61.25	1990		135.5	83,497
WTRMN11885	HIGHWAY 26	WM-DI-300	300	61.25	1990		86.0	53,018
WTRMN11886	HIGHWAY 26	WM-DI-300	300	61.25	1990		1.3	786
WTRMN11887	SewageFALLS LANE	WM-CI-300	300	38.75	1972		70.0	43,152
WTRMN11888	HIGHWAY 26	WM-DI-300	300	62.5	1991		30.9	19,025
WTRMN11889	SewageFALLS LANE-to-SewageFALLS LANE	WM-CI-300	300	38.75	1972		12.2	7,500
WTRMN11891	(blank)	WM-CI-300	300	1	1967		117.6	72,483
WTRMN11897	DAWSON DRIVE-to-DAWSON DRIVE	WM-DI-300	300	51.25	1982		66.4	40,910
WTRMN11898	(blank)	WM-CI-300	300	19.87	1967		316.7	195,157
WTRMN11899	FINDLAY DRIVE-to-FINDLAY DRIVE	WM-DI-500	450	93.75	2016		70.1	81,524
WTRMN11900	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	WM-CON-450	450	33.75	1968		69.0	116,070
WTRMN11901	ONTARIO STREET-to-PRETTY RIVER PARKWAY	WM-CON-450	450	33.75	1968		331.7	557,946
WTRMN11904	KELLS CRESCENT-to-FRANCES DRIVE	WM-DI-150	150	78.75	2004		94.6	46,192
WTRMN11905	KELLS CRESCENT-to-LONG LANE	WM-DI-150	150	78.75	2004		112.4	54,871
WTRMN11906	KELLS CRESCENT-to-KELLS CRESCENT	WM-DI-150	150	78.75	2004		194.0	94,718
WTRMN11907	KELLS CRESCENT-to-KELLS CRESCENT	WM-DI-150	150	78.75	2004		154.2	75,261
WTRMN11908	KELLS CRESCENT	WM-DI-150	150	78.75	2004		144.2	70,420
WTRMN11909	KELLS CRESCENT-to-KELLS	WM-DI-150	150	78.75	2004		173.8	84,870



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	CRESCENT						
WTRMN11910	ELIOTT AVENUE-to-ST CLAIR STREET	WM-CI-150	150	35	1969	38.7	18,887
WTRMN11911	BARRINGTON TRAIL-to-HURONIA PATHWAY	WM-DI-150	150	82.5	2007	264.5	129,163
WTRMN11913	WILLIAMS STREET-to-PEEL STREET	WM-DI-150	150	81.25	2006	166.7	81,381
WTRMN11914	COOPER STREET-to-COOPER STREET	WM-DI-150	150	82.5	2007	184.3	90,003
WTRMN11915	MINNESOTA STREET-to-DILLON DRIVE	WM-DI-200	200	58.75	1988	120.5	60,701
WTRMN11916	MAIR MILLS DRIVE-to-MAIR MILLS DRIVE	WM-DI-400	400	80	2005	20.9	16,629
WTRMN11917	HURON STREET-to-SIMCOE STREET	WM-CI-150	100	1	1948	195.5	95,462
WTRMN11918	SIMCOE STREET-to-ONTARIO STREET	WM-CI-150	100	1	1948	211.0	103,007
WTRMN11919	ALBERT STREET-to-RAGLAN STREET	WM-CI-250	250	1	1950	299.3	173,993
WTRMN11920	CRAIGLEITH COURT	WM-DI-150	150	60	1989	60.3	29,454
WTRMN11921	HOLLY COURT	WM-DI-150	150	76.25	2002	42.4	20,692
WTRMN11922	JUNIPER COURT-to-JUNIPER COURT	WM-DI-200	200	72.5	1999	122.7	61,832
WTRMN11924	(blank)	WM-CI-150	150	38.75	1972	45.8	22,372
WTRMN11927	GILPIN CRESCENT-to-FINDLAY DRIVE	WM-DI-500	450	93.75	2016	115.3	134,086
WTRMN11929	MCINTOSH GATE	WM-DI-150	150	58.75	1988	61.6	30,096
WTRMN11930	NETTLETON COURT	WM-DI-150	150	58.75	1988	82.3	40,195
WTRMN11931	SHEFFIELD TERRACE	WM-DI-150	150	58.75	1988	57.9	28,257
WTRMN11932	STEWART ROAD	WM-DI-200	200	60	1989	57.0	28,709
WTRMN11936	SPRUCE STREET	WM-DI-150	150	41.25	1974	82.9	40,453
WTRMN11937	(blank)	WM-DI-150	150	72.5	1999	38.0	18,544
WTRMN11938	CAMPBELL STREET	WM-DI-150	150	55	1985	117.3	57,293
WTRMN11939	TENTH STREET	WM-DI-150	150	52.5	1983	63.9	31,200
WTRMN11940	NIAGARA STREET	WM-DI-150	150	38.75	1972	61.3	29,946
WTRMN11941	RIVER RUN	WM-DI-150	150	77.5	2003	61.8	30,159
WTRMN11942	HARBEN COURT	WM-DI-150	150	46.25	1978	91.9	44,882
WTRMN11943	BURNSIDE COURT	WM-DI-150	150	57.5	1987	61.3	29,945
WTRMN11945	STE MARIE STREET	WM-DI-150	150	61.25	1990	55.9	27,280
WTRMN11946	LORNE STREET	WM-DI-150	150	90	2013	82.4	40,218
WTRMN11947	ERIE STREET	WM-DI-150	150	76.25	2002	112.0	54,675
WTRMN11949	GEORGIAN MANOR DRIVE	WM-DI-150	150	56.25	1986	166.7	81,384
WTRMN11951	GILPIN CRESCENT-to-FINDLAY DRIVE	WM-DI-500	450	93.75	2016	45.3	52,644
WTRMN11953	CRANBERRY TRAIL EAST-to-JOSEPH TRAIL	WM-DI-300	300	82.5	2007	7.9	4,863
WTRMN11954	RAGLAN STREET-to-RAGLAN STREET	WM-DI-300	300	86.25	2010	71.8	44,267
WTRMN11955	RAGLAN STREET-to-RAGLAN STREET	WM-DI-300	300	86.25	2010	63.3	39,011
WTRMN11956	KEITH AVENUE-to-KEITH AVENUE	WM-DI-250	250	48.75	1980	39.3	22,862
WTRMN11957	KEITH AVENUE	WM-DI-150	150	93.75	2016	15.5	7,563
WTRMN11958	HARBOUR STREET WEST-to-ESCARPMENT CRESCENT	WM-DI-300	300	47.5	1979	180.9	111,472
WTRMN11959	KARI CRESCENT-to-KIMBERLY	WM-DI-200	200	93.75	2016	109.5	55,142



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	LANE						
WTRMN11960	HARBOUR STREET WEST-to-SUTTON LANE	WM-DI-200	200	93.75	2016	158.4	79,794
WTRMN11961	DAWSON DRIVE-to-BALSAM STREET	WM-CI-300	300	27.96	1970	241.4	148,736
WTRMN11962	KENNEDY AVENUE	WM-DI-150	150	95	2017	81.9	39,963
WTRMN11963	KENNEDY AVENUE-to-DEVONSHIRE STREET	WM-DI-150	150	95	2017	53.4	26,056
WTRMN11964	CARPENTER STREET-to-DEVONSHIRE STREET	WM-DI-150	150	95	2017	146.6	71,591
WTRMN11965	CARPENTER STREET-to-DEVONSHIRE STREET	WM-DI-150	150	93.75	2016	188.0	91,811
WTRMN11966	CARPENTER STREET-to-DEVONSHIRE STREET	WM-DI-150	150	93.75	2016	173.5	84,693
WTRMN11967	CARPENTER STREET-to-PARROTT AVENUE	WM-DI-150	150	95	2017	128.7	62,812
WTRMN11968	NORTH MAPLE STREET-to-MACKINAW LANE	WM-DI-150	150	83.75	2008	4.6	2,247
WTRMN11969	PINE STREET-to-MACKINAW LANE	WM-DI-150	150	83.75	2008	3.2	1,552
WTRMN11970	MACKINAW LANE-to-MACKINAW LANE	WM-DI-150	150	93.75	2016	106.9	52,202
WTRMN11971	CARPENTER STREET-to-KENNEDY AVENUE	WM-DI-150	150	95	2017	151.2	73,843
WTRMN11972	LETT AVENUE-to-KENNEDY AVENUE	WM-DI-150	150	95	2017	117.6	57,411
WTRMN11973	CRANBERRY TRAIL EAST-to-LETT AVENUE	WM-DI-150	150	93.75	2016	81.9	39,990
WTRMN11976	SAUNDERS STREET	WM-DI-150	150	81.25	2006	271.8	132,688
WTRMN11977	CLARK STREET-to-POPLAR SIDEROAD	WM-DI-150	150	83.75	2008	395.3	192,993
WTRMN11978	LOCKERBIE CRESCENT-to-POPLAR SIDEROAD	WM-DI-150	150	83.75	2008	49.4	24,117
WTRMN11979	CLARK STREET	WM-DI-150	150	83.75	2008	24.7	12,067
WTRMN11980	HUME STREET-to-RAGLAN STREET	WM-DI-300	300	58.75	1988	45.0	27,720
WTRMN11981	RAGLAN STREET-to-RAGLAN STREET	WM-DI-300	300	58.75	1988	372.1	229,299
WTRMN11982	RAGLAN STREET-to-PRETTY RIVER PARKWAY	WM-CI-300	300	33.75	1968	246.8	152,077
WTRMN11983	RAGLAN STREET-to-HUME STREET	WM-PVC-150	150	93.75	2016	139.5	68,125
WTRMN11984	HUME STREET-to-HUME STREET	WM-PVC-150	150	93.75	2016	34.4	16,797
WTRMN11985	HUME STREET-to-HUME STREET	WM-PVC-150	150	93.75	2016	13.9	6,796
WTRMN11986	HUME STREET-to-HUME STREET	WM-PVC-150	150	93.75	2016	51.5	25,148
WTRMN11987	HUME STREET-to-HUME STREET	WM-PVC-150	150	93.75	2016	15.3	7,485
WTRMN11988	HUME STREET-to-HUME STREET	WM-PVC-150	150	93.75	2016	6.3	3,064
WTRMN11989	HUME STREET-to-HUME STREET	WM-PVC-150	150	93.75	2016	6.1	2,958
WTRMN11990	HUME STREET-to-HUME STREET	WM-PVC-150	150	93.75	2016	18.7	9,124
WTRMN11991	HUME STREET-to-HUME STREET	WM-PVC-150	150	93.75	2016	3.8	1,861



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN11992	MOBERLY STREET-to-HUME STREET	WM-CI-150	150	93.75	2016		13.3	6,495
WTRMN11993	HUME STREET	WM-CI-150	150	11.25	1950		12.1	5,904
WTRMN11994	HUME STREET-to-RAGLAN STREET	WM-CON-400	400	30	1965		200.8	262,042
WTRMN11995	HUME STREET	WM-CI-150	150	11.25	1950		129.6	63,258
WTRMN11996	ERIE STREET-to-MOBERLY STREET	WM-CI-150	150	11.25	1950		79.1	38,622
WTRMN11997	PEEL STREET	WM-CI-150	150	11.25	1950		92.2	45,032
WTRMN11998	HUME STREET-to-HUME STREET	WM-CI-150	150	30	1965		3.9	1,916
WTRMN11999	HUME STREET	WM-CI-150	150	92.5	2015		115.6	56,458
WTRMN12000	MINTO STREET-to-HUME STREET	WM-CI-150	150	92.5	2015		4.9	2,373
WTRMN12001	MOBERLY STREET-to-HUME STREET	WM-CI-150	150	11.25	1950		301.4	147,147
WTRMN12002	HUME STREET-to-HARBEN COURT	WM-DI-200	200	40	1973		185.7	93,561
WTRMN12003	ONTARIO STREET-to-MINNESOTA STREET	WM-CON-600	600	72.5	1999		68.8	130,634
WTRMN12004	HUME STREET	WM-CI-400	400	23.75	1960		25.6	20,430
WTRMN12005	(blank)	WM-CON-600	600	72.5	1999		443.7	842,892
WTRMN12006	(blank)	WM-CON-600	600	72.5	1999		634.7	1,205,637
WTRMN12007	(blank)	WM-CON-600	600	72.5	1999		1,240.9	2,357,019
WTRMN12008	ONTARIO STREET	WM-CI-150	150	11.25	1950		179.5	87,621
WTRMN12009	HUME STREET-to-ST PETER STREET	WM-DI-150	150	53.75	1984		15.7	7,681
WTRMN12010	FOURTH STREET-to-HUME STREET	WM-CI-200	200	36.25	1970		179.7	90,507
WTRMN12011	HUME STREET	WM-DI-150	150	92.5	2015		93.1	45,431
WTRMN12012	FOURTH STREET EAST-to-MARKET STREET	WM-DI-150	150	40	1973		162.1	79,159
WTRMN12013	MARKET STREET-to-HUME STREET	WM-PVC-150	150	92.5	2015		12.6	6,173
WTRMN12014	(blank)	WM-DI-150	150	90	2015		59.7	29,125
WTRMN12015	HUME STREET	WM-CI-150	100	87.5	2015		37.9	18,507
WTRMN12016	MINNESOTA STREET-to-MINNESOTA STREET	WM-CI-150	100	1	1950		21.1	10,317
WTRMN12017	MINNESOTA STREET	WM-PVC-150	150	92.5	2015		6.6	3,210
WTRMN12018	HUME STREET	WM-PVC-150	150	11.25	1950		4.3	2,100
WTRMN12019	MOBERLY STREET-to-RAGLAN STREET	WM-CON-400	400	30	1965		292.6	381,880
WTRMN12020	HUME STREET-to-HUME STREET	WM-CON-400	400	30	1965		48.8	63,627
WTRMN12021	HUME STREET	WM-CI-150	150	11.25	1950		9.7	4,743
WTRMN12022	HUME STREET-to-MINNESOTA STREET	WM-PVC-150	150	11.25	1950		5.0	2,432
WTRMN12023	MINNESOTA STREET-to-HUME STREET	WM-PVC-150	150	92.5	2015		27.2	13,292
WTRMN12024	PATERSON STREET-to-HUME STREET	WM-CI-400	400	23.75	1960		191.7	152,892
WTRMN12025	MINNESOTA STREET-to-MOBERLY STREET	WM-CON-400	400	30	1965		411.9	537,488



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN12026	HURON STREET-to-HURON STREET	WM-DI-150	150	36.25	1970		4.2	2,049
WTRMN12027	WEST STREET-to-PEEL STREET	WM-CI-250	250	11.25	1950		111.3	64,706
WTRMN12028	NAPIER STREET-to-WEST STREET	WM-CI-250	250	11.25	1950		70.8	41,170
WTRMN12029	SIMCOE STREET-to-ONTARIO STREET	WM-DI-150	150	46.25	1978		199.4	97,342
WTRMN12030	SIMCOE STREET-to-ONTARIO STREET	WM-DI-150	150	53.75	1984		205.1	100,162
WTRMN12031	HUME STREET-to-HURONTARIO STREET	WM-CI-300	300	23.75	1960		1.5	909
WTRMN12032	FOURTH STREET-to-HUME STREET	WM-CI-300	300	23.75	1960		172.1	106,076
WTRMN12033	BEECH STREET-to-MAPLE STREET	WM-DI-150	150	38.75	1972		119.8	58,497
WTRMN12034	THIRD STREET-to-FOURTH STREET	WM-CI-150	150	2.5	1945		229.5	112,064
WTRMN12035	FOURTH STREET-to-FIFTH STREET	WM-CI-150	150	1	1945		215.5	105,213
WTRMN12036	RON EMO ROAD-to-SANDFORD FLEMING DRIVE	WM-DI-300	300	60	1989		44.7	27,536
WTRMN12037	MACDONALD ROAD-to-MACDONALD ROAD	WM-DI-300	300	60	1989		48.1	29,653
WTRMN12038	SANDFORD FLEMING DRIVE-to-SANDFORD FLEMING DRIVE	WM-CI-150	150	81.25	2006		42.3	20,632
WTRMN12039	SANDFORD FLEMING DRIVE-to-RON EMO ROAD	WM-DI-300	300	60	1989		352.7	217,363
WTRMN12040	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	WM-CI-150	150	33.75	1968		21.2	10,355
WTRMN12041	SILVER CREEK DRIVE-to-FOREST DRIVE	WM-DI-300	300	60	1989		327.1	201,577
WTRMN12042	ALYSSA DRIVE-to-SIXTH STREET	WM-DI-400	400	75	2001		175.2	139,751
WTRMN12043	PEEL STREET-to-PRETTY RIVER PARKWAY	WM-CON-600	600	72.5	1999		469.9	892,486
WTRMN12044	SIMCOE STREET-to-SIMCOE STREET	WM-DI-150	150	46.25	1978		17.5	8,560
WTRMN12045	SIMCOE STREET-to-WEST STREET	WM-DI-150	150	46.25	1978		83.7	40,866
WTRMN12046	SIMCOE STREET-to-PEEL STREET	WM-CON-600	600	72.5	1999		13.2	25,005
WTRMN12047	MINNESOTA STREET-to-SIMCOE STREET	WM-CON-600	600	72.5	1999		372.5	707,607
WTRMN12048	MINNESOTA STREET-to-SIMCOE STREET	WM-CON-600	600	72.5	1999		106.8	202,815
WTRMN12049	SIMCOE STREET-to-MINNESOTA STREET	WM-DI-150	150	51.25	1982		116.6	56,944
WTRMN12050	SIMCOE STREET-to-NAPIER STREET	WM-DI-150	150	51.25	1982		71.7	35,028
WTRMN12051	SIMCOE STREET-to-NAPIER STREET	WM-DI-150	150	67.5	1995		55.8	27,250
WTRMN12052	SIMCOE STREET-to-ONTARIO STREET	WM-DI-150	150	53.75	1984		198.7	96,993
WTRMN12053	PEEL STREET-to-NIAGARA STREET	WM-DI-150	150	38.75	1972		188.1	91,825
WTRMN12054	PRETTY RIVER PARKWAY-to-ERIE STREET	WM-CI-300	300	23.75	1960		227.4	140,116
WTRMN12055	ROBERTSON STREET-to-POPLAR SIDEROAD	WM-DI-500	500	82.5	2007		56.7	61,640



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN12056	OSLER BLUFF ROAD-to-OSLER BLUFF ROAD	WM-DI-300	300	72.5	1999		442.8	272,858
WTRMN12057	OSLER BLUFF ROAD-to-FOREST DRIVE	WM-DI-300	300	66.25	1994		274.2	168,981
WTRMN12058	OAK STREET	WM-DI-300	300	58.57	1996		392.9	242,107
WTRMN12059	OSLER BLUFF ROAD	WM-DI-300	300	72.5	1999		141.5	87,172
WTRMN12060	OSLER BLUFF ROAD	WM-DI-200	200	68.75	1996		27.0	12,713
WTRMN12061	HUGHES STREET-to-PORTLAND STREET	WM-DI-500	500	82.5	2007		439.5	477,957
WTRMN12062	CRANBERRY TRAIL EAST-to-LETT AVENUE	WM-DI-150	150	93.75	2016		165.8	80,925
WTRMN12063	GEORGE ZUBEK DRIVE	WM-DI-150	150	95	2017		3.6	1,776
WTRMN12064	GEORGE ZUBEK DRIVE-to-COLLINS STREET	WM-DI-200	200	95	2017		6.8	3,420
WTRMN12065	COLLINS STREET	WM-DI-200	200	95	2017		245.0	123,413
WTRMN12066	COLLINS STREET-to-GEORGE ZUBEK DRIVE	WM-DI-200	200	81.25	2006		220.9	111,269
WTRMN12067	GREENBRIAR DRIVE-to-CRANBERRY TRAIL	WM-DI-300	300	76.25	2002		47.0	28,975
WTRMN12068	HARBOUR STREET WEST-to-HARBOUR STREET WEST	WM-DI-200	200	93.75	2016		27.3	13,745
WTRMN12069	KARI CRESCENT-to-KARI CRESCENT	WM-DI-200	200	93.75	2016		95.7	48,190
WTRMN12070	SUTTON LANE-to-KARI CRESCENT	WM-DI-200	200	93.75	2016		69.3	34,896
WTRMN12071	KIMBERLY LANE-to-KARI CRESCENT	WM-DI-200	200	93.75	2016		182.4	91,869
WTRMN12072	KARI CRESCENT-to-KARI CRESCENT	WM-DI-200	200	93.75	2016		107.5	54,152
WTRMN12073	HARBOUR STREET WEST-to-SUTTON LANE	WM-DI-200	200	93.75	2016		188.9	95,178
WTRMN12074	KIMBERLY LANE-to-KARI CRESCENT	WM-DI-200	200	93.75	2016		126.7	63,821
WTRMN12075	KIMBERLY LANE-to-KARI CRESCENT	WM-DI-200	200	93.75	2016		147.5	74,284
WTRMN12076	CRANBERRY TRAIL-to-CRANBERRY TRAIL EAST	WM-DI-300	300	95	2017		539.1	332,226
WTRMN12077	HURON STREET-to-SIMCOE STREET	WM-DI-200	200	93.75	2016		196.5	98,976
WTRMN12078	PEEL STREET-to-ALBERT STREET	WM-CI-300	300	10	1949		306.7	188,995
WTRMN12079	HUME STREET-to-HIGHWAY 26	WM-CI-300	300	33.75	1968		44.6	27,491
WTRMN12080	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	WM-DI-400	400	68.75	1996		16.9	13,441
WTRMN12081	SOUTH SERVICE ROAD-to-CONNELL STREET	WM-DI-400	400	68.75	1996		187.2	149,283
WTRMN12082	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	WM-DI-250	250	68.75	1996		8.9	4,863
WTRMN12083	PRETTY RIVER PARKWAY SOUTH-to-PRETTY RIVER PARKWAY	WM-DI-250	250	68.75	1996		6.1	3,311
WTRMN12084	PRETTY RIVER PARKWAY	WM-CI-300	300	35	1969		17.6	10,850
WTRMN12085	SOUTH SERVICE ROAD	WM-CI-300	300	35	1969		199.7	123,090
WTRMN12086	HIGHWAY 26-to-SANDFORD FLEMING DRIVE	WM-DI-300	300	60	1989		256.9	158,288
WTRMN12087	SIXTH LINE	WM-DI-150	150	93.75	2016		138.0	67,371
WTRMN12088	WALNUT STREET-to-CEDAR	WM-CI-150	100	12.5	1955		110.3	53,859



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	STREET						
WTRMN12089	FIFTH STREET-to-SIXTH STREET	WM-CI-300	300	30	1965	111.5	68,706
WTRMN12090	HICKORY STREET-to-WALNUT STREET	WM-CI-300	300	37.5	1971	132.3	81,502
WTRMN12091	MAPLE STREET-to-PINE STREET	WM-DI-150	150	45	1977	125.9	61,446
WTRMN12092	LORNE STREET-to-MANNING AVENUE	WM-CI-150	150	17.77	1967	135.8	66,308
WTRMN12093	STE MARIE STREET-to-ELGIN STREET	WM-CI-250	250	8.75	1950	81.1	47,164
WTRMN12094	HUME STREET-to-RAGLAN STREET	WM-CI-300	300	33.75	1968	42.7	26,313
WTRMN12095	RAGLAN STREET-to-HUME STREET	WM-PVC-300	300	33.75	1968	8.0	3,906
WTRMN12096	RAGLAN STREET-to-PRETTY RIVER PARKWAY	WM-CI-300	300	33.75	1968	103.1	63,512
WTRMN12097	HUME STREET	WM-PVC-150	150	78.75	2004	79.7	38,932
WTRMN12098	HURONIA PATHWAY-to-HUGHES STREET	WM-DI-200	200	81.25	2006	164.7	82,940
WTRMN12099	SIDE LAUNCH WAY-to-NORTH PINE STREET	WM-DI-150	150	83.75	2008	501.0	244,598
WTRMN12100	NORTH PINE STREET-to-COLLSHIP LANE	WM-DI-250	250	83.75	2008	41.0	23,846
WTRMN12101	PORTLAND STREET-to-KIRBY AVENUE	WM-DI-200	200	96.25	2018	74.2	37,355
WTRMN12102	SPOONER CRESCENT-to-CARPENTER STREET	WM-DI-300	300	93.75	2016	312.2	192,420
WTRMN12103	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	WM-DI-150	150	96.25	2018	262.4	128,130
WTRMN12104	CONSERVATION WAY-to-CONSERVATION WAY	WM-DI-150	150	96.25	2018	13.4	6,536
WTRMN12105	PRESERVATION ROAD-to-PRESERVATION ROAD	WM-CU-50	50	91.25	2018	49.4	620
WTRMN12106	PRESERVATION ROAD-to-CONSERVATION WAY	WM-DI-150	150	96.25	2018	65.6	32,019
WTRMN12107	PRESERVATION ROAD-to-CONSERVATION WAY	WM-DI-150	150	96.25	2018	62.2	30,350
WTRMN12108	CONSERVATION WAY-to-PRESERVATION ROAD	WM-DI-150	150	96.25	2018	120.3	58,748
WTRMN12109	PRESERVATION ROAD	WM-DI-150	150	96.25	2018	44.8	21,864
WTRMN12110	Beachwood Road-to-Beachwood Road	WM-DI-300	300	65	1993	356.5	219,715
WTRMN12111	PRETTY RIVER PARKWAY-to-MACDONALD ROAD	WM-DI-400	400	68.75	1996	221.6	176,708
WTRMN12112	CONNELL STREET	WM-DI-200	200	68.75	1996	17.6	8,312
WTRMN12113	(blank)	WM-DI-500	600	71.25	1998	51.5	56,041
WTRMN12114	SIMCOE STREET	WM-DI-400	400	71.25	1998	6.1	4,899
WTRMN12115	SIMCOE STREET	WM-DI-400	400	71.25	1998	2.9	2,297
WTRMN12116	MOUNTAIN ROAD-to-GRECO COURT	WM-DI-300	300	57.5	1987	154.7	95,336
WTRMN12117	BARFOOT STREET-to-PORTLAND STREET	WM-DI-200	200	96.25	2018	84.4	42,522
WTRMN12118	GRECO COURT-to-MOUNTAIN ROAD	WM-DI-300	300	57.5	1987	412.0	253,890
WTRMN12119	MOUNTAIN ROAD-to-GRECO COURT	WM-DI-200	200	96.25	2018	26.9	13,540
WTRMN12120	BIRCH STREET-to-MAPLE	WM-CI-150	150	82.5	2007	245.6	119,900



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	STREET						
WTRMN12121	HICKORY STREET-to-WALNUT STREET	WM-DI-200	200	52.5	1983	121.3	61,090
WTRMN12122	FOURTH STREET	WM-CI-150	100	16.25	1960	110.9	54,160
WTRMN12123	THIRD STREET-to-FOURTH STREET	WM-CI-150	150	23.75	1960	227.7	111,185
WTRMN12124	FIRST STREET	WM-DI-150	150	45	1977	82.5	40,290
WTRMN12125	(blank)	WM-DI-150	150	66.25	1994	124.6	60,848
WTRMN12126	RIVER RUN-to-BUSH STREET	WM-DI-150	150	65	1993	48.1	23,505
WTRMN12127	BUSH STREET-to-PEEL STREET	WM-DI-150	150	60	1989	86.1	42,023
WTRMN12128	BUSH STREET-to-BUSH STREET	WM-DI-150	150	65	1993	101.4	49,499
WTRMN12129	BUSH STREET-to-BUSH STREET	WM-DI-150	150	65	1993	66.8	32,608
WTRMN12130	BUSH STREET-to-BUSH STREET	WM-DI-150	150	65	1993	39.8	19,449
WTRMN12131	PEEL STREET-to-BUSH STREET	WM-DI-150	150	60	1989	126.0	61,524
WTRMN12132	HURONTARIO STREET-to-HAMILTON STREET	WM-CI-150	150	17.5	1955	23.9	11,677
WTRMN12133	HAMILTON STREET-to-STE MARIE STREET	WM-CI-150	150	36.25	1970	119.9	58,560
WTRMN12134	HAMILTON STREET-to-HAMILTON STREET	WM-DI-150	150	36.25	1970	3.2	1,542
WTRMN12135	HUME STREET-to-HAMILTON STREET	WM-CI-150	150	23.75	1960	185.7	90,647
WTRMN12136	HAMILTON STREET-to-GEORGE STREET	WM-CI-150	150	17.86	1969	233.3	113,925
WTRMN12137	STE MARIE STREET-to-HAMILTON STREET	WM-CI-150	150	97.5	2019	109.7	53,563
WTRMN12138	CEDAR STREET-to-OAK STREET	WM-DI-150	150	53.75	1984	116.6	56,948
WTRMN12139	WALNUT STREET-to-CEDAR STREET	WM-DI-150	150	42.5	1975	125.0	61,008
WTRMN12140	THIRD STREET-to-FOURTH STREET	WM-CI-150	150	18.75	1958	230.8	112,681
WTRMN12141	CEDAR STREET-to-OAK STREET	WM-CI-300	300	32.5	1967	115.4	71,084
WTRMN12142	WALNUT STREET-to-CEDAR STREET	WM-CI-300	300	16.27	1967	123.3	75,958
WTRMN12143	FOURTH STREET-to-FIFTH STREET	WM-CI-150	150	18.75	1958	224.1	109,408
WTRMN12144	GRECO COURT	WM-DI-200	200	96.25	2018	237.9	119,826
WTRMN12145	ROBINSON STREET-to-PATERSON STREET	WM-CI-400	400	23.75	1960	118.8	94,747
WTRMN12146	HURONTARIO STREET-to-ROBINSON STREET	WM-CI-400	400	23.75	1960	237.7	189,559
WTRMN12147	HAMILTON STREET-to-HAMILTON STREET	WM-DI-150	150	80	2005	5.8	2,843
WTRMN12148	HUME STREET-to-HAMILTON STREET	WM-CI-150	100	1	1950	199.3	97,301
WTRMN12149	MINNESOTA STREET-to-HUME STREET	WM-CI-150	150	11.25	1950	281.2	137,272
WTRMN12150	NIAGARA STREET-to-HURON STREET	WM-DI-150	150	36.25	1970	72.6	35,449
WTRMN12151	DEY DRIVE-to-DEY DRIVE	WM-DI-200	200	76.25	2002	118.9	59,899
WTRMN12152	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	WM-DI-300	300	82.5	2007	2.1	1,268
WTRMN12153	CRANBERRY TRAIL EAST-to-ROBBIE WAY	WM-DI-300	300	88.75	2012	278.9	171,854
WTRMN12154	HURONTARIO STREET	WM-DI-150	150	92.5	2015	139.0	67,871
WTRMN12155	HUME STREET	WM-PVC-	150	92.5	2015	13.0	6,337



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
		150					
WTRMN12156	MACALLISTER STREET SOUTH	WM-DI-150	150	66.25	1994	282.2	137,792
WTRMN12157	HIGHWAY 26-to-HIGHWAY 26	WM-DI-300	300	86.25	2010	67.3	41,487
WTRMN12158	SEVENTH STREET-to-EIGHTH STREET	WM-CI-150	100	12.5	1955	129.7	63,339
WTRMN12159	NINTH STREET-to-TENTH STREET	WM-CI-150	150	7.31	1960	121.7	59,401
WTRMN12160	NINTH STREET-to-OAK STREET	WM-DI-150	150	48.75	1980	121.3	59,242
WTRMN12161	OAK STREET-to-BIRCH STREET	WM-DI-150	150	58.75	1988	112.2	54,772
WTRMN12162	EIGHTH STREET-to-NINTH STREET	WM-CI-150	150	6.85	1960	118.4	57,782
WTRMN12163	WALNUT STREET-to-OAK STREET	WM-CI-200	200	23.04	1966	243.7	122,768
WTRMN12164	OAK STREET-to-BIRCH STREET	WM-CI-200	200	31.25	1966	114.1	57,480
WTRMN12165	EIGHTH STREET-to-TENTH STREET	WM-DI-300	300	32.76	1974	235.5	145,154
WTRMN12166	SEVENTH STREET-to-EIGHTH STREET	WM-DI-300	300	41.25	1974	131.7	81,143
WTRMN12167	ALBERT STREET-to-ALMA STREET	WM-DI-150	150	40	1973	181.4	88,549
WTRMN12168	(blank)	WM-DI-150	150	21.25	1974	85.6	41,768
WTRMN12169	MOUNTAIN ROAD-to-EVERGREEN ROAD	WM-DI-400	400	77.5	2003	309.9	247,173
WTRMN12170	BAILEY STREET-to-KIRBY AVENUE	WM-DI-200	200	96.25	2018	84.0	42,287
WTRMN12171	MCLEAN AVENUE-to-KIRBY AVENUE	WM-DI-200	200	97.5	2019	11.0	5,515
WTRMN12172	BAILEY STREET-to-KIRBY AVENUE	WM-DI-200	200	96.25	2018	4.0	2,009
WTRMN12173	TRACEY LANE-to-ALBANY STREET	WM-DI-200	200	97.5	2019	73.8	37,193
WTRMN12174	ALBANY STREET-to-KIRBY AVENUE	WM-DI-200	200	97.5	2019	79.5	40,049
WTRMN12175	TRACEY LANE-to-TRACEY LANE	WM-DI-200	200	97.5	2019	23.8	11,967
WTRMN12176	TRACEY LANE-to-TRACEY LANE	WM-DI-200	200	97.5	2019	72.7	36,629
WTRMN12177	MCLEAN AVENUE-to-KIRBY AVENUE	WM-DI-200	200	97.5	2019	185.9	93,638
WTRMN12178	ROBERTSON STREET-to-PORTLAND STREET	WM-DI-300	300	82.5	2007	208.8	128,655
WTRMN12179	KIRBY AVENUE-to-PORTLAND STREET	WM-DI-300	300	96.25	2018	66.5	43,805
WTRMN12180	(blank)	WM-CON-600	1067	35	1969	759.6	1,442,883
WTRMN12181	ST VINCENT STREET-to-NAPIER STREET	WM-CI-150	150	1	1950	96.4	47,050
WTRMN12182	PEEL STREET-to-NAPIER STREET	WM-CI-150	150	8.75	1950	179.5	87,625
WTRMN12183	NAPIER STREET-to-PEEL STREET	WM-CI-150	150	93.75	2016	186.2	90,902
WTRMN12184	CAMPBELL STREET	WM-DI-150	150	60	1989	155.9	76,107
WTRMN12185	DICKSON ROAD-to-MAPLE STREET	WM-CI-200	200	32.5	1967	240.8	121,284
WTRMN12186	CAMERON STREET-to-CAMPBELL STREET	WM-CI-150	150	30	1965	307.7	150,249
WTRMN12187	HURONTARIO STREET	WM-CI-200	200	33.75	1968	0.9	463
WTRMN12188	LOCKHART ROAD-to-CAMPBELL STREET	WM-CI-300	300	33.75	1968	22.2	13,684
WTRMN12189	CAMPBELL STREET-to-	WM-CI-300	300	33.75	1968	131.3	80,937



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built	Meters	Replacement Cost
	HURONTARIO STREET						
WTRMN12190	RON EMO ROAD-to-HURONTARIO STREET	WM-DI-200	200	98.75	2020	248.1	124,960
WTRMN12191	DILLON DRIVE-to-NAPIER STREET	WM-DI-200	200	58.75	1988	60.7	30,596
WTRMN12192	HUME STREET	WM-CI-150	150	93.75	2016	127.4	62,211
WTRMN12193	HURONTARIO STREET-to-TRACEY LANE	WM-DI-150	150	81.25	2006	19.4	9,489
WTRMN12194	FINDLAY DRIVE-to-HUGHES STREET	WM-DI-500	500	81.25	2006	264.7	287,841
WTRMN12195	FINDLAY DRIVE-to-GOLFVIEW DRIVE	WM-DI-300	300	81.25	2006	111.3	68,581
WTRMN12196	FINDLAY DRIVE-to-TRACEY LANE	WM-DI-500	450	81.25	2006	751.4	817,143
WTRMN12197	PLEWES DRIVE-to-FOLEY CRESCENT	WM-DI-150	150	96.25	2018	379.5	185,286
WTRMN12198	ARCHER AVENUE	WM-DI-400	400	97.5	2019	71.6	61,017
WTRMN12199	FOLEY CRESCENT	WM-DI-150	150	96.25	2018	37.6	18,368
WTRMN12200	HIGH STREET	WM-DI-200	200	96.25	2018	5.6	2,823
WTRMN12201	(blank)	WM-DI-300	300	96.25	2018	14.1	9,286
WTRMN12202	HIGH STREET-to-FINDLAY DRIVE	WM-DI-500	450	96.25	2018	10.3	12,017
WTRMN12203	FINDLAY DRIVE-to-HIGH STREET	WM-DI-200	200	96.25	2018	148.0	74,555
WTRMN12204	FOLEY CRESCENT-to-ARCHER AVENUE	WM-DI-400	400	97.5	2019	232.7	198,413
WTRMN12205	PLEWES DRIVE-to-PLEWES DRIVE	WM-DI-150	150	97.5	2019	129.5	63,223
WTRMN12206	HIGH STREET-to-ARCHER AVENUE	WM-DI-150	150	97.5	2019	173.2	84,561
WTRMN12207	PLEWES DRIVE-to-ARCHER AVENUE	WM-DI-150	150	97.5	2019	134.3	65,558
WTRMN12208	PLEWES DRIVE-to-HIGH STREET	WM-DI-150	150	96.25	2018	127.9	62,448
WTRMN12209	ARCHER AVENUE-to-HIGH STREET	WM-DI-150	150	96.25	2018	74.4	36,342
WTRMN12210	FOLEY CRESCENT-to-FINDLAY DRIVE	WM-DI-400	400	96.25	2018	66.1	56,330
WTRMN12211	HIGH STREET-to-FINDLAY DRIVE	WM-DI-400	400	96.25	2018	6.2	5,258
WTRMN12212	PLEWES DRIVE-to-ARCHER AVENUE	WM-DI-150	150	97.5	2019	133.7	65,261
WTRMN12213	SPENCER STREET-to-ARCHER AVENUE	WM-DI-150	150	97.5	2019	72.8	35,550
WTRMN12214	PLEWES DRIVE-to-BASSETT STREET	WM-DI-400	400	96.25	2018	165.9	141,414
WTRMN12215	FOLEY CRESCENT-to-BASSETT STREET	WM-DI-400	400	96.25	2018	75.0	63,969
WTRMN12216	PEEL STREET	WM-DI-200	200	97.5	2019	26.1	13,170
WTRMN12217	PEEL STREET	WM-DI-150	150	97.5	2019	1.5	709
WTRMN12218	COLLINS STREET-to-PEEL STREET	WM-DI-200	200	97.5	2019	101.7	51,242
WTRMN12219	DEY DRIVE	WM-DI-150	150	76.25	2002	6.2	3,029
WTRMN12220	DEY DRIVE-to-KIRBY AVENUE	WM-DI-200	200	96.25	2018	14.1	7,123
WTRMN12221	DEY DRIVE-to-KIRBY AVENUE	WM-DI-200	200	96.25	2018	44.7	22,526
WTRMN12222	KERR STREET-to-KIRBY AVENUE	WM-DI-200	200	96.25	2018	74.4	37,484
WTRMN12224	MURRAY COURT-to-ELM STREET	WM-DI-150	150	96.25	2018	92.8	45,305
WTRMN12225	MURRAY COURT-to-MURRAY COURT	WM-DI-150	150	96.25	2018	59.9	29,254
WTRMN12226	MURRAY COURT	WM-DI-150	100	91.25	2018	1.8	899



Asset	List Description	Asset Class	Dimension 2	Average Condition	Years Built		Meters	Replacement Cost
WTRMN12227	MURRAY COURT	WM-DI-150	150	96.25	2018		1.9	946
WTRMN12228	MURRAY COURT	WM-DI-150	100	91.25	2018		1.8	884
WTRMN12229	MURRAY COURT	WM-DI-150	150	96.25	2018		1.9	915
WTRMN12230	STANLEY STREET	WM-DI-150	150	81.25	2006		3.1	1,527
WTRMN12232	KEITH AVENUE	WM-DI-250	250	48.75	1980		15.5	9,004
WTRMN12234	KEITH AVENUE-to-KEITH AVENUE	(blank)	150	95	2017		13.3	6,510
WTRMN12240	RAGLAN STREET-to-RAGLAN STREET	WM-DI-200	200	97.5	2019		17.6	8,854
WTRMN12245	HUME STREET-to-ERIE STREET	WM-DI-150	150	52.5	1983		315.4	153,995
WTRMN12246	NAPIER STREET-to-HUME STREET	WM-DI-150	150	52.5	1983		12.6	6,153
WTRMN12247	HUME STREET-to-NAPIER STREET	WM-DI-150	150	42.5	1975		7.8	3,816
WTRMN12248	HUME STREET-to-DILLON DRIVE	WM-DI-150	150	98.75	2020		313.4	153,006
WTRMN12250	SIXTH LINE	WM-DI-150	150	93.75	2016		128.7	62,839
WTRMN12251	DEY DRIVE-to-DEY DRIVE	WM-DI-200	200	96.25	2018		7.7	3,858
WTRMN12252	DEY DRIVE-to-DEY DRIVE	WM-DI-200	200	96.25	2018		15.2	7,646
WTRMN12253	MCLEAN AVENUE-to-KIRBY AVENUE	WM-DI-200	200	96.25	2018		58.2	29,299
WTRMN12254	PORTLAND STREET-to-BARFOOT STREET	WM-DI-200	200	96.25	2018		83.9	42,271
WTRMN12255	TRACEY LANE-to-MCLEAN AVENUE	WM-DI-200	200	97.5	2019		287.0	144,568
WTRMN12256	MCLEAN AVENUE-to-PORTLAND STREET	WM-DI-200	200	96.25	2018		120.9	60,907
WTRMN12257	MCLEAN AVENUE-to-KERR STREET	WM-DI-200	200	96.25	2018		75.1	37,830
WTRMN12258	MCLEAN AVENUE-to-KIRBY AVENUE	WM-DI-200	200	96.25	2018		297.8	150,024
WTRMN12259	MCLEAN AVENUE-to-KIRBY AVENUE	WM-DI-200	200	96.25	2018		227.9	114,823
WTRMN12260	TRACEY LANE-to-KIRBY AVENUE	WM-DI-200	200	96.25	2018		152.7	76,919
WTRMN12261	MCLEAN AVENUE-to-TRACEY LANE	WM-DI-200	200	96.25	2018		75.0	37,779
WTRMN12262	TRACEY LANE-to-BARFOOT STREET	WM-DI-200	200	97.5	2019		83.8	42,207
WTRMN12263	TRACEY LANE-to-BAILEY STREET	WM-DI-200	200	97.5	2019		84.5	42,570
WTRMN12264	TRACEY LANE-to-KIRBY AVENUE	WM-DI-200	200	96.25	2018		152.3	76,743
WTRMN12265	TRACEY LANE-to-BAILEY STREET	WM-DI-200	200	96.25	2018		94.3	47,523
WTRMN12266	KIRBY AVENUE-to-BAILEY STREET	WM-DI-200	200	96.25	2018		57.7	29,047
WTRMN12267	TRACEY LANE-to-KIRBY AVENUE	WM-DI-200	200	97.5	2019		152.3	76,718
WTRMN12268	KIRBY AVENUE	WM-DI-200	200	96.25	2018		197.7	99,577
WTRMN12269	MCLEAN AVENUE-to-KIRBY AVENUE	WM-DI-200	200	97.5	2019		219.1	110,390
WTRMN12270	DEY DRIVE-to-KIRBY AVENUE	WM-DI-200	200	96.25	2018		125.2	63,049
WTRMN12272	HURON STREET	WM-DI-150	150	98.75	2020		0.0	0
WTRMN12273	NORTH PINE STREET	WM-DI-200	200	97.5	2019		0.0	0
WTRMN12276	HURON STREET	WM-DI-150	150	98.75	2020		0.0	0
WTRMN12278	NORTH PINE STREET	WM-DI-150	150	97.5	2019		0.0	0
WTRMN12279	HURON STREET	WM-DI-150	150	98.75	2020		0.0	0
							170,578.1	103,420,629

Appendix D – Sanitary Sewer Network

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
Asset	Decription					
SANSW20000	MARINE VIEW DRIVE-to-SILVER CREEK DRIVE	SAN-675	675	53.15	92.97	55,271
SANSW20001	SILVER CREEK DRIVE-to-HURONIA PATHWAY	SAN-675	675	60.21	92.97	62,615
SANSW20002	CHAMBERLAIN CRESCENT	SAN-250	250	37.33	92.97	19,414
SANSW20003	CHAMBERLAIN CRESCENT	SAN-250	250	43.4	92.97	22,570
SANSW20004	CONNOR AVENUE-to-BROOKE AVENUE	SAN-200	200	38.5	92.43	18,771
SANSW20005	SECOND STREET-to-HURONTARIO STREET	SAN-375	350	98.9	70.67	57,859
SANSW20006	PINE STREET-to-PINE STREET	SAN-250	250	3.03	1	1,575
SANSW20007	SPRUCE STREET-to-HICKORY STREET	SAN-750	750	118.96	86.49	146,917
SANSW20008	OAK STREET-to-FIRST STREET	SAN-250	250	56.68	64.83	29,474
SANSW20009	EASEMENT-to-EASEMENT	SAN-600	600	12.5	86.49	10,967
SANSW20010	STE MARIE STREET-to-FOURTH STREET	SAN-450	450	66.07	92.97	42,946
SANSW20011	HURONTARIO STREET-to-GEORGE STREET	SAN-375	350	66.24	60.17	38,749
SANSW20012	RON EMO ROAD-to-SANDFORD FLEMING DRIVE	SAN-300	300	35.45	83.78	19,583
SANSW20013	GLEN ROGERS ROAD-to-ST CLAIR STREET	SAN-450	450	25.45	90.81	16,544
SANSW20014	EASEMENT-to-EASEMENT	SAN-750	750	82.21	86.49	101,532
SANSW20015	EASEMENT	SAN-250	250	94.94	68.33	49,367
SANSW20016	EASEMENT-to-EASEMENT	SAN-250	250	44.89	68.33	23,341
SANSW20017	GEORGIAN MEADOWS DRIVE-to-ALYSSA DRIVE	SAN-200	200	107.98	90.27	52,642
SANSW20018	ALYSSA DRIVE	SAN-150	150	47.32	90.27	21,529
SANSW20019	GEORGIAN MEADOWS DRIVE-to-HIGHLANDS CRESCENT	SAN-200	200	34.49	90.27	16,813
SANSW20020	BROOKE AVENUE-to-CONNOR AVENUE	SAN-450	450	85.49	90.27	55,566
SANSW20021	FIRST STREET-to-CEDAR STREET	SAN-600	600	132.41	57.83	116,190
SANSW20022	HICKORY STREET-to-FIRST STREET	SAN-600	600	12.02	57.83	10,546
SANSW20023	HICKORY STREET-to-EASEMENT	SAN-750	750	92.9	86.49	114,728
SANSW20024	(blank)	SAN-750	750	21.47	86.49	26,515
SANSW20025	(blank)	SAN-750	750	79.08	86.49	97,669
SANSW20038	SANDFORD FLEMING DRIVE	SAN-450	450	94.71	94.05	61,562
SANSW20039	SANDFORD FLEMING DRIVE	SAN-450	450	114.44	94.05	74,385
SANSW20040	SANDFORD FLEMING DRIVE	SAN-450	450	103.61	94.05	67,347
SANSW20041	SANDFORD FLEMING DRIVE	SAN-250	250	98.83	83.78	51,389
SANSW20042	SANDFORD FLEMING DRIVE	SAN-300	300	111.13	83.78	61,397
SANSW20043	RON EMO ROAD-to-SANDFORD FLEMING DRIVE	SAN-300	300	111.62	83.78	61,669
SANSW20044	SANDFORD FLEMING DRIVE-to-SANDFORD FLEMING DRIVE	SAN-300	300	109.11	83.78	60,281
SANSW20045	HURONIA PATHWAY-to-SIXTH LINE	SAN-450	450	67.3	94.05	43,745
SANSW20046	SIXTH LINE-to-SANDFORD FLEMING DRIVE	SAN-450	450	60	94.05	39,001

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20047	SIXTH LINE-to-SIXTH LINE	SAN-450	450	59	94.05	38,350
SANSW20048	SIXTH LINE-to-SIXTH LINE	SAN-450	450	90	94.05	58,501
SANSW20049	HURONIA PATHWAY-to-HURONIA PATHWAY	SAN-450	450	94.9	94.05	61,685
SANSW20050	HURONIA PATHWAY-to-HURONIA PATHWAY	SAN-675	675	41.28	94.05	42,931
SANSW20051	SILVER CRESCENT-to-BARRINGTON TRAIL	SAN-200	200	48.97	92.97	23,870
SANSW20052	BARRINGTON TRAIL-to-BARRINGTON TRAIL	SAN-200	200	107.41	92.97	52,360
SANSW20053	SILVER CRESCENT	SAN-200	200	43.2	92.97	21,061
SANSW20054	SILVER CRESCENT-to-BARRINGTON TRAIL	SAN-200	200	88.58	92.97	43,183
SANSW20055	SILVER CRESCENT-to-SILVER CRESCENT	SAN-200	200	101.99	92.97	49,722
SANSW20056	SILVER CRESCENT-to-SILVER CRESCENT	SAN-675	675	108.35	92.97	112,687
SANSW20057	SILVER CRESCENT-to-SILVER CRESCENT	SAN-200	200	88.32	92.97	43,054
SANSW20058	SILVER CRESCENT-to-BARRINGTON TRAIL	SAN-200	200	103.3	92.97	50,357
SANSW20059	ST CLAIR STREET-to-ROBERT AVENUE	SAN-525	525	77.28	90.81	57,768
SANSW20060	GLEN ROGERS ROAD-to-ST CLAIR STREET	SAN-450	450	109.48	90.81	71,160
SANSW20061	WILLIAMS STREET-to-LYNDEN STREET	SAN-250	250	87.09	92.97	45,286
SANSW20062	WILLIAMS STREET-to-WILLIAMS STREET	SAN-250	250	87.85	92.97	45,679
SANSW20063	WILLIAMS STREET-to-WILLIAMS STREET	SAN-250	250	90.41	92.97	47,015
SANSW20064	COLLINS STREET-to-WILLIAMS STREET	SAN-375	375	67.61	92.97	39,554
SANSW20065	WILLIAMS STREET-to-WILLIAMS STREET	SAN-300	300	67.8	92.97	37,459
SANSW20066	LYNDEN STREET	SAN-250	250	50.37	92.97	26,194
SANSW20067	RIVER RUN-to-BUSH STREET	SAN-250	250	32.89	91.35	17,104
SANSW20068	RIVER RUN	SAN-250	250	49.52	90.81	25,750
SANSW20069	RIVER RUN-to-RIVER RUN	SAN-250	250	91.37	90.81	47,513
SANSW20070	RIVER RUN-to-RIVER RUN	SAN-250	250	25.04	90.81	13,019
SANSW20071	RIVER RUN-to-BUSH STREET	SAN-250	250	56.8	82.7	29,537
SANSW20072	PEEL STREET-to-BUSH STREET	SAN-250	250	70.28	82.7	36,544
SANSW20073	BUSH STREET	SAN-250	250	80.2	82.7	41,702
SANSW20074	PEEL STREET	SAN-250	250	60.55	82.7	31,487
SANSW20075	BUSH STREET-to-BUSH STREET	SAN-250	250	68.08	82.7	35,401
SANSW20076	RIVER RUN-to-BUSH STREET	SAN-250	250	33.3	82.7	17,318
SANSW20077	LOCKHART ROAD-to-KRISTA COURT	SAN-200	200	38.53	81.08	18,782
SANSW20078	DEY DRIVE-to-KRISTA COURT	SAN-200	200	70.94	81.08	34,585
SANSW20079	KRISTA COURT	SAN-200	200	66.97	81.08	32,648
SANSW20080	KRISTA COURT	SAN-200	200	46.77	81.08	22,802
SANSW20081	CARMICHEAL CRESCENT-to-BURNSIDE COURT	SAN-200	200	76.44	82.16	37,265
SANSW20082	CARMICHEAL CRESCENT-to-CARMICHEAL CRESCENT	SAN-200	200	65.14	82.16	31,757
SANSW20083	CARMICHEAL CRESCENT	SAN-200	200	90.32	82.16	44,030

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20084	CARMICHEAL CRESCENT-to-CARMICHEAL CRESCENT	SAN-200	200	34.84	82.16	16,983
SANSW20085	BURNSIDE COURT	SAN-200	200	55.43	82.16	27,024
SANSW20086	CARMICHEAL CRESCENT-to-BURNSIDE COURT	SAN-200	200	59.38	82.16	28,948
SANSW20087	CARMICHEAL CRESCENT-to-LOCKHART ROAD	SAN-200	200	101.63	82.16	49,547
SANSW20088	DILLON DRIVE	SAN-250	250	45.45	82.7	23,635
SANSW20089	NAPIER STREET-to-DILLON DRIVE	SAN-250	250	90.3	82.7	46,956
SANSW20090	DILLON DRIVE-to-DILLON DRIVE	SAN-250	250	66.85	82.7	34,760
SANSW20091	MINNESOTA STREET-to-DILLON DRIVE	SAN-250	250	63.8	82.7	33,176
SANSW20092	GODDEN STREET-to-DILLON DRIVE	SAN-300	300	54.1	82.7	29,892
SANSW20093	GODDEN STREET-to-DILLON DRIVE	SAN-300	300	89.03	82.7	49,189
SANSW20094	GODDEN STREET-to-GODDEN STREET	SAN-300	300	63.83	82.7	35,268
SANSW20095	GODDEN STREET-to-DILLON DRIVE	SAN-300	300	24.6	82.7	13,591
SANSW20096	MINNESOTA STREET-to-DILLON DRIVE	SAN-200	200	59.96	82.7	29,229
SANSW20097	DILLON DRIVE-to-DILLON DRIVE	SAN-200	200	86.32	82.7	42,080
SANSW20098	DILLON DRIVE-to-DILLON DRIVE	SAN-200	200	88.5	82.7	43,145
SANSW20099	GODDEN STREET-to-DILLON DRIVE	SAN-200	200	103.14	82.7	50,281
SANSW20100	STE MARIE STREET-to-STE MARIE STREET	SAN-450	450	44.65	92.97	29,021
SANSW20101	ST PETER STREET	SAN-250	250	66.97	1	34,823
SANSW20103	FIRST STREET-to-HURONTARIO STREET	SAN-375	350	109.48	75.33	64,045
SANSW20104	SECOND STREET-to-HURONTARIO STREET	SAN-450	450	111.32	75.33	72,360
SANSW20105	HURONTARIO STREET-to-THIRD STREET	SAN-450	450	110.28	75.33	71,684
SANSW20106	HURONTARIO STREET-to-FOURTH STREET	SAN-450	450	112.31	75.33	73,002
SANSW20107	THIRD STREET-to-HURONTARIO STREET	SAN-450	450	111.38	75.33	72,399
SANSW20108	FOURTH STREET-to-HUME STREET	SAN-450	400	166.02	75.33	107,911
SANSW20109	HUME STREET-to-HURONTARIO STREET	SAN-450	400	70.33	60.17	45,713
SANSW20110	FIFTH STREET-to-HAMILTON STREET	SAN-450	400	105.19	60.17	68,374
SANSW20111	SIXTH STREET-to-SEVENTH STREET	SAN-450	400	119.51	60.17	77,679
SANSW20112	HURONTARIO STREET-to-HURONTARIO STREET	SAN-375	350	68.2	60.17	39,895
SANSW20113	HURONTARIO STREET-to-HURONTARIO STREET	SAN-375	350	118.35	60.17	69,236
SANSW20114	HURONTARIO STREET-to-VICTORY DRIVE	SAN-375	350	71.97	60.17	42,104
SANSW20115	HURONTARIO STREET-to-HURONTARIO STREET	SAN-375	350	42.73	60.17	24,999
SANSW20116	HURONTARIO STREET-to-HURONTARIO STREET	SAN-375	350	110.32	60.17	64,539
SANSW20117	SHANNON COURT	SAN-200	200	103.84	87.57	50,620
SANSW20118	SHANNON COURT-to-SHANNON COURT	SAN-200	200	43.17	87.57	21,047
SANSW20119	(blank)	SAN-200	200	19.95	87.57	9,726
SANSW20120	(blank)	SAN-200	200	23.86	88.11	11,631
SANSW20121	ST PAUL STREET	SAN-200	200	69.22	88.11	33,742

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20122	ST PAUL STREET	SAN-200	200	61.27	88.11	29,870
SANSW20123	CALLARY CRESCENT-to-CALLARY CRESCENT	SAN-200	200	15.41	88.11	7,511
SANSW20124	CALLARY CRESCENT-to-CALLARY CRESCENT	SAN-200	200	98.26	88.11	47,901
SANSW20125	CALLARY CRESCENT-to-CALLARY CRESCENT	SAN-200	200	14.59	88.11	7,113
SANSW20126	ST PAUL STREET-to-CALLARY CRESCENT	SAN-200	200	61.6	88.11	30,030
SANSW20127	ST PAUL STREET-to-ST PAUL STREET	SAN-200	200	41.77	88.11	20,363
SANSW20128	ST PAUL STREET-to-ST PAUL STREET	SAN-300	300	86.68	88.11	47,891
SANSW20129	ST PAUL STREET-to-FOURTH STREET	SAN-250	250	65.12	1	33,860
SANSW20130	FOURTH STREET EAST	SAN-250	250	36.68	94.05	19,072
SANSW20131	ST PAUL STREET-to-ST PETER STREET	SAN-250	250	69.18	94.05	35,974
SANSW20132	FOURTH STREET EAST-to-ST PAUL STREET	SAN-200	200	63.7	1	31,052
SANSW20133	FOURTH STREET EAST-to-FOURTH STREET EAST	SAN-200	200	52.87	1	25,775
SANSW20134	FOURTH STREET EAST-to-MARKET STREET	SAN-250	250	57.88	1	30,098
SANSW20135	STE MARIE STREET-to-FOURTH STREET EAST	SAN-250	250	57.28	1	29,787
SANSW20136	FOURTH STREET EAST	SAN-250	250	54.71	92.97	28,451
SANSW20137	HURONTARIO STREET-to-FOURTH STREET EAST	SAN-250	250	73.1	1	38,014
SANSW20138	PINE STREET	SAN-250	250	96.73	67.17	50,301
SANSW20139	FIRST STREET-to-PINE STREET	SAN-250	250	88.45	67.17	45,993
SANSW20140	SECOND STREET-to-PINE STREET	SAN-300	300	84.37	93.51	46,612
SANSW20141	PINE STREET-to-PINE STREET	SAN-300	300	62.46	93.51	34,511
SANSW20142	PINE STREET-to-PINE STREET	SAN-250	250	72.49	93.51	37,692
SANSW20143	PINE STREET-to-FOURTH STREET	SAN-250	250	70.83	93.51	36,833
SANSW20144	PINE STREET-to-PINE STREET	SAN-250	250	77.27	93.51	40,180
SANSW20145	PINE STREET-to-PINE STREET	SAN-250	250	74.13	93.51	38,546
SANSW20146	PINE STREET-to-FIFTH STREET	SAN-250	250	70.82	93.51	36,827
SANSW20147	MAPLE STREET	SAN-200	200	87.52	84.86	42,665
SANSW20148	MAPLE STREET	SAN-200	200	74.05	84.86	36,099
SANSW20149	MAPLE STREET-to-MAPLE STREET	SAN-300	300	49.62	84.86	27,413
SANSW20150	MAPLE STREET-to-MAPLE STREET	SAN-300	300	113.49	93.51	62,704
SANSW20151	MAPLE STREET-to-MAPLE STREET	SAN-300	300	116.41	93.51	64,319
SANSW20152	MAPLE STREET-to-FIFTH STREET	SAN-250	250	105.72	93.51	54,976
SANSW20153	MAPLE STREET-to-SIXTH STREET	SAN-250	250	117.92	83.24	61,317
SANSW20154	MAPLE STREET-to-MAPLE STREET	SAN-250	250	62.83	93.51	32,672
SANSW20155	MAPLE STREET-to-SEVENTH STREET	SAN-250	250	61.55	93.51	32,005
SANSW20156	SEVENTH STREET-to-MAPLE STREET	SAN-250	250	95.76	93.51	49,797
SANSW20157	EIGHTH STREET-to-NINTH STREET	SAN-250	250	123.53	1	64,234
SANSW20158	MAPLE STREET-to-MAPLE STREET	SAN-250	250	156.95	93.51	81,615
SANSW20159	MAPLE STREET	SAN-200	200	84.34	83.24	41,116
SANSW20160	MAPLE STREET-to-MAPLE STREET	SAN-200	200	46.19	83.24	22,519
SANSW20161	CAMPBELL STREET-to-MAPLE STREET	SAN-200	200	11.2	67.17	5,460
SANSW20162	BEECH STREET-to-BEECH STREET	SAN-200	200	80.2	92.43	39,096
SANSW20163	SECOND STREET-to-BEECH STREET	SAN-300	300	87.67	94.59	48,439

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20164	BEECH STREET-to-BEECH STREET	SAN-300	300	108.53	94.59	59,960
SANSW20165	BEECH STREET-to-FOURTH STREET	SAN-300	300	116.01	94.59	64,096
SANSW20166	BEECH STREET-to-FIFTH STREET	SAN-250	250	115.14	94.59	59,874
SANSW20167	FOURTH STREET-to-BEECH STREET	SAN-250	250	106.66	94.59	55,463
SANSW20168	BIRCH STREET-to-BIRCH STREET	SAN-600	600	109.6	92.43	96,170
SANSW20169	BIRCH STREET-to-BIRCH STREET	SAN-450	450	95.24	73	61,903
SANSW20170	BIRCH STREET-to-BIRCH STREET	SAN-450	450	79.25	73	51,513
SANSW20171	THIRD STREET-to-BIRCH STREET	SAN-375	375	24.9	92.43	14,569
SANSW20172	BIRCH STREET-to-BIRCH STREET	SAN-300	300	106.4	92.43	58,784
SANSW20173	BIRCH STREET-to-FOURTH STREET	SAN-300	300	93.44	92.43	51,625
SANSW20174	FOURTH STREET-to-BIRCH STREET	SAN-250	250	115.66	92.43	60,142
SANSW20175	BIRCH STREET-to-FIFTH STREET	SAN-250	250	105.7	92.43	54,963
SANSW20176	FIFTH STREET-to-SIXTH STREET	SAN-250	250	117.49	92.43	61,093
SANSW20177	BIRCH STREET-to-BIRCH STREET	SAN-250	250	57.57	92.43	29,937
SANSW20178	BIRCH STREET-to-SEVENTH STREET	SAN-250	250	65.68	92.43	34,151
SANSW20179	BIRCH STREET-to-EIGHTH STREET	SAN-250	250	125.93	1	65,484
SANSW20180	BIRCH STREET-to-BIRCH STREET	SAN-200	200	70.2	53.17	34,223
SANSW20181	BIRCH STREET-to-NINTH STREET	SAN-200	200	53.34	92.43	26,003
SANSW20182	TENTH STREET	SAN-250	250	43.32	60.17	22,527
SANSW20183	WILLOW STREET	SAN-200	200	70.24	56.67	34,242
SANSW20184	OAK STREET-to-OAK STREET	SAN-300	300	85.72	50.83	47,358
SANSW20185	OAK STREET-to-OAK STREET	SAN-300	300	61.22	50.83	33,824
SANSW20186	CAMERON STREET-to-OAK STREET	SAN-300	300	87.39	50.83	48,285
SANSW20187	TENTH STREET-to-WILLOW STREET	SAN-375	375	95.68	50.83	55,971
SANSW20188	OAK STREET-to-OAK STREET	SAN-375	375	61.21	50.83	35,808
SANSW20189	OAK STREET-to-OAK STREET	SAN-375	375	57.15	50.83	33,430
SANSW20190	OAK STREET-to-OAK STREET	SAN-375	375	32.83	50.83	19,206
SANSW20191	EIGHTH STREET-to-OAK STREET	SAN-375	375	29.9	50.83	17,492
SANSW20192	OAK STREET-to-EIGHTH STREET	SAN-375	375	65.82	50.83	38,502
SANSW20193	OAK STREET-to-OAK STREET	SAN-375	375	65.5	50.83	38,319
SANSW20194	OAK STREET-to-OAK STREET	SAN-450	450	60.03	26.14	39,018
SANSW20195	SIXTH STREET-to-OAK STREET	SAN-450	450	61.46	26.14	39,946
SANSW20196	FIFTH STREET-to-OAK STREET	SAN-450	450	117.04	26.14	76,077
SANSW20197	OAK STREET-to-OAK STREET	SAN-450	450	72.47	26.14	47,106
SANSW20198	OAK STREET-to-OAK STREET	SAN-450	450	77.66	26.14	50,478
SANSW20199	OAK STREET-to-OAK STREET	SAN-450	450	72.92	26.14	47,398
SANSW20200	THIRD STREET-to-OAK STREET	SAN-450	450	75.03	26.14	48,768
SANSW20201	SECOND STREET-to-OAK STREET	SAN-450	450	110.85	55.5	72,051
SANSW20202	OAK STREET-to-OAK STREET	SAN-450	450	41.86	78.83	27,206
SANSW20203	OAK STREET-to-OAK STREET	SAN-450	450	53.6	78.83	34,839
SANSW20204	FIRST STREET-to-OAK STREET	SAN-450	450	89.27	78.83	58,024
SANSW20205	FIRST STREET-to-CEDAR STREET	SAN-200	200	91.31	57.83	44,513
SANSW20206	CEDAR STREET	SAN-200	200	82.43	57.83	40,183
SANSW20207	CEDAR STREET	SAN-200	200	93.58	93.51	45,619
SANSW20208	CEDAR STREET-to-CEDAR STREET	SAN-250	250	69.86	93.51	36,329
SANSW20209	CEDAR STREET-to-CEDAR STREET	SAN-250	250	75.83	93.51	39,432
SANSW20210	THIRD STREET-to-CEDAR STREET	SAN-250	250	77.2	93.51	40,145
SANSW20211	CEDAR STREET-to-CEDAR STREET	SAN-250	250	75.7	93.51	39,364

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20212	CEDAR STREET-to-CEDAR STREET	SAN-250	250	73.61	93.51	38,278
SANSW20213	CEDAR STREET-to-FIFTH STREET	SAN-250	250	72.76	93.51	37,836
SANSW20214	WALNUT STREET-to-EIGHTH STREET	SAN-250	250	71.1	69.5	36,971
SANSW20215	SEVENTH STREET-to-WALNUT STREET	SAN-250	250	57.03	69.5	29,656
SANSW20216	HICKORY STREET-to-FIFTH STREET	SAN-200	200	65.81	59	32,081
SANSW20217	SPRUCE STREET-to-FIFTH STREET	SAN-250	250	75.41	64.83	39,212
SANSW20218	SPRUCE STREET	SAN-250	250	57.13	69.5	29,707
SANSW20219	TENTH STREET	SAN-250	250	92.28	66	47,984
SANSW20220	ELM STREET-to-ELM STREET	SAN-250	250	73.51	61.33	38,227
SANSW20221	FOURTH STREET-to-SPRUCE STREET	SAN-250	250	53.27	64.83	27,702
SANSW20222	FOURTH STREET-to-HICKORY STREET	SAN-250	250	68.64	64.83	35,691
SANSW20223	FOURTH STREET-to-WALNUT STREET	SAN-250	250	57.48	59	29,891
SANSW20224	HICKORY STREET-to-FOURTH STREET	SAN-250	250	62.58	59	32,539
SANSW20225	WALNUT STREET	SAN-200	200	77.3	59	37,684
SANSW20226	BIRCH STREET	SAN-200	200	29.14	67.17	14,208
SANSW20227	BIRCH STREET	SAN-200	200	60.09	73	29,294
SANSW20228	MAPLE STREET	SAN-200	200	67.21	73	32,767
SANSW20229	PINE STREET	SAN-200	200	92.22	73	44,959
SANSW20230	FIFTH STREET-to-HURONTARIO STREET	SAN-200	200	35.69	70.67	17,400
SANSW20231	PINE STREET-to-FIFTH STREET	SAN-200	200	94.11	93.51	45,878
SANSW20232	MAPLE STREET	SAN-200	200	61.78	70.67	30,119
SANSW20233	BEECH STREET-to-FIFTH STREET	SAN-200	200	80.94	94.59	39,459
SANSW20234	BIRCH STREET	SAN-200	200	100.03	80.54	48,762
SANSW20235	BIRCH STREET	SAN-200	200	71.5	92.43	34,857
SANSW20236	FIFTH STREET-to-OAK STREET	SAN-250	250	61.76	38.71	32,114
SANSW20237	CEDAR STREET-to-FIFTH STREET	SAN-250	250	59.01	38.71	30,686
SANSW20238	FIFTH STREET-to-FIFTH STREET	SAN-250	250	80.62	38.71	41,920
SANSW20239	FIFTH STREET-to-FIFTH STREET	SAN-250	250	80.64	38.71	41,932
SANSW20240	FIFTH STREET-to-FIFTH STREET	SAN-250	250	80.07	38.71	41,637
SANSW20241	FIFTH STREET-to-FIFTH STREET	SAN-200	200	63.28	64.83	30,848
SANSW20242	SPRUCE STREET-to-FIFTH STREET	SAN-200	200	58.58	64.83	28,558
SANSW20243	FIFTH STREET-to-FIFTH STREET	SAN-250	250	86.44	64.83	44,946
SANSW20244	FIFTH STREET-to-FIFTH STREET	SAN-250	250	84.47	64.83	43,926
SANSW20245	SIXTH STREET-to-SIXTH STREET	SAN-250	250	83.22	62.5	43,275
SANSW20246	SIXTH STREET-to-SIXTH LINE	SAN-250	250	86.86	62.5	45,167
SANSW20247	SIXTH STREET-to-SIXTH STREET	SAN-250	250	86.12	62.5	44,784
SANSW20248	SIXTH STREET-to-SIXTH STREET	SAN-250	250	71.8	62.5	37,333
SANSW20249	SIXTH STREET-to-SIXTH STREET	SAN-250	250	96.54	62.5	50,199
SANSW20250	SIXTH STREET-to-SIXTH STREET	SAN-300	300	78.06	26.14	43,128
SANSW20251	SIXTH STREET	SAN-200	200	45.68	26.14	22,269
SANSW20252	SIXTH STREET-to-SIXTH STREET	SAN-200	200	8.67	26.14	4,225
SANSW20253	SIXTH STREET-to-SIXTH STREET	SAN-300	300	75.68	26.14	41,812
SANSW20254	SIXTH STREET-to-OAK STREET	SAN-300	300	76.99	26.14	42,536
SANSW20255	SIXTH STREET	SAN-200	200	106.45	92.43	51,893
SANSW20256	BIRCH STREET-to-SIXTH STREET	SAN-200	200	94.33	92.43	45,986

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20257	SIXTH STREET	SAN-200	200	59.95	1	29,224
SANSW20258	SIXTH STREET-to-SIXTH STREET	SAN-200	200	62.21	1	30,327
SANSW20259	MAPLE STREET-to-SIXTH STREET	SAN-200	200	67.34	1	32,830
SANSW20260	SEVENTH STREET	SAN-250	250	78.53	1	40,837
SANSW20261	MAPLE STREET-to-SEVENTH STREET	SAN-250	250	105.64	1	54,935
SANSW20262	SEVENTH STREET-to-SEVENTH STREET	SAN-250	250	80.63	1	41,926
SANSW20263	BIRCH STREET-to-SEVENTH STREET	SAN-250	250	87.6	1	45,554
SANSW20264	SEVENTH STREET-to-SEVENTH STREET	SAN-375	350	78.85	56.67	46,128
SANSW20265	SEVENTH STREET-to-SEVENTH STREET	SAN-375	350	74.1	56.67	43,347
SANSW20266	SEVENTH STREET-to-OAK STREET	SAN-375	350	85.51	56.67	50,020
SANSW20267	SEVENTH STREET-to-WALNUT STREET	SAN-375	350	106.49	61.33	62,299
SANSW20268	SEVENTH STREET-to-SEVENTH STREET	SAN-375	350	72.17	61.33	42,218
SANSW20269	SPRUCE STREET-to-SEVENTH STREET	SAN-375	350	68.26	61.33	39,934
SANSW20270	WALNUT STREET-to-EIGHTH STREET	SAN-250	250	77.81	56.67	40,463
SANSW20271	EIGHTH STREET-to-EIGHTH STREET	SAN-250	250	79.71	56.67	41,448
SANSW20272	EIGHTH STREET-to-OAK STREET	SAN-250	250	80.52	56.67	41,869
SANSW20273	OAK STREET	SAN-200	200	62.01	80.54	30,231
SANSW20274	BIRCH STREET-to-EIGHTH STREET	SAN-250	250	116.71	1	60,691
SANSW20275	EIGHTH STREET	SAN-250	250	90.07	69.5	46,837
SANSW20276	EIGHTH STREET-to-EIGHTH STREET	SAN-250	250	89.53	69.5	46,557
SANSW20277	NINTH STREET	SAN-200	200	45.88	1	22,366
SANSW20278	NINTH STREET-to-NINTH STREET	SAN-200	200	72.53	1	35,356
SANSW20279	MAPLE STREET-to-NINTH STREET	SAN-250	250	82.81	1	43,062
SANSW20280	NINTH STREET-to-MAPLE STREET	SAN-200	200	119.96	92.43	58,480
SANSW20281	BIRCH STREET-to-NINTH STREET	SAN-200	200	120.67	92.43	58,827
SANSW20282	NINTH STREET	SAN-250	250	55.9	76.5	29,067
SANSW20283	NINTH STREET-to-OAK STREET	SAN-250	250	106.56	76.5	55,411
SANSW20284	WILLOW STREET-to-BIRCH STREET	SAN-250	250	50.85	59	26,440
SANSW20285	REID CRESCENT	SAN-200	200	55.85	82.16	27,227
SANSW20286	REID CRESCENT-to-SPRUCE STREET	SAN-200	200	70.41	82.7	34,324
SANSW20287	REID CRESCENT-to-REID CRESCENT	SAN-200	200	44.66	82.7	21,771
SANSW20288	REID CRESCENT-to-REID CRESCENT	SAN-200	200	56.77	82.7	27,673
SANSW20289	REID CRESCENT-to-REID CRESCENT	SAN-200	200	96.22	82.7	46,906
SANSW20290	TELFER ROAD-to-SPRUCE STREET	SAN-200	200	100.86	82.16	49,171
SANSW20291	POPLAR SIDEROAD	SAN-200	200	85.77	92.97	41,813
SANSW20292	SAUNDERS STREET-to-POPLAR SIDEROAD	SAN-200	200	119.66	92.97	58,336
SANSW20293	SAUNDERS STREET-to-PORT ROAD	SAN-200	200	121.47	92.97	59,216
SANSW20294	SAUNDERS STREET-to-STEPHENS STREET	SAN-200	200	122.14	92.97	59,542
SANSW20295	STEPHENS STREET	SAN-200	200	91.6	92.97	44,656
SANSW20296	SAUNDERS STREET-to-STEPHENS STREET	SAN-200	200	110.1	92.97	53,674
SANSW20297	SAUNDERS STREET-to-MARY STREET	SAN-200	200	121.76	92.97	59,358
SANSW20298	FINDLAY DRIVE-to-STANLEY STREET	SAN-200	200	123.03	92.97	59,979

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20299	FINDLAY DRIVE-to-FINDLAY DRIVE	SAN-375	375	119.2	93.51	0
SANSW20300	FINDLAY DRIVE-to-FINDLAY DRIVE	SAN-375	375	67.88	93.51	0
SANSW20301	FINDLAY DRIVE-to-SAUNDERS STREET	SAN-375	375	69.45	93.51	0
SANSW20302	STANLEY STREET-to-STANLEY STREET	SAN-200	200	69.65	92.97	33,952
SANSW20303	STANLEY STREET-to-STANLEY STREET	SAN-200	200	75.46	92.97	36,787
SANSW20304	STANLEY STREET-to-STANLEY STREET	SAN-200	200	103.75	92.97	50,576
SANSW20305	STANLEY STREET-to-NEWBOURNE STREET	SAN-200	200	116.32	92.97	56,704
SANSW20306	STANLEY STREET-to-STANLEY STREET	SAN-200	200	99.33	92.97	48,422
SANSW20307	STANLEY STREET-to-STANLEY STREET	SAN-200	200	99.38	92.97	48,448
SANSW20308	STANLEY STREET-to-HURONTARIO STREET	SAN-200	200	82.31	92.97	40,128
SANSW20309	FINDLAY DRIVE-to-HURONTARIO STREET	SAN-375	375	118.36	92.97	69,243
SANSW20310	FINDLAY DRIVE-to-FINDLAY DRIVE	SAN-375	375	120.71	92.97	70,617
SANSW20311	FINDLAY DRIVE-to-FINDLAY DRIVE	SAN-375	375	94.84	92.97	55,483
SANSW20312	FINDLAY DRIVE-to-FINDLAY DRIVE	SAN-375	375	100.77	92.97	58,949
SANSW20313	FINDLAY DRIVE-to-FINDLAY DRIVE	SAN-375	375	94.87	92.97	55,499
SANSW20314	FINDLAY DRIVE-to-FINDLAY DRIVE	SAN-375	375	104.94	92.97	61,389
SANSW20315	FINDLAY DRIVE-to-FINDLAY DRIVE	SAN-375	375	100	92.97	58,500
SANSW20316	NORTH MAPLE STREET-to-SIDE LAUNCH WAY	SAN-250	250	7.21	93.51	3,751
SANSW20317	NORTH MAPLE STREET-to-NORTH MAPLE STREET	SAN-250	250	6.52	93.51	3,391
SANSW20318	NORTH MAPLE STREET-to-NORTH MAPLE STREET	SAN-250	250	64.7	93.51	33,643
SANSW20319	NORTH MAPLE STREET-to-NORTH MAPLE STREET	SAN-250	250	70.15	93.51	36,479
SANSW20320	NORTH MAPLE STREET-to-MACKINAW LANE	SAN-250	250	24.51	93.51	12,744
SANSW20321	NORTH MAPLE STREET-to-COLLSHIP LANE	SAN-250	250	66.69	93.51	34,679
SANSW20322	WHEELHOUSE CRESCENT-to-NORTH MAPLE STREET	SAN-250	250	66.8	93.51	34,737
SANSW20323	WHEELHOUSE CRESCENT-to-NORTH MAPLE STREET	SAN-250	250	63.65	93.51	33,097
SANSW20324	WHEELHOUSE CRESCENT-to-WESTMOUNT MEWS	SAN-250	250	63.91	93.51	33,232
SANSW20325	WHEELHOUSE CRESCENT-to-NORTH PINE STREET	SAN-250	250	84.39	93.51	43,883
SANSW20326	NORTH PINE STREET-to-COLLSHIP LANE	SAN-250	250	47.63	93.51	24,767
SANSW20327	COLLSHIP LANE-to-MACKINAW LANE	SAN-250	250	33.65	93.51	17,497
SANSW20328	NORTH PINE STREET-to-NORTH PINE STREET	SAN-300	300	77.15	93.51	42,624
SANSW20329	NORTH PINE STREET-to-NORTH PINE STREET	SAN-300	300	27.32	93.51	15,092
SANSW20330	NORTH PINE STREET-to-SIDE LAUNCH WAY	SAN-300	300	10.09	93.51	5,573
SANSW20331	PINE STREET	SAN-300	300	55.01	1	30,394
SANSW20332	PINE STREET-to-FIRST STREET	SAN-300	300	17.47	1	9,649
SANSW20333	BIRCH STREET-to-FIRST STREET	SAN-750	750	18.2	1	22,471

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20334	OAK STREET	SAN-250	250	54.83	64.83	28,510
SANSW20335	Sewage STREET-to-SPRUCE STREET	SAN-200	200	30.72	57.83	14,975
SANSW20336	FIRST STREET-to-PINE STREET	SAN-750	750	120.24	94.59	148,498
SANSW20337	(blank)	SAN-750	750	121.83	94.59	150,464
SANSW20338	BIRCH STREET-to-BEECH STREET	SAN-750	750	115.76	94.59	142,959
SANSW20339	OAK STREET-to-BIRCH STREET	SAN-750	750	125.13	57.83	154,540
SANSW20340	FIRST STREET-to-OAK STREET	SAN-600	600	117.4	57.83	103,017
SANSW20341	FIRST STREET-to-FIRST STREET	SAN-600	600	97.27	57.83	85,355
SANSW20342	FIRST STREET-to-HICKORY STREET	SAN-525	525	62.5	57.83	46,722
SANSW20343	HURONTARIO STREET-to-TRACEY LANE	SAN-375	375	87.12	92.97	50,966
SANSW20344	GOLFVIEW DRIVE	SAN-200	200	118.66	92.97	57,844
SANSW20345	HURONTARIO STREET-to-GOLFVIEW DRIVE	SAN-200	200	35.99	92.97	17,543
SANSW20346	HURONTARIO STREET-to-GOLFVIEW DRIVE	SAN-375	375	94.22	92.97	55,116
SANSW20347	HURONTARIO STREET-to-HURONTARIO STREET	SAN-375	375	94.95	92.97	55,546
SANSW20348	HURONTARIO STREET-to-HURONTARIO STREET	SAN-375	350	86.15	60.17	50,395
SANSW20349	HURONTARIO STREET-to-HURONTARIO STREET	SAN-375	350	84.36	60.17	49,351
SANSW20350	HURONTARIO STREET-to-HURONTARIO STREET	SAN-375	350	81.4	60.17	47,618
SANSW20351	HURONTARIO STREET-to-HURONTARIO STREET	SAN-375	350	54.21	60.17	31,713
SANSW20352	CHAMBERLAIN CRESCENT	SAN-200	200	47.68	92.97	23,244
SANSW20353	CHAMBERLAIN CRESCENT-to-CHAMBERLAIN CRESCENT	SAN-250	250	66.69	92.97	34,677
SANSW20354	CHAMBERLAIN CRESCENT-to-CHAMBERLAIN CRESCENT	SAN-250	250	108.42	92.97	56,380
SANSW20355	CHAMBERLAIN CRESCENT	SAN-200	200	94.93	92.97	46,280
SANSW20356	CHAMBERLAIN CRESCENT-to-CHAMBERLAIN CRESCENT	SAN-250	250	92.04	92.97	47,862
SANSW20357	CHAMBERLAIN CRESCENT-to-CHAMBERLAIN CRESCENT	SAN-250	250	87.75	92.97	45,631
SANSW20358	CHAMBERLAIN CRESCENT-to-DAVIS STREET	SAN-250	250	88.94	92.97	46,247
SANSW20359	CHAMBERLAIN CRESCENT-to-HOLDEN STREET	SAN-250	250	86.91	92.97	45,195
SANSW20360	CHAMBERLAIN CRESCENT-to-HOLDEN STREET	SAN-250	250	48.72	92.97	25,334
SANSW20361	CHAMBERLAIN CRESCENT-to-CHAMBERLAIN CRESCENT	SAN-250	250	80.24	92.97	41,727
SANSW20362	CHAMBERLAIN CRESCENT-to-BARR STREET	SAN-250	250	66.52	92.97	34,588
SANSW20363	CHAMBERLAIN CRESCENT-to-CHAMBERLAIN CRESCENT	SAN-250	250	55.8	92.97	29,018
SANSW20364	CHAMBERLAIN CRESCENT-to-PATTON STREET	SAN-250	250	110.18	92.97	57,296
SANSW20365	BARR STREET-to-BARR STREET	SAN-250	250	120.46	92.97	62,637
SANSW20366	BARR STREET-to-CHAMBERLAIN CRESCENT	SAN-250	250	110.18	92.97	57,291
SANSW20367	PATTON STREET	SAN-250	250	87.54	92.97	45,519
SANSW20368	PATTON STREET-to-PATTON STREET	SAN-250	250	105.1	92.97	54,653
SANSW20369	BARR STREET-to-PATTON STREET	SAN-250	250	55.59	92.97	28,909
SANSW20370	HOLDEN STREET	SAN-200	200	80.82	92.97	39,399

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20371	HOLDEN STREET-to-HOLDEN STREET	SAN-250	250	95.92	92.97	49,878
SANSW20372	CHAMBERLAIN CRESCENT-to-HOLDEN STREET	SAN-250	250	94.16	92.97	48,963
SANSW20373	DAVIS STREET	SAN-200	200	87.57	92.97	42,690
SANSW20374	DAVIS STREET-to-DAVIS STREET	SAN-250	250	89.91	92.97	46,752
SANSW20375	CHAMBERLAIN CRESCENT-to-DAVIS STREET	SAN-250	250	87.17	92.97	45,329
SANSW20376	GEORGIAN MEADOWS DRIVE	SAN-200	200	42.44	90.27	20,691
SANSW20377	GEORGIAN MEADOWS DRIVE-to-GEORGIAN MEADOWS DRIVE	SAN-200	200	86.68	90.27	42,256
SANSW20378	GEORGIAN MEADOWS DRIVE-to-GEORGIAN MEADOWS DRIVE	SAN-200	200	34.48	90.27	16,809
SANSW20379	GEORGIAN MEADOWS DRIVE-to-GEORGIAN MEADOWS DRIVE	SAN-200	200	11.54	90.27	5,627
SANSW20380	GEORGIAN MEADOWS DRIVE-to-GEORGIAN MEADOWS DRIVE	SAN-200	200	42.19	90.27	20,570
SANSW20381	GEORGIAN MEADOWS DRIVE-to-GEORGIAN MEADOWS DRIVE	SAN-200	200	85.92	90.27	41,886
SANSW20382	GEORGIAN MEADOWS DRIVE	SAN-200	200	33.43	90.27	16,299
SANSW20383	HIGHLANDS CRESCENT-to-HIGHLANDS CRESCENT	SAN-200	200	86.33	90.27	42,083
SANSW20384	HIGHLANDS CRESCENT-to-HIGHLANDS CRESCENT	SAN-200	200	18.26	90.27	8,900
SANSW20385	HIGHLANDS CRESCENT-to-HIGHLANDS CRESCENT	SAN-200	200	39.83	90.27	19,417
SANSW20386	HIGHLANDS CRESCENT-to-HIGHLANDS CRESCENT	SAN-200	200	15.21	90.27	7,417
SANSW20387	HIGHLANDS CRESCENT-to-HIGHLANDS CRESCENT	SAN-200	200	82.46	90.27	40,197
SANSW20388	HIGHLANDS CRESCENT-to-HIGHLANDS CRESCENT	SAN-200	200	29.53	90.27	14,396
SANSW20389	GEORGIAN MEADOWS DRIVE-to-HIGHLANDS CRESCENT	SAN-200	200	100.09	90.27	48,795
SANSW20390	CONNOR AVENUE	SAN-200	200	58.42	91.35	28,479
SANSW20391	CONNOR AVENUE-to-CONNOR AVENUE	SAN-200	200	63.59	91.35	31,002
SANSW20392	CONNOR AVENUE-to-CONNOR AVENUE	SAN-200	200	19.88	91.35	9,691
SANSW20393	CONNOR AVENUE-to-CONNOR AVENUE	SAN-200	200	59.92	91.35	29,210
SANSW20394	CONNOR AVENUE-to-CONNOR AVENUE	SAN-250	250	15.57	91.35	8,097
SANSW20395	BROOKE AVENUE	SAN-200	200	88.54	92.43	43,161
SANSW20396	BROOKE AVENUE-to-ALYSSA DRIVE	SAN-200	200	84.91	92.43	41,393
SANSW20397	BROOKE AVENUE-to-BROOKE AVENUE	SAN-450	450	85.27	90.27	55,424
SANSW20398	BROOKE AVENUE-to-CONNOR AVENUE	SAN-200	200	86.18	92.43	42,011
SANSW20399	CONNOR AVENUE-to-CONNOR AVENUE	SAN-200	200	80.4	92.43	39,195
SANSW20400	BROOKE AVENUE-to-CONNOR AVENUE	SAN-200	200	80.42	92.43	39,202
SANSW20401	CONNOR AVENUE-to-CONNOR AVENUE	SAN-250	250	78.6	91.35	40,874
SANSW20402	CONNOR AVENUE-to-CONNOR AVENUE	SAN-250	250	43.21	91.35	22,470
SANSW20403	CONNOR AVENUE-to-CONNOR AVENUE	SAN-250	250	64.62	91.35	33,602

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20404	CONNOR AVENUE-to-ALYSSA DRIVE	SAN-250	250	104.7	91.35	54,445
SANSW20405	CONNOR AVENUE-to-ALYSSA DRIVE	SAN-450	450	87.43	90.27	56,827
SANSW20406	ALYSSA DRIVE-to-KAYLA CRESCENT	SAN-450	450	87.54	90.27	56,898
SANSW20407	ALYSSA DRIVE-to-ALYSSA DRIVE	SAN-450	450	56.63	90.27	36,811
SANSW20408	ALYSSA DRIVE-to-ALYSSA DRIVE	SAN-450	450	43.59	90.27	28,336
SANSW20409	ALYSSA DRIVE-to-KAYLA CRESCENT	SAN-450	450	12.72	90.27	8,269
SANSW20410	ALYSSA DRIVE-to-ALYSSA DRIVE	SAN-450	450	50.9	90.27	33,082
SANSW20411	ALYSSA DRIVE-to-ALYSSA DRIVE	SAN-375	375	17.8	90.27	10,412
SANSW20413	MATTHEW WAY	SAN-200	200	27.25	84.32	0
SANSW20414	RAGLAN STREET-to-MATTHEW WAY	SAN-200	200	126.1	84.32	0
SANSW20416	MARINE VIEW DRIVE	SAN-675	675	39.08	91.89	40,641
SANSW20421	SPRUCE STREET-to-CAMPBELL STREET	SAN-200	200	14.58	82.16	7,109
SANSW20422	CAMERON STREET-to-CAMERON STREET	SAN-200	200	78.48	81.62	38,259
SANSW20423	TENTH STREET-to-TENTH STREET	SAN-250	250	39.66	67.17	20,621
SANSW20424	BELL BOULEVARD-to-ALICE STREET	SAN-200	200	49.66	61.33	24,208
SANSW20425	CAMPBELL STREET	SAN-200	200	46.22	68.33	22,532
SANSW20426	HUME STREET	SAN-250	250	10.49	56.67	5,454
SANSW20427	NAPIER STREET	SAN-200	200	18.06	26.14	8,803
SANSW20428	HURON STREET-to-NAPIER STREET	SAN-200	200	33.44	64.83	16,302
SANSW20429	SPRUCE STREET-to-CAMPBELL STREET	SAN-200	200	55.09	68.33	26,857
SANSW20430	PRETTY RIVER PARKWAY-to-HUME STREET	SAN-450	450	22.18	59	14,415
SANSW20431	(blank)	SAN-750	900	23.12	91.89	28,558
SANSW20432	(blank)	SAN-750	900	99.04	91.89	122,313
SANSW20433	(blank)	SAN-750	900	56.13	91.89	69,314
SANSW20435	COLLINS STREET-to-PEEL STREET	SAN-300	300	13.83	92.97	7,643
SANSW20436	RON EMO ROAD-to-RON EMO ROAD	SAN-300	300	17.91	94.59	9,894
SANSW20437	RON EMO ROAD-to-RON EMO ROAD	SAN-300	300	105.53	94.59	58,305
SANSW20438	RON EMO ROAD-to-RON EMO ROAD	SAN-300	300	110.88	94.59	61,258
SANSW20444	COOPER STREET	SAN-250	250	95.36	93.51	0
SANSW20445	(blank)	SAN-250	250	109.08	93.51	0
SANSW20446	HURONTARIO STREET	SAN-250	250	127.88	93.51	0
SANSW20447	RAGLAN STREET	SAN-300	300	57	95.14	31,493
SANSW20448	RAGLAN STREET-to-RAGLAN STREET	SAN-300	300	102.71	95.14	56,746
SANSW20449	RAGLAN STREET-to-RAGLAN STREET	SAN-300	300	88.3	95.14	48,783
SANSW20450	RAGLAN STREET-to-RAGLAN STREET	SAN-300	300	120	95.14	66,301
SANSW20451	RAGLAN STREET-to-RAGLAN STREET	SAN-300	300	89.4	95.14	49,394
SANSW20452	RAGLAN STREET-to-RAGLAN STREET	SAN-300	300	89.4	95.14	49,394
SANSW20453	RAGLAN STREET-to-RAGLAN STREET	SAN-300	300	88.25	95.14	48,755
SANSW20454	RAGLAN STREET-to-RAGLAN STREET	SAN-300	300	41.04	95.14	22,672
SANSW20455	RON EMO ROAD-to-RON EMO ROAD	SAN-300	300	69.93	94.59	38,634
SANSW20456	RON EMO ROAD-to-RON EMO ROAD	SAN-300	300	103.32	94.59	57,085
SANSW20457	RAGLAN STREET-to-RAGLAN STREET	SAN-300	300	37.3	95.68	20,608
SANSW20458	RAGLAN STREET-to-RAGLAN STREET	SAN-300	300	120	95.68	66,300
SANSW20459	RAGLAN STREET-to-RAGLAN STREET	SAN-300	300	117.7	95.68	65,029
SANSW20460	RAGLAN STREET-to-RAGLAN STREET	SAN-300	300	79.96	95.68	44,179
SANSW20461	RAGLAN STREET-to-RAGLAN STREET	SAN-300	300	120	95.68	66,300

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20462	RAGLAN STREET-to-RAGLAN STREET	SAN-375	375	75	95.68	43,875
SANSW20463	RAGLAN STREET-to-RAGLAN STREET	SAN-375	375	119.17	95.68	69,714
SANSW20464	RAGLAN STREET-to-RAGLAN STREET	SAN-375	375	119	95.68	69,615
SANSW20465	RAGLAN STREET-to-RAGLAN STREET	SAN-375	375	119.8	95.68	70,084
SANSW20466	HUME STREET-to-RAGLAN STREET	SAN-375	375	109	95.68	63,765
SANSW20474	ST CLAIR STREET-to-ST CLAIR STREET	SAN-675	675	45.03	88.65	46,827
SANSW20475	LYNDEN STREET-to-PEEL STREET	SAN-200	200	86	92.97	41,925
SANSW20476	WILLIAMS STREET-to-LYNDEN STREET	SAN-200	200	78.83	92.97	38,430
SANSW20477	LYNDEN STREET	SAN-200	200	57.36	92.97	27,965
SANSW20478	MCKEAN CRESCENT-to-LYNDEN STREET	SAN-250	250	100.65	92.97	52,335
SANSW20479	PEEL STREET-to-MCKEAN CRESCENT	SAN-250	250	65.16	92.97	33,881
SANSW20480	MCKEAN CRESCENT-to-PEEL STREET	SAN-250	250	40.85	92.97	21,240
SANSW20481	PEEL STREET-to-PEEL STREET	SAN-250	250	42.98	92.97	22,347
SANSW20482	PEEL STREET-to-PEEL STREET	SAN-250	250	43.12	92.97	22,422
SANSW20483	COLLINS STREET-to-PEEL STREET	SAN-250	250	101.91	92.97	52,993
SANSW20484	MCKEAN CRESCENT-to-MCKEAN CRESCENT	SAN-200	200	20.94	92.97	10,207
SANSW20485	MCKEAN CRESCENT-to-MCKEAN CRESCENT	SAN-200	200	65.74	92.97	32,048
SANSW20486	MCKEAN CRESCENT-to-MCKEAN CRESCENT	SAN-200	200	31.79	92.97	15,498
SANSW20487	MCKEAN CRESCENT-to-PEEL STREET	SAN-200	200	95.36	92.97	46,488
SANSW20488	PEEL STREET-to-MCKEAN CRESCENT	SAN-200	200	108.36	92.97	52,824
SANSW20489	PEEL STREET	SAN-250	250	42.96	82.7	22,338
SANSW20490	PEEL STREET-to-COLLINS STREET	SAN-250	250	18.71	92.97	9,730
SANSW20491	GEORGE ZUBEK DRIVE-to-PEEL STREET	SAN-250	250	72.92	92.97	37,920
SANSW20492	PEEL STREET-to-BUSH STREET	SAN-250	250	67	82.7	34,838
SANSW20493	GODDEN STREET-to-PEEL STREET	SAN-250	250	60.1	82.7	31,253
SANSW20494	PEEL STREET-to-PEEL STREET	SAN-250	250	87.01	82.7	45,243
SANSW20495	PEEL STREET-to-PEEL STREET	SAN-250	250	31.67	59	16,470
SANSW20496	PEEL STREET-to-PEEL STREET	SAN-250	250	70.85	59	36,844
SANSW20497	PEEL STREET-to-PEEL STREET	SAN-250	250	71.34	59	37,095
SANSW20498	HUME STREET-to-PEEL STREET	SAN-250	250	74.97	59	38,985
SANSW20499	LOCKHART ROAD-to-LOCKHART ROAD	SAN-250	250	54.2	71.83	28,184
SANSW20500	LOCKHART ROAD-to-LOCKHART ROAD	SAN-250	250	94	74.17	48,882
SANSW20501	LOCKHART ROAD-to-LOCKHART ROAD	SAN-250	250	55.39	74.17	28,801
SANSW20502	CARMICHEAL CRESCENT-to-LOCKHART ROAD	SAN-250	250	51.01	74.17	26,525
SANSW20503	KATHERINE STREET-to-KATHERINE STREET	SAN-250	250	100.32	62.5	52,164
SANSW20504	COLLINS STREET-to-KATHERINE STREET	SAN-250	250	106.77	62.5	55,521
SANSW20505	STE MARIE STREET	SAN-200	200	37.62	83.78	18,342
SANSW20506	COLLINS STREET-to-STE MARIE STREET	SAN-200	200	108.62	83.78	52,950

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20507	GODDEN STREET-to-PEEL STREET	SAN-300	300	92.96	82.7	51,359
SANSW20511	BELL BOULEVARD-to-COLLINS STREET	SAN-375	375	106.92	92.97	62,549
SANSW20512	MANNING AVENUE-to-SPROULE AVENUE	SAN-375	375	58.46	92.97	34,199
SANSW20513	SPROULE AVENUE-to-SPROULE AVENUE	SAN-375	375	91.77	92.97	53,687
SANSW20514	BELL BOULEVARD-to-SPROULE AVENUE	SAN-200	200	44.03	71.83	21,464
SANSW20515	ALICE STREET	SAN-200	200	52.46	61.33	25,573
SANSW20516	MANNING AVENUE-to-ALICE STREET	SAN-200	200	85.23	61.33	41,550
SANSW20517	ALICE STREET-to-ALICE STREET	SAN-200	200	60.66	61.33	29,574
SANSW20518	LORNE STREET-to-ALICE STREET	SAN-250	250	63.91	61.33	33,231
SANSW20519	LORNE STREET-to-KATHERINE STREET	SAN-450	400	68.55	62.5	44,559
SANSW20520	MANNING AVENUE-to-KATHERINE STREET	SAN-375	350	84.87	62.5	49,651
SANSW20521	KATHERINE STREET-to-KATHERINE STREET	SAN-375	350	67.01	62.5	39,199
SANSW20522	BAKER STREET-to-KATHERINE STREET	SAN-375	350	52.94	62.5	30,967
SANSW20523	PATERSON STREET	SAN-200	200	112.81	62.5	54,993
SANSW20524	PATERSON STREET	SAN-200	200	66.3	62.5	32,322
SANSW20525	PATERSON STREET	SAN-200	200	76.66	62.5	37,369
SANSW20526	PATERSON STREET-to-MANNING AVENUE	SAN-200	200	53.11	62.5	25,891
SANSW20527	LORNE STREET	SAN-200	200	85.35	91.35	41,608
SANSW20528	PATERSON STREET	SAN-200	200	91.6	91.35	44,654
SANSW20529	HUME STREET-to-PATERSON STREET	SAN-200	200	94.34	91.35	45,992
SANSW20530	STE MARIE STREET-to-STE MARIE STREET	SAN-375	375	85.9	92.97	50,252
SANSW20531	STE MARIE STREET-to-STE MARIE STREET	SAN-375	375	86.18	92.97	50,414
SANSW20532	GEORGE STREET-to-STE MARIE STREET	SAN-375	375	86.43	92.97	50,562
SANSW20533	HAMILTON STREET-to-STE MARIE STREET	SAN-375	375	110.61	92.97	64,707
SANSW20534	HUME STREET-to-STE MARIE STREET	SAN-450	450	105.18	92.97	68,364
SANSW20535	HUME STREET-to-ROBINSON STREET	SAN-250	250	107.81	85.95	56,062
SANSW20536	HAMILTON STREET-to-HAMILTON STREET	SAN-250	250	104.5	95.68	54,341
SANSW20537	ROBINSON STREET-to-ROBINSON STREET	SAN-250	250	88.59	95.68	46,068
SANSW20538	ROBINSON STREET-to-ROBINSON STREET	SAN-250	250	88.04	95.68	45,781
SANSW20539	ROBINSON STREET-to-ROBINSON STREET	SAN-250	250	42.17	89.19	21,929
SANSW20540	ROBINSON STREET-to-ROBINSON STREET	SAN-250	250	65.76	26.14	34,194
SANSW20541	STE MARIE STREET-to-ROBINSON STREET	SAN-250	250	75.16	52	39,084
SANSW20542	MARKET STREET-to-PATERSON STREET	SAN-250	250	79.85	1	41,520
SANSW20543	HUME STREET-to-HUME STREET	SAN-250	250	37.31	1	19,402
SANSW20544	ST PAUL STREET-to-HUME STREET	SAN-250	250	68.46	1	35,601
SANSW20545	HUME STREET-to-PEEL STREET	SAN-250	250	93.69	56.67	48,721

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20546	HUME STREET-to-HUME STREET	SAN-250	250	91	56.67	47,319
SANSW20547	MOBERLY STREET-to-HUME STREET	SAN-250	250	87.31	56.67	45,403
SANSW20548	HUME STREET-to-HUME STREET	SAN-250	250	67.57	56.67	35,137
SANSW20549	HUME STREET-to-RAGLAN STREET	SAN-375	375	107.26	95.68	62,747
SANSW20550	HUME STREET-to-HUME STREET	SAN-375	375	6	95.68	3,510
SANSW20551	HUME STREET-to-PRETTY RIVER PARKWAY	SAN-375	375	118.05	95.68	69,059
SANSW20552	NIAGARA STREET-to-HURON STREET	SAN-525	500	64.34	64.83	48,094
SANSW20553	HURON STREET-to-HURON STREET	SAN-525	500	68.6	64.83	51,279
SANSW20554	HURON STREET-to-NAPIER STREET	SAN-525	500	80.34	64.83	60,053
SANSW20555	HURON STREET-to-NIAGARA STREET	SAN-525	500	64.76	92.97	48,405
SANSW20556	HURON STREET-to-HURON STREET	SAN-525	500	60.33	64.83	45,096
SANSW20557	HURON STREET-to-HURON STREET	SAN-525	500	62.08	92.97	46,404
SANSW20558	HURON STREET-to-HURON STREET	SAN-525	500	75.62	64.83	56,528
SANSW20559	PRETTY RIVER PARKWAY-to-SIMCOE STREET	SAN-300	300	89.36	49.67	49,373
SANSW20560	RAGLAN STREET	SAN-200	200	66.2	63.67	32,274
SANSW20561	RAGLAN STREET-to-SIMCOE STREET	SAN-200	200	24.21	63.67	11,803
SANSW20562	RUSSEL STREET-to-SIMCOE STREET	SAN-525	500	61.8	64.83	46,192
SANSW20563	HURON STREET-to-NIAGARA STREET	SAN-250	250	100.81	45	52,420
SANSW20564	NIAGARA STREET-to-SIMCOE STREET	SAN-250	250	98.63	45	51,287
SANSW20565	SIMCOE STREET-to-NIAGARA STREET	SAN-300	300	102.28	52	56,507
SANSW20566	NIAGARA STREET-to-ONTARIO STREET	SAN-300	300	94.92	52	52,443
SANSW20567	ONTARIO STREET-to-NIAGARA STREET	SAN-300	300	98.84	63.67	54,610
SANSW20568	ST VINCENT STREET-to-ERIE STREET	SAN-300	300	87.91	63.67	48,568
SANSW20569	NIAGARA STREET	SAN-300	300	99.74	63.67	55,107
SANSW20570	ERIE STREET-to-NIAGARA STREET	SAN-300	300	115.48	63.67	63,804
SANSW20571	ERIE STREET-to-RAGLAN STREET	SAN-250	250	45.74	63.67	23,782
SANSW20572	RAGLAN STREET-to-RAGLAN STREET	SAN-250	250	35.04	63.67	18,222
SANSW20573	RAGLAN STREET-to-RAGLAN STREET	SAN-250	250	97.9	63.67	50,907
SANSW20574	RAGLAN STREET-to-RAGLAN STREET	SAN-250	250	70.19	63.67	36,498
SANSW20575	RAGLAN STREET-to-MATTHEW WAY	SAN-250	250	73.61	63.67	38,276
SANSW20576	ALBERT STREET-to-SIMCOE STREET	SAN-300	300	86.63	96.76	47,861
SANSW20577	SIMCOE STREET-to-ALBERT STREET	SAN-375	375	64.28	96.76	37,606
SANSW20578	NIAGARA STREET-to-SIMCOE STREET	SAN-375	375	62.03	96.76	36,285
SANSW20579	SIMCOE STREET-to-NIAGARA STREET	SAN-450	450	109.91	96.76	71,438
SANSW20580	SIMCOE STREET-to-PEEL STREET	SAN-250	250	100.25	45	52,131
SANSW20581	SIMCOE STREET-to-WEST STREET	SAN-200	200	32.47	49.67	15,831
SANSW20582	MINNESOTA STREET-to-SIMCOE STREET	SAN-200	200	82.03	92.43	39,991
SANSW20583	MINNESOTA STREET-to-SIMCOE STREET	SAN-450	450	92.4	92.43	60,061
SANSW20584	MINNESOTA STREET-to-HURON STREET	SAN-525	525	23.32	96.76	17,428
SANSW20585	MINNESOTA STREET-to-ONTARIO STREET	SAN-450	450	99.91	92.43	64,940
SANSW20586	NAPIER STREET-to-ST VINCENT STREET	SAN-375	375	89.3	26.14	52,239
SANSW20587	NAPIER STREET-to-ONTARIO STREET	SAN-375	375	98.68	26.14	57,726
SANSW20588	SIMCOE STREET-to-NAPIER STREET	SAN-375	375	106.43	26.14	62,261

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20589	NAPIER STREET-to-SIMCOE STREET	SAN-375	375	47.55	26.14	27,817
SANSW20590	RODNEY STREET-to-NAPIER STREET	SAN-375	375	59.02	26.14	34,525
SANSW20591	WEST STREET	SAN-200	200	66.36	63.67	32,348
SANSW20592	SIMCOE STREET-to-WEST STREET	SAN-200	200	72.96	63.67	35,569
SANSW20593	RODNEY STREET-to-RODNEY STREET	SAN-525	525	80.49	96.76	60,169
SANSW20594	RODNEY STREET-to-NAPIER STREET	SAN-450	450	81.91	96.76	53,244
SANSW20595	RODNEY STREET-to-RODNEY STREET	SAN-450	450	89.47	96.76	58,156
SANSW20596	RODNEY STREET-to-SIMCOE STREET	SAN-450	450	81.78	96.76	53,160
SANSW20597	SIMCOE STREET-to-PEEL STREET	SAN-250	250	96.72	45	50,294
SANSW20598	SIMCOE STREET-to-EAST STREET	SAN-200	200	102.87	50.83	50,147
SANSW20599	EAST STREET-to-ONTARIO STREET	SAN-200	200	100.61	50.83	49,045
SANSW20600	SIMCOE STREET-to-PEEL STREET	SAN-450	450	10	49.67	6,501
SANSW20601	PEEL STREET-to-ONTARIO STREET	SAN-250	250	100.1	45	52,050
SANSW20602	PEEL STREET-to-ERIE STREET	SAN-200	200	89.75	26.14	43,753
SANSW20603	PEEL STREET-to-ST VINCENT STREET	SAN-200	200	91.13	26.14	44,424
SANSW20604	ERIE STREET-to-MOBERLY STREET	SAN-300	300	72.21	26.14	39,898
SANSW20605	PEEL STREET-to-PEEL STREET	SAN-250	250	91.31	32.43	47,481
SANSW20606	PEEL STREET-to-PEEL STREET	SAN-250	250	91.17	32.43	47,407
SANSW20607	PEEL STREET-to-MOBERLY STREET	SAN-250	250	82.97	26.14	43,142
SANSW20608	MOBERLY STREET-to-HUME STREET	SAN-250	250	130.95	26.14	68,091
SANSW20609	ERIE STREET-to-PEEL STREET	SAN-300	300	79.83	26.14	44,108
SANSW20610	ERIE STREET-to-ERIE STREET	SAN-250	250	78.76	67.17	40,957
SANSW20611	ERIE STREET-to-NIAGARA STREET	SAN-250	250	67.39	67.17	35,044
SANSW20612	ERIE STREET	SAN-250	250	59.41	68.33	30,893
SANSW20613	NIAGARA STREET-to-ERIE STREET	SAN-250	250	61.03	68.33	31,733
SANSW20614	ONTARIO STREET-to-PRETTY RIVER PARKWAY	SAN-250	250	75.29	59	39,150
SANSW20615	ONTARIO STREET-to-ONTARIO STREET	SAN-200	200	19.27	63.67	9,392
SANSW20616	ONTARIO STREET-to-ONTARIO STREET	SAN-200	200	32.74	63.67	15,963
SANSW20617	ONTARIO STREET-to-ONTARIO STREET	SAN-200	200	4.6	63.67	2,241
SANSW20618	ONTARIO STREET-to-ONTARIO STREET	SAN-200	200	29.96	63.67	14,607
SANSW20619	ONTARIO STREET-to-ONTARIO STREET	SAN-200	200	79.14	63.67	38,582
SANSW20620	ALBERT STREET-to-ONTARIO STREET	SAN-200	200	93.53	63.67	45,597
SANSW20621	ALBERT STREET	SAN-250	250	16.15	85.95	8,400
SANSW20622	ONTARIO STREET-to-ALBERT STREET	SAN-250	250	58.13	63.67	30,228
SANSW20623	NIAGARA STREET-to-ONTARIO STREET	SAN-250	250	63.95	63.67	33,251
SANSW20624	EAST STREET-to-NIAGARA STREET	SAN-200	200	107.81	50.83	52,555
SANSW20625	PEEL STREET-to-ONTARIO STREET	SAN-200	200	72.88	50.83	35,530
SANSW20626	WEST STREET-to-PEEL STREET	SAN-200	200	109.73	45	53,492
SANSW20627	NAPIER STREET-to-ONTARIO STREET	SAN-200	200	68.74	45	33,511
SANSW20628	(blank)	SAN-300	300	58.27	87.57	32,193
SANSW20629	ONTARIO STREET-to-ONTARIO STREET	SAN-300	300	111.79	87.57	61,764
SANSW20630	ST VINCENT STREET	SAN-200	200	36.6	62.5	17,843

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20631	NAPIER STREET-to-ST VINCENT STREET	SAN-200	200	98.56	62.5	48,050
SANSW20632	ST VINCENT STREET-to-ST VINCENT STREET	SAN-200	200	62.26	61.33	30,354
SANSW20633	ST VINCENT STREET-to-NIAGARA STREET	SAN-200	200	66.83	61.33	32,582
SANSW20634	SIMCOE STREET-to-ST PAUL STREET	SAN-300	300	30.79	69.5	17,014
SANSW20635	ST PAUL STREET-to-CALLARY CRESCENT	SAN-450	400	100.35	69.5	65,226
SANSW20636	ONTARIO STREET	SAN-300	300	101.2	93.51	55,915
SANSW20637	SIMCOE STREET-to-ST PAUL STREET	SAN-300	300	59.53	69.5	32,890
SANSW20638	STE MARIE STREET-to-STE MARIE STREET	SAN-525	525	57.45	94.05	42,943
SANSW20639	STE MARIE STREET-to-STE MARIE STREET	SAN-525	525	64.1	94.05	47,917
SANSW20640	STE MARIE STREET-to-STE MARIE STREET	SAN-450	450	89.62	92.97	58,252
SANSW20641	HURONTARIO STREET-to-SIMCOE STREET	SAN-200	200	72.51	49.67	35,348
SANSW20642	MARKET LANE-to-ST PAUL STREET	SAN-250	250	105.49	96.22	54,855
SANSW20643	MARKET LANE-to-MARKET STREET	SAN-250	250	143.27	96.22	74,502
SANSW20644	MARKET STREET	SAN-250	250	16.56	1	8,610
SANSW20645	STE MARIE STREET-to-STE MARIE STREET	SAN-450	450	96.04	92.97	62,427
SANSW20646	STE MARIE STREET-to-STE MARIE STREET	SAN-450	450	79.15	92.97	51,444
SANSW20647	ONTARIO STREET-to-ST PAUL STREET	SAN-250	250	59.61	1	30,995
SANSW20648	MARKET LANE-to-ST PAUL STREET	SAN-250	250	56.42	1	29,338
SANSW20649	ST PAUL STREET-to-ST PAUL STREET	SAN-250	250	79.14	1	41,153
SANSW20650	FOURTH STREET-to-ST PAUL STREET	SAN-250	250	114.31	94.05	59,440
SANSW20651	ST PAUL STREET-to-HUME STREET	SAN-250	250	17.34	94.05	9,018
SANSW20652	ST PAUL STREET-to-ST PAUL STREET	SAN-250	250	71.44	94.05	37,146
SANSW20653	FOURTH STREET-to-ST PAUL STREET	SAN-250	250	74.3	94.05	38,638
SANSW20654	FOURTH STREET-to-MARKET STREET	SAN-250	250	121.07	96.22	62,957
SANSW20655	STE MARIE STREET-to-HUME STREET	SAN-450	450	79.76	92.97	51,841
SANSW20656	FOURTH STREET EAST-to-STE MARIE STREET	SAN-450	450	85.31	92.97	55,453
SANSW20657	NINTH STREET-to-FAIR STREET	SAN-250	250	147.66	53.17	76,785
SANSW20658	FAIR STREET-to-CAMERON STREET	SAN-250	250	110.24	53.17	57,325
SANSW20659	MAPLE STREET-to-CAMPBELL STREET	SAN-250	250	148.6	93.51	77,270
SANSW20660	OAK STREET-to-CAMPBELL STREET	SAN-300	300	72.86	50.83	40,255
SANSW20661	OAK STREET-to-CAMERON STREET	SAN-375	375	88.39	50.83	51,707
SANSW20662	OAK STREET-to-TENTH STREET	SAN-375	375	62.09	50.83	36,323
SANSW20663	WALNUT STREET-to-TENTH STREET	SAN-250	250	80.58	69.5	41,899
SANSW20664	FOURTH STREET-to-HICKORY STREET	SAN-200	200	74.14	59	36,145
SANSW20665	HICKORY STREET-to-HICKORY STREET	SAN-300	300	78.35	59	43,287
SANSW20666	THIRD STREET-to-HICKORY STREET	SAN-300	300	77.65	59	42,902
SANSW20667	HICKORY STREET-to-HICKORY STREET	SAN-300	300	73.33	57.83	40,514
SANSW20668	SECOND STREET-to-HICKORY STREET	SAN-300	300	74.84	57.83	41,346

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20669	HICKORY STREET-to-HICKORY STREET	SAN-300	300	88.85	57.83	49,090
SANSW20670	FIRST STREET-to-HICKORY STREET	SAN-300	300	75.86	57.83	41,911
SANSW20671	SPRUCE STREET-to-FIRST STREET	SAN-525	525	10.63	57.83	7,942
SANSW20672	FIRST STREET-to-SPRUCE STREET	SAN-250	250	94.01	57.83	48,886
SANSW20673	SPRUCE STREET-to-SPRUCE STREET	SAN-250	250	88.76	57.83	46,153
SANSW20674	SECOND STREET-to-SPRUCE STREET	SAN-250	250	67.61	57.83	35,159
SANSW20675	SPRUCE STREET-to-SPRUCE STREET	SAN-200	200	87.84	64.83	42,823
SANSW20676	THIRD STREET-to-SPRUCE STREET	SAN-200	200	74.63	64.83	36,384
SANSW20677	WATTS CRESCENT-to-SPRUCE STREET	SAN-250	250	32.98	64.83	17,148
SANSW20678	COURTICE CRESCENT-to-GIBBARD CRESCENT	SAN-250	250	93.46	61.33	48,601
SANSW20679	GIBBARD CRESCENT-to-GRIFFIN ROAD	SAN-250	250	99.63	61.33	51,806
SANSW20680	GRIFFIN ROAD-to-GIBBARD CRESCENT	SAN-250	250	93.03	61.33	48,374
SANSW20681	SPRUCE STREET-to-TENTH STREET	SAN-250	250	89.24	61.33	46,406
SANSW20682	OAK STREET-to-BIRCH STREET	SAN-250	250	120.89	60.17	62,862
SANSW20683	TENTH STREET-to-OAK STREET	SAN-250	250	82.53	52	42,916
SANSW20684	TENTH STREET-to-CLARKSON CRESCENT	SAN-250	250	81.71	52	42,489
SANSW20685	WALNUT STREET-to-CLARKSON CRESCENT	SAN-250	250	75.73	52	39,377
SANSW20686	TENTH STREET-to-TENTH STREET	SAN-250	250	104.86	61.33	54,529
SANSW20687	SPRUCE STREET-to-TENTH STREET	SAN-250	250	140.24	61.33	72,925
SANSW20688	TENTH STREET-to-SPRUCE STREET	SAN-250	250	64.95	67.17	33,776
SANSW20689	TENTH STREET-to-TENTH STREET	SAN-250	250	67.45	67.17	35,071
SANSW20690	CAMERON STREET-to-PARK ROAD	SAN-250	250	39.27	52	20,418
SANSW20691	CAMERON STREET-to-CAMERON STREET	SAN-250	250	83.74	52	43,545
SANSW20692	CAMERON STREET-to-OAK STREET	SAN-250	250	83.21	52	43,269
SANSW20693	CAMERON STREET-to-DICKSON ROAD	SAN-250	250	80.6	60.17	41,913
SANSW20694	CAMERON STREET-to-MASON ROAD	SAN-250	250	78.35	60.17	40,743
SANSW20695	MAPLE STREET	SAN-200	200	105.28	60.17	51,322
SANSW20696	MAPLE STREET	SAN-200	200	188.03	60.17	91,663
SANSW20697	CAMPBELL STREET	SAN-200	200	55.82	68.33	27,212
SANSW20698	MAPLE STREET-to-CAMPBELL STREET	SAN-200	200	136.42	68.33	66,505
SANSW20699	CAMPBELL STREET-to-CAMPBELL STREET	SAN-250	250	67.13	68.33	34,906
SANSW20700	CAMPBELL STREET-to-CAMPBELL STREET	SAN-250	250	62.82	68.33	32,667
SANSW20701	CAMPBELL STREET-to-MAPLE STREET	SAN-250	250	111.27	68.33	57,861
SANSW20702	CAMPBELL STREET-to-CAMPBELL STREET	SAN-250	250	54.96	68.33	28,581
SANSW20703	OAK STREET-to-CAMPBELL STREET	SAN-250	250	66.61	68.33	34,635
SANSW20704	CAMPBELL STREET-to-CAMPBELL STREET	SAN-250	250	79.94	68.33	41,568
SANSW20705	CAMPBELL STREET-to-CAMPBELL STREET	SAN-250	250	86.64	68.33	45,053

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20706	CAMPBELL STREET-to-CAMPBELL STREET	SAN-250	250	27.02	68.33	14,052
SANSW20707	CAMPBELL STREET-to-OSLER CRESCENT	SAN-250	250	44.34	68.33	23,056
SANSW20708	CAMPBELL STREET-to-CAMPBELL STREET	SAN-250	250	54.47	68.33	28,324
SANSW20709	SPRUCE STREET-to-HERRINGTON COURT	SAN-250	250	90.36	68.33	46,987
SANSW20710	CAMPBELL STREET-to-TESKEY COURT	SAN-250	250	73.69	68.33	38,320
SANSW20711	CAMPBELL STREET-to-CAMPBELL STREET	SAN-200	200	17.91	68.33	8,731
SANSW20712	CAMPBELL STREET-to-SMART COURT	SAN-200	200	91.64	68.33	44,675
SANSW20713	CAMPBELL STREET-to-CAMPBELL STREET	SAN-200	200	104.55	68.33	50,970
SANSW20714	CAMPBELL STREET-to-CAMPBELL STREET	SAN-200	200	54.95	68.33	26,788
SANSW20715	FOURTH STREET-to-SPRUCE STREET	SAN-250	250	28.8	64.83	14,974
SANSW20716	BRANIFF COURT-to-SPRUCE STREET	SAN-250	250	46.93	64.83	24,402
SANSW20717	SPRUCE STREET	SAN-200	200	74.07	69.5	36,107
SANSW20718	WATTS CRESCENT	SAN-200	200	50.61	69.5	24,672
SANSW20719	WATTS CRESCENT-to-WATTS CRESCENT	SAN-200	200	56.25	69.5	27,420
SANSW20720	WATTS CRESCENT-to-SPRUCE STREET	SAN-200	200	60.09	69.5	29,294
SANSW20721	COURTICE CRESCENT-to-COURTICE CRESCENT	SAN-200	200	83.93	61.33	40,917
SANSW20722	COURTICE CRESCENT-to-COURTICE CRESCENT	SAN-200	200	91.46	61.33	44,586
SANSW20723	COURTICE CRESCENT-to-COURTICE CRESCENT	SAN-200	200	86.92	61.33	42,373
SANSW20724	SEVENTH STREET	SAN-250	250	87.45	61.33	45,474
SANSW20725	COURTICE CRESCENT-to-GRIFFIN ROAD	SAN-200	200	99.34	61.33	48,426
SANSW20726	COURTICE CRESCENT-to-COURTICE CRESCENT	SAN-200	200	97.06	61.33	47,314
SANSW20727	COURTICE CRESCENT-to-SPRUCE STREET	SAN-200	200	87.47	61.33	42,641
SANSW20728	GRIFFIN ROAD	SAN-200	200	70.88	61.33	34,556
SANSW20729	GRIFFIN ROAD-to-GRIFFIN ROAD	SAN-200	200	87.14	61.33	42,481
SANSW20730	SPRUCE STREET-to-GIBBARD CRESCENT	SAN-200	200	71.31	61.33	34,765
SANSW20731	GIBBARD CRESCENT-to-GIBBARD CRESCENT	SAN-200	200	70.19	61.33	34,216
SANSW20732	SEVENTH STREET-to-GIBBARD CRESCENT	SAN-200	200	90.27	61.33	44,008
SANSW20733	GIBBARD CRESCENT-to-GIBBARD CRESCENT	SAN-200	200	18.28	61.33	8,912
SANSW20734	GIBBARD CRESCENT-to-GIBBARD CRESCENT	SAN-200	200	83.37	61.33	40,642
SANSW20735	GIBBARD CRESCENT	SAN-200	200	60.64	61.33	29,562
SANSW20736	GIBBARD CRESCENT-to-GIBBARD CRESCENT	SAN-200	200	97.73	61.33	47,645
SANSW20737	GIBBARD CRESCENT-to-GIBBARD CRESCENT	SAN-200	200	78.2	61.33	38,124
SANSW20738	SPRUCE STREET-to-GIBBARD CRESCENT	SAN-200	200	76.75	61.33	37,414
SANSW20739	CLARKSON CRESCENT	SAN-200	200	49.31	52	24,039

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20740	CLARKSON CRESCENT-to-CLARKSON CRESCENT	SAN-200	200	42.49	52	20,713
SANSW20741	TENTH STREET-to-CLARKSON CRESCENT	SAN-200	200	101.58	52	49,520
SANSW20742	TENTH STREET	SAN-200	200	109.89	52	53,572
SANSW20743	OAK STREET-to-WILLOW STREET	SAN-250	250	70.32	59	36,566
SANSW20744	FAIR STREET	SAN-200	200	76.91	53.17	37,495
SANSW20745	MAPLE STREET-to-FAIR STREET	SAN-200	200	110.14	53.17	53,693
SANSW20746	RHONDA ROAD	SAN-200	200	45.36	70.67	22,111
SANSW20747	MASON ROAD-to-MACKAY COURT	SAN-200	200	78.64	70.67	38,336
SANSW20748	RHONDA ROAD	SAN-200	200	96.63	70.67	47,107
SANSW20749	MASON ROAD and DICKSON ROAD	SAN-200	200	71.79	67.17	34,997
SANSW20750	MASON ROAD-to-MASON ROAD and DICKSON ROAD	SAN-200	200	71.84	67.17	35,022
SANSW20751	MASON ROAD-to-MASON ROAD	SAN-200	200	75.15	67.17	36,638
SANSW20752	CAMERON STREET-to-MASON ROAD	SAN-250	250	53.54	67.17	27,839
SANSW20753	MASON ROAD-to-RHONDA ROAD	SAN-250	250	55.06	67.17	28,630
SANSW20754	DICKSON ROAD-to-MASON ROAD and DICKSON ROAD	SAN-200	200	82.15	67.17	40,048
SANSW20755	DICKSON ROAD-to-DICKSON ROAD	SAN-200	200	86.34	67.17	42,092
SANSW20756	CAMERON STREET-to-DICKSON ROAD	SAN-200	200	82.77	67.17	40,350
SANSW20757	OAK STREET-to-FERGUSON ROAD	SAN-250	250	81.86	60.17	42,565
SANSW20758	FERGUSON ROAD-to-FERGUSON ROAD	SAN-200	200	82.28	60.17	40,110
SANSW20759	FERGUSON ROAD-to-FERGUSON ROAD	SAN-200	200	82.8	60.17	40,365
SANSW20760	PARK ROAD-to-FERGUSON ROAD	SAN-200	200	83.15	60.17	40,534
SANSW20761	PARK ROAD-to-PARK ROAD	SAN-200	200	77.72	60.17	37,890
SANSW20762	PARK ROAD-to-PARK ROAD	SAN-200	200	87.35	60.17	42,583
SANSW20763	CAMERON STREET-to-PARK ROAD	SAN-200	200	85.13	60.17	41,499
SANSW20764	OSLER CRESCENT-to-OSLER CRESCENT	SAN-250	250	36.54	67.17	19,000
SANSW20765	CAMPBELL STREET-to-OSLER CRESCENT	SAN-250	250	72.76	67.17	37,837
SANSW20766	NEWBOURNE STREET	SAN-200	200	122.49	92.97	59,716
SANSW20767	MARY STREET-to-MARY STREET	SAN-200	200	112.76	92.97	54,970
SANSW20768	MARY STREET-to-MARY STREET	SAN-200	200	107.25	92.97	52,286
SANSW20769	MARY STREET-to-MARY STREET	SAN-200	200	99.81	92.97	48,656
SANSW20770	SAUNDERS STREET-to-MARY STREET	SAN-200	200	123.36	92.97	60,136
SANSW20771	STANLEY STREET-to-MARY STREET	SAN-200	200	122.36	92.97	59,652
SANSW20772	MAPLE STREET-to-SIDE LAUNCH WAY	SAN-750	900	65.15	91.89	80,455
SANSW20773	MONTCLAIR MEWS-to-SIDE LAUNCH WAY	SAN-750	900	61.64	91.89	76,129
SANSW20774	SIDE LAUNCH WAY-to-SIDE LAUNCH WAY	SAN-750	900	89.13	91.89	110,073
SANSW20775	SIDE LAUNCH WAY-to-HURONTARIO STREET	SAN-750	900	66.13	91.89	81,666
SANSW20776	PINE STREET-to-SIDE LAUNCH WAY	SAN-750	900	63.14	91.89	77,979
SANSW20777	HICKORY STREET	SAN-250	250	19.68	64.83	10,236
SANSW20778	HICKORY STREET-to-FIRST STREET	SAN-250	250	89.07	64.83	46,317
SANSW20779	SPRUCE STREET-to-FIRST STREET	SAN-250	250	45.6	57.83	23,709
SANSW20780	SPRUCE STREET-to-SPRUCE STREET	SAN-250	250	21.04	57.83	10,939

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20781	SPRUCE STREET-to-SPRUCE STREET	SAN-250	250	3.58	57.83	1,860
SANSW20782	SPRUCE STREET-to-SPRUCE STREET	SAN-250	250	63.29	57.83	32,911
SANSW20783	SPRUCE STREET-to-FIRST STREET	SAN-525	525	59.88	57.83	44,760
SANSW20784	HURONTARIO STREET	SAN-200	200	90.27	92.97	44,008
SANSW20785	HURONTARIO STREET-to-HURONTARIO STREET	SAN-200	200	65.73	92.97	32,045
SANSW20786	HURONTARIO STREET-to-HURONTARIO STREET	SAN-250	250	57.65	92.97	29,975
SANSW20787	STANLEY STREET-to-HURONTARIO STREET	SAN-250	250	80.68	92.97	41,955
SANSW20788	FINDLAY DRIVE-to-HURONTARIO STREET	SAN-250	250	125.45	92.97	65,234
SANSW20789	STEWART ROAD-to-STEWART ROAD	SAN-250	250	85.29	88.11	44,351
SANSW20790	STEWART ROAD-to-STEWART ROAD	SAN-250	250	86.35	88.11	44,901
SANSW20791	STEWART ROAD-to-STEWART ROAD	SAN-250	250	87.61	88.11	45,557
SANSW20792	STEWART ROAD-to-STEWART ROAD	SAN-250	250	40.78	68.33	21,204
SANSW20793	STEWART ROAD-to-STEWART ROAD	SAN-200	200	49.63	83.24	24,196
SANSW20794	STEWART ROAD-to-HIGH STREET	SAN-250	250	93.59	68.33	48,666
SANSW20795	STEWART ROAD-to-STEWART ROAD	SAN-250	250	91.72	68.33	47,694
SANSW20796	STEWART ROAD-to-STEWART ROAD	SAN-250	250	92.6	68.33	48,151
SANSW20797	STEWART ROAD-to-STEWART ROAD	SAN-250	250	85.57	68.33	44,497
SANSW20798	STEWART ROAD-to-STEWART ROAD	SAN-250	250	24.79	68.33	12,891
SANSW20799	MARINA CRESCENT-to-GEORGIAN MEADOWS DRIVE	SAN-200	200	96.8	90.27	47,192
SANSW20800	MARINA CRESCENT-to-MARINA CRESCENT	SAN-200	200	102.17	90.27	49,810
SANSW20801	MARINA CRESCENT-to-MARINA CRESCENT	SAN-200	200	16.65	90.27	8,114
SANSW20802	MARINA CRESCENT-to-MARINA CRESCENT	SAN-200	200	64.47	90.27	31,430
SANSW20803	MARINA CRESCENT-to-MARINA CRESCENT	SAN-200	200	17.6	90.27	8,579
SANSW20804	MARINA CRESCENT-to-MARINA CRESCENT	SAN-200	200	90.98	90.27	44,355
SANSW20805	MARINA CRESCENT-to-GEORGIAN MEADOWS DRIVE	SAN-200	200	101.21	90.27	49,338
SANSW20806	HUGHES STREET-to-HUGHES STREET	SAN-200	200	36.16	93.51	0
SANSW20807	HUGHES STREET-to-ROBERTSON STREET	SAN-200	200	68.56	93.51	0
SANSW20808	HUGHES STREET-to-HUGHES STREET	SAN-200	200	14.52	93.51	0
SANSW20809	HUGHES STREET-to-HUGHES STREET	SAN-200	200	73.59	93.51	0
SANSW20810	HUGHES STREET-to-HUGHES STREET	SAN-200	200	35.22	93.51	0
SANSW20811	HUGHES STREET-to-HUGHES STREET	SAN-200	200	48.54	93.51	0
SANSW20812	HUGHES STREET-to-HUGHES STREET	SAN-200	200	120.66	93.51	0
SANSW20813	HUGHES STREET-to-HUGHES STREET	SAN-200	200	104.74	93.51	0
SANSW20814	HUGHES STREET-to-PORTLAND STREET	SAN-200	200	101.25	93.51	0
SANSW20815	HUGHES STREET-to-PORTLAND STREET	SAN-250	250	86.31	93.51	0

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20816	COOPER STREET-to-PORTLAND STREET	SAN-200	200	85.6	93.51	0
SANSW20817	ROBERTSON STREET-to-PORTLAND STREET	SAN-200	200	38.15	93.51	0
SANSW20818	ROBERTSON STREET-to-PORTLAND STREET	SAN-200	200	81.95	93.51	0
SANSW20819	ROBERTSON STREET-to-ROBERTSON STREET	SAN-200	200	120.02	93.51	0
SANSW20820	ROBERTSON STREET-to-ROBERTSON STREET	SAN-200	200	119.47	93.51	0
SANSW20821	HUGHES STREET-to-ROBERTSON STREET	SAN-200	200	81.75	93.51	0
SANSW20822	COOPER STREET-to-COOPER STREET	SAN-200	200	36.21	93.51	0
SANSW20823	COOPER STREET-to-COOPER STREET	SAN-200	200	119.24	93.51	0
SANSW20824	COOPER STREET-to-COOPER STREET	SAN-200	200	102.09	93.51	0
SANSW20825	COOPER STREET-to-PORTLAND STREET	SAN-200	200	99.47	93.51	0
SANSW20826	LOCKERBIE CRESCENT-to-CLARK STREET	SAN-200	200	41.17	93.51	0
SANSW20827	CLARK STREET-to-CLARK STREET	SAN-200	200	107.47	93.51	0
SANSW20828	CLARK STREET-to-CLARK STREET	SAN-200	200	107.64	93.51	0
SANSW20829	LOCKERBIE CRESCENT-to-CLARK STREET	SAN-200	200	120.85	93.51	0
SANSW20830	FINDLAY DRIVE-to-CLARK STREET	SAN-200	200	90.46	93.51	0
SANSW20831	FINDLAY DRIVE-to-DANCE STREET	SAN-200	200	105.81	93.51	0
SANSW20832	DANCE STREET-to-GARBUTT CRESCENT	SAN-200	200	105.66	93.51	0
SANSW20833	DANCE STREET-to-GARBUTT CRESCENT	SAN-200	200	80.55	95.68	0
SANSW20834	GARBUTT CRESCENT-to-GARBUTT CRESCENT	SAN-200	200	13.82	95.68	0
SANSW20835	GARBUTT CRESCENT-to-GARBUTT CRESCENT	SAN-200	200	100.6	95.68	0
SANSW20836	GARBUTT CRESCENT-to-GARBUTT CRESCENT	SAN-200	200	105.43	95.68	0
SANSW20837	GARBUTT CRESCENT-to-GARBUTT CRESCENT	SAN-200	200	82.46	95.68	0
SANSW20838	GARBUTT CRESCENT-to-GARBUTT CRESCENT	SAN-200	200	17.85	95.68	0
SANSW20839	GARBUTT CRESCENT-to-GARBUTT CRESCENT	SAN-200	200	99.58	95.68	0
SANSW20840	GARBUTT CRESCENT-to-GARBUTT CRESCENT	SAN-200	200	99.67	95.68	0
SANSW20841	SHERWOOD STREET	SAN-200	200	74.05	94.59	36,100
SANSW20842	SHERWOOD STREET-to-SHERWOOD STREET	SAN-200	200	83.24	94.59	40,579
SANSW20843	SHERWOOD STREET-to-BROOKE AVENUE	SAN-200	200	50.81	94.59	24,771
SANSW20844	SHERWOOD STREET-to-SHERWOOD STREET	SAN-200	200	40.11	94.59	19,554
SANSW20845	SHERWOOD STREET	SAN-200	200	33.6	94.59	16,381
SANSW20846	ALYSSA DRIVE-to-KAYLA CRESCENT	SAN-200	200	15.2	95.14	7,411
SANSW20847	KAYLA CRESCENT-to-KAYLA CRESCENT	SAN-200	200	59	95.14	28,760
SANSW20848	KAYLA CRESCENT-to-KAYLA CRESCENT	SAN-200	200	106.06	95.14	51,704

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20849	KAYLA CRESCENT-to-KAYLA CRESCENT	SAN-200	200	16.01	95.14	7,803
SANSW20850	KAYLA CRESCENT-to-KAYLA CRESCENT	SAN-200	200	13.57	95.14	6,615
SANSW20851	KAYLA CRESCENT-to-KAYLA CRESCENT	SAN-200	200	57.62	95.14	28,087
SANSW20852	KAYLA CRESCENT-to-KAYLA CRESCENT	SAN-200	200	12.16	95.14	5,927
SANSW20853	KAYLA CRESCENT-to-KAYLA CRESCENT	SAN-200	200	100.46	95.14	48,975
SANSW20854	KAYLA CRESCENT-to-KAYLA CRESCENT	SAN-200	200	90.85	95.14	44,291
SANSW20855	ALYSSA DRIVE-to-KAYLA CRESCENT	SAN-200	200	18.83	95.14	9,180
SANSW20856	SILVER CRESCENT	SAN-675	675	46.21	92.97	48,056
SANSW20866	BRYAN DRIVE	SAN-200	200	22.65	62.5	11,044
SANSW20867	BAKER STREET-to-KATHERINE STREET	SAN-200	200	56.22	61.33	27,407
SANSW20868	LORNE STREET	SAN-450	400	12.36	62.5	8,037
SANSW20869	BAKER STREET-to-PATERSON STREET	SAN-200	200	59.05	61.33	28,785
SANSW20870	PATERSON STREET-to-BAKER STREET	SAN-200	200	59.11	61.33	28,816
SANSW20871	MINNESOTA STREET	SAN-250	250	51.53	61.33	26,794
SANSW20872	SANDFORD FLEMING DRIVE-to-RON EMO ROAD	SAN-300	300	120.45	83.78	66,546
SANSW20873	SANDFORD FLEMING DRIVE-to-SANDFORD FLEMING DRIVE	SAN-300	300	119.7	83.78	66,134
SANSW20874	(blank)	SAN-300	300	115.73	83.78	63,943
SANSW20875	(blank)	SAN-300	300	56.74	83.78	31,351
SANSW20876	(blank)	SAN-200	200	74.3	81.62	36,222
SANSW20877	(blank)	SAN-200	200	19.73	81.62	9,619
SANSW20878	PRETTY RIVER PARKWAY-to-RONELL CRESCENT	SAN-450	450	24.41	59	15,865
SANSW20879	HIGH STREET-to-HIGH STREET	SAN-250	250	79.22	78.83	41,192
SANSW20880	STEWART ROAD-to-HIGH STREET	SAN-250	250	47.59	78.83	24,748
SANSW20881	PRETTY RIVER PARKWAY SOUTH-to-PRETTY RIVER PARKWAY SOUTH	SAN-450	450	13.16	59	8,552
SANSW20882	HURONTARIO STREET	SAN-200	200	13.63	92.97	6,645
SANSW20883	PEEL STREET	SAN-200	200	12.57	92.97	6,127
SANSW20884	PEEL STREET	SAN-200	200	15.79	92.97	7,697
SANSW20885	GEORGE ZUBEK DRIVE	SAN-200	200	13.51	92.97	0
SANSW20886	COLLINS STREET	SAN-200	200	13.3	92.97	6,481
SANSW20887	ST CLAIR STREET-to-ST CLAIR STREET	SAN-450	450	62.02	90.81	40,310
SANSW20888	SIDE LAUNCH WAY	SAN-750	900	78.5	91.89	96,946
SANSW20889	HIGHWAY 26	SAN-450	450	45.85	90.81	29,801
SANSW20891	ALBERT STREET	SAN-150	150	36.53	81.08	0
SANSW20893	HURONIA PATHWAY	SAN-300	300	14.9	94.05	8,232
SANSW20895	MACDONALD ROAD-to-MACDONALD ROAD	SAN-375	375	94.1	83.78	55,047
SANSW20896	COLLINS STREET-to-MACDONALD ROAD	SAN-450	400	90.04	83.78	58,527
SANSW20897	MACDONALD ROAD-to-MACDONALD ROAD	SAN-450	400	73.98	61.33	48,088
SANSW20898	MACDONALD ROAD-to-MACDONALD ROAD	SAN-450	400	60.5	61.33	39,326

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20899	SOUTH SERVICE ROAD-to-MACDONALD ROAD	SAN-450	400	68.94	61.33	44,812
SANSW20900	SOUTH SERVICE ROAD-to-SOUTH SERVICE ROAD	SAN-450	400	81.54	61.33	52,998
SANSW20901	PRETTY RIVER PARKWAY-to-SOUTH SERVICE ROAD	SAN-450	400	76.05	61.33	49,431
SANSW20902	HURONIA PATHWAY-to-HURONIA PATHWAY	SAN-450	450	111.5	94.05	72,475
SANSW20903	HIGHWAY 26	SAN-250	250	57.37	86.49	29,831
SANSW20904	HIGHWAY 26-to-HIGHWAY 26	SAN-300	300	84.23	61.33	46,539
SANSW20905	HIGHWAY 26-to-HIGHWAY 26	SAN-300	300	91.58	61.33	50,597
SANSW20906	HIGHWAY 26-to-HIGHWAY 26	SAN-250	250	57.67	61.33	29,988
SANSW20907	HIGHWAY 26-to-HIGHWAY 26	SAN-300	300	54.6	61.33	30,167
SANSW20908	HIGHWAY 26-to-HIGHWAY 26	SAN-300	300	74.56	61.33	41,196
SANSW20909	HIGHWAY 26-to-HIGHWAY 26	SAN-300	300	69.44	61.33	38,364
SANSW20910	HIGHWAY 26-to-HIGHWAY 26	SAN-300	300	68.66	61.33	37,935
SANSW20911	HIGHWAY 26-to-HIGHWAY 26	SAN-300	300	79.93	61.33	44,161
SANSW20912	HIGHWAY 26-to-HIGHWAY 26	SAN-300	300	68.56	61.33	37,879
SANSW20913	HIGHWAY 26-to-HIGHWAY 26	SAN-300	300	70.55	61.33	38,978
SANSW20914	ELIOTT AVENUE-to-HIGHWAY 26	SAN-300	300	76.7	61.33	42,375
SANSW20915	ST CLAIR STREET-to-ELIOTT AVENUE	SAN-375	375	95.38	61.33	55,795
SANSW20916	ST CLAIR STREET-to-ELIOTT AVENUE	SAN-750	900	36.41	90.81	44,966
SANSW20917	ST CLAIR STREET	SAN-200	200	31.29	64.83	15,251
SANSW20918	ST CLAIR STREET-to-ST CLAIR STREET	SAN-200	200	28.68	64.83	13,981
SANSW20919	ST CLAIR STREET-to-ST CLAIR STREET	SAN-525	525	62.29	90.81	46,560
SANSW20920	ST CLAIR STREET-to-ST CLAIR STREET	SAN-525	525	75.36	90.81	56,330
SANSW20921	ST CLAIR STREET	SAN-200	200	93.8	63.67	45,726
SANSW20922	GLEN ROGERS ROAD	SAN-200	200	38	69.5	18,524
SANSW20923	GLEN ROGERS ROAD-to-GLEN ROGERS ROAD	SAN-200	200	52.5	69.5	25,592
SANSW20924	GLEN ROGERS ROAD-to-GLEN ROGERS ROAD	SAN-300	300	77.42	69.5	42,776
SANSW20925	GLEN ROGERS ROAD-to-ST CLAIR STREET	SAN-300	300	114.51	69.5	63,266
SANSW20926	HIGHWAY 26-to-HIGHWAY 26	SAN-450	450	45.7	90.81	29,704
SANSW20927	HIGHWAY 26-to-HIGHWAY 26	SAN-450	450	66.84	90.81	43,449
SANSW20928	HIGHWAY 26	SAN-250	250	105.6	61.33	54,911
SANSW20929	PRETTY RIVER PARKWAY-to-HIGHWAY 26	SAN-250	250	93.59	61.33	48,664
SANSW20930	COLLINS STREET-to-COLLINS STREET	SAN-300	300	51.82	92.97	28,630
SANSW20931	COLLINS STREET-to-COLLINS STREET	SAN-300	300	82.77	92.97	45,732
SANSW20932	GEORGE ZUBEK DRIVE-to-COLLINS STREET	SAN-375	375	82.39	92.97	48,198
SANSW20933	GEORGE ZUBEK DRIVE-to-PEEL STREET	SAN-200	200	17.55	92.97	8,555
SANSW20934	PEEL STREET	SAN-200	200	13.32	92.97	6,492
SANSW20935	PEEL STREET-to-BUSH STREET	SAN-200	200	63.38	59	30,900
SANSW20936	PEEL STREET-to-HARBEN COURT	SAN-250	250	37.9	59	19,705
SANSW20937	PEEL STREET-to-HARBEN COURT	SAN-250	250	92.52	68.33	48,110

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20938	HARBEN COURT	SAN-250	250	81.25	68.33	42,248
SANSW20939	DEY DRIVE	SAN-200	200	20.72	90.81	10,102
SANSW20940	DEY DRIVE-to-DEY DRIVE	SAN-200	200	19.57	90.81	9,539
SANSW20941	DEY DRIVE-to-DEY DRIVE	SAN-200	200	31.5	90.81	15,354
SANSW20942	DEY DRIVE-to-DEY DRIVE	SAN-200	200	34.89	90.81	17,009
SANSW20943	LOCKHART ROAD-to-KRISTA COURT	SAN-200	200	48.82	81.08	23,799
SANSW20944	LOCKHART ROAD-to-KRISTA COURT	SAN-250	250	49.6	74.17	25,794
SANSW20945	LOCKHART ROAD-to-KRISTA COURT	SAN-250	250	55.4	74.17	28,810
SANSW20946	LOCKHART ROAD-to-LOCKHART ROAD	SAN-250	250	66.03	74.17	34,334
SANSW20947	LOCKHART ROAD-to-DEY DRIVE	SAN-200	200	58.75	74.17	28,639
SANSW20948	LOCKHART ROAD-to-LOCKHART ROAD	SAN-200	200	54.5	74.17	26,570
SANSW20949	LOCKHART ROAD-to-LOCKHART ROAD	SAN-200	200	90.63	74.17	44,183
SANSW20950	LOCKHART ROAD-to-LOCKHART ROAD	SAN-200	200	90.73	74.17	44,232
SANSW20951	LOCKHART ROAD-to-LOCKHART ROAD	SAN-200	200	90.77	74.17	44,252
SANSW20952	LOCKHART ROAD-to-LOCKHART ROAD	SAN-250	250	59.23	66	30,797
SANSW20953	BRYAN COURT-to-LOCKHART ROAD	SAN-250	250	97.8	66	50,856
SANSW20954	LOCKHART ROAD-to-BROCK CRESCENT	SAN-250	250	60.03	66	31,216
SANSW20955	LOCKHART ROAD-to-LOCKHART ROAD	SAN-250	250	84.24	66	43,803
SANSW20956	LOCKHART ROAD-to-LOCKHART ROAD	SAN-250	250	51.88	66	26,977
SANSW20957	BRYAN DRIVE-to-BRYAN DRIVE	SAN-200	200	81.05	62.5	39,513
SANSW20958	BRYAN DRIVE-to-BRYAN DRIVE	SAN-200	200	81.88	62.5	39,917
SANSW20959	BRYAN DRIVE-to-BRYAN DRIVE	SAN-200	200	68.07	62.5	33,185
SANSW20960	KATHERINE STREET-to-BRYAN DRIVE	SAN-200	200	114.43	62.5	55,784
SANSW20961	LOCKHART ROAD	SAN-250	250	59.08	67.17	30,721
SANSW20962	BROCK CRESCENT-to-BROCK CRESCENT	SAN-250	250	86.14	67.17	44,793
SANSW20963	BROCK CRESCENT	SAN-250	250	93.97	67.17	48,866
SANSW20964	BROCK CRESCENT-to-BROCK CRESCENT	SAN-250	250	82.86	67.17	43,088
SANSW20965	LOCKHART ROAD-to-BROCK CRESCENT	SAN-250	250	95.36	67.17	49,586
SANSW20966	BRYAN DRIVE-to-LOCKHART ROAD	SAN-250	250	91.73	66	47,699
SANSW20967	KATHERINE STREET-to-KATHERINE STREET	SAN-250	250	64.36	62.5	33,465
SANSW20968	COLLINS STREET-to-LESLIE DRIVE	SAN-200	200	62.78	67.17	30,603
SANSW20969	LESLIE DRIVE-to-LESLIE DRIVE	SAN-200	200	89.61	67.17	43,683
SANSW20970	LESLIE DRIVE-to-LESLIE DRIVE	SAN-200	200	50.8	67.17	24,765
SANSW20971	COLLINS STREET-to-WILLIAMS STREET	SAN-375	375	75.62	92.97	44,236
SANSW20972	COLLINS STREET-to-COLLINS STREET	SAN-375	375	82.69	92.97	48,374
SANSW20973	LOCKHART ROAD-to-COLLINS STREET	SAN-375	375	12.37	92.97	7,236
SANSW20974	COLLINS STREET	SAN-300	300	87.4	74.17	48,286
SANSW20975	COLLINS STREET-to-COLLISHIP LANE	SAN-300	300	92.91	74.17	51,334

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW20976	COLLINS STREET-to-COLLINS STREET	SAN-300	300	32.72	74.17	18,079
SANSW20977	KATHERINE STREET-to-COLLINS STREET	SAN-300	300	109.76	74.17	60,641
SANSW20978	COLLINS STREET-to-KATHERINE STREET	SAN-200	200	73.89	62.5	36,019
SANSW20979	COLLINS STREET-to-LESLIE DRIVE	SAN-200	200	40.77	62.5	19,874
SANSW20980	COLLINS STREET-to-COLLINS STREET	SAN-200	200	90.24	62.5	43,991
SANSW20981	COLLINS STREET-to-COLLINS STREET	SAN-200	200	67.33	92.97	32,821
SANSW20982	STE MARIE STREET-to-COLLINS STREET	SAN-200	200	66.85	92.97	32,591
SANSW20983	COLLINS STREET-to-STE MARIE STREET	SAN-375	375	55.46	92.97	32,444
SANSW20984	MANNING AVENUE-to-MINNESOTA STREET	SAN-300	300	54.54	82.7	30,132
SANSW20985	MINNESOTA STREET-to-DILLON DRIVE	SAN-375	375	66.63	92.97	38,977
SANSW20986	MINNESOTA STREET-to-MINNESOTA STREET	SAN-375	375	64.16	92.97	37,534
SANSW20987	MINNESOTA STREET-to-MINNESOTA STREET	SAN-375	375	73.55	92.97	43,026
SANSW20988	MINNESOTA STREET-to-MINNESOTA STREET	SAN-375	375	85.55	92.97	50,046
SANSW20989	MINNESOTA STREET-to-MINNESOTA STREET	SAN-375	375	78.84	92.97	46,122
SANSW20990	MINNESOTA STREET-to-MINNESOTA STREET	SAN-375	375	76.44	92.97	44,717
SANSW20991	MANNING AVENUE-to-MINNESOTA STREET	SAN-375	375	82.12	92.97	48,039
SANSW20992	ALICE STREET-to-SPROULE AVENUE	SAN-300	300	84.38	61.33	46,621
SANSW20993	MANNING AVENUE-to-ALICE STREET	SAN-200	200	67.31	61.33	32,812
SANSW20994	MANNING AVENUE-to-KATHERINE STREET	SAN-200	200	60.44	62.5	29,462
SANSW20995	PATERSON STREET-to-MANNING AVENUE	SAN-200	200	60.68	62.5	29,583
SANSW20996	MANNING AVENUE	SAN-200	200	73.53	62.5	35,844
SANSW20997	ALICE STREET-to-BELL BOULEVARD	SAN-200	200	46.8	71.83	22,815
SANSW20998	BELL BOULEVARD-to-BELL BOULEVARD	SAN-200	200	87.97	71.83	42,884
SANSW20999	ALICE STREET-to-BELL BOULEVARD	SAN-200	200	47.52	61.33	23,167
SANSW21000	ALICE STREET-to-MANNING AVENUE	SAN-250	250	71.21	61.33	37,030
SANSW21001	KATHERINE STREET-to-MANNING AVENUE	SAN-450	400	67.35	62.5	43,775
SANSW21002	KATHERINE STREET-to-KATHERINE STREET	SAN-375	350	54.36	62.5	31,801
SANSW21003	KATHERINE STREET-to-COLLINS STREET	SAN-375	350	51.94	62.5	30,384
SANSW21004	LORNE STREET-to-LORNE STREET	SAN-450	400	17	62.5	11,051
SANSW21005	LORNE STREET-to-KATHERINE STREET	SAN-450	400	59.09	62.5	38,409
SANSW21006	LORNE STREET-to-LORNE STREET	SAN-250	250	61.25	61.33	31,848
SANSW21007	LORNE STREET-to-ALICE STREET	SAN-250	250	58.95	61.33	30,656
SANSW21008	LORNE STREET-to-LORNE STREET	SAN-250	250	72.59	61.33	37,749
SANSW21009	HAMILTON STREET	SAN-200	200	97.92	26.14	47,736
SANSW21010	HAMILTON STREET	SAN-200	200	51.28	91.35	24,999

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW21011	ROBINSON STREET-to-DUNCAN STREET	SAN-200	200	51.49	91.35	25,102
SANSW21012	HAMILTON STREET-to-ROBINSON STREET	SAN-375	350	56.42	1	33,006
SANSW21013	STE MARIE STREET-to-HAMILTON STREET	SAN-375	350	64.65	1	37,818
SANSW21014	HAMILTON STREET-to-STE MARIE STREET	SAN-300	300	63.94	1	35,327
SANSW21015	HURONTARIO STREET-to-HAMILTON STREET	SAN-300	300	62.27	1	34,403
SANSW21016	STE MARIE STREET	SAN-200	200	72.94	68.33	35,559
SANSW21017	HURONTARIO STREET	SAN-250	250	102.94	1	53,530
SANSW21018	STE MARIE STREET-to-COLLINS STREET	SAN-375	375	85.44	92.97	49,984
SANSW21019	STE MARIE STREET-to-GEORGE STREET	SAN-375	375	125.04	92.97	73,145
SANSW21020	STE MARIE STREET-to-HAMILTON STREET	SAN-450	450	86.69	92.97	56,349
SANSW21021	ROBINSON STREET-to-HAMILTON STREET	SAN-250	250	99.41	85.95	51,695
SANSW21022	ROBINSON STREET-to-ROBINSON STREET	SAN-250	250	114.51	95.68	59,545
SANSW21023	ROBINSON STREET-to-COLLINS STREET	SAN-250	250	59.71	26.14	31,049
SANSW21024	PRETTY RIVER PARKWAY-to-HIGHWAY 26	SAN-450	450	79.7	59	51,805
SANSW21025	(blank)	SAN-450	450	82.79	59	53,814
SANSW21026	(blank)	SAN-450	450	80.65	59	52,419
SANSW21027	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	SAN-450	450	58.12	59	37,775
SANSW21028	RONELL CRESCENT-to-RONELL CRESCENT	SAN-250	250	89.71	67.17	46,648
SANSW21029	RONELL CRESCENT-to-RONELL CRESCENT	SAN-250	250	72.88	67.17	37,899
SANSW21030	PRETTY RIVER PARKWAY-to-RONELL CRESCENT	SAN-250	250	24.53	67.17	12,757
SANSW21031	RONELL CRESCENT-to-RONELL CRESCENT	SAN-250	250	84.93	67.17	44,165
SANSW21032	RONELL CRESCENT-to-RONELL CRESCENT	SAN-250	250	55.67	67.17	28,949
SANSW21033	RONELL CRESCENT-to-RONELL CRESCENT	SAN-250	250	77.18	67.17	40,133
SANSW21034	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	SAN-450	450	19.51	59	12,680
SANSW21035	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	SAN-450	450	70.75	59	45,990
SANSW21036	PRETTY RIVER PARKWAY	SAN-450	450	20.68	59	13,444
SANSW21037	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	SAN-450	450	95.13	59	61,833
SANSW21038	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	SAN-450	450	69.45	59	45,140
SANSW21039	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	SAN-450	450	71.31	59	46,353
SANSW21040	PRETTY RIVER PARKWAY-to-PRETTY RIVER PARKWAY	SAN-450	450	87.81	59	57,077
SANSW21041	PRETTY RIVER PARKWAY	SAN-200	200	72.74	59	35,463
SANSW21042	SIMCOE STREET-to-PRETTY RIVER PARKWAY	SAN-525	500	114.46	59	85,560
SANSW21043	SIMCOE STREET-to-SIMCOE STREET	SAN-300	300	18.93	49.67	10,459

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW21044	RUSSEL STREET-to-RUSSEL STREET	SAN-525	500	80.39	64.83	60,094
SANSW21045	ST LAWRENCE STREET-to-RUSSEL STREET	SAN-525	500	78.85	64.83	58,943
SANSW21046	ST LAWRENCE STREET-to-ST LAWRENCE STREET	SAN-525	500	88.51	64.83	66,163
SANSW21047	SUNSET COURT	SAN-200	200	47.88	68.33	23,343
SANSW21048	HURON STREET-to-SUNSET COURT	SAN-250	250	96.83	68.33	50,350
SANSW21049	NIAGARA STREET-to-NIAGARA STREET	SAN-200	200	74.81	92.97	36,468
SANSW21050	NIAGARA STREET-to-NIAGARA STREET	SAN-200	200	74.12	92.97	36,131
SANSW21051	HURON STREET-to-NIAGARA STREET	SAN-200	200	74.35	92.97	36,245
SANSW21052	SIMCOE STREET-to-PRETTY RIVER PARKWAY	SAN-300	300	75.56	96.76	41,749
SANSW21053	MINNESOTA STREET-to-MINNESOTA STREET	SAN-450	450	93.07	92.43	60,497
SANSW21054	MINNESOTA STREET-to-MINNESOTA STREET	SAN-450	450	105.24	92.43	68,409
SANSW21055	ONTARIO STREET-to-MINNESOTA STREET	SAN-375	375	82.9	92.43	48,497
SANSW21056	MINNESOTA STREET-to-MINNESOTA STREET	SAN-375	375	81.9	92.43	47,914
SANSW21057	MINNESOTA STREET-to-MINNESOTA STREET	SAN-375	375	100.88	92.43	59,017
SANSW21058	MINNESOTA STREET-to-MINNESOTA STREET	SAN-375	375	101.45	92.43	59,348
SANSW21059	MINNESOTA STREET-to-HUME STREET	SAN-375	375	101.42	92.43	59,331
SANSW21060	MOBERLY STREET-to-MOBERLY STREET	SAN-250	250	93.67	26.14	48,707
SANSW21061	MOBERLY STREET-to-MOBERLY STREET	SAN-250	250	83.82	26.14	43,585
SANSW21062	SIMCOE STREET	SAN-300	300	103.93	93.51	57,422
SANSW21063	PINE STREET-to-PINE STREET	SAN-300	300	74	93.51	40,887
SANSW21064	MAPLE STREET-to-THIRD STREET	SAN-300	300	147.16	84.86	81,308
SANSW21065	SECOND STREET-to-MAPLE STREET	SAN-300	300	25.77	93.51	14,238
SANSW21066	BEECH STREET-to-THIRD STREET	SAN-300	300	135.43	94.59	74,823
SANSW21067	BIRCH STREET-to-SECOND STREET	SAN-600	600	117.7	92.43	103,284
SANSW21068	BIRCH STREET-to-BIRCH STREET	SAN-450	450	47.32	73	30,761
SANSW21069	BIRCH STREET	SAN-200	200	60.06	92.43	29,279
SANSW21070	OAK STREET-to-THIRD STREET	SAN-450	450	111.02	55.5	72,166
SANSW21071	OAK STREET-to-OAK STREET	SAN-450	450	47.8	78.83	31,067
SANSW21072	FIRST STREET-to-WALNUT STREET	SAN-250	250	29.77	59	15,479
SANSW21073	WALNUT STREET-to-WALNUT STREET	SAN-250	250	78.63	59	40,889
SANSW21074	WALNUT STREET-to-WALNUT STREET	SAN-250	250	93.18	59	48,451
SANSW21075	WALNUT STREET-to-SECOND STREET	SAN-250	250	37.04	59	19,262
SANSW21076	WALNUT STREET	SAN-200	200	50.76	59	24,747
SANSW21077	WALNUT STREET-to-WALNUT STREET	SAN-200	200	58.97	59	28,747
SANSW21078	WALNUT STREET-to-WALNUT STREET	SAN-200	200	59.36	59	28,938
SANSW21079	WALNUT STREET-to-WALNUT STREET	SAN-250	250	77.61	59	40,356

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW21080	FOURTH STREET-to-WALNUT STREET	SAN-200	200	94.43	59	46,034
SANSW21081	WALNUT STREET-to-WALNUT STREET	SAN-250	250	81.48	69.5	42,369
SANSW21082	WALNUT STREET-to-WALNUT STREET	SAN-250	250	81.22	69.5	42,233
SANSW21083	HICKORY STREET-to-THIRD STREET	SAN-300	300	71.01	57.83	39,232
SANSW21084	HICKORY STREET-to-HICKORY STREET	SAN-300	300	71.69	57.83	39,609
SANSW21085	SPRUCE STREET-to-SPRUCE STREET	SAN-250	250	75.22	57.83	39,115
SANSW21086	ELM STREET-to-SECOND STREET	SAN-250	250	76.68	61.33	39,874
SANSW21087	SECOND STREET-to-HICKORY STREET	SAN-250	250	58.73	57.83	30,540
SANSW21088	WALNUT STREET	SAN-250	250	39.07	80.54	20,315
SANSW21089	SECOND STREET-to-SECOND STREET	SAN-300	300	56.73	93.51	31,342
SANSW21090	SECOND STREET-to-SECOND STREET	SAN-300	300	59.58	93.51	32,919
SANSW21091	SECOND STREET-to-OAK STREET	SAN-300	300	120.45	26.14	66,547
SANSW21092	SECOND STREET	SAN-300	300	91.44	84.32	50,520
SANSW21093	BIRCH STREET-to-BEECH STREET	SAN-525	500	121.41	84.32	90,751
SANSW21094	BEECH STREET-to-MAPLE STREET	SAN-375	375	120.67	82.7	70,593
SANSW21095	MAPLE STREET-to-PINE STREET	SAN-375	375	121.2	82.7	70,900
SANSW21096	SECOND STREET-to-SECOND STREET	SAN-375	350	26.74	70.67	15,645
SANSW21097	HURONTARIO STREET	SAN-200	200	66.13	1	32,237
SANSW21098	MAPLE STREET	SAN-200	200	72.87	1	35,522
SANSW21099	BEECH STREET	SAN-250	250	92.17	93.51	47,927
SANSW21100	OAK STREET-to-BIRCH STREET	SAN-300	300	121.77	26.14	67,276
SANSW21101	THIRD STREET-to-OAK STREET	SAN-300	300	121.73	26.14	67,254
SANSW21102	THIRD STREET	SAN-250	250	82.15	26.14	42,719
SANSW21103	HICKORY STREET	SAN-200	200	82.25	57.83	40,094
SANSW21104	HICKORY STREET	SAN-200	200	84.17	64.83	41,032
SANSW21105	HIGH STREET	SAN-250	250	112.15	61.33	58,319
SANSW21106	FIFTH STREET	SAN-200	200	10.04	94.59	4,894
SANSW21107	HIGH STREET-to-FIFTH STREET	SAN-250	250	84.8	64.83	44,098
SANSW21108	HIGH STREET-to-SIXTH STREET	SAN-250	250	83.3	62.5	43,317
SANSW21109	TELFER ROAD	SAN-200	200	83.84	81.62	40,870
SANSW21110	TELFER ROAD-to-TELFER ROAD	SAN-200	200	87.04	81.62	42,433
SANSW21111	TELFER ROAD-to-SPRUCE STREET	SAN-200	200	85.34	89.73	41,603
SANSW21112	TELFER ROAD	SAN-200	200	19.59	81.62	9,549
SANSW21113	TELFER ROAD	SAN-200	200	108.91	89.73	53,094
SANSW21114	TELFER ROAD-to-TELFER ROAD	SAN-200	200	109.28	89.73	53,275
SANSW21115	TELFER ROAD-to-SPRUCE STREET	SAN-200	200	109.96	89.73	53,606
SANSW21116	CAMPBELL STREET-to-SMART COURT	SAN-200	200	94.42	81.08	46,030
SANSW21117	CAMPBELL STREET	SAN-200	200	104.16	71.83	50,778
SANSW21118	CAMPBELL STREET	SAN-200	200	109.2	71.83	53,235
SANSW21119	HICKORY STREET-to-HICKORY STREET	SAN-250	250	18.76	64.83	9,755
SANSW21120	HICKORY STREET-to-HICKORY STREET	SAN-250	250	16.28	64.83	8,466

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW21121	HICKORY STREET-to-HICKORY STREET	SAN-250	250	30.74	64.83	15,984
SANSW21122	HICKORY STREET-to-HICKORY STREET	SAN-250	250	13.3	64.83	6,918
SANSW21123	SPRUCE STREET-to-SPRUCE STREET	SAN-250	250	3.88	57.83	2,017
SANSW21124	SPRUCE STREET-to-SPRUCE STREET	SAN-250	250	2.51	57.83	1,307
SANSW21125	SPRUCE STREET-to-SPRUCE STREET	SAN-250	250	9.11	57.83	4,737
SANSW21126	SPRUCE STREET-to-SPRUCE STREET	SAN-250	250	57.22	57.83	29,752
SANSW21127	Sewage STREET-to-Sewage STREET	SAN-200	200	30.13	57.83	14,689
SANSW21128	Sewage STREET	SAN-200	200	27.52	57.83	13,417
SANSW21129	HIGH STREET	SAN-200	200	57.57	75.33	28,064
SANSW21130	HIGH STREET-to-SIXTH STREET	SAN-250	250	114.33	78.83	59,452
SANSW21131	HIGH STREET-to-HIGH STREET	SAN-250	250	91.15	92.97	47,395
SANSW21132	HIGH STREET-to-HIGH STREET	SAN-250	250	84.28	92.97	43,826
SANSW21133	HIGH STREET-to-CHAMBERLAIN CRESCENT	SAN-250	250	84.58	92.97	43,983
SANSW21134	PATTON STREET-to-PATTON STREET	SAN-250	250	33.93	92.97	17,642
SANSW21135	BROOKE AVENUE-to-BROOKE AVENUE	SAN-450	450	90.39	90.27	58,752
SANSW21136	ALYSSA DRIVE-to-ALYSSA DRIVE	SAN-375	375	51.19	90.27	29,948
SANSW21137	ALYSSA DRIVE	SAN-375	375	13.42	90.27	7,848
SANSW21138	MOUNTAIN ROAD	SAN-200	200	28.42	90.81	13,856
SANSW21139	DAWSON DRIVE-to-DAWSON DRIVE	SAN-300	300	21.92	78.83	12,109
SANSW21140	HIGHWAY 26 WEST/BALSAM STREET-to-OLD MOUNTAIN ROAD	SAN-450	400	49.78	60.17	32,360
SANSW21141	HIGHWAY 26 WEST/BALSAM STREET-to-HIGHWAY 26 WEST/BALSAM STREET	SAN-525	500	40.03	60.17	29,923
SANSW21142	BALSAM STREET-to-FIRST STREET EXTENSION	SAN-525	500	61.62	60.17	46,059
SANSW21143	BIRCH STREET-to-BIRCH STREET	SAN-750	900	104.67	1	129,264
SANSW21144	BIRCH STREET-to-BIRCH STREET	SAN-750	750	53.5	1	66,068
SANSW21145	FIRST STREET-to-HURONTARIO STREET	SAN-450	450	6.41	1	4,165
SANSW21146	FIRST STREET-to-STE MARIE STREET	SAN-750	750	133.1	1	164,374
SANSW21148	BIRCH STREET-to-BIRCH STREET	SAN-675	675	128.7	52	133,849
SANSW21149	PINE STREET-to-FIRST STREET	SAN-750	750	100.74	1	124,416
SANSW21150	FIRST STREET-to-FIRST STREET	SAN-750	750	19.6	1	24,206
SANSW21151	SECOND STREET-to-CEDAR STREET	SAN-200	200	100.25	93.51	48,874
SANSW21153	HICKORY STREET-to-FOURTH STREET	SAN-300	300	70.13	59	38,749
SANSW21154	OAK STREET-to-FOURTH STREET	SAN-450	450	73.61	26.14	47,847
SANSW21155	MAPLE STREET-to-FOURTH STREET	SAN-300	300	108.89	93.51	60,163
SANSW21156	OAK STREET-to-OAK STREET	SAN-450	450	73.98	26.14	48,088
SANSW21157	(blank)	SAN-750	750	87.39	86.49	107,922
SANSW21158	(blank)	SAN-750	750	111.98	86.49	138,297
SANSW21162	FIRST STREET-to-BEECH STREET	SAN-200	200	123.45	92.43	60,181
SANSW21163	MAPLE STREET-to-SEVENTH STREET	SAN-250	250	73.97	1	38,466
SANSW21164	ALYSSA DRIVE-to-ALYSSA DRIVE	SAN-450	450	31.32	90.27	20,361
SANSW21165	FIRST STREET-to-MAPLE STREET	SAN-200	200	29.41	84.86	14,335

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW21166	EIGHTH STREET-to-MAPLE STREET	SAN-250	250	124.81	1	64,899
SANSW21167	PINE STREET-to-PINE STREET	SAN-250	250	78.75	93.51	40,948
SANSW21168	MACKINAW LANE-to-SHIPYARD LANE	SAN-250	250	23.09	93.51	12,009
SANSW21169	GEORGIAN MEADOWS DRIVE-to-GEORGIAN MEADOWS DRIVE	SAN-200	200	45.93	90.27	22,391
SANSW21170	GEORGIAN MEADOWS DRIVE-to-HIGHLANDS CRESCENT	SAN-200	200	83.43	90.27	40,673
SANSW21171	CONNOR AVENUE-to-GEORGIAN MEADOWS DRIVE	SAN-200	200	54	90.27	26,326
SANSW21172	HURONTARIO STREET-to-SIMCOE STREET	SAN-375	350	111.77	75.33	65,384
SANSW21174	(blank)	SAN-250	250	86.26	93.51	0
SANSW21176	STE MARIE STREET-to-STE MARIE STREET	SAN-525	525	70.91	92.97	53,004
SANSW21177	STE MARIE STREET-to-STE MARIE STREET	SAN-450	450	99.82	92.97	64,880
SANSW21178	HURON STREET-to-STE MARIE STREET	SAN-750	750	29.85	94.05	36,865
SANSW21179	SPRUCE STREET-to-SPRUCE STREET	SAN-250	250	78.28	57.83	40,704
SANSW21180	SPRUCE STREET-to-SPRUCE STREET	SAN-250	250	38.05	64.83	19,783
SANSW21181	ST PAUL STREET-to-ST PAUL STREET	SAN-450	400	84.95	69.5	55,218
SANSW21182	(blank)	SAN-450	450	19.25	96.76	12,509
SANSW21183	RODNEY STREET-to-EAST STREET	SAN-450	450	71.84	96.76	46,695
SANSW21184	HICKORY STREET-to-HICKORY STREET	SAN-200	200	82.62	59	40,275
SANSW21185	MARKET STREET-to-HUME STREET	SAN-250	250	45.17	96.22	23,486
SANSW21187	SPRUCE STREET-to-SECOND STREET	SAN-250	250	40.13	57.83	20,869
SANSW21188	SPRUCE STREET-to-SECOND STREET	SAN-250	250	62.83	57.83	32,672
SANSW21189	WALNUT STREET-to-FOURTH STREET	SAN-250	250	79.42	59	41,298
SANSW21190	WALNUT STREET	SAN-200	200	78.92	59	38,473
SANSW21192	MINNESOTA STREET-to-MINNESOTA STREET	SAN-675	675	17.75	96.76	18,461
SANSW21193	MACDONALD ROAD-to-MACDONALD ROAD	SAN-300	300	137.81	83.78	76,141
SANSW21194	HIGH STREET-to-FIFTH STREET	SAN-250	250	64.05	78.83	33,306
SANSW21195	SOUTH SERVICE ROAD-to-ST CLAIR STREET	SAN-450	450	818.05	90.81	531,730
SANSW21196	SOUTH SERVICE ROAD-to-ST CLAIR STREET	SAN-450	450	825.48	90.81	536,561
SANSW21197	ROBINSON STREET-to-PATERSON STREET	SAN-250	250	256.83	91.35	133,551
SANSW21198	HURON STREET	SAN-450	450	167.24	90.81	108,703
SANSW21199	HIGHWAY 26 WEST/BALSAM STREET	SAN-300	300	370.27	64.83	204,576
SANSW21203	RODNEY STREET-to-SOUTH SERVICE ROAD	SAN-450	450	2,172.49	90.81	1,412,116
SANSW21204	RODNEY STREET-to-SOUTH SERVICE ROAD	SAN-450	450	2,172.54	90.81	1,412,152
SANSW21205	HURON STREET-to-HURON STREET	SAN-450	450	72.87	90.81	47,367
SANSW21206	BIRCH STREET-to-BIRCH STREET	SAN-750	900	20.39	1	25,179
SANSW21208	BIRCH STREET-to-BIRCH STREET	SAN-750	750	58.26	1	71,955
SANSW21209	SPROULE AVENUE-to-SPROULE AVENUE	SAN-375	375	61.35	92.97	35,891

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW21215	HIGH STREET-to-FINDLAY DRIVE	SAN-300	300	65.52	98.38	0
SANSW21250	GILPIN CRESCENT-to-FINDLAY DRIVE	SAN-300	300	95.39	98.38	0
SANSW21251	FINDLAY DRIVE-to-CLARK STREET	SAN-300	300	95.44	98.38	0
SANSW21252	GILPIN CRESCENT-to-FINDLAY DRIVE	SAN-200	200	84.15	98.38	0
SANSW21253	GILPIN CRESCENT-to-GILPIN CRESCENT	SAN-200	200	93.63	98.38	0
SANSW21254	GILPIN CRESCENT-to-GILPIN CRESCENT	SAN-200	200	84.04	98.38	0
SANSW21255	GILPIN CRESCENT-to-GILPIN CRESCENT	SAN-200	200	17.85	98.38	0
SANSW21256	GILPIN CRESCENT-to-FINDLAY DRIVE	SAN-200	200	71.09	98.38	0
SANSW21257	LOCKERBIE CRESCENT-to-LOCKERBIE CRESCENT	SAN-200	200	8.31	98.38	0
SANSW21258	LOCKERBIE CRESCENT-to-WILSON STREET	SAN-200	200	111.36	98.38	0
SANSW21259	WILSON STREET-to-WILSON STREET	SAN-200	200	112.01	98.38	0
SANSW21260	WILSON STREET-to-LOCKERBIE CRESCENT	SAN-200	200	112.95	98.38	0
SANSW21261	LOCKERBIE CRESCENT-to-CLARK STREET	SAN-200	200	96.03	98.38	0
SANSW21262	LOCKERBIE CRESCENT-to-LOCKERBIE CRESCENT	SAN-200	200	90.5	98.38	0
SANSW21263	LOCKERBIE CRESCENT-to-LOCKERBIE CRESCENT	SAN-200	200	119.9	98.38	0
SANSW21264	LOCKERBIE CRESCENT-to-LOCKERBIE CRESCENT	SAN-200	200	119.78	98.38	0
SANSW21265	LOCKERBIE CRESCENT-to-LOCKERBIE CRESCENT	SAN-200	200	94.77	98.38	0
SANSW21266	WILSON STREET-to-LOCKERBIE CRESCENT	SAN-200	200	88.41	98.38	0
SANSW21267	WILSON STREET-to-CLARK STREET	SAN-200	200	95.58	98.38	0
SANSW21269	GEORGE ZUBEK DRIVE-to-COLLINS STREET	SAN-200	200	19.48	92.97	0
SANSW21270	GEORGE ZUBEK DRIVE-to-GEORGE ZUBEK DRIVE	SAN-200	200	23.66	98.38	0
SANSW21271	GEORGE ZUBEK DRIVE-to-GEORGE ZUBEK DRIVE	SAN-200	200	55.83	98.38	0
SANSW21272	GEORGE ZUBEK DRIVE-to-GEORGE ZUBEK DRIVE	SAN-200	200	47.13	98.38	0
SANSW21273	GEORGE ZUBEK DRIVE-to-GEORGE ZUBEK DRIVE	SAN-200	200	36.42	98.38	0
SANSW21274	GEORGE ZUBEK DRIVE-to-GEORGE ZUBEK DRIVE	SAN-200	200	32.62	98.38	0
SANSW21275	GEORGE ZUBEK DRIVE-to-GEORGE ZUBEK DRIVE	SAN-200	200	20.97	98.38	0
SANSW21276	GEORGE ZUBEK DRIVE-to-GEORGE ZUBEK DRIVE	SAN-200	200	17.44	98.38	0
SANSW21277	HURONTARIO STREET	SAN-300	300	40.53	97.3	22,391
SANSW21278	KERR STREET-to-KIRBY AVENUE	SAN-200	200	74.8	98.92	0
SANSW21279	MCLEAN AVENUE-to-KIRBY AVENUE	SAN-200	200	44.45	98.92	0
SANSW21280	KIRBY AVENUE-to-KIRBY AVENUE	SAN-200	200	57.42	98.92	0
SANSW21281	KIRBY AVENUE	SAN-200	200	119.71	98.92	0
SANSW21282	DEY DRIVE-to-KIRBY AVENUE	SAN-200	200	80.27	98.92	0
SANSW21283	DEY DRIVE-to-KIRBY AVENUE	SAN-200	200	109.85	98.92	0
SANSW21286	KERR STREET-to-KIRBY AVENUE	SAN-200	200	100.07	98.92	0
SANSW21287	MCLEAN AVENUE-to-KIRBY AVENUE	SAN-200	200	110.58	98.92	0

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW21288	MCLEAN AVENUE-to-MCLEAN AVENUE	SAN-200	200	107	98.92	0
SANSW21289	MCLEAN AVENUE-to-KERR STREET	SAN-200	200	117.37	98.92	0
SANSW21290	MCLEAN AVENUE-to-MCLEAN AVENUE	SAN-200	200	75.04	98.92	0
SANSW21291	(blank)	SAN-200	200	49.19	98.92	0
SANSW21292	(blank)	SAN-200	200	43.92	98.92	0
SANSW21293	(blank)	SAN-200	200	12.58	98.92	0
SANSW21296	BRYAN DRIVE-to-BRYAN DRIVE	SAN-200	200	7.81	88.65	3,806
SANSW21297	BRYAN COURT	SAN-150	150	7.62	88.65	3,467
SANSW21298	BRYAN COURT-to-BRYAN COURT	SAN-150	150	11.89	88.65	5,410
SANSW21299	BRYAN COURT-to-BRYAN COURT	SAN-150	150	11.59	88.65	5,271
SANSW21300	BRYAN DRIVE-to-BRYAN COURT	SAN-200	200	21.82	88.65	10,638
SANSW21301	ALBERT STREET	SAN-200	200	37.6	66	18,331
SANSW21302	ALBERT STREET	SAN-200	200	60.86	66	29,667
SANSW21303	ALBERT STREET-to-SIMCOE STREET	SAN-250	250	102.4	66	53,246
SANSW21304	ALBERT STREET-to-ALBERT STREET	SAN-250	250	53.61	63.67	27,876
SANSW21305	ALBERT STREET	SAN-250	250	43.16	63.67	22,445
SANSW21306	ALBERT STREET-to-ALBERT STREET	SAN-250	250	11.88	63.67	6,179
SANSW21307	ALBERT STREET-to-ALMA STREET	SAN-250	250	38.46	60.17	19,999
SANSW21308	ALMA STREET	SAN-250	250	85.11	63.67	44,257
SANSW21309	ALBERT STREET-to-ALMA STREET	SAN-250	250	80.61	63.67	41,916
SANSW21310	HURON STREET-to-HURON STREET	SAN-525	500	60.52	64.83	45,239
SANSW21311	HURON STREET-to-HURON STREET	SAN-525	500	65.02	64.83	48,600
SANSW21312	HURON STREET-to-SUNSET COURT	SAN-525	500	67.73	64.83	50,625
SANSW21313	PRETTY RIVER PARKWAY-to-RAGLAN STREET	SAN-250	250	98.55	63.67	51,245
SANSW21314	RAGLAN STREET-to-RAGLAN STREET	SAN-250	250	104.91	63.67	54,554
SANSW21315	ST LAWRENCE STREET-to-HURON STREET	SAN-525	500	63.89	64.83	47,758
SANSW21316	ST LAWRENCE STREET-to-HURON STREET	SAN-250	250	99.39	64.83	51,681
SANSW21317	ST LAWRENCE STREET	SAN-250	250	69.78	64.83	36,284
SANSW21318	ST LAWRENCE STREET-to-ST LAWRENCE STREET	SAN-250	250	98.75	64.83	51,352
SANSW21319	ST LAWRENCE STREET-to-ST LAWRENCE STREET	SAN-250	250	99.72	64.83	51,855
SANSW21320	CRANBERRY TRAIL EAST-to-JOSEPH TRAIL	SAN-375	375	55.57	92.97	0
SANSW21321	(blank)	SAN-750	750	105.6	86.49	130,420
SANSW21322	(blank)	SAN-450	450	64.38	90.27	41,848
SANSW21323	TENTH LINE	SAN-200	200	90.52	88.11	44,129
SANSW21324	MOUNTAIN ROAD	SAN-750	750	61.57	86.49	76,044
SANSW21325	ELM STREET-to-SPRUCE STREET	SAN-750	750	126.21	86.49	155,866
SANSW21326	FIRST STREET-to-ELM STREET	SAN-250	250	73.8	61.33	38,376
SANSW21327	ELM STREET-to-FIRST STREET	SAN-250	250	83.08	61.33	43,200
SANSW21328	ELM STREET-to-ELM STREET	SAN-250	250	74.94	61.33	38,968
SANSW21329	ELM STREET	SAN-250	250	69.76	61.33	36,275
SANSW21330	FIRST STREET-to-ELM STREET	SAN-525	525	79.1	57.83	59,129
SANSW21331	OLD MOUNTAIN ROAD-to-OLD MOUNTAIN ROAD	SAN-525	500	87.54	60.17	65,439

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW21332	OLD MOUNTAIN ROAD-to-OLD MOUNTAIN ROAD	SAN-525	500	99.43	60.17	74,322
SANSW21333	OLD MOUNTAIN ROAD-to-OLD MOUNTAIN ROAD	SAN-525	500	86.22	60.17	64,452
SANSW21334	MOUNTAIN ROAD-to-MOUNTAIN ROAD	SAN-375	375	119.32	60.17	69,803
SANSW21335	MOUNTAIN ROAD-to-MOUNTAIN ROAD	SAN-375	375	111.66	60.17	65,319
SANSW21336	MOUNTAIN ROAD-to-MOUNTAIN ROAD	SAN-375	375	64.78	60.17	37,895
SANSW21337	MOUNTAIN ROAD	SAN-200	200	37.1	60.17	18,088
SANSW21338	MOUNTAIN ROAD-to-MOUNTAIN ROAD	SAN-375	375	75.58	60.17	44,213
SANSW21339	MOUNTAIN ROAD-to-MOUNTAIN ROAD	SAN-375	375	119.21	60.17	69,736
SANSW21340	MOUNTAIN ROAD-to-MOUNTAIN ROAD	SAN-375	375	123.89	60.17	72,475
SANSW21341	MOUNTAIN ROAD-to-MOUNTAIN ROAD	SAN-525	525	29.11	60.17	21,763
SANSW21342	MOUNTAIN ROAD-to-MOUNTAIN ROAD	SAN-525	525	17.73	60.17	13,256
SANSW21343	MOUNTAIN ROAD-to-MOUNTAIN ROAD	SAN-525	500	65.22	60.17	48,748
SANSW21344	MOUNTAIN ROAD-to-THOMAS DRIVE	SAN-450	450	59.01	91.89	38,358
SANSW21345	MOUNTAIN ROAD-to-THOMAS DRIVE	SAN-450	450	57.82	91.89	37,586
SANSW21346	THOMAS DRIVE-to-THOMAS DRIVE	SAN-450	450	113.11	91.89	73,522
SANSW21347	THOMAS DRIVE-to-THOMAS DRIVE	SAN-450	450	99.63	91.89	64,762
SANSW21348	THOMAS DRIVE-to-KELLS CRESCENT	SAN-450	450	55.29	91.89	35,937
SANSW21349	FRANCES DRIVE	SAN-200	200	120.65	91.89	58,816
SANSW21350	MAIR MILLS DRIVE-to-FRANCES DRIVE	SAN-200	200	100.87	91.89	49,172
SANSW21351	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	SAN-600	600	65.79	85.41	57,734
SANSW21352	CRANBERRY TRAIL EAST-to-DAWSON DRIVE	SAN-600	600	73.42	85.41	64,423
SANSW21353	DAWSON DRIVE-to-DAWSON DRIVE	SAN-200	200	108.12	78.83	52,709
SANSW21354	DAWSON DRIVE-to-DAWSON DRIVE	SAN-300	300	37.84	78.83	20,905
SANSW21355	OXBOW CRESCENT-to-DAWSON DRIVE	SAN-300	300	84.21	78.83	46,527
SANSW21356	DAWSON DRIVE-to-DAWSON DRIVE	SAN-300	300	76.25	78.83	42,126
SANSW21357	DAWSON DRIVE-to-DAWSON DRIVE	SAN-450	400	99.21	68.33	64,484
SANSW21358	DAWSON DRIVE-to-HARBOUR STREET WEST	SAN-450	400	97.57	68.33	63,417
SANSW21359	HARBOUR STREET WEST	SAN-450	400	60.18	64.83	39,114
SANSW21360	HARBOUR STREET WEST-to-KARI CRESCENT	SAN-450	400	70.65	64.83	45,925
SANSW21361	HARBOUR STREET WEST-to-HARBOUR STREET WEST	SAN-450	400	40.36	64.83	26,231
SANSW21362	HARBOUR STREET WEST-to-HARBOUR STREET WEST	SAN-450	400	43.64	64.83	28,369
SANSW21363	HARBOUR STREET WEST-to-DAWSON DRIVE	SAN-525	500	65.94	64.83	49,293
SANSW21364	HARBOUR STREET WEST-to-HARBOUR STREET WEST	SAN-525	500	26.01	64.83	19,439
SANSW21365	HARBOUR STREET WEST-to-HARBOUR STREET WEST	SAN-525	500	90.87	64.83	67,926
SANSW21366	HARBOUR STREET WEST-to-HARBOUR STREET WEST	SAN-525	500	96.3	64.83	71,981
SANSW21367	HARBOUR STREET WEST-to-BALSAM STREET	SAN-750	1050	35.34	81.62	43,647
SANSW21368	HARBOUR STREET EAST-to-HARBOUR STREET EAST	SAN-750	1050	71.18	67.17	87,909
SANSW21369	BALSAM STREET-to-HARBOUR STREET EAST	SAN-300	300	24.88	67.17	13,745

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW21370	BALSAM STREET-to-BALSAM STREET	SAN-300	300	35.85	67.17	19,807
SANSW21371	NETTLETON COURT-to-BALSAM STREET	SAN-300	300	70.09	67.17	38,725
SANSW21372	BALSAM STREET-to-BALSAM STREET	SAN-200	200	86.31	67.17	42,078
SANSW21373	CRANBERRY QUAY-to-BALSAM STREET	SAN-200	200	39.25	67.17	19,133
SANSW21374	BALSAM STREET-to-CRANBERRY QUAY	SAN-200	200	28.52	67.17	13,904
SANSW21375	BALSAM STREET-to-BALSAM STREET	SAN-200	200	38.9	67.17	18,964
SANSW21376	NETTLETON COURT-to-NETTLETON COURT	SAN-250	250	46.78	67.17	24,324
SANSW21377	NETTLETON COURT-to-NETTLETON COURT	SAN-250	250	18.8	67.17	9,773
SANSW21378	NETTLETON COURT-to-NETTLETON COURT	SAN-250	250	25.35	67.17	13,181
SANSW21379	TROTT BOULEVARD-to-NETTLETON COURT	SAN-250	250	58.73	67.17	30,540
SANSW21380	TROTT BOULEVARD-to-NETTLETON COURT	SAN-250	250	69.09	67.17	35,928
SANSW21381	NETTLETON COURT	SAN-200	200	29.18	67.17	14,226
SANSW21382	TROTT BOULEVARD-to-NETTLETON COURT	SAN-250	250	40.98	67.17	21,308
SANSW21383	TROTT BOULEVARD-to-TROTT BOULEVARD	SAN-250	250	24.1	67.17	12,534
SANSW21384	TROTT BOULEVARD-to-TROTT BOULEVARD	SAN-250	250	55.33	67.17	28,769
SANSW21385	TROTT BOULEVARD-to-TROTT BOULEVARD	SAN-250	250	34.48	67.17	17,930
SANSW21386	MCINTOSH GATE-to-TROTT BOULEVARD	SAN-200	200	44.69	67.17	21,787
SANSW21387	TROTT BOULEVARD-to-TROTT BOULEVARD	SAN-200	200	28.19	67.17	13,740
SANSW21388	TROTT BOULEVARD-to-TROTT BOULEVARD	SAN-200	200	35.83	67.17	17,466
SANSW21389	TROTT BOULEVARD-to-TROTT BOULEVARD	SAN-200	200	41.67	67.17	20,313
SANSW21390	SHEFFIELD TERRACE	SAN-200	200	49.08	67.17	23,927
SANSW21391	TROTT BOULEVARD-to-SHEFFIELD TERRACE	SAN-200	200	32.83	67.17	16,004
SANSW21392	TROTT BOULEVARD-to-SHEFFIELD TERRACE	SAN-200	200	41.81	67.17	20,384
SANSW21393	TROTT BOULEVARD	SAN-200	200	32.8	67.17	15,991
SANSW21394	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	SAN-375	375	50.01	92.97	0
SANSW21395	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	SAN-375	375	47.54	92.97	0
SANSW21396	CRANBERRY TRAIL EAST-to-JOSEPH TRAIL	SAN-375	375	97.32	92.97	0
SANSW21397	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	SAN-375	375	56.16	92.97	32,854
SANSW21398	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	SAN-375	375	56.07	92.97	32,802
SANSW21399	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	SAN-375	375	41.98	92.97	24,561
SANSW21400	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	SAN-375	375	48.16	92.97	28,172
SANSW21401	MOUNTAIN ROAD-to-TENTH LINE	SAN-375	375	13.48	91.89	7,888
SANSW21402	CRANBERRY TRAIL WEST-to-CRANBERRY TRAIL WEST	SAN-200	200	64.47	90.27	31,430

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW21403	MAIR MILLS DRIVE	SAN-150	150	45.76	91.89	20,822
SANSW21404	DAWSON DRIVE-to-WOODLAND COURT	SAN-375	375	78.03	89.19	45,649
SANSW21405	SIMCOE STREET-to-SIMCOE STREET	SAN-525	500	59.16	49.67	44,225
SANSW21406	RUSSEL STREET-to-SIMCOE STREET	SAN-525	500	62.77	49.67	46,920
SANSW21407	ELM STREET-to-SPRUCE STREET	SAN-525	525	120.47	57.83	90,051
SANSW21408	TENTH LINE-to-TENTH LINE	SAN-375	375	23.42	91.89	13,703
SANSW21409	MOUNTAIN ROAD-to-TENTH LINE	SAN-450	450	119.42	91.89	77,622
SANSW21410	MOUNTAIN ROAD-to-MOUNTAIN ROAD	SAN-450	450	119.87	91.89	77,918
SANSW21411	MOUNTAIN ROAD-to-MOUNTAIN ROAD	SAN-450	450	120.08	91.89	78,055
SANSW21412	MOUNTAIN ROAD-to-MOUNTAIN ROAD	SAN-450	450	120	91.89	78,003
SANSW21413	MOUNTAIN ROAD-to-MOUNTAIN ROAD	SAN-450	450	118.2	91.89	76,829
SANSW21414	KELLS CRESCENT-to-MAIR MILLS DRIVE	SAN-450	450	23.79	91.89	15,464
SANSW21415	KELLS CRESCENT-to-THOMAS DRIVE	SAN-450	450	23.41	91.89	15,215
SANSW21416	MAIR MILLS DRIVE-to-KELLS CRESCENT	SAN-200	200	37.95	91.89	18,500
SANSW21417	KELLS CRESCENT-to-KELLS CRESCENT	SAN-200	200	21.81	91.89	10,631
SANSW21418	KELLS CRESCENT-to-KELLS CRESCENT	SAN-200	200	86.26	91.89	42,050
SANSW21419	KELLS CRESCENT-to-KELLS CRESCENT	SAN-200	200	13.7	91.89	6,676
SANSW21420	KELLS CRESCENT-to-KELLS CRESCENT	SAN-200	200	86.92	91.89	42,374
SANSW21421	KELLS CRESCENT-to-KELLS CRESCENT	SAN-200	200	71.24	91.89	34,728
SANSW21422	KELLS CRESCENT-to-KELLS CRESCENT	SAN-200	200	101.17	91.89	49,322
SANSW21423	KELLS CRESCENT-to-KELLS CRESCENT	SAN-200	200	138.76	91.89	67,646
SANSW21424	KELLS CRESCENT-to-KELLS CRESCENT	SAN-200	200	13.08	91.89	6,377
SANSW21425	KELLS CRESCENT-to-KELLS CRESCENT	SAN-200	200	91.35	91.89	44,531
SANSW21426	KELLS CRESCENT-to-KELLS CRESCENT	SAN-200	200	93.12	91.89	45,395
SANSW21427	KELLS CRESCENT-to-KELLS CRESCENT	SAN-200	200	110.5	91.89	53,868
SANSW21428	FRANCES DRIVE-to-LONG LANE	SAN-200	200	117	91.89	57,035
SANSW21429	LONG LANE	SAN-200	200	74.43	91.89	36,286
SANSW21430	KELLS CRESCENT-to-LONG LANE	SAN-200	200	75.97	91.89	37,035
SANSW21431	MAIR MILLS DRIVE	SAN-200	200	120.25	91.89	58,622
SANSW21432	MAIR MILLS DRIVE	SAN-450	450	58.87	91.89	38,266
SANSW21433	HILL STREET-to-MAIR MILLS DRIVE	SAN-450	450	120.85	91.89	78,554
SANSW21434	MAIR MILLS DRIVE-to-MAIR MILLS DRIVE	SAN-450	450	99.51	91.89	64,680
SANSW21435	MAIR MILLS DRIVE-to-FRANCES DRIVE	SAN-450	450	44.4	91.89	28,862
SANSW21436	MAIR MILLS DRIVE-to-KELLS CRESCENT	SAN-450	450	37.27	91.89	24,226
SANSW21437	CRANBERRY TRAIL WEST-to-GREENBRIAR DRIVE	SAN-250	250	50.68	90.81	26,351
SANSW21438	CRANBERRY TRAIL WEST-to-CRANBERRY TRAIL WEST	SAN-250	250	90.88	90.81	47,256
SANSW21439	CRANBERRY TRAIL WEST-to-CRANBERRY TRAIL WEST	SAN-200	200	44.79	90.27	21,835

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW21440	CRANBERRY TRAIL WEST-to-CRANBERRY TRAIL WEST	SAN-200	200	46.8	90.27	22,813
SANSW21441	CRANBERRY TRAIL WEST-to-CRANBERRY TRAIL WEST	SAN-200	200	53.98	90.27	26,314
SANSW21442	CRANBERRY TRAIL WEST-to-CRANBERRY TRAIL WEST	SAN-200	200	53.74	90.27	26,199
SANSW21443	FIRST STREET EXTENSION-to-FIRST STREET EXTENSION	SAN-250	250	49.16	89.19	25,562
SANSW21444	(blank)	SAN-200	200	25.71	90.81	12,532
SANSW21445	MOUNTAIN ROAD-to-MOUNTAIN ROAD	SAN-450	450	8.97	60.17	5,827
SANSW21446	(blank)	SAN-250	250	8.64	64.83	4,492
SANSW21447	(blank)	SAN-450	450	101.93	90.27	66,255
SANSW21448	(blank)	SAN-450	450	21.8	90.27	14,167
SANSW21449	(blank)	SAN-450	450	76.66	90.27	49,829
SANSW21450	(blank)	SAN-450	450	101.43	90.27	65,926
SANSW21451	(blank)	SAN-450	450	81.81	90.27	53,177
SANSW21452	(blank)	SAN-450	450	75.3	90.27	48,942
SANSW21453	(blank)	SAN-450	450	71.98	90.27	46,787
SANSW21454	(blank)	SAN-450	450	55.15	90.27	35,846
SANSW21455	(blank)	SAN-450	450	106.65	90.27	69,321
SANSW21456	(blank)	SAN-450	450	33.34	90.27	21,669
SANSW21457	(blank)	SAN-200	200	35.11	90.81	17,117
SANSW21458	FIRST STREET-to-FIRST STREET EXTENSION	SAN-525	525	14.13	57.83	10,565
SANSW21459	(blank)	SAN-450	450	8.5	60.17	5,527
SANSW21460	(blank)	SAN-450	450	3.24	60.17	2,107
SANSW21461	ELM STREET	SAN-250	250	97.14	62.5	50,514
SANSW21462	HIGH STREET	SAN-200	200	59.52	61.33	29,017
SANSW21464	FIRST STREET-to-BALSAM STREET	SAN-525	525	75	57.83	56,065
SANSW21465	FIRST STREET EXTENSION-to-HIGH STREET	SAN-525	525	77.55	63.67	57,966
SANSW21466	HIGH STREET-to-HIGH STREET	SAN-375	350	74.04	63.67	43,312
SANSW21467	HIGH STREET-to-HIGH STREET	SAN-200	200	5.84	63.67	2,847
SANSW21468	HIGH STREET	SAN-375	350	75.38	63.67	44,096
SANSW21469	HIGH STREET-to-HIGH STREET	SAN-300	300	80.18	78.83	44,302
SANSW21470	HIGH STREET-to-HIGH STREET	SAN-300	300	71.21	78.83	39,344
SANSW21471	HIGH STREET-to-HIGH STREET	SAN-250	250	98.03	78.83	50,975
SANSW21472	HIGH STREET-to-HIGH STREET	SAN-250	250	82.88	78.83	43,100
SANSW21473	HIGH STREET-to-HIGH STREET	SAN-200	200	12.74	75.33	6,210
SANSW21474	HIGH STREET	SAN-200	200	52.83	75.33	25,756
SANSW21475	MOUNTAIN ROAD-to-MOUNTAIN ROAD	SAN-525	525	43.96	60.17	32,862
SANSW21479	HIGHWAY 26-to-HIGHWAY 26	SAN-375	350	27.56	81.08	16,122
SANSW21480	HIGHWAY 26-to-HIGHWAY 26	SAN-750	750	96.28	81.08	118,906
SANSW21481	SewageFALLS LANE-to-SewageFALLS LANE	SAN-750	750	47.27	81.08	58,380
SANSW21482	SewageFALLS LANE-to-HIGHWAY 26	SAN-750	750	100.56	81.08	124,197
SANSW21483	HIGHWAY 26-to-HIGHWAY 26	SAN-750	750	75.93	81.08	93,772
SANSW21484	HIGHWAY 26-to-HIGHWAY 26	SAN-750	750	80.01	81.08	98,810
SANSW21485	HIGHWAY 26-to-RAMBLINGS WAY	SAN-750	750	55.14	81.08	68,099
SANSW21486	GUN CLUB ROAD-to-HIGHWAY 26	SAN-750	750	110.7	81.08	136,719
SANSW21487	HIGHWAY 26-to-HIGHWAY 26	SAN-750	750	147.55	81.62	182,227

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW21488	HARBOUR STREET WEST-to-HIGHWAY 26 WEST/BALSAM STREET	SAN-750	1050	69.05	64.83	85,277
SANSW21489	HIGHWAY 26 WEST/BALSAM STREET-to-HIGHWAY 26 WEST/BALSAM STREET	SAN-750	1050	79.43	64.83	98,095
SANSW21490	HIGHWAY 26 WEST/BALSAM STREET-to-HIGHWAY 26 WEST/BALSAM STREET	SAN-750	1050	75.53	64.83	93,273
SANSW21491	HIGHWAY 26 WEST/BALSAM STREET-to-HIGHWAY 26 WEST/BALSAM STREET	SAN-750	1050	15.53	64.83	19,178
SANSW21492	HIGHWAY 26 WEST/BALSAM STREET-to-HIGHWAY 26 WEST/BALSAM STREET	SAN-250	250	47.44	64.83	24,667
SANSW21493	HIGHWAY 26 WEST/BALSAM STREET-to-HIGHWAY 26 WEST/BALSAM STREET	SAN-250	250	16.95	64.83	8,811
SANSW21494	HIGHWAY 26 WEST/BALSAM STREET-to-HIGHWAY 26 WEST/BALSAM STREET	SAN-250	250	87.65	64.83	45,579
SANSW21495	HIGHWAY 26 WEST/BALSAM STREET-to-HIGHWAY 26 WEST/BALSAM STREET	SAN-200	200	70.31	64.83	34,275
SANSW21496	HIGHWAY 26 WEST/BALSAM STREET	SAN-200	200	74.98	64.83	36,550
SANSW21497	OLD MOUNTAIN ROAD-to-HIGHWAY 26 WEST/BALSAM STREET	SAN-525	500	100.8	60.17	75,348
SANSW21498	HIGHWAY 26 WEST/BALSAM STREET	SAN-200	200	61.23	60.17	29,851
SANSW21499	HIGHWAY 26 WEST/BALSAM STREET-to-HIGHWAY 26 WEST/BALSAM STREET	SAN-200	200	22.34	60.17	10,891
SANSW21500	MOUNTAIN ROAD-to-FIRST STREET EXTENSION	SAN-525	500	74.1	60.17	55,392
SANSW21501	MOUNTAIN ROAD-to-FIRST STREET EXTENSION	SAN-525	500	41.09	60.17	30,713
SANSW21502	(blank)	SAN-525	500	40.07	60.17	29,949
SANSW21503	(blank)	SAN-525	500	78.96	60.17	59,021
SANSW21504	TROTT BOULEVARD-to-TROTT BOULEVARD	SAN-250	250	21.44	67.17	11,147
SANSW21505	OXBOW CRESCENT-to-DAWSON DRIVE	SAN-300	300	58.93	78.83	32,557
SANSW21506	DAWSON DRIVE-to-DAWSON DRIVE	SAN-300	300	26.75	78.83	14,777
SANSW21507	DAWSON DRIVE-to-DAWSON DRIVE	SAN-300	300	96.49	78.83	53,312
SANSW21508	DAWSON DRIVE-to-DAWSON DRIVE	SAN-300	300	61.23	78.83	33,830
SANSW21510	TENTH LINE-to-TENTH LINE	SAN-200	200	21.92	88.11	10,686
SANSW21511	HIGH STREET-to-THIRD STREET	SAN-300	300	71.86	78.83	39,700
SANSW21512	HIGH STREET-to-HIGH STREET	SAN-250	250	76	78.83	39,522
SANSW21513	HIGH STREET-to-MURRAY COURT	SAN-200	200	44.52	63.67	21,703
SANSW21514	HIGH STREET	SAN-200	200	54.3	63.67	26,471
SANSW21515	(blank)	SAN-450	450	73.45	90.27	47,740
SANSW21516	(blank)	SAN-450	450	76.27	90.27	49,577
SANSW21517	HIGHWAY 26-to-HIGHWAY 26	SAN-750	750	131.26	81.08	162,104
SANSW21518	HIGHWAY 26-to-HIGHWAY 26	SAN-750	750	151.12	81.08	186,637
SANSW21519	HIGHWAY 26-to-HIGHWAY 26	SAN-750	750	151.49	81.08	187,094
SANSW21520	HIGHWAY 26-to-HIGHWAY 26	SAN-750	750	130.45	81.08	161,111
SANSW21521	HIGHWAY 26-to-GUN CLUB ROAD	SAN-750	750	158.35	81.08	195,561
SANSW21522	HIGHWAY 26-to-HIGHWAY 26	SAN-750	750	133.39	81.08	164,735

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW21523	HIGHWAY 26-to-HIGHWAY 26	SAN-750	750	127.14	81.08	157,020
SANSW21524	HIGHWAY 26-to-HIGHWAY 26	SAN-750	750	163.03	81.08	201,346
SANSW21525	HIGHWAY 26-to-HIGHWAY 26	SAN-750	750	146.7	81.62	181,179
SANSW21526	HIGHWAY 26-to-HIGHWAY 26	SAN-750	750	152.13	81.62	187,883
SANSW21527	HIGHWAY 26-to-HARBOUR STREET EAST	SAN-750	750	150.41	81.08	185,761
SANSW21528	HIGHWAY 26-to-CRANBERRY TRAIL	SAN-200	200	838.75	90.27	408,889
SANSW21529	MOUNTAIN ROAD-to-TENTH LINE	SAN-375	375	479.05	82.7	280,242
SANSW21561	CRANBERRY TRAIL WEST	SAN-300	300	20.73	90.27	11,454
SANSW21731	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	SAN-300	300	63.58	94.05	0
SANSW21732	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	SAN-200	200	69.85	97.84	0
SANSW21761	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	SAN-200	200	81.17	98.38	0
SANSW21762	CRANBERRY TRAIL EAST-to-SPOONER CRESCENT	SAN-300	300	64.97	97.84	0
SANSW21764	CRANBERRY TRAIL EAST-to-CRANBERRY TRAIL EAST	SAN-250	250	86.87	97.84	0
SANSW21765	CRANBERRY TRAIL EAST-to-CARPENTER STREET	SAN-250	250	85.51	97.84	0
SANSW21998	CRANBERRY TRAIL EAST-to-DAWSON DRIVE	SAN-600	600	44.9	82.7	39,396
SANSW21999	DAWSON DRIVE-to-DAWSON DRIVE	SAN-200	200	54.18	82.7	26,413
SANSW22000	DAWSON DRIVE-to-DAWSON DRIVE	SAN-200	200	42.65	82.7	20,792
SANSW22001	FAIRWAY CRESCENT-to-DAWSON DRIVE	SAN-200	200	37.3	82.7	18,186
SANSW22002	BALSAM STREET-to-CRANBERRY SHORES	SAN-200	200	65.41	67.17	31,886
SANSW22003	TROTT BOULEVARD-to-TROTT BOULEVARD	SAN-300	300	59.21	67.17	32,711
SANSW22004	TROTT BOULEVARD-to-TROTT BOULEVARD	SAN-300	300	30.15	67.17	16,658
SANSW22005	FIRST STREET EXTENSION	SAN-150	150	9.73	89.19	4,427
SANSW22049	MCINTOSH GATE	SAN-200	200	64.11	67.17	31,251
SANSW22050	MCINTOSH GATE-to-TROTT BOULEVARD	SAN-200	200	58.31	67.17	28,428
SANSW22052	HIGHWAY 26-to-SILVER GLEN BOULEVARD	SAN-250	250	973.81	92.97	506,380
SANSW22053	HIGHWAY 26-to-SILVER GLEN BOULEVARD	SAN-150	150	980.73	92.97	446,232
SANSW22055	TROTT BOULEVARD-to-TROTT BOULEVARD	SAN-300	300	25.13	67.17	13,882
SANSW22056	NAPIER STREET-to-HUME STREET	SAN-250	250	17.14	99.46	8,915
SANSW22058	NAPIER STREET	SAN-250	250	43.88	56.67	22,816
SANSW22059	NAPIER STREET-to-HUME STREET	SAN-250	250	92.74	56.67	48,227
SANSW22060	NAPIER STREET-to-NAPIER STREET	SAN-250	250	95.99	99.46	49,917
SANSW22061	NAPIER STREET-to-NAPIER STREET	SAN-250	250	108.16	99.46	56,245
SANSW22062	NAPIER STREET-to-NAPIER STREET	SAN-250	250	109.83	99.46	57,114
SANSW22063	NAPIER STREET-to-ERIE STREET	SAN-375	375	89.84	26.14	52,558
SANSW22064	NAPIER STREET-to-ERIE STREET	SAN-300	300	103.28	26.14	57,064
SANSW22066	NAPIER STREET	SAN-200	200	104.01	100	50,706
SANSW22067	NAPIER STREET-to-NAPIER STREET	SAN-200	200	109.95	100	53,599
SANSW22068	NAPIER STREET-to-NAPIER STREET	SAN-200	200	109.99	100	53,619
SANSW22069	HUME STREET-to-NAPIER STREET	SAN-200	200	19.24	100	9,378

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW22070	FINDLAY DRIVE-to-PLEWES DRIVE	SAN-250	250	13.82	98.92	0
SANSW22071	PLEWES DRIVE	SAN-200	200	8.22	99.46	0
SANSW22072	PLEWES DRIVE-to-PLEWES DRIVE	SAN-250	250	76.5	98.92	0
SANSW22073	PLEWES DRIVE	SAN-200	200	65.15	98.92	0
SANSW22074	FOLEY CRESCENT-to-FOLEY CRESCENT	SAN-200	200	119.85	98.92	0
SANSW22075	FOLEY CRESCENT-to-FOLEY CRESCENT	SAN-200	200	13.15	98.92	0
SANSW22076	PLEWES DRIVE-to-FOLEY CRESCENT	SAN-200	200	75.2	98.92	0
SANSW22077	ARCHER AVENUE-to-ARCHER AVENUE	SAN-200	200	10.85	99.46	0
SANSW22078	BASSETT STREET-to-ARCHER AVENUE	SAN-200	200	81.66	99.46	0
SANSW22079	PLEWES DRIVE-to-BASSETT STREET	SAN-200	200	67.84	99.46	0
SANSW22080	SPENCER STREET-to-ARCHER AVENUE	SAN-200	200	84.88	99.46	0
SANSW22081	PLEWES DRIVE-to-SPENCER STREET	SAN-200	200	67.6	99.46	0
SANSW22082	PLEWES DRIVE-to-SPENCER STREET	SAN-200	200	78.13	99.46	0
SANSW22083	PLEWES DRIVE-to-PLEWES DRIVE	SAN-200	200	14.72	99.46	0
SANSW22084	PLEWES DRIVE-to-PLEWES DRIVE	SAN-200	200	49.65	99.46	0
SANSW22085	ARCHER AVENUE-to-ARCHER AVENUE	SAN-200	200	82.64	99.46	0
SANSW22086	PLEWES DRIVE	SAN-200	200	66.47	99.46	0
SANSW22087	HIGH STREET-to-PLEWES DRIVE	SAN-200	200	132.23	99.46	0
SANSW22088	FOLEY CRESCENT-to-BASSETT STREET	SAN-200	200	82.75	98.92	0
SANSW22089	ARCHER AVENUE-to-ARCHER AVENUE	SAN-200	200	63.36	98.92	0
SANSW22090	FOLEY CRESCENT-to-FOLEY CRESCENT	SAN-200	200	86.61	98.92	0
SANSW22091	PLEWES DRIVE-to-PLEWES DRIVE	SAN-250	250	91.01	98.92	0
SANSW22092	FOLEY CRESCENT-to-PLEWES DRIVE	SAN-250	250	42.53	98.92	0
SANSW22093	PLEWES DRIVE-to-ARCHER AVENUE	SAN-200	200	62.64	98.92	0
SANSW22094	ARCHER AVENUE-to-ARCHER AVENUE	SAN-200	200	79.16	99.46	0
SANSW22095	PLEWES DRIVE-to-ARCHER AVENUE	SAN-200	200	38.86	99.46	0
SANSW22096	PLEWES DRIVE-to-ARCHER AVENUE	SAN-200	200	39.61	99.46	0
SANSW22097	PLEWES DRIVE-to-PLEWES DRIVE	SAN-200	200	44.68	99.46	0
SANSW22098	SPENCER STREET-to-ARCHER AVENUE	SAN-200	200	66.84	99.46	0
SANSW22099	BASSETT STREET-to-ARCHER AVENUE	SAN-200	200	66.29	99.46	0
SANSW22103	DEY DRIVE-to-DEY DRIVE	SAN-200	200	111.77	98.92	0
SANSW22104	MCLEAN AVENUE-to-KERR STREET	SAN-200	200	75.49	98.92	0
SANSW22105	MCLEAN AVENUE-to-PORTLAND STREET	SAN-200	200	119.57	98.92	0
SANSW22109	MCLEAN AVENUE-to-PORTLAND STREET	SAN-200	200	75	98.92	0
SANSW22111	PORTLAND STREET-to-KIRBY AVENUE	SAN-200	200	59.95	98.92	0
SANSW22112	PORTLAND STREET-to-KIRBY AVENUE	SAN-200	200	74.99	98.92	0
SANSW22113	PORTLAND STREET-to-BARFOOT STREET	SAN-200	200	83.71	98.92	0
SANSW22121	BARFOOT STREET-to-PORTLAND STREET	SAN-200	200	83.74	98.92	0

Asset	List Description	Asset Class	Dimension 2	Meters	Avg Condition	Replacement Cost
SANSW22122	BAILEY STREET-to-KIRBY AVENUE	SAN-200	200	83.86	98.92	0
SANSW22127	BARFOOT STREET-to-BARFOOT STREET	SAN-200	200	80.29	98.92	0
SANSW22128	TRACEY LANE-to-BARFOOT STREET	SAN-200	200	52.3	98.92	0
SANSW22129	BAILEY STREET-to-KIRBY AVENUE	SAN-200	200	59.97	98.92	0
				117,079.91	75.35	62,716,265

Appendix E – Stormwater Sewer Network

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW30000	PRETTY RIVER PARKWAY	STS-900-CSP	900	2001	22.11	61.61	\$36,411.00
STMSW30002	BARR STREET	STS-300	300	2006	7.14	92.43	\$6,831.00
STMSW30003	BARR STREET	STS-300	300	2006	45.98	92.43	\$43,995.00
STMSW30004	BARR STREET	STS-300	300	2006	1.43	92.43	\$1,366.00
STMSW30005	BARR STREET	STS-300	300	2006	7.01	92.43	\$6,703.00
STMSW30006	TENTH STREET	STS-375	375	1972	16.37	67.17	\$16,836.00
STMSW30007	TENTH STREET	STS-375	375	1972	89.43	67.17	\$91,960.00
STMSW30008	PRETTY RIVER PARKWAY	STS-300	300	2001	11.73	89.73	\$11,227.00
STMSW30009	PRETTY RIVER PARKWAY	STS-300	300	2001	6.09	89.73	\$5,829.00
STMSW30011	CHAMBERLAIN CRESCENT	STS-300	300	2006	2.27	92.43	\$2,170.00
STMSW30012	CHAMBERLAIN CRESCENT	STS-450	450	2006	78.13	92.43	\$83,182.00
STMSW30013	CHAMBERLAIN CRESCENT	STS-450	450	2006	76.34	92.43	\$81,274.00
STMSW30014	COLLINS STREET	STS-375	375	2006	3	92.43	\$3,081.00
STMSW30015	REID CRESCENT	STS-375	375	1989	53.38	83.24	\$54,886.00
STMSW30016	HURONTARIO STREET	STS-375	375	1974	8.55	69.5	\$8,794.00
STMSW30017	SEVENTH STREET	STS-375	375	1974	38.02	69.5	\$39,097.00
STMSW30018	SEVENTH STREET	STS-300	300	1974	9.3	69.5	\$8,896.00
STMSW30019	SEVENTH STREET	STS-300	300	1974	57.21	69.5	\$54,740.00
STMSW30024	FOURTH STREET	STS-450-CSP	450	1977	59.95	13.12	\$63,825.00
STMSW30026	EIGHTH STREET	STS-375	375	1974	53.46	69.5	\$54,974.00
STMSW30027	HURONTARIO STREET	STS-375	375	1974	10.26	69.5	\$10,553.00
STMSW30030	ONTARIO STREET	STS-300	300	2007	12.69	92.97	\$12,145.00
STMSW30031	ONTARIO STREET	STS-750	675	2007	66.14	92.97	\$99,483.00
STMSW30033	PINE STREET	STS-300	300	2008	71.48	93.51	\$68,390.00
STMSW30034	PINE STREET	STS-300	300	2008	77.26	93.51	\$73,920.00
STMSW30036	NINTH STREET	STS-300	300	1980	7.82	76.5	\$7,477.00
STMSW30037	NINTH STREET	STS-300	300	1980	3.88	76.5	\$3,711.00
STMSW30038	NINTH STREET	STS-300	300	1980	7.51	76.5	\$7,183.00
STMSW30039	HURONTARIO STREET	STS-300	300	1967	16.33	61.33	\$15,621.00
STMSW30040	HURONTARIO STREET	STS-750	675	1967	31.79	61.33	\$47,815.00
STMSW30041	HURONTARIO STREET	STS-300	300	1967	12.42	61.33	\$11,880.00
STMSW30042	PEEL STREET	STS-300	300	1984	10.73	80.54	\$10,265.00
STMSW30043	PRETTY RIVER PARKWAY	STS-300	300	2001	11.09	89.73	\$10,610.00
STMSW30044	PRETTY RIVER PARKWAY	STS-525	525	2001	30.27	89.73	\$33,287.00
STMSW30045	PRETTY RIVER PARKWAY	STS-300	300	2001	17.21	89.73	\$16,470.00
STMSW30046	PRETTY RIVER PARKWAY	STS-300	300	2001	11.97	89.73	\$11,449.00
STMSW30047	PRETTY RIVER PARKWAY	STS-600	600	2001	27.96	89.73	\$36,061.00
STMSW30048	TENTH STREET	STS-300	300	1972	13.07	67.17	\$12,507.00
STMSW30049	SEVENTH STREET	STS-300	300	1974	9.4	69.5	\$8,995.00
STMSW30050	SEVENTH STREET	STS-300	300	1974	83.07	69.5	\$79,485.00
STMSW30051	TENTH STREET	STS-300	300	1972	15.86	67.17	\$15,171.00
STMSW30052	HERRINGTON COURT	STS-300	300	1976	8.32	71.83	\$7,958.00
STMSW30053	HERRINGTON COURT	STS-300	300	1976	7.76	71.83	\$7,428.00
STMSW30054	SIXTH STREET	STS-300	300	1971	9	66	\$8,613.00
STMSW30055	DILLON DRIVE	STS-750	625	1984	10.95	80.54	\$16,468.00
STMSW30056	NINTH STREET	STS-300	300	1974	9.59	69.5	\$9,173.00
STMSW30058	NINTH STREET	STS-300	300	1974	9.83	69.5	\$9,402.00
STMSW30060	FIFTH STREET	STS-375-CSP	375	1975	10.52	9.08	\$10,821.00
STMSW30061	HURONTARIO STREET	STS-300	300	1967	8.25	61.33	\$7,892.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW30062	HURONTARIO STREET	STS-450	450	1967	47.55	61.33	\$50,626.00
STMSW30063	HURONTARIO STREET	STS-300	300	1967	8.14	61.33	\$7,784.00
STMSW30064	WALNUT STREET	STS-375	375	1980	20.88	76.5	\$21,469.00
STMSW30065	WALNUT STREET	STS-1500-CSP	1600	1983	173.26	25.24	\$567,133.00
STMSW30066	FINDLAY DRIVE	STS-300	300	2006	1.53	92.43	\$1,468.00
STMSW30067	SAUNDERS STREET	STS-300	300	2006	7.38	92.43	\$7,063.00
STMSW30070	HURONTARIO STREET	STS-600	600	2006	78.95	92.43	\$101,815.00
STMSW30071	PATTON STREET	STS-300	300	2006	3.36	92.43	\$3,210.00
STMSW30072	PATTON STREET	STS-300	300	2001	5.74	89.73	\$5,487.00
STMSW30073	CHAMBERLAIN CRESCENT	STS-300	300	2006	2.15	92.43	\$2,058.00
STMSW30074	CHAMBERLAIN CRESCENT	STS-1050	1050	2006	117.25	92.43	\$238,842.00
STMSW30075	FINDLAY DRIVE	STS-300	300	2006	10.23	92.43	\$9,783.00
STMSW30076	FINDLAY DRIVE	STS-300	300	2006	1.56	92.43	\$1,491.00
STMSW30077	SIXTH STREET	STS-300	300	1972	10.28	67.17	\$9,834.00
STMSW30078	SIXTH STREET	STS-525	525	1972	83.86	67.17	\$92,234.00
STMSW30079	SIXTH STREET	STS-600	600	1972	15.26	67.17	\$19,682.00
STMSW30080	SIXTH STREET	STS-300	300	1972	2.44	67.17	\$2,337.00
STMSW30081	SIXTH STREET	STS-600-CSP	600	1972	73.95	3.02	\$95,370.00
STMSW30082	WALNUT STREET	STS-300	300	1972	15.66	67.17	\$14,982.00
STMSW30083	SIXTH STREET	STS-525	525	1968	65.24	62.5	\$71,751.00
STMSW30084	SIXTH STREET	STS-300	300	1972	2.84	67.17	\$2,720.00
STMSW30085	DAVIS STREET	STS-300	300	2006	3.32	92.43	\$3,179.00
STMSW30086	BARR STREET	STS-300	300	2006	11.21	92.43	\$10,723.00
STMSW30087	CHAMBERLAIN CRESCENT	STS-300	300	2006	3.44	92.43	\$3,289.00
STMSW30088	CHAMBERLAIN CRESCENT	STS-525	525	2006	90.6	92.43	\$99,641.00
STMSW30090	HOLDEN STREET	STS-300	300	2006	7.07	92.43	\$6,767.00
STMSW30091	HOLDEN STREET	STS-300	300	2006	3.08	92.43	\$2,948.00
STMSW30092	FINDLAY DRIVE	STS-300	300	2006	1.26	92.43	\$1,204.00
STMSW30093	FINDLAY DRIVE	STS-375	375	2007	54.85	92.97	\$56,406.00
STMSW30094	HURONTARIO STREET	STS-450	450	1966	55.85	60.17	\$59,462.00
STMSW30095	HURONTARIO STREET	STS-450	450	1966	39.84	60.17	\$42,421.00
STMSW30096	HURONTARIO STREET	STS-300	300	2006	12.34	92.43	\$11,806.00
STMSW30097	HURONTARIO STREET	STS-300	300	2006	11.68	92.43	\$11,174.00
STMSW30099	MCKEAN CRESCENT	STS-525	525	2006	60.05	92.43	\$66,042.00
STMSW30100	SAUNDERS STREET	STS-300	300	2006	2.36	92.43	\$2,256.00
STMSW30102	CHAMBERLAIN CRESCENT	STS-300	300	2006	7.44	92.43	\$7,114.00
STMSW30104	CHAMBERLAIN CRESCENT	STS-300	300	2006	5.87	92.43	\$5,620.00
STMSW30105	SIXTH STREET	STS-450-CSP	450	1998	40.9	55.55	\$43,543.00
STMSW30106	SIXTH STREET	STS-600	600	1998	120.66	88.11	\$155,599.00
STMSW30107	CHAMBERLAIN CRESCENT	STS-300	300	2006	3.08	92.43	\$2,951.00
STMSW30110	LOCKHART ROAD	STS-900	825	1978	45.03	74.17	\$74,167.00
STMSW30111	Hume Street	STS-900	800	2006	22.54	92.43	\$37,122.00
STMSW30112	CARMICHEAL CRESCENT	STS-300	300	1987	7.58	82.16	\$7,253.00
STMSW30113	FIRST STREET	STS-525	525	1964	48.01	57.83	\$52,796.00
STMSW30114	SEVENTH STREET	STS-300	300	1974	8.67	69.5	\$8,293.00
STMSW30115	SEVENTH STREET	STS-300	300	1974	8.75	69.5	\$8,372.00
STMSW30116	WALNUT STREET	STS-750	750	1974	51.5	69.5	\$77,463.00
STMSW30117	WALNUT STREET	STS-750	750	1974	52.3	69.5	\$78,664.00
STMSW30118	SEVENTH STREET	STS-300	300	1974	52.53	69.5	\$50,263.00
STMSW30119	SEVENTH STREET	STS-300	300	1974	12.24	69.5	\$11,714.00
STMSW30120	SEVENTH STREET	STS-750	675	1974	49.02	69.5	\$73,728.00
STMSW30121	SEVENTH STREET	STS-450	450	1974	14.97	69.5	\$15,934.00
STMSW30122	ST CLAIR STREET	STS-1350	1350	1980	138.57	76.5	\$394,134.00
STMSW30123	HIGHWAY 26 EAST	STS-900	900	1980	71.65	76.5	\$118,006.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW30124	HIGHWAY 26 EAST	STS-900	900	1980	76.57	76.5	\$126,123.00
STMSW30125	HIGHWAY 26 EAST	STS-900	900	1980	84.14	76.5	\$138,589.00
STMSW30126	WALNUT STREET	STS-300	300	1974	13.83	69.5	\$13,234.00
STMSW30127	STE MARIE STREET	STS-525	525	1976	13.73	71.83	\$15,099.00
STMSW30128	SIXTH STREET	STS-300	300	2006	9.23	92.43	\$8,833.00
STMSW30129	PRETTY RIVER PARKWAY	STS-525	525	2001	46.25	89.73	\$50,866.00
STMSW30130	PRETTY RIVER PARKWAY	STS-300-CSP	300	2001	7.46	61.61	\$7,141.00
STMSW30131	FINDLAY DRIVE	STS-450	450	2006	6.75	92.43	\$7,182.00
STMSW30132	FINDLAY DRIVE	STS-300	300	2006	3.01	92.43	\$2,883.00
STMSW30133	HURONTARIO STREET	STS-525	525	1967	56.42	61.33	\$62,049.00
STMSW30134	SIXTH STREET	STS-300	300	1972	2.88	67.17	\$2,751.00
STMSW30135	CAMPBELL STREET	STS-300-CSP	300	1989	28.97	37.37	\$27,721.00
STMSW30136	HURONTARIO STREET	STS-300	300	2006	11.26	92.43	\$10,774.00
STMSW30137	PRETTY RIVER PARKWAY	STS-600	600	2001	39.07	89.73	\$50,380.00
STMSW30138	HURONTARIO STREET	STS-525	525	2006	73.77	92.43	\$81,128.00
STMSW30140	ST PAUL STREET	STS-300-CSP	300	1998	82.83	55.55	\$79,247.00
STMSW30143	PRETTY RIVER PARKWAY	STS-300	300	2001	14.71	89.73	\$14,074.00
STMSW30144	CHAMBERLAIN CRESCENT	STS-450	450	2006	103.61	92.43	\$110,313.00
STMSW30145	CHAMBERLAIN CRESCENT	STS-450	450	2006	38.74	92.43	\$41,244.00
STMSW30146	PATTON STREET	STS-600	600	2006	115.81	92.43	\$149,349.00
STMSW30147	PATTON STREET	STS-600	600	2006	105.48	92.43	\$136,027.00
STMSW30148	LOCKHART ROAD	STS-900	825	1978	60.36	74.17	\$99,426.00
STMSW30149	BUSH STREET	STS-450	450	1993	11.39	85.41	\$12,126.00
STMSW30151	BUSH STREET	STS-450	450	1993	40.37	85.41	\$42,986.00
STMSW30153	LOCKHART ROAD	STS-525	525	1978	59.28	74.17	\$65,194.00
STMSW30154	LOCKHART ROAD	STS-450	450	1978	64.03	74.17	\$68,175.00
STMSW30155	TESKEY COURT	STS-300	300	1976	29.59	71.83	\$28,314.00
STMSW30156	SHEFFIELD TERRACE	STS-450-CSP	450	1972	49.36	3.02	\$52,554.00
STMSW30158	MCKEAN CRESCENT	STS-525	525	2007	15.82	92.97	\$17,396.00
STMSW30159	MAPLE STREET	STS-300	300	1989	22.04	83.24	\$21,089.00
STMSW30160	SIXTH STREET	STS-300	300	1972	8.41	67.17	\$8,050.00
STMSW30161	SIXTH STREET	STS-300	300	1972	11.03	67.17	\$10,552.00
STMSW30162	SIXTH STREET	STS-300	300	1972	2.19	67.17	\$2,098.00
STMSW30163	SIXTH STREET	STS-300	300	1972	2.51	67.17	\$2,401.00
STMSW30164	SIXTH STREET	STS-300	300	1971	19.81	66	\$18,958.00
STMSW30165	SIXTH STREET	STS-600	600	1971	35.47	66	\$45,738.00
STMSW30166	SIXTH STREET	STS-300	300	1971	9.15	66	\$8,750.00
STMSW30167	SIXTH STREET	STS-600	600	1971	37.87	66	\$48,836.00
STMSW30168	SIXTH STREET	STS-300	300	1971	9.81	66	\$9,381.00
STMSW30169	SIXTH STREET	STS-375	375	1971	11.24	66	\$11,562.00
STMSW30170	SIXTH STREET	STS-300	300	1971	10.19	66	\$9,746.00
STMSW30172	PRETTY RIVER PARKWAY	STS-300	300	2001	2.38	89.73	\$2,278.00
STMSW30173	PRETTY RIVER PARKWAY	STS-300	300	2001	13.89	89.73	\$13,294.00
STMSW30175	FINDLAY DRIVE	STS-300	300	2006	2.34	92.43	\$2,241.00
STMSW30176	WALNUT STREET	STS-450-CSP	400	1980	43.43	19.18	\$46,241.00
STMSW30177	HOLDEN STREET	STS-300	300	2006	13.97	92.43	\$13,367.00
STMSW30178	CHAMBERLAIN CRESCENT	STS-300	300	2006	18.27	92.43	\$17,476.00
STMSW30179	NINTH STREET	STS-300	300	1980	3.98	76.5	\$3,811.00
STMSW30180	NINTH STREET	STS-300	300	1980	7.48	76.5	\$7,152.00
STMSW30181	NINTH STREET	STS-300	300	1980	4.1	76.5	\$3,921.00
STMSW30182	High Street	STS-600	600	1997	39.27	87.57	\$50,648.00
STMSW30183	High Street	STS-600	600	1997	119.29	87.57	\$153,838.00
STMSW30185	POPLAR SIDEROAD	STS-600-CSP	600	1997	6.31	53.53	\$8,141.00
STMSW30187	PINE STREET	STS-300	300	2008	11.95	93.51	\$11,429.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW30189	EIGHTH STREET	STS-300	300	1974	8.2	69.5	\$7,843.00
STMSW30190	EIGHTH STREET	STS-300	300	1974	48.04	69.5	\$45,967.00
STMSW30191	EIGHTH STREET	STS-300	300	1974	8.59	69.5	\$8,218.00
STMSW30192	EIGHTH STREET	STS-300	300	1974	37.08	69.5	\$35,477.00
STMSW30193	EIGHTH STREET	STS-300	300	1974	8.13	69.5	\$7,780.00
STMSW30195	TENTH STREET	STS-375	375	1972	27.13	67.17	\$27,901.00
STMSW30196	TENTH STREET	STS-300	300	1972	9.22	67.17	\$8,822.00
STMSW30197	ST PAUL STREET	STS-750	675	1920	72.86	1	\$109,589.00
STMSW30198	PRETTY RIVER PARKWAY	STS-300	300	2001	15.9	89.73	\$15,214.00
STMSW30199	PRETTY RIVER PARKWAY	STS-300	300	2001	5.81	89.73	\$5,557.00
STMSW30200	PRETTY RIVER PARKWAY	STS-300	300	2001	16.45	89.73	\$15,742.00
STMSW30201	PRETTY RIVER PARKWAY	STS-300	300	2001	10.35	89.73	\$9,898.00
STMSW30204	NAPIER STREET	STS-450	450	1950	20.81	26.14	\$22,155.00
STMSW30206	RODNEY STREET	STS-300	300	1950	40.71	26.14	\$38,954.00
STMSW30208	NAPIER STREET	STS-450	450	1950	52.68	26.14	\$56,085.00
STMSW30209	RODNEY STREET	STS-375	375	1950	49.4	26.14	\$50,794.00
STMSW30210	RODNEY STREET	STS-300	300	1950	8.79	26.14	\$8,413.00
STMSW30211	RODNEY STREET	STS-300	300	1950	19.43	26.14	\$18,592.00
STMSW30212	RODNEY STREET	STS-300	300	1950	21.47	26.14	\$20,541.00
STMSW30213	RODNEY STREET	STS-300	300	1950	8.97	26.14	\$8,582.00
STMSW30214	RODNEY STREET	STS-300	300	1950	1.87	26.14	\$1,788.00
STMSW30215	RODNEY STREET	STS-300	300	1950	11.72	26.14	\$11,215.00
STMSW30216	RODNEY STREET	STS-300	300	1950	8.59	26.14	\$8,214.00
STMSW30217	RODNEY STREET	STS-300	300	1950	9.22	26.14	\$8,822.00
STMSW30218	RODNEY STREET	STS-300	300	1950	1.39	26.14	\$1,329.00
STMSW30220	SIXTH STREET	STS-300	300	2008	9.11	93.51	\$8,719.00
STMSW30221	BIRCH STREET	STS-375	375	2006	5.75	92.43	\$5,914.00
STMSW30222	SIXTH STREET	STS-300	300	1971	8.97	66	\$8,579.00
STMSW30223	SIXTH STREET	STS-300	300	2006	10.98	92.43	\$10,508.00
STMSW30226	FINDLAY DRIVE	STS-300	300	2006	1.6	92.43	\$1,532.00
STMSW30227	CHAMBERLAIN CRESCENT	STS-300	300	2006	2.41	92.43	\$2,308.00
STMSW30228	CHAMBERLAIN CRESCENT	STS-300	300	2006	8.87	92.43	\$8,491.00
STMSW30229	CHAMBERLAIN CRESCENT	STS-300	300	2006	1.2	92.43	\$1,151.00
STMSW30230	CHAMBERLAIN CRESCENT	STS-300	300	2006	7.82	92.43	\$7,477.00
STMSW30231	CHAMBERLAIN CRESCENT	STS-300	300	2006	2.2	92.43	\$2,102.00
STMSW30232	CHAMBERLAIN CRESCENT	STS-300	300	2006	6.86	92.43	\$6,567.00
STMSW30233	CHAMBERLAIN CRESCENT	STS-600	600	2006	22.23	92.43	\$28,668.00
STMSW30235	FAIR STREET	STS-300	300	1974	8.84	69.5	\$8,456.00
STMSW30236	FAIR STREET	STS-300	300	1974	79.61	69.5	\$76,168.00
STMSW30237	FAIR STREET	STS-300	300	1974	8.82	69.5	\$8,434.00
STMSW30238	PRETTY RIVER PARKWAY	STS-300	300	2001	21.73	89.73	\$20,795.00
STMSW30242	FOURTH STREET	STS-300	300	2008	7.71	93.51	\$7,375.00
STMSW30243	FOURTH STREET	STS-300	300	1977	31.44	73	\$30,080.00
STMSW30245	ST PAUL STREET	STS-750	675	1920	8.73	1	\$13,135.00
STMSW30246	FINDLAY DRIVE	STS-300	300	2006	4.28	92.43	\$4,096.00
STMSW30247	EIGHTH STREET	STS-300-CSP	300	1960	30.26	1	\$28,950.00
STMSW30250	HURONTARIO STREET	STS-750-CSP	675	2006	78.69	71.71	\$118,355.00
STMSW30251	HURONTARIO STREET	STS-450	450	2006	16.08	92.43	\$17,116.00
STMSW30252	HURONTARIO STREET	STS-525	525	2006	20.39	92.43	\$22,425.00
STMSW30253	FINDLAY DRIVE	STS-300	300	2006	7.78	92.43	\$7,442.00
STMSW30254	CEDAR STREET	STS-300	300	1969	8.48	63.67	\$8,112.00
STMSW30255	FIRST STREET	STS-300	300	1969	24.92	63.67	\$23,842.00
STMSW30256	CEDAR STREET	STS-300	300	1969	8.67	63.67	\$8,295.00
STMSW30257	OSLER CRESCENT	STS-300	300	1972	9.6	67.17	\$9,183.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW30258	TENTH STREET	STS-300	300	1972	7.46	67.17	\$7,138.00
STMSW30259	NINTH STREET	STS-300	300	1974	39.04	69.5	\$37,351.00
STMSW30260	NINTH STREET	STS-300	300	1974	9.23	69.5	\$8,831.00
STMSW30261	NINTH STREET	STS-300	300	1974	52.59	69.5	\$50,320.00
STMSW30262	NINTH STREET	STS-300	300	1987	52.29	82.16	\$50,028.00
STMSW30263	FAIR STREET	STS-300	300	1974	32.42	69.5	\$31,015.00
STMSW30264	FAIR STREET	STS-300	300	1974	8.14	69.5	\$7,785.00
STMSW30265	FAIR STREET	STS-300	300	1974	42.7	69.5	\$40,852.00
STMSW30266	ONTARIO STREET	STS-750	675	2006	31.38	92.43	\$47,191.00
STMSW30269	PRETTY RIVER PARKWAY	STS-300	300	2001	14.8	89.73	\$14,163.00
STMSW30270	PRETTY RIVER PARKWAY	STS-525	525	2001	27.66	89.73	\$30,415.00
STMSW30273	BIRCH STREET	STS-375	375	2006	87.09	92.43	\$89,553.00
STMSW30274	NINTH STREET	STS-375	375	2006	51.59	92.43	\$53,053.00
STMSW30275	NINTH STREET	STS-300	300	2006	86.34	92.43	\$82,607.00
STMSW30277	EIGHTH STREET	STS-300-CSP	300	1960	10.85	1	\$10,383.00
STMSW30278	BIRCH STREET	STS-525-CSP	475	1960	10.99	1	\$12,085.00
STMSW30279	BIRCH STREET	STS-300-CSP	300	1960	38.25	1	\$36,593.00
STMSW30280	EIGHTH STREET	STS-525	525	2006	9.22	92.43	\$10,143.00
STMSW30281	ERIE STREET	STS-600	600	2019	55.07	99.46	\$71,013.00
STMSW30282	NAPIER STREET	STS-375-CSP	375	1983	28.45	25.24	\$29,254.00
STMSW30283	NAPIER STREET	STS-600	600	2019	11.68	99.46	\$15,057.00
STMSW30284	THIRD STREET	STS-450-CSP	450	1910	64.51	1	\$68,684.00
STMSW30285	ONTARIO STREET	STS-375-CSP	375	1910	10.12	1	\$10,403.00
STMSW30286	HURONTARIO STREET	STS-300-CSP	300	1981	18.52	21.2	\$17,715.00
STMSW30287	HURONTARIO STREET	STS-300-CSP	300	1981	11.3	21.2	\$10,808.00
STMSW30288	PINE STREET	STS-300	300	2008	5.75	93.51	\$5,500.00
STMSW30289	PINE STREET	STS-300	300	2008	12.97	93.51	\$12,412.00
STMSW30290	BARR STREET	STS-525	525	2006	61.63	92.43	\$67,775.00
STMSW30292	DAWSON DRIVE	STS-750	675	1982	53.8	78.83	\$80,921.00
STMSW30300	HIGHWAY 26	STS-450-CSP	450	1992	50.83	43.43	\$54,122.00
STMSW30301	PRETTY RIVER PARKWAY	STS-300	300	2001	6.97	89.73	\$6,667.00
STMSW30302	TESKEY COURT	STS-300	300	1976	9.32	71.83	\$8,915.00
STMSW30303	PINE STREET	STS-300	300	2008	1.39	93.51	\$1,325.00
STMSW30306	PRETTY RIVER PARKWAY	STS-300	300	2001	6.6	89.73	\$6,310.00
STMSW30307	PRETTY RIVER PARKWAY	STS-300	300	2001	7.69	89.73	\$7,360.00
STMSW30308	PRETTY RIVER PARKWAY	STS-300	300	2001	17.91	89.73	\$17,132.00
STMSW30309	PRETTY RIVER PARKWAY	STS-600	600	2001	56.35	89.73	\$72,672.00
STMSW30310	NAPIER STREET	STS-300	300	1950	9.03	26.14	\$8,640.00
STMSW30311	RODNEY STREET	STS-450	450	1950	19.51	26.14	\$20,777.00
STMSW30312	RODNEY STREET	STS-450-CSP	400	1950	8.83	1	\$9,396.00
STMSW30313	DILLON DRIVE	STS-750	750	1984	52.76	80.54	\$79,353.00
STMSW30314	DILLON DRIVE	STS-750	750	1984	4.06	80.54	\$6,099.00
STMSW30315	SAUNDERS STREET	STS-300	300	2006	1.76	92.43	\$1,688.00
STMSW30316	FINDLAY DRIVE	STS-300	300	2006	4.65	92.43	\$4,448.00
STMSW30317	FINDLAY DRIVE	STS-300	300	2006	7.06	92.43	\$6,759.00
STMSW30318	FINDLAY DRIVE	STS-300	300	2006	1.42	92.43	\$1,355.00
STMSW30319	FINDLAY DRIVE	STS-300	300	2006	5.32	92.43	\$5,094.00
STMSW30320	ONTARIO STREET	STS-300-CSP	300	1998	5.26	55.55	\$5,035.00
STMSW30321	SPRUCE STREET	STS-525	525	1989	58.84	83.24	\$64,713.00
STMSW30322	SPRUCE STREET	STS-450-CSP	450	1987	13.87	33.33	\$14,771.00
STMSW30323	REID CRESCENT	STS-450	450	1989	60.2	83.24	\$64,097.00
STMSW30324	CHAMBERLAIN CRESCENT	STS-300	300	2006	2.55	92.43	\$2,441.00
STMSW30325	CHAMBERLAIN CRESCENT	STS-300	300	2006	6.57	92.43	\$6,289.00
STMSW30326	REID CRESCENT	STS-300	300	1989	8.21	83.24	\$7,859.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW30327	BARR STREET	STS-450	450	2006	55.9	92.43	\$59,518.00
STMSW30328	BARR STREET	STS-300	300	2006	1.26	92.43	\$1,207.00
STMSW30330	DAVIS STREET	STS-300	300	2006	1.47	92.43	\$1,403.00
STMSW30331	DAVIS STREET	STS-300	300	2006	7.3	92.43	\$6,981.00
STMSW30332	PATTON STREET	STS-300	300	2001	2.37	89.73	\$2,265.00
STMSW30333	LOCKHART ROAD	STS-300	300	1971	8.31	66	\$7,947.00
STMSW30334	LOCKHART ROAD	STS-600	600	1971	40.7	66	\$52,489.00
STMSW30335	LOCKHART ROAD	STS-600	600	1971	38.75	66	\$49,976.00
STMSW30336	LOCKHART ROAD	STS-300-CSP	300	1971	11.55	1	\$11,046.00
STMSW30337	LOCKHART ROAD	STS-300	300	1971	10.23	66	\$9,788.00
STMSW30338	LOCKHART ROAD	STS-750	750	1971	60.69	66	\$91,279.00
STMSW30339	BRYAN COURT	STS-750	750	1971	97.51	66	\$146,663.00
STMSW30340	LOCKHART ROAD	STS-375	375	1978	40.97	74.17	\$42,134.00
STMSW30342	LOCKHART ROAD	STS-450-CSP	450	1971	46.63	1	\$49,642.00
STMSW30345	HURONTARIO STREET	STS-450	400	1966	13.98	60.17	\$14,889.00
STMSW30346	SPROULE AVENUE	STS-300	300	1976	37.78	71.83	\$36,144.00
STMSW30347	ST PAUL STREET	STS-750	675	1920	27.44	1	\$41,279.00
STMSW30348	FOURTH STREET EAST	STS-750	675	1920	12.18	1	\$18,323.00
STMSW30349	SIMCOE STREET	STS-300-CSP	300	2007	12.32	73.73	\$11,788.00
STMSW30350	SIMCOE STREET	STS-1050	1050	1920	109.54	1	\$223,136.00
STMSW30351	HURON STREET	STS-1200	1200	1920	108.84	1	\$274,628.00
STMSW30352	ST PAUL STREET	STS-300	300	1974	7.51	69.5	\$7,185.00
STMSW30353	ST PAUL STREET	STS-300	300	1974	8.13	69.5	\$7,774.00
STMSW30354	ST PAUL STREET	STS-900	900	1974	52.04	69.5	\$85,717.00
STMSW30355	BARR STREET	STS-450	450	2006	103.14	92.43	\$109,814.00
STMSW30356	BARR STREET	STS-300	300	2006	7.12	92.43	\$6,809.00
STMSW30357	BARR STREET	STS-300	300	2006	45.99	92.43	\$44,002.00
STMSW30360	STE MARIE STREET	STS-525	525	2007	76.67	92.97	\$84,322.00
STMSW30361	SAUNDERS STREET	STS-300	300	2006	8.12	92.43	\$7,770.00
STMSW30362	SAUNDERS STREET	STS-300	300	2006	2.05	92.43	\$1,964.00
STMSW30364	ST PAUL STREET	STS-450-CSP	450	1998	58.06	55.55	\$61,818.00
STMSW30366	FIFTH STREET	STS-375	375	2006	32.57	92.43	\$33,496.00
STMSW30367	FIFTH STREET	STS-450	450	2006	12.86	92.43	\$13,689.00
STMSW30368	SIXTH STREET	STS-300	300	2006	13.31	92.43	\$12,730.00
STMSW30369	SIXTH STREET	STS-600	600	2006	25.39	92.43	\$32,740.00
STMSW30370	CHAMBERLAIN CRESCENT	STS-450	450	2006	23.27	92.43	\$24,777.00
STMSW30371	PATTON STREET	STS-600	600	2006	34.34	92.43	\$44,278.00
STMSW30372	MAPLE STREET	STS-450-CSP	450	1992	13.95	43.43	\$14,852.00
STMSW30373	MAPLE STREET	STS-450-CSP	450	1992	1.31	43.43	\$1,397.00
STMSW30374	CALLARY CRESCENT	STS-300-CSP	300	1998	12.03	55.55	\$11,514.00
STMSW30375	SAUNDERS STREET	STS-300	300	2006	3.87	92.43	\$3,707.00
STMSW30376	PRETTY RIVER PARKWAY	STS-525	525	2001	57.36	89.73	\$63,082.00
STMSW30377	PRETTY RIVER PARKWAY	STS-525	525	2001	59.93	89.73	\$65,914.00
STMSW30380	FOURTH STREET	STS-600	600	2007	79.59	92.97	\$102,641.00
STMSW30381	FOURTH STREET EAST	STS-300-CSP	300	1920	2.3	1	\$2,204.00
STMSW30382	STE MARIE STREET	STS-1050	1050	2007	91.73	92.97	\$186,859.00
STMSW30383	ONTARIO STREET	STS-1050	1050	2007	45.68	92.97	\$93,057.00
STMSW30384	STE MARIE STREET	STS-300	300	2007	9.29	92.97	\$8,892.00
STMSW30385	MAPLE STREET	STS-450	450	1992	65.26	84.86	\$69,483.00
STMSW30386	MACDONALD ROAD	STS-600	600	1969	2.74	63.67	\$3,535.00
STMSW30387	EIGHTH STREET	STS-525	525	2006	40.58	92.43	\$44,624.00
STMSW30388	MINNESOTA STREET	STS-750	675	2006	7.63	92.43	\$11,472.00
STMSW30389	MCKEAN CRESCENT	STS-300	300	2006	10.97	92.43	\$10,497.00
STMSW30390	Dey Drive	STS-300	300	1978	54.08	74.17	\$51,740.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW30392	LOCKHART ROAD	STS-300	300	1978	40.7	74.17	\$38,945.00
STMSW30394	FIRST STREET	STS-300	300	1969	4.46	63.67	\$4,264.00
STMSW30395	FIRST STREET	STS-450-CSP	450	1964	51.02	1	\$54,319.00
STMSW30396	FIRST STREET	STS-300-CSP	300	1964	4.72	1	\$4,518.00
STMSW30397	CARMICHEAL CRESCENT	STS-375	375	1987	43.92	82.16	\$45,158.00
STMSW30398	CARMICHEAL CRESCENT	STS-300	300	1987	8.43	82.16	\$8,067.00
STMSW30399	CARMICHEAL CRESCENT	STS-375	375	1987	42.08	82.16	\$43,267.00
STMSW30400	CARMICHEAL CRESCENT	STS-300	300	1987	7.97	82.16	\$7,629.00
STMSW30401	MINNESOTA STREET	STS-900	900	1984	76.54	80.54	\$126,066.00
STMSW30402	MINNESOTA STREET	STS-525	525	1984	20.73	80.54	\$22,794.00
STMSW30403	NAPIER STREET	STS-450-CSP	400	1984	29.67	27.27	\$31,591.00
STMSW30405	DILLON DRIVE	STS-300	300	1984	10.99	80.54	\$10,517.00
STMSW30406	GODDEN STREET	STS-300	300	1984	3.78	80.54	\$3,620.00
STMSW30407	DAWSON DRIVE	STS-450	450	1988	12.43	82.7	\$13,236.00
STMSW30408	DAWSON DRIVE	STS-750	750	1988	121.46	82.7	\$182,693.00
STMSW30409	SHEFFIELD TERRACE	STS-300-CSP	300	1972	30.94	3.02	\$29,602.00
STMSW30411	CALLARY CRESCENT	STS-375-CSP	375	1998	131.79	55.55	\$135,519.00
STMSW30412	Second Street	STS-525	525	1975	76.37	70.67	\$83,990.00
STMSW30413	Second Street	STS-525	525	1975	50.71	70.67	\$55,772.00
STMSW30414	SIMCOE STREET	STS-450-CSP	400	1957	32.55	1	\$34,660.00
STMSW30415	THIRD STREET	STS-300	300	2008	9.75	93.51	\$9,330.00
STMSW30416	THIRD STREET	STS-300-CSP	300	1981	5.35	21.2	\$5,120.00
STMSW30417	THIRD STREET	STS-300-CSP	300	1981	8.31	21.2	\$7,949.00
STMSW30418	THIRD STREET	STS-300-CSP	300	1981	5.07	21.2	\$4,850.00
STMSW30420	PINE STREET	STS-300	300	2008	1.71	93.51	\$1,640.00
STMSW30421	PINE STREET	STS-300	300	2008	70.23	93.51	\$67,193.00
STMSW30422	PINE STREET	STS-300	300	2008	1.53	93.51	\$1,466.00
STMSW30424	HURONTARIO STREET	STS-375-CSP	375	1920	73.13	1	\$75,198.00
STMSW30425	HURON STREET	STS-750	750	1920	60.98	1	\$91,726.00
STMSW30426	HURON STREET	STS-300-CSP	300	1920	12.21	1	\$11,683.00
STMSW30427	HURON STREET	STS-900	900	1920	64.08	1	\$105,548.00
STMSW30428	HURON STREET	STS-1500	1500	1920	107.16	1	\$350,774.00
STMSW30429	BARR STREET	STS-300	300	2006	2.07	92.43	\$1,982.00
STMSW30430	BARR STREET	STS-300	300	2006	6.06	92.43	\$5,793.00
STMSW30431	DAVIS STREET	STS-300	300	2006	107.94	92.43	\$103,279.00
STMSW30432	DAVIS STREET	STS-300	300	2006	11.01	92.43	\$10,532.00
STMSW30433	DAVIS STREET	STS-525	525	2006	89.34	92.43	\$98,257.00
STMSW30434	DAVIS STREET	STS-300	300	2006	7.41	92.43	\$7,088.00
STMSW30435	DAVIS STREET	STS-750	750	2006	90.73	92.43	\$136,470.00
STMSW30436	CHAMBERLAIN CRESCENT	STS-750	750	2007	41.49	92.97	\$62,398.00
STMSW30437	CHAMBERLAIN CRESCENT	STS-525	525	2007	94.97	92.97	\$104,451.00
STMSW30438	HOLDEN STREET	STS-300	300	2006	1.9	92.43	\$1,822.00
STMSW30439	PRETTY RIVER PARKWAY	STS-525	525	2001	35.95	89.73	\$39,535.00
STMSW30441	COLLINS STREET	STS-375	375	1978	2.83	74.17	\$2,913.00
STMSW30442	COLLINS STREET	STS-450	450	1978	58.6	74.17	\$62,389.00
STMSW30444	WALNUT STREET	STS-525	525	1972	8.37	67.17	\$9,209.00
STMSW30445	HERRINGTON COURT	STS-300	300	1976	7.79	71.83	\$7,453.00
STMSW30446	HERRINGTON COURT	STS-300	300	1976	45.73	71.83	\$43,752.00
STMSW30447	BARR STREET	STS-600	600	2006	59.64	92.43	\$76,914.00
STMSW30448	PATTON STREET	STS-300	300	2006	9.05	92.43	\$8,654.00
STMSW30449	CHAMBERLAIN CRESCENT	STS-900	825	2006	19.8	92.43	\$32,609.00
STMSW30450	CHAMBERLAIN CRESCENT	STS-975	975	2006	48.62	92.43	\$86,841.00
STMSW30451	CHAMBERLAIN CRESCENT	STS-975	975	2006	78.71	92.43	\$140,594.00
STMSW30453	FOURTH STREET	STS-375	375	2006	42.84	92.43	\$44,049.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW30454	PEEL STREET	STS-450	450	2006	55.34	92.43	\$58,923.00
STMSW30455	PEEL STREET	STS-375	375	2006	86.25	92.43	\$88,694.00
STMSW30456	LYNDEN STREET	STS-300	300	2006	1.31	92.43	\$1,257.00
STMSW30457	LYNDEN STREET	STS-300	300	2006	7.48	92.43	\$7,154.00
STMSW30458	LYNDEN STREET	STS-300	300	2006	54.83	92.43	\$52,462.00
STMSW30459	PRETTY RIVER PARKWAY	STS-300	300	2001	2.55	89.73	\$2,439.00
STMSW30460	RODNEY STREET	STS-300	300	1950	43.93	26.14	\$42,032.00
STMSW30461	ST PAUL STREET	STS-900	825	1974	77.51	69.5	\$127,673.00
STMSW30462	SIMCOE STREET	STS-750	750	1957	65.58	49.67	\$98,642.00
STMSW30463	COLLINS STREET	STS-375	375	2007	18.39	92.97	\$18,908.00
STMSW30464	COLLINS STREET	STS-600	600	2006	52.21	92.43	\$67,324.00
STMSW30465	PEEL STREET	STS-600	600	2007	21.98	92.97	\$28,348.00
STMSW30466	WILLIAMS STREET	STS-900	825	2007	77.47	92.97	\$127,594.00
STMSW30467	WILLIAMS STREET	STS-600	600	2006	90.34	92.43	\$116,505.00
STMSW30468	HURONTARIO STREET	STS-525	525	1967	62.04	61.33	\$68,233.00
STMSW30469	ST CLAIR STREET	STS-1200	1200	1980	87.07	76.5	\$219,709.00
STMSW30472	BIRCH STREET	STS-450	450	2006	55.38	92.43	\$58,965.00
STMSW30473	BIRCH STREET	STS-450	450	2006	56.75	92.43	\$60,421.00
STMSW30474	SIXTH STREET	STS-525	525	2006	38.77	92.43	\$42,636.00
STMSW30475	SIXTH STREET	STS-300	300	1971	40.68	66	\$38,926.00
STMSW30476	SIXTH STREET	STS-300	300	1971	12.61	66	\$12,064.00
STMSW30477	MARY STREET	STS-750	675	2006	6.76	92.43	\$10,171.00
STMSW30480	FIFTH STREET	STS-375-CSP	375	1975	16.83	9.08	\$17,301.00
STMSW30481	FIFTH STREET	STS-375	375	2008	32.57	93.51	\$33,489.00
STMSW30483	FIFTH STREET	STS-375	375	2008	54.78	93.51	\$56,328.00
STMSW30485	OSLER CRESCENT	STS-375	375	1972	54.91	67.17	\$56,466.00
STMSW30486	OSLER CRESCENT	STS-300	300	1972	11.19	67.17	\$10,709.00
STMSW30487	CAMPBELL STREET	STS-375	375	1972	53.44	67.17	\$54,954.00
STMSW30488	SEVENTH STREET	STS-525	525	1967	79.11	61.33	\$87,003.00
STMSW30489	HURONTARIO STREET	STS-300	300	1967	8.27	61.33	\$7,912.00
STMSW30490	HURONTARIO STREET	STS-525	525	1967	52.69	61.33	\$57,953.00
STMSW30491	HURONTARIO STREET	STS-525	525	1967	60.08	61.33	\$66,073.00
STMSW30492	HURONTARIO STREET	STS-300	300	1967	8.21	61.33	\$7,856.00
STMSW30493	HURONTARIO STREET	STS-300	300	1967	8.01	61.33	\$7,661.00
STMSW30494	HURONTARIO STREET	STS-300	300	1967	8.07	61.33	\$7,723.00
STMSW30495	CHAMBERLAIN CRESCENT	STS-975	975	2006	46.46	92.43	\$82,990.00
STMSW30496	CHAMBERLAIN CRESCENT	STS-900	825	2006	106.6	92.43	\$175,578.00
STMSW30497	HOLDEN STREET	STS-300	300	2006	7.15	92.43	\$6,842.00
STMSW30498	CHAMBERLAIN CRESCENT	STS-300	300	2007	9.54	92.97	\$9,126.00
STMSW30499	ST MARIE STREET	STS-375	375	1976	34.56	71.83	\$35,538.00
STMSW30500	PRETTY RIVER PARKWAY	STS-300	300	2001	16.67	89.73	\$15,947.00
STMSW30501	PRETTY RIVER PARKWAY	STS-450	450	2001	15.72	89.73	\$16,739.00
STMSW30502	HURONTARIO STREET	STS-600	600	1967	65.66	61.33	\$84,673.00
STMSW30503	HURONTARIO STREET	STS-300	300	1967	3.09	61.33	\$2,957.00
STMSW30504	POPLAR SIDEROAD	STS-300	300	2007	2.29	92.97	\$2,192.00
STMSW30505	HURONTARIO STREET	STS-600	600	1967	79.63	61.33	\$102,684.00
STMSW30506	HURONTARIO STREET	STS-300	300	1967	15.95	61.33	\$15,263.00
STMSW30507	HURONTARIO STREET	STS-300	300	1967	10.71	61.33	\$10,251.00
STMSW30508	HURONTARIO STREET	STS-300	300	1967	2.08	61.33	\$1,987.00
STMSW30509	HURONTARIO STREET	STS-600	600	1966	41.47	60.17	\$53,480.00
STMSW30510	FINDLAY DRIVE	STS-300	300	2006	1.55	92.43	\$1,484.00
STMSW30511	FINDLAY DRIVE	STS-300	300	2006	13.58	92.43	\$12,997.00
STMSW30512	FINDLAY DRIVE	STS-300	300	2006	7.44	92.43	\$7,122.00
STMSW30513	WALNUT STREET	STS-525-CSP	525	1972	7.87	3.02	\$8,655.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW30514	SPRUCE STREET	STS-300	300	1972	71.98	67.17	\$68,873.00
STMSW30515	SIXTH STREET	STS-300	300	1972	2.95	67.17	\$2,818.00
STMSW30517	BIRCH STREET	STS-375-CSP	375	1972	2.06	3.02	\$2,118.00
STMSW30518	FOURTH STREET	STS-375-CSP	375	1972	8.38	3.02	\$8,615.00
STMSW30521	FOURTH STREET	STS-375-CSP	375	1972	56.67	3.02	\$58,272.00
STMSW30522	BIRCH STREET	STS-300	300	2006	57.1	92.43	\$54,634.00
STMSW30523	MANNING AVENUE	STS-300	300	1997	1.49	87.57	\$1,426.00
STMSW30524	HARBEN COURT	STS-300-CSP	300	1973	34.05	5.04	\$32,574.00
STMSW30525	HARBEN COURT	STS-300	300	1973	11.77	68.33	\$11,258.00
STMSW30526	HARBEN COURT	STS-300	300	1973	4.49	68.33	\$4,296.00
STMSW30527	PEEL STREET	STS-375	375	1973	85.2	68.33	\$87,607.00
STMSW30528	PEEL STREET	STS-300	300	1984	9.05	80.54	\$8,660.00
STMSW30531	LOCKHART ROAD	STS-900	825	1978	48.68	74.17	\$80,178.00
STMSW30532	LOCKHART ROAD	STS-750	675	1978	57.05	74.17	\$85,807.00
STMSW30535	MINNESOTA STREET	STS-525	525	1984	36.88	80.54	\$40,561.00
STMSW30536	MANNING AVENUE	STS-750	750	1984	13.26	80.54	\$19,950.00
STMSW30537	MANNING AVENUE	STS-300	300	1997	6.26	87.57	\$5,987.00
STMSW30538	MANNING AVENUE	STS-300	300	1997	37.58	87.57	\$35,957.00
STMSW30539	MANNING AVENUE	STS-300	300	1997	16.57	87.57	\$15,853.00
STMSW30540	PEEL STREET	STS-525	525	2006	72.24	92.43	\$79,447.00
STMSW30543	PEEL STREET	STS-300	300	2006	18.11	92.43	\$17,331.00
STMSW30544	PEEL STREET	STS-300	300	2006	9.02	92.43	\$8,634.00
STMSW30545	COLLINS STREET	STS-600	600	2007	8.52	92.97	\$10,987.00
STMSW30547	PEEL STREET	STS-750	675	2006	37.89	92.43	\$56,990.00
STMSW30548	PEEL STREET	STS-300	300	2006	2.56	92.43	\$2,446.00
STMSW30549	PEEL STREET	STS-300	300	2006	5.83	92.43	\$5,582.00
STMSW30550	PEEL STREET	STS-750	675	2006	50.27	92.43	\$75,617.00
STMSW30551	MCKEAN CRESCENT	STS-750-CSP	675	2007	16.03	73.73	\$24,106.00
STMSW30552	PEEL STREET	STS-300	300	2006	15.84	92.43	\$15,159.00
STMSW30553	PEEL STREET	STS-300	300	2006	1.05	92.43	\$1,008.00
STMSW30554	PEEL STREET	STS-750-CSP	675	2006	38.19	71.71	\$57,437.00
STMSW30555	PEEL STREET	STS-300	300	2006	7.38	92.43	\$7,057.00
STMSW30556	PEEL STREET	STS-300	300	2006	3.28	92.43	\$3,141.00
STMSW30557	PEEL STREET	STS-300	300	2006	7.42	92.43	\$7,100.00
STMSW30558	PEEL STREET	STS-600	600	2006	63.74	92.43	\$82,202.00
STMSW30559	PEEL STREET	STS-450-CSP	450	2007	9.03	73.73	\$9,612.00
STMSW30560	PEEL STREET	STS-450-CSP	450	2006	92.85	71.71	\$98,862.00
STMSW30561	MCKEAN CRESCENT	STS-300	300	2006	7.42	92.43	\$7,102.00
STMSW30562	MCKEAN CRESCENT	STS-300	300	2006	1.09	92.43	\$1,040.00
STMSW30563	(blank)	STS-300-CSP	300	2006	5.7	71.71	\$5,456.00
STMSW30564	WILLIAMS STREET	STS-300	300	2006	8.52	92.43	\$8,149.00
STMSW30565	WILLIAMS STREET	STS-450	450	2006	47.44	92.43	\$50,507.00
STMSW30566	WILLIAMS STREET	STS-300	300	2006	0.95	92.43	\$908.00
STMSW30567	WILLIAMS STREET	STS-300	300	2006	6.96	92.43	\$6,662.00
STMSW30568	SIXTH STREET	STS-300	300	1972	10.86	67.17	\$10,395.00
STMSW30569	THIRD STREET	STS-450-CSP	450	1910	62.45	1	\$66,491.00
STMSW30570	THIRD STREET	STS-300	300	2008	25.36	93.51	\$24,268.00
STMSW30571	THIRD STREET	STS-375	375	2008	76.96	93.51	\$79,139.00
STMSW30572	PINE STREET	STS-300	300	2008	4.08	93.51	\$3,905.00
STMSW30573	EIGHTH STREET	STS-300	300	1991	10.75	84.32	\$10,282.00
STMSW30574	EIGHTH STREET	STS-450-CSP	400	1991	125.41	41.41	\$133,525.00
STMSW30578	COLLINS STREET	STS-450	450	1978	61.19	74.17	\$65,148.00
STMSW30580	COLLINS STREET	STS-525	525	1978	71.53	74.17	\$78,670.00
STMSW30582	LOCKHART ROAD	STS-300	300	1978	45.91	74.17	\$43,931.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW30585	PEEL STREET	STS-300	300	1984	39.39	80.54	\$37,690.00
STMSW30586	TESKEY COURT	STS-300	300	1976	7.9	71.83	\$7,557.00
STMSW30587	MCKEAN CRESCENT	STS-300	300	2006	8.25	92.43	\$7,891.00
STMSW30588	PEEL STREET	STS-300	300	2006	2.59	92.43	\$2,475.00
STMSW30593	HURONTARIO STREET	STS-300	300	1967	10.58	61.33	\$10,123.00
STMSW30594	COLLINS STREET	STS-600	600	1978	22.4	74.17	\$28,888.00
STMSW30595	COLLINS STREET	STS-900	825	1978	42.02	74.17	\$69,208.00
STMSW30596	SAUNDERS STREET	STS-300	300	2007	7.07	92.97	\$6,767.00
STMSW30597	FIRST STREET	STS-300-CSP	300	1964	13.89	1	\$13,292.00
STMSW30598	SPROULE AVENUE	STS-300	300	1976	17.31	71.83	\$16,564.00
STMSW30599	BELL BOULEVARD	STS-300	300	1976	7.99	71.83	\$7,647.00
STMSW30602	KRISTA COURT	STS-300	300	1978	9.87	74.17	\$9,443.00
STMSW30603	TESKEY COURT	STS-300	300	1976	23.36	71.83	\$22,348.00
STMSW30604	TESKEY COURT	STS-300	300	1976	8.09	71.83	\$7,740.00
STMSW30607	SPRUCE STREET	STS-600	600	1972	10.43	67.17	\$13,454.00
STMSW30608	SIXTH STREET	STS-300	300	1972	9.01	67.17	\$8,617.00
STMSW30609	SIXTH STREET	STS-600	600	1971	38.59	66	\$49,759.00
STMSW30610	WILLIAMS STREET	STS-300	300	2006	7.39	92.43	\$7,066.00
STMSW30611	WILLIAMS STREET	STS-300	300	2006	1.16	92.43	\$1,109.00
STMSW30612	ELIOTT AVENUE	STS-1200	1200	1980	88.07	76.5	\$222,230.00
STMSW30613	HIGHWAY 26 EAST	STS-900	900	1980	84.89	76.5	\$139,827.00
STMSW30614	HIGHWAY 26 EAST	STS-1050	1050	1967	94.09	61.33	\$191,661.00
STMSW30615	HURONTARIO STREET	STS-450	450	1967	69.47	61.33	\$73,966.00
STMSW30616	GEORGIAN MANOR DRIVE	STS-450-CSP	400	1987	43.14	33.33	\$45,927.00
STMSW30617	GEORGIAN MANOR DRIVE	STS-375-CSP	375	1987	107.3	33.33	\$110,337.00
STMSW30618	HURONIA PATHWAY	STS-450	450	2007	49.08	92.97	\$52,253.00
STMSW30620	CAMPBELL STREET	STS-600-CSP	600	1985	43.12	29.29	\$55,609.00
STMSW30621	MINNESOTA STREET	STS-300	300	1984	18.74	80.54	\$17,928.00
STMSW30622	HIGHWAY 26 EAST	STS-1050	1000	1980	89.26	76.5	\$181,830.00
STMSW30623	MACDONALD STREET	STS-1050	1000	1980	116.67	76.5	\$237,662.00
STMSW30624	GODDEN STREET	STS-525	525	1984	52.69	80.54	\$57,946.00
STMSW30626	GODDEN STREET	STS-300	300	1984	8.03	80.54	\$7,678.00
STMSW30627	GODDEN STREET	STS-300	300	1984	55.15	80.54	\$52,767.00
STMSW30628	GODDEN STREET	STS-300	300	1984	8.07	80.54	\$7,717.00
STMSW30629	GODDEN STREET	STS-450	450	1988	20.54	82.7	\$21,867.00
STMSW30630	DILLON DRIVE	STS-450	450	1984	10.97	80.54	\$11,684.00
STMSW30631	DILLON DRIVE	STS-750	750	1984	74.02	80.54	\$111,329.00
STMSW30632	WILLIAMS STREET	STS-750	675	2006	91.39	92.43	\$137,461.00
STMSW30633	WILLIAMS STREET	STS-750	675	2007	86.81	92.97	\$130,568.00
STMSW30634	WILLIAMS STREET	STS-750	750	2006	15.4	92.43	\$23,157.00
STMSW30635	SPROULE AVENUE	STS-300	300	1997	7.97	87.57	\$7,623.00
STMSW30636	MACDONALD ROAD	STS-600	600	1969	9.2	63.67	\$11,868.00
STMSW30637	MACDONALD STREET	STS-600	600	1969	4.99	63.67	\$6,431.00
STMSW30638	MACDONALD STREET	STS-600	600	1969	8.06	63.67	\$10,399.00
STMSW30639	MACDONALD STREET	STS-900	900	1969	27.21	63.67	\$44,824.00
STMSW30641	FIFTH STREET	STS-525	525	1975	10.52	70.67	\$11,573.00
STMSW30642	WILLIAMS STREET	STS-300	300	2006	6.64	92.43	\$6,349.00
STMSW30643	PEEL STREET	STS-300	300	2007	1.2	92.97	\$1,150.00
STMSW30644	CAMPBELL STREET	STS-375-CSP	375	1985	20.89	29.29	\$21,477.00
STMSW30645	LOCKHART ROAD	STS-300	300	1978	46.09	74.17	\$44,095.00
STMSW30650	LOCKHART ROAD	STS-375	375	1978	46.45	74.17	\$47,764.00
STMSW30651	ALICE STREET	STS-450	450	1974	36.97	69.5	\$39,363.00
STMSW30652	WATER STREET	STS-300-CSP	300	1964	7.08	1	\$6,769.00
STMSW30654	CARMICHEAL CRESCENT	STS-450	450	1987	41.61	82.16	\$44,300.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW30656	WILLIAMS STREET	STS-300	300	2006	49.84	92.43	\$47,687.00
STMSW30657	WILLIAMS STREET	STS-375	375	2006	77.96	92.43	\$80,170.00
STMSW30658	LYNDEN STREET	STS-300	300	2006	7.62	92.43	\$7,288.00
STMSW30659	LYNDEN STREET	STS-300	300	2006	1.37	92.43	\$1,314.00
STMSW30660	MCKEAN CRESCENT	STS-300	300	2006	5.28	92.43	\$5,051.00
STMSW30661	CARMICHEAL CRESCENT	STS-300	300	1989	8.26	83.24	\$7,906.00
STMSW30662	FIRST STREET	STS-525	525	1970	8.32	64.83	\$9,151.00
STMSW30663	FIRST STREET	STS-300-CSP	300	1964	13.67	1	\$13,075.00
STMSW30665	BUSH STREET	STS-450	450	1993	63.24	85.41	\$67,326.00
STMSW30666	PEEL STREET	STS-300	300	1984	6.5	80.54	\$6,220.00
STMSW30669	NETTLETON COURT	STS-450-CSP	450	1972	33.08	3.02	\$35,218.00
STMSW30670	MACDONALD STREET	STS-900	900	1969	82.77	63.67	\$136,326.00
STMSW30671	MACDONALD ROAD	STS-600-CSP	600	1969	5.57	1	\$7,181.00
STMSW30672	MACDONALD ROAD	STS-1050	1000	1969	47.49	63.67	\$96,736.00
STMSW30673	MACDONALD ROAD	STS-1050	1000	1969	32.08	63.67	\$65,344.00
STMSW30675	Hume Street	STS-300	300	1967	6.19	61.33	\$5,924.00
STMSW30676	COLLINS STREET	STS-600	600	2007	2.64	92.97	\$3,401.00
STMSW30677	PEEL STREET	STS-300	300	2006	8.09	92.43	\$7,744.00
STMSW30678	PEEL STREET	STS-300	300	2006	8.98	92.43	\$8,595.00
STMSW30679	PEEL STREET	STS-750	675	2006	37.32	92.43	\$56,133.00
STMSW30680	PEEL STREET	STS-450	450	2007	9.99	92.97	\$10,632.00
STMSW30681	PEEL STREET	STS-300	300	2006	6.64	92.43	\$6,349.00
STMSW30682	PEEL STREET	STS-300	300	2006	1.37	92.43	\$1,308.00
STMSW30683	PEEL STREET	STS-450	450	2006	44.61	92.43	\$47,494.00
STMSW30684	PEEL STREET	STS-300	300	2006	6.9	92.43	\$6,605.00
STMSW30685	COLLINS STREET	STS-750	675	2007	62.72	92.97	\$94,333.00
STMSW30686	FINDLAY DRIVE	STS-300	300	2006	2.17	92.43	\$2,073.00
STMSW30687	HARBEN COURT	STS-300	300	1984	9.78	80.54	\$9,354.00
STMSW30688	PEEL STREET	STS-300	300	1984	32.22	80.54	\$30,832.00
STMSW30689	PEEL STREET	STS-300	300	1984	10.96	80.54	\$10,485.00
STMSW30691	SPROULE AVENUE	STS-300	300	1978	3.07	74.17	\$2,935.00
STMSW30692	SPROULE AVENUE	STS-1050	1050	1978	71.09	74.17	\$144,815.00
STMSW30697	LOCKHART ROAD	STS-900	825	1978	51.47	74.17	\$84,781.00
STMSW30700	LOCKHART ROAD	STS-750	750	1978	40.12	74.17	\$60,349.00
STMSW30702	COLLINS STREET	STS-1050	1050	1978	78	74.17	\$158,902.00
STMSW30704	PEEL STREET	STS-750	675	1984	50.82	80.54	\$76,435.00
STMSW30707	DILLON DRIVE	STS-375	375	1984	75.88	80.54	\$78,025.00
STMSW30709	DILLON DRIVE	STS-450	450	1984	21.33	80.54	\$22,710.00
STMSW30710	DILLON DRIVE	STS-375	375	1984	45.62	80.54	\$46,909.00
STMSW30711	SPRUCE STREET	STS-300	300	1989	7.59	83.24	\$7,257.00
STMSW30712	COLLINS STREET	STS-600	600	2006	45.61	92.43	\$58,816.00
STMSW30713	COLLINS STREET	STS-375	375	2006	8.49	92.43	\$8,725.00
STMSW30714	WILLIAMS STREET	STS-300	300	2006	16.19	92.43	\$15,489.00
STMSW30717	NAPIER STREET	STS-300	300	1984	16.19	80.54	\$15,486.00
STMSW30719	WILLIAMS STREET	STS-600	600	2007	6.84	92.97	\$8,820.00
STMSW30721	WILLIAMS STREET	STS-300	300	2006	1.85	92.43	\$1,770.00
STMSW30722	ALICE STREET	STS-300	300	1974	8.11	69.5	\$7,755.00
STMSW30723	ALICE STREET	STS-375	375	1974	45.97	69.5	\$47,274.00
STMSW30724	HARBEN COURT	STS-300	300	1973	13.26	68.33	\$12,686.00
STMSW30725	HARBEN COURT	STS-300	300	1973	7.94	68.33	\$7,595.00
STMSW30726	HARBEN COURT	STS-300	300	1973	8.74	68.33	\$8,361.00
STMSW30727	ALICE STREET	STS-300	300	1974	6.11	69.5	\$5,841.00
STMSW30728	BELL BOULEVARD	STS-300	300	1974	36.26	69.5	\$34,696.00
STMSW30729	BELL BOULEVARD	STS-300	300	1974	7.79	69.5	\$7,455.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW30730	FIRST STREET	STS-1050	1050	1964	78.5	57.83	\$159,910.00
STMSW30732	Elm Street	STS-300-CSP	300	1967	8.92	1	\$8,532.00
STMSW30733	FIRST STREET	STS-450-CSP	450	1969	45.77	1	\$48,733.00
STMSW30734	CARMICHEAL CRESCENT	STS-300	300	1987	44.54	82.16	\$42,615.00
STMSW30735	SMART COURT	STS-300	300	1985	59.82	81.08	\$57,240.00
STMSW30736	CARMICHEAL CRESCENT	STS-300	300	1987	7.99	82.16	\$7,646.00
STMSW30737	MAPLE STREET	STS-300-CSP	300	1989	84.84	37.37	\$81,178.00
STMSW30738	MAPLE STREET	STS-375	375	1989	14.14	83.24	\$14,536.00
STMSW30740	BALSAM STREET	STS-525	500	1972	9.79	67.17	\$10,765.00
STMSW30741	FIRST STREET	STS-300-CSP	300	1964	13.92	1	\$13,322.00
STMSW30742	FIRST STREET	STS-300-CSP	300	1964	36.69	1	\$35,100.00
STMSW30743	FIRST STREET EXTENSION	STS-525	500	2000	53.44	89.19	\$58,777.00
STMSW30744	FIRST STREET EXTENSION	STS-300-CSP	300	2000	14.03	59.59	\$13,427.00
STMSW30745	FIRST STREET EXTENSION	STS-300-CSP	300	1964	8.29	1	\$7,934.00
STMSW30746	FIRST STREET	STS-300-CSP	300	1964	4.38	1	\$4,195.00
STMSW30747	BALSAM STREET	STS-450-CSP	400	1964	38.86	1	\$41,379.00
STMSW30748	POPLAR SIDEROAD	STS-900-CSP	900	2007	57.74	73.73	\$95,100.00
STMSW30749	POPLAR SIDEROAD	STS-450	450	2007	9.95	92.97	\$10,592.00
STMSW30750	POPLAR SIDEROAD	STS-750-CSP	750	2007	83.6	73.73	\$125,735.00
STMSW30751	POPLAR SIDEROAD	STS-600	600	2007	35.98	92.97	\$46,401.00
STMSW30755	CHAMBERLAIN CRESCENT	STS-450	450	2006	96.58	92.43	\$102,831.00
STMSW30756	DAVIS STREET	STS-300	300	2006	1.19	92.43	\$1,138.00
STMSW30757	EIGHTH STREET	STS-300-CSP	300	1960	30.26	1	\$28,950.00
STMSW30758	FIRST STREET EXTENSION	STS-300	300	2006	25.26	92.43	\$24,169.00
STMSW30759	FIRST STREET EXTENSION	STS-300	300	2006	19.17	92.43	\$18,344.00
STMSW30760	GEORGIAN MANOR DRIVE	STS-450-CSP	450	1987	63.22	33.33	\$67,315.00
STMSW30761	GEORGIAN MANOR DRIVE	STS-375-CSP	375	1987	13.41	33.33	\$13,791.00
STMSW30762	GEORGIAN MANOR DRIVE	STS-375-CSP	375	1987	96.61	33.33	\$99,348.00
STMSW30763	GEORGIAN MANOR DRIVE	STS-375	375	2007	10.02	92.97	\$10,307.00
STMSW30764	GEORGIAN MANOR DRIVE	STS-375-CSP	375	2007	79.87	73.73	\$82,132.00
STMSW30767	HIGHWAY 26 EAST	STS-1050	1050	1980	93.46	76.5	\$190,381.00
STMSW30769	PATTERSON STREET	STS-375-CSP	375	1985	61.42	29.29	\$63,158.00
STMSW30771	PEEL STREET	STS-525	525	1984	7.47	80.54	\$8,219.00
STMSW30773	PEEL STREET	STS-450	450	1984	52.56	80.54	\$55,959.00
STMSW30774	PEEL STREET	STS-300	300	1984	7.96	80.54	\$7,615.00
STMSW30776	PEEL STREET	STS-450	450	1984	25.85	80.54	\$27,525.00
STMSW30777	SMART COURT	STS-300	300	1985	7.64	81.08	\$7,311.00
STMSW30778	SMART COURT	STS-300	300	1985	41.66	81.08	\$39,860.00
STMSW30779	DILLON DRIVE	STS-300	300	1984	52.58	80.54	\$50,306.00
STMSW30780	DILLON DRIVE	STS-300	300	1984	6.37	80.54	\$6,091.00
STMSW30781	DILLON DRIVE	STS-750	750	1984	89.82	80.54	\$135,092.00
STMSW30787	PEEL STREET	STS-375	375	1984	42.24	80.54	\$43,430.00
STMSW30788	BUSH STREET	STS-300	300	1986	7.71	81.62	\$7,377.00
STMSW30789	BUSH STREET	STS-375	375	1986	44.34	81.62	\$45,599.00
STMSW30790	PEEL STREET	STS-300	300	1984	6.13	80.54	\$5,869.00
STMSW30791	BUSH STREET	STS-300	300	1984	9.28	80.54	\$8,880.00
STMSW30793	BUSH STREET	STS-600	600	1978	102.63	74.17	\$132,352.00
STMSW30794	REID CRESCENT	STS-300	300	1989	10.11	83.24	\$9,676.00
STMSW30795	REID CRESCENT	STS-300	300	1989	8.02	83.24	\$7,669.00
STMSW30796	REID CRESCENT	STS-375	350	1989	51.6	83.24	\$53,062.00
STMSW30798	SPROULE AVENUE	STS-300	300	1976	51.61	71.83	\$49,382.00
STMSW30799	Dey Drive	STS-450	450	1978	11.21	74.17	\$11,936.00
STMSW30800	Dey Drive	STS-450	450	1985	31.77	81.08	\$33,829.00
STMSW30801	KRISTA COURT	STS-450	450	1985	12.9	81.08	\$13,737.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW30802	MINNESOTA STREET	STS-900	900	1984	52.46	80.54	\$86,405.00
STMSW30805	CAMPBELL STREET	STS-450-CSP	400	1989	188.88	37.37	\$201,099.00
STMSW30806	CAMPBELL STREET	STS-450-CSP	400	1985	16.99	29.29	\$18,091.00
STMSW30810	DILLON DRIVE	STS-750	675	1984	71.32	80.54	\$107,278.00
STMSW30811	SPRUCE STREET	STS-300	300	1989	8.09	83.24	\$7,739.00
STMSW30812	TROTT BOULEVARD	STS-375-CSP	375	1972	59.03	3.02	\$60,703.00
STMSW30814	TROTT BOULEVARD	STS-375-CSP	375	1972	29.93	3.02	\$30,776.00
STMSW30815	TROTT BOULEVARD	STS-375-CSP	375	1972	49	3.02	\$50,382.00
STMSW30817	SPRUCE STREET	STS-600-CSP	600	1989	6.85	37.37	\$8,839.00
STMSW30818	CHAMBERLAIN CRESCENT	STS-600	600	2006	62.39	92.43	\$80,454.00
STMSW30819	DILLON DRIVE	STS-750	675	1984	42.43	80.54	\$63,816.00
STMSW30820	CARMICHEAL CRESCENT	STS-450	450	1986	59.65	81.62	\$63,504.00
STMSW30822	CARMICHEAL CRESCENT	STS-450	450	1987	13.8	82.16	\$14,693.00
STMSW30824	BURNSIDE COURT	STS-450	450	1987	42.8	82.16	\$45,566.00
STMSW30826	CAMPBELL STREET	STS-300-CSP	300	1989	48.5	37.37	\$46,405.00
STMSW30830	NETTLETON COURT	STS-525	525	1972	35.48	67.17	\$39,023.00
STMSW30832	BALSAM STREET	STS-525	500	1972	16.97	67.17	\$18,667.00
STMSW30833	CRANBERRY SURF	STS-525	500	1972	29.95	67.17	\$32,940.00
STMSW30834	CRANBERRY SURF	STS-525	500	1972	5.21	67.17	\$5,729.00
STMSW30836	BURNSIDE COURT	STS-375	375	1987	38.21	82.16	\$39,294.00
STMSW30837	REID CRESCENT	STS-375-CSP	375	1988	44.65	35.35	\$45,918.00
STMSW30838	MARY STREET	STS-450	450	2007	6.81	92.97	\$7,248.00
STMSW30839	PEEL STREET	STS-300	300	1984	67.45	80.54	\$64,533.00
STMSW30840	VICTORY DRIVE	STS-450-CSP	450	1944	10.65	1	\$11,334.00
STMSW30841	HIGHWAY 26 EAST	STS-1050	1050	1980	93.55	76.5	\$190,561.00
STMSW30842	HIGHWAY 26 EAST	STS-900	900	1967	20.22	61.33	\$33,308.00
STMSW30843	NINTH STREET	STS-300	300	1974	15.15	69.5	\$14,491.00
STMSW30844	FIRST STREET	STS-450-CSP	400	1964	1.14	1	\$1,212.00
STMSW30845	FIRST STREET	STS-1050	1050	1964	23.69	57.83	\$48,259.00
STMSW30846	FIRST STREET	STS-1050	1050	1964	56.08	57.83	\$114,239.00
STMSW30847	MCINTOSH GATE	STS-300-CSP	300	1972	73.27	3.02	\$70,108.00
STMSW30848	MCINTOSH GATE	STS-300-CSP	300	1972	49.63	3.02	\$47,481.00
STMSW30849	NETTLETON COURT	STS-300-CSP	300	1972	13.1	3.02	\$12,531.00
STMSW30850	MAPLE STREET	STS-300	300	1989	7.9	83.24	\$7,556.00
STMSW30851	MAPLE STREET	STS-300	300	1989	54.76	83.24	\$52,392.00
STMSW30852	MAPLE STREET	STS-300	300	1989	7.9	83.24	\$7,555.00
STMSW30854	MAPLE STREET	STS-300	300	1989	7.86	83.24	\$7,520.00
STMSW30856	BUSH STREET	STS-300	300	1993	2.68	85.41	\$2,565.00
STMSW30857	BUSH STREET	STS-300	300	1993	9.36	85.41	\$8,951.00
STMSW30859	FIRST STREET	STS-450-CSP	450	1920	24.18	1	\$25,747.00
STMSW30860	BIRCH STREET	STS-300-CSP	300	1920	11.16	1	\$10,677.00
STMSW30861	FIRST STREET	STS-450-CSP	450	1964	60.85	1	\$64,785.00
STMSW30862	FIRST STREET	STS-450-CSP	400	1964	11.03	1	\$11,747.00
STMSW30863	FIRST STREET	STS-600	600	2006	47.35	92.43	\$61,061.00
STMSW30864	MOUNTAIN ROAD	STS-525	525	2006	32.02	92.43	\$35,210.00
STMSW30865	CAMBRIDGE STREET	STS-525	525	2006	16.8	92.43	\$18,478.00
STMSW30866	FIRST STREET EXTENSION	STS-375	375	2006	34.75	92.43	\$35,728.00
STMSW30867	CAMBRIDGE STREET	STS-375	375	2006	13.82	92.43	\$14,213.00
STMSW30868	FIRST STREET	STS-450	450	1969	64.96	63.67	\$69,162.00
STMSW30869	BUSH STREET	STS-450	450	1993	62.99	85.41	\$67,062.00
STMSW30870	CAMBRIDGE STREET	STS-300	300	2006	95.61	92.43	\$91,482.00
STMSW30871	CAMBRIDGE STREET	STS-375	375	2006	35.11	92.43	\$36,108.00
STMSW30872	CAMBRIDGE STREET	STS-450	450	2006	23.41	92.43	\$24,920.00
STMSW30873	CAMBRIDGE STREET	STS-300	300	2006	11.51	92.43	\$11,014.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW30874	PEEL STREET	STS-525	525	1984	85.32	80.54	\$93,831.00
STMSW30877	NETTLETON COURT	STS-300-CSP	300	1972	8.12	3.02	\$7,769.00
STMSW30878	NETTLETON COURT	STS-450-CSP	450	1972	49.06	3.02	\$52,230.00
STMSW30879	BOARDWALK AVENUE	STS-525	525	1972	46.06	67.17	\$50,658.00
STMSW30880	CRANBERRY QUAY	STS-525	525	1972	81.61	67.17	\$89,751.00
STMSW30882	OAK STREET	STS-300	300	1982	3.73	78.83	\$3,568.00
STMSW30883	OAK STREET	STS-300	300	1982	10.29	78.83	\$9,843.00
STMSW30884	OAK STREET	STS-300	300	1982	3.65	78.83	\$3,492.00
STMSW30885	OAK STREET	STS-300	300	1982	6.91	78.83	\$6,611.00
STMSW30886	OAK STREET	STS-300	300	1982	2.82	78.83	\$2,697.00
STMSW30887	OAK STREET	STS-300	300	1982	7.73	78.83	\$7,398.00
STMSW30888	OAK STREET	STS-300	300	1982	6.27	78.83	\$5,995.00
STMSW30890	SHEFFIELD TERRACE	STS-375-CSP	350	1972	50.08	3.02	\$51,499.00
STMSW30891	SHEFFIELD CRESCENT	STS-450-CSP	400	1972	39.72	3.02	\$42,289.00
STMSW30892	TROTT BOULEVARD	STS-375-CSP	375	1972	35.25	3.02	\$36,249.00
STMSW30893	BIRCH STREET	STS-300	300	2006	69.4	92.43	\$66,398.00
STMSW30894	BIRCH STREET	STS-300	300	2006	65.82	92.43	\$62,977.00
STMSW30895	THIRD STREET	STS-750	675	2006	45	92.43	\$67,688.00
STMSW30896	BIRCH STREET	STS-750	675	2006	8.57	92.43	\$12,890.00
STMSW30898	THIRD STREET	STS-750	675	2006	43.87	92.43	\$65,982.00
STMSW30899	BIRCH STREET	STS-375	375	2006	9.6	92.43	\$9,873.00
STMSW30901	FIFTH STREET	STS-300	300	2006	9.92	92.43	\$9,488.00
STMSW30902	DAWSON DRIVE	STS-750	675	1982	56.59	78.83	\$85,119.00
STMSW30903	DAWSON DRIVE	STS-450	450	1982	11.44	78.83	\$12,175.00
STMSW30904	FOURTH STREET	STS-375-CSP	375	1972	30.68	3.02	\$31,545.00
STMSW30905	High Street	STS-1050	1050	1969	4.62	63.67	\$9,403.00
STMSW30906	High Street	STS-1050	1050	1969	130.96	63.67	\$266,787.00
STMSW30907	MURRAY COURT	STS-300-CSP	300	1969	14.11	1	\$13,501.00
STMSW30908	High Street	STS-300-CSP	300	1969	4.92	1	\$4,710.00
STMSW30909	Elm Street	STS-1500-CSP	1830	1967	10.37	1	\$33,948.00
STMSW30910	FIRST STREET	STS-1050-CSP	1050	1964	29.35	1	\$59,797.00
STMSW30911	FIRST STREET	STS-300-CSP	300	1964	4.41	1	\$4,222.00
STMSW30912	FIRST STREET EXTENSION	STS-300-CSP	300	2000	31.41	59.59	\$30,050.00
STMSW30914	MOUNTAIN ROAD	STS-900	825	2006	2.82	92.43	\$4,645.00
STMSW30915	MOUNTAIN ROAD	STS-900	900	2006	33.82	92.43	\$55,698.00
STMSW30916	MOUNTAIN ROAD	STS-600	600	2006	69.54	92.43	\$89,683.00
STMSW30917	FIRST STREET	STS-300	300	2006	21.67	92.43	\$20,734.00
STMSW30918	FIRST STREET	STS-525	525	2006	19.41	92.43	\$21,352.00
STMSW30919	FIRST STREET	STS-300	300	2006	3.75	92.43	\$3,591.00
STMSW30920	MACDONALD STREET	STS-600	600	1969	10.91	63.67	\$14,064.00
STMSW30921	OAK STREET	STS-450-CSP	400	1991	14.08	41.41	\$14,987.00
STMSW30922	CEDAR STREET	STS-300	300	1969	12.97	63.67	\$12,407.00
STMSW30923	FIRST STREET	STS-300	300	1969	16.07	63.67	\$15,371.00
STMSW30924	FIRST STREET	STS-300	300	1969	2.92	63.67	\$2,791.00
STMSW30925	FIRST STREET	STS-450	450	1969	49.61	63.67	\$52,824.00
STMSW30926	FIRST STREET	STS-300	300	1969	71.14	63.67	\$68,062.00
STMSW30927	FIRST STREET	STS-300	300	1969	16.27	63.67	\$15,570.00
STMSW30928	FIRST STREET	STS-300	300	1964	3.54	57.83	\$3,383.00
STMSW30929	FIRST STREET	STS-300	300	1969	13.84	63.67	\$13,246.00
STMSW30930	FIRST STREET	STS-300	300	1969	25.73	63.67	\$24,614.00
STMSW30931	GEORGIAN MANOR DRIVE	STS-450-CSP	400	1987	12.33	33.33	\$13,131.00
STMSW30932	MINNESOTA STREET	STS-450	400	1984	18.83	80.54	\$20,052.00
STMSW30933	GODDEN STREET	STS-300	300	1984	12.22	80.54	\$11,691.00
STMSW30935	MINNESOTA STREET	STS-450	400	2006	6.7	92.43	\$7,137.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW30936	MINNESOTA STREET	STS-300	300	2006	69.16	92.43	\$66,174.00
STMSW30939	SIMCOE STREET	STS-300	300	2006	64.81	92.43	\$62,007.00
STMSW30940	BALSAM STREET	STS-300	300	1970	29.4	64.83	\$28,128.00
STMSW30941	BALSAM STREET	STS-300	300	1966	32.51	60.17	\$31,105.00
STMSW30942	BALSAM STREET	STS-600	600	1970	27.85	64.83	\$35,914.00
STMSW30943	BALSAM STREET	STS-600	600	1970	32.21	64.83	\$41,535.00
STMSW30944	BALSAM STREET	STS-600	600	1970	60.55	64.83	\$78,090.00
STMSW30945	BALSAM STREET	STS-600	600	1970	66.33	64.83	\$85,544.00
STMSW30946	BALSAM STREET	STS-600	600	1970	57.45	64.83	\$74,093.00
STMSW30947	BALSAM STREET	STS-600	600	1970	43.57	64.83	\$56,181.00
STMSW30948	BEECH STREET	STS-375	375	1969	61.13	63.67	\$62,864.00
STMSW30949	BEECH STREET	STS-375	375	1969	47.26	63.67	\$48,593.00
STMSW30950	FIRST STREET	STS-300	300	1969	59.33	63.67	\$56,762.00
STMSW30951	BEECH STREET	STS-450	450	1969	10.08	63.67	\$10,731.00
STMSW30952	PINE STREET	STS-450	450	1969	67.56	63.67	\$71,933.00
STMSW30953	PINE STREET	STS-300	300	1969	64.99	63.67	\$62,183.00
STMSW30954	FIRST STREET	STS-600	600	1969	66.1	63.67	\$85,245.00
STMSW30955	FIRST STREET	STS-525	525	1969	63.48	63.67	\$69,818.00
STMSW30956	FIRST STREET	STS-375	375	1969	72.62	63.67	\$74,679.00
STMSW30957	THIRD STREET	STS-300	300	1987	39.72	82.16	\$38,003.00
STMSW30958	MACKAY COURT	STS-900	900	1977	32.79	73	\$54,010.00
STMSW30960	BALSAM STREET	STS-300	300	1964	26.55	57.83	\$25,400.00
STMSW30961	BALSAM STREET	STS-300	300	1964	39.56	57.83	\$37,855.00
STMSW30962	BRANIFF COURT	STS-300-CSP	300	1974	49.25	7.06	\$47,120.00
STMSW30963	HURONTARIO STREET	STS-750	750	1980	76.97	76.5	\$115,775.00
STMSW30964	HURONTARIO STREET	STS-375-CSP	375	1980	50.93	19.18	\$52,372.00
STMSW30965	HURONTARIO STREET	STS-300-CSP	300	1980	60.18	19.18	\$57,584.00
STMSW30966	SIMCOE STREET	STS-450-CSP	450	1980	58.29	19.18	\$62,056.00
STMSW30967	PINE STREET	STS-375-CSP	375	1982	67.93	23.22	\$69,857.00
STMSW30968	PINE STREET	STS-450-CSP	450	1982	60.46	23.22	\$64,373.00
STMSW30969	Second Street	STS-450-CSP	450	1965	46.11	1	\$49,093.00
STMSW30970	Second Street	STS-300-CSP	300	1974	111.85	7.06	\$107,019.00
STMSW30971	ELGIN STREET	STS-300-CSP	300	1973	58.16	5.04	\$55,650.00
STMSW30972	HURONTARIO STREET	STS-300-CSP	300	1980	54.69	19.18	\$52,329.00
STMSW30973	FOURTH STREET EAST	STS-300-CSP	300	1920	51.36	1	\$49,145.00
STMSW30974	NAPIER STREET	STS-375-CSP	375	1950	497.68	1	\$511,759.00
STMSW30975	MOBERLY STREET	STS-375-CSP	375	1950	63.37	1	\$65,163.00
STMSW30976	ONTARIO STREET	STS-450-CSP	450	2000	158.3	59.59	\$168,543.00
STMSW30977	MINNESOTA STREET	STS-600	600	1994	109.02	85.95	\$140,588.00
STMSW30978	MINNESOTA STREET	STS-900	900	1960	123.56	53.17	\$203,507.00
STMSW30979	ONTARIO STREET	STS-1500	1800	1960	100.58	53.17	\$329,252.00
STMSW30980	HURON STREET	STS-300-CSP	300	1960	63.66	1	\$60,906.00
STMSW30981	HURON STREET	STS-375-CSP	375	1950	61.41	1	\$63,147.00
STMSW30982	HURON STREET	STS-450-CSP	450	1950	61.73	1	\$65,724.00
STMSW30983	HURON STREET	STS-525	525	1950	59.95	26.14	\$65,937.00
STMSW30984	HURON STREET	STS-450-CSP	450	1950	52.66	1	\$56,070.00
STMSW30985	Dey Drive	STS-300-CSP	300	1985	58.24	29.29	\$55,722.00
STMSW30988	COLLINS STREET	STS-300-CSP	300	1978	17.75	15.14	\$16,984.00
STMSW30989	KATHERINE STREET	STS-1050	1000	1968	254.79	62.5	\$519,031.00
STMSW30990	KATHERINE STREET	STS-750	750	2000	43.11	89.19	\$64,840.00
STMSW30991	FIRST STREET	STS-1350	1350	1965	36.93	59	\$105,044.00
STMSW30993	HURONTARIO STREET	STS-375-CSP	375	1981	37.96	21.2	\$39,030.00
STMSW30994	HURONTARIO STREET	STS-300-CSP	300	1981	66.66	21.2	\$63,782.00
STMSW30995	STE MARIE STREET	STS-450-CSP	450	1974	84.98	7.06	\$90,479.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW30996	STE MARIE STREET	STS-300-CSP	300	1974	7.66	7.06	\$7,324.00
STMSW30997	STE MARIE STREET	STS-300-CSP	300	1974	13.9	7.06	\$13,300.00
STMSW30998	LOCKHART ROAD	STS-600	600	1984	86.8	80.54	\$111,941.00
STMSW30999	KATHERINE STREET	STS-450-CSP	450	2000	76.63	59.59	\$81,589.00
STMSW31000	BRANIFF COURT	STS-300-CSP	300	1972	18.38	3.02	\$17,586.00
STMSW31001	BRANIFF COURT	STS-300-CSP	300	1972	7.96	3.02	\$7,618.00
STMSW31002	FIFTH STREET	STS-375-CSP	375	1965	43.48	1	\$44,714.00
STMSW31003	FIFTH STREET	STS-375-CSP	375	1965	43.02	1	\$44,237.00
STMSW31004	FIFTH STREET	STS-375-CSP	375	1965	16.05	1	\$16,507.00
STMSW31005	SPRUCE STREET	STS-375-CSP	375	1965	20.23	1	\$20,797.00
STMSW31009	FIFTH STREET	STS-375-CSP	375	1965	32.67	1	\$33,598.00
STMSW31010	FIFTH STREET	STS-375-CSP	375	1965	12.36	1	\$12,709.00
STMSW31011	FIFTH STREET	STS-375-CSP	375	1965	29.46	1	\$30,295.00
STMSW31012	FIFTH STREET	STS-375-CSP	375	1965	25.63	1	\$26,353.00
STMSW31013	FIFTH STREET	STS-375-CSP	375	1965	15.98	1	\$16,432.00
STMSW31014	FIFTH STREET	STS-300-CSP	300	1950	22.64	1	\$21,664.00
STMSW31015	OAK STREET	STS-300-CSP	300	1950	11.09	1	\$10,611.00
STMSW31017	OAK STREET	STS-450-CSP	400	2000	11.54	59.59	\$12,289.00
STMSW31018	FOURTH STREET	STS-450-CSP	400	2000	26.39	59.59	\$28,097.00
STMSW31019	OAK STREET	STS-750	675	1973	9.05	68.33	\$13,606.00
STMSW31020	THIRD STREET	STS-750	675	1973	59.63	68.33	\$89,689.00
STMSW31022	EIGHTH STREET	STS-300-CSP	300	1991	14.03	41.41	\$13,419.00
STMSW31023	EIGHTH STREET	STS-300-CSP	300	1991	22.29	41.41	\$21,322.00
STMSW31024	EIGHTH STREET	STS-300-CSP	300	1991	20.59	41.41	\$19,702.00
STMSW31025	CAMPBELL STREET	STS-600-CSP	600	1985	45.58	29.29	\$58,783.00
STMSW31026	CAMPBELL STREET	STS-600-CSP	600	1985	94.26	29.29	\$121,551.00
STMSW31027	MINNESOTA STREET	STS-300	300	2006	13.72	92.43	\$13,123.00
STMSW31030	NINTH STREET	STS-450-CSP	450	1978	16.62	15.14	\$17,695.00
STMSW31031	OAK STREET	STS-450-CSP	450	1978	5.47	15.14	\$5,824.00
STMSW31032	OAK STREET	STS-450-CSP	450	1978	6.22	15.14	\$6,625.00
STMSW31033	HURONTARIO STREET	STS-300-CSP	300	2006	13.23	71.71	\$12,655.00
STMSW31040	PARK ROAD	STS-450-CSP	450	1974	108.46	7.06	\$115,476.00
STMSW31041	PARK ROAD	STS-450-CSP	450	1974	40.19	7.06	\$42,785.00
STMSW31042	(blank)	STS-375-CSP	375	1991	227.53	41.41	\$233,972.00
STMSW31045	RAGLAN STREET	STS-375-CSP	375	1997	87.01	53.53	\$89,474.00
STMSW31046	RAGLAN STREET	STS-450-CSP	450	2002	35.15	63.63	\$37,420.00
STMSW31047	RAGLAN STREET	STS-375-CSP	375	2002	35.42	63.63	\$36,420.00
STMSW31048	SHANNON COURT	STS-300-CSP	300	2002	7.76	63.63	\$7,421.00
STMSW31049	SHANNON COURT	STS-375-CSP	375	2002	58.13	63.63	\$59,770.00
STMSW31050	RAGLAN STREET	STS-375-CSP	375	2002	154.49	63.63	\$158,857.00
STMSW31051	ERIE STREET	STS-375-CSP	375	2002	28.66	63.63	\$29,467.00
STMSW31052	ONTARIO STREET	STS-300-CSP	300	1994	10.47	47.47	\$10,016.00
STMSW31053	ONTARIO STREET	STS-450-CSP	450	2000	9.3	59.59	\$9,906.00
STMSW31056	ONTARIO STREET	STS-375-CSP	375	1994	65.17	47.47	\$67,017.00
STMSW31057	ONTARIO STREET	STS-450-CSP	450	1994	45.91	47.47	\$48,876.00
STMSW31060	ONTARIO STREET	STS-600	600	1994	60.12	85.95	\$77,533.00
STMSW31061	ONTARIO STREET	STS-600	600	1994	40.26	85.95	\$51,924.00
STMSW31062	ONTARIO STREET	STS-600	600	1994	35.14	85.95	\$45,319.00
STMSW31063	ONTARIO STREET	STS-600	600	1994	43.09	85.95	\$55,569.00
STMSW31070	ONTARIO STREET	STS-300-CSP	300	1994	26.6	47.47	\$25,454.00
STMSW31072	ONTARIO STREET	STS-300-CSP	300	1994	25.64	47.47	\$24,536.00
STMSW31073	RAGLAN STREET	STS-450-CSP	450	1994	16.08	47.47	\$17,124.00
STMSW31075	(blank)	STS-300	300	2008	12.99	93.51	\$12,427.00
STMSW31088	MAPLE STREET	STS-450	450	2008	12.14	93.51	\$12,925.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW31089	CAMERON STREET	STS-600	600	2008	97.72	93.51	\$126,024.00
STMSW31090	MAPLE STREET	STS-300	300	2008	22.92	93.51	\$21,930.00
STMSW31093	CAMERON STREET	STS-600	600	2008	28.7	93.51	\$37,008.00
STMSW31094	MAPLE STREET	STS-600	600	2008	51.84	93.51	\$66,857.00
STMSW31095	MAPLE STREET	STS-600	600	2008	58.24	93.51	\$75,106.00
STMSW31096	MAPLE STREET	STS-600	600	2008	145.2	93.51	\$187,246.00
STMSW31099	CAMERON STREET	STS-600	600	2008	90.81	93.51	\$117,109.00
STMSW31101	MAPLE STREET	STS-300	300	2008	13.91	93.51	\$13,307.00
STMSW31102	MAPLE STREET	STS-375	375	2008	1.92	93.51	\$1,976.00
STMSW31103	SIXTH STREET	STS-375	375	2008	21.44	93.51	\$22,044.00
STMSW31107	MAPLE STREET	STS-300	300	2008	50.88	93.51	\$48,686.00
STMSW31111	OAK STREET	STS-600	600	1980	13.62	76.5	\$17,564.00
STMSW31122	CEDAR STREET	STS-600	600	2008	49.1	93.51	\$63,313.00
STMSW31123	CEDAR STREET	STS-600	600	2008	44.73	93.51	\$57,688.00
STMSW31124	CEDAR STREET	STS-600	600	2008	27.28	93.51	\$35,174.00
STMSW31125	CEDAR STREET	STS-600	600	2008	62.99	93.51	\$81,229.00
STMSW31126	CEDAR STREET	STS-600	600	2008	15.97	93.51	\$20,597.00
STMSW31127	Second Street	STS-600	600	2008	47.38	93.51	\$61,100.00
STMSW31128	Second Street	STS-600	600	2008	54.43	93.51	\$70,197.00
STMSW31134	MINNESOTA STREET	STS-300	300	2006	83.01	92.43	\$79,420.00
STMSW31137	MINNESOTA STREET	STS-375	375	2006	27.39	92.43	\$28,166.00
STMSW31144	PRETTY RIVER PARKWAY	STS-300-CSP	300	2003	5.34	65.65	\$5,108.00
STMSW31145	ONTARIO STREET	STS-300-CSP	300	2003	13.89	65.65	\$13,286.00
STMSW31146	ALBERT STREET	STS-375-CSP	375	2003	8.87	65.65	\$9,124.00
STMSW31147	ALBERT STREET	STS-375-CSP	375	2003	13.49	65.65	\$13,870.00
STMSW31148	ALBERT STREET	STS-300-CSP	300	2003	13.71	65.65	\$13,115.00
STMSW31149	PRETTY RIVER PARKWAY	STS-600	600	2003	57.59	90.81	\$74,272.00
STMSW31150	PRETTY RIVER PARKWAY	STS-375-CSP	375	2003	65.65	65.65	\$67,512.00
STMSW31151	PRETTY RIVER PARKWAY	STS-375-CSP	375	2003	68.45	65.65	\$70,387.00
STMSW31152	PRETTY RIVER PARKWAY	STS-450-CSP	450	2003	2.8	65.65	\$2,981.00
STMSW31153	RAGLAN STREET	STS-300-CSP	300	2003	18.22	65.65	\$17,437.00
STMSW31154	PRETTY RIVER PARKWAY	STS-450-CSP	450	2003	17.45	65.65	\$18,581.00
STMSW31155	PRETTY RIVER PARKWAY	STS-450-CSP	450	2003	3.3	65.65	\$3,512.00
STMSW31156	ONTARIO STREET	STS-900	900	2003	62.28	90.81	\$102,585.00
STMSW31157	PRETTY RIVER PARKWAY	STS-600	600	2003	34.69	90.81	\$44,739.00
STMSW31158	PRETTY RIVER PARKWAY	STS-300-CSP	300	2003	9.55	65.65	\$9,139.00
STMSW31159	PRETTY RIVER PARKWAY	STS-300-CSP	300	2003	9.99	65.65	\$9,562.00
STMSW31160	PRETTY RIVER PARKWAY	STS-300-CSP	300	2003	18.22	65.65	\$17,428.00
STMSW31161	ALBERT STREET	STS-300-CSP	300	2003	4.22	65.65	\$4,042.00
STMSW31162	PRETTY RIVER PARKWAY	STS-450-CSP	450	2003	3.32	65.65	\$3,538.00
STMSW31163	PRETTY RIVER PARKWAY	STS-600	600	2003	2.5	90.81	\$3,229.00
STMSW31164	PRETTY RIVER PARKWAY	STS-450-CSP	450	2003	16.35	65.65	\$17,405.00
STMSW31165	PRETTY RIVER PARKWAY	STS-300-CSP	300	2003	9.88	65.65	\$9,451.00
STMSW31166	PRETTY RIVER PARKWAY	STS-300-CSP	300	2003	8.76	65.65	\$8,378.00
STMSW31167	PRETTY RIVER PARKWAY	STS-450-CSP	450	2003	8.34	65.65	\$8,877.00
STMSW31168	PRETTY RIVER PARKWAY	STS-600	600	2003	42.32	90.81	\$54,571.00
STMSW31169	PRETTY RIVER PARKWAY	STS-450-CSP	450	2003	47.49	65.65	\$50,567.00
STMSW31170	PRETTY RIVER PARKWAY	STS-300-CSP	300	2003	5.13	65.65	\$4,904.00
STMSW31171	PRETTY RIVER PARKWAY	STS-300-CSP	300	2003	21.03	65.65	\$20,124.00
STMSW31172	PRETTY RIVER PARKWAY	STS-300-CSP	300	2003	16.45	65.65	\$15,739.00
STMSW31173	PRETTY RIVER PARKWAY	STS-450-CSP	450	2003	20.33	65.65	\$21,641.00
STMSW31174	PRETTY RIVER PARKWAY	STS-450-CSP	450	2003	1.86	65.65	\$1,982.00
STMSW31175	PRETTY RIVER PARKWAY	STS-300-CSP	300	2003	3.81	65.65	\$3,649.00
STMSW31180	STE MARIE STREET	STS-375	375	2007	69.83	92.97	\$71,803.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW31181	GEORGE STREET	STS-375	375	2007	78.76	92.97	\$80,990.00
STMSW31182	STE MARIE STREET	STS-450	450	2007	75.69	92.97	\$80,588.00
STMSW31183	STE MARIE STREET	STS-450	450	2007	81	92.97	\$86,242.00
STMSW31186	TELFER ROAD	STS-300-CSP	300	2002	15.01	63.63	\$14,359.00
STMSW31187	TELFER ROAD	STS-900	825	2002	67.68	90.27	\$111,469.00
STMSW31194	TELFER ROAD	STS-900	825	2002	64.82	90.27	\$106,768.00
STMSW31196	TELFER ROAD	STS-450	450	2002	10.69	90.27	\$11,377.00
STMSW31197	TELFER ROAD	STS-900	825	2002	8	90.27	\$13,183.00
STMSW31198	TELFER ROAD	STS-750	750	2002	17.71	90.27	\$26,635.00
STMSW31199	TELFER ROAD	STS-600	600	2002	49.33	90.27	\$63,620.00
STMSW31207	TELFER ROAD	STS-450	450	2002	32.99	90.27	\$35,127.00
STMSW31208	TELFER ROAD	STS-600	600	2002	68.24	90.27	\$88,001.00
STMSW31209	TELFER ROAD	STS-450	450	2002	55.33	90.27	\$58,908.00
STMSW31210	TELFER ROAD	STS-450	450	2002	40.09	90.27	\$42,686.00
STMSW31211	TELFER ROAD	STS-300	300	2002	58.15	90.27	\$55,633.00
STMSW31212	PRETTY RIVER PARKWAY	STS-525	525	1973	92	68.33	\$101,184.00
STMSW31213	PRETTY RIVER PARKWAY	STS-300-CSP	300	1973	22.75	5.04	\$21,770.00
STMSW31214	TELFER ROAD	STS-600	600	2002	39.92	90.27	\$51,482.00
STMSW31216	TELFER ROAD	STS-450-CSP	450	2002	8.03	63.63	\$8,548.00
STMSW31247	High Street	STS-300-CSP	300	1969	5.1	1	\$0.00
STMSW31248	High Street	STS-300-CSP	300	1984	20.18	27.27	\$0.00
STMSW31249	FIFTH STREET	STS-375-CSP	375	1965	44.28	1	\$45,531.00
STMSW31250	SPRUCE STREET	STS-600-CSP	600	1989	17.01	37.37	\$21,939.00
STMSW31253	OAK STREET	STS-300-CSP	300	1950	12.28	1	\$11,751.00
STMSW31254	FIFTH STREET	STS-300-CSP	300	1950	19.91	1	\$19,053.00
STMSW31255	HURONTARIO STREET	STS-750	675	1967	51.49	61.33	\$77,446.00
STMSW31259	SIXTH STREET	STS-300	300	1972	42.96	67.17	\$41,105.00
STMSW31260	SIXTH STREET	STS-300	300	1972	60.51	67.17	\$57,894.00
STMSW31261	SIXTH STREET	STS-525	525	1968	81.97	62.5	\$90,155.00
STMSW31265	SIXTH STREET	STS-600	600	1972	89.81	67.17	\$115,815.00
STMSW31266	SIXTH STREET	STS-600	600	1972	94.11	67.17	\$121,368.00
STMSW31268	SIXTH STREET	STS-600	600	1972	34.54	67.17	\$44,547.00
STMSW31269	SIXTH STREET	STS-600	600	1972	20.84	67.17	\$26,871.00
STMSW31271	SIXTH STREET	STS-375	375	1971	120.85	66	\$124,274.00
STMSW31274	FOURTH STREET EAST	STS-900	900	1920	75.11	1	\$123,720.00
STMSW31278	HURONTARIO STREET	STS-900	900	1940	87.08	1	\$143,429.00
STMSW31280	FOURTH STREET	STS-525	525	1977	87.17	73	\$95,874.00
STMSW31282	HURONTARIO STREET	STS-750	750	1980	76.42	76.5	\$114,949.00
STMSW31283	FOURTH STREET	STS-450-CSP	450	1977	60.41	13.12	\$64,316.00
STMSW31284	OAK STREET	STS-450-CSP	400	2000	112.29	59.59	\$119,556.00
STMSW31286	SPRUCE STREET	STS-300-CSP	300	1974	20.34	7.06	\$19,463.00
STMSW31288	WATTS CRESCENT	STS-375	375	1977	41.7	73	\$42,883.00
STMSW31289	WATTS CRESCENT	STS-375	375	1977	52.86	73	\$54,354.00
STMSW31290	WATTS CRESCENT	STS-300	300	1990	25.19	83.78	\$24,104.00
STMSW31292	SPRUCE STREET	STS-600	600	1974	106.08	69.5	\$136,803.00
STMSW31294	SEVENTH STREET	STS-375-CSP	375	1989	63.19	37.37	\$64,976.00
STMSW31295	SPRUCE STREET	STS-375-CSP	375	1989	43.94	37.37	\$45,181.00
STMSW31296	SPRUCE STREET	STS-600	600	1974	11.7	69.5	\$15,086.00
STMSW31297	(blank)	STS-375-CSP	350	1967	12.1	1	\$12,437.00
STMSW31298	COURTICE CRESCENT	STS-375-CSP	350	1967	35.54	1	\$36,541.00
STMSW31299	COURTICE CRESCENT	STS-375-CSP	350	1967	12.12	1	\$12,460.00
STMSW31300	COURTICE CRESCENT	STS-375-CSP	350	1967	9.82	1	\$10,097.00
STMSW31301	COURTICE CRESCENT	STS-375-CSP	350	1967	11.65	1	\$11,984.00
STMSW31302	COURTICE CRESCENT	STS-375-CSP	350	1967	11.94	1	\$12,279.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW31303	(blank)	STS-375-CSP	350	1967	16.72	1	\$17,191.00
STMSW31304	(blank)	STS-375-CSP	350	1967	11.87	1	\$12,205.00
STMSW31305	(blank)	STS-375-CSP	350	1967	27.22	1	\$27,985.00
STMSW31306	(blank)	STS-375-CSP	350	1967	12.1	1	\$12,443.00
STMSW31307	(blank)	STS-375-CSP	350	1967	33.55	1	\$34,498.00
STMSW31308	(blank)	STS-375-CSP	350	1967	11.82	1	\$12,155.00
STMSW31309	(blank)	STS-375-CSP	350	1967	8.97	1	\$9,223.00
STMSW31310	COURTICE CRESCENT	STS-375-CSP	350	1967	16.14	1	\$16,596.00
STMSW31311	COURTICE CRESCENT	STS-375-CSP	350	1967	45.69	1	\$46,986.00
STMSW31312	COURTICE CRESCENT	STS-375-CSP	350	1967	12.51	1	\$12,863.00
STMSW31313	COURTICE CRESCENT	STS-375-CSP	350	1967	28.72	1	\$29,531.00
STMSW31314	SPRUCE STREET	STS-600	600	1974	10.77	69.5	\$13,884.00
STMSW31315	SPRUCE STREET	STS-600	600	1974	78.75	69.5	\$101,552.00
STMSW31316	SPRUCE STREET	STS-375-CSP	350	1967	29.98	1	\$30,832.00
STMSW31317	(blank)	STS-375-CSP	350	1967	27.3	1	\$28,071.00
STMSW31318	(blank)	STS-375-CSP	350	1967	12.29	1	\$12,641.00
STMSW31319	(blank)	STS-375-CSP	350	1967	11.96	1	\$12,300.00
STMSW31320	(blank)	STS-375-CSP	350	1967	12.16	1	\$12,506.00
STMSW31321	(blank)	STS-375-CSP	350	1967	12.07	1	\$12,409.00
STMSW31322	(blank)	STS-375-CSP	350	1967	53.41	1	\$54,920.00
STMSW31323	KELLS CRESCENT	STS-525	525	2005	6.59	91.89	\$7,244.00
STMSW31325	LONG LANE	STS-600	600	2005	117.79	91.89	\$151,901.00
STMSW31329	BARR STREET	STS-300	300	2006	3.15	92.43	\$3,009.00
STMSW31331	TELFER ROAD	STS-450-CSP	450	1988	67.32	35.35	\$71,677.00
STMSW31332	SMART COURT	STS-600-CSP	600	1985	10.7	29.29	\$13,792.00
STMSW31333	TESKEY COURT	STS-600-CSP	600	1985	52.56	29.29	\$67,779.00
STMSW31334	PARK ROAD	STS-450-CSP	400	1966	67.49	1	\$71,861.00
STMSW31335	PARK ROAD	STS-450-CSP	400	1966	24.19	1	\$25,755.00
STMSW31336	PARK ROAD	STS-450-CSP	400	1966	11.09	1	\$11,802.00
STMSW31337	PARK ROAD	STS-450-CSP	400	1966	79.69	1	\$84,843.00
STMSW31338	PARK ROAD	STS-450-CSP	400	1966	75.26	1	\$80,134.00
STMSW31339	PARK ROAD	STS-450-CSP	400	1966	40.87	1	\$43,517.00
STMSW31340	PARK ROAD	STS-450-CSP	400	1959	13.76	1	\$14,648.00
STMSW31341	FERGUSON ROAD	STS-450-CSP	400	1966	11.85	1	\$12,615.00
STMSW31342	FERGUSON ROAD	STS-450-CSP	400	1966	29.94	1	\$31,872.00
STMSW31343	FERGUSON ROAD	STS-450-CSP	400	1966	11.54	1	\$12,285.00
STMSW31344	FERGUSON ROAD	STS-450-CSP	400	1966	24.79	1	\$26,398.00
STMSW31345	FERGUSON ROAD	STS-450-CSP	400	1966	12.69	1	\$13,512.00
STMSW31346	FERGUSON ROAD	STS-450-CSP	400	1966	31.57	1	\$33,617.00
STMSW31347	(blank)	STS-450-CSP	400	1966	15.68	1	\$16,699.00
STMSW31348	FERGUSON ROAD	STS-300-CSP	300	1966	53.26	1	\$50,962.00
STMSW31349	FERGUSON ROAD	STS-300-CSP	300	1966	69.58	1	\$66,572.00
STMSW31350	FERGUSON ROAD	STS-450-CSP	400	1966	11.25	1	\$11,976.00
STMSW31351	FERGUSON ROAD	STS-450-CSP	400	1966	19.26	1	\$20,507.00
STMSW31352	FERGUSON ROAD	STS-450-CSP	400	1966	24.53	1	\$26,121.00
STMSW31353	OAK STREET	STS-300-CSP	300	1958	3.6	1	\$3,446.00
STMSW31354	High Street	STS-300	300	2007	6.4	92.97	\$6,124.00
STMSW31355	High Street	STS-300	300	2007	13.95	92.97	\$13,347.00
STMSW31356	High Street	STS-300	300	2007	57.01	92.97	\$54,544.00
STMSW31357	GRIFFIN ROAD	STS-300	300	2007	15.63	92.97	\$14,955.00
STMSW31358	GRIFFIN ROAD	STS-300	300	2007	20.94	92.97	\$20,036.00
STMSW31359	High Street	STS-300	300	2007	16.58	92.97	\$15,862.00
STMSW31360	High Street	STS-300	300	2007	14.02	92.97	\$13,418.00
STMSW31361	High Street	STS-300	300	2007	113.97	92.97	\$109,047.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW31363	CHAMBERLAIN CRESCENT	STS-300	300	2007	9.1	92.97	\$8,710.00
STMSW31364	High Street	STS-300	300	2012	14.96	95.68	\$14,312.00
STMSW31365	High Street	STS-300	300	2012	89.16	95.68	\$85,307.00
STMSW31366	High Street	STS-300	300	2012	19.2	95.68	\$18,371.00
STMSW31367	High Street	STS-300	300	2012	6.01	95.68	\$5,746.00
STMSW31368	High Street	STS-450	450	2012	57.65	95.68	\$61,380.00
STMSW31369	High Street	STS-300	300	2012	18.9	95.68	\$18,082.00
STMSW31370	High Street	STS-300	300	2012	6.91	95.68	\$6,611.00
STMSW31371	High Street	STS-525	525	2012	11.87	95.68	\$13,055.00
STMSW31372	High Street	STS-525	525	2012	39.38	95.68	\$43,309.00
STMSW31373	(blank)	STS-300	300	2012	15.86	95.68	\$15,177.00
STMSW31374	SIXTH STREET	STS-300	300	2012	13.45	95.68	\$12,869.00
STMSW31375	SIXTH STREET	STS-300	300	2012	13.32	95.68	\$12,740.00
STMSW31376	SIXTH STREET	STS-300	300	2012	9.76	95.68	\$9,341.00
STMSW31378	FIFTH STREET	STS-525	525	2012	56.6	95.68	\$62,248.00
STMSW31379	FIFTH STREET	STS-525	525	2012	2.14	95.68	\$2,352.00
STMSW31380	High Street	STS-300-CSP	300	1981	18.78	21.2	\$0.00
STMSW31381	High Street	STS-300-CSP	300	1981	19.16	21.2	\$0.00
STMSW31382	High Street	STS-600	600	2007	16.54	92.97	\$21,335.00
STMSW31383	(blank)	STS-450-CSP	400	1973	47.23	5.04	\$50,286.00
STMSW31384	CAMPBELL STREET	STS-450-CSP	400	1973	30.48	5.04	\$0.00
STMSW31385	CAMPBELL STREET	STS-450-CSP	400	1973	28.83	5.04	\$0.00
STMSW31386	CAMPBELL STREET	STS-450-CSP	400	1973	19.35	5.04	\$0.00
STMSW31387	CAMPBELL STREET	STS-450-CSP	400	1973	17.06	5.04	\$18,160.00
STMSW31389	CAMPBELL STREET	STS-300-CSP	300	1973	99.75	5.04	\$95,438.00
STMSW31390	CAMPBELL STREET	STS-300-CSP	300	1973	12.77	5.04	\$12,215.00
STMSW31393	BROCK CRESCENT	STS-300-CSP	300	1972	6.92	3.02	\$6,624.00
STMSW31394	BROCK CRESCENT	STS-300-CSP	300	1972	9.23	3.02	\$8,826.00
STMSW31395	BROCK CRESCENT	STS-300-CSP	300	1972	32.39	3.02	\$30,991.00
STMSW31396	BROCK CRESCENT	STS-300-CSP	300	1972	13.89	3.02	\$13,290.00
STMSW31397	BROCK CRESCENT	STS-300-CSP	300	1972	9.85	3.02	\$9,427.00
STMSW31398	BROCK CRESCENT	STS-300-CSP	300	1972	63.31	3.02	\$60,575.00
STMSW31399	BROCK CRESCENT	STS-300-CSP	300	1972	29.43	3.02	\$28,157.00
STMSW31400	BROCK CRESCENT	STS-450-CSP	400	1972	60.96	3.02	\$64,904.00
STMSW31401	(blank)	STS-300-CSP	300	1972	27.98	3.02	\$26,769.00
STMSW31402	BROCK CRESCENT	STS-450-CSP	400	1972	71.51	3.02	\$76,132.00
STMSW31403	BROCK CRESCENT	STS-300-CSP	300	1972	34.76	3.02	\$33,260.00
STMSW31404	BROCK CRESCENT	STS-300-CSP	300	1972	21.33	3.02	\$20,411.00
STMSW31405	(blank)	STS-300-CSP	300	1972	20.33	3.02	\$19,449.00
STMSW31406	(blank)	STS-300-CSP	300	1972	12.31	3.02	\$11,781.00
STMSW31407	(blank)	STS-300-CSP	300	1972	7	3.02	\$6,699.00
STMSW31408	(blank)	STS-300-CSP	300	1972	13.58	3.02	\$12,997.00
STMSW31409	(blank)	STS-300-CSP	300	1972	22.68	3.02	\$21,704.00
STMSW31410	(blank)	STS-300-CSP	300	1972	14.45	3.02	\$13,829.00
STMSW31411	(blank)	STS-300-CSP	300	1972	6	3.02	\$5,739.00
STMSW31412	(blank)	STS-300-CSP	300	1972	6.39	3.02	\$6,111.00
STMSW31413	(blank)	STS-300-CSP	300	1972	19.39	3.02	\$18,550.00
STMSW31414	(blank)	STS-300-CSP	300	1972	5.82	3.02	\$5,572.00
STMSW31415	(blank)	STS-300-CSP	300	1972	49.73	3.02	\$47,582.00
STMSW31416	BROCK CRESCENT	STS-300-CSP	300	1972	12.29	3.02	\$11,754.00
STMSW31417	BROCK CRESCENT	STS-300-CSP	300	1972	13.18	3.02	\$12,613.00
STMSW31418	LOCKHART ROAD	STS-300-CSP	300	1972	8.52	3.02	\$8,156.00
STMSW31419	BRYAN COURT	STS-300-CSP	300	1971	10.4	1	\$9,952.00
STMSW31420	LOCKHART ROAD	STS-300-CSP	300	1971	8.4	1	\$8,035.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW31421	BROCK CRESCENT	STS-300-CSP	300	1972	11.73	3.02	\$11,218.00
STMSW31424	BRYAN COURT	STS-450-CSP	400	1968	13.3	1	\$14,157.00
STMSW31425	BRYAN DRIVE	STS-450-CSP	400	1968	65.15	1	\$69,368.00
STMSW31426	BRYAN DRIVE	STS-450-CSP	400	1968	66.22	1	\$70,503.00
STMSW31427	BRYAN DRIVE	STS-450-CSP	400	1968	41.34	1	\$44,016.00
STMSW31428	BRYAN DRIVE	STS-450-CSP	400	1968	22.02	1	\$23,448.00
STMSW31429	BRYAN DRIVE	STS-450-CSP	400	1968	20.62	1	\$21,957.00
STMSW31430	BRYAN DRIVE	STS-450-CSP	400	1968	23.5	1	\$25,025.00
STMSW31431	BRYAN DRIVE	STS-450-CSP	400	1968	22.62	1	\$24,082.00
STMSW31432	BRYAN DRIVE	STS-450-CSP	400	1968	21.8	1	\$23,208.00
STMSW31433	BRYAN DRIVE	STS-450-CSP	400	1968	24.48	1	\$26,067.00
STMSW31434	(blank)	STS-300-CSP	300	1968	6.09	1	\$5,827.00
STMSW31435	(blank)	STS-450-CSP	400	1968	19.33	1	\$20,579.00
STMSW31436	(blank)	STS-300-CSP	300	1968	8.95	1	\$8,564.00
STMSW31437	(blank)	STS-450-CSP	400	1968	18.57	1	\$19,776.00
STMSW31438	BRYAN DRIVE	STS-450-CSP	400	1968	44.33	1	\$47,197.00
STMSW31439	BRYAN DRIVE	STS-450-CSP	400	1968	78.1	1	\$83,150.00
STMSW31440	BRYAN DRIVE	STS-450-CSP	400	1968	42.92	1	\$45,698.00
STMSW31441	BRYAN DRIVE	STS-450-CSP	400	1968	14.36	1	\$15,285.00
STMSW31442	BRYAN DRIVE	STS-450-CSP	400	1968	36.87	1	\$39,258.00
STMSW31444	(blank)	STS-375-CSP	375	1972	26.07	3.02	\$0.00
STMSW31445	(blank)	STS-375-CSP	375	1972	6.22	3.02	\$0.00
STMSW31446	(blank)	STS-375-CSP	375	1972	5.22	3.02	\$0.00
STMSW31447	(blank)	STS-375-CSP	375	1972	5.48	3.02	\$0.00
STMSW31448	(blank)	STS-375-CSP	375	1972	12.31	3.02	\$0.00
STMSW31449	(blank)	STS-375-CSP	375	1972	11.39	3.02	\$0.00
STMSW31450	(blank)	STS-375-CSP	375	1972	32.19	3.02	\$0.00
STMSW31459	CRANBERRY SURF	STS-525	500	1972	87.01	67.17	\$95,689.00
STMSW31460	BALSAM STREET	STS-300-CSP	300	1966	5.32	1	\$0.00
STMSW31461	BALSAM STREET	STS-300-CSP	300	1966	13.93	1	\$0.00
STMSW31462	BALSAM STREET	STS-300-CSP	300	1970	14.07	1	\$0.00
STMSW31463	BALSAM STREET	STS-300-CSP	300	1970	4.94	1	\$0.00
STMSW31464	BALSAM STREET	STS-300-CSP	300	1970	5.5	1	\$0.00
STMSW31465	BALSAM STREET	STS-300-CSP	300	1970	9.44	1	\$0.00
STMSW31466	BALSAM STREET	STS-300-CSP	300	1970	13.96	1	\$0.00
STMSW31467	BALSAM STREET	STS-300-CSP	300	1970	5.17	1	\$0.00
STMSW31468	BALSAM STREET	STS-300-CSP	300	1970	2.91	1	\$0.00
STMSW31469	BALSAM STREET	STS-300-CSP	300	1970	13.92	1	\$0.00
STMSW31470	BALSAM STREET	STS-300-CSP	300	1970	3.66	1	\$0.00
STMSW31471	BALSAM STREET	STS-300-CSP	300	1970	6.23	1	\$0.00
STMSW31472	BALSAM STREET	STS-300-CSP	300	1970	7.49	1	\$0.00
STMSW31473	BALSAM STREET	STS-300-CSP	300	1970	13.87	1	\$0.00
STMSW31474	BALSAM STREET	STS-600	600	1970	17.22	64.83	\$22,211.00
STMSW31475	OLD MOUNTAIN ROAD	STS-300-CSP	300	1966	5.71	1	\$5,465.00
STMSW31476	MOUNTAIN ROAD	STS-750	750	1966	93.89	60.17	\$141,226.00
STMSW31477	MOUNTAIN ROAD	STS-750	750	1966	57.88	60.17	\$87,060.00
STMSW31478	MOUNTAIN ROAD	STS-600	600	1966	5.07	60.17	\$6,532.00
STMSW31479	OLD MOUNTAIN ROAD	STS-450	450	1966	36.08	60.17	\$38,413.00
STMSW31480	OLD MOUNTAIN ROAD	STS-600	600	1966	38.65	60.17	\$49,838.00
STMSW31481	OLD MOUNTAIN ROAD	STS-600	600	1966	6.17	60.17	\$7,952.00
STMSW31486	OLD MOUNTAIN ROAD	STS-600	600	2006	14	92.43	\$18,054.00
STMSW31487	SHERWOOD STREET	STS-375	375	2002	18.68	90.27	\$19,210.00
STMSW31488	ALYSSA DRIVE	STS-375	375	2002	4.23	90.27	\$4,353.00
STMSW31489	ALYSSA DRIVE	STS-375	375	2002	8.46	90.27	\$8,696.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW31490	CONNOR AVENUE	STS-375	375	2004	7.94	91.35	\$8,166.00
STMSW31491	CONNOR AVENUE	STS-375	375	2004	2.89	91.35	\$2,970.00
STMSW31492	CONNOR AVENUE	STS-375	375	2004	1.85	91.35	\$1,904.00
STMSW31493	CONNOR AVENUE	STS-375	375	2004	1.51	91.35	\$1,551.00
STMSW31494	CONNOR AVENUE	STS-375	375	2004	1.33	91.35	\$1,370.00
STMSW31495	CONNOR AVENUE	STS-375	375	2002	0.87	90.27	\$898.00
STMSW31496	CONNOR AVENUE	STS-375	375	2002	0.5	90.27	\$514.00
STMSW31497	ALYSSA DRIVE	STS-375	375	2002	8.29	90.27	\$8,526.00
STMSW31498	ALYSSA DRIVE	STS-375	375	2002	1.97	90.27	\$2,023.00
STMSW31499	CONNOR AVENUE	STS-375	375	2004	2.12	91.35	\$2,178.00
STMSW31500	CONNOR AVENUE	STS-375	375	2004	1.59	91.35	\$1,633.00
STMSW31501	KAYLA CRESCENT	STS-375	375	2011	2	95.14	\$2,056.00
STMSW31502	CULLEN COURT	STS-375	375	2002	8.59	90.27	\$8,830.00
STMSW31503	ALYSSA DRIVE	STS-375	375	2002	7.75	90.27	\$7,972.00
STMSW31504	ALYSSA DRIVE	STS-375	375	2002	1.16	90.27	\$1,192.00
STMSW31505	KAYLA CRESCENT	STS-375	375	2011	2	95.14	\$2,056.00
STMSW31506	CONNOR AVENUE	STS-375	375	2004	0.76	91.35	\$778.00
STMSW31507	ALYSSA DRIVE	STS-375	375	2002	1.39	90.27	\$1,431.00
STMSW31508	BROOKE AVENUE	STS-375	375	2006	7.57	92.43	\$7,780.00
STMSW31509	BROOKE AVENUE	STS-375	375	2002	0.85	90.27	\$875.00
STMSW31510	BROOKE AVENUE	STS-375	375	2002	7.92	90.27	\$8,146.00
STMSW31511	BROOKE AVENUE	STS-375	375	2002	5.04	90.27	\$5,178.00
STMSW31512	BROOKE AVENUE	STS-375	375	2006	2.78	92.43	\$2,858.00
STMSW31513	CONNOR AVENUE	STS-375	375	2006	7.85	92.43	\$8,072.00
STMSW31514	STE MARIE STREET	STS-450-CSP	450	1968	50.28	1	\$53,532.00
STMSW31530	CAMPBELL STREET	STS-300-CSP	300	1972	48.86	3.02	\$46,746.00
STMSW31531	CAMPBELL STREET	STS-450-CSP	400	1972	3.97	3.02	\$4,224.00
STMSW31556	NAPIER STREET	STS-450-CSP	450	1950	10.64	1	\$11,332.00
STMSW31557	Elm Street	STS-300-CSP	300	1964	8.39	1	\$0.00
STMSW31614	RIVER RUN	STS-450-CSP	450	2003	43.78	65.65	\$46,613.00
STMSW31617	RIVER RUN	STS-450-CSP	450	2003	47.15	65.65	\$50,198.00
STMSW31629	High Street	STS-450	450	2005	29.59	91.89	\$31,504.00
STMSW31637	(blank)	STS-300	300	2005	28.82	91.89	\$27,578.00
STMSW31644	High Street	STS-300-CSP	300	1969	14.47	1	\$0.00
STMSW31645	High Street	STS-600-CSP	600	1964	7.31	1	\$9,426.00
STMSW31646	BALSAM STREET	STS-525-CSP	500	1964	16.54	1	\$18,190.00
STMSW31648	FIRST STREET	STS-300-CSP	300	2000	18.51	59.59	\$17,714.00
STMSW31649	OAK STREET	STS-300-CSP	300	1958	26.26	1	\$25,125.00
STMSW31650	OAK STREET	STS-300-CSP	300	1958	21.81	1	\$20,865.00
STMSW31651	OAK STREET	STS-300-CSP	300	1958	26.85	1	\$25,688.00
STMSW31652	OAK STREET	STS-450-CSP	400	1958	71.75	1	\$76,396.00
STMSW31653	OAK STREET	STS-450-CSP	400	1958	2.98	1	\$3,173.00
STMSW31654	OAK STREET	STS-450-CSP	400	1958	28.71	1	\$30,566.00
STMSW31655	OAK STREET	STS-450-CSP	400	1958	36.61	1	\$38,977.00
STMSW31656	OAK STREET	STS-450-CSP	400	1958	36.37	1	\$38,718.00
STMSW31657	OAK STREET	STS-450-CSP	400	1958	3.63	1	\$3,863.00
STMSW31658	PARK ROAD	STS-450-CSP	450	1966	21.55	1	\$22,942.00
STMSW31659	CAMERON STREET	STS-450-CSP	450	1966	43.37	1	\$46,172.00
STMSW31660	CAMERON STREET	STS-300-CSP	300	1959	10.8	1	\$10,330.00
STMSW31661	CAMERON STREET	STS-450-CSP	400	1959	31.77	1	\$33,820.00
STMSW31666	SEVENTH STREET	STS-750-CSP	675	1974	89.09	7.06	\$134,003.00
STMSW31667	SEVENTH STREET	STS-750	675	1974	48.84	69.5	\$73,465.00
STMSW31669	SPRUCE STREET	STS-375-CSP	375	1967	77.78	1	\$79,981.00
STMSW31670	SPRUCE STREET	STS-375-CSP	375	1967	11.82	1	\$12,151.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW31671	SPRUCE STREET	STS-375-CSP	375	1967	48.7	1	\$50,074.00
STMSW31672	SPRUCE STREET	STS-375-CSP	375	1967	42.34	1	\$43,540.00
STMSW31673	GIBBARD CRESCENT	STS-375-CSP	375	1967	28.25	1	\$29,048.00
STMSW31674	GIBBARD CRESCENT	STS-375-CSP	375	1967	12.33	1	\$12,678.00
STMSW31678	COLLINS STREET	STS-300	300	2007	119.24	92.97	\$114,086.00
STMSW31683	MARKET STREET	STS-300	300	2010	6.26	94.59	\$5,985.00
STMSW31684	MARKET STREET	STS-300	300	2010	9.08	94.59	\$8,692.00
STMSW31690	ST PAUL STREET	STS-300	300	2009	63.34	94.05	\$60,608.00
STMSW31700	SIMCOE STREET	STS-1050	1050	2007	120.49	92.97	\$245,452.00
STMSW31706	SIMCOE STREET	STS-750	750	2007	60.52	92.97	\$91,033.00
STMSW31735	Second Street	STS-375-CSP	375	1982	23.14	23.22	\$23,793.00
STMSW31748	HURONTARIO STREET	STS-300-CSP	275	1980	5.7	19.18	\$5,452.00
STMSW31749	HURONTARIO STREET	STS-300-CSP	275	1980	17.07	19.18	\$16,328.00
STMSW31750	HURONTARIO STREET	STS-300-CSP	275	1980	22.84	19.18	\$21,849.00
STMSW31751	HURONTARIO STREET	STS-300-CSP	275	1980	29.81	19.18	\$28,524.00
STMSW31752	HURONTARIO STREET	STS-300-CSP	275	1980	5.16	19.18	\$4,941.00
STMSW31753	HURONTARIO STREET	STS-300-CSP	275	1980	13.24	19.18	\$12,665.00
STMSW31754	HURONTARIO STREET	STS-300-CSP	275	1980	19.06	19.18	\$18,232.00
STMSW31755	HURONTARIO STREET	STS-300-CSP	275	1980	11.84	19.18	\$11,332.00
STMSW31756	HURONTARIO STREET	STS-300-CSP	275	1980	19.05	19.18	\$18,225.00
STMSW31757	HURONTARIO STREET	STS-300-CSP	275	1980	11.13	19.18	\$10,647.00
STMSW31758	HURONTARIO STREET	STS-300-CSP	275	1980	5.92	19.18	\$5,659.00
STMSW31759	HURONTARIO STREET	STS-300-CSP	275	1980	12.58	19.18	\$12,035.00
STMSW31760	HURONTARIO STREET	STS-300-CSP	275	1980	11.26	19.18	\$10,772.00
STMSW31761	HURONTARIO STREET	STS-300-CSP	275	1980	5.74	19.18	\$5,493.00
STMSW31762	HURONTARIO STREET	STS-300-CSP	275	1980	12.71	19.18	\$12,156.00
STMSW31763	HURONTARIO STREET	STS-300-CSP	275	1980	11.59	19.18	\$11,089.00
STMSW31764	HURONTARIO STREET	STS-300-CSP	275	1980	11.61	19.18	\$11,107.00
STMSW31765	HURONTARIO STREET	STS-300-CSP	275	1980	19.23	19.18	\$18,397.00
STMSW31808	BALSAM STREET	STS-300-CSP	300	1964	8.71	1	\$0.00
STMSW31809	BALSAM STREET	STS-300-CSP	300	1964	6.51	1	\$0.00
STMSW31810	BALSAM STREET	STS-300-CSP	300	1964	11.39	1	\$0.00
STMSW31811	SPRUCE STREET	STS-300-CSP	300	1964	24.42	1	\$23,368.00
STMSW31812	SPRUCE STREET	STS-1050	1050	1964	14.21	57.83	\$28,949.00
STMSW31813	HICKORY STREET	STS-1350	1350	1964	11.11	57.83	\$31,613.00
STMSW31819	Second Street	STS-750	675	1991	64.05	84.32	\$96,332.00
STMSW31824	Second Street	STS-600	600	1991	61.94	84.32	\$79,873.00
STMSW31825	Second Street	STS-600	600	1991	58.19	84.32	\$75,041.00
STMSW31828	Second Street	STS-450	450	2010	16.72	94.59	\$17,805.00
STMSW31831	BEECH STREET	STS-600	600	1988	58.98	82.7	\$76,063.00
STMSW31835	MAPLE STREET	STS-375-CSP	375	1974	6.96	7.06	\$7,161.00
STMSW31838	ONTARIO STREET	STS-750	675	1979	60.72	75.33	\$91,332.00
STMSW31856	MAPLE STREET	STS-450-CSP	450	1992	13.31	43.43	\$14,172.00
STMSW31872	HURON STREET	STS-750	750	1920	5.66	1	\$8,507.00
STMSW31875	HURON STREET	STS-1350	1350	1920	34.16	1	\$97,173.00
STMSW31876	ST PAUL STREET	STS-900	900	1974	31.66	69.5	\$52,141.00
STMSW31878	HURON STREET	STS-900	900	1974	15.01	69.5	\$24,721.00
STMSW31881	MAPLE STREET	STS-450-CSP	450	1992	20.02	43.43	\$21,316.00
STMSW31922	MINNESOTA STREET	STS-450	450	2006	46.44	92.43	\$49,439.00
STMSW31923	MINNESOTA STREET	STS-300	300	2006	21.52	92.43	\$20,592.00
STMSW31950	THIRD STREET	STS-600	600	2008	45.08	93.51	\$58,131.00
STMSW31952	Second Street	STS-450-CSP	400	2008	45.89	75.76	\$48,857.00
STMSW31953	SHERWOOD STREET	STS-375	375	2010	13.39	94.59	\$13,766.00
STMSW31954	BROOKE AVENUE	STS-450	450	2011	10.03	95.14	\$10,683.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW31955	KAYLA CRESCENT	STS-300	300	2011	12.59	95.14	\$12,046.00
STMSW31956	KAYLA CRESCENT	STS-450	450	2011	8.54	95.14	\$9,089.00
STMSW31957	KAYLA CRESCENT	STS-375	375	2011	1.41	95.14	\$1,445.00
STMSW31958	KAYLA CRESCENT	STS-375	375	2011	7.76	95.14	\$7,976.00
STMSW31959	CONNOR AVENUE	STS-375	375	2004	19.65	91.35	\$20,202.00
STMSW31960	DILLON DRIVE	STS-300	300	1984	7.89	80.54	\$7,550.00
STMSW31961	PRETTY RIVER PARKWAY	STS-300-CSP	300	2003	19.81	65.65	\$18,952.00
STMSW31962	PRETTY RIVER PARKWAY	STS-450-CSP	450	2003	12.93	65.65	\$13,769.00
STMSW31963	PRETTY RIVER PARKWAY	STS-525	525	2003	43.18	90.81	\$47,485.00
STMSW31964	PRETTY RIVER PARKWAY	STS-600	600	2003	59.35	90.81	\$76,533.00
STMSW31965	PRETTY RIVER PARKWAY	STS-900	900	2003	52.53	90.81	\$86,529.00
STMSW31966	PRETTY RIVER PARKWAY	STS-450-CSP	450	2003	15.79	65.65	\$16,807.00
STMSW31967	PRETTY RIVER PARKWAY	STS-450-CSP	450	2003	16.98	65.65	\$18,079.00
STMSW31969	NIAGARA STREET	STS-300-CSP	300	1970	10.91	1	\$10,437.00
STMSW31970	NIAGARA STREET	STS-300-CSP	300	1973	25.19	5.04	\$24,103.00
STMSW31971	HURON STREET	STS-750	675	1955	90.82	47.33	\$136,601.00
STMSW31972	HURON STREET	STS-1350	1350	2020	12.98	100	\$36,929.00
STMSW31973	HURON STREET	STS-1350	1350	2020	15.64	100	\$44,498.00
STMSW31974	HURON STREET	STS-300-CSP	300	1973	18.55	5.04	\$17,744.00
STMSW31975	NIAGARA STREET	STS-525	525	1973	79.92	68.33	\$87,891.00
STMSW31976	HURON STREET	STS-525	525	1973	82.26	68.33	\$90,473.00
STMSW31977	SUNSET COURT	STS-450-CSP	450	1990	97	39.39	\$103,275.00
STMSW31978	HURON STREET	STS-450-CSP	450	1970	18.04	1	\$19,210.00
STMSW31980	HURON STREET	STS-600	600	1955	82.67	47.33	\$106,606.00
STMSW31981	HURON STREET	STS-750	675	1950	9.17	26.14	\$13,785.00
STMSW31983	WALNUT STREET	STS-600	600	1980	13.88	76.5	\$17,902.00
STMSW31985	NINTH STREET	STS-1350	1350	1980	120.18	76.5	\$341,829.00
STMSW31986	NINTH STREET	STS-525-CSP	525	1965	54.92	1	\$60,403.00
STMSW31988	NINTH STREET	STS-1350	1250	1965	94.36	59	\$268,386.00
STMSW31989	(blank)	STS-450-CSP	450	1978	6.34	15.14	\$6,751.00
STMSW31990	OAK STREET	STS-1350	1250	1965	30.21	59	\$85,938.00
STMSW31991	TENTH STREET	STS-450-CSP	450	1978	269.42	15.14	\$286,847.00
STMSW31992	MASON ROAD	STS-525	500	2008	3.46	93.51	\$3,810.00
STMSW31993	CAMPBELL STREET	STS-525-CSP	500	1973	65.51	5.04	\$72,042.00
STMSW31994	CAMPBELL STREET	STS-900-CSP	900	1972	74.14	3.02	\$122,123.00
STMSW31995	TELFER ROAD	STS-600	600	1972	57.54	67.17	\$74,209.00
STMSW31996	TELFER ROAD	STS-300-CSP	300	1972	18.11	3.02	\$17,323.00
STMSW31997	CAMPBELL STREET	STS-600	600	1972	20.96	67.17	\$27,034.00
STMSW31998	CAMPBELL STREET	STS-900	900	1972	99.95	67.17	\$164,623.00
STMSW31999	TENTH STREET	STS-1350	1250	1965	168.16	59	\$478,311.00
STMSW32000	CAMERON STREET	STS-450-CSP	450	1969	303.37	1	\$323,001.00
STMSW32001	OAK STREET	STS-1350	1250	1978	161.9	74.17	\$460,506.00
STMSW32002	MAPLE STREET	STS-450	450	2008	17.79	93.51	\$18,937.00
STMSW32003	WALNUT STREET	STS-1500	1500	1979	127.5	75.33	\$417,359.00
STMSW32004	CAMERON STREET	STS-1350	1250	1977	108.04	73	\$307,318.00
STMSW32005	MASON ROAD	STS-900	900	1977	64.68	73	\$106,529.00
STMSW32006	RHONDA ROAD	STS-1350	1250	1977	129.46	73	\$368,225.00
STMSW32007	MASON ROAD	STS-1350	1250	1977	47.53	73	\$135,194.00
STMSW32009	FIFTH STREET	STS-300	300	2010	43.64	94.59	\$41,754.00
STMSW32010	FIFTH STREET	STS-300	300	2011	37.12	95.14	\$35,512.00
STMSW32011	BEECH STREET	STS-300	300	2010	73.08	94.59	\$69,918.00
STMSW32012	BEECH STREET	STS-375	375	2010	73.24	94.59	\$75,308.00
STMSW32013	BEECH STREET	STS-375	375	2010	61.1	94.59	\$62,824.00
STMSW32014	BEECH STREET	STS-450	450	2010	15.22	94.59	\$16,203.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW32015	MAPLE STREET	STS-300-CSP	300	1975	10.24	9.08	\$9,795.00
STMSW32016	FIFTH STREET	STS-300-CSP	300	1975	11.24	9.08	\$10,752.00
STMSW32017	FIFTH STREET	STS-300-CSP	300	1975	115.14	9.08	\$110,163.00
STMSW32019	THIRD STREET	STS-450	450	2010	65.83	94.59	\$70,085.00
STMSW32020	THIRD STREET	STS-600	600	1987	40.41	82.16	\$52,114.00
STMSW32021	THIRD STREET	STS-750	675	1987	35.6	82.16	\$53,541.00
STMSW32022	THIRD STREET	STS-525	525	1987	29.51	82.16	\$32,452.00
STMSW32023	PEEL STREET	STS-450-CSP	450	1994	89.71	47.47	\$95,509.00
STMSW32029	STE MARIE STREET	STS-375	375	2007	55.03	92.97	\$56,588.00
STMSW32030	HURONTARIO STREET	STS-300	300	2007	13.23	92.97	\$12,655.00
STMSW32031	BRYAN COURT	STS-600	600	1968	297.02	62.5	\$383,037.00
STMSW32034	HURONTARIO STREET	STS-300-CSP	300	1966	7.42	1	\$7,099.00
STMSW32035	HURONTARIO STREET	STS-450	400	1966	8.24	60.17	\$8,776.00
STMSW32038	ELIOTT AVENUE	STS-1050	1050	1980	88.75	76.5	\$180,795.00
STMSW32039	RIVER RUN	STS-300-CSP	300	2003	63.33	65.65	\$60,589.00
STMSW32043	BEECH STREET	STS-450	450	2010	65.92	94.59	\$70,180.00
STMSW32044	BEECH STREET	STS-450	450	2010	77.74	94.59	\$82,764.00
STMSW32045	BEECH STREET	STS-300	300	2010	35.23	94.59	\$33,712.00
STMSW32046	BEECH STREET	STS-450	450	2010	32.18	94.59	\$34,259.00
STMSW32047	ALYSSA DRIVE	STS-375	375	2011	15.64	95.14	\$16,079.00
STMSW32048	ALYSSA DRIVE	STS-375	375	2002	7.29	90.27	\$7,498.00
STMSW32049	ALYSSA DRIVE	STS-375	375	2011	12.03	95.14	\$12,367.00
STMSW32050	ALYSSA DRIVE	STS-375	375	2002	8.09	90.27	\$8,320.00
STMSW32051	CONNOR AVENUE	STS-375	375	2004	7.05	91.35	\$7,248.00
STMSW32052	CONNOR AVENUE	STS-375	375	2004	6.88	91.35	\$7,079.00
STMSW32053	CONNOR AVENUE	STS-375	375	2004	7.29	91.35	\$7,497.00
STMSW32054	CONNOR AVENUE	STS-375	375	2004	7.2	91.35	\$7,405.00
STMSW32055	CONNOR AVENUE	STS-375	375	2004	7.53	91.35	\$7,746.00
STMSW32056	CONNOR AVENUE	STS-375	375	2004	7.15	91.35	\$7,347.00
STMSW32057	ALYSSA DRIVE	STS-375	375	2002	15.95	90.27	\$16,402.00
STMSW32058	ALYSSA DRIVE	STS-375	375	2002	7.12	90.27	\$7,324.00
STMSW32061	CEDAR STREET	STS-375	375	2008	66.79	93.51	\$68,675.00
STMSW32063	CEDAR STREET	STS-375	375	2008	81.33	93.51	\$83,631.00
STMSW32065	CEDAR STREET	STS-450	450	2008	72.35	93.51	\$77,034.00
STMSW32066	CEDAR STREET	STS-375	375	2008	25.96	93.51	\$26,699.00
STMSW32069	CEDAR STREET	STS-525	525	2008	75	93.51	\$82,483.00
STMSW32070	WALNUT STREET	STS-300-CSP	300	1973	14.32	5.04	\$13,697.00
STMSW32071	WALNUT STREET	STS-300-CSP	300	1973	12.47	5.04	\$11,928.00
STMSW32072	THIRD STREET	STS-450-CSP	450	1973	86.31	5.04	\$91,894.00
STMSW32073	THIRD STREET	STS-450-CSP	450	1973	136.28	5.04	\$145,099.00
STMSW32076	THIRD STREET	STS-525	525	2008	68	93.51	\$74,784.00
STMSW32078	THIRD STREET	STS-600	600	2008	57.9	93.51	\$74,661.00
STMSW32079	CEDAR STREET	STS-600	600	2008	37.88	93.51	\$48,849.00
STMSW32080	THIRD STREET	STS-300	300	2008	35	93.51	\$33,487.00
STMSW32081	NETTLETON COURT	STS-450-CSP	450	1972	47.01	3.02	\$50,054.00
STMSW32082	NETTLETON COURT	STS-450-CSP	450	1972	39.5	3.02	\$42,051.00
STMSW32099	HIGHLANDS CRESCENT	STS-300-CSP	300	2002	83.16	63.63	\$79,567.00
STMSW32100	GEORGIAN MEADOWS DRIVE	STS-450-CSP	450	2002	30.33	63.63	\$32,287.00
STMSW32111	GEORGIAN MEADOWS DRIVE	STS-900	900	2002	40.09	90.27	\$66,031.00
STMSW32114	GEORGIAN MEADOWS DRIVE	STS-600	600	2002	41.54	90.27	\$53,575.00
STMSW32116	GEORGIAN MEADOWS DRIVE	STS-525	525	2002	46.89	90.27	\$51,571.00
STMSW32118	GEORGIAN MEADOWS DRIVE	STS-525	525	2002	89.44	90.27	\$98,368.00
STMSW32124	GEORGIAN MEADOWS DRIVE	STS-375-CSP	375	2002	80.34	63.63	\$82,608.00
STMSW32125	GEORGIAN MEADOWS DRIVE	STS-300-CSP	300	2002	56.78	63.63	\$54,324.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW32126	GEORGIAN MEADOWS DRIVE	STS-375-CSP	375	2002	92.72	63.63	\$95,346.00
STMSW32142	HIGHLANDS CRESCENT	STS-375-CSP	375	2002	101.83	63.63	\$104,712.00
STMSW32145	HIGHLANDS CRESCENT	STS-300-CSP	300	2002	83.08	63.63	\$79,490.00
STMSW32155	MARINA CRESCENT	STS-900	900	2002	86.8	90.27	\$142,962.00
STMSW32156	MARINA CRESCENT	STS-750	750	2002	21.81	90.27	\$32,807.00
STMSW32159	MARINA CRESCENT	STS-375-CSP	375	2002	101.11	63.63	\$103,968.00
STMSW32160	MARINA CRESCENT	STS-750	750	2002	45.73	90.27	\$68,775.00
STMSW32163	MARINA CRESCENT	STS-900	900	2002	103.5	90.27	\$170,468.00
STMSW32164	MARINA CRESCENT	STS-750	750	2002	9.14	90.27	\$13,749.00
STMSW32172	BIRCH STREET	STS-375	375	2006	47.22	92.43	\$48,560.00
STMSW32173	BIRCH STREET	STS-300	300	2006	63.25	92.43	\$60,520.00
STMSW32174	BEECH STREET	STS-300	300	2006	70.7	92.43	\$67,644.00
STMSW32203	NETTLETON COURT	STS-375-CSP	375	1972	66.3	3.02	\$68,171.00
STMSW32204	NETTLETON COURT	STS-375-CSP	375	1972	14.45	3.02	\$14,855.00
STMSW32205	SHEFFIELD CRESCENT	STS-450-CSP	450	1972	68.42	3.02	\$72,850.00
STMSW32206	DAWSON DRIVE	STS-750	750	1988	69.71	82.7	\$104,845.00
STMSW32207	High Street	STS-525-CSP	525	1981	47.56	21.2	\$52,302.00
STMSW32208	High Street	STS-300	300	2012	8.31	95.68	\$7,948.00
STMSW32209	FIFTH STREET	STS-525-CSP	525	1981	61.79	21.2	\$67,953.00
STMSW32210	High Street	STS-300-CSP	300	1981	18.73	21.2	\$0.00
STMSW32211	High Street	STS-600-CSP	600	1981	60.29	21.2	\$77,754.00
STMSW32212	High Street	STS-600-CSP	600	1981	60.71	21.2	\$78,285.00
STMSW32213	High Street	STS-300-CSP	300	1984	13.88	27.27	\$0.00
STMSW32214	High Street	STS-750-CSP	675	1984	58.7	27.27	\$88,285.00
STMSW32215	High Street	STS-600-CSP	600	1984	19.83	27.27	\$25,569.00
STMSW32216	High Street	STS-750-CSP	675	1984	35.78	27.27	\$53,811.00
STMSW32217	High Street	STS-300-CSP	300	1984	14.1	27.27	\$0.00
STMSW32218	High Street	STS-750-CSP	750	1984	62.81	27.27	\$94,468.00
STMSW32219	High Street	STS-300-CSP	300	1984	13.94	27.27	\$0.00
STMSW32220	High Street	STS-750	750	1984	59.41	80.54	\$89,356.00
STMSW32221	High Street	STS-300-CSP	300	1984	13.59	27.27	\$0.00
STMSW32222	High Street	STS-900	900	1984	51.28	80.54	\$84,468.00
STMSW32223	High Street	STS-300-CSP	300	1984	13.18	27.27	\$0.00
STMSW32224	High Street	STS-900	900	1984	45.9	80.54	\$75,608.00
STMSW32225	High Street	STS-900	825	1984	17.73	80.54	\$29,196.00
STMSW32226	High Street	STS-1050	1050	1984	37.46	80.54	\$76,302.00
STMSW32228	High Street	STS-1050	1050	1984	27.83	80.54	\$56,699.00
STMSW32229	High Street	STS-300-CSP	300	1984	16.03	27.27	\$0.00
STMSW32230	High Street	STS-1050	1050	1984	60.27	80.54	\$122,768.00
STMSW32231	High Street	STS-300-CSP	300	1984	18.79	27.27	\$0.00
STMSW32232	High Street	STS-1050	1050	1984	60.16	80.54	\$122,550.00
STMSW32234	High Street	STS-300-CSP	300	1984	18.99	27.27	\$0.00
STMSW32235	Second Street	STS-1050	1050	1969	50.67	63.67	\$103,216.00
STMSW32236	High Street	STS-1050	1050	1969	87.41	63.67	\$178,065.00
STMSW32237	High Street	STS-300-CSP	300	1969	14.69	1	\$0.00
STMSW32238	High Street	STS-600	550	1964	7.27	57.83	\$9,378.00
STMSW32239	FIRST STREET EXTENSION	STS-525	500	1964	10.27	57.83	\$11,295.00
STMSW32240	FIRST STREET	STS-300-CSP	300	1964	4.98	1	\$4,760.00
STMSW32241	FIRST STREET	STS-300-CSP	300	1964	10.12	1	\$9,682.00
STMSW32242	FIRST STREET	STS-300-CSP	300	1964	7.59	1	\$7,259.00
STMSW32243	FIRST STREET	STS-300-CSP	300	1964	18.1	1	\$17,315.00
STMSW32244	FIRST STREET	STS-1050-CSP	1050	1964	66.45	1	\$135,373.00
STMSW32245	Elm Street	STS-300-CSP	300	1967	24.41	1	\$23,352.00
STMSW32246	SPRUCE STREET	STS-300-CSP	300	1964	7.21	1	\$6,897.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW32247	SPRUCE STREET	STS-900-CSP	900	1989	54.82	37.37	\$90,294.00
STMSW32248	SPRUCE STREET	STS-1050-CSP	1050	1964	6.73	1	\$13,710.00
STMSW32249	SPRUCE STREET	STS-900-CSP	900	1989	29.44	37.37	\$48,482.00
STMSW32250	SPRUCE STREET	STS-900-CSP	900	1989	42.85	37.37	\$70,577.00
STMSW32251	SPRUCE STREET	STS-900-CSP	900	1989	151.4	37.37	\$249,363.00
STMSW32252	Second Street	STS-900-CSP	900	1989	16.75	37.37	\$27,596.00
STMSW32253	THIRD STREET	STS-600-CSP	600	1989	208.36	37.37	\$268,705.00
STMSW32254	FOURTH STREET	STS-600-CSP	600	1989	22.65	37.37	\$29,213.00
STMSW32255	SPRUCE STREET	STS-600-CSP	600	1989	35.2	37.37	\$45,399.00
STMSW32256	SPRUCE STREET	STS-600-CSP	600	1989	36.42	37.37	\$46,967.00
STMSW32257	SPRUCE STREET	STS-600-CSP	600	1989	60.24	37.37	\$77,687.00
STMSW32258	SPRUCE STREET	STS-600-CSP	600	1989	20.02	37.37	\$25,818.00
STMSW32259	WATTS CRESCENT	STS-600-CSP	600	1989	20.31	37.37	\$26,188.00
STMSW32260	FIFTH STREET	STS-600-CSP	600	1989	38.73	37.37	\$49,946.00
STMSW32261	SPRUCE STREET	STS-900-CSP	900	1989	102.4	37.37	\$168,666.00
STMSW32262	SPRUCE STREET	STS-900-CSP	900	1989	48.87	37.37	\$80,499.00
STMSW32263	FIRST STREET	STS-1350	1350	1964	67.92	57.83	\$193,192.00
STMSW32264	FIRST STREET	STS-300-CSP	300	1964	23.09	1	\$22,093.00
STMSW32267	KATHERINE STREET	STS-750	750	1968	29.75	62.5	\$44,744.00
STMSW32268	KATHERINE STREET	STS-750	750	1968	22.69	62.5	\$34,125.00
STMSW32269	KATHERINE STREET	STS-750	750	1968	10.89	62.5	\$16,381.00
STMSW32270	KATHERINE STREET	STS-750	750	1968	11.87	62.5	\$17,846.00
STMSW32271	BIRCH STREET	STS-300-CSP	300	1920	9.55	1	\$9,136.00
STMSW32273	FRANCES DRIVE	STS-525	525	2005	4.3	91.89	\$4,725.00
STMSW32274	MAIR MILLS DRIVE	STS-300	300	2005	51.75	91.89	\$49,512.00
STMSW32275	MAIR MILLS DRIVE	STS-375	375	2005	3.12	91.89	\$3,208.00
STMSW32276	MAIR MILLS DRIVE	STS-300	300	2005	7.29	91.89	\$6,974.00
STMSW32277	MAIR MILLS DRIVE	STS-375	375	2005	5.25	91.89	\$5,401.00
STMSW32278	MAIR MILLS DRIVE	STS-300	300	2005	12.83	91.89	\$12,276.00
STMSW32279	MAIR MILLS DRIVE	STS-300	300	2005	7.78	91.89	\$7,440.00
STMSW32280	HILL STREET	STS-300	300	2005	6.16	91.89	\$5,898.00
STMSW32281	HILL STREET	STS-300	300	2005	3.7	91.89	\$3,537.00
STMSW32282	FRANCES DRIVE	STS-300	300	2005	6.58	91.89	\$6,300.00
STMSW32283	MAIR MILLS DRIVE	STS-300	300	2005	4.9	91.89	\$4,685.00
STMSW32284	KELLS CRESCENT	STS-300	300	2005	60.23	91.89	\$57,623.00
STMSW32285	KELLS CRESCENT	STS-300	300	2005	8.55	91.89	\$8,183.00
STMSW32286	KELLS CRESCENT	STS-300	300	2005	67.79	91.89	\$64,862.00
STMSW32287	KELLS CRESCENT	STS-300	300	2005	9.6	91.89	\$9,186.00
STMSW32288	KELLS CRESCENT	STS-300	300	2005	6.64	91.89	\$6,348.00
STMSW32289	KELLS CRESCENT	STS-525	525	2005	17.69	91.89	\$19,460.00
STMSW32290	KELLS CRESCENT	STS-300	300	2005	9.87	91.89	\$9,446.00
STMSW32291	THOMAS DRIVE	STS-300	300	2005	6.22	91.89	\$5,948.00
STMSW32292	THOMAS DRIVE	STS-300	300	2005	2.35	91.89	\$2,247.00
STMSW32293	THOMAS DRIVE	STS-300	300	2005	4.21	91.89	\$4,027.00
STMSW32294	THOMAS DRIVE	STS-300	300	2005	8.14	91.89	\$7,784.00
STMSW32295	THOMAS DRIVE	STS-300	300	2005	7.29	91.89	\$6,977.00
STMSW32296	THOMAS DRIVE	STS-300	300	2005	7.84	91.89	\$7,500.00
STMSW32297	THOMAS DRIVE	STS-975	975	2005	4.7	91.89	\$8,397.00
STMSW32298	THOMAS DRIVE	STS-975	975	2005	17.33	91.89	\$30,957.00
STMSW32299	THOMAS DRIVE	STS-300	300	2005	3.48	91.89	\$3,328.00
STMSW32300	THOMAS DRIVE	STS-300	300	2005	8.33	91.89	\$7,969.00
STMSW32301	THOMAS DRIVE	STS-300	300	2005	33.11	91.89	\$31,681.00
STMSW32302	MAIR MILLS DRIVE	STS-300	300	2005	1	91.89	\$953.00
STMSW32303	MAIR MILLS DRIVE	STS-300	300	2005	3.97	91.89	\$3,799.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW32304	MAIR MILLS DRIVE	STS-300	300	2005	1.24	91.89	\$1,182.00
STMSW32305	MAIR MILLS DRIVE	STS-300	300	2005	4.73	91.89	\$4,529.00
STMSW32306	KELLS CRESCENT	STS-300	300	2005	3.56	91.89	\$3,405.00
STMSW32307	MAIR MILLS DRIVE	STS-300	300	2005	11.45	91.89	\$10,951.00
STMSW32308	MAIR MILLS DRIVE	STS-300	300	2005	2.21	91.89	\$2,118.00
STMSW32309	MAIR MILLS DRIVE	STS-525	525	2005	5.14	91.89	\$5,647.00
STMSW32310	HERITAGE DRIVE	STS-1500	1500	1950	167.26	26.14	\$547,496.00
STMSW32318	FINDLAY DRIVE	STS-450	450	2008	8.95	93.51	\$9,525.00
STMSW32323	FINDLAY DRIVE	STS-1350	1350	2008	7.85	93.51	\$22,331.00
STMSW32342	KELLS CRESCENT	STS-900	900	2005	23.65	91.89	\$38,952.00
STMSW32343	KELLS CRESCENT	STS-900	900	2005	9.09	91.89	\$14,970.00
STMSW32344	KELLS CRESCENT	STS-600	600	2005	18.76	91.89	\$24,190.00
STMSW32345	KELLS CRESCENT	STS-600	600	2005	22.1	91.89	\$28,505.00
STMSW32346	KELLS CRESCENT	STS-600	600	2005	106.98	91.89	\$137,955.00
STMSW32347	KELLS CRESCENT	STS-600	600	2005	85.96	91.89	\$110,854.00
STMSW32349	KELLS CRESCENT	STS-525	525	2005	104.79	91.89	\$115,246.00
STMSW32350	KELLS CRESCENT	STS-375	375	2005	102.76	91.89	\$105,664.00
STMSW32351	KELLS CRESCENT	STS-450	450	2005	107.7	91.89	\$114,665.00
STMSW32352	KELLS CRESCENT	STS-450	450	2005	5.75	91.89	\$6,119.00
STMSW32353	KELLS CRESCENT	STS-525	525	2005	111.25	91.89	\$122,353.00
STMSW32354	KELLS CRESCENT	STS-600	600	2005	18.49	91.89	\$23,845.00
STMSW32355	KELLS CRESCENT	STS-375	375	2005	56.12	91.89	\$57,708.00
STMSW32356	MAIR MILLS DRIVE	STS-750	675	2005	101.35	91.89	\$152,435.00
STMSW32357	HILL STREET	STS-300	300	2005	56.03	91.89	\$53,609.00
STMSW32358	HILL STREET	STS-375	375	2005	119.09	91.89	\$122,460.00
STMSW32359	MAIR MILLS DRIVE	STS-525	525	2005	102.31	91.89	\$112,519.00
STMSW32360	MAIR MILLS DRIVE	STS-900	825	2005	38.48	91.89	\$63,377.00
STMSW32361	MAIR MILLS DRIVE	STS-900	825	2005	44.53	91.89	\$73,337.00
STMSW32362	THOMAS DRIVE	STS-975	975	2005	32.35	91.89	\$57,775.00
STMSW32363	THOMAS DRIVE	STS-525	525	2005	24.09	91.89	\$26,495.00
STMSW32364	THOMAS DRIVE	STS-525	525	2005	74.17	91.89	\$81,572.00
STMSW32365	MAIR MILLS DRIVE	STS-300	300	2005	51.54	91.89	\$49,313.00
STMSW32366	SHERWOOD STREET	STS-300	300	2010	97.13	94.59	\$92,929.00
STMSW32367	SHERWOOD STREET	STS-375	375	2010	67.37	94.59	\$69,275.00
STMSW32368	SHERWOOD STREET	STS-300	300	2010	44.79	94.59	\$42,850.00
STMSW32369	SHERWOOD STREET	STS-300	300	2010	40.91	94.59	\$39,139.00
STMSW32370	SHERWOOD STREET	STS-300	300	2010	18.98	94.59	\$18,163.00
STMSW32371	KAYLA CRESCENT	STS-300	300	2011	55.36	95.14	\$52,965.00
STMSW32372	KAYLA CRESCENT	STS-300	300	2011	85.38	95.14	\$81,688.00
STMSW32373	KAYLA CRESCENT	STS-300	300	2011	53.56	95.14	\$51,247.00
STMSW32374	KAYLA CRESCENT	STS-300	300	2011	109.96	95.14	\$105,206.00
STMSW32375	KAYLA CRESCENT	STS-300	300	2011	12.03	95.14	\$11,513.00
STMSW32376	KAYLA CRESCENT	STS-300	300	2011	55.6	95.14	\$53,201.00
STMSW32377	KAYLA CRESCENT	STS-300	300	2011	10.36	95.14	\$9,911.00
STMSW32378	SHERWOOD STREET	STS-450	450	2011	77.9	95.14	\$82,942.00
STMSW32379	CONNOR AVENUE	STS-300	300	2004	64.29	91.35	\$61,510.00
STMSW32380	CONNOR AVENUE	STS-375	375	2004	21.41	91.35	\$22,015.00
STMSW32381	CONNOR AVENUE	STS-375	375	2004	62.26	91.35	\$64,018.00
STMSW32382	CONNOR AVENUE	STS-375	375	2004	22.04	91.35	\$22,663.00
STMSW32383	CONNOR AVENUE	STS-450	450	2004	72.1	91.35	\$76,767.00
STMSW32384	CONNOR AVENUE	STS-525	525	2004	40.95	91.35	\$45,035.00
STMSW32385	CONNOR AVENUE	STS-600	600	2004	61.04	91.35	\$78,722.00
STMSW32386	CONNOR AVENUE	STS-600	600	2004	110.63	91.35	\$142,663.00
STMSW32387	KAYLA CRESCENT	STS-375	375	2002	58.96	90.27	\$60,623.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW32388	ALYSSA DRIVE	STS-525	525	2002	9	90.27	\$9,903.00
STMSW32389	ALYSSA DRIVE	STS-600	600	2002	40.71	90.27	\$52,503.00
STMSW32390	ALYSSA DRIVE	STS-1200	1200	2002	58.62	90.27	\$147,916.00
STMSW32391	ALYSSA DRIVE	STS-1200	1200	2002	29.16	90.27	\$73,587.00
STMSW32392	SHERWOOD STREET	STS-1350	1350	2002	92.53	90.27	\$263,178.00
STMSW32393	CONNOR AVENUE	STS-1350	1350	2002	87.76	90.27	\$249,630.00
STMSW32394	BROOKE AVENUE	STS-1350	1350	2002	87.09	90.27	\$247,707.00
STMSW32395	GEORGIAN MEADOWS DRIVE	STS-1050	1050	2002	64.27	90.27	\$130,931.00
STMSW32396	GEORGIAN MEADOWS DRIVE	STS-1050	1050	2002	49.28	90.27	\$100,390.00
STMSW32397	BROOKE AVENUE	STS-375	375	2006	92.37	92.43	\$94,982.00
STMSW32398	BROOKE AVENUE	STS-1350	1350	2002	81.67	90.27	\$232,302.00
STMSW32399	BROOKE AVENUE	STS-1350	1350	2002	79.39	90.27	\$225,811.00
STMSW32400	BROOKE AVENUE	STS-1350	1350	2002	24.32	90.27	\$69,162.00
STMSW32401	BROOKE AVENUE	STS-1350	1350	2002	17.91	90.27	\$50,955.00
STMSW32402	BROOKE AVENUE	STS-750	675	2006	153.46	92.43	\$230,825.00
STMSW32403	BROOKE AVENUE	STS-375	375	2006	89.02	92.43	\$91,540.00
STMSW32404	GARBUTT CRESCENT	STS-600	600	2012	75.81	95.68	\$97,763.00
STMSW32405	GARBUTT CRESCENT	STS-525	525	2012	11.47	95.68	\$12,611.00
STMSW32406	GARBUTT CRESCENT	STS-525	525	2012	116.77	95.68	\$128,423.00
STMSW32407	FINDLAY DRIVE	STS-750	750	2008	110.07	93.51	\$165,550.00
STMSW32408	DANCE STREET	STS-750	750	2008	102.04	93.51	\$153,483.00
STMSW32409	GARBUTT CRESCENT	STS-600	600	2012	83.27	95.68	\$107,380.00
STMSW32410	GARBUTT CRESCENT	STS-525	525	2012	99.77	95.68	\$109,731.00
STMSW32411	FINDLAY DRIVE	STS-900	825	2008	46.69	93.51	\$76,900.00
STMSW32412	FINDLAY DRIVE	STS-450	450	2008	109.77	93.51	\$116,867.00
STMSW32413	LOCKERBIE CRESCENT	STS-900	900	2008	121.03	93.51	\$199,355.00
STMSW32414	CLARK STREET	STS-900	900	2008	99.82	93.51	\$164,409.00
STMSW32415	CLARK STREET	STS-750	750	2008	115.05	93.51	\$173,042.00
STMSW32416	LOCKERBIE CRESCENT	STS-600	600	2008	56.87	93.51	\$73,340.00
STMSW32417	SAUNDERS STREET	STS-300	300	2006	58.65	92.43	\$56,115.00
STMSW32418	SAUNDERS STREET	STS-450	450	2006	60.73	92.43	\$64,660.00
STMSW32419	SAUNDERS STREET	STS-450	450	2006	61.97	92.43	\$65,975.00
STMSW32420	SAUNDERS STREET	STS-600	600	2006	77.51	92.43	\$99,950.00
STMSW32421	SAUNDERS STREET	STS-375	375	2006	14.88	92.43	\$15,301.00
STMSW32422	FINDLAY DRIVE	STS-300	300	2006	7.25	92.43	\$6,939.00
STMSW32423	SAUNDERS STREET	STS-300	300	2006	4.96	92.43	\$4,743.00
STMSW32424	SAUNDERS STREET	STS-300	300	2006	3.91	92.43	\$3,742.00
STMSW32425	SAUNDERS STREET	STS-750	675	2006	43.71	92.43	\$65,747.00
STMSW32426	FINDLAY DRIVE	STS-375	375	2006	23.17	92.43	\$23,826.00
STMSW32427	FINDLAY DRIVE	STS-750	750	2006	122.2	92.43	\$183,798.00
STMSW32429	FINDLAY DRIVE	STS-750	750	2006	127.2	92.43	\$191,319.00
STMSW32430	FINDLAY DRIVE	STS-900	825	2006	114.19	92.43	\$188,076.00
STMSW32431	FINDLAY DRIVE	STS-900	900	2007	73.31	92.97	\$120,742.00
STMSW32432	FINDLAY DRIVE	STS-450	450	2006	46.01	92.43	\$48,982.00
STMSW32434	FINDLAY DRIVE	STS-375	375	2006	35.24	92.43	\$36,236.00
STMSW32435	FINDLAY DRIVE	STS-375	375	2007	48.13	92.97	\$49,492.00
STMSW32436	FINDLAY DRIVE	STS-300	300	2006	83.57	92.43	\$79,957.00
STMSW32437	FINDLAY DRIVE	STS-375	375	2006	71.99	92.43	\$74,027.00
STMSW32438	FINDLAY DRIVE	STS-375	375	2006	33.92	92.43	\$34,877.00
STMSW32439	FINDLAY DRIVE	STS-300	300	2006	66.86	92.43	\$63,968.00
STMSW32441	FINDLAY DRIVE	STS-300	300	2006	8.49	92.43	\$8,126.00
STMSW32442	FINDLAY DRIVE	STS-300	300	2006	7.15	92.43	\$6,843.00
STMSW32443	FINDLAY DRIVE	STS-300	300	2006	8.97	92.43	\$8,578.00
STMSW32444	FINDLAY DRIVE	STS-300	300	2006	7.18	92.43	\$6,866.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW32445	FINDLAY DRIVE	STS-300	300	2006	6.45	92.43	\$6,170.00
STMSW32446	FINDLAY DRIVE	STS-300	300	2006	7.26	92.43	\$6,950.00
STMSW32448	FINDLAY DRIVE	STS-300	300	2006	8.55	92.43	\$8,184.00
STMSW32449	SAUNDERS STREET	STS-300	300	2006	8.64	92.43	\$8,263.00
STMSW32450	SAUNDERS STREET	STS-375	375	2006	14.11	92.43	\$14,508.00
STMSW32451	SAUNDERS STREET	STS-300	300	2006	5.48	92.43	\$5,238.00
STMSW32452	SAUNDERS STREET	STS-300	300	2006	3.44	92.43	\$3,292.00
STMSW32453	SAUNDERS STREET	STS-300	300	2006	13.6	92.43	\$13,009.00
STMSW32454	SAUNDERS STREET	STS-300	300	2006	6.62	92.43	\$6,337.00
STMSW32455	SAUNDERS STREET	STS-300	300	2006	4.28	92.43	\$4,098.00
STMSW32456	SAUNDERS STREET	STS-300	300	2006	13.58	92.43	\$12,991.00
STMSW32457	SAUNDERS STREET	STS-300	300	2006	6.49	92.43	\$6,213.00
STMSW32459	SAUNDERS STREET	STS-300	300	2006	6.7	92.43	\$6,411.00
STMSW32460	SAUNDERS STREET	STS-300	300	2006	7.32	92.43	\$7,002.00
STMSW32461	HUGHES STREET	STS-300	300	2008	67.82	93.51	\$64,887.00
STMSW32462	HUGHES STREET	STS-300	300	2008	11.02	93.51	\$10,542.00
STMSW32463	HUGHES STREET	STS-450	450	2008	27.84	93.51	\$29,643.00
STMSW32464	HUGHES STREET	STS-450	450	2008	63.01	93.51	\$67,089.00
STMSW32465	HUGHES STREET	STS-525	525	2008	89.9	93.51	\$98,867.00
STMSW32466	HUGHES STREET	STS-600	600	2008	105.09	93.51	\$135,525.00
STMSW32467	HUGHES STREET	STS-750	675	2008	120.02	93.51	\$180,527.00
STMSW32468	ROBERTSON STREET	STS-300	300	2008	80.49	93.51	\$77,011.00
STMSW32469	ROBERTSON STREET	STS-375	375	2008	80.96	93.51	\$83,246.00
STMSW32470	ROBERTSON STREET	STS-450	450	2008	79.94	93.51	\$85,114.00
STMSW32471	ROBERTSON STREET	STS-600	600	2008	96.16	93.51	\$124,011.00
STMSW32472	COOPER STREET	STS-375	375	2008	90.06	93.51	\$92,607.00
STMSW32473	COOPER STREET	STS-525	525	2008	96.08	93.51	\$105,669.00
STMSW32474	COOPER STREET	STS-750	675	2008	116.23	93.51	\$174,817.00
STMSW32475	PORTLAND STREET	STS-900	855	2008	41.07	93.51	\$67,638.00
STMSW32484	HUGHES STREET	STS-750	750	2008	85.55	93.51	\$128,668.00
STMSW32487	COOPER STREET	STS-750	675	2008	85.9	93.51	\$129,195.00
STMSW32535	SILVER CRESCENT	STS-750	675	2007	5.17	92.97	\$7,772.00
STMSW32539	SILVER CRESCENT	STS-300	300	2007	17.42	92.97	\$16,664.00
STMSW32540	BARRINGTON TRAIL	STS-300	300	2007	48.77	92.97	\$46,663.00
STMSW32541	SILVER CRESCENT	STS-300	300	2007	7.73	92.97	\$7,393.00
STMSW32542	BARRINGTON TRAIL	STS-300	300	2007	9.33	92.97	\$8,931.00
STMSW32543	BARRINGTON TRAIL	STS-375	375	2007	68.7	92.97	\$70,639.00
STMSW32544	SILVER CRESCENT	STS-300	300	2007	50.03	92.97	\$47,869.00
STMSW32545	SILVER CRESCENT	STS-450	450	2007	20.91	92.97	\$22,263.00
STMSW32546	SILVER CRESCENT	STS-300	300	2007	51.5	92.97	\$49,274.00
STMSW32547	SILVER CRESCENT	STS-450	450	2007	54.24	92.97	\$57,749.00
STMSW32548	SILVER CRESCENT	STS-300	300	2007	48.77	92.97	\$46,665.00
STMSW32549	SILVER CRESCENT	STS-450	450	2007	23.37	92.97	\$24,878.00
STMSW32550	SILVER CRESCENT	STS-300	300	2007	50.64	92.97	\$48,449.00
STMSW32551	SILVER CRESCENT	STS-525	525	2007	21.77	92.97	\$23,947.00
STMSW32552	SILVER CRESCENT	STS-525	525	2007	92.63	92.97	\$101,877.00
STMSW32554	SILVER CRESCENT	STS-525	525	2007	5.97	92.97	\$6,569.00
STMSW32555	SILVER CRESCENT	STS-750	675	2007	47.85	92.97	\$71,974.00
STMSW32556	SILVER CRESCENT	STS-450	450	2007	28	92.97	\$29,812.00
STMSW32557	SILVER CRESCENT	STS-450	450	2007	60.06	92.97	\$63,947.00
STMSW32558	SILVER CRESCENT	STS-300	300	2007	46.28	92.97	\$44,277.00
STMSW32559	SILVER CREEK DRIVE	STS-375	375	2007	106.38	92.97	\$109,392.00
STMSW32560	SILVER CREEK DRIVE	STS-300	300	2007	25.15	92.97	\$24,064.00
STMSW32562	BARRINGTON TRAIL	STS-300	300	2007	47.68	92.97	\$45,620.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW32570	WHEELHOUSE CRESCENT	STS-600	600	2008	4.57	93.51	\$5,895.00
STMSW32587	MAPLE STREET	STS-525	525	2005	57.14	91.89	\$62,840.00
STMSW32599	MAPLE STREET	STS-600	600	2008	19.69	93.51	\$25,396.00
STMSW32600	NORTH MAPLE STREET	STS-525	525	2008	55.28	93.51	\$60,796.00
STMSW32601	NORTH MAPLE STREET	STS-450	450	2008	45.61	93.51	\$48,558.00
STMSW32602	NORTH MAPLE STREET	STS-450	450	2008	24.82	93.51	\$26,422.00
STMSW32605	NORTH MAPLE STREET	STS-300	300	2008	7.05	93.51	\$6,745.00
STMSW32606	NORTH MAPLE STREET	STS-300	300	2008	49.56	93.51	\$47,417.00
STMSW32607	WHEELHOUSE CRESCENT	STS-375	375	2008	77.38	93.51	\$79,572.00
STMSW32608	WHEELHOUSE CRESCENT	STS-300	300	0	7.74	1	\$0.00
STMSW32609	WHEELHOUSE CRESCENT	STS-600	600	2008	14.41	93.51	\$18,581.00
STMSW32610	WHEELHOUSE CRESCENT	STS-600	600	2008	4.92	93.51	\$6,346.00
STMSW32611	WHEELHOUSE CRESCENT	STS-600	600	2008	64.64	93.51	\$83,362.00
STMSW32612	WHEELHOUSE CRESCENT	STS-600	600	2008	63.92	93.51	\$82,431.00
STMSW32613	WHEELHOUSE CRESCENT	STS-525	525	2008	78.67	93.51	\$86,522.00
STMSW32614	NORTH PINE STREET	STS-525	500	2008	44.44	93.51	\$48,877.00
STMSW32615	NORTH PINE STREET	STS-450	450	2008	22.49	93.51	\$23,945.00
STMSW32616	NORTH PINE STREET	STS-450	450	2008	46.54	93.51	\$49,552.00
STMSW32617	NORTH PINE STREET	STS-525	525	2008	31.14	93.51	\$34,242.00
STMSW32625	OLD MOUNTAIN ROAD	STS-375	375	1966	10.94	60.17	\$11,251.00
STMSW32626	OLD MOUNTAIN ROAD	STS-525	525	1966	7.64	60.17	\$8,401.00
STMSW32628	OLD MOUNTAIN ROAD	STS-600	600	1966	56.15	60.17	\$72,411.00
STMSW32629	OLD MOUNTAIN ROAD	STS-525	525	1966	75.44	60.17	\$82,968.00
STMSW32635	OLD MOUNTAIN ROAD	STS-300	300	2006	10.72	92.43	\$0.00
STMSW32636	OLD MOUNTAIN ROAD	STS-300	300	2006	15.08	92.43	\$14,431.00
STMSW32638	OLD MOUNTAIN ROAD	STS-450	450	2006	25.19	92.43	\$26,819.00
STMSW32702	High Street	STS-525	525	2012	17.4	95.68	\$19,131.00
STMSW32703	High Street	STS-525	525	2012	10.03	95.68	\$11,032.00
STMSW32733	ST PAUL STREET	STS-300	300	2013	109.27	96.22	\$104,548.00
STMSW32734	MARKET STREET	STS-300	300	2013	38.02	96.22	\$36,375.00
STMSW32735	MARKET STREET	STS-300	300	2013	80.61	96.22	\$77,124.00
STMSW32736	MARKET STREET	STS-300	300	2013	23.49	96.22	\$22,479.00
STMSW32737	MARKET STREET	STS-300	300	2013	45	96.22	\$43,054.00
STMSW32738	MARKET STREET	STS-300	300	2010	9.02	94.59	\$8,628.00
STMSW32739	Hume Street	STS-300	300	2015	13.58	97.3	\$12,989.00
STMSW32740	Hume Street	STS-300	300	2015	13.24	97.3	\$12,670.00
STMSW32742	ST MARIE STREET	STS-375	375	1976	76.63	71.83	\$78,798.00
STMSW32745	Hume Street	STS-525	525	1976	84.32	71.83	\$92,736.00
STMSW32747	Hume Street	STS-525	525	1976	32.18	71.83	\$35,393.00
STMSW32751	Hume Street	STS-525	525	1978	9.61	74.17	\$10,564.00
STMSW32756	Hume Street	STS-525	525	1978	67.86	74.17	\$74,637.00
STMSW32758	Hume Street	STS-525	525	1978	31.87	74.17	\$35,055.00
STMSW32760	Hume Street	STS-375	375	1978	89.5	74.17	\$92,035.00
STMSW32762	Hume Street	STS-375	375	2015	6.56	97.3	\$6,750.00
STMSW32763	PATTERSON STREET	STS-375-CSP	375	1985	90.05	29.29	\$92,597.00
STMSW32768	Hume Street	STS-750	675	2015	84.22	97.3	\$126,678.00
STMSW32769	MINNESTOA STREET	STS-300	300	2015	11.32	97.3	\$10,828.00
STMSW32770	MINNESOTA STREET	STS-300	300	2015	7.98	97.3	\$7,631.00
STMSW32771	Hume Street	STS-300	300	2015	5.22	97.3	\$4,995.00
STMSW32772	Hume Street	STS-300	300	2015	14.89	97.3	\$14,246.00
STMSW32777	Hume Street	STS-900	825	2015	30.62	97.3	\$50,436.00
STMSW32778	MINNESTOA STREET	STS-300	300	2015	15.39	97.3	\$14,720.00
STMSW32781	Hume Street	STS-525	525	2020	17.58	100	\$19,330.00
STMSW32783	NAPIER STREET	STS-300	300	2015	11.08	97.3	\$10,600.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW32784	NAPIER STREET	STS-300	300	2015	3.11	97.3	\$2,979.00
STMSW32786	Hume Street	STS-300	300	2015	3.79	97.3	\$3,621.00
STMSW32787	Hume Street	STS-300	300	2015	8.92	97.3	\$8,532.00
STMSW32788	Hume Street	STS-900	825	2015	88.48	97.3	\$145,739.00
STMSW32789	Hume Street	STS-300	300	2015	3.95	97.3	\$3,780.00
STMSW32790	Hume Street	STS-300	300	2015	8.23	97.3	\$7,874.00
STMSW32791	Hume Street	STS-300	300	2015	8.64	97.3	\$8,262.00
STMSW32792	Hume Street	STS-900	825	2015	95.43	97.3	\$157,178.00
STMSW32793	Hume Street	STS-300	300	2015	4.07	97.3	\$3,892.00
STMSW32794	PEEL STREET	STS-300	300	2015	12.41	97.3	\$11,871.00
STMSW32796	PEEL STREET	STS-375	375	2015	12.33	97.3	\$12,679.00
STMSW32797	Hume Street	STS-450	450	2015	16.06	97.3	\$17,100.00
STMSW32799	PEEL STREET	STS-300	300	2015	13	97.3	\$12,436.00
STMSW32801	PEEL STREET	STS-300	300	2015	25.24	97.3	\$24,153.00
STMSW32802	Hume Street	STS-300	300	2015	9.59	97.3	\$9,179.00
STMSW32803	Hume Street	STS-450	450	2015	68.34	97.3	\$72,756.00
STMSW32805	MOBERLY STREET	STS-300	300	2015	7.78	97.3	\$7,442.00
STMSW32810	Hume Street	STS-300	300	2015	7.74	97.3	\$7,406.00
STMSW32813	Hume Street	STS-900	900	2015	44.32	97.3	\$72,993.00
STMSW32814	RAGLAN STREET	STS-300	300	2015	26.61	97.3	\$25,464.00
STMSW32815	Hume Street	STS-750	675	2015	17.46	97.3	\$26,257.00
STMSW32816	Hume Street	STS-300	300	2015	7.1	97.3	\$6,789.00
STMSW32817	Hume Street	STS-600	600	2015	19.79	97.3	\$25,517.00
STMSW32818	Hume Street	STS-300	300	2015	3.52	97.3	\$3,371.00
STMSW32819	Hume Street	STS-300	300	2015	3.35	97.3	\$3,209.00
STMSW32820	Hume Street	STS-600	600	2015	111.05	97.3	\$143,209.00
STMSW32822	Hume Street	STS-600	600	2015	53.88	97.3	\$69,485.00
STMSW32824	Hume Street	STS-750	750	2015	15.95	97.3	\$23,983.00
STMSW32825	Hume Street	STS-750	750	2015	32.53	97.3	\$48,933.00
STMSW32826	Hume Street	STS-750	750	2015	20.36	97.3	\$30,625.00
STMSW32827	Hume Street	STS-600	600	2015	71	97.3	\$91,556.00
STMSW32828	Hume Street	STS-300	300	2015	10.11	97.3	\$9,674.00
STMSW32829	MOBERLY STREET	STS-525	525	2015	94.52	97.3	\$103,956.00
STMSW32832	Hume Street	STS-300	300	2015	51.04	97.3	\$48,831.00
STMSW32833	Hume Street	STS-900	900	2015	9.12	97.3	\$15,028.00
STMSW32834	Hume Street	STS-750	675	2015	16.57	97.3	\$24,915.00
STMSW32835	Hume Street	STS-750	675	2015	6.87	97.3	\$10,335.00
STMSW32836	Hume Street	STS-900	900	2015	12.4	97.3	\$20,422.00
STMSW32838	Hume Street	STS-300	300	2015	9.16	97.3	\$8,765.00
STMSW32839	Hume Street	STS-300	300	1978	26.15	74.17	\$25,024.00
STMSW32841	Hume Street	STS-300	300	2015	3.41	97.3	\$3,260.00
STMSW32842	Hume Street	STS-750	675	2015	74.88	97.3	\$112,629.00
STMSW32844	Hume Street	STS-900	825	2015	100.64	97.3	\$165,756.00
STMSW32847	ROBINSON STREET	STS-300	300	2012	62.03	95.68	\$59,349.00
STMSW32850	ROBINSON STREET	STS-300	300	2012	52.56	95.68	\$50,292.00
STMSW32852	STE MARIE STREET	STS-375	375	2007	76.74	92.97	\$78,911.00
STMSW32856	GEORGE STREET	STS-300	300	2012	82.15	95.68	\$78,600.00
STMSW32859	ROBINSON STREET	STS-300	300	2012	71.67	95.68	\$68,572.00
STMSW32862	ROBINSON STREET	STS-300	300	2012	37.53	95.68	\$35,909.00
STMSW32863	ROBINSON STREET	STS-300	300	2012	23.94	95.68	\$22,901.00
STMSW32869	FOURTH STREET EAST	STS-300	300	2009	21.11	94.05	\$20,201.00
STMSW32870	FOURTH STREET EAST	STS-300	300	2009	7.05	94.05	\$6,744.00
STMSW32871	FOURHT STREET EAST	STS-375	375	2009	68.75	94.05	\$70,690.00
STMSW32878	GEORGE STREET	STS-375	375	2012	59.42	95.68	\$61,102.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW32881	GEORGE STREET	STS-375	375	2012	57.4	95.68	\$59,022.00
STMSW32882	RODNEY STREET	STS-375	375	1950	12.73	26.14	\$13,090.00
STMSW32883	RODNEY STREET	STS-375-CSP	375	1950	22.86	1	\$23,508.00
STMSW32886	SIMCOE STREET	STS-375-CSP	375	1957	12.53	1	\$12,880.00
STMSW32887	SIMCOE STREET	STS-525	525	1957	26.96	49.67	\$29,651.00
STMSW32890	SIMCOE STREET	STS-450-CSP	450	2003	4.72	65.65	\$5,021.00
STMSW32892	FIRST STREET	STS-300-CSP	300	1964	6.53	1	\$6,249.00
STMSW32894	HURON STREET	STS-300-CSP	300	1920	9.56	1	\$9,143.00
STMSW32896	LOCKERBIE CRESCENT	STS-300	300	2017	11.87	98.38	\$11,354.00
STMSW32897	LOCKERBIE CRESCENT	STS-300	300	2017	71.86	98.38	\$68,755.00
STMSW32898	LOCKERBIE CRESCENT	STS-375	375	2017	109.84	98.38	\$112,946.00
STMSW32899	LOCKERBIE CRESCENT	STS-1200	1200	2017	16.52	98.38	\$41,680.00
STMSW32900	STE MARIE STREET	STS-300	300	2007	13.66	92.97	\$13,065.00
STMSW32902	COLLINS STREET	STS-375-CSP	375	1966	66.25	1	\$68,123.00
STMSW32903	CAMERON STREET	STS-300-CSP	300	1966	38.25	1	\$36,601.00
STMSW32904	CAMERON STREET	STS-450-CSP	400	1966	43.11	1	\$45,894.00
STMSW32905	CAMERON STREET	STS-450-CSP	400	1966	30.18	1	\$32,136.00
STMSW32906	SIMCOE STREET	STS-1200	1143	2016	65.24	97.84	\$164,618.00
STMSW32908	NIAGARA STREET	STS-300	300	2007	13.15	92.97	\$12,580.00
STMSW32910	SIMCOE STREET	STS-300-CSP	300	1953	8.66	1	\$8,288.00
STMSW32911	SIMCOE STREET	STS-450-CSP	450	1953	43.05	1	\$45,835.00
STMSW32912	PEEL STREET	STS-300-CSP	300	1957	8.65	1	\$8,279.00
STMSW32913	PEEL STREET	STS-300-CSP	300	1957	12.08	1	\$11,555.00
STMSW32914	SIMCOE STREET	STS-300-CSP	300	1953	9.42	1	\$9,013.00
STMSW32917	WEST STREET	STS-300	300	2016	98.77	97.84	\$94,499.00
STMSW32918	EAST STREET	STS-375	375	2016	118	97.84	\$121,338.00
STMSW32920	SIMCOE STREET	STS-750-CSP	750	2016	36.48	91.92	\$54,871.00
STMSW32921	SIMCOE STREET	STS-600	600	2012	59.79	95.68	\$77,104.00
STMSW32951	GEORGE ZUBEK DRIVE	STS-300	300	2017	20.99	98.38	\$20,083.00
STMSW32952	GEORGE ZUBEK DRIVE	STS-450	450	2017	36.42	98.38	\$38,781.00
STMSW32953	GEORGE ZUBEK DRIVE	STS-450	450	2017	16.01	98.38	\$17,046.00
STMSW32954	COLLINS STREET	STS-300	300	2017	29.78	98.38	\$28,491.00
STMSW32955	COLLINS STREET	STS-375	375	2007	10.59	92.97	\$10,893.00
STMSW32956	WILLIAMS STREET	STS-375	375	2006	8.23	92.43	\$8,463.00
STMSW32957	WILLIAMS STREET	STS-375	375	2006	14.33	92.43	\$14,730.00
STMSW32958	COLLINS STREET	STS-300	300	2006	9.3	92.43	\$8,902.00
STMSW32959	WILLIAMS STREET	STS-375	375	2006	14.32	92.43	\$14,728.00
STMSW32960	COLLINS STREET	STS-600	600	2007	52.08	92.97	\$67,156.00
STMSW32961	COLLINS STREET	STS-450	450	2006	81.47	92.43	\$86,736.00
STMSW32962	COLLINS STREET	STS-375	375	2006	8.74	92.43	\$8,982.00
STMSW32963	GEORGE ZUBEK DRIVE	STS-750	675	2007	125.89	92.97	\$189,348.00
STMSW32964	GEORGE ZUBEK DRIVE	STS-750	675	2007	43.57	92.97	\$65,532.00
STMSW32965	open space on George Zubek Drive	STS-750	675	2007	51.86	92.97	\$78,009.00
STMSW32966	along open space @ George Zubek Drive	STS-300	300	2017	41.1	98.38	\$39,324.00
STMSW32967	GEORGE ZUBEK DRIVE	STS-300	300	2017	8.42	98.38	\$8,057.00
STMSW32968	along open space @ George Zubek Drive	STS-450	450	2017	47.02	98.38	\$50,063.00
STMSW32969	along open space @ George Zubek Drive	STS-300	300	2017	33.41	98.38	\$31,970.00
STMSW32970	GEORGE ZUBEK DRIVE	STS-300	300	2017	19.04	98.38	\$18,217.00
STMSW32973	GEORGE ZUBEK DRIVE	STS-300	300	2017	54.41	98.38	\$52,059.00
STMSW33012	LOCKERBIE CRESCENT	STS-600	600	2017	63.89	98.38	\$82,387.00
STMSW33013	High Street	STS-600-CSP	600	1997	47.1	53.53	\$60,741.00
STMSW33014	High Street	STS-600	600	2017	8.18	98.38	\$10,553.00
STMSW33015	High Street	STS-600	600	1997	41.24	87.57	\$53,178.00
STMSW33016	High Street	STS-600	600	1997	35.74	87.57	\$46,085.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW33017	High Street	STS-300-CSP	300	1997	10.34	53.53	\$9,890.00
STMSW33018	LOCKERBIE CRESCENT	STS-1200	1200	2017	95.15	98.38	\$240,097.00
STMSW33019	LOCKERBIE CRESCENT	STS-1200	1200	2017	78.53	98.38	\$198,162.00
STMSW33020	WILSON STREET	STS-450	450	2017	120.92	98.38	\$128,738.00
STMSW33021	LOCKERBIE CRESCENT	STS-750	675	2017	112.07	98.38	\$168,560.00
STMSW33022	High Street	STS-300-CSP	300	1997	112.3	53.53	\$107,450.00
STMSW33024	High Street	STS-750	750	1997	6.94	87.57	\$10,432.00
STMSW33025	LOCKERBIE CRESCENT	STS-750	750	2017	40.48	98.38	\$60,889.00
STMSW33026	LOCKERBIE CRESCENT	STS-750	750	2017	17.05	98.38	\$25,640.00
STMSW33027	High Street	STS-750	750	1997	48.77	87.57	\$73,352.00
STMSW33029	High Street	STS-750	750	1997	93.01	87.57	\$139,898.00
STMSW33030	High Street	STS-750	750	1997	12.97	87.57	\$19,511.00
STMSW33033	High Street	STS-600	600	1997	6.23	87.57	\$8,030.00
STMSW33034	FINDLAY DRIVE	STS-450	450	2017	56.65	98.38	\$60,318.00
STMSW33035	FINDLAY DRIVE	STS-600	600	2017	96.55	98.38	\$124,511.00
STMSW33036	GILPIN CRESCENT	STS-1350	1350	2008	45.14	93.51	\$128,399.00
STMSW33037	FINDLAY DRIVE	STS-1350	1350	2008	91.62	93.51	\$260,590.00
STMSW33038	FINDLAY DRIVE	STS-750	675	2017	94.83	98.38	\$142,634.00
STMSW33040	High Street	STS-375-CSP	375	1997	102.79	53.53	\$105,699.00
STMSW33041	GILPIN CRESCENT	STS-450	450	2017	12.71	98.38	\$13,531.00
STMSW33042	GILPIN CRESCENT	STS-600	600	2017	72.94	98.38	\$94,065.00
STMSW33043	GILPIN CRESCENT	STS-300	300	2017	33.22	98.38	\$0.00
STMSW33044	GILPIN CRESCENT	STS-300	300	2017	10.08	98.38	\$0.00
STMSW33046	GILPIN CRESCENT	STS-525	525	2017	87.67	98.38	\$96,416.00
STMSW33048	GILPIN CRESCENT	STS-300	300	2017	33.89	98.38	\$32,428.00
STMSW33049	GILPIN CRESCENT	STS-300	300	2017	8.8	98.38	\$8,418.00
STMSW33051	High Street	STS-300-CSP	300	1997	16.2	53.53	\$15,502.00
STMSW33052	LOCKERBIE CRESCENT	STS-600	600	2017	106.82	98.38	\$137,750.00
STMSW33054	LOCKERBIE CRESCENT	STS-750	750	2017	110.5	98.38	\$166,197.00
STMSW33058	LOCKERBIE CRESCENT	STS-750	675	2017	109.76	98.38	\$165,084.00
STMSW33060	WILSON STREET	STS-450	450	2017	85.98	98.38	\$91,540.00
STMSW33089	SIMCOE STREET	STS-750	750	2016	58.62	97.84	\$88,173.00
STMSW33091	NIAGARA STREET	STS-450	450	2016	15.14	97.84	\$16,114.00
STMSW33092	HURON STREET	STS-450	450	2016	72.11	97.84	\$76,779.00
STMSW33094	NIAGARA STREET	STS-450	450	2016	32.28	97.84	\$34,373.00
STMSW33095	NIAGARA STREET	STS-450	450	2016	76.05	97.84	\$80,966.00
STMSW33103	ST PAUL STREET	STS-750	750	1974	22.62	69.5	\$34,024.00
STMSW33104	ST PAUL STREET	STS-750	750	1998	51.38	88.11	\$77,285.00
STMSW33107	ST PAUL STREET	STS-750	675	2009	10.44	94.05	\$15,700.00
STMSW33108	ST PAUL STREET	STS-750	675	1920	67.92	1	\$102,152.00
STMSW33109	MARKET LANE	STS-750	750	1920	42.9	1	\$64,524.00
STMSW33110	ONTARIO STREET	STS-525	525	1920	58.69	1	\$64,542.00
STMSW33111	ST PAUL STREET	STS-750	750	1998	43.04	88.11	\$64,735.00
STMSW33112	CALLARY CRESCENT	STS-750	750	1998	45.01	88.11	\$67,695.00
STMSW33114	(blank)	STS-300	300	2008	54	93.51	\$51,664.00
STMSW33115	STE MARIE STREET	STS-300	300	2007	41.51	92.97	\$39,712.00
STMSW33116	ONTARIO STREET	STS-525	500	1997	70.38	87.57	\$77,406.00
STMSW33117	ST PAUL STREET	STS-300-CSP	300	1920	39.92	1	\$38,197.00
STMSW33118	ST PAUL STREET	STS-300-CSP	300	1974	26.27	7.06	\$25,139.00
STMSW33119	SIMCOE STREET	STS-300-CSP	300	1974	45.39	7.06	\$43,431.00
STMSW33135	MINNESOTA STREET	STS-1500-CSP	1800	1988	217.05	35.35	\$710,495.00
STMSW33136	MINNESOTA STREET	STS-1500-CSP	1800	1988	209.04	35.35	\$684,265.00
STMSW33142	ST MARIE STREET	STS-1200	1200	2007	104.87	92.97	\$264,629.00
STMSW33144	MARKET LANE	STS-300	300	2007	8.27	92.97	\$7,910.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW33145	STE MARIE STREET	STS-750	750	1920	66.21	1	\$99,579.00
STMSW33146	FOURTH STREET EAST	STS-300-CSP	300	1920	7.28	1	\$6,963.00
STMSW33147	FIRST STREET	STS-300-CSP	300	1964	19.94	1	\$19,078.00
STMSW33148	KELLS CRESCENT	STS-900	900	2005	22.43	91.89	\$36,946.00
STMSW33149	SIXTH STREET	STS-525	525	2012	34.3	95.68	\$37,726.00
STMSW33150	High Street	STS-525	525	2012	19.86	95.68	\$21,845.00
STMSW33151	SPRUCE STREET	STS-300-CSP	300	1964	3.27	1	\$3,128.00
STMSW33152	SPRUCE STREET	STS-300-CSP	300	1964	1.87	1	\$1,791.00
STMSW33165	GARBUTT CRESCENT	STS-300	300	2012	27.95	95.68	\$26,739.00
STMSW33167	FINDLAY DRIVE	STS-1350	1350	2008	63.72	93.51	\$181,239.00
STMSW33175	PRETTY RIVER PARKWAY	STS-450-CSP	450	2002	11.86	63.63	\$12,625.00
STMSW33190	MINNESOTA STREET	STS-300	300	2006	5.43	92.43	\$5,199.00
STMSW33191	FIRST STREET	STS-300-CSP	300	2000	30.76	59.59	\$29,430.00
STMSW33192	FIRST STREET	STS-300-CSP	300	2000	4.14	59.59	\$3,959.00
STMSW33193	BALSAM STREET	STS-300-CSP	300	1964	18.5	1	\$0.00
STMSW33194	BALSAM STREET	STS-300	300	1970	24.27	64.83	\$23,217.00
STMSW33195	CEDAR STREET	STS-600	600	2008	18	93.51	\$23,213.00
STMSW33196	THIRD STREET	STS-525	525	1987	37.35	82.16	\$41,079.00
STMSW33197	THIRD STREET	STS-525	525	1987	31.58	82.16	\$34,736.00
STMSW33198	THIRD STREET	STS-525	525	1987	22.75	82.16	\$25,022.00
STMSW33199	FIRST STREET	STS-375	375	2006	21.44	92.43	\$22,048.00
STMSW33200	GOLFVIEW DRIVE	STS-450	450	2007	62.76	92.97	\$66,820.00
STMSW33201	HURONTARIO STREET	STS-450	450	2007	98.38	92.97	\$104,747.00
STMSW33204	HURONTARIO STREET	STS-750	675	2007	28.05	92.97	\$42,189.00
STMSW33205	THIRD STREET	STS-300-CSP	300	1984	12.36	27.27	\$0.00
STMSW33206	THIRD STREET	STS-450-CSP	450	1984	37.18	27.27	\$39,589.00
STMSW33207	THIRD STREET	STS-300-CSP	300	1984	14.36	27.27	\$0.00
STMSW33208	High Street	STS-300-CSP	300	1984	4.91	27.27	\$0.00
STMSW33213	PRETTY RIVER PARKWAY	STS-900	900	1975	20.13	70.67	\$33,158.00
STMSW33214	PRETTY RIVER PARKWAY	STS-450-CSP	450	2003	4.03	65.65	\$4,288.00
STMSW33215	PRETTY RIVER PARKWAY	STS-450-CSP	450	2003	3.63	65.65	\$3,865.00
STMSW33217	PRETTY RIVER PARKWAY	STS-1050	1050	1975	30.2	70.67	\$61,512.00
STMSW33218	PRETTY RIVER PARKWAY	STS-1050	1050	1975	30.38	70.67	\$61,895.00
STMSW33219	ONTARIO STREET	STS-1050	1050	1975	36.29	70.67	\$73,920.00
STMSW33220	MAPLE STREET	STS-450-CSP	400	1965	31.17	1	\$33,181.00
STMSW33221	THIRD STREET	STS-450	450	2008	73.91	93.51	\$78,689.00
STMSW33224	FOURTH STREET	STS-450	450	2008	64.22	93.51	\$68,376.00
STMSW33225	ST PAUL STREET	STS-750	750	1920	4.35	1	\$6,540.00
STMSW33226	MINNESOTA STREET	STS-300	300	2006	25.26	92.43	\$24,170.00
STMSW33228	FOURTH STREET	STS-300-CSP	300	2000	3.24	59.59	\$3,098.00
STMSW33233	FIFTH STREET	STS-375	375	2006	30.01	92.43	\$30,855.00
STMSW33234	PATTERSON STREET	STS-375-CSP	375	1985	45.13	29.29	\$46,402.00
STMSW33235	POPLAR SIDEROAD	STS-300	300	2010	33.27	94.59	\$31,831.00
STMSW33236	POPLAR SIDEROAD	STS-450	450	2010	17.94	94.59	\$19,105.00
STMSW33240	POPLAR SIDEROAD	STS-450	450	2010	54.86	94.59	\$58,414.00
STMSW33243	POPLAR SIDEROAD	STS-450	450	2010	64.83	94.59	\$69,029.00
STMSW33245	POPLAR SIDEROAD	STS-450	450	2010	4.02	94.59	\$4,276.00
STMSW33246	POPLAR SIDEROAD	STS-450	450	2010	110.47	94.59	\$117,615.00
STMSW33249	POPLAR SIDEROAD	STS-450	450	2010	43.25	94.59	\$46,047.00
STMSW33250	POPLAR SIDEROAD	STS-450	450	2010	52.26	94.59	\$55,643.00
STMSW33253	POPLAR SIDEROAD	STS-450	450	2010	23.44	94.59	\$24,956.00
STMSW33259	POPLAR SIDEROAD	STS-300	300	2010	5.82	94.59	\$5,572.00
STMSW33260	POPLAR SIDEROAD	STS-450	450	2010	39.02	94.59	\$41,544.00
STMSW33261	POPLAR SIDEROAD	STS-300	300	2010	7.73	94.59	\$7,400.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW33262	POPLAR SIDEROAD	STS-600	600	2010	7.03	94.59	\$9,063.00
STMSW33263	POPLAR SIDEROAD	STS-600	600	2010	28.26	94.59	\$36,447.00
STMSW33264	POPLAR SIDEROAD	STS-300	300	2010	65.5	94.59	\$62,670.00
STMSW33265	POPLAR SIDEROAD	STS-600	600	2010	31.53	94.59	\$40,655.00
STMSW33266	POPLAR SIDEROAD	STS-300	300	2010	39.1	94.59	\$37,408.00
STMSW33270	CLARK STREET	STS-600	600	2010	13.11	94.59	\$16,909.00
STMSW33274	POPLAR SIDEROAD	STS-450	450	2010	65.81	94.59	\$70,070.00
STMSW33276	POPLAR SIDEROAD	STS-600	600	2010	90.95	94.59	\$117,284.00
STMSW33278	POPLAR SIDEROAD	STS-600	600	2010	91.64	94.59	\$118,182.00
STMSW33281	POPLAR SIDEROAD	STS-750	675	2010	20.35	94.59	\$30,607.00
STMSW33284	POPLAR SIDEROAD	STS-900	900	2010	106.07	94.59	\$174,713.00
STMSW33288	POPLAR SIDEROAD	STS-600	600	2010	119.49	94.59	\$154,093.00
STMSW33291	POPLAR SIDEROAD	STS-600	600	2010	107.26	94.59	\$138,320.00
STMSW33292	POPLAR SIDEROAD	STS-600	600	2010	67.96	94.59	\$87,636.00
STMSW33297	POPLAR SIDEROAD	STS-450	450	2010	93.18	94.59	\$99,210.00
STMSW33298	POPLAR SIDEROAD	STS-450	450	2010	30.85	94.59	\$32,846.00
STMSW33305	NIAGARA STREET	STS-600	600	2016	16.13	97.84	\$20,795.00
STMSW33306	(blank)	STS-300	300	2008	34.85	93.51	\$33,341.00
STMSW33308	NORTH PINE STREET	STS-450	450	2008	22.9	93.51	\$24,376.00
STMSW33313	SIDE LAUNCH WAY	STS-375	375	2005	5.89	91.89	\$6,059.00
STMSW33316	SIDE LAUNCH WAY	STS-450	450	2005	35.54	91.89	\$37,835.00
STMSW33317	SIDE LAUNCH WAY	STS-750	675	2005	44.15	91.89	\$66,409.00
STMSW33318	NORTH PINE STREET	STS-600	600	2005	60.95	91.89	\$78,604.00
STMSW33319	SIDE LAUNCH WAY	STS-900	825	2005	19.05	91.89	\$31,384.00
STMSW33320	SIDE LAUNCH WAY	STS-900	825	2005	6.1	91.89	\$10,054.00
STMSW33340	SPRUCE STREET	STS-600-CSP	600	1989	21.66	37.37	\$27,935.00
STMSW33343	WATTS CRESCENT	STS-375	375	1977	18.32	73	\$18,841.00
STMSW33344	WATTS CRESCENT	STS-375	375	1977	16.3	73	\$16,758.00
STMSW33345	THIRD STREET	STS-300	300	1987	35.77	82.16	\$34,229.00
STMSW33370	ST MARIE STREET	STS-1050	1050	2007	73.49	92.97	\$149,715.00
STMSW33371	ST PAUL STREET	STS-750	675	1920	18.79	1	\$28,258.00
STMSW33372	ST PAUL STREET	STS-750	750	1998	21.18	88.11	\$31,857.00
STMSW33373	CALLARY CRESCENT	STS-750	750	1998	40.7	88.11	\$61,214.00
STMSW33374	ONTARIO STREET	STS-1500	1800	1960	46.53	53.17	\$152,321.00
STMSW33375	RAGLAN STREET	STS-450-CSP	450	1994	5.4	47.47	\$5,754.00
STMSW33378	FIFTH STREET	STS-300-CSP	300	1950	9.64	1	\$9,219.00
STMSW33381	POPLAR SIDEROAD	STS-900-CSP	900	2007	42.62	73.73	\$70,198.00
STMSW33382	POPLAR SIDEROAD	STS-750-CSP	750	2007	30.6	73.73	\$46,030.00
STMSW33399	TRACEY LANE	STS-300	300	2019	50.99	99.46	\$48,785.00
STMSW33400	BARFOOT STREET	STS-450	450	2019	84.38	99.46	\$89,838.00
STMSW33402	BAILEY STREET	STS-300	300	2019	56.21	99.46	\$53,779.00
STMSW33403	BAILEY STREET	STS-525	525	2019	83.75	99.46	\$92,108.00
STMSW33410	TRACEY LANE	STS-750	675	2019	85.63	99.46	\$128,799.00
STMSW33411	MCLEAN AVENUE	STS-450	450	2019	119.02	99.46	\$126,721.00
STMSW33412	MCLEAN AVENUE	STS-450	450	2018	118.71	98.92	\$126,385.00
STMSW33413	MCLEAN AVENUE	STS-450	450	2018	9.25	98.92	\$9,848.00
STMSW33414	MCLEAN AVENUE	STS-450	450	2018	40.66	98.92	\$43,285.00
STMSW33415	Dey Drive	STS-450	450	2018	52.79	98.92	\$56,204.00
STMSW33416	Dey Drive	STS-1050	1050	2018	27.8	98.92	\$56,629.00
STMSW33417	Dey Drive	STS-1050	1050	2018	131.4	98.92	\$267,669.00
STMSW33418	Dey Drive	STS-300	300	2018	84.59	98.92	\$80,936.00
STMSW33419	MCLEAN AVENUE	STS-1050	1050	2018	99.34	98.92	\$202,359.00
STMSW33420	MCLEAN AVENUE	STS-1050	1050	2018	9.39	98.92	\$19,137.00
STMSW33421	MCLEAN AVENUE	STS-750	750	2018	78.1	98.92	\$117,467.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW33422	MCLEAN AVENUE	STS-525	525	2018	74.67	98.92	\$82,124.00
STMSW33423	MCLEAN AVENUE	STS-450	450	2019	74.22	99.46	\$79,022.00
STMSW33424	MCLEAN AVENUE	STS-375	375	2019	112.4	99.46	\$115,581.00
STMSW33425	TRACEY LANE	STS-300	300	2019	68.94	99.46	\$65,965.00
STMSW33426	TRACEY LANE	STS-375	375	2019	14.39	99.46	\$14,801.00
STMSW33427	TRACEY LANE	STS-300	300	2019	67.27	99.46	\$64,368.00
STMSW33428	MCLEAN AVENUE	STS-375	375	2019	77.96	99.46	\$80,163.00
STMSW33429	MCLEAN AVENUE	STS-450	450	2018	78.38	98.92	\$83,449.00
STMSW33430	KERR STREET	STS-300	300	2018	67.86	98.92	\$64,930.00
STMSW33431	KERR STREET	STS-375	375	2018	115.99	98.92	\$119,274.00
STMSW33432	PORTLAND STREET	STS-450	450	2019	65.8	99.46	\$70,054.00
STMSW33433	BARFOOT STREET	STS-750	675	2019	83.97	99.46	\$126,298.00
STMSW33434	PORTLAND STREET	STS-750	750	2018	74	98.92	\$111,302.00
STMSW33435	KERR STREET	STS-750	750	2018	74.94	98.92	\$112,714.00
STMSW33436	MCLEAN AVENUE	STS-375	375	2018	65.77	98.92	\$67,627.00
STMSW33437	Kirby Avenue	STS-900	825	2018	62.07	98.92	\$102,242.00
STMSW33438	Kirby Avenue	STS-900	825	2018	72.2	98.92	\$118,926.00
STMSW33439	Kirby Avenue	STS-900	825	2018	76.39	98.92	\$125,827.00
STMSW33440	Kirby Avenue	STS-1200	1200	2018	40.17	98.92	\$101,361.00
STMSW33441	Kirby Avenue	STS-300	300	2018	50.1	98.92	\$47,940.00
STMSW33442	MCLEAN AVENUE	STS-900	825	2018	40.92	98.92	\$67,399.00
STMSW33443	MCLEAN AVENUE	STS-300	300	2018	57.56	98.92	\$55,069.00
STMSW33444	KERR STREET	STS-750	675	2018	74.65	98.92	\$112,275.00
STMSW33445	PORTLAND STREET	STS-600	600	2019	74.61	99.46	\$96,218.00
STMSW33449	GOLFVIEW DRIVE	STS-300	300	2007	9.82	92.97	\$9,395.00
STMSW33450	GOLFVIEW DRIVE	STS-750	675	2007	5.3	92.97	\$7,978.00
STMSW33452	Dey Drive	STS-450	450	1985	52.85	81.08	\$56,267.00
STMSW33453	EASEMENT	STS-900	900	2018	44	98.92	\$72,464.00
STMSW33454	EASEMENT	STS-900	900	2018	78.87	98.92	\$129,907.00
STMSW33455	EASEMENT	STS-900	900	2018	11.9	98.92	\$19,592.00
STMSW33456	EASEMENT	STS-900	900	2018	68.36	98.92	\$112,599.00
STMSW33457	MCLEAN AVENUE	STS-300	300	2019	35.53	99.46	\$0.00
STMSW33459	MCLEAN AVENUE	STS-300	300	2019	35.71	99.46	\$0.00
STMSW33460	Kirby Avenue	STS-300	300	2018	41.11	98.92	\$39,335.00
STMSW33461	Kirby Avenue	STS-300	300	2018	39.65	98.92	\$37,933.00
STMSW33462	Kirby Avenue	STS-300	300	2018	40.53	98.92	\$38,779.00
STMSW33463	Kirby Avenue	STS-300	300	2018	39.35	98.92	\$37,645.00
STMSW33464	Kirby Avenue	STS-300	300	2018	39.89	98.92	\$38,165.00
STMSW33547	Kirby Avenue	STS-375	375	2018	7.42	98.92	\$7,631.00
STMSW33554	Dey Drive	STS-450-CSP	450	1978	4.85	15.14	\$5,160.00
STMSW33555	KRISTA COURT	STS-300-CSP	300	1978	10.94	15.14	\$10,469.00
STMSW33556	Dey Drive	STS-300-CSP	300	1978	34.15	15.14	\$32,679.00
STMSW33557	FINDLAY DRIVE	STS-900	900	0	21.37	1	\$0.00
STMSW33558	HURONTARIO STREET	STS-450-CSP	400	1966	75.49	1	\$80,374.00
STMSW33559	HURONTARIO STREET	STS-300-CSP	300	1966	9.06	1	\$8,670.00
STMSW33560	HURONTARIO STREET	STS-375-CSP	350	1966	32.11	1	\$33,023.00
STMSW33561	HURONTARIO STREET	STS-450-CSP	400	1966	47.56	1	\$50,636.00
STMSW33562	HURONTARIO STREET	STS-375-CSP	350	1966	84.02	1	\$86,396.00
STMSW33564	HURONTARIO STREET	STS-450-CSP	450	1966	78.93	1	\$84,040.00
STMSW33565	HURONTARIO STREET	STS-375-CSP	350	1966	14.42	1	\$14,831.00
STMSW33568	MINNESOTA STREET	STS-1500	1800	1960	100.58	53.17	\$329,252.00
STMSW33569	MINNESOTA STREET	STS-900	900	1960	123.54	53.17	\$203,488.00
STMSW33571	Hume Street	STS-1500	3000	2018	22.44	98.92	\$73,445.00
STMSW33573	HURONTARIO STREET	STS-375-CSP	375	1980	37.16	19.18	\$38,216.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW33574	HURONTARIO STREET	STS-300-CSP	300	1980	35.33	19.18	\$33,803.00
STMSW33575	HURONTARIO STREET	STS-375-CSP	375	1980	47.26	19.18	\$48,602.00
STMSW33576	HURONTARIO STREET	STS-300-CSP	300	1980	37.23	19.18	\$35,623.00
STMSW33577	HURON STREET	STS-450	450	2020	13.09	100	\$13,937.00
STMSW33578	(blank)	STS-1350	1350	2016	25.58	97.84	\$72,748.00
STMSW33579	(blank)	STS-1350	1350	2020	70.44	100	\$200,368.00
STMSW33580	(blank)	STS-1350	1350	2020	42.32	100	\$120,378.00
STMSW33595	CRANBERRY QUAY	STS-525	525	1972	22.39	67.17	\$24,621.00
STMSW33596	TROTT BOULEVARD	STS-375-CSP	375	1972	10.36	3.02	\$10,653.00
STMSW33598	BRYAN DRIVE	STS-450-CSP	400	1968	20.56	1	\$21,888.00
STMSW33600	PEEL STREET	STS-300	300	1984	16.2	80.54	\$15,500.00
STMSW33602	FIRST STREET	STS-300-CSP	300	1964	1.83	1	\$0.00
STMSW33603	Second Street	STS-450-CSP	450	1968	19.02	1	\$20,248.00
STMSW33604	THIRD STREET	STS-300-CSP	300	1973	1.26	5.04	\$1,204.00
STMSW33605	RAGLAN STREET	STS-450-CSP	450	1997	19.24	53.53	\$20,486.00
STMSW33606	CRANBERRY SURF	STS-525	500	1972	74.84	67.17	\$82,310.00
STMSW33609	NAPIER STREET	STS-375	375	2020	113.25	100	\$116,458.00
STMSW33612	NAPIER STREET	STS-450	450	2020	43.31	100	\$46,109.00
STMSW33615	NAPIER STREET	STS-525	525	2020	100.08	100	\$110,064.00
STMSW33619	NAPIER STREET	STS-525	525	2020	48.16	100	\$52,967.00
STMSW33624	PLEWES DRIVE	STS-600	600	2018	82.43	98.92	\$106,295.00
STMSW33625	PLEWES DRIVE	STS-600	600	2018	85.13	98.92	\$109,785.00
STMSW33626	FOLEY CRESCENT	STS-1200	1200	2018	89.36	98.92	\$225,477.00
STMSW33627	PLEWES DRIVE	STS-750	750	2019	74.15	99.46	\$111,534.00
STMSW33628	PLEWES DRIVE	STS-750	750	2019	13.1	99.46	\$19,701.00
STMSW33629	PLEWES DRIVE	STS-750	750	2019	46.69	99.46	\$70,223.00
STMSW33630	PLEWES DRIVE	STS-750	750	2019	43.31	99.46	\$65,135.00
STMSW33631	PLEWES DRIVE	STS-750	750	2019	43.01	99.46	\$64,697.00
STMSW33632	PLEWES DRIVE	STS-300	300	2019	35.44	99.46	\$33,913.00
STMSW33633	Archer Avenue	STS-300	300	2019	79.95	99.46	\$76,497.00
STMSW33634	Spencer Street	STS-300	300	2019	89.32	99.46	\$85,460.00
STMSW33635	Bassett Street	STS-300	300	2019	81.94	99.46	\$78,395.00
STMSW33636	Archer Avenue	STS-300	300	2019	76.69	99.46	\$73,372.00
STMSW33637	Archer Avenue	STS-300	300	2019	12.72	99.46	\$12,172.00
STMSW33638	Archer Avenue	STS-300	300	2018	59.34	98.92	\$56,774.00
STMSW33639	PLEWES DRIVE	STS-375	375	2018	65.71	98.92	\$67,570.00
STMSW33640	Bassett Street	STS-900	900	2019	66.91	99.46	\$110,201.00
STMSW33641	PLEWES DRIVE	STS-900	900	2019	66.45	99.46	\$109,445.00
STMSW33642	Spencer Street	STS-300	300	2019	72.02	99.46	\$68,908.00
STMSW33643	PLEWES DRIVE	STS-450	450	2019	61.56	99.46	\$65,543.00
STMSW33644	FOLEY CRESCENT	STS-1350	1350	2018	72.67	98.92	\$206,708.00
STMSW33645	FOLEY CRESCENT	STS-1350	1350	2018	27.73	98.92	\$78,887.00
STMSW33647	FOLEY CRESCENT	STS-600	600	2018	110.84	98.92	\$142,938.00
STMSW33649	FOLEY CRESCENT	STS-525	525	2018	78.71	98.92	\$86,564.00
STMSW33650	Archer Avenue	STS-900	900	2019	30.83	99.46	\$50,774.00
STMSW33653	FOLEY CRESCENT	STS-375	350	2018	21.47	98.92	\$22,081.00
STMSW33654	FOLEY CRESCENT	STS-1350	1350	2018	7.89	98.92	\$22,454.00
STMSW33655	FOLEY CRESCENT	STS-300	300	2018	16.57	98.92	\$15,857.00
STMSW33695	FOLEY CRESCENT	STS-900	825	2018	30.5	98.92	\$50,230.00
STMSW33696	FOLEY CRESCENT	STS-900	825	2018	18.61	98.92	\$30,654.00
STMSW33697	High Street	STS-300	300	2018	276.8	98.92	\$264,837.00
STMSW33698	High Street	STS-300	300	2018	35.43	98.92	\$33,902.00
STMSW33701	FOLEY CRESCENT	STS-300	300	2018	9.19	98.92	\$8,797.00
STMSW33718	Kirby Avenue	STS-525	525	2018	16.64	98.92	\$18,304.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW33719	Kirby Avenue	STS-375	375	2018	2.96	98.92	\$3,039.00
STMSW33720	Kirby Avenue	STS-300	300	2018	40.51	98.92	\$38,759.00
STMSW33722	Dey Drive	STS-300	300	2018	7.65	98.92	\$7,320.00
STMSW33728	Dey Drive	STS-450	450	2018	41.2	98.92	\$43,869.00
STMSW33729	Dey Drive	STS-450	450	2018	21.59	98.92	\$22,984.00
STMSW33730	Dey Drive	STS-450	450	2018	31.73	98.92	\$33,782.00
STMSW33742	MURRAY COURT	STS-300	300	2017	5.77	98.38	\$5,517.00
STMSW33743	Elm Street	STS-450	400	2017	18.14	98.38	\$19,313.00
STMSW33744	Second Street	STS-450	400	2017	45.7	98.38	\$48,653.00
STMSW33764	MCLEAN AVENUE	STS-300	300	0	36.33	1	\$34,759.00
STMSW33767	KARI CRESCENT	STS-300-CSP	300	0	21.1	1	\$20,191.00
STMSW33768	(blank)	STS-450-CSP	400	0	20.55	1	\$21,874.00
STMSW33769	(blank)	STS-300-CSP	300	0	12.09	1	\$11,568.00
STMSW33772	(blank)	STS-450-CSP	450	0	4	1	\$4,256.00
STMSW33773	(blank)	STS-300-CSP	300	0	12.37	1	\$11,836.00
STMSW33774	(blank)	STS-450-CSP	425	0	21.04	1	\$22,398.00
STMSW33775	(blank)	STS-450-CSP	425	0	20.98	1	\$22,341.00
STMSW33776	(blank)	STS-525-CSP	500	0	24.24	1	\$26,655.00
STMSW33777	(blank)	STS-525-CSP	500	0	25.39	1	\$27,927.00
STMSW33778	(blank)	STS-600-CSP	600	0	12.56	1	\$16,196.00
STMSW33779	(blank)	STS-450-CSP	400	0	12.54	1	\$13,356.00
STMSW33780	(blank)	STS-450-CSP	425	0	23.18	1	\$24,682.00
STMSW33781	(blank)	STS-450-CSP	425	0	23.34	1	\$24,853.00
STMSW33782	(blank)	STS-525-CSP	525	0	9.26	1	\$10,180.00
STMSW33784	(blank)	STS-600-CSP	600	0	13.54	1	\$17,464.00
STMSW33785	(blank)	STS-450-CSP	400	0	11.23	1	\$11,959.00
STMSW33786	(blank)	STS-750-CSP	750	0	18.45	1	\$27,751.00
STMSW33788	(blank)	STS-600-CSP	600	0	11.37	1	\$14,665.00
STMSW33821	NAPIER STREET	STS-375	375	2019	113.2	99.46	\$116,398.00
STMSW33824	NAPIER STREET	STS-300	300	2019	2.99	99.46	\$2,863.00
STMSW33832	HIGHWAY 26	STS-300	300	2018	19.78	98.92	\$18,924.00
STMSW33833	SOUTH SERVICE ROAD	STS-300	300	2018	10.83	98.92	\$10,357.00
STMSW33834	Pretty River Parkway South	STS-300	300	2018	11.67	98.92	\$11,165.00
STMSW33835	SOUTH SERVICE ROAD	STS-300	300	2018	16.71	98.92	\$15,987.00
STMSW33836	Hume Street	STS-300-CSP	300	0	14.76	1	\$14,120.00
STMSW33837	Hume Street	STS-300-CSP	300	0	11.11	1	\$10,633.00
STMSW33838	Hume Street	STS-375-CSP	375	0	57.94	1	\$59,578.00
STMSW33839	Hume Street	STS-300-CSP	300	0	56.81	1	\$54,356.00
STMSW33840	HIGHWAY 26	STS-300	300	2018	19.75	98.92	\$18,894.00
STMSW33841	HIGHWAY 26	STS-375	375	2018	50.34	98.92	\$51,766.00
STMSW33842	HIGHWAY 26	STS-375	375	2018	97.71	98.92	\$100,472.00
STMSW33843	HIGHWAY 26	STS-300	300	2018	3.64	98.92	\$3,487.00
STMSW33844	HIGHWAY 26	STS-525	500	2018	33.42	98.92	\$36,753.00
STMSW33845	HIGHWAY 26	STS-450	450	2018	48.9	98.92	\$52,063.00
STMSW33846	HIGHWAY 26	STS-450	450	2018	48.83	98.92	\$51,994.00
STMSW33847	HIGHWAY 26	STS-525	525	2018	48.9	98.92	\$53,785.00
STMSW33848	HIGHWAY 26	STS-525	525	2018	47.95	98.92	\$52,734.00
STMSW33849	HIGHWAY 26	STS-600	600	2018	50.95	98.92	\$65,701.00
STMSW33850	HIGHWAY 26	STS-300	300	2018	5.88	98.92	\$5,628.00
STMSW33851	HIGHWAY 26	STS-300	300	2018	4.94	98.92	\$4,730.00
STMSW33852	HIGHWAY 26	STS-300	300	2018	22.88	98.92	\$21,891.00
STMSW33853	HIGHWAY 26	STS-300	300	2018	14.68	98.92	\$14,043.00
STMSW33854	HIGHWAY 26	STS-750	675	2018	123.43	98.92	\$185,651.00
STMSW33855	HIGHWAY 26	STS-300	300	2018	13.02	98.92	\$12,456.00

Asset	Name	Asset Class	Dimension2	Year Built	Meters	Average Condition	Replacement Cost
STMSW33856	HIGHWAY 26	STS-300	300	2018	4.97	98.92	\$4,755.00
STMSW33857	HIGHWAY 26	STS-300	300	2018	12.59	98.92	\$12,041.00
STMSW33858	HIGHWAY 26	STS-300	300	2018	5.16	98.92	\$4,933.00
STMSW33859	HIGHWAY 26	STS-750	675	2018	94.38	98.92	\$141,954.00
STMSW33860	HIGHWAY 26	STS-300	300	2018	12.51	98.92	\$11,973.00
STMSW33861	HIGHWAY 26	STS-300	300	2018	4.88	98.92	\$4,665.00
STMSW33862	HIGHWAY 26	STS-300	300	2018	12.44	98.92	\$11,899.00
STMSW33863	HIGHWAY 26	STS-300	300	2018	5.03	98.92	\$4,810.00
STMSW33865	HIGHWAY 26	STS-750	675	2018	54.46	98.92	\$81,907.00
STMSW33866	HIGHWAY 26	STS-300	300	2018	5.13	98.92	\$4,912.00
STMSW33867	HIGHWAY 26	STS-450	450	2018	96.67	98.92	\$102,922.00
STMSW33868	HIGHWAY 26	STS-300	300	2018	1.82	98.92	\$1,745.00
STMSW33869	HIGHWAY 26	STS-300	300	2018	2.44	98.92	\$2,334.00
STMSW33870	HIGHWAY 26	STS-450	450	2018	100.53	98.92	\$107,036.00
STMSW33871	HIGHWAY 26	STS-300	300	2018	2.85	98.92	\$2,727.00
STMSW33872	HIGHWAY 26	STS-375	375	2018	100.97	98.92	\$103,822.00
STMSW33873	HIGHWAY 26	STS-300	300	2018	2.17	98.92	\$2,075.00
STMSW33874	HIGHWAY 26	STS-300	300	2018	1.82	98.92	\$1,744.00
STMSW33875	HIGHWAY 26	STS-300	300	2018	5.04	98.92	\$4,823.00
STMSW33876	HIGHWAY 26	STS-300	300	0	3.15	1	\$0.00
Grand Total					79,323.43	66.73	\$100,815,048.00

Appendix F – Machinery & Equipment

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
Water	Carmichael Reservoir Building	AIT-01R	Chlorine Analyzer Carmichael Reservoir	14	2017	5	\$10,400
		ARV-HLP-CR-1	High Lift Pump 1 Air Release Valve	15	1991	31	\$8,823
		ARV-HLP-CR-2	High Lift Pump 2 Air Release Valve	25	1991	31	\$8,823
		ARV-HLP-CR-3	High Lift Pump 3 Air Release Valve	15	1991	31	\$8,823
		Chlor-CR	Chlorinator Carmichael Reservoir	-8	2019	3	\$30,615
		FIT-01-R	Distribution flow meter Carmichael inflow	17	2018	4	\$7,595
		FIT-02-R	Distribution flow meter - outflow Carmichael	12	2018	4	\$7,595
		GWS-CR	Chlorine Gas Weigh Scale	11	2020	2	\$2,877
		HLP-CR-1	High Lift Pump 1	25	1991	31	\$40,300
		HLP-CR-1-M	High Lift pump 1 Motor	25	1991	31	\$100,000
		HLP-CR-1-PCV	High Lift Pump 1 Pump Control Valve	35	1991	31	\$12,800
		HLP-CR-2	High Lift Pump 2	25	1991	31	\$40,300
		HLP-CR-2-M	High Lift Pump 2 Motor	25	1991	31	\$100,000
		HLP-CR-2-PCV	High Lift Pump 2 Pump Control Valve	25	1991	31	\$12,800
		HLP-CR-3	High Lift Pump 3	25	1991	31	\$40,300
		HLP-CR-3-M	High Lift Pump 3 Motor	25	1991	31	\$100,000
		HLP-CR-3-PCV	High Lift Pump 3 Pump Control Valve	25	1991	31	\$12,800
		HV-01-CR	Isolation Hand Valve 1 Carmichael	40	1991	31	\$8,210
		HV-02-CR	Isolation Hand Valve 2 - Carmichael	40	1991	31	\$8,210
		HV-03-CR	Isolation Hand Valve 3 - Carmichael	40	1991	31	\$8,210
		HV-04-CR	Isolation Hand Valve 4 - Carmichael	40	1991	31	\$8,210
		HV-05-CR	Isolation Hand Valve 5 - Carmichael	40	1991	31	\$8,210
		HV-06-CR	Isolation Hand Valve 6 - Carmichael	40	1991	31	\$8,210

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		HV-07-CR	Isolation Hand Valve 7 - Carmichael	40	1991	31	\$8,210
		HV-08-CR	Isolation Hand Valve 8 - Carmichael	40	1991	31	\$8,210
		HV-09-CR	Isolation Hand Valve 9 - Carmichael	40	1991	31	\$8,210
		HV-10-CR	Isolation Hand Valve 10 - Carmichael	40	1991	31	\$8,210
		HV-11-CR	Isolation Hand Valve 11 - Carmichael	40	1991	31	\$8,210
		HV-HLP-1-CR	High Lift Pump 1 Isolating Hand Valve	25	1991	31	\$13,294
		HV-HLP-2-CR	High Lift Pump 2 Isolating Hand Valve	25	1991	31	\$13,294
		HV-HLP-3-CR	High Lift Pump 3 Isolating Hand Valve	25	1991	31	\$13,294
		ICV-CR	Inflow Control Valve	40	1991	31	\$12,800
		LIT-01-CR	Reservoir Level Carmichael Cell A	-2	2018	4	\$4,058
		LIT-02-CR	Reservoir Level Carmichael Cell B	-2	2018	4	\$4,058
		MCC-BPT-CR	Breaker panel tub - Carmichael	25	1991	31	\$0
		MCC-HLP-1-PT-CR	Pump Tub - Highlift pump 1 - Soft Start - Carmichael	15	1991	31	\$0
		MCC-HLP-2-PT-CR	Pump Tub - Highlift pump 2 - Soft Start - Carmichael	15	1991	31	\$0
		MCC-HLP-3-PT-CR	Pump Tub - Highlift pump 3 - Soft Start - Carmichael	15	1991	31	\$0
		MCC-HT-1-CR	Heater tub - Carmichael	25	1991	31	\$0
		MCC-HT-2-CR	Heater tub - Carmichael	25	1991	31	\$0
		MCC-HT-3-CR	Heater tub - Carmichael	25	1991	31	\$0
		MCC-MT-CR	Metering tub - Carmichael	25	1991	31	\$0
		MCC-P-CR	Panel - Carmichael	25	1991	31	\$280,500
		MCC-SPT-CR	Spare Pump tub - Soft Start - Carmichael	15	1991	31	\$0
		MCC-UET-CR	Utility Entrance tub - Carmichael	25	1991	31	\$0

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		PIPE-DI-150-CR	Ductile Iron 150 mm piping	75	1991	31	\$1,142
		PIPE-DI-200-CR	Ductile Iron 200 mm piping	75	1991	31	\$3,026
		PIPE-DI-250-CR	Ductile Iron 250 mm piping	75	1991	31	\$1,577
		PIPE-DI-300-CR	Ductile Iron 300 mm piping	75	1991	31	\$16,031
		PIPE-DI-350-CR	Ductile Iron 350 mm piping	75	1991	31	\$27,195
		PIT-01-R	Carmichael Reservoir Discharge Pressure	12	2018	4	\$9,171
		PLC-AIC-1-CR	Analog Input Card +/-20mA +/-10V 4pt. - Carmichael	15	1991	31	\$7,500
		PLC-AIC-2-CR	Analog Input Card +/-20mA +/-10V 4pt. - Carmichael	15	1991	31	\$7,500
		PLC-DIC-1-CR	Digital Input Card 120Vac 16pt. - Carmichael	15	1991	31	\$1,500
		PLC-DIC-2-CR	Digital Input Card 120Vac 16pt. - Carmichael	15	1991	31	\$1,500
		PLC-DIC-3-CR	Digital Input Card 120Vac 16pt. - Carmichael	15	1991	31	\$1,500
		PLC-DOC-1-CR	Digital Output Card Individually Isolated Relays 8pt. - Carmichael	15	1991	31	\$1,500
		PLC-DOC-2-CR	Digital Output Card Individually Isolated Relays 8pt. - Carmichael	15	1991	31	\$1,500
		PLC-P-CR	PLC Panel - Carmichael	15	1991	31	\$100,000
		PLC-PS-CR	Power Supply - Carmichael	15	1991	31	\$4,400
		PLC-R10-CR	Rack 10 Slot - Carmichael	15	1991	31	\$3,000
		PLC-SLC-CR	SLC Processor 5/05 16K OS401 C - Carmichael	15	1991	31	\$9,600
		RRV-CR	Reservoir Recirculating Valve	50	1991	31	\$38,400
		RRV-STR	Reservoir Water Storage Structure	60	1991	31	\$5,932,000
	Davey Reservoir Building	ARV-400-DR	Air Relief Valve	30	2009	13	\$3,288
		ARV-401-DR	Air Relief Valve	30	2009	13	\$3,288
		ARV-402-DR	Air Relief Valve	30	2009	13	\$3,288
		ARV-403-DR	Air Relief Valve	30	2009	13	\$3,288
		ARV-404-DR	Air Relief Valve	30	2009	13	\$3,288
		ARV-405-DR	Air Relief Valve	30	2009	13	\$3,288
		ARV-406-DR	Air Relief Valve	30	2009	13	\$3,288

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		BVA-213-DR	Butterfly Valve / Actuator	30	2009	13	\$5,000
		CIT-401-DR	Chlorine Analyzer Davey control	19	2017	5	\$13,500
		CIT-402-DR	Distribution Chlorine Analyzer Davey	19	2017	5	\$13,500
		CMP-01-DR	Chlorine Metering Pump	9	2020	2	\$15,250
		CMP-02-DR	Chlorine Metering Pump	20	2009	13	\$15,250
		CST-601-DR	Chlorine Storage Tank	19	2020	2	\$15,250
		CV-101-DR	Check Valve Clear Well Overflow	30	2009	13	\$10,938
		CV-402-DR	Check Valve HLP 2	30	2009	13	\$10,938
		CV-403-DR	Check Valve HLP 3	30	2009	13	\$10,938
		CV-404-DR	Check Valve HLP 4	30	2017	5	\$10,938
		CV-405-DR	Check Valve HLP 5	30	2009	13	\$10,938
		CV-BW-DR	Bulk Water Control Valve	10	2020	2	\$10,330
		HLP-DR-2	High Lift Pump 2	15	2020	2	\$40,300
		HLP-DR-2-M	High Lift Pump 2 Motor	23	2020	2	\$50,000
		HLP-DR-3	High Lift Pump 3	35	2009	13	\$40,300
		HLP-DR-3-M	High Lift Pump 3 Motor	35	2009	13	\$70,000
		HLP-DR-4	High Lift Pump 4	24	2020	2	\$40,300
		HLP-DR-4-M	High Lift Pump 4 motor	24	2020	2	\$60,000
		HLP-DR-5	High Lift Pump 5	35	2009	13	\$40,300
		HLP-DR-5-M	High Lift Pump 5 Motor	35	2009	13	\$60,000
		HV-BV-103-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-104-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-105-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-106-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-107-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-201-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-202-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-209-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-210-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-212-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-214-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		HV-BV-216-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-411-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-412-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-413-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-414-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-415-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-416-DR	Isolating Hand Valve Butterfly	25	2009	13	\$13,684
		HV-BV-417-DR	Isolating Hand Valve Butterfly	25	2009	13	\$13,684
		HV-BV-418-DR	Isolating Hand Valve Butterfly	25	2009	13	\$13,684
		HV-BV-501-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		HV-BV-502-DR	Isolating Hand Valve Butterfly	25	2009	13	\$8,210
		MCC-DS-DR	Utility MCC - Distribution Secti - Daveyon	25	2009	13	\$45,000
		MCC-ES-DR	Utility MCC - Entrance Section - Davey	25	2009	13	\$45,000
		MCC-ET-DR	Entrance tub - Davey	25	2009	13	\$0
		MCC-FT-1-DR	Fan tub 1 - Davey	25	2009	13	\$0
		MCC-FT-2-DR	Fan tub 2 - Davey	25	2009	13	\$0
		MCC-HLP-2-VFD-T	VFD tub - Highlift pump 2 - Davey	15	2009	13	\$0
		MCC-HLP-3-VFD-T	VFD tub - Highlift pump 3 - Davey	15	2009	13	\$0
		MCC-HLP-4-VFD-T	VFD tub - Highlift pump 4 - Davey	15	2009	13	\$0
		MCC-HLP-5-VFD-T	VFD tub - Highlift pump 5 - Davey	15	2009	13	\$0
		MCC-HLPS-VFD-T	VFD tub - Highlift pump Spare - Davey	25	2009	13	\$0
		MCC-P-DR	Panel - Davey	25	2009	13	\$280,500
		MCC-ST-DR	spare tub - Davey	25	2009	13	\$0
		MCC-TS-DR	Transfer Switch - Davey	25	2009	13	\$0
		MCC-TVSST-DR	TVSS tub - Davey	25	2009	13	\$0
		MCC-UN-DR	unknown Tub - Davey	25	2009	13	\$0
		MFM-201-DR	Flow meter Davey Reservoir inflow	25	2009	13	\$7,595
		MFM-401-DR	Flow Meter Davey Reservoir Outflow	16	2018	4	\$7,595
		MFM-401-SP-DR	Magnetic Flow Meter Outflow NIS/Design Flow Spare	25	2011	11	\$9,493
		MFM-402-DR	Davey Bulk Water Flow Meter	16	2018	4	\$7,595

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		M-PRV-215-DR	Modulating Pressure Relief Valve Surge Anticipation	25	2009	13	\$12,800
		PIT-201-DR	Suction Pressure Davey Reservoir	25	2009	13	\$9,171
		PIT-401-DR	Discharge Pressure Davey Reservoir 1	25	2009	13	\$9,171
		PIT-402-DR	Discharge Pressure Davey Reservoir 2	25	2009	13	\$9,171
		PLC-AIC-1-DR	Analog Input Card +/-20mA +/-10V 8pt. - Davey	15	2009	13	\$7,500
		PLC-AIC-2-DR	Analog Input Card +/-20mA +/-10V 8pt. - Davey	15	2009	13	\$7,500
		PLC-AIC-3-DR	Analog Input Card +/-20mA +/-10V 8pt. - Davey	15	2009	13	\$7,500
		PLC-AOC-1-DR	Analog Output Card 0-20mA 4pt. - Davey	15	2009	13	\$7,500
		PLC-AOC-2-DR	Analog Output Card 0-20mA 4pt. - Davey	15	2009	13	\$7,500
		PLC-AOC-3-DR	Analog Output Card 0-20mA 4pt. - Davey	15	2009	13	\$7,500
		PLC-DIC-1-DR	Digital Input Card 120Vac 16pt. - Davey	15	2009	13	\$1,500
		PLC-DIC-2-DR	Digital Input Card 120Vac 16pt. - Davey	15	2009	13	\$1,500
		PLC-DIC-3-DR	Digital Input Card 120Vac 16pt. - Davey	15	2009	13	\$1,500
		PLC-DIC-4-DR	Digital Input Card 120Vac 16pt. - Davey	15	2009	13	\$1,500
		PLC-DOC-DR	Digital Output Card Individually Isolated Relays 8pt. - Davey	15	2009	13	\$1,500
		PLC-PS-DR	Power Supply - Davey	15	2009	13	\$4,400
		PLC-R13-DR	Rack 13 Slot - Davey	15	2009	13	\$3,800
		PLC-SLC-DR	SLC Processor 5/05 64K OS501 - Davey	15	2009	13	\$13,600
		PPV-PR-312-DR	Pump Priming Valve Vacuum	25	2009	13	\$10,000
		PPV-PR-313-DR	Pump Priming Valve Vacuum	25	2009	13	\$10,000
		PPV-PR-314-DR	Pump Priming Valve Vacuum	25	2009	13	\$10,000
		PPV-PR-315-DR	Pump Priming Valve Vacuum	25	2009	13	\$10,000

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		PRV-M-211-DR	Pressure Reducing Valve Modulating	25	2009	13	\$12,800
		PSFC-205-DR	Position Sensing Flow Control - Inflow	25	2009	13	\$12,800
		SV-501-DR	Bladder Type Surge Vessel / Hydropneumatic Tank	29	2020	2	\$160,000
		SV-502-DR	Bladder Type Surge Vessel / Hydropneumatic Tank	29	2020	2	\$160,000
		ULT-101-DR	Reservoir Level Davey Cell 1	25	2009	13	\$4,058
		ULT-102-DR	Reservoir Level Davey Cell 2	25	2009	13	\$4,058
		ULT-103-DR	Chlorine Storage Tank Level Transmitter	25	2009	13	\$2,905
		VPS-DR	Vacuum Priming System	30	2009	13	\$50,000
	Elevated Tower	AIT-19-ET	Distribution Chlorine Analyzer Tower	13	2018	4	\$13,500
		CMP-1-ET	Chlorine Metering Pump	20	2008	14	\$15,250
		CMP-2-ET	Chlorine Metering Pump	20	2008	14	\$15,250
		FIT-1001-ET	Flow meter to / from Tower	15	2018	4	\$7,595
		GV-1-ET	Gate Valve	75	1960	62	\$13,294
		LIT-09-BU-ET	Tower Level Backup	0	0	0	\$4,058
		LIT-09-BU-ETOLD	Tower Level Backup	17	2018	4	\$3,000
		LIT-09-ET	Tower Level	18	2021	1	\$1,888
		LIT-09-ET-BU	Tower Level	25	2021	1	\$3,000
		LIT-09-ET-old	Tower Level	25	2014	8	\$3,000
		PIPE-DI-450-ET	Ductile Iron 450 mm piping	75	1960	62	\$0
		PIPE-SS-150-DR	Stainless Steel 150 mm piping	100	2008	14	\$0
		PIPE-SS-200-DR	Stainless Steel 200 mm piping	100	2008	14	\$0
		PIPE-SS-250-DR	Stainless Steel 250 mm piping	100	2008	14	\$0
		PIPE-SS-300-DR	Stainless Steel 300 mm piping	100	2008	14	\$0
		PIPE-SS-400-DR	Stainless Steel 400 mm piping	100	2008	14	\$0
		PIPE-SS-500-DR	Stainless Steel 500 mm piping	100	2008	14	\$0
		PLC-A2I-ET	Analog 2 Chan. Input @ Chan. Output - Elevated Tower	12	2015	7	\$7,500

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		PLC-A4I-T	Analog 4 Chan. Input - Elevated Tower	12	2015	7	\$7,500
		PLC-CPU-ET	Micrologix 1400 CPU series B - Elevated Tower	12	2015	7	\$5,000
		PLC-P-ET	PLC Panel - Elevated Tower	12	2015	7	\$100,000
		UPS-ET	Uninterrupted Power Supply - the Tower	15	2014	8	\$10,000
	Environmental Services Administrarion	CL2-Dist-1	Portable Colorimeter CL2 Test	9	2017	5	\$1,635
		CL2-Dist-2	Portable Colorimeter CL2 Test	9	2017	5	\$1,635
		CL2-Dist-3	Portable Colorimeter CL2 Test	9	2017	5	\$1,635
		CL2-Dist-5	SC400 Portable Colorimeter	9	2017	5	\$1,700
		CL2-Dist-6	Portable Colorimeter CL2 Test	10	2019	3	\$1,635
		CL2-Dist-7	Portable Colorimeter CL2 Test	9	2020	2	\$1,635
		CL2-Dist-8	Portable Colorimeter CL2 Test	12	2020	2	\$1,635
		CL2-Res-1	Portable Colorimeter CL2 Test	9	2017	5	\$1,635
	Georgian Meadows Booster Stn	BP-01-GM	5 HP Submersible Pump	15	2001	21	\$32,550
		BP-02-GM	15 HP Submersible Pump	15	2001	21	\$72,450
		BP-03-GM	15 HP Submersible Pump	15	2015	7	\$72,450
		BPCV-01-GM	Booster Pump Control Valve	25	2001	21	\$10,330
		BPCV-02-GM	Booster Pump Control Valve	25	2001	21	\$10,330
		BPCV-03-GM	Booster Pump Control Valve	25	2001	21	\$10,330
		BP-SP-GM	15 HP Submersible Pump	30	2015	7	\$72,450
		BT-01-GM	Pressurized Bladder Tank 1000 L	15	2001	21	\$0
		BT-02-GM	Pressurized Bladder Tank 1000 L	15	2001	21	\$0
		BT-03-GM	Pressurized Bladder Tank 1000 L	15	2001	21	\$0

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		HV-BV-01-GM	Isolating Hand Valve Butterfly	25	2001	21	\$8,210
		HV-BV-02-GM	Isolating Hand Valve Butterfly	25	2001	21	\$8,210
		HV-BV-03-GM	Isolating Hand Valve Butterfly	25	2001	21	\$8,210
		HV-BV-04-GM	Isolating Hand Valve Butterfly	25	2001	21	\$8,210
		HV-BV-05-GM	Isolating Hand Valve Butterfly	25	2001	21	\$8,210
		HV-BV-06-GM	Isolating Hand Valve Butterfly	25	2001	21	\$8,210
		HV-BV-07-GM	Isolating Hand Valve Butterfly	25	2001	21	\$8,210
		PIPE-SS-150-GM	Stainless Steel 150 mm piping	75	2001	21	\$0
		PIT-01-GM	Suction Pressure Georgian Meadows	22	2018	4	\$2,908
		PIT-02-GM	Discharge Pressure Georgian Meadows	8	2018	4	\$9,171
		PLC-AIC-GM	Analog Input Card +/-20mA +/-10V 4pt. - Georgian Meadows	15	2006	16	\$7,500
		PLC-DI2-C-GM	Digital Input Card 24Vdc 16pt. - Georgian Meadows	15	2006	16	\$1,500
		PLC-DIC-1-GM	Digital Input Card 24Vdc 16pt. - Georgian Meadows	15	2006	16	\$1,500
		PLC-DOC-1-GM	Digital Output Card Individually Isolated Relays 8pt. - Georgian Meadows	15	2006	16	\$1,500
		PLC-DOC-2-GM	Digital Output Card Individually Isolated Relays 8pt. - Georgian Meadows	15	2006	16	\$1,500
		PLC-PS-GM	Power Supply - Georgian Meadows	15	2006	16	\$4,400
		PLC-R7-GM	Rack 7 Slot - Georgian Meadows	15	2006	16	\$2,600
		PLC-SLC-GM	SLC Processor 5/05 16K OS401 C - Georgian Meadows	15	2006	16	\$9,600
		PRV-GM	Pressure Relief Valve	25	2001	21	\$12,800
	Osler Booster Station	PIT-01 OB	Suction Pressure Osler Bluffs	0	2018	4	\$2,559

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		PLC-AIC-1-OB	Analog Input Card +/-20mA +/-10V 4pt. - Osler Booster	12	2021	1	\$7,500
		PLC-AIC-2-OB	Analog Input Card +/-20mA +/-10V 4pt. - Osler Booster	12	2021	1	\$7,500
		PLC-CPU-OB	Micrologix 1400 CPU series A - Osler Booster	12	2021	1	\$5,000
		PLC-DIC1-OB	Digital Input Card 24Vdc 16pt. - Osler Booster	12	2021	1	\$1,500
		PLC-DIC2-OB	Digital Input Card 24Vdc 16pt. - Osler Booster	12	2021	1	\$1,500
		PLC-DOC-OB	Digital Output Card 24Vdc 16pt. - Osler Booster	12	2021	1	\$1,500
		PLC-DORC-OB	Digital Output Relay Card 16pt - Osler Booster	12	2021	1	\$1,500
		PLC-P-DR	PLC Panel - Davey	15	2009	13	\$100,000
		PLC-P-OB	PLC Panel - Osler Booster	12	2021	1	\$100,000
	Osler Booster Station	PIT-02 OB	Discharge Pressure Osler Bluffs	0	2018	4	\$7,337
	R.A.B. Water Filtration Plant	2100P	Portable Turbidimeter	20	1997	25	\$4,758
		AIT-01 / AIT-03	Chlorine and pH Analyzer Finished Water	10	2014	8	\$13,500
		AIT-02	Turbidimeter Finished Water	20	2008	14	\$3,628
		AIT-05	Chlorine Analyzer Raw Water	20	2008	14	\$13,000
		AIT-07	Turbidimeter Industrial Water	20	2008	14	\$13,063
		AIT-13	Chlorine Analyzer Permeate Water	10	2014	8	\$13,500
		AIT-15	pH Analyzer Raw Water	20	2008	14	\$5,760
		AIT-17	Turbidimeter Raw Water	20	2008	14	\$3,628
		AIT-18A	Permeate Water Turbidimeter	20	2008	14	\$2,985
		AIT-18B	Permeate Water Turbidimeter	20	2008	14	\$2,985
		AIT-18C	Permeate Water Turbidimeter	20	2008	14	\$2,985
		AIT-18D	Permeate Water Turbidimeter	20	2008	14	\$2,985
		AIT-18E	Permeate Water Turbidimeter	20	2008	14	\$2,985
		AIT-3537	Permeate Water Turbidimeter	20	2008	14	\$13,063
		AIT-7637	Raw Water Turbidimeter	20	2008	14	\$13,063

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		AIT-BKUP	Backup Chlorine Residual Analyzer	10	2017	5	\$13,500
		ARV-1	NT Air Relief Valve #1	30	2000	22	\$6,594
		ARV-1005	Air Relief Valve Pump #1	30	1997	25	\$6,594
		ARV-1006	Air Relief Valve Pump #2	30	1997	25	\$8,823
		ARV-1007	Air Relief Valve Pump #4	30	1997	25	\$8,823
		ARV-1008	Air Relief Valve Pump #4	30	1997	25	\$8,823
		ARV-2	NT Air Relief Valve #1	30	2000	22	\$6,594
		ARV-3	NT Air Relief Valve #1	30	2000	22	\$6,594
		ARV-3601-A	Air Release Valve	10	2008	14	\$3,288
		ARV-3601-B	Air Release Valve	10	2008	14	\$3,288
		ARV-3601-C	Air Release Valve	22	1996	26	\$3,288
		ARV-3601-D	Air Release Valve	10	2008	14	\$3,288
		ARV-3601-E	Air Release Valve	10	2008	14	\$3,288
		ARV-3602-A	Air Release Valve	10	2008	14	\$3,288
		ARV-3602-B	Air Release Valve	10	2008	14	\$3,288
		ARV-3602-C	Air Release Valve	10	2008	14	\$3,288
		ARV-3602-D	Air Release Valve	10	2008	14	\$3,288
		ARV-3602-E	Air Release Valve	10	2008	14	\$3,288
		ARV-3603-A	Air Release Valve	10	2008	14	\$3,288
		ARV-3603-B	Air Release Valve	10	2008	14	\$3,288
		ARV-3603-C	Air Release Valve	10	2008	14	\$3,288
		ARV-3603-D	Air Release Valve	10	2008	14	\$3,288
		ARV-3603-E	Air Release Valve	10	2008	14	\$3,288
		B-85-A-M	Air Scour Blower Motor	25	1997	25	\$100,000
		B-85-A-P	Air Scour Blower Pump	25	1997	25	\$100,000
		B-85-A-V	Air Scour Blower VFD	20	2019	3	\$20,000
		B-85-B-M	Air Scour Blower Motor	25	1997	25	\$100,000
		B-85-B-P	Air Scour Blower Pump	25	1997	25	\$100,000
		B-85-B-V	Air Scour Blower VFD	20	1998	24	\$20,000
		B-85-C-M	Air Scour Blower Motor	25	1997	25	\$100,000
		B-85-C-P	Air Scour Blower Pump	25	1997	25	\$100,000
		B-85-C-V	Air Scour Blower VFD	20	2019	3	\$20,000
		B-85-D-M	Air Scour Blower Motor	25	1998	24	\$100,000
		B-85-D-P	Air Scour Blower Pump	25	1998	24	\$100,000
		B-85-D-V	Air Scour Blower VFD	20	1998	24	\$20,000
		B-85-E-M	Air Scour Blower Motor	25	1998	24	\$100,000

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		B-85-E-P	Air Scour Blower Pump	25	1998	24	\$100,000
		B-85-E-V	Air Scour Blower VFD	20	1998	24	\$20,000
		B-85-F-P	Membrane Air Blower	20	2001	21	\$20,000
		BPV-6582	Citric acid injection pressure relief valve	20	2001	21	\$3,500
		CL2-Dist-4	SC400 Portable Colorimeter	9	2017	5	\$1,600
		CL2-WTP-1	Portable Colorimeter CL2 Test	10	2014	8	\$1,635
		CL2-WTP-2	Portable Colorimeter CL2 Test	10	2012	10	\$1,635
		Comp-1-M	Compressor 1 Pump Motor	15	2014	8	\$20,000
		Comp-1-Pump-1	Compressor 1 pump 1	15	2014	8	\$23,750
		Comp-1-Pump-2	Compressor 1 pump 2	15	2014	8	\$23,750
		Comp-2-M	Compressor 2 Pump Motor	15	2014	8	\$20,000
		Comp-2-Pump-1	Compressor 2 pump 1	15	2014	8	\$23,750
		Comp-2-Pump-2	Compressor 2 pump 2	15	2014	8	\$23,750
		Crane-CL2-H	Chlorine Tonner storage Chain Hoist	25	1998	24	\$21,450
		Crane-CL2-T	Chlorine Tonner Storage Room Crane Trolley	25	1998	24	\$100,000
		Crane-HLP-H	High Lift Pump Room Chain Hoist	28	1998	24	\$21,450
		Crane-HLP-T	High Lift Pump Room Crane Trolley	28	1997	25	\$200,000
		CV-3585	Check Valve	30	1997	25	\$10,938
		CV-3585-A	Permeate Discharge Check Valve	30	1997	25	\$9,760
		CV-3585-B	Permeate Discharge Check Valve	30	1997	25	\$9,760
		CV-3585-C	Permeate Discharge Check Valve	30	1997	25	\$9,760
		CV-3585-D	Permeate Discharge Check Valve	30	1997	25	\$9,760
		CV-3585-E	Permeate Discharge Check Valve	30	1997	25	\$9,760
		CV-3885	Tank Drain Check Valve	30	2001	21	\$2,125

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		CV-7685	Raw Water Check Valve	30	2001	21	\$18,655
		CV-8582-A	Blower Check Valve	30	1997	25	\$1,750
		CV-8582-B	Blower Check Valve	30	1997	25	\$1,750
		CV-8582-C	Blower Check Valve	30	1997	25	\$1,750
		CV-8582-D	Blower Check Valve	28	1997	25	\$1,750
		CV-8582-E	Blower Check Valve	28	1997	25	\$1,750
		CV-8886	Backpulse/CIP tank drain overflow check valve	30	1997	25	\$3,250
		CV-HLP-2	In line check valve highlift pump 2	25	2017	5	\$22,989
		CV-HLP-3	In line check valve highlift pump 3	25	2017	5	\$22,989
		D-Fuel-1-A	Fuel Storage Tank	25	1997	25	\$10,000
		D-Fuel-1-B	Fuel Storage Tank	25	1997	25	\$10,000
		D-Fuel-2-A	Fuel Storage Tank	25	1997	25	\$10,000
		D-Fuel-2-B	Fuel Storage Tank	25	1997	25	\$10,000
		DR2010	Laboratory Spectrophotometer	20	1997	25	\$80,000
		DR900	Multiparameter Portable Colorimeter	15	2020	2	\$4,264
		DRYER-1	Compressed Air Dryer	10	2014	8	\$4,769
		DRYER-2	Compressed Air Dryer	10	2014	8	\$4,769
		FCV-1009-HLP-1	Flow Control Valve Pump 1	27	1997	25	\$22,400
		FCV-1012-HLP-4	Flow Control Valve Pump 4	30	1997	25	\$38,400
		FCV-3463-A	Modulating Rotary Valve Electric Actuator	10	2014	8	\$20,000
		FCV-3463-V	Raw Water Flow Control Valve	10	2014	8	\$2,630
		FCV-3760-A-A	Concentrate Flow Pneumatic Actuator	15	2010	12	\$10,000
		FCV-3760-A-P	Concentrate Flow Valve Positioner	15	2010	12	\$10,000
		FCV-3760-A-V	Concentrate Flow Actuated Valve	28	1997	25	\$4,960
		FCV-3760-B-A	Concentrate Flow Pneumatic Actuator	15	2010	12	\$10,000
		FCV-3760-B-P	Concentrate Flow Valve Positioner	15	2010	12	\$10,000
		FCV-3760-B-V	Concentrate Flow Actuated Valve	28	1997	25	\$4,960

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		FCV-3760-C-A	Concentrate Flow Pneumatic Actuator	15	2010	12	\$10,000
		FCV-3760-C-P	Concentrate Flow Valve Positioner	15	2010	12	\$10,000
		FCV-3760-C-V	Concentrate Flow Actuated Valve	28	1997	25	\$4,960
		FCV-3760-D-A	Concentrate Flow Pneumatic Actuator	15	2010	12	\$10,000
		FCV-3760-D-P	Concentrate Flow Valve Positioner	15	2010	12	\$10,000
		FCV-3760-D-V	Concentrate Flow Actuated Valve	28	1997	25	\$4,960
		FCV-3760-E-A	Concentrate Flow Pneumatic Actuator	5	2020	2	\$10,000
		FCV-3760-E-P	Concentrate Flow Valve Positioner	15	2010	12	\$10,000
		FCV-3760-E-V	Concentrate Flow Actuated Valve	28	1997	25	\$4,960
		FCV-NT-HLP-1	NT Flow Control Valve Pump 1	30	2000	22	\$12,800
		FCV-NT-HLP-2	NT Flow Control Valve Pump 2	30	2000	22	\$12,800
		FCV-NT-HLP-3	NT Flow Control Valve Pump 3	30	2000	22	\$12,800
		FIT-02	Distribution flow meter - Collingwood and TOBM	30	1997	25	\$7,595
		FIT-03	Industrial Flow Meter	10	2018	4	\$9,493
		FIT-1020	Regional Pipeline Flow meter	30	2000	22	\$7,595
		FIT-3420-1	ZW1000 Feed Raw Water Flow Meter	30	2001	21	\$9,873
		FIT-3520-1	ZW1000 Permeate Water Flow Meter	30	2001	21	\$9,873
		FIT-3520-A	Permeate Flow Meter Train A	20	2015	7	\$7,595
		FIT-3520-B	Permeate Flow Meter Train B	30	1997	25	\$30,000
		FIT-3520-C	Permeate Flow Meter Train C	30	1997	25	\$30,000
		FIT-3520-D	Permeate Flow Meter Train D	20	2019	3	\$30,000
		FIT-3520DH	Permeate Flow Meter Train D	42	1997	25	\$30,000
		FIT-3520-E	Permeate Flow Meter Train E	20	2015	7	\$30,000
		FIT-3520-F	Permeate/backpuls e flow meter	30	2001	21	\$9,113
		FIT-3720-A	Concentrate Flow meter Train A	30	1997	25	\$9,493
		FIT-3720-B	Concentrate Flow meter Train B	30	1997	25	\$9,493
		FIT-3720-C	Concentrate Flow meter Train C	30	1997	25	\$9,493

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		FIT-3720-D	Concentrate Flow meter Train D	30	1997	25	\$9,493
		FIT-3720-E	Concentrate Flow meter Train E	30	1997	25	\$7,595
		FV-3466-A-AIV	Membrane Cassette Actuated Isolation Valve	25	2001	21	\$2,630
		FV-3466-A-EA	Membrane Cassette Electric Actuator	25	2001	21	\$20,000
		FV-3466-B-AIV	Membrane Cassette Actuated Isolation Valve	25	2001	21	\$2,630
		FV-3466-B-EA	Membrane Cassette Electric Actuator	25	2001	21	\$20,000
		FV-3466-C-AIV	Membrane Cassette Actuated Isolation Valve	25	2001	21	\$2,630
		FV-3466-C-EA	Membrane Cassette Electric Actuator	25	2001	21	\$20,000
		FV-3466-D-AIV	Membrane Cassette Actuated Isolation Valve	25	2001	21	\$2,630
		FV-3466-D-EA	Membrane Cassette Electric Actuator	25	2001	21	\$20,000
		FV-3475-A-A	Cyclic Rotary Pneumatic Actuator	18	2002	20	\$10,000
		FV-3475-A-V	Cyclic Air Valve	18	2002	20	\$4,000
		FV-3475-B-A	Cyclic Rotary Pneumatic Actuator	18	2002	20	\$10,000
		FV-3475-B-V	Cyclic Air Valve	18	2002	20	\$10,000
		FV-3475-C-A	Cyclic Rotary Pneumatic Actuator	18	2002	20	\$10,000
		FV-3475-C-V	Cyclic Air Valve	18	2002	20	\$4,000
		FV-3475-D-A	Cyclic Rotary Pneumatic Actuator	18	2002	20	\$10,000
		FV-3475-D-V	Cyclic Air Valve	18	2002	20	\$4,000
		FV-3475-E-A	Cyclic Rotary Pneumatic Actuator	18	2002	20	\$10,000
		FV-3475-E-V	Cyclic Air Valve	18	2002	20	\$4,000
		FV-3476-A-A	Cyclic Rotary Pneumatic Actuator	18	2002	20	\$10,000
		FV-3476-A-V	Cyclic Air Valve	18	2002	20	\$4,000
		FV-3476-B-A	Cyclic Rotary Pneumatic Actuator	18	2002	20	\$10,000

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		FV-3476-B-V	Cyclic Air Valve	18	2002	20	\$4,000
		FV-3476-C-A	Cyclic Rotary Pneumatic Actuator	18	2002	20	\$10,000
		FV-3476-C-V	Cyclic Air Valve	18	2002	20	\$4,000
		FV-3476-D-A	Cyclic Rotary Pneumatic Actuator	18	2002	20	\$10,000
		FV-3476-D-V	Cyclic Air Valve	18	2002	20	\$4,000
		FV-3476-E-A	Cyclic Rotary Pneumatic Actuator	18	2002	20	\$10,000
		FV-3476-E-V	Cyclic Air Valve	18	2002	20	\$4,000
		FV-3560-A-PA	Permeate Flow Pneumatic Actuator	10	2010	12	\$20,000
		FV-3560-A-V	Permeate Flow Actuated Valve	23	1997	25	\$20,000
		FV-3560-B-PA	Permeate Flow Pneumatic Actuator	10	2010	12	\$20,000
		FV-3560-B-V	Permeate Flow Actuated Valve	23	1997	25	\$20,000
		FV-3560-C-PA	Permeate Flow Pneumatic Actuator	10	2010	12	\$20,000
		FV-3560-C-V	Permeate Flow Actuated Valve	23	1997	25	\$20,000
		FV-3560-D-PA	Permeate Flow Pneumatic Actuator	10	2010	12	\$20,000
		FV-3560-D-V	Permeate Flow Actuated Valve	23	1997	25	\$20,000
		FV-3560-E-PA	Permeate Flow Pneumatic Actuator	10	2010	12	\$20,000
		FV-3560-E-V	Permeate Flow Actuated Valve	23	1997	25	\$20,000
		FV-3560-PA	Permeate Flow Pneumatic Actuator	10	2010	12	\$20,000
		FV-3560-V	Permeate Flow Actuated Valve	23	1997	25	\$2,630
		FV-3568-A-PA	Permeate Flow Pneumatic Actuator	10	2010	12	\$20,000
		FV-3568-A-V	Permeate Actuated Flow Valve	23	1997	25	\$9,760
		FV-3568-B-PA	Permeate Flow Pneumatic Actuator	10	2010	12	\$20,000
		FV-3568-B-V	Permeate Actuated Flow Valve	23	1997	25	\$9,760
		FV-3568-C-PA	Permeate Flow Pneumatic Actuator	10	2010	12	\$20,000

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		FV-3568-C-V	Permeate Actuated Flow Valve	23	1997	25	\$9,760
		FV-3568-D-PA	Permeate Flow Pneumatic Actuator	10	2010	12	\$20,000
		FV-3568-D-V	Permeate Actuated Flow Valve	23	1997	25	\$9,760
		FV-3568-E-PA	Permeate Flow Pneumatic Actuator	10	2010	12	\$20,000
		FV-3568-E-V	Permeate Actuated Flow Valve	23	1997	25	\$9,760
		FV-3569-A-PA	Permeate to Waste Pneumatic Actuator	28	1997	25	\$10,000
		FV-3569-A-V	Permeate to Waste Actuated Flow Valve	28	1997	25	\$9,760
		FV-3569-B-PA	Permeate to Waste Pneumatic Actuator	28	1997	25	\$10,000
		FV-3569-B-V	Permeate to Waste Actuated Flow Valve	28	1997	25	\$9,760
		FV-3569-C-PA	Permeate to Waste Pneumatic Actuator	28	1997	25	\$10,000
		FV-3569-C-V	Permeate to Waste Actuated Flow Valve	28	1997	25	\$9,760
		FV-3569-D-PA	Permeate to Waste Pneumatic Actuator	28	1997	25	\$10,000
		FV-3569-D-V	Permeate to Waste Actuated Flow Valve	28	1997	25	\$9,760
		FV-3569-E-PA	Permeate to Waste Pneumatic Actuator	28	1997	25	\$10,000
		FV-3569-E-V	Permeate to Waste Actuated Flow Valve	28	1997	25	\$9,760
		FV-3577-PA	Backpulse/CIP Pneumatic Actuator	28	1997	25	\$10,000
		FV-3577-V	Backpulse/CIP Tank Suction Flow Actuated Valve	28	1997	25	\$2,630
		FV-3860-PA	Backwash Drain Pneumatic Actuator	28	1997	25	\$10,000
		FV-3860-V	Backwash Drain Flow Actuated Valve	28	1997	25	\$2,630
		FV-3861-PA	Process Tank Drain Pneumatic Actuator	28	1997	25	\$10,000

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		FV-3861-V	Process Tank Drain Flow Valve	28	1997	25	\$2,630
		FV-5598-A-CIV	Chemical Injection Valve	20	2005	17	\$20,070
		FV-5598-A-CVPA	Chemical Valve Pneumatic Actuator	20	2005	17	\$10,000
		FV-5598-B-CIV	Chemical Injection Valve	20	2005	17	\$20,070
		FV-5598-B-CVPA	Chemical Valve Pneumatic Actuator	20	2005	17	\$10,000
		FV-5598-C-CIV	Chemical Injection Valve	20	2005	17	\$20,070
		FV-5598-C-CVPA	Chemical Valve Pneumatic Actuator	20	2005	17	\$10,000
		FV-5598-D-CIV	Chemical Injection Valve	20	2005	17	\$20,070
		FV-5598-D-CVPA	Chemical Valve Pneumatic Actuator	20	2005	17	\$10,000
		FV-5598-E-CIV	Chemical Injection Valve	20	2005	17	\$20,070
		FV-5598-E-CVPA	Chemical Valve Pneumatic Actuator	20	2005	17	\$10,000
		FV-8160-PA	Clean In Place Tank Fill Pneumatic Actuator	28	1997	25	\$10,000
		FV-8160-V	Clean In Place Tank Fill Flow Actuated Valve	28	1997	25	\$2,630
		FV-8860-PA	Backpulse/CIP Pneumatic Actuator	28	1997	25	\$10,000
		FV-8860-V	Backpulse/CIP Flow Actuated Valve	28	1997	25	\$2,630
		FV-8861-PA	Backpulse/CIP Pneumatic Actuator	28	1997	25	\$10,000
		FV-8861-V	Backpulse/CIP Pump Flow Actuated Valve	28	1997	25	\$2,630
		FV-8863-PA	Backpulse Tank Fill Pneumatic Actuator	11	2014	8	\$10,000
		FV-8863-V	Backpulse Tank Fill Flow Actuated valve	28	1997	25	\$2,630
		FV-8864-A-PA	Backpulse Flow Pneumatic Actuator	20	2017	5	\$10,000
		FV-8864-A-V	Backpulse Flow Actuated Valve	28	1997	25	\$14,500
		FV-8864-B-PA	Backpulse Flow Pneumatic Actuator	15	2010	12	\$10,000

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		FV-8864-B-V	Backpulse Flow Actuated Valve	28	1997	25	\$14,500
		FV-8864-C-PA	Backpulse Flow Pneumatic Actuator	15	2010	12	\$10,000
		FV-8864-C-V	Backpulse Flow Actuated Valve	28	1997	25	\$14,500
		FV-8864-D-PA	Backpulse Flow Pneumatic Actuator	15	2010	12	\$10,000
		FV-8864-D-V	Backpulse Flow Actuated Valve	28	1997	25	\$14,500
		FV-8864-E-PA	Backpulse Flow Pneumatic Actuator	13	2012	10	\$10,000
		FV-8864-E-V	Backpulse Flow Actuated Valve	28	1997	25	\$14,500
		FV-8865-A-PA	Backpulse Flow Pneumatic Actuator	13	2012	10	\$10,000
		FV-8865-A-V	Backpulse Flow Actuated Valve	28	1997	25	\$14,500
		FV-8865-B-PA	Backpulse Flow Pneumatic Actuator	16	2009	13	\$10,000
		FV-8865-B-V	Backpulse Flow Actuated Valve	28	1997	25	\$14,500
		FV-8865-C-PA	Backpulse Flow Pneumatic Actuator	15	2009	13	\$10,000
		FV-8865-C-V	Backpulse Flow Actuated Valve	28	1997	25	\$14,500
		FV-8865-D-PA	Backpulse Flow Pneumatic Actuator	15	2010	12	\$10,000
		FV-8865-D-V	Backpulse Flow Actuated Valve	28	1997	25	\$14,500
		FV-8865-E-PA	Backpulse Flow Pneumatic Actuator	13	2012	10	\$10,000
		FV-8865-E-V	Backpulse Flow Actuated Valve	28	1997	25	\$14,500
		GEN-1	Diesel Standby Generator	33	1997	25	\$1,000,000
		HLP-1	High Lift Pump 1	29	1997	25	\$40,300
		HLP-1-M	High Lift pump 1 Motor	29	1997	25	\$20,000
		HLP-2	High Lift Pump 2	28	1997	25	\$40,300
		HLP-2-M	High Lift Pump 2 Motor	28	1997	25	\$100,000
		HLP-3	High Lift Pump 3	28	1997	25	\$40,300
		HLP-3-M	High Lift Pump 3 Motor	28	1997	25	\$100,000
		HLP-4	High Lift Pump 4	28	1997	25	\$40,300
		HLP-4-M	High Lift Pump 4 motor	28	1997	25	\$100,000
		HLP-NT-1-M	NT High Lift pump 1 Motor	20	2014	8	\$60,000
		HLP-NT-1-P	NT High Lift Pump 1	20	2014	8	\$100,000

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		HLP-NT-2-M	NT High Lift pump 2 Motor	34	2000	22	\$60,000
		HLP-NT-2-P	NT High Lift Pump 2	34	2000	22	\$100,000
		HLP-NT-3-M	NT High Lift pump 3 Motor	34	2000	22	\$60,000
		HLP-NT-3-P	NT High Lift Pump 3	34	2000	22	\$100,000
		HV 8186	Clean In Place Tank Drain to Waste Isolation valve	28	1997	25	\$2,630
		HV-1013-HLP-1	Hand Isolation Valve pump 1	28	1997	25	\$13,294
		HV-1014-HLP-2	Hand Isolation Valve pump 2	28	1997	25	\$13,294
		HV-1015-HLP-3	Hand Isolation Valve pump 3	28	1997	25	\$13,294
		HV-1016-HLP-4	Hand Isolation Valve pump 4	28	1997	25	\$13,294
		HV-1018	Isolating Hand Valve Gate	30	1998	24	\$26,625
		HV-1020	Isolating Hand Valve Gate	30	1998	24	\$26,625
		HV-1021	Isolating Hand Valve Gate	30	1998	24	\$26,625
		HV-150-GV-8	Isolating Hand Valve Gate	30	1998	24	\$13,294
		HV-300-GV-HLP-1	NT Hand Isolation Valve pump 1	30	2000	22	\$26,625
		HV-300-GV-HLP-2	NT Hand Isolation Valve pump 2	30	2000	22	\$26,625
		HV-300-GV-HLP-3	NT Hand Isolation Valve pump 3	30	2000	22	\$26,625
		HV-3495	Tank drain hand valve	28	1997	25	\$2,630
		HV-3589-A	Permeate Isolation Hand Valve	28	1997	25	\$9,760
		HV-3589-B	Permeate Isolation Hand Valve	28	1997	25	\$9,760
		HV-3589-C	Permeate Isolation Hand Valve	28	1997	25	\$9,760
		HV-3589-D	Permeate Isolation Hand Valve	28	1997	25	\$9,760
		HV-3589-E	Permeate Isolation Hand Valve	28	1997	25	\$9,760
		HV-3593-1	Permeate Water Isolation Hand Valve	28	1997	25	\$2,630
		HV-3783-A	Concentrate Pump Foot Valve	28	1997	25	\$10,000
		HV-3783-B	Concentrate Pump Foot Valve	28	1997	25	\$10,000

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		HV-3783-C	Concentrate Pump Foot Valve	28	1997	25	\$10,000
		HV-3783-D	Concentrate Pump Foot Valve	28	1997	25	\$10,000
		HV-3783-E	Concentrate Pump Foot Valve	28	1997	25	\$10,000
		HV-3787-A	Concentrate Isolation Hand Valve	28	1997	25	\$4,960
		HV-3787-B	Concentrate Isolation Hand Valve	28	1997	25	\$4,960
		HV-3787-C	Concentrate Isolation Hand Valve	28	1997	25	\$4,960
		HV-3787-D	Concentrate Isolation Hand Valve	28	1997	25	\$4,960
		HV-3787-E	Concentrate Isolation Hand Valve	28	1997	25	\$4,960
		HV-3788-A	Concentrate to Sewer Isolation Hand Valve	28	1997	25	\$4,960
		HV-3788-B	Concentrate to Sewer Isolation Hand Valve	28	1997	25	\$4,960
		HV-3788-C	Concentrate to Sewer Isolation Hand Valve	28	1997	25	\$4,960
		HV-3788-D	Concentrate to Sewer Isolation Hand Valve	28	1997	25	\$4,960
		HV-3788-E	Concentrate to Sewer Isolation Hand Valve	28	1997	25	\$4,960
		HV-3880	Tank drain hand valve	28	1997	25	\$2,630
		HV-400-GV-5	Isolating Hand Valve Gate	30	1998	24	\$51,250
		HV-400-GV-6	Isolating Hand Valve Gate	30	1998	24	\$51,250
		HV-400-GV-7	Isolating Hand Valve Gate	30	1998	24	\$51,250
		HV-7681-A	Raw Water Inlet Isolation Hand Valve	28	1997	25	\$13,200
		HV-7681-B	Raw Water Inlet Isolation Hand Valve	28	1997	25	\$13,200
		HV-7681-C	Raw Water Inlet Isolation Hand Valve	28	1997	25	\$13,200
		HV-7681-D	Raw Water Inlet Isolation Hand Valve	28	1997	25	\$13,200
		HV-7681-E	Raw Water Inlet Isolation Hand Valve	28	1997	25	\$13,200

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		HV-7696	Raw Water Isolation Hand Valve	28	1997	25	\$8,210
		HV-7697	Raw Water Strainer by-pass Isolation Hand Valve	28	1997	25	\$8,210
		HV-7698	Raw Water Isolation Hand Valve	28	1997	25	\$8,210
		HV-8162	Clean In Place Feed Isolation Valve	28	1997	25	\$2,630
		HV-8181-A	Clean in Place Isolation Hand Flow Valve	28	1997	25	\$9,760
		HV-8181-B	Clean in Place Isolation Hand Flow Valve	28	1997	25	\$9,760
		HV-8181-C	Clean in Place Isolation Hand Flow Valve	28	1997	25	\$9,760
		HV-8181-D	Clean in Place Isolation Hand Flow Valve	28	1997	25	\$9,760
		HV-8181-E	Clean in Place Isolation Hand Flow Valve	28	1997	25	\$9,760
		HV-8581-A	Blower Isolation Hand Valve	28	1997	25	\$2,630
		HV-8581-B	Blower Isolation Hand Valve	28	1997	25	\$2,630
		HV-8581-C	Blower Isolation Hand Valve	28	1997	25	\$2,630
		HV-8581-D	Blower Isolation Hand Valve	28	1997	25	\$2,630
		HV-8581-E	Blower Isolation Hand Valve	28	1997	25	\$2,630
		HV-8581-F	Blower Isolation Hand Valve	28	1997	25	\$2,630
		HV-8583-A	Blower Isolation Hand Valve	28	1997	25	\$2,630
		HV-8583-B	Blower Isolation Hand Valve	28	1997	25	\$2,630
		HV-8583-C	Blower Isolation Hand Valve	28	1997	25	\$2,630
		HV-8583-D	Blower Isolation Hand Valve	28	1997	25	\$2,630
		HV-8583-E	Blower Isolation Hand Valve	28	1997	25	\$2,630
		HV-8583-F	Blower Isolation Hand Valve	28	1997	25	\$2,630
		HV-8880	Backpulse/CIP Feed Water Isolation Valve	28	1997	25	\$2,630
		HV-8881-A	Backpulse Isolation Hand Valve	28	1997	25	\$14,500
		HV-8881-B	Backpulse Isolation Hand Valve	28	1997	25	\$14,500

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		HV-8881-C	Backpulse Isolation Hand Valve	28	1997	25	\$14,500
		HV-8881-D	Backpulse Isolation Hand Valve	28	1997	25	\$14,500
		HV-8881-E	Backpulse Isolation Hand Valve	28	1997	25	\$14,500
		HV-8882	Backpulse feed Isolation valve	28	1997	25	\$14,500
		HV-8886	Backpulse Tank drain to Waste Isolation Valve	28	1997	25	\$4,960
		HV-8895	Backpulse/CIP Tank Drain Hand Valve	28	1997	25	\$3,356
		ICEPIC	Turbidimeter Calibration Monitor	12	2012	10	\$2,985
		INTAKE	Intake Pipe and Chamber	26	2018	4	\$10,558,000
		LCV-7660-A-PA	Raw Water Inlet Pneumatic Actuator	28	1997	25	\$40,000
		LCV-7660-A-PP	Raw Water Inlet Pneumatic Positioner	28	1997	25	\$40,000
		LCV-7660-A-V	Raw Water Inlet valve	28	1997	25	\$38,400
		LCV-7660-B-PA	Raw Water Inlet Pneumatic Actuator	28	1997	25	\$40,000
		LCV-7660-B-PP	Raw Water Inlet Pneumatic Positioner	28	1997	25	\$40,000
		LCV-7660-B-V	Raw Water Inlet valve	28	1997	25	\$38,400
		LCV-7660-C-PA	Raw Water Inlet Pneumatic Actuator	28	1997	25	\$40,000
		LCV-7660-C-PP	Raw Water Inlet Pneumatic Positioner	28	1997	25	\$40,000
		LCV-7660-C-V	Raw Water Inlet valve	28	1997	25	\$38,400
		LCV-7660-D-PA	Raw Water Inlet Pneumatic Actuator	28	1997	25	\$40,000
		LCV-7660-D-PP	Raw Water Inlet Pneumatic Positioner	28	1997	25	\$40,000
		LCV-7660-D-V	Raw Water Inlet valve	28	1997	25	\$38,400
		LCV-7660-E-PA	Raw Water Inlet Pneumatic Actuator	28	1997	25	\$40,000
		LCV-7660-E-PP	Raw Water Inlet Pneumatic Positioner	28	1997	25	\$40,000

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		LCV-7660-E-V	Raw Water Inlet valve	28	1997	25	\$38,400
		LIT-01	Chlorine Contact Chamber Level	28	1997	25	\$4,058
		LIT-02	Clear Well Level	28	1997	25	\$4,058
		LIT-08	Industrial wet well level	7	2018	4	\$4,058
		LIT-3426	Process Tank Level Transmitter	28	1997	25	\$4,644
		LIT-3426A	Filter Basin Level Transmitter Train A	28	1997	25	\$4,058
		LIT-3426B	Filter Basin Level Transmitter Train B	28	1997	25	\$4,058
		LIT-3426C	Filter Basin Level Transmitter Train C	28	1997	25	\$4,058
		LIT-3426D	Filter Basin Level Transmitter Train D	28	1997	25	\$4,058
		LIT-3426E	Filter Basin Level Transmitter Train E	28	1997	25	\$4,058
		LIT-8126	Clean in place tank level transmitters	28	1997	25	\$4,058
		LIT-8826	Backpulse Tank Level Transmitters	28	1997	25	\$4,058
		MCC-ACT-ZW	Air compressor tub - ZW1000	25	2001	21	\$0
		MCC-BRBT-DIST	Blower Room breaker tub - Distribution	25	1998	24	\$0
		MCC-BTA-BR	Blower tub - Train A	15	2020	2	\$0
		MCC-BTB-BR	Blower tub - Train B	15	1998	24	\$0
		MCC-BTC-BR	Blower tub - Train C	15	2019	3	\$0
		MCC-BTD-BR	Blower tub - Train D	15	1998	24	\$0
		MCC-BTE-BR	Blower tub - Train E	15	1998	24	\$0
		MCC-BT-GEN	Breaker tub - Genset	25	1998	24	\$0
		MCC-BTS-BR	Blower tub - Spare	25	1998	24	\$0
		MCC-BT-ZW	Blower tub - ZW1000	25	2001	21	\$0
		MCC-CF-1-DIST	Cooling fan 1 tub - Distribution	25	1998	24	\$0
		MCC-CF-2-DIST	Cooling fan 2 tub - Distribution	25	1998	24	\$0
		MCC-CPT-A-F	Concentrate Pump tub - Filter	25	1998	24	\$0
		MCC-CPT-B-F	Concentrate Pump tub - Filter	25	1998	24	\$0
		MCC-CPT-C-F	Concentrate Pump tub - Filter	25	1998	24	\$0

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		MCC-CPT-D-F	Concentrate Pump tub - Filter	25	1998	24	\$0
		MCC-CPT-E-F	Concentrate Pump tub - Filter	25	1998	24	\$0
		MCC-CT-HLP	Connection tub	15	1998	24	\$0
		MCC-CTHT-BR	CIP tank heater tub	25	1998	24	\$0
		MCC-DPT-ZW	Drain pump tub - ZW1000	15	2001	21	\$0
		MCC-DT-1-F	Dehumidifier tub - Filter	25	1998	24	\$0
		MCC-DT-2-F	Dehumidifier tub - Filter	25	1998	24	\$0
		MCC-DT-3-F	Dehumidifier tub - Filter	25	1998	24	\$0
		MCC-EF15T-DIST	Exhaust fan 15 tub - Distribution	15	1998	24	\$0
		MCC-EF16T-DIST	Exhaust fan 16 tub - Distribution	15	1998	24	\$0
		MCC-EFT-1-BR	Exhaust fan tub	15	2017	5	\$0
		MCC-EFT-2-BR	Exhaust fan tub	25	1998	24	\$0
		MCC-EFT-3-BR	Exhaust fan tub	25	1998	24	\$0
		MCC-EFT-F	Exhaust fan tub - Filter	25	1998	24	\$0
		MCC-ET-DIST	Entrance tub - Distribution	25	1998	24	\$0
		MCC-ET-NT	Entrance tub - New Tec	25	1998	24	\$0
		MCC-FPT-ZW	Feed pump tub - ZW1000	25	2001	21	\$0
		MCC-F-ZW	Panel - ZW1000	25	2001	21	\$280,500
		MCC-HPT-F	Heat pump tub - Filter	25	1998	24	\$0
		MCC-HTT-ZW	Heater/Transformer tub - ZW1000	25	2001	21	\$0
		MCC-MBT-BR	Main breaker tub	25	1998	24	\$0
		MCC-MBT-IND	Main Breaker tub - Industrial process	25	1998	24	\$0
		MCC-MBT-ZW	Main breaker tub - ZW1000	25	2001	21	\$0
		MCC-MDT-F	Main disconnect tub - Filter	25	1998	24	\$0
		MCC-MDT-HLP	Main disconnect tub	25	1998	24	\$0
		MCC-MPT-IND	Mixer pump tub - Industrial process	25	1998	24	\$0
		MCC-MT-BR	Metering tub	25	1998	24	\$0
		MCC-MT-HLP	Metering tub	25	1998	24	\$0
		MCC-MT-IND	Metering tub - Industrial process	25	1998	24	\$0
		MCC-MT-NT	Metering tub- New Tec	25	1998	24	\$0
		MCC-MT-ZW	Metering tub - ZW1000	25	2001	21	\$0
		MCC-NT-BT-HLP	New Tech breaker tub	15	1998	24	\$0

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		MCC-P-BR	Panel	25	1998	24	\$280,500
		MCC-PBT-ZW	Panel board tub - ZW1000	25	2001	21	\$0
		MCC-P-DIST	Panel - Distribution	25	1998	24	\$280,500
		MCC-PDT-BR	Panel D tub	25	1998	24	\$0
		MCC-PDT-HLP-1-N	HLP 1 Pump disconnect tub- New Tec	25	1998	24	\$0
		MCC-PDT-HLP-2-N	HLP 2 Pump disconnect tub- New Tec	25	1998	24	\$0
		MCC-PDT-HLP-3-N	HLP 3 Pump disconnect tub- New Tec	25	1998	24	\$0
		MCC-P-F	Panel - Filter	25	1998	24	\$280,500
		MCC-P-GEN	Panel - Genset	25	1998	24	\$280,500
		MCC-P-HLP	Panel	25	1998	24	\$280,500
		MCC-P-IND	Panel - Industrial process	25	1998	24	\$280,500
		MCC-P-NT	Panel- New Tec	25	1998	24	\$280,500
		MCC-PPT-A-F	Perm Pump tub - Filter	15	1998	24	\$0
		MCC-PPT-B-F	Perm Pump tub - Filter	15	1998	24	\$0
		MCC-PPT-C-F	Perm Pump tub - Filter	15	1998	24	\$0
		MCC-PPT-D-F	Perm Pump tub - Filter	15	1998	24	\$0
		MCC-PPT-E-F	Perm Pump tub - Filter	15	1998	24	\$0
		MCC-PPT-ZW	perm pump tubs - ZW1000	15	2021	1	\$0
		MCC-PT-HLP-1	Pump tub	25	1998	24	\$0
		MCC-PT-HLP-1-IN	Pump tub - Industrial process	15	1998	24	\$0
		MCC-PT-HLP-1-NT	HLP 1 Pump tub- New Tec	15	1998	24	\$0
		MCC-PT-HLP-2	Pump tub	25	1998	24	\$0
		MCC-PT-HLP-2-IN	Pump tub - Industrial process	25	1998	24	\$0
		MCC-PT-HLP-2-NT	HLP 2 Pump tub- New Tec	15	1998	24	\$0
		MCC-PT-HLP-3	Pump tub	15	1998	24	\$0
		MCC-PT-HLP-3-NT	HLP 3 Pump tub- New Tec	15	1998	24	\$0
		MCC-PT-HLP-4	Pump tub	15	1998	24	\$0
		MCC-SPARE-GEN	Spare - Genset	25	1998	24	\$0
		MCC-SPT-1-IND	Spare tub - Industrial process	25	1998	24	\$0
		MCC-SPT-2-IND	Spare tub - Industrial process	25	1998	24	\$0
		MCC-SPT-A-F	Spare tub - Filter	25	1998	24	\$0

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		MCC-SST-ZW	Surge supression tub - ZW1000	25	2001	21	\$0
		MCC-ST-1-BR	Spare tub	25	1998	24	\$0
		MCC-ST-2-BR	Spare tub	25	1998	24	\$0
		MCC-ST-DIST	Spare tub - Distribution	25	1998	24	\$0
		MCC-ST-HLP	Spare tub	25	1998	24	\$0
		MCC-TB-IND	Transformer tub - Industrial process	25	1998	24	\$0
		MCC-TBT-BR	Transformer breaker tub	25	1998	24	\$0
		MCC-TBT-DIST	Transformer breaker tub - Distribution	25	1998	24	\$0
		MCC-T-GEN	Tub - Genset	25	1998	24	\$0
		MCC-TSFT-IND	Travelling screen feed tub - Industrial process	25	1998	24	\$0
		MCC-TST-GEN	Transfer switch tub - Genset	25	1998	24	\$0
		MCC-TST-IND	Travelling screen tub - Industrial process	25	1998	24	\$0
		MCC-TT-ZW	Transformer tub - ZW1000	25	2001	21	\$0
		MCC-UBT-GEN	Utily breaker tub - Genset	25	1998	24	\$0
		MCC-UH-13-DIST	Unit heater UH-13 tub - Distribution	25	1998	24	\$0
		MCC-UH-14-DIST	Unit heater UH-14 tub - Distribution	25	1998	24	\$0
		MCC-UHT-1-BR	Unit heater tub	25	1998	24	\$0
		MCC-UHT-1-F	Unit heater tub - Filter	25	1998	24	\$0
		MCC-UHT-1-IND	Unit heater tub - Industrial process	25	1998	24	\$0
		MCC-UHT-2-BR	Unit heater tub	25	1998	24	\$0
		MCC-UHT-2-F	Unit heater tub - Filter	25	1998	24	\$0
		MCC-UHT-2-IND	Unit heater tub - Industrial process	25	1998	24	\$0
		MCC-UHT-3-BR	Unit heater tub	25	1998	24	\$0
		MCC-UHT-3-F	Unit heater tub - Filter	25	1998	24	\$0
		MCC-UHT-4-F	Unit heater tub - Filter	25	1998	24	\$0
		MCC-UHT-IND	Unit heater tub - Industrial process	25	1998	24	\$0
		MCC-UT-GEN	Utility tub - Genset	25	1998	24	\$0

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		MCC-VPT-A-F	Vacuum Pump tub - Filter	25	1998	24	\$0
		MCC-VPT-B-F	Vacuum Pump tub - Filter	25	1998	24	\$0
		MCC-VPT-C-F	Vacuum Pump tub - Filter	25	1998	24	\$0
		MCC-VPT-D-F	Vacuum Pump tub - Filter	25	1998	24	\$0
		MCC-VPT-E-F	Vacuum Pump tub - Filter	25	1998	24	\$0
		MCC-VPT-IND	Vacuum pump tub - Industrial process	25	1998	24	\$0
		MCC-VPT-ZW	Vacuum pump tub - ZW1000	25	2001	21	\$0
		MCC-WTPBT-DIST	WTP breaker tub - Distribution	25	1998	24	\$0
		OLD 21PIT-3523E	Membrane Pressure Transmitter Train E	4	2021	1	\$6,000
		P35-A-M	Permeate Pump Motor	20	2010	12	\$50,000
		P35-A-P	Permeate Pump	20	2010	12	\$40,000
		P35-B-M	Permeate Pump Motor	20	2010	12	\$50,000
		P35-B-P	Permeate Pump	20	2010	12	\$40,000
		P35-C-M	Permeate Pump Motor	20	2019	3	\$50,000
		P35-C-P	Permeate Pump	20	2010	12	\$40,000
		P35-D-M	Permeate Pump Motor	20	2014	8	\$50,000
		P35-D-P	Permeate Pump	20	2014	8	\$40,000
		P35-E-M	Permeate Pump Motor	20	2014	8	\$50,000
		P35-E-P	Permeate Pump	20	2014	8	\$40,000
		P35-F-M	Permeate/backpulse Pump Motor	22	2012	10	\$50,000
		P35-F-P	Permeate/Backpulse Pump	20	2014	8	\$40,000
		P36-A	Vacuum Pump	10	2015	7	\$10,000
		P36-B	Vacuum Pump	10	2015	7	\$10,000
		P36-C	Vacuum Pump	10	2015	7	\$10,000
		P36-D	Vacuum Pump	10	2015	7	\$10,000
		P36-E	Vacuum Pump	10	2015	7	\$10,000
		P37-A-M	Concentrate Pump Motor	13	2012	10	\$20,000
		P37-A-P	Concentrate Pump	13	2012	10	\$29,250
		P37-B-M	Concentrate Pump Motor	13	2012	10	\$20,000
		P37-B-P	Concentrate Pump	6	2019	3	\$29,250
		P37-C-M	Concentrate Pump Motor	13	2012	10	\$20,000
		P37-C-P	Concentrate Pump	13	2012	10	\$29,250

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		P37-D-M	Concentrate Pump Motor	13	2012	10	\$20,000
		P37-D-P	Concentrate Pump	13	2012	10	\$29,250
		P37-E-M	Concentrate Pump Motor	13	2012	10	\$20,000
		P37-E-P	Concentrate Pump	13	2012	10	\$29,250
		P37-Spare	Concentrate Pump	13	2012	10	\$29,250
		P38-M	Tank Drain Pump Motor	20	2008	14	\$20,000
		P38-P	Tank Drain pump	20	2008	14	\$20,000
		P-38-V	ZW1000 Drain Pump VFD	5	2021	1	\$14,354
		P51	Hypochlorite solution pump	20	2001	21	\$15,250
		P54	Hypochlorite solution pump (backpulse water)	20	2001	21	\$15,250
		P60	Citric acid solution pump	20	2001	21	\$3,661
		P65	Citric acid injection pump injection	20	2001	21	\$3,661
		P66	Hypochlorite injection pump	20	2001	21	\$15,250
		P76-M	Z1000 Raw Water Pump Motor	15	2010	12	\$10,000
		P76-P	ZW 1000 Raw Water Pump	15	2010	12	\$20,000
		P92	Vacuum Pump	15	2010	12	\$10,000
		P-92A-V	ZW1000 Permeate Pump VFD	20	2021	1	\$14,354
		PCX 2200	FW Particle Counter	20	2005	17	\$19,814
		pH-WTP-1	Laboratory portable ph meter	30	2000	22	\$4,000
		ph-WTP-2	Laboratory pH Meter	15	2018	4	\$3,250
		PIPE-DI-200	Ductile Iron 200 mm piping	75	1998	24	\$0
		PIPE-DI-300	Ductile Iron 300 mm piping	75	1998	24	\$0
		PIPE-DI-350	Ductile Iron 350 mm piping	75	1998	24	\$0
		PIPE-SS-100	Stainless Steel 100 mm piping	75	1998	24	\$0
		PIPE-SS-150	Stainless Steel 150 mm piping	75	1998	24	\$0
		PIPE-SS-150-HLP	Stainless Steel 150 mm piping	75	1998	24	\$0
		PIPE-SS-200	Stainless Steel 200 mm piping	75	1998	24	\$0
		PIPE-SS-200-HLP	Stainless Steel 200 mm piping	75	1998	24	\$0
		PIPE-SS-250	Stainless Steel 250 mm piping	75	1998	24	\$0

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		PIPE-SS-250-HLP	Stainless Steel 250 mm piping	75	1998	24	\$0
		PIPE-SS-300	Stainless Steel 350 mm piping	75	1998	24	\$0
		PIPE-SS-300-HLP	Stainless Steel 300 mm piping	75	1998	24	\$0
		PIPE-SS-400	Stainless Steel 400 mm piping	75	1998	24	\$0
		PIPE-SS-400-HLP	Stainless Steel 400 mm piping	75	1998	24	\$0
		PIT-01	Finished Water Discharge Pressure Transmitter	25	2000	22	\$2,327
		PIT-01 bkup	Finished Water Discharge Pressure back up	25	2000	22	\$2,676
		PIT-02	Industrial System Pressure	7	2018	4	\$9,171
		PIT-02 bkup	Industrial System Pressure Backup	7	2018	4	\$9,171
		PIT-1001	Pump Pressure Transmitter New Tech #1	25	2000	22	\$2,908
		PIT-1002	Pump Pressure Indicator Transmitter	25	2000	22	\$2,908
		PIT-1006	Pump Pressure Transmitter New Tech #2	25	2000	22	\$2,908
		PIT-1008	Pump Pressure Transmitter New Tech #3	25	2000	22	\$2,908
		PIT-1019	Finished Water Discharge Pressure New Tech	25	2000	22	\$2,908
		PIT-3421	Membrane Integrity Test Pressure Transmitter	25	2000	22	\$9,171
		PIT-3523	Membrane pressure transmitter ZW1000	25	2000	22	\$9,171
		PIT-3523A	Membrane Pressure Transmitter Train A	25	2000	22	\$9,171
		PIT-3523B	Membrane Pressure Transmitter Train B	25	2000	22	\$9,171
		PIT-3523C	Membrane Pressure Transmitter Train C	25	2000	22	\$9,171
		PIT-3523D	Membrane Pressure Transmitter Train D	25	2000	22	\$9,171

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		PIT-3523E	Membrane Pressure Transmitter Train E	4	2021	1	\$9,171
		PIT-SP-1	Spare Pressure Transmitter	25	2000	22	\$6,000
		PIT-SP-2	Spare Pressure Transmitter	25	2000	22	\$6,000
		PIT-SP-3	Spare Pressure Transmitter	25	2000	22	\$6,000
		PIT-SP-4	Spare Pressure Transmitter	25	2000	22	\$6,000
		PLC-AIC-1-HLP	Analog Input Card +/-20mA +/-10V 4pt.	15	1998	24	\$7,500
		PLC-AIC-1-IND	Analog Input Card +/-20mA +/-10V 4pt. - Industrial Process	15	1998	24	\$7,500
		PLC-AIC-1-NT	Analog Input Card +/-20mA +/-10V 8pt. - New Tec	15	1998	24	\$7,500
		PLC-AIC-1-Z1	Analog Input Card +/-20mA +/-10V 4pt. - Zenon 1	15	1998	24	\$7,500
		PLC-AIC-1-Z2	Analog Input Card +/-20mA +/-10V 4pt. - Zenon 2	15	1998	24	\$7,500
		PLC-AIC-1-ZW	Analog Input Card +/-20mA +/-10V 8pt.- ZW1000	15	2001	21	\$7,500
		PLC-AIC-2-HLP	Analog Input Card +/-20mA +/-10V 4pt.	15	1998	24	\$7,500
		PLC-AIC-2-IND	Analog Input Card +/-20mA +/-10V 4pt. - Industrial Process	15	1998	24	\$7,500
		PLC-AIC-2-NT	Analog Input Card +/-20mA +/-10V 8pt. - New Tec	15	1998	24	\$7,500
		PLC-AIC-2-Z1	Analog Input Card +/-20mA +/-10V 4pt. - Zenon 1	15	1998	24	\$7,500
		PLC-AIC-2-Z2	Analog Input Card +/-20mA +/-10V 4pt. - Zenon 2	15	1998	24	\$7,500
		PLC-AIC-2-ZW	Analog Input Card +/-20mA +/-10V 8pt.- ZW1000	15	2001	21	\$7,500
		PLC-AIC-3-HLP	Analog Input Card +/-20mA +/-10V 4pt.	15	1998	24	\$7,500
		PLC-AIC-3-Z1	Analog Input Card +/-20mA +/-10V 4pt. - Zenon 1	15	1998	24	\$7,500
		PLC-AIC-3-Z2	Analog Input Card +/-20mA +/-10V 4pt. - Zenon 2	15	1998	24	\$7,500

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		PLC-AIC-3-ZW	Analog Input Card +/-20mA +/-10V 8pt.- ZW1000	15	2001	21	\$7,500
		PLC-AIC-4-HLP	Analog Input Card +/-20mA +/-10V 4pt.	15	1998	24	\$7,500
		PLC-AIC-4-Z1	Analog Input Card +/-20mA +/-10V 4pt. - Zenon 1	15	1998	24	\$7,500
		PLC-AIC-4-Z2	Analog Input Card +/-20mA +/-10V 4pt. - Zenon 2	15	1998	24	\$7,500
		PLC-AIC-5-HLP	Analog Input Card +/-20mA +/-10V 4pt.	15	1998	24	\$7,500
		PLC-AIC-5-Z1	Analog Input Card +/-20mA +/-10V 4pt. - Zenon 1	15	1998	24	\$7,500
		PLC-AIC-5-Z2	Analog Input Card +/-20mA +/-10V 4pt. - Zenon 2	15	1998	24	\$7,500
		PLC-AIC-6-HLP	Analog Input Card +/-20mA +/-10V 4pt.	15	1998	24	\$7,500
		PLC-AIC-6-Z2	Analog Input Card +/-20mA +/-10V 4pt. - Zenon 2	15	1998	24	\$7,500
		PLC-AIC-7-HLP	Analog Input Card +/-20mA +/-10V 4pt.	15	1998	24	\$7,500
		PLC-AIC-7-Z2	Analog Input Card +/-20mA +/-10V 4pt. - Zenon 2	15	1998	24	\$7,500
		PLC-AIC-8-HLP	Analog Input Card +/-20mA +/-10V 4pt.	15	1998	24	\$7,500
		PLC-AOC-1-HLP	Analog Output Card 0-20mA 4pt.	15	1998	24	\$7,500
		PLC-AOC-1-IND	Analog Output Card 0-20mA 4pt. - Industrial Process	15	1998	24	\$7,500
		PLC-AOC-1-Z1	Analog Output Card 0-20mA 4pt. - Zenon 1	15	1998	24	\$7,500
		PLC-AOC-1-Z2	Analog Output Card 0-20mA 4pt. - Zenon 2	15	1998	24	\$7,500
		PLC-AOC-1-ZW	Analog Output Card 0-20mA 4pt.- ZW1000	15	2001	21	\$7,500
		PLC-AOC-2-HLP	Analog Output Card 0-20mA 4pt.	15	1998	24	\$7,500
		PLC-AOC-2-IND	Analog Output Card 0-20mA 4pt. - Industrial Process	15	1998	24	\$7,500
		PLC-AOC-2-Z1	Analog Output Card 0-20mA 4pt. - Zenon 1	15	1998	24	\$7,500

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		PLC-AOC-2-Z2	Analog Output Card 0-20mA 4pt. - Zenon 2	15	1998	24	\$7,500
		PLC-AOC-2-ZW	Analog Output Card 0-20mA 4pt.- ZW1000	15	2001	21	\$7,500
		PLC-AOC-3-IND	Analog Output Card 0-20mA 4pt. - Industrial Process	15	1998	24	\$7,500
		PLC-AOC-3-Z1	Analog Output Card 0-20mA 4pt. - Zenon 1	15	1998	24	\$7,500
		PLC-AOC-3-Z2	Analog Output Card 0-20mA 4pt. - Zenon 2	15	1998	24	\$7,500
		PLC-AOC-3-ZW	Analog Output Card 0-20mA 4pt.- ZW1000	15	2001	21	\$7,500
		PLC-AOC-GEN	Analog Output Card 0-10vdc pt.	15	1998	24	\$7,500
		PLC-AOC-NT	Analog Output Card 0-20mA 4pt. - New Tec	15	1998	24	\$7,500
		PLC-D-CPU	Dialer - Micrologix 1400 CPU series A	12	2012	10	\$5,000
		PLC-DIC-1-HLP	Digital Input Card 120Vac 16pt.	15	1998	24	\$1,500
		PLC-DIC-1-IND	Digital Input Card 120Vac 16pt. - Industrial Process	15	1998	24	\$1,500
		PLC-DIC-1-NT	Digital Input Card 120Vac 16pt. - New Tec	15	1998	24	\$1,500
		PLC-DIC-1-Z1	Digital Input Card 120Vac 16pt. - Zenon 1	15	1998	24	\$1,500
		PLC-DIC-1-Z2	Digital Input Card 120Vac 16pt. - Zenon 2	15	1998	24	\$1,500
		PLC-DIC-1-ZW	Digital Input Card 120Vac 16pt.- ZW1000	15	2001	21	\$1,500
		PLC-DIC-2-HLP	Digital Input Card 120Vac 16pt.	15	1998	24	\$1,500
		PLC-DIC-2-IND	Digital Input Card 120Vac 16pt. - Industrial Process	15	1998	24	\$1,500
		PLC-DIC-2-NT	Digital Input Card 120Vac 16pt. - New Tec	15	1998	24	\$1,500
		PLC-DIC-2-Z1	Digital Input Card 120Vac 16pt. - Zenon 1	15	1998	24	\$1,500
		PLC-DIC-2-Z2	Digital Input Card 120Vac 16pt. - Zenon 2	15	1998	24	\$1,500

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		PLC-DIC-2-ZW	Digital Input Card 120Vac 16pt.- ZW1000	15	2001	21	\$1,500
		PLC-DIC-3-HLP	Digital Input Card 120Vac 16pt.	15	1998	24	\$1,500
		PLC-DIC-3-IND	Digital Input Card 120Vac 16pt. - Industrial Process	15	1998	24	\$1,500
		PLC-DIC-3-Z1	Digital Input Card 120Vac 16pt. - Zenon 1	15	1998	24	\$1,500
		PLC-DIC-3-Z2	Digital Input Card 120Vac 16pt. - Zenon 2	15	1998	24	\$1,500
		PLC-DIC-3-ZW	Digital Input Card 120Vac 16pt.- ZW1000	15	2001	21	\$1,500
		PLC-DIC-4-IND	Digital Input Card 120Vac 16pt. - Industrial Process	15	1998	24	\$1,500
		PLC-DIC-4-Z1	Digital Input Card 120Vac 16pt. - Zenon 1	15	1998	24	\$1,500
		PLC-DIC-4-Z2	Digital Input Card 120Vac 16pt. - Zenon 2	15	1998	24	\$1,500
		PLC-DIC-4-ZW	Digital Input Card 120Vac 16pt.- ZW1000	15	2001	21	\$1,500
		PLC-DIC-5-Z1	Digital Input Card 120Vac 16pt. - Zenon 1	15	1998	24	\$1,500
		PLC-DIC-5-Z2	Digital Input Card 120Vac 16pt. - Zenon 2	15	1998	24	\$1,500
		PLC-DIC-5-ZW	Digital Input Card 120Vac 16pt.- ZW1000	15	2001	21	\$1,500
		PLC-DIC-6-Z1	Digital Input Card 120Vac 16pt. - Zenon 1	15	1998	24	\$1,500
		PLC-DIC-6-Z2	Digital Input Card 120Vac 16pt. - Zenon 2	15	1998	24	\$1,500
		PLC-DIC-6-ZW	Digital Input Card 120Vac 16pt.- ZW1000	15	2001	21	\$1,500
		PLC-DIC-7-Z1	Digital Input Card 120Vac 16pt. - Zenon 1	15	1998	24	\$1,500
		PLC-DIC-7-Z2	Digital Input Card 120Vac 16pt. - Zenon 2	15	1998	24	\$1,500
		PLC-DIC-GEN	Digital Input Card 24Vdc 16pt. Sinking.	15	1998	24	\$1,500

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		PLC-DOC-1-HLP	Digital Output Card Individually Isolated Relays 8pt.	15	1998	24	\$1,500
		PLC-DOC-1-IND	Digital Output Card Individually Isolated Relays 8pt. - Industrial Process	15	1998	24	\$1,500
		PLC-DOC-1-Z1	Digital Output Card Individually Isolated Relays 8pt. - Zenon 1	15	1998	24	\$1,500
		PLC-DOC-1-Z2	Digital Output Card Individually Isolated Relays 8pt. - Zenon 2	15	1998	24	\$1,500
		PLC-DOC-1-ZW	Digital Output Card Triac 120Vac. 16pt.-ZW1000	15	2001	21	\$1,500
		PLC-DOC-2-HLP	Digital Output Card Individually Isolated Relays 8pt.	15	1998	24	\$1,500
		PLC-DOC-2-IND	Digital Output Card Individually Isolated Relays 8pt. - Industrial Process	15	1998	24	\$1,500
		PLC-DOC-2-Z1	Digital Output Card Individually Isolated Relays 8pt. - Zenon 1	15	1998	24	\$1,500
		PLC-DOC-2-Z2	Digital Output Card Individually Isolated Relays 8pt. - Zenon 2	15	1998	24	\$1,500
		PLC-DOC-2-ZW	Digital Output Card Triac 120Vac. 16pt.-ZW1000	15	2001	21	\$1,500
		PLC-DOC-3-HLP	Digital Output Card Individually Isolated Relays 8pt.	15	1998	24	\$1,500
		PLC-DOC-3-Z1	Digital Output Card Individually Isolated Relays 8pt. - Zenon 1	15	1998	24	\$1,500
		PLC-DOC-3-Z2	Digital Output Card Individually Isolated Relays 8pt. - Zenon 2	15	1998	24	\$1,500
		PLC-DOC-3-ZW	Digital Output Card Triac 120Vac. 16pt.-ZW1000	15	2001	21	\$1,500

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		PLC-DOC-4-HLP	Digital Output Card Individually Isolated Relays 8pt.	15	1998	24	\$1,500
		PLC-DOC-4-ZW	Digital Output Card Triac 120Vac. 16pt.-ZW1000	15	2001	21	\$1,500
		PLC-DOC-GEN	Digital Output Card 24Vdc 16pt.	15	1998	24	\$1,500
		PLC-DOC-NT	Digital Output Card Individually Isolated Relays 8pt. - New Tec	15	1998	24	\$1,500
		PLC-EM-GEN	Ethernet Module	15	1998	24	\$7,500
		PLC-EM-HLP	Ethernet Module	15	1998	24	\$7,500
		PLC-EM-IND	Ethernet Module - Industrial Process	15	1998	24	\$7,500
		PLC-EM-Z1	Ethernet Module - Zenon 1	15	1998	24	\$7,500
		PLC-EM-Z2	Ethernet Module - Zenon 2	15	1998	24	\$7,500
		PLC-EM-ZW	Ethernet Module-ZW1000	15	2001	21	\$7,500
		PLC-GW-NT	WIFI Router (in master panel) - New Tec	15	1998	24	\$7,500
		PLC-P-GEN	Panelview	15	1998	24	\$82,500
		PLC-P-GM	PLC Panel - Georgian Meadows	15	2006	16	\$100,000
		PLC-P-GMM	PLC Panel - Georgian Meadows Master	15	2006	16	\$100,000
		PLC-P-HLP	PLC Panel	15	1998	24	\$100,000
		PLC-P-IND	PLC Panel - Industrial Process	15	1998	24	\$100,000
		PLC-P-NT	PLC Panel - New Tec	15	1998	24	\$100,000
		PLC-PS-1-HLP	Power Supply 1	15	1998	24	\$4,400
		PLC-PS-1-IND	Power Supply - Industrial Process	15	1998	24	\$4,400
		PLC-PS-1-Z1	Power Supply - Zenon 1	15	1998	24	\$4,400
		PLC-PS-1-ZW	Power Supply-ZW1000	15	2001	21	\$8,800
		PLC-PS-2-HLP	Power Supply 2	15	1998	24	\$4,400
		PLC-PS-2-IND	Power Supply - Industrial Process	15	1998	24	\$4,400
		PLC-PS-2-Z1	Power Supply - Zenon 1	15	1998	24	\$4,400
		PLC-PS-2-ZW	Power Supply-ZW1000	15	2001	21	\$8,800
		PLC-PS-GEN	Power Supply	15	1998	24	\$4,400

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		PLC-PS-GMM	Power Supply - Georgian Meadows Master	15	2006	16	\$4,400
		PLC-PS-NT	Power Supply - New Tec	15	1998	24	\$4,400
		PLC-P-Z1	PLC Panel - Zenon 1	15	1998	24	\$100,000
		PLC-P-Z2	PLC Panel - Zenon 2	15	1998	24	\$100,000
		PLC-P-ZW	PLC Panel-ZW1000	15	2001	21	\$100,000
		PLC-R10-1-HLP	Rack 10 slot 1	15	1998	24	\$3,000
		PLC-R10-2-HLP	Rack 10 slot 2	15	1998	24	\$3,000
		PLC-R10-NT	Rack 10 Slot - New Tec	15	1998	24	\$3,000
		PLC-R13-1-IND	Rack 13 Slot - Industrial Process	15	1998	24	\$3,800
		PLC-R13-1-Z1	Rack 13 Slot - Zenon 1	15	1998	24	\$3,400
		PLC-R13-2-IND	Rack 13 Slot - Industrial Process	15	1998	24	\$3,800
		PLC-R13-2-Z1	Rack 13 Slot - Zenon 1	15	1998	24	\$3,400
		PLC-R13-ZW	Rack 13 Slot-ZW1000	15	2001	21	\$3,800
		PLC-R4-GEN	Rack 4 Slot	15	1998	24	\$1,400
		PLC-R4-ZW	Rack 4 Slot-ZW1000	15	2001	21	\$1,400
		PLC-R7-GMM	Rack 7 Slot - Georgian Meadows Master	15	2006	16	\$2,600
		PLC-SLCBM-Z1	SLC Basic Module - Zenon 1	15	1998	24	\$3,000
		PLC-SLCBM-Z2	SLC Basic Module - Zenon 2	15	1998	24	\$3,000
		PLC-SLC-GEN	SLC Processor 5/04 16K OS401	15	1998	24	\$9,000
		PLC-SLC-GMM	SLC Processor 5/05 16K OS401 C - Georgian Meadows Master	15	2006	16	\$9,600
		PLC-SLC-HLP	SLC Processor 5/05 32K OS401 C	15	1998	24	\$10,000
		PLC-SLC-IND	SLC Processor 5/05 32K OS501 - Industrial Process	15	1998	24	\$10,000
		PLC-SLC-NT	SLC Processor 5/04 32K OS401 - New Tec	15	1998	24	\$9,600
		PLC-SLC-Z1	SLC Processor 5/05 32K OS401 C - Zenon 1	15	1998	24	\$10,000
		PLC-SLC-Z2	Zenon 2 - SLC Processor 5/05 32K OS401 C - Zenon 2	15	1998	24	\$10,000

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		PLC-SLC-ZW	SLC Processor 5/05 32K OS501 - ZW1000	15	2001	21	\$10,000
		PLC-SS-GMM	Stratix Switch - Georgian Meadows Master	15	2011	11	\$17,500
		Post-Chlor-1	Post chlorinator #1	10	2019	3	\$46,615
		Post-Chlor-2	Post chlorinator #2	10	2018	4	\$46,615
		Pre-Chlor	Pre chlorinator	28	1997	25	\$46,615
		PRV-1	Pressure Relief Valve	25	2002	20	\$10,240
		PRV-2	Pressure Relief Valve	30	1998	24	\$12,800
		PRV-8580-A	Blower Pressure Relief Valve	30	1997	25	\$2,000
		PRV-8580-B	Blower Pressure Relief Valve	30	1997	25	\$2,000
		PRV-8580-C	Blower Pressure Relief Valve	30	1997	25	\$2,000
		PRV-8580-D	Blower Pressure Relief Valve	30	1997	25	\$2,000
		PRV-8580-E	Blower Pressure Relief Valve	30	1997	25	\$2,000
		PRV-8580-F	Blower Pressure Relief Valve	30	1997	25	\$2,000
		PSV-1017	Pressure Relief Valve	25	2002	20	\$10,240
		PSV-6582	Citric acid injection backpressure anisiphon valve	25	2002	20	\$3,500
		R-HLPC02-VFD001	VFD Drive for HLP 2 Collingwood	20	2021	1	\$34,000
		R-OLN000-SW0001	Ethernet Switch	20	2022	0	\$7,000
		SC200-01	Controller for analyzers	24	2019	3	\$6,278
		Strainer	Automatic Pre Filter Strainer	25	2000	22	\$80,000
		Strainer M	ZW1000 Strainer pump motor	5	2021	1	\$10,000
		Strainer P	ZW1000 Strainer Pump	5	2021	1	\$10,000
		TE/TT 8130-1	Clean in place tank water heater	20	2005	17	\$30,000
		TE/TT 8130-2	Clean in place tank temperature transmitter	20	2005	17	\$5,000
		TIT-12	Temperature Analyzer Finished Water	9	2018	4	\$5,000
		TIT-14	Temperature Analyzer Raw Water	5	2022	0	\$5,000
		TIT-14 old 2021	Temperature Analyzer Raw Water	6	2021	1	\$2,000

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		TIT-14 old 2022	Temperature Sensor Raw Water	15	2021	1	\$2,000
		TK66	Hypochlorite bulk storage tank && containment	20	2015	7	\$19,736
		TK67	Hypochlorite bulk storage tank && containment	20	2015	7	\$19,736
		Train A 05 old	Membrane Filter Cassette	6	2018	4	\$100,000
		Train A 06 old	Membrane Filter Cassette	6	2018	4	\$100,000
		Train A 10 old	Membrane Filter Cassette	6	2018	4	\$100,000
		Train A 15 old	Membrane Filter Cassette	6	2018	4	\$100,000
		Train A Cass 01	Membrane Filter Cassette	6	2018	4	\$171,115
		Train A Cass 02	Membrane Filter Cassette	6	2018	4	\$171,115
		Train A Cass 03	Membrane Filter Cassette	6	2018	4	\$171,115
		Train A Cass 04	Membrane Filter Cassette	6	2018	4	\$171,115
		Train A Cass 05	Membrane Filter Cassette	6	2018	4	\$171,115
		Train A Cass 06	Membrane Filter Cassette	6	2018	4	\$171,115
		Train A Cass 07	Membrane Filter Cassette	6	2018	4	\$171,115
		Train A Cass 08	Membrane Filter Cassette	6	2018	4	\$171,115
		Train A Cass 09	Membrane Filter Cassette	6	2018	4	\$171,115
		Train A Cass 10	Membrane Filter Cassette	6	2018	4	\$171,115
		Train A Cass 11	Membrane Filter Cassette	6	2018	4	\$171,115
		Train A Cass 12	Membrane Filter Cassette	6	2018	4	\$171,115
		Train A Cass 13	Membrane Filter Cassette	6	2018	4	\$171,115
		Train A Cass 14	Membrane Filter Cassette	6	2018	4	\$171,115
		Train A Cass 15	Membrane Filter Cassette	6	2018	4	\$171,115
		Train A Cass05	Membrane Filter Cassette	6	2018	4	\$100,000
		Train B Cass 01	Membrane Filter Cassette	10	2018	4	\$171,115
		Train B Cass 02	Membrane Filter Cassette	10	2018	4	\$171,115
		Train B Cass 03	Membrane Filter Cassette	10	2018	4	\$171,115
		Train B Cass 04	Membrane Filter Cassette	10	2018	4	\$171,115
		Train B Cass 05	Membrane Filter Cassette	10	2018	4	\$171,115

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		Train B Cass 06	Membrane Filter Cassette	10	2018	4	\$171,115
		Train B Cass 07	Membrane Filter Cassette	10	2018	4	\$171,115
		Train B Cass 08	Membrane Filter Cassette	10	2018	4	\$171,115
		Train B Cass 09	Membrane Filter Cassette	10	2018	4	\$171,115
		Train B Cass 10	Membrane Filter Cassette	10	2018	4	\$171,115
		Train B Cass 11	Membrane Filter Cassette	10	2018	4	\$171,115
		Train B Cass 12	Membrane Filter Cassette	10	2018	4	\$171,115
		Train B Cass 13	Membrane Filter Cassette	10	2018	4	\$171,115
		Train B Cass 14	Membrane Filter Cassette	10	2018	4	\$171,115
		Train B Cass 15	Membrane Filter Cassette	10	2018	4	\$171,115
		Train C 04 old	Membrane Filter Cassette	-3	2018	4	\$100,000
		Train C 05 old	Membrane Filter Cassette	-3	2018	4	\$100,000
		Train C 08 old	Membrane Filter Cassette	-3	2018	4	\$100,000
		Train C Cass 01	Membrane Filter Cassette	-3	2018	4	\$171,115
		Train C Cass 02	Membrane Filter Cassette	-3	2018	4	\$171,115
		Train C Cass 03	Membrane Filter Cassette	-3	2018	4	\$171,115
		Train C Cass 04	Membrane Filter Cassette	-3	2018	4	\$171,115
		Train C Cass 05	Membrane Filter Cassette	-3	2018	4	\$171,115
		Train C Cass 06	Membrane Filter Cassette	-3	2018	4	\$171,115
		Train C Cass 07	Membrane Filter Cassette	-3	2018	4	\$171,115
		Train C Cass 08	Membrane Filter Cassette	-3	2018	4	\$171,115
		Train C Cass 09	Membrane Filter Cassette	-3	2018	4	\$171,115
		Train C Cass 10	Membrane Filter Cassette	-3	2018	4	\$171,115
		Train C Cass 11	Membrane Filter Cassette	-10	2018	4	\$171,115
		Train C Cass 12	Membrane Filter Cassette	-10	2018	4	\$171,115
		Train C Cass 13	Membrane Filter Cassette	-10	2018	4	\$171,115
		Train C Cass 14	Membrane Filter Cassette	-10	2018	4	\$171,115
		Train C Cass 15	Membrane Filter Cassette	-10	2018	4	\$171,115
		Train D 01 old	Membrane Filter Cassette	4	2018	4	\$100,000
		Train D 02 old	Membrane Filter Cassette	4	2018	4	\$100,000

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		Train D 03 old	Membrane Filter Cassette	4	2018	4	\$100,000
		Train D 09 old	Membrane Filter Cassette	4	2018	4	\$100,000
		Train D 11 old	Membrane Filter Cassette	-10	2018	4	\$100,000
		Train D 12 old	Membrane Filter Cassette	-10	2018	4	\$100,000
		Train D 13 old	Membrane Filter Cassette	-10	2018	4	\$100,000
		Train D 14 old	Membrane Filter Cassette	-10	2018	4	\$100,000
		Train D Cass 01	Membrane Filter Cassette	1	2021	1	\$171,115
		Train D Cass 02	Membrane Filter Cassette	1	2021	1	\$171,115
		Train D Cass 03	Membrane Filter Cassette	1	2021	1	\$171,115
		Train D Cass 04	Membrane Filter Cassette	1	2021	1	\$171,115
		Train D Cass 05	Membrane Filter Cassette	1	2021	1	\$171,115
		Train D Cass 06	Membrane Filter Cassette	1	2021	1	\$171,115
		Train D Cass 07	Membrane Filter Cassette	1	2021	1	\$171,115
		Train D Cass 08	Membrane Filter Cassette	1	2021	1	\$171,115
		Train D Cass 09	Membrane Filter Cassette	1	2021	1	\$171,115
		Train D Cass 10	Membrane Filter Cassette	1	2021	1	\$171,115
		Train D Cass 11	Membrane Filter Cassette	-13	2021	1	\$171,115
		Train D Cass 12	Membrane Filter Cassette	-13	2021	1	\$171,115
		Train D Cass 13	Membrane Filter Cassette	-13	2021	1	\$171,115
		Train D Cass 14	Membrane Filter Cassette	-13	2021	1	\$171,115
		Train D Cass 15	Membrane Filter Cassette	-13	2021	1	\$171,115
		Train E Cass 01	Membrane Filter Cassette	10	2017	5	\$171,115
		Train E Cass 02	Membrane Filter Cassette	10	2017	5	\$171,115
		Train E Cass 03	Membrane Filter Cassette	10	2017	5	\$171,115
		Train E Cass 04	Membrane Filter Cassette	10	2017	5	\$171,115
		Train E Cass 05	Membrane Filter Cassette	10	2017	5	\$171,115
		Train E Cass 06	Membrane Filter Cassette	10	2017	5	\$171,115
		Train E Cass 07	Membrane Filter Cassette	10	2017	5	\$171,115
		Train E Cass 08	Membrane Filter Cassette	10	2017	5	\$171,115
		Train E Cass 09	Membrane Filter Cassette	10	2017	5	\$171,115

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		Train E Cass 10	Membrane Filter Cassette	10	2017	5	\$171,115
		Train E Cass 11	Membrane Filter Cassette	10	2017	5	\$171,115
		Train E Cass 12	Membrane Filter Cassette	10	2017	5	\$171,115
		Train E Cass 13	Membrane Filter Cassette	10	2017	5	\$171,115
		Train E Cass 14	Membrane Filter Cassette	10	2017	5	\$171,115
		Train E Cass 15	Membrane Filter Cassette	10	2017	5	\$171,115
		Train F Cass 01	Membrane Filter Cassette	5	2017	5	\$171,115
		Train F Cass 02	Membrane Filter Cassette	5	2017	5	\$171,115
		Train F Cass 03	Membrane Filter Cassette	5	2017	5	\$171,115
		Train F Cass 04	Membrane Filter Cassette	10	2017	5	\$171,115
		FIT-ToB	Distribution flow meter - TOBM at Cypress	28	2020	2	\$0
Wastewater	Black Ash Water Pumping Station	WC-BAC-0001	Diesel Fuel Engine	25	2019	3	\$0
		WC-BAC-0002	Backup Power Generator	0	2019	3	\$81,574
		WC-BAC-0003	Influent Masticator	25	2019	3	\$115,000
		WC-BAC-0004	Main Pump No.1	25	2019	3	\$137,931
		WC-BAC-0005	Main Pump No.2	25	2019	3	\$137,931
		WC-BAC-0006	Main Pump No.3	25	2019	3	\$137,931
		WC-BAC-0007	Overflow Chamber Submersible Pump	25	2019	3	\$29,946
		WC-BAC-0008	High High level float	25	2019	3	\$690
		WC-BAC-0009	High Level Float	25	2019	3	\$690
		WC-BAC-0010	Ultrasonic Level Transducer	25	2019	3	\$8,970
		WC-BAC-0011	Low Low Float	25	2019	3	\$690
		WC-BAC-0012	High High level float	25	2019	3	\$690
		WC-BAC-0013	High Level Float	25	2019	3	\$690
		WC-BAC-0014	Ultrasonic Level Transducer	25	2019	3	\$8,970
		WC-BAC-0015	Low Low Float	25	2019	3	\$690
		WC-BAC-0016	Sanitary Sewer MH 1 to MH 2	75	2020	2	\$0
		WC-BAC-0017	Overflow discharge pipe	75	1971	51	\$0
		WC-BAC-0018	Overflow discharge pipe	75	1971	51	\$0
		WC-BAC-0019	Knife Gate Valve c/w handwheel for Pump 1	25	2019	3	\$15,807

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WC-BAC-0020	Knife Gate Valve c/w handwheel for Pump 2	25	2019	3	\$15,807
		WC-BAC-0021	Knife Gate Valve c/w handwheel for Pump 3	25	2019	3	\$15,807
		WC-BAC-0022	Knife gate valve c/w chainwheel operator after Pump 1	25	2019	3	\$714
		WC-BAC-0023	Knife gate valve c/w chainwheel operator after Pump 2	25	2019	3	\$714
		WC-BAC-0024	Knife gate valve c/w chainwheel operator after Pump 3	25	2019	3	\$714
		WC-BAC-0025	Pipe to MH 2	75	2020	2	\$0
		WC-BAC-0026	Overflow Pipe	75	1971	51	\$0
		WC-BAC-0027	Overflow Pipe	75	1971	51	\$0
		WC-BAC-0028	Discharge Pipe from Pump 1	75	2019	3	\$3,500
		WC-BAC-0029	Discharge Pipe from Pump 2	75	2019	3	\$2,870
		WC-BAC-0030	Discharge Pipe from Pump 3	75	2019	3	\$3,500
		WC-BAC-0031	Flow Meter	20	2019	3	\$13,800
		WC-BAC-0032	Pipe to Pump 1	75	2019	3	\$974
		WC-BAC-0033	Air Release Valve	25	2019	3	\$3,025
		WC-BAC-0034	Sanitary Sewer MH 3 to MH 1	75	2020	2	\$0
		WC-BAC-0035	Overflow Pipe	75	2019	3	\$4,782
		WC-BAC-0036	Pipe to Pump 2	75	2019	3	\$974
		WC-BAC-0039	Pipe to Pump 3	75	2019	3	\$974
		WC-BAC-0040	Discharge Pipe from Pumps 2 and 3	75	2019	3	\$1,267
		WC-BAC-0041	Combined Discharge Pipe	75	2019	3	\$4,385
		WC-BAC-0042	90 deg MJ Elbow Overflow	75	2020	2	\$0
		WC-BAC-0043	22.5 deg MJ Elbow Overflow	75	2020	2	\$0
		WC-BAC-0044	Effluent Pipe to Forcemain	75	2019	3	\$2,237
		WC-BAC-0045	Overflow discharge reducer	0	0	0	\$0
		WC-BAC-0046	Overflow discharge check valve	25	2019	3	\$0
		WC-BAC-0047	Overflow discharge 90 LR Elbow	0	0	0	\$0
		WC-BAC-0048	Sluice Gate	25	2019	3	\$21,409
		WC-BAC-0049	45 deg MJ Elbow to MH2	75	2020	2	\$0

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WC-BAC-0050	Sluice Gate	25	2019	3	\$21,409
		WC-BAC-0051	90 deg MJ elbow	75	2020	2	\$0
		WC-BAC-0052	Sluice Gate	25	2005	17	\$21,409
		WC-BAC-0053	Plugged and abandoned forcemain	0	0	0	\$0
		WC-BAC-0054	Plugged and abandoned inlet sewer	0	0	0	\$0
		WC-BAC-0055	Power Distribution Panel	20	2005	17	\$23,000
		WC-BAC-0056	Automatic Transfer Switch	20	2005	17	\$15,249
		WC-BAC-0057	PLC	20	2005	17	\$80,500
		WC-BAC-0058	Stainless Steel Grating over channels as platform	0	2020	2	\$0
		WC-BAC-0059	Guardrails	0	2020	2	\$0
		WC-BAC-0060	Safety Chains	0	2020	2	\$0
		WC-BAC-0061	Access Hatch over Building	0	0	0	\$0
		WC-BAC-0062	Access Hatch for Submersible Pump	0	0	0	\$0
		WC-BAC-0063	Access Ladder to Wet Well	0	2020	2	\$0
		WC-BAC-0064	Access Ladder to Wet Well	0	2020	2	\$0
		WC-BAC-0065	Grinder Access Hatch	0	0	0	\$0
		WC-BAC-0066	Access Ladder to Grinder	0	2020	2	\$0
		WC-BAC-0067	Safety Platform	0	2020	2	\$0
		WC-BAC-0068	Guardrails	0	2020	2	\$0
		WC-BAC-0069	Equipment Access Hatch	0	0	0	\$0
		WC-BAC-0070	Pump No. 1 Access Hatch	0	0	0	\$0
		WC-BAC-0071	Pump No. 2 Access Hatch	0	0	0	\$0
		WC-BAC-0072	Pump No. 3 Access Hatch	0	0	0	\$0
		WC-BAC-0073	Dry Well Access Hatch	0	0	0	\$0
		WC-BAC-0074	Wall mounted exhaust fan	0	0	0	\$0
		WC-BAC-0075	Wall mounted exhaust fan	0	0	0	\$0
		WC-BAC-0076	VFD 1	20	2019	3	\$460,000
		WC-BAC-0077	VFD 2	20	2019	3	\$460,000
		WC-BAC-0078	VFD 3	20	2019	3	\$460,000
		WC-BAC-0079	Grinder Control Panel	20	2019	3	\$80,500
		WC-BAC-0080	Pump - Sump	25	2019	3	\$345
		WC-BAC-0081	Check Valve after Pump 1	25	2019	3	\$17,079

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WC-BAC-0082	Check Valve after Pump 2	25	2019	3	\$17,079
		WC-BAC-0083	Check Valve after Pump 3	25	2019	3	\$17,079
		WC-BAC-0084	Desk	0	0	0	\$0
		WC-BAC-0085	Intake Louvre	0	0	0	\$0
		WC-BAC-0086	Intake Louvre c/w plenum and ductwork down to dry well	0	0	0	\$0
		WC-BAC-0087	Dry Well Access Ladder	0	2020	2	\$0
		WC-BAC-0088	1x4 style with gasket	0	0	0	\$0
		WC-BAC-0089	1x4 style with gasket	0	0	0	\$0
		WC-BAC-0090	1x4 style with gasket	0	0	0	\$0
		WC-BAC-0091	LED wallpack	0	0	0	\$0
		WC-BAC-0092	motion sensor	0	0	0	\$0
		WC-BAC-0093	1x2 style with gasket	0	0	0	\$0
		WC-BAC-0094	Emergency Combo	0	0	0	\$0
		WC-BAC-0095	Emergency Combo	0	0	0	\$0
		WC-BAC-0096	Battery unit	0	0	0	\$0
		WC-BAC-0097	Emergency Remote	0	0	0	\$0
		WC-BAC-0098	Emergency Remote	0	0	0	\$0
		WC-BAC-0099	Electric Heater	0	0	0	\$0
		WC-BAC-0100	Electric Heater	0	0	0	\$0
		WC-BAC-0101	Electric Heater	0	0	0	\$0
		WC-BAC-0102	Electric Heater	0	0	0	\$0
		WC-BAC-0103	Fan	0	0	0	\$0
		WC-BAC-0104	Fan	0	0	0	\$0
		WC-BAC-0105	Supply Grille	0	0	0	\$0
		WC-BAC-0106	Return Grille	0	0	0	\$0
		WC-BAC-0107	Damper	0	0	0	\$0
		WC-BAC-0108	Damper	0	0	0	\$0
		WC-BAC-0220	Overflow Check Valve	25	2019	3	\$0
		WC-BAC-0370	Knife Gate Valve c/w motorized operator	25	2019	3	\$31,213
		WC-BAC-0389	Knife Gate Valve c/w motorized operator	25	2019	3	\$31,213
	Cranberry Sewage Pumping Station	WC-CRN-0109	PLC Cabinet	20	2002	20	\$80,500
		WC-CRN-0110	Roof Mounted Exhaust Fan	0	0	0	\$0
		WC-CRN-0111	Vent Pipe c/w downturned elbow and insect screen	0	0	0	\$0

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WC-CRN-0112	Forcemain Effluent Wet Well from Pump 1	75	2002	20	\$3,760
		WC-CRN-0113	Forcemain Effluent Wet Well from Pump 2	75	2002	20	\$188
		WC-CRN-0114	Forcemain Effluent From Wet Well to Generator Building	75	2002	20	\$4,386
		WC-CRN-0115	Forcemain Effluent - Emergency Bypass	75	2002	20	\$1,253
		WC-CRN-0116	150mm magnetic flowmeter Generator Building	20	2002	20	\$11,500
		WC-CRN-0117	Natural Gas Generator with Heat Exchanger	0	2002	20	\$75,948
		WC-CRN-0118	Effluent Pipe generator building	75	2002	20	\$570
		WC-CRN-0119	Main Pump No.1	25	2002	20	\$29,946
		WC-CRN-0120	Influent Sanitary Sewer	75	2003	19	\$0
		WC-CRN-0121	Main Pump No.2	25	2002	20	\$29,946
		WC-CRN-0122	Pump Control Panel	20	2002	20	\$80,500
		WC-CRN-0123	Exterior Louver	0	0	0	\$0
		WC-CRN-0124	Exhaust fan	0	0	0	\$0
		WC-CRN-0125	Aluminum Ladder Rungs	0	2003	19	\$0
		WC-CRN-0126	Safety Chain	0	2003	19	\$0
		WC-CRN-0127	Aluminum Safety Railing	0	2003	19	\$0
		WC-CRN-0128	Aluminum Safety Platform	0	2003	19	\$0
		WC-CRN-0129	Aluminum Checker Plate Access Hatch	0	0	0	\$0
		WC-CRN-0130	Automatic Transfer Switch	20	2021	1	\$13,260
		WC-CRN-0131	Float HHWL Alarm (elev. 175.85)	25	2002	20	\$690
		WC-CRN-0132	Motorized Damper	0	0	0	\$0
		WC-CRN-0133	Unit Heater Type 1	0	0	0	\$0
		WC-CRN-0134	Float HWL Alarm & Stand-By Pump ON (elev. 175.75)	25	2002	20	\$690
		WC-CRN-0135	Float LWL Duty Pump ON (elev. 175.67)	25	2002	20	\$690

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WC-CRN-0136	Float LLWL Pumps OFF (elev. 174.47)	25	2002	20	\$690
		WC-CRN-0137	Level Sensor	25	2002	20	\$8,970
	Minnesota Water Pumping Station	WC-MIN-0138	Main Pump No.1	25	2019	3	\$111,895
		WC-MIN-0139	Main Access Hatch	0	0	0	\$0
		WC-MIN-0140	Main Pump No.2	25	2019	3	\$111,895
		WC-MIN-0141	Main Pump No.3	25	2019	3	\$111,895
		WC-MIN-0142	Forcemain 1 to discharge header	75	2019	3	\$2,310
		WC-MIN-0143	Mobile gantry to pump removal c/w chain hoist	25	2020	2	\$0
		WC-MIN-0144	Forcemain 2 to discharge header	75	2019	3	\$2,310
		WC-MIN-0145	Forcemain 3 to discharge header	75	2019	3	\$2,310
		WC-MIN-0146	Suction Pipe to Pump 1	75	2019	3	\$1,008
		WC-MIN-0147	Gooseneck Intake	0	0	0	\$0
		WC-MIN-0148	Gooseneck Intake	0	0	0	\$0
		WC-MIN-0149	Suction Pipe to Pump 2	75	2019	3	\$1,008
		WC-MIN-0150	Suction Pipe to Pump 3	75	2019	3	\$1,008
		WC-MIN-0151	Gate Valve on Pump Suction 1	25	2019	3	\$25,463
		WC-MIN-0152	Gate Valve on Pump Suction 2	25	2019	3	\$25,463
		WC-MIN-0153	Gate Valve on Pump Suction 3	25	2019	3	\$25,463
		WC-MIN-0154	300mm Bypass Pipe	75	2019	3	\$2,016
		WC-MIN-0155	300mm Bypass Pipe	75	2019	3	\$2,118
		WC-MIN-0157	Exhaust Vent	0	0	0	\$0
		WC-MIN-0158	400mm Discharge Header Pipe to Bypass Maintenance Chamber	75	2019	3	\$10,869
		WC-MIN-0159	400mm Pipe	75	2019	3	\$4,831
		WC-MIN-0160	400mm Effluent Pipe to forcemain	75	2019	3	\$6,038
		WC-MIN-0161	Back up power generator	0	2018	4	\$77,636
		WC-MIN-0162	Grinder Access Hatch	0	0	0	\$0
		WC-MIN-0163	Pump Access Hatch	0	0	0	\$0
		WC-MIN-0164	Influent Masticator	25	2019	3	\$115,000
		WC-MIN-0165	Access Ladder with Ladder-Up Safety Bar	0	1995	27	\$0

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WC-MIN-0166	Access Grating to Pump for Operator	0	0	0	\$0
		WC-MIN-0167	Access Ladder and Grab Bar to Dry Well	0	1995	27	\$0
		WC-MIN-0168	Lifting Davit Sockets	25	2018	4	\$0
		WC-MIN-0169	Exhaust fan	0	0	0	\$0
		WC-MIN-0170	Intake Louvre	0	0	0	\$0
		WC-MIN-0171	MH Access Cover	0	0	0	\$0
		WC-MIN-0172	PLC Control Panel	20	2019	3	\$80,500
		WC-MIN-0173	Guide Rail	0	2018	4	\$0
		WC-MIN-0174	VFD for Pump 1	20	2019	3	\$460,000
		WC-MIN-0175	Lighting Control Panel	20	2018	4	\$0
		WC-MIN-0176	Grinder Package	25	2019	3	\$440,000
		WC-MIN-0177	VFD for Pump 2	20	2019	3	\$460,000
		WC-MIN-0178	VFD for Pump 3	20	2019	3	\$460,000
		WC-MIN-0179	Engine Drive	25	2019	3	\$0
		WC-MIN-0180	600V PDP	20	2019	3	\$26,000
		WC-MIN-0181	Automatic Transfer Switch	20	2019	3	\$15,249
		WC-MIN-0182	Exhaust fan	0	0	0	\$0
		WC-MIN-0183	Heater	0	0	0	\$0
		WC-MIN-0184	Safety Cage and Ladder	0	1995	27	\$0
		WC-MIN-0185	Safety Cage and Ladder	0	1995	27	\$0
		WC-MIN-0186	Sump Pump	25	2019	3	\$345
		WC-MIN-0187	Flow Meter Transmitter	25	2019	3	\$8,970
		WC-MIN-0188	Pump 1 Junction Box	20	2019	3	\$1,380
		WC-MIN-0189	Main Disconnect Switch	20	2019	3	\$500
		WC-MIN-0190	Pump 2 Junction Box	20	2019	3	\$1,380
		WC-MIN-0191	Pump 3 Junction Box	20	2019	3	\$1,380
		WC-MIN-0192	High Level Float	25	2019	3	\$690
		WC-MIN-0193	Start float	25	2019	3	\$690
		WC-MIN-0194	Stop float	25	2019	3	\$690
		WC-MIN-0195	Sump Pump Float	25	2019	3	\$690
		WC-MIN-0196	Bypass flooding float	25	2019	3	\$690
		WC-MIN-0197	Pump 1 2 3 Pressure Gauge	25	2019	3	\$368
		WC-MIN-0632	400mm Discharge Header Pipe	75	2019	3	\$13,225
	Paterson St. Water Pumping Station	WC-PAT-0198	Sump Pump	25	1995	27	\$345

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WC-PAT-0199	Main Pump No.1	25	1995	27	\$36,628
		WC-PAT-0200	Main Pump No.2	25	1995	27	\$36,628
		WC-PAT-0201	Main Pump No.3	25	1995	27	\$36,628
		WC-PAT-0202	Main Pump Motor No.1	25	1995	27	\$0
		WC-PAT-0203	Main Pump Motor No.2	25	1995	27	\$0
		WC-PAT-0204	Main Pump Motor No.3	25	1995	27	\$0
		WC-PAT-0205	Pumping Station Backup Generator	0	1995	27	\$81,574
		WC-PAT-0206	Before flow meter	75	1995	27	\$40
		WC-PAT-0207	Bypass piping connection	25	1995	27	\$4,141
		WC-PAT-0208	Bypass piping connection	75	1995	27	\$0
		WC-PAT-0209	Bypass to Wet Well	25	1995	27	\$4,141
		WC-PAT-0210	90 deg bend	75	1995	27	\$0
		WC-PAT-0211	Magnetic Flow Meter	20	1995	27	\$11,500
		WC-PAT-0212	Bypass to Wet Well	75	1995	27	\$0
		WC-PAT-0213	Bypass to Wet Well	75	1995	27	\$0
		WC-PAT-0214	Vertical Pipe from Pump 1	75	1995	27	\$376
		WC-PAT-0215	Roof Mounted Exhaust Fan	0	0	0	\$0
		WC-PAT-0216	Vertical Pipe from Pump 2	75	1995	27	\$376
		WC-PAT-0217	Vertical Pipe from Pump 3	75	1995	27	\$376
		WC-PAT-0218	Pipe from Pump 1 to Pump 2	75	1995	27	\$40
		WC-PAT-0219	Combined effluent to Bypass Tee	25	1995	27	\$4,141
		WC-PAT-0221	Combined effluent to Bypass Tee	25	1995	27	\$10,088
		WC-PAT-0222	Pump 1 Effluent	25	1995	27	\$10,088
		WC-PAT-0223	Pump 2 Effluent	25	1995	27	\$10,088
		WC-PAT-0224	Pump 1 Effluent	25	1995	27	\$10,424
		WC-PAT-0225	Pump 2 Effluent	25	1995	27	\$10,424
		WC-PAT-0226	Pump 3 Effluent	25	1995	27	\$10,424
		WC-PAT-0227	Effluent Pipe	75	1995	27	\$88
		WC-PAT-0228	Pipe from Pump 2 to Pump 3	75	1995	27	\$30
		WC-PAT-0229	Pipe from Pump 3 to Bypass	75	1995	27	\$120
		WC-PAT-0230	Combined effluent to Bypass Tee	75	1995	27	\$714

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WC-PAT-0231	Generator fuel tank with secondary containment	0	2011	11	\$1,261
		WC-PAT-0232	Electrical Unit Heater - Access House	0	0	0	\$0
		WC-PAT-0233	Electrical Unit Heater - Access House	0	0	0	\$0
		WC-PAT-0234	Influent Masticator	25	1995	27	\$89,700
		WC-PAT-0235	Sluice Gate	25	1995	27	\$14,816
		WC-PAT-0236	Hatch	0	0	0	\$0
		WC-PAT-0237	Automatic Transfer Switch	20	1995	27	\$15,249
		WC-PAT-0238	Aluminum Bar Screen	25	1995	27	\$0
		WC-PAT-0239	Aluminum Handrailing	0	1995	27	\$0
		WC-PAT-0240	Aluminum Grating	0	1995	27	\$0
		WC-PAT-0241	Aluminum Access Ladder	0	1995	27	\$0
		WC-PAT-0242	Generator Disconnect	20	1995	27	\$575
		WC-PAT-0243	3 Section Motor Control Center	20	1995	27	\$138,000
		WC-PAT-0244	Automatic Transfer Switch	20	1995	27	\$13,260
		WC-PAT-0245	Hydro Metering	20	1995	27	\$0
		WC-PAT-0246	Main Fuse Disconnect	20	1995	27	\$0
		WC-PAT-0247	Pump Control Panel	20	1995	27	\$80,500
		WC-PAT-0248	Pump 3 VFD	20	1995	27	\$0
		WC-PAT-0249	Pump 2 Relais Milltronics	20	1995	27	\$0
		WC-PAT-0250	Pump 1 Floats	20	1995	27	\$0
		WC-PAT-0251	Heat Main Floor	20	1995	27	\$0
		WC-PAT-0252	Heat Dry Well	20	1995	27	\$0
		WC-PAT-0253	30KVA Transformer Disconnect	20	1995	27	\$0
		WC-PAT-0254	Muffin Monster	20	1995	27	\$0
		WC-PAT-0255	Lighting Control Panel	20	1995	27	\$0
		WC-PAT-0256	5 KVA Transformer 600/240/120V	20	1995	27	\$0
		WC-PAT-0257	Pump 3 VFD	20	1995	27	\$460,000
		WC-PAT-0258	Three Phase Isolation Transformer CP	20	1995	27	\$11,500
		WC-PAT-0259	High level float (Elev. 181.90)	25	1995	27	\$690
		WC-PAT-0260	Ventilating Thermostat - Line Voltage	0	0	0	\$0

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WC-PAT-0261	Wall Mounted Intake Louvre	0	0	0	\$0
		WC-PAT-0262	Supply Air Grill	0	0	0	\$0
		WC-PAT-0263	Heavy Duty Floor Drain	0	0	0	\$0
		WC-PAT-0264	Automatic Trap Seal Primer	0	0	0	\$0
		WC-PAT-0265	Backflow Preventer on Potable Water Line	25	1995	27	\$0
		WC-PAT-0266	Wall Mounted Hose Bibb	75	1995	27	\$0
		WC-PAT-0267	Supply Air Duct	0	0	0	\$0
		WC-PAT-0268	100% Float (Elev. 181.30)	25	1995	27	\$690
		WC-PAT-0269	60% Float (Elev. 180.70))	25	1995	27	\$690
		WC-PAT-0270	Low level float (Elev. 180.10)	25	1995	27	\$690
		WC-PAT-0271	Lo-Lo level float (Elev. 180.00)	25	1995	27	\$690
		WC-PAT-0272	Pump 3 Effluent	25	1995	27	\$10,088
	Pretty River Water Pumping Station	WC-PRE-0273	Swingflex Check Valve From Pump 1 discharge	25	2008	14	\$3,136
		WC-PRE-0274	Swingflex Check Valve From Pump 2 discharge	25	2008	14	\$3,136
		WC-PRE-0275	Discharge Pipe from Pump 1	75	2008	14	\$222
		WC-PRE-0276	Discharge Pipe from Pump 2	75	2008	14	\$222
		WC-PRE-0277	Gate Valve from Pump 1 discharge	25	2008	14	\$3,760
		WC-PRE-0278	Gate Valve from Pump 2 discharge	25	2008	14	\$3,760
		WC-PRE-0279	Combined effluent pipe	75	2008	14	\$40
		WC-PRE-0280	Combined effluent gate valve	25	2008	14	\$3,760
		WC-PRE-0281	Main Pump No.1	25	2008	14	\$66,654
		WC-PRE-0282	Main Pump No.2	25	2008	14	\$66,654
		WC-PRE-0283	Air Intake Air Vent	0	0	0	\$0
		WC-PRE-0284	Exhaust Air Vent	0	0	0	\$0
		WC-PRE-0285	Sanitary Sewer Influent	75	2008	14	\$60
		WC-PRE-0286	Louvre	0	0	0	\$0
		WC-PRE-0287	Magnetic Flow Meter	20	2008	14	\$11,500
		WC-PRE-0288	Access Ladder	0	2008	14	\$0
		WC-PRE-0289	Alumimum Hand Rail	0	2008	14	\$0
		WC-PRE-0290	Safety Platform	0	2008	14	\$0
		WC-PRE-0291	Access Rungs	0	2008	14	\$0
		WC-PRE-0292	Access Hatch	0	0	0	\$0

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WC-PRE-0293	Control Panel	20	2008	14	\$70,000
		WC-PRE-0294	VFD for Pump 1	20	2008	14	\$460,000
		WC-PRE-0295	VFD for Pump 2	20	2008	14	\$460,000
		WC-PRE-0296	Wet Well Control Panel	20	2008	14	\$80,500
		WC-PRE-0297	4 Section Motor Control Center	20	2008	14	\$161,000
		WC-PRE-0298	Main Lighting in Electrical Building	0	0	0	\$0
		WC-PRE-0299	Pump Station Flow Transmitter	25	2008	14	\$1,495
		WC-PRE-0300	TVSS Panel	20	2008	14	\$80,500
		WC-PRE-0301	Main incoming circuit breaker 80 Amp Trip	20	2008	14	\$0
		WC-PRE-0302	SCADA HMI	20	2008	14	\$70,000
		WC-PRE-0303	High High Float	25	2008	14	\$690
		WC-PRE-0304	Pump 1 Float	25	2008	14	\$690
		WC-PRE-0305	Pump 2 Float	25	2008	14	\$690
		WC-PRE-0306	Pumps Off Float	25	2008	14	\$690
		WC-PRE-0307	Low Level Float	25	2008	14	\$690
		WC-PRE-0308	Sonic Level Transducer	25	2008	14	\$8,970
		WC-PRE-0309	Wet Well Level Transmitter	25	2008	14	\$1,495
		WC-PRE-0310	Wet Well Level Transmitter	25	2008	14	\$1,495
	Silver Glen Sewage Pumping Station	WC-SIL-0311	Flanged check valve on Discharge Pipe 1	25	2005	17	\$4,493
		WC-SIL-0312	Flanged check valve on Discharge Pipe 2	25	2007	15	\$4,493
		WC-SIL-0313	FL/PE Adaptor on Discharge Pipe 1	75	2007	15	\$575
		WC-SIL-0314	FL/PE Adaptor on Discharge Pipe 2	75	2007	15	\$575
		WC-SIL-0315	Flanged gate valve on Discharge Pipe 1	25	2007	15	\$3,760
		WC-SIL-0316	Flanged gate valve on Discharge Pipe 2	25	2007	15	\$3,760
		WC-SIL-0317	90 deg elbow on Discharge Pipe 1	75	2007	15	\$54
		WC-SIL-0318	90 deg elbow on Discharge Pipe 2	75	2007	15	\$54
		WC-SIL-0319	FL/PE Adaptor on combined effluent	75	2007	15	\$575
		WC-SIL-0320	Combined effluent pipe 1	75	2007	15	\$64
		WC-SIL-0321	Combined effluent pipe 2	75	2007	15	\$191
		WC-SIL-0322	Magnetic Flow Meter	20	2007	15	\$11,500
		WC-SIL-0323	FL/PE Adaptor in Air Release Valve Chamber	75	2007	15	\$575

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WC-SIL-0324	Effluent to forcemain	75	2007	15	\$49
		WC-SIL-0325	Air Release Tee	75	2007	15	\$184
		WC-SIL-0326	Sump Pump in Valve Chamber	25	2005	17	\$345
		WC-SIL-0327	Future connection pipe to exterior	75	2006	16	\$0
		WC-SIL-0328	Future connect gate valve	25	2006	16	\$0
		WC-SIL-0329	PBA including splitter capacity and disconnect	20	2007	15	\$23,000
		WC-SIL-0330	Tee for future connection	75	2006	16	\$0
		WC-SIL-0331	Pump 1 and 2 Duplex Control Panel	20	2007	15	\$80,500
		WC-SIL-0332	Wall Mounted lighting	0	0	0	\$0
		WC-SIL-0333	Wall Mounted lighting	0	0	0	\$0
		WC-SIL-0334	3 Phase Dry Type Transformer	20	2007	15	\$11,500
		WC-SIL-0335	Vent	0	0	0	\$0
		WC-SIL-0336	Forcemain connection for future	75	2006	16	\$0
		WC-SIL-0337	Surge Protector	20	2005	17	\$13,800
		WC-SIL-0338	Pump 1 discharge pipe to building	75	2005	17	\$64
		WC-SIL-0339	Pump 2 discharge pipe to building	75	2005	17	\$635
		WC-SIL-0340	Air Release Gate Valve	25	2006	16	\$0
		WC-SIL-0341	Air Release Valve	25	2007	15	\$0
		WC-SIL-0342	Mechanical Joint Increaser	75	2007	15	\$204
		WC-SIL-0343	Air Release Vent	0	0	0	\$0
		WC-SIL-0344	Aluminum Safety Platform	0	2006	16	\$0
		WC-SIL-0345	Aluminum Handrail	0	2006	16	\$0
		WC-SIL-0346	Aluminum ladder	0	2006	16	\$0
		WC-SIL-0347	Access Hatch	0	0	0	\$0
		WC-SIL-0348	Access Hatch	0	0	0	\$0
		WC-SIL-0349	Aluminum Steps	0	2006	16	\$0
		WC-SIL-0350	Combined effluent pipe	75	2007	15	\$323
		WC-SIL-0351	Power Backup Generator	0	2007	15	\$31,618
		WC-SIL-0352	90 deg bend from Pump 1 discharge	75	2007	15	\$875
		WC-SIL-0353	90 deg bend from Pump 2 discharge	75	2007	15	\$875

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WC-SIL-0354	Pump 1 discharge pipe	75	2007	15	\$424
		WC-SIL-0355	Pump 2 discharge pipe	75	2007	15	\$424
		WC-SIL-0356	90 deg bend from Pump 1 discharge	75	2007	15	\$875
		WC-SIL-0357	HPS Titan Transformer	20	2007	15	\$0
		WC-SIL-0358	90 deg bend from Pump 2 discharge	75	2007	15	\$875
		WC-SIL-0359	Forcemain influent	75	2007	15	\$191
		WC-SIL-0360	Main Pump No.1	25	2007	15	\$29,964
		WC-SIL-0361	Main Pump No.2	25	2007	15	\$29,964
		WC-SIL-0362	High Level Float	25	2007	15	\$690
		WC-SIL-0363	Low Level Float	25	2007	15	\$690
		WC-SIL-0364	Low Low Level Float	25	2007	15	\$690
		WC-SIL-0365	Ultrasonic Level Control	25	2007	15	\$8,970
	St. Clair Water Pumping Station	WC-SCL-0367	Aboveground Fuel Tank 1	0	2005	17	\$1,261
		WC-SCL-0368	Aboveground Fuel Tank 2	0	2005	17	\$1,261
		WC-SCL-0369	Main Pump No.1 (Well 1)	25	2005	17	\$66,654
		WC-SCL-0371	Handwheel operated gate valve	25	2005	17	\$18,712
		WC-SCL-0372	Handwheel operated gate valve	25	2005	17	\$18,712
		WC-SCL-0373	Handwheel operated gate valve	25	2005	17	\$18,712
		WC-SCL-0374	Swing Check Valve	25	2005	17	\$17,079
		WC-SCL-0375	Handwheel operated gate valve	25	2005	17	\$18,712
		WC-SCL-0376	Handwheel operated gate valve	25	2005	17	\$18,712
		WC-SCL-0377	Handwheel operated gate valve	25	2005	17	\$18,712
		WC-SCL-0378	Handwheel operated gate valve	25	2005	17	\$18,712
		WC-SCL-0379	Handwheel operated gate valve	25	2005	17	\$18,712
		WC-SCL-0380	Handwheel operated gate valve	25	2005	17	\$18,712
		WC-SCL-0381	Handwheel operated gate valve	25	2005	17	\$18,712

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WC-SCL-0382	Handwheel operated gate valve	25	2005	17	\$18,712
		WC-SCL-0383	Hydraulic Fuel Pump	25	2005	17	\$0
		WC-SCL-0384	Backup power generator Diesel	0	2005	17	\$219,406
		WC-SCL-0385	Influent Masticator	25	2005	17	\$156,400
		WC-SCL-0386	Grinder Panel	20	2005	17	\$80,500
		WC-SCL-0387	Main Pump No.2 (Well 2 or 1 if need)	25	2005	17	\$187,864
		WC-SCL-0388	Main Pump No.3 (Spare - not installed during visit)	25	2005	17	\$187,864
		WC-SCL-0390	Motorized Valve	25	2005	17	\$24,462
		WC-SCL-0391	Gate Valve	25	2005	17	\$18,712
		WC-SCL-0392	Sump Pump Control Panel	20	2005	17	\$80,500
		WC-SCL-0393	Magnetic Flow Meter	20	2005	17	\$11,500
		WC-SCL-0394	Flow sensor and transmitter for Well 1	25	2005	17	\$1,495
		WC-SCL-0395	Flow sensor and transmitter for Well 2	25	2005	17	\$1,495
		WC-SCL-0396	Sump Pump	25	2005	17	\$345
		WC-SCL-0397	Power Monitor 3000	20	2005	17	\$6,000
		WC-SCL-0398	5 Section Motor Control Center	20	2005	17	\$184,000
		WC-SCL-0399	VFD for Main Pump No. 1	20	2005	17	\$460,000
		WC-SCL-0400	VFD for Main Pump No. 2	20	2005	17	\$460,000
		WC-SCL-0401	VFD for Main Pump No. 3	20	2005	17	\$460,000
		WC-SCL-0402	HMI control panel	20	2005	17	\$80,500
		WC-SCL-0403	SCADA HMI	20	2005	17	\$80,500
		WC-SCL-0404	Ultrasonic Level Sensor Well No. 1	25	2005	17	\$8,970
		WC-SCL-0405	Ultrasonic Level Sensor Well No. 2	25	2005	17	\$8,970
		WC-SCL-0406	High Level Float Well 1	25	2005	17	\$690
		WC-SCL-0407	Low Level Float Well 1	25	2005	17	\$690
		WC-SCL-0408	High Level Float Well 2	25	2005	17	\$690
		WC-SCL-0409	Low Level Float Well 2	25	2005	17	\$690
		WC-SCL-0633	Stainless Steel Piping	75	2005	17	\$15,401

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WC-SCL-0634	Stainless Steel Piping	75	2005	17	\$15,401
		WC-SCL-0756	Channel Grinder Hydraulic Unit	0	2005	17	\$0
	Tenth Line Sewage Pumping Station	WC-TLN-0410	Float Low Level (Stop)	25	2014	8	\$690
		WC-TLN-0411	Float High Level (Start)	25	2014	8	\$690
		WC-TLN-0412	Float High-High Level (Overflow)	25	2014	8	\$690
		WC-TLN-0413	Pump - Removed due to overheating	0	0	0	\$25,760
		WC-TLN-0414	Ladder	0	1988	34	\$0
		WC-TLN-0415	Control Panel	20	2014	8	\$70,000
		WC-TLN-0416	Vent Pipe c/w downturned elbow and insect screen	0	0	0	\$0
		WC-TLN-0417	Vent Pipe c/w downturned elbow and insect screen	0	0	0	\$0
		WC-TLN-0637	Inlet Pipe	75	1988	34	\$0
		WC-TLN-0638	Inlet Pipe	75	1988	34	\$0
		WC-TLN-0639	Outlet Pipe	75	1988	34	\$0
	Wastewater Treatment Plant (WWTP01)	WT-WWTP-0037	Motor for Digester Recirculation Pump 1	25	1982	40	\$0
		WT-WWTP-0038	Motor for Digester Recirculation Pump 2	25	2021	1	\$0
		WT-WWTP-0156	Digester Sludge Pump 1	25	1982	40	\$0
		WT-WWTP-0366	Digester Sludge Pump 2	25	1982	40	\$0
		WT-WWTP-0418	Airflow indicating control valve	25	2005	17	\$8,821
		WT-WWTP-0419	Airflow indicating control valve	25	2005	17	\$8,821
		WT-WWTP-0420	Airflow indicating control valve	25	2005	17	\$8,821
		WT-WWTP-0421	Airflow indicating control valve	25	2005	17	\$8,821
		WT-WWTP-0422	Airflow indicating control valve	25	2005	17	\$8,821
		WT-WWTP-0423	Airflow indicating control valve	25	2005	17	\$8,821
		WT-WWTP-0424	Actuated Plug Valve	25	2005	17	\$14,953
		WT-WWTP-0425	100mm Actuated Plug Valve on Grit Seperator #1	25	1999	23	\$9,504
		WT-WWTP-0426	100mm Actuated Plug Valve on Grit Seperator #2	25	1999	23	\$9,504
		WT-WWTP-0427	Vortex Valve on grit effluent	25	1999	23	\$9,504
		WT-WWTP-0428	Airflow mass meter transmitter	25	2005	17	\$23,000

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WT-WWTP-0429	Airflow mass meter transmitter	25	2005	17	\$23,000
		WT-WWTP-0430	Airflow mass meter transmitter	25	2005	17	\$23,000
		WT-WWTP-0431	Airflow mass meter transmitter	25	2005	17	\$23,000
		WT-WWTP-0432	Interconnection Weir gate 1	25	2005	17	\$23,788
		WT-WWTP-0433	Interconnection Weir gate 2	25	2005	17	\$23,788
		WT-WWTP-0434	Interconnection Weir gate 3	25	2005	17	\$23,788
		WT-WWTP-0435	Interconnection Weir gate 4	25	2005	17	\$23,788
		WT-WWTP-0436	Interconnection Weir gate 5	25	2005	17	\$23,788
		WT-WWTP-0437	Interconnection Weir gate 6	25	2005	17	\$23,788
		WT-WWTP-0438	Motor for Aeration Blower #1	25	1999	23	\$0
		WT-WWTP-0439	Motor for Aeration Blower #2	25	1999	23	\$0
		WT-WWTP-0440	Motor for Aeration Blower #3	25	1999	23	\$0
		WT-WWTP-0441	Blower #1 Check Valve	25	1999	23	\$18,124
		WT-WWTP-0442	Blower #2 Check Valve	25	1999	23	\$18,124
		WT-WWTP-0443	Blower #3 Check Valve	25	1999	23	\$18,124
		WT-WWTP-0444	Butterfly Valve 1	25	1999	23	\$7,553
		WT-WWTP-0445	Butterfly Valve 2	25	1999	23	\$7,553
		WT-WWTP-0446	Butterfly Valve 3	25	1999	23	\$7,553
		WT-WWTP-0447	RAS TSS Probe	25	2015	7	\$4,600
		WT-WWTP-0448	Alum pump 1 Isolation valve	25	2015	7	\$0
		WT-WWTP-0449	Alum pump 1 Isolation valve	25	2015	7	\$0
		WT-WWTP-0450	Alum Pump 2 isolation valve	25	2015	7	\$0
		WT-WWTP-0451	Alum Pump 2 isolation valve	25	2015	7	\$0
		WT-WWTP-0452	Aeration Blower #1	25	1999	23	\$172,500
		WT-WWTP-0453	Aeration Blower #2	25	1999	23	\$172,500
		WT-WWTP-0454	Aeration Blower #3	25	1999	23	\$172,500
		WT-WWTP-0455	Alum Control Panel	20	2016	6	\$80,500
		WT-WWTP-0456	5 Section Motor Control Center	20	1982	40	\$184,000
		WT-WWTP-0457	SP1 Check Valve	25	1999	23	\$60,058
		WT-WWTP-0458	SP2 Check Valve	25	1999	23	\$60,058
		WT-WWTP-0459	Fluid Power Gas Valve	25	1982	40	\$0
		WT-WWTP-0460	SP3 Check Valve	25	1999	23	\$60,058
		WT-WWTP-0461	Tunnel Piping	75	1982	40	\$180,780
		WT-WWTP-0462	Tunnel Piping	75	1982	40	\$215,832

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WT-WWTP-0463	Alum 1 Dosing Pump	25	2016	6	\$8,706
		WT-WWTP-0464	Natural Gas Powered Water Boiler	25	1995	27	\$483,805
		WT-WWTP-0465	Microturbine HW Pump Fed From JB6	20	1995	27	\$70,000
		WT-WWTP-0466	Boiler Stop and Building Ventilation	20	1982	40	\$80,500
		WT-WWTP-0467	Disconnect Switch	20	1995	27	\$500
		WT-WWTP-0468	Junction Box JB-6	20	1995	27	\$1,200
		WT-WWTP-0469	Boiler Power Disconnect	20	1995	27	\$500
		WT-WWTP-0470	Alum 2 Dosing Pump	25	2016	6	\$8,706
		WT-WWTP-0471	Alum pump #1	25	2003	19	\$13,833
		WT-WWTP-0472	Alum pump #2	25	2014	8	\$13,833
		WT-WWTP-0473	Exhaust fan	0	1998	24	\$0
		WT-WWTP-0474	Exhaust fan	0	1998	24	\$0
		WT-WWTP-0475	Intake Louvre	0	1998	24	\$0
		WT-WWTP-0476	Intake Louvre	0	1998	24	\$0
		WT-WWTP-0477	Intake Louvre	0	1998	24	\$0
		WT-WWTP-0478	Motorized damper MDp-1A	0	0	0	\$0
		WT-WWTP-0479	Motorized damper MDp-1B	0	0	0	\$0
		WT-WWTP-0480	Motorized damper MDp-2A	0	0	0	\$0
		WT-WWTP-0481	Motorized damper MDp-2B	0	0	0	\$0
		WT-WWTP-0482	Motorized damper MDp-3A	0	0	0	\$0
		WT-WWTP-0483	Motorized damper MDp-3B	0	0	0	\$0
		WT-WWTP-0484	Motorized damper MDp-4	0	0	0	\$0
		WT-WWTP-0485	Motorized damper MDp-6A	0	0	0	\$0
		WT-WWTP-0486	Motorized damper MDp-6B	0	0	0	\$0
		WT-WWTP-0487	Motorized Damper Panel	20	2020	2	\$80,500
		WT-WWTP-0488	Commercial Pump - Boiler	25	1995	27	\$10,715
		WT-WWTP-0489	Air Compressor #3	25	1980	42	\$6,000
		WT-WWTP-0490	Gas Conditioning System Control Panel	25	2017	5	\$0
		WT-WWTP-0491	Fuel Alarm Panel	20	2020	2	\$80,500
		WT-WWTP-0492	Surge Protection Device	20	2020	2	\$13,800
		WT-WWTP-0493	15KVA Transformer	20	2020	2	\$11,500
		WT-WWTP-0494	Switchgear	20	2020	2	\$0

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WT-WWTP-0495	G.F.I Monitor	20	2020	2	\$80,500
		WT-WWTP-0496	Switchgear	20	1998	24	\$230,000
		WT-WWTP-0497	Main Circuit Breaker	20	1998	24	\$0
		WT-WWTP-0498	30 KVA Transformer	20	1998	24	\$11,500
		WT-WWTP-0499	Generator monitoring panel	20	2020	2	\$80,500
		WT-WWTP-0500	Transfer switch	20	2020	2	\$15,249
		WT-WWTP-0501	HVAC Panel	20	1998	24	\$0
		WT-WWTP-0502	Circulating Pump - Boiler	25	1995	27	\$10,885
		WT-WWTP-0503	Multiparameter module for effluent probes	25	2019	3	\$4,600
		WT-WWTP-0504	Aeration DO probe	25	2005	17	\$10,017
		WT-WWTP-0505	Aeration DO probe	25	2005	17	\$10,017
		WT-WWTP-0506	Aeration DO probe	25	2005	17	\$10,017
		WT-WWTP-0507	Aeration DO probe	25	2005	17	\$10,017
		WT-WWTP-0508	Aeration DO probe	25	2005	17	\$10,017
		WT-WWTP-0509	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0510	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0511	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0512	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0513	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0514	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0515	Plug Valve	25	1982	40	\$12,482
		WT-WWTP-0516	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0517	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0518	Plug Valve	25	1982	40	\$12,482
		WT-WWTP-0519	Plug Valve	25	1982	40	\$5,510
		WT-WWTP-0520	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0521	Plug Valve	25	1982	40	\$12,482
		WT-WWTP-0522	Plug Valve	25	1982	40	\$12,482
		WT-WWTP-0523	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0524	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0525	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0526	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0527	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0528	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0529	Butterfly Valve	25	1982	40	\$12,589
		WT-WWTP-0530	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0531	Plug Valve	25	1982	40	\$9,203
		WT-WWTP-0532	Butterfly Valve	25	1982	40	\$3,071
		WT-WWTP-0533	Butterfly Valve	25	1982	40	\$3,071
		WT-WWTP-0534	Butterfly Valve	25	1982	40	\$3,071
		WT-WWTP-0535	Butterfly Valve	25	1982	40	\$3,071

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WT-WWTP-0536	Check Valve after Pump	25	1982	40	\$21,150
		WT-WWTP-0537	Check Valve after Pump	25	1982	40	\$21,150
		WT-WWTP-0538	Check Valve after Pump	25	1982	40	\$21,150
		WT-WWTP-0539	Check Valve after Pump	25	1982	40	\$21,150
		WT-WWTP-0540	Aeration DO probe	25	2005	17	\$10,017
		WT-WWTP-0541	Disconnect Switch for DHWP #1	20	1982	40	\$500
		WT-WWTP-0542	Disconnect Switch for DHWP #1	20	1982	40	\$500
		WT-WWTP-0543	Digester Fan	0	0	0	\$0
		WT-WWTP-0544	Final Effluent DO probe	25	2019	3	\$10,017
		WT-WWTP-0545	Effluent flow meter	20	2005	17	\$23,000
		WT-WWTP-0546	Effluent flow meter	20	1982	40	\$23,000
		WT-WWTP-0547	Sludge Heat Exchanger for Digesters 1 & 2	25	1982	40	\$35,813
		WT-WWTP-0548	Plug Valve	25	1968	54	\$3,088
		WT-WWTP-0549	Plug Valve	25	1968	54	\$3,088
		WT-WWTP-0550	Plug Valve	25	1968	54	\$3,088
		WT-WWTP-0551	Plug Valve	25	1968	54	\$3,088
		WT-WWTP-0552	Knife Gate Valve	25	1968	54	\$12,231
		WT-WWTP-0553	Butterfly Valve	25	1968	54	\$3,071
		WT-WWTP-0554	Check Valve	25	1968	54	\$6,600
		WT-WWTP-0555	Knife Gate Valve	25	1968	54	\$12,231
		WT-WWTP-0556	Butterfly Valve	25	1968	54	\$3,071
		WT-WWTP-0557	Check Valve	25	1968	54	\$6,600
		WT-WWTP-0558	Butterfly Valve	25	1968	54	\$3,071
		WT-WWTP-0559	Butterfly Valve	25	1968	54	\$3,071
		WT-WWTP-0560	WAS magmeter	20	2015	7	\$23,000
		WT-WWTP-0561	Butterfly Valve	25	1968	54	\$3,071
		WT-WWTP-0562	Butterfly Valve	25	1968	54	\$3,071
		WT-WWTP-0563	Plug Valve	25	1968	54	\$3,088
		WT-WWTP-0564	Knife Gate Valve	25	1968	54	\$12,231
		WT-WWTP-0565	Knife Gate Valve	25	1968	54	\$12,231
		WT-WWTP-0566	Knife Gate Valve	25	1968	54	\$12,231
		WT-WWTP-0567	Plug Valve	25	1968	54	\$3,088
		WT-WWTP-0568	Butterfly Valve	25	1968	54	\$7,553
		WT-WWTP-0569	Butterfly Valve	25	1968	54	\$7,553
		WT-WWTP-0570	Butterfly Valve	25	1968	54	\$7,553
		WT-WWTP-0571	Digester Recirculation Pump 1	25	1982	40	\$38,985

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WT-WWTP-0572	Gas Conditioning System Control Panel	20	2019	3	\$80,500
		WT-WWTP-0573	Digester Recirculation Pump 2	25	1982	40	\$38,985
		WT-WWTP-0574	Liquid Level Indicator for Dig. #1	25	1992	30	\$0
		WT-WWTP-0575	Liquid Level Indicator for Dig. #2	25	1992	30	\$0
		WT-WWTP-0576	Liquid Level Indicator for Waste Gas	25	1992	30	\$0
		WT-WWTP-0577	Influent Isolation Valve SP1	25	1999	23	\$34,645
		WT-WWTP-0578	Influent Isolation Valve SP2	25	1999	23	\$34,645
		WT-WWTP-0579	Flameproof Aerofoil Fan	0	1982	40	\$0
		WT-WWTP-0580	Control Panel for Gas Monitor	25	1992	30	\$80,500
		WT-WWTP-0581	Influent Isolation Valve SP3	25	1999	23	\$34,645
		WT-WWTP-0582	CH4 Monitor	25	1992	30	\$0
		WT-WWTP-0583	Plug Valve	25	1992	30	\$3,088
		WT-WWTP-0584	Plug Valve	25	1992	30	\$3,088
		WT-WWTP-0585	Plug Valve	25	1992	30	\$3,088
		WT-WWTP-0586	Plug Valve	25	1992	30	\$3,088
		WT-WWTP-0587	Plug Valve	25	1992	30	\$3,088
		WT-WWTP-0588	Plug Valve	25	1992	30	\$3,088
		WT-WWTP-0589	Plug Valve	25	1992	30	\$3,088
		WT-WWTP-0590	Plug Valve	25	1992	30	\$3,088
		WT-WWTP-0591	Manual Air Release Valve	25	1982	40	\$0
		WT-WWTP-0592	Manual Air Release Valve	25	1995	27	\$0
		WT-WWTP-0593	Plug Valve	25	1992	30	\$3,088
		WT-WWTP-0594	Plug Valve	25	1992	30	\$3,088
		WT-WWTP-0595	Plug Valve	25	1992	30	\$3,088
		WT-WWTP-0596	Manual Air Release Valve	25	1995	27	\$0
		WT-WWTP-0597	Manual Air Release Valve	25	1995	27	\$0
		WT-WWTP-0598	Manual Air Release Valve	25	1995	27	\$0
		WT-WWTP-0599	Manual Air Release Valve	25	1995	27	\$0
		WT-WWTP-0600	Manual Air Release Valve	25	1995	27	\$0
		WT-WWTP-0601	Manual Air Release Valve	25	1995	27	\$0
		WT-WWTP-0602	Plug Valve	25	1992	30	\$3,088
		WT-WWTP-0603	Plug Valve	25	1992	30	\$3,088
		WT-WWTP-0604	Plug Valve	25	1992	30	\$3,088

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WT-WWTP-0605	7 Section Motor Control Center	20	1992	30	\$230,000
		WT-WWTP-0606	GIT PLC	20	1992	30	\$80,500
		WT-WWTP-0607	Influent Isolation Plug Valve SP1	25	1999	23	\$34,645
		WT-WWTP-0608	Influent Isolation Plug Valve SP2 A	25	1999	23	\$34,645
		WT-WWTP-0609	Influent Isolation Plug Valve SP2 B	25	1999	23	\$34,645
		WT-WWTP-0610	Influent Isolation Plug Valve SP3	25	1999	23	\$34,645
		WT-WWTP-0611	Flow Meter Display	25	1982	40	\$1,495
		WT-WWTP-0612	UV Bldg sump pump #9	25	2005	17	\$345
		WT-WWTP-0613	Master Stop - Gas Conditioning	20	2017	5	\$0
		WT-WWTP-0614	Moisture Separator	25	2017	5	\$62,790
		WT-WWTP-0615	Odour Control Unit	25	1999	23	\$230,000
		WT-WWTP-0616	Scum Pump Plug Valve	25	1980	42	\$3,088
		WT-WWTP-0617	Scum Pump Check Valve	25	1980	42	\$6,600
		WT-WWTP-0618	Scum Pump Plug Valve	25	1980	42	\$3,088
		WT-WWTP-0619	Disinfection UV Unit	0	2019	3	\$1,035,000
		WT-WWTP-0620	3 Section Motor Control Center	20	2015	7	\$138,000
		WT-WWTP-0621	Transformer	20	2015	7	\$10,000
		WT-WWTP-0622	Disconnect Switch	20	2015	7	\$23,000
		WT-WWTP-0623	UV Energy Monitoring Panel	20	2015	7	\$80,500
		WT-WWTP-0624	DP-1	20	2015	7	\$80,500
		WT-WWTP-0625	Flow Chart Recorder	20	1968	54	\$4,600
		WT-WWTP-0626	UV Disinfection HMI	20	2019	3	\$70,000
		WT-WWTP-0627	Effluent PLC Panel	20	2015	7	\$70,000
		WT-WWTP-0628	Network Panel	20	2015	7	\$80,500
		WT-WWTP-0629	Disconnect Switch for Effluent Pump #1	20	2010	12	\$500
		WT-WWTP-0630	Disconnect Switch for Effluent Pump #2	20	2009	13	\$500
		WT-WWTP-0631	Bioscrubber Tank	25	1999	23	\$345,000
		WT-WWTP-0635	Electromagnetic Flow Monitor	20	2009	13	\$1,495
		WT-WWTP-0636	Sludge loading flow meter	20	2009	13	\$11,500
		WT-WWTP-0640	Digester Sludge Pump 1	25	1982	40	\$38,985
		WT-WWTP-0641	Power Distribution Center For 1A-1C	20	2019	3	\$0

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WT-WWTP-0642	Digester Sludge Pump 2	25	1982	40	\$38,985
		WT-WWTP-0643	Gas Compressor 1	25	1992	30	\$0
		WT-WWTP-0644	Gas Compressor 2	25	1992	30	\$0
		WT-WWTP-0645	Methane Tank 1	25	1992	30	\$0
		WT-WWTP-0646	Magnetic flowmeter on SP-1	20	1999	23	\$11,500
		WT-WWTP-0647	Ultrasonic Flowmeter on SP-2	20	1999	23	\$11,500
		WT-WWTP-0648	Ultrasonic Flowmeter on SP-3	20	1999	23	\$11,500
		WT-WWTP-0649	Methane Tank 2	25	1992	30	\$0
		WT-WWTP-0650	Effluent Pump 1	25	2010	12	\$12,700
		WT-WWTP-0651	Disconnect switch SP 1	20	1999	23	\$500
		WT-WWTP-0652	Disconnect switch SP 2	20	1999	23	\$500
		WT-WWTP-0653	Disconnect Switch SP 3	20	1999	23	\$500
		WT-WWTP-0654	Effluent Pump 2	25	2009	13	\$12,700
		WT-WWTP-0655	Sump Pump in Dry Well	25	1999	23	\$345
		WT-WWTP-0656	Digester Hot Water Pump #1	25	1982	40	\$11,607
		WT-WWTP-0657	Digester Hot Water Pump #2	25	1982	40	\$11,607
		WT-WWTP-0658	Secondary scum pump #1	25	1980	42	\$24,554
		WT-WWTP-0659	Influent Sewage Pump #1	25	1999	23	\$0
		WT-WWTP-0660	Influent Sewage Pump #2	25	1999	23	\$0
		WT-WWTP-0661	Influent Sewage Pump #3	25	1999	23	\$0
		WT-WWTP-0662	Slide Gate 1.6	25	2009	13	\$23,788
		WT-WWTP-0663	Slide Gate 1.7	25	2009	13	\$23,788
		WT-WWTP-0664	Hand Pull Gate 1.4	25	2009	13	\$23,788
		WT-WWTP-0665	Slide Gate 1.5	25	2009	13	\$23,788
		WT-WWTP-0666	Slide Gate 1.1	25	2009	13	\$21,409
		WT-WWTP-0667	Slide Gate 1.2	25	2009	13	\$21,409
		WT-WWTP-0668	Slide Gate 1.3	25	2009	13	\$21,409
		WT-WWTP-0669	Slide Gate 1.8	25	2009	13	\$21,409
		WT-WWTP-0670	Slide Gate 1.12	25	2009	13	\$21,409
		WT-WWTP-0671	Slide Gate 1.13	25	2009	13	\$21,409
		WT-WWTP-0672	Slide Gate 1.14	25	2009	13	\$21,409
		WT-WWTP-0673	Slide Gate 1.15	25	2009	13	\$21,409
		WT-WWTP-0674	Slide Gate 1.09	25	2009	13	\$18,486
		WT-WWTP-0675	Slide Gate 1.10	25	2009	13	\$18,486
		WT-WWTP-0676	Slide Gate 1.11	25	2009	13	\$18,486

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WT-WWTP-0677	Grit Separator #1 (east)	25	1999	23	\$1,357,000
		WT-WWTP-0678	Grit Separator #2 (west)	25	1999	23	\$0
		WT-WWTP-0679	Wet well level controller Milltronics	25	1982	40	\$1,495
		WT-WWTP-0680	High level floats	25	2021	1	\$690
		WT-WWTP-0681	TWAS well level	25	1980	42	\$690
		WT-WWTP-0682	Primary clarifier #1 Longitudinal drive #1 (east)	25	2005	17	\$498,853
		WT-WWTP-0683	Primary clarifier #1 Longitudinal drive #2 (west)	25	2005	17	\$498,853
		WT-WWTP-0684	Primary clarifier #1 Cross collector drive	25	2005	17	\$498,853
		WT-WWTP-0685	Primary clarifier #2 Longitudinal drive	25	2005	17	\$498,853
		WT-WWTP-0686	Primary clarifier #2 Cross collector drive	25	2005	17	\$498,853
		WT-WWTP-0687	Primary clarifier #3 Longitudinal drive	25	2005	17	\$498,853
		WT-WWTP-0688	Primary clarifier #3 Cross collector drive	25	2005	17	\$498,853
		WT-WWTP-0689	Primary Clarifier #1 Scum Pump	25	2005	17	\$89,700
		WT-WWTP-0690	Weir Gate 3.1	25	2005	17	\$25,079
		WT-WWTP-0691	Grit Screw Classifier	25	2005	17	\$0
		WT-WWTP-0692	Sludge Loading Arm	25	2005	17	\$278,300
		WT-WWTP-0693	Mechanical Bar Screen Screw Conveyor	25	2005	17	\$0
		WT-WWTP-0694	Raw Sludge Pump Control Panel	20	2005	17	\$80,500
		WT-WWTP-0695	5 Section Motor Control Center	20	2005	17	\$184,000
		WT-WWTP-0696	Airflow mass meter control panel	25	2005	17	\$80,500
		WT-WWTP-0697	Mechanical Bar Screen	25	1999	23	\$0
		WT-WWTP-0698	By-pass manual bar screen	25	1999	23	\$19,550
		WT-WWTP-0699	Raw Sludge Pump 3	25	1968	54	\$57,500
		WT-WWTP-0700	Digester Pump 5	25	2021	1	\$11,500
		WT-WWTP-0701	Digester Pump 6	25	2021	1	\$11,500
		WT-WWTP-0702	Digester Pump 7	25	2021	1	\$11,500
		WT-WWTP-0703	Raw Sludge Pump 1	25	1968	54	\$57,500

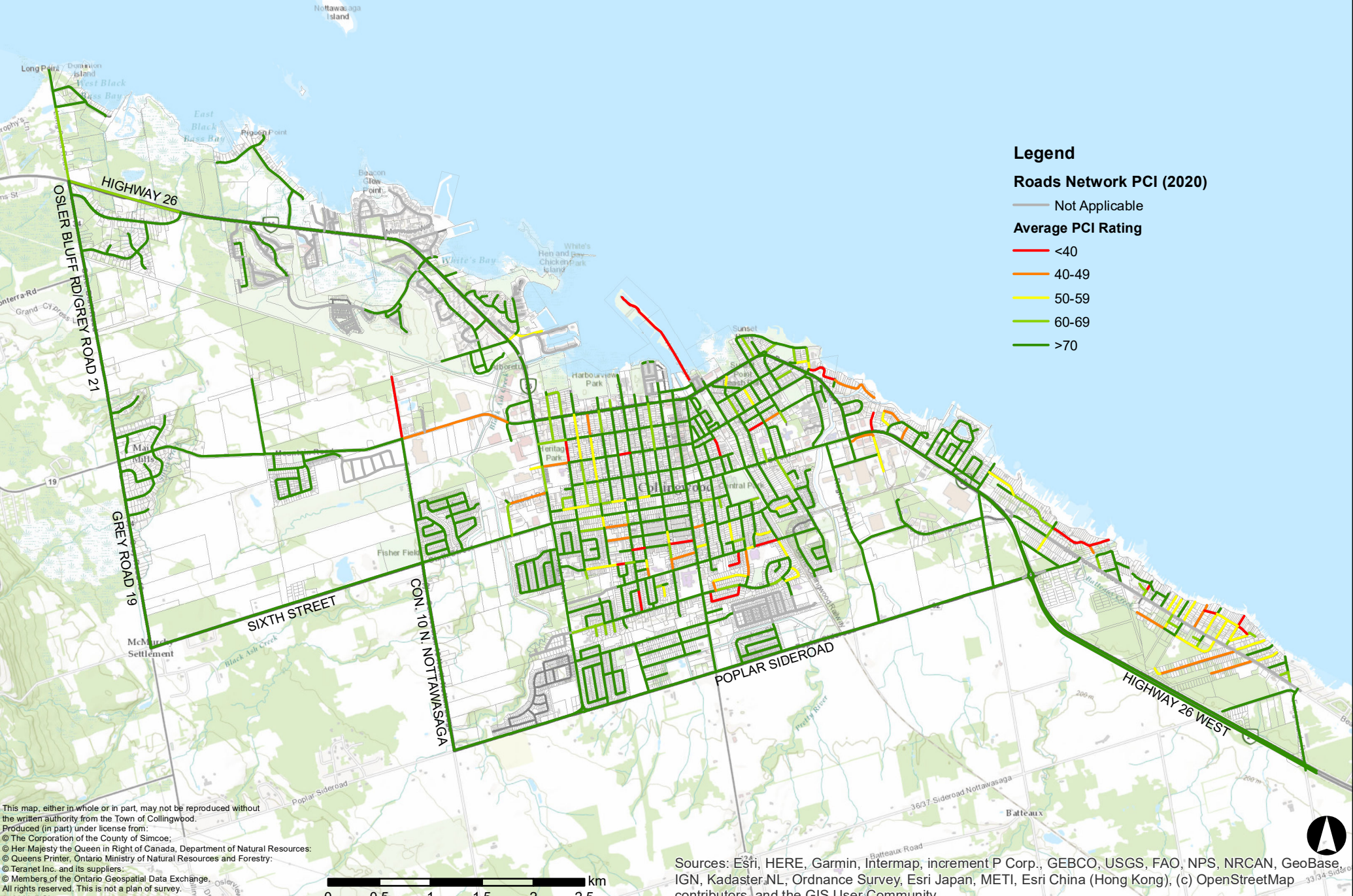
Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WT-WWTP-0704	Raw Sludge Pump 2	25	1968	54	\$57,500
		WT-WWTP-0705	Screw pump #1	25	1980	42	\$237,475
		WT-WWTP-0706	Screw pump #2	25	1980	42	\$237,475
		WT-WWTP-0707	VFD for Screw Pump #1	20	2015	7	\$460,000
		WT-WWTP-0708	VFD for Screw Pump #2	20	2015	7	\$460,000
		WT-WWTP-0709	5 Section Motor Control Center	20	2015	7	\$184,000
		WT-WWTP-0710	Screw Pumping Building CP 2	20	2015	7	\$80,500
		WT-WWTP-0711	Marshalling Panel	20	2015	7	\$80,500
		WT-WWTP-0712	Secondary clarifier #2 NorthLongitudinal drive	25	2006	16	\$498,853
		WT-WWTP-0713	Secondary clarifier #1_South Longitudinal drive	25	1980	42	\$498,853
		WT-WWTP-0714	Sec. Clarifier Pump No. 1 Switch	20	1982	40	\$500
		WT-WWTP-0715	Sec. Clarifier Pump No. 2 Switch	20	1982	40	\$500
		WT-WWTP-0716	Manually actuated weir gate 1	25	1984	38	\$25,079
		WT-WWTP-0717	Manually actuated weir gate 2	25	1984	38	\$25,079
		WT-WWTP-0718	Manually actuated weir gate 3	25	1984	38	\$25,079
		WT-WWTP-0719	Manually actuated weir gate 4	25	1984	38	\$25,079
		WT-WWTP-0720	Manually actuated weir gate 5	25	1984	38	\$25,079
		WT-WWTP-0721	Manually actuated weir gate 6	25	1984	38	\$25,079
		WT-WWTP-0722	Manually actuated weir gate 7	25	1984	38	\$25,079
		WT-WWTP-0723	Manually actuated weir gate 8	25	1984	38	\$25,079
		WT-WWTP-0724	Supernatant pump	25	1980	42	\$24,554
		WT-WWTP-0725	Thickened sludge pump	25	1980	42	\$24,554
		WT-WWTP-0726	Thickener top collector drive	25	1980	42	\$0
		WT-WWTP-0727	Thickener re-aeration pump	25	1980	42	\$24,127
		WT-WWTP-0728	Polymer addition pump	25	1980	42	\$10,988
		WT-WWTP-0729	Thickener recirculation pump	25	1980	42	\$37,120
		WT-WWTP-0730	Diesel Driven Generator (Engine)	0	1998	24	\$0
		WT-WWTP-0731	Butterfly Valve	25	1980	42	\$3,071

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WT-WWTP-0732	Butterfly Valve	25	1980	42	\$3,071
		WT-WWTP-0733	Knife Gate Valve	25	1980	42	\$12,231
		WT-WWTP-0734	Butterfly Valve	25	1980	42	\$3,071
		WT-WWTP-0735	Plug Valve	25	1980	42	\$3,088
		WT-WWTP-0736	Plug Valve	25	1980	42	\$3,088
		WT-WWTP-0737	Butterfly Valve	25	1980	42	\$3,071
		WT-WWTP-0738	Plug Valve	25	1980	42	\$3,088
		WT-WWTP-0739	Butterfly Valve	25	1980	42	\$3,071
		WT-WWTP-0740	Butterfly Valve	25	1980	42	\$3,071
		WT-WWTP-0741	Butterfly Valve	25	1980	42	\$3,071
		WT-WWTP-0742	Plug Valve	25	1980	42	\$3,088
		WT-WWTP-0743	Polymer addition pump	25	1980	42	\$39,900
		WT-WWTP-0744	Diesel Driven Generator (Generator)	0	2020	2	\$282,914
		WT-WWTP-0745	Thickener Feed Pump Disconnect Switch	20	1980	42	\$500
		WT-WWTP-0746	Polymer mixer #1	25	1980	42	\$5,819
		WT-WWTP-0747	Polymer mixer #2	25	1980	42	\$5,819
		WT-WWTP-0748	Polymer Mixer #1 Disconnect Switch	20	1980	42	\$500
		WT-WWTP-0749	Polymer Mixer #2 Disconnect Switch	20	1980	42	\$500
		WT-WWTP-0750	Alum Tank 1	50	1958	64	\$39,477
		WT-WWTP-0751	Alum Tank 2	50	1982	40	\$39,477
		WT-WWTP-0752	Air Compressor Disconnect Switch	20	1980	42	\$500
		WT-WWTP-0753	Polymer storage tank #1	50	1980	42	\$18,853
		WT-WWTP-0754	Polymer storage tank #2	50	1980	42	\$18,853
		WT-WWTP-0755	DAF Tank and Pressure Vessel	50	1980	42	\$39,477
		WT-WWTP-0757	Aboveground Diesel Storage Tank	0	2020	2	\$8,050
		WT-WWTP-0758	Final Effluent pH probe	25	2019	3	\$18,400
		WT-WWTP-0759	Final Effluent TSS probe	25	2019	3	\$18,400
		WT-WWTP-0760	Aboveground Diesel Storage Tank	0	2020	2	\$8,050
		WT-WWTP-0761	Aboveground Diesel Storage Tank	0	2020	2	\$8,050
		WT-WWTP-0762	Weir Gate	25	2019	3	\$18,486
		WT-WWTP-0763	Thickener feed pump	25	2011	11	\$24,554
		WT-WWTP-0764	UV Control Panel	20	2019	3	\$80,500
		WT-WWTP-0765	(blank)	50	2017	5	\$34,635

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WT-WWTP-0766	Pressure Indicator	25	2017	5	\$368
		WT-WWTP-0767	Control Panel (No Markings)	20	2017	5	\$80,500
		WT-WWTP-0768	Control Panel with HMI	20	2017	5	\$80,500
		WT-WWTP-0769	Pressure Gauge with Digital Display	25	2017	5	\$368
		WT-WWTP-0770	Pressure Gauge with Digital Display	25	2017	5	\$368
		WT-WWTP-0771	Thermometer with Digital Display	25	2017	5	\$368
		WT-WWTP-0772	Thermometer with Digital Display	25	2017	5	\$368
		WT-WWTP-0773	Exhaust fan	0	0	0	\$0
		WT-WWTP-0774	Supernatant pump	25	1980	42	\$0
		WT-WWTP-0775	Analog Temperature Gauge	25	2017	5	\$368
		WT-WWTP-0776	Heat Trace Panel	20	2017	5	\$80,500
		WT-WWTP-0777	Explosion Proof Actuated Valve (Ball Valve)	25	2017	5	\$0
		WT-WWTP-0778	Pump - Condensate	25	2017	5	\$0
		WT-WWTP-0779	(blank)	25	2017	5	\$1,157,590
		WT-WWTP-0780	Siloxane Removal Vessel	25	2017	5	\$0
		WT-WWTP-0781	Siloxane Removal Vessel	25	2017	5	\$0
		WT-WWTP-0782	Siloxane Removal Vessel	25	2017	5	\$0
		WT-WWTP-0783	Industrial Heat Exchanger with Proplene glycol and distilled water	25	2017	5	\$0
		WT-WWTP-0784	Temperature Indicator Probe	25	2017	5	\$4,600
		WT-WWTP-0785	Oil Filter	25	2017	5	\$0
		WT-WWTP-0786	Oil Seperator	25	2017	5	\$0
		WT-WWTP-0787	Moisture Knockout	25	2017	5	\$0
		WT-WWTP-0788	Inlet Moisture/Particulate Filter	25	2017	5	\$0
		WT-WWTP-0789	Final Particulate Filter	25	2017	5	\$0
		WT-WWTP-0790	System Biogas Inlet	25	2017	5	\$0
		WT-WWTP-0791	Inlet Pre-Cooler	25	2017	5	\$0
		WT-WWTP-0792	System Biogas Outlet	25	2017	5	\$0

Department	Asset	Equipment	Description	Use Life	Year	Age	Replacement Cost
		WT-WWTP-0793	Biogas Compressor	25	2017	5	\$0
		WT-WWTP-0794	Oil Cooler	25	2017	5	\$0
		WT-WWTP-0795	Battery Charger	25	2020	2	\$0
		WT-WWTP-0796	Junction Box - Gas Conditioning	20	2017	5	\$1,380
		WT-WWTP-0797	Junction Box - Gas Conditioning	20	2017	5	\$1,380
		WT-WWTP-0798	Condensate Outlet	25	2017	5	\$0
		WT-WWTP-0799	Glycol Connection	25	2017	5	\$0
		WT-WWTP-0800	Glycol Connection	25	2017	5	\$0
	OSLER BLUFF LAGOON	LAG-LNR-01	Osler Bluff Lagoon Liner Structure	0	1985	37	\$684,710
	Wastewater Treatment Plant (WWTP01)	AER-DIF-01	Aeration Basin No. 1 Bubble Diffusers	0	1979	43	\$1,160,000
		AER-DIF-02	Aeration Basin No. 2 Bubble Diffusers	0	1979	43	\$1,160,000
		AER-TNK-01	Aeration Basin No. 1 Tank	0	1979	43	\$3,358,000
		AER-TNK-02	Aeration Basin No. 2 Tank	0	1979	43	\$3,358,000
		DIG-COA-01	Digester No. 1 Interior Coating	0	1979	43	\$145,000
		DIG-COA-02	Digester No. 2 Interior Coating	0	1979	43	\$145,000
		DIG-COA-03	Digester No. 3 Interior Coating	0	1967	55	\$145,000
		DIG-MXR-01	Digester No. 1 Mechanical Mixer	0	1967	55	\$942,000
		DIG-MXR-02	Digester No. 1 Mechanical Mixer	0	1967	55	\$942,000
		DIG-ROO-01	Digester No. 1 Floating Roof	0	2004	18	\$4,922,000
		DIG-ROO-02	Digester No. 2 Concrete Roof	0	1979	43	\$528,000
		DIG-ROO-03	Digester No. 3 Concrete Roof (Suspended Slab)	0	1967	55	\$528,000
		DIG-TNK-01	Digester No. 1 Tank	0	1979	43	\$1,162,000
		DIG-TNK-02	Digester No. 2 Tank	0	1979	43	\$1,162,000
		DIG-TNK-03	Digester No. 3 Tank	0	1967	55	\$1,162,000
		INF-CHN-01	Chain for Mechanical Screen	0	1999	23	\$0
		INF-CON-01	Screw Pump Conveyor	0	1999	23	\$0
		INF-LOG-01	Aluminum stop logs to prevent overflow	0	1999	23	\$6,560

Town of Collingwood Road 2020 PCI Rating



Legend

Roads Network PCI (2020)

— Not Applicable

Average PCI Rating

— <40

— 40-49

— 50-59

— 60-69

— >70

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BURNSIDE

Appendix H – 2020 OSIM REPORT

**2020 Municipal Bridge Inspection
Report**

**Town of Collingwood
97 Hurontario Street
Collingwood ON L9Y 3Z5**

**R.J. Burnside & Associates Limited
3 Ronell Crescent
Collingwood ON L9Y 4J6 CANADA**

**September 15, 2020
300051349.2020**

Distribution List

No. of Hard Copies	PDF	Email	Organization Name
-	Yes	Yes	Town of Collingwood

Record of Revisions

Revision	Date	Description
DRAFT	August 18, 2020	Draft Report
Final	September 15, 2020	Final Report

R.J. Burnside & Associates Limited

Prepared By:



Calum MacKenzie, P.Eng.
 Project Engineering
 CM:sp

Reviewed By:



Jeremy Cober, P.Eng.
 Project Engineer

Approved By:



Matthew Brooks, P.Eng.
 Manager, Bridge Design

Executive Summary

R.J. Burnside & Associates Limited (Burnside) was engaged by the Town of Collingwood (Town) to undertake the inspection of 21 municipal bridge and culvert structures. The visual inspections were carried out on an element by element basis in accordance with the Ministry of Transportation – Ontario Structure Inspection Manual (OSIM). The inspections were completed under the direction of a Professional Engineer to assess their condition and identify any material defects, performance deficiencies, maintenance needs, additional studies and / or repairs / rehabilitation work required on a structure by structure basis.

Following the field inspections, recommendations have been made based on the data collected and the review of the previous inspection reports. Depending on the condition of each structure, the remedial needs have been provided in three classifications: routine maintenance, additional investigations and repairs and rehabilitations (Capital Works).

The routine maintenance work often requires a minimal scope of work, and in most cases can be carried out by Town staff. It is anticipated that all maintenance needs identified can be addressed within the Town's routine maintenance program and will be completed within one calendar year of receiving this report. The total estimated value of the work to be completed by the Town is **\$34,000.00**. We recommend that a general allowance to complete the works described above be included in the Town's annual road budget.

Additional studies, investigations and monitoring programs, as summarized in Section 2.2, are recommended for structures currently demonstrating severe material defects or performance deficiencies which may necessitate an inspector to require more detailed information. These investigations have been identified based on a "normal" or "urgent" priority and consist of detailed deck condition surveys, monitoring of cracks, settlements, movements, deformations, etc. and structure evaluations. Investigations that are recommended but do not have a cost associated with them are intended to be completed during future biennial OSIM inspections and therefore are not subject to extra costs.

The capital works needs include any repair, rehabilitation or replacement work which would typically be completed by a Town hired Contractor, to assist in extending the service life of a structure and increasing the Bridge Condition Index (BCI). In accordance with the OSIM, the capital works required are based on a priority of six to ten years, one to five years, within one year, and urgent and have been estimated as follows:

Capital Works Costs and Timeframes

Time Frame	Capital Cost
< 1 year	\$5,169,500.00
1 – 5 years	\$1,886,000.00
6 – 10 years	\$2,157,000.00
TOTAL	\$9,212,500.00

It should be noted that these costs include recommended replacement costs for structures in need.

Taking into consideration the structures calculated BCI's, several structures have been identified for replacement or rehabilitation. Within the next year, one (1) structure has been identified as requiring rehabilitation and one (1) structure has been identified for replacement. Within the next 1 to 5 years, six (6) structures have been identified as requiring rehabilitation and zero (0) structures have been identified for replacement.

It should be noted that all of the aforementioned estimated costs throughout this summary and the report do not include utility relocation costs, property acquisition costs, road work beyond the wingwalls, and HST.

The roadside safety needs include a general allowance for guide rail and/or end treatments at all bridge locations as required. The total estimated cost for roadside safety is **\$389,000.00**.

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Disclaimer

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1.0 Introduction

R.J. Burnside & Associates Limited (Burnside) has been engaged by the Town of Collingwood (Town) to undertake the inspection of 21 municipal road bridge and culvert structures over the span of 3.0 m. The inspections have been completed in accordance with the Ministry of Transportation – Ontario Structure Inspection Manual (OSIM). Inspection of the Town’s bridges and culverts are required every two years as per Ontario Regulation 104/97 which states *“The structural integrity, safety and condition of every bridge shall be determined through the performance of at least one inspection in every second calendar year under the direction of a professional engineer and in accordance with the Ontario Structure Inspection Manual.”* These inspections assess the condition of the structure and identify any additional studies or repairs required. A map showing the location of all structures has been provided in Appendix C.

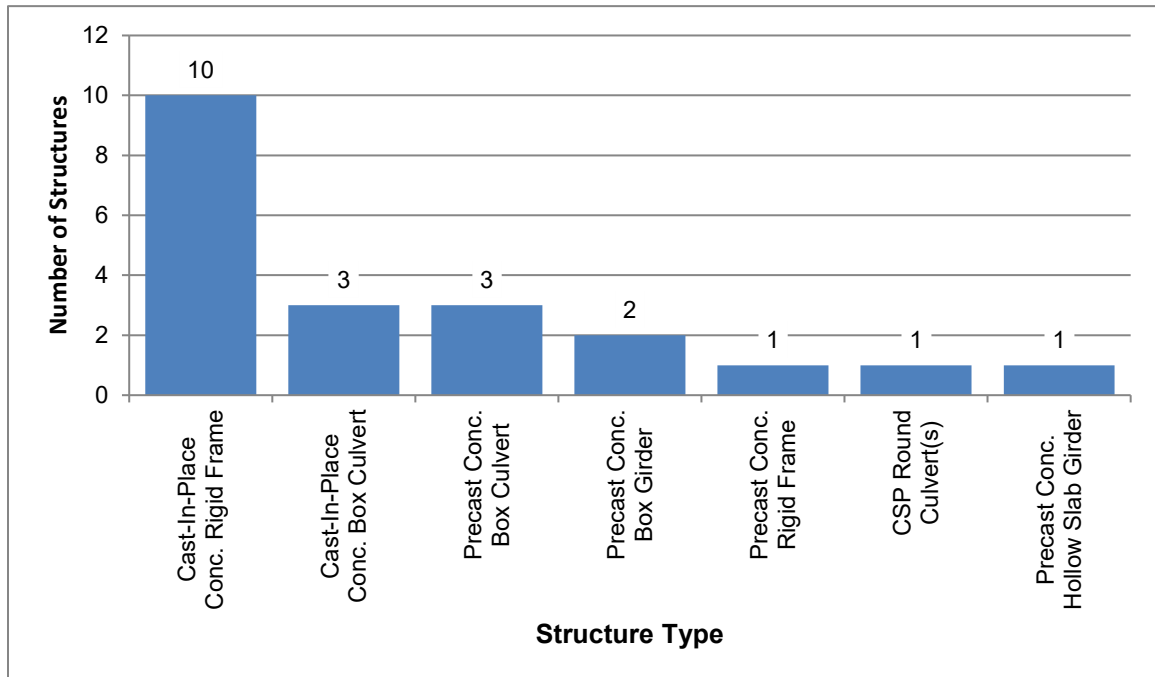
Burnside staff conducted a detailed element by element visual assessment of each bridge / culvert in order to identify any material defects, performance deficiencies and maintenance needs on a structure by structure basis. All data collected has been documented on the OSIM forms and provided in digital format in Appendix D. In addition, a brief written overview has been provided to clarify the OSIM data.

2.0 Inspection Observations and Recommendations

The following observations and recommendations were made during our recent inspection of the Town’s structures. These inspections, along with a review of the previous reports have contributed to the recommendations provided.

The Town of Collingwood has an inventory of 21 structures, which is comprised of a variety of structure types. Figure 1 below summarizes the number and types of structures within the inventory.

Figure 1: Types of Structures



Depending on the condition of each structure, some level of remedial action is usually required. The recommendations for remedial work are provided in three classifications, routine maintenance, additional investigations, and repair, rehabilitation or replacement.

2.1 Routine Maintenance

Routine maintenance needs often require minimal effort to extend the service life of the structure. In most cases, routine maintenance can be undertaken by Town staff or locally contracted out. It is desirable to ensure that all maintenance needs identified at each structure be completed within the calendar year of receiving this Report.

Common structure defects were noted, to varying degrees, at most of the structures inspected. These common defects include:

- Minor erosion of slopes on culvert embankments and adjacent to bridge wingwalls;
- Excessive sand / granular material on deck surface due to winter maintenance or vehicle tracking;
- Clogged deck drains or lack of drainage;
- Erosion of stream banks at the water level;
- Debris collection and heavy vegetation at culvert and bridge openings;
- Lack of, damaged or non-code conforming guide rail;
- Minor asphalt defects (potholes, cracking, rout and seal required); and
- Lack of, or missing hazard warning signs.

These general defects can be addressed within the Town's routine maintenance program and these issues can be added to the Town's road and structure inspection routine.

Routine bridge sweeping, washing of decks, drains, joints, bearing seat areas and girders will improve a structures service life. Removal or trimming of vegetation and addressing minor erosion concerns regularly will pre-empt more serious issues.

The total estimated value of the work to be completed by the Town is approximately **\$34,000.00**. We recommend that a general allowance to complete the works described above be included in the Town's annual road maintenance budget.

A summary of maintenance needs is provided in Appendix B, along with estimated costs to complete the work.

2.2 Additional Studies / Investigations

As per the OSIM, additional investigations or surveys may be required to further assess the condition of certain elements that may not be fully determined by a visual inspection. In many cases, where a major rehabilitation of a structure is required or planned, the completion of additional studies or investigations will assist in developing appropriate rehabilitation programs. Studies or investigations may also be required where performance deficiencies are suspected. Typical investigations that may be required include:

- Deck condition surveys;
- Structure evaluations (Load Capacity);
- Monitoring of deformations, settlements and movement; and
- Monitoring crack widths.

A summary of the additional investigations recommended for the Town are summarized in Table 1 below:

Table 1: Additional Investigations

Structure No. / Name	Priority	Additional Investigation	Reasoning	Estimated Cost
Bridge 05	Normal	Monitoring of Deformations	The deformations should be monitored during future biennial inspections until the structure is replaced.	*\$0.00
Bridge 17	Normal	Monitor rotation of gabion baskets	Rotation of gabion baskets should be monitored during future biennial inspections and replaced during next rehabilitation.	*\$0.00
Total				\$0.00

*To be completed with Biennial OSIM Inspections at no extra cost.

A summary of recommended studies and costs is also included in Appendix B.

2.3 Roadside Safety

During our inspections, Burnside makes note of the condition and effectiveness of roadside safety measures on the approaches to the structures. Where no roadside safety systems are present, Burnside has a responsibility to identify that there should be consideration given to installing roadside safety systems, i.e., guide rail and end treatments.

Roadside safety system requirements are set out in the MTO – Roadside Design Manual which is a guideline provided to be used as a risk assessment tool in establishing the need, type and extent of roadside safety measures.

As is discussed in more detail in the Manual, risk management is critical in assessing the need for roadside safety installations. At some structures, and on some roadways, the installation of guide rail systems may be seen as more of a hazard than not having a system. This may be a result of a reduction in road platform width, the ability to remove snow effectively, and the space available to place and anchor end treatments. In addition, local use of a roadway by farm equipment and the location of driveway and field entrances around structures should also be considered in determining the need and effectiveness of guide rail systems.

For the purpose of this Report, where a high level review indicated that guide rail or guiderail components would be required (apparent substandard length of need, substandard end treatments, rigid barriers on the structure, narrow clear zone between the edge of road and edge of hazard, etc.) a general allowance for a typical guide rail system installation has been provided, however, site specific and detailed assessments of need at each structure is not included in this Report. Where the need for a guiderail system was not evident based on high level review, an allowance for an investigation

into the need for guiderail was provided. The total estimated cost relating to guide rail installation or investigation is **\$389,000.00**.

Where recommendations have been made for installation or corrective measures, Burnside has identified a timeline based on the additional work that is required at each structure. However, as each site has unique characteristics relating to the requirements of guiderail, Burnside also recommends that a further investigation and risk analysis of each of the identified sites be completed by the Town within one year to classify the structures as high, medium, or low priority for guide rail installation or improvements. The study may also outline a timeline for guide rail upgrades based on annual guide rail budget.

2.3.1 Pedestrian and Inspector Safety

During inspections, Burnside makes note of the condition and effectiveness of the pedestrian barricades installed at bridges and culverts. MTO Bulletin, BO2020-03 Guards on Structures, was issued on April 7, 2020 and provides recommendations for the installation of guards on culvert ends and retaining walls for the safety of the public and inspectors.

The bulletin recommends that where an area is accessible to the public and an exposed height of greater than 0.6 m is present, a guard meeting the Ontario Building Code requirements shall be installed to protect the public from fall hazards. Additionally, in areas not accessible to the public and where exposed heights greater than 2.4 m are present, a guard shall be installed on culvert ends, or on top of retaining walls to protect inspectors from fall hazards.

It is further noted in the bulletin that a fall hazard risk assessment is to be completed and the need for guards determined by the MTO, or the Owner as appropriate. Installation of guards is recommended to be included as part of any major capital program, and in unique situations may be completed as a standalone installation if warranted.

Burnside has identified locations that could be considered high risk for pedestrians where the lack of guards, or poor condition of existing guards exist. Costs for replacement / installation of guards have been included in the recommended work programs.

2.4 Repair, Rehabilitation or Replacement

Recommended repair, rehabilitation or replacement work is provided on the OSIM form for each bridge and culvert. The recommended work is indicated for each element and outlines the priority and estimated construction cost. The priorities for the specified rehabilitation or replacement plans are typically identified on the OSIM forms as six to ten years, one to five years, within one year, and urgent.

The costs associated with the recommended work are based on the measured quantities of fair and poor element conditions and unit costs for similar and recent works. In many instances, where only minor works are required, the costs for mobilization, site access and or waterway control items (as required) are difficult to assess and may skew the costs of small-scale works. This work is often best completed by grouping similar efforts together.

For repair programs that require a number of prolonged on-site activities, we have assigned a variable general cost to address some of the mobilization, insurance, bonding and related costs of being on-site.

Where the recommended work is the replacement of the structure, these general costs are assumed to be included in the overall replacement cost.

Construction cost estimates do not include property acquisition, utility relocation or support as may be required.

The total estimated cost for the capital works for all 21 structures within the next 10 years (including rehabilitation/repair and replacement costs) has been estimated as follows:

Table 2: Capital Works Costs and Timeframes

Time Frame	Capital Cost
< 1 year	\$5,169,500.00
1 – 5 years	\$1,886,000.00
6 – 10 years	\$2,157,000.00
TOTAL	\$9,212,500.00

The total, 10-year estimated capital costs, which includes the above as well as all other associated costs including maintenance, additional investigations, and roadside protection costs, is \$9,635,500.00. It should be noted that all costs are based on 2020 prices and do not account for inflation. A summary of the capital works needs can be found in Appendix B.

2.5 Load Postings and Recommendations

Load postings may be recommended for structures based on age, condition, noted performance deficiencies or as a result of a structural evaluation.

No new load posting recommendations were noted during the 2020 inspections.

3.0 Bridge Condition Index

The Bridge Condition Index (BCI) for each structure has been determined based on the Ministry of Transportation Ontario (MTO) methodology followed in the MTO Document, MTO Bridge Condition index and Overall Measure of Bridge Condition, July 2009.

A new structure would have a BCI value of 100 and the value will decline over time. Monitoring the rate of decline in the BCI and comparing this with an anticipated rate of decline will provide the Town with valuable, long-term planning and asset management information. The reduction in BCI, in theory, is a function of many factors, including traffic volume, truck use, use of de-icing chemicals, exposure to the elements and the type of structure. Each bridge will decline at its own rate, but it is reasonable to expect that the decline begins slowly and accelerates as the structure gets older.

In addition, determining an individual BCI value at any point in time will allow the Town to make estimates of expected remaining service life and or establish target BCI criteria for major rehabilitations or replacements.

The Canadian Highway Bridge Design Code has a target service life of approximately 75 years, but it is recognized that maintenance, repair, and rehabilitations will be required along the way to reach or exceed this target.

As indicated, the BCI for a structure can range from 0 to 100 and a municipal bridge and culvert infrastructure can be organized into several ranges.

Good – BCI Range 70 to 100

A bridge with a BCI greater than 70 is generally considered to be in good to excellent condition, and repair or rehabilitation work is not usually required within the next five years. Routine maintenance, such as sweeping, cleaning and washing are still recommended.

Fair – BCI Range 50 to 70

A bridge with a BCI between 50 and 70 is generally considered to be in good to fair condition. Repair or rehabilitation work recommended is ideally scheduled to be completed within the next five years. This is the ideal time to schedule major bridge repairs for larger and / or critical structures from an economic perspective. The most effective improvement in a structure's service life can be achieved by completing repairs while in this range.

Poor – BCI Less than 50

A bridge with a BCI rating of less than 50 is generally considered poor with lower numbers representing structures nearing the end of their service life. The repair or rehabilitation of these structures is ideally best scheduled to be completed within approximately one year. However, if it is determined that the replacement of the structure would be a more viable, practical or economical solution than repairing the structure, the structure can be identified for continued monitoring and scheduled for replacement within a one to ten-year range. The lower the BCI the more of a priority, within the one to ten-year range, the replacement becomes.

4.0 Structure Inventory Trends

Based on the biennial inspection of each structure, the Bridge Condition Index (BCI) is calculated. The Bridge Condition Index Distribution graph, shown in Figure 2 below, provides a summary of the current state of the Town’s structures, and Figure 3 shows the historical trend of the state of the structures over past inspections where BCI information was available.

Figure 2: Bridge Condition Index Distribution (2020)

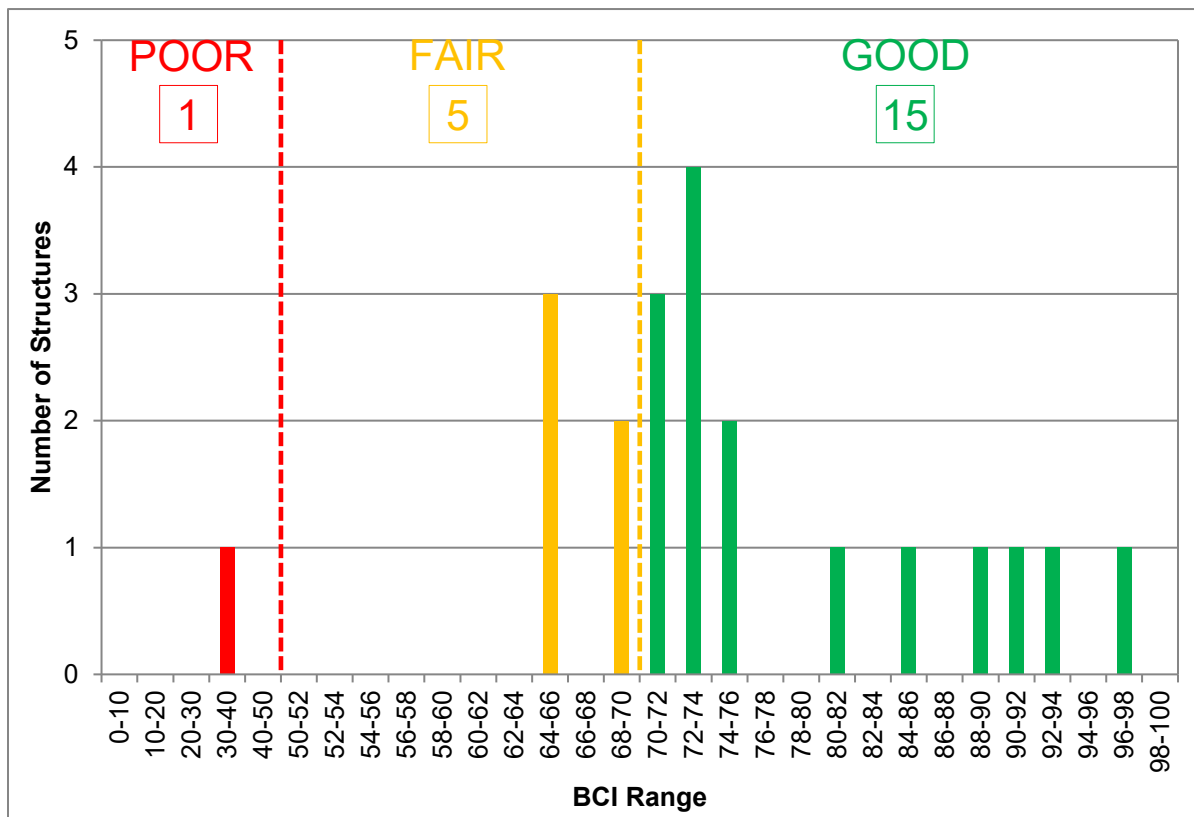
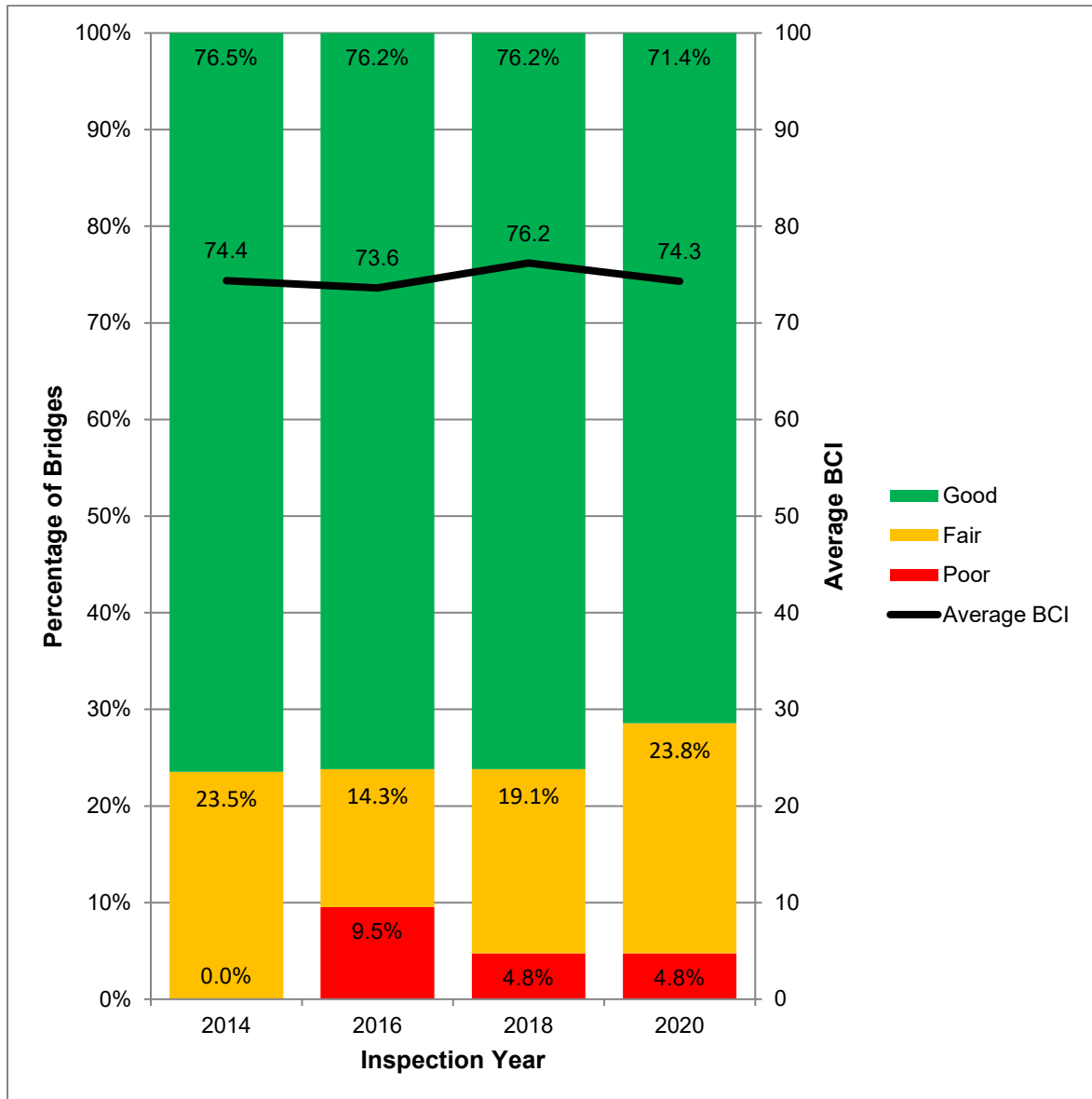


Figure 3: Bridge Condition Index Historical Trend



Currently, approximately 71.4% of the Town’s structures are within the “good” range, with 23.8% of the structures classified as “fair” and 4.8% classified as “poor”, as illustrated in Figure 3 above. Of interest, the MTO has established a target to have 85% of their structures in “good” condition (BCI ≥ 70), and to maintain that condition moving forward by addressing rehabilitations and replacements as necessary. Burnside recognizes that the above goal was not established by the Town, but it is noted that, based on the current state of the inspected structures, the Town is underperforming on the management of their bridge assets when compared to the MTO’s established goal. However, through the rehabilitation or replacement of two structures within the next year, the Town would be on-track with the MTO’s established goal.

The trend in Figure 3 identifies that the overall average BCI of the Town's inventory has generally remained constant over the last six years due to recently completed capital works projects since the 2014 inspections, which include the following:

- Bridge 3 – Highway 26 (2018);
- Bridge 12 – Fifth Street (2015);
- Bridge 2 – Hume Street (2015);
- Bridge 25 – Hume Street (2015); and
- Bridge 11 – Fourth Street (2014).

Projects currently in preliminary stages of design include:

- Bridge 15 – Mountain Road – Preliminary design underway which includes replacing and widening of bridge as part of Mountain Road improvements.

Continued maintenance and completion of rehabilitative or replacement works as recommended in this report will help to continue this trend of overall improvement of the Town's bridge assets.

The MTO has also developed theoretical deterioration curves which can be used as a backdrop to estimate the remaining service life of a structure before replacement, or to establish a time frame for future rehabilitations.

For the purposes of this report, culverts and bridges less than 4.5 m in span are assumed not to have a rehabilitation cycle. These structures will be monitored and planned for replacement when their BCI drops below a lower limit of 40. However, even though our recommendation is to replace a structure, the costs to repair identified defects are included on the OSIM forms should the Town wish to repair these structures.

For structures with spans greater than 4.5 m, it has been assumed that a structure will be rehabilitated once during its lifetime. The rehabilitations are scheduled when the structures reach a target BCI of 60. However, for certain larger, more significant bridges, rehabilitation options may still be viable for BCI's lower than 60, but these will be considered on a site by site basis.

The estimated time until replacement or rehabilitation is required has been provided based on typical deterioration rates as defined by the MTO deterioration curves. The costs for all works required in the next ten years are also identified within the forms and summary tables.

5.0 Prioritization and Recommended Work

As an initial measure for prioritizing any required work, the structures have been ranked using their BCI values. A summary of the structures, in ascending order of BCI, along with their associated preliminary construction costs, has been included in Appendix B. Two separate summary tables have been created to identify replacement and rehabilitation priority structures.

It should be noted that although the BCI is a good measure of the overall condition of the bridge, and therefore relative construction need, other factors are often considered when programming and prioritizing bridge work. Other factors that may be considered include:

- Traffic volume and number of trucks that regularly use the road;
- Load capacity restrictions at the site;
- Geometric restrictions (alignment or width);
- Pedestrian or cycling requirements;
- History of accidents or traffic conflicts;
- History of flooding or ice problems;
- Area growth and development; and
- In conjunction with already planned road improvements.

The prioritized capital works plan and associated construction costs can be used for estimating future capital budgets. The budgets and rehabilitation work plans have been provided for the Town's highest priority structures. The structures provided below have been identified as requiring rehabilitation work or replacement in the next five years. The structures have been identified for rehabilitation or replacement based on their condition during the latest completed inspection.

Table 3: Top Priority Structures

Structure No. / Name	Road Name	Recommended Work	Estimated Construction Cost	Years to Rehabilitation / Replacement
Bridge 05	Ontario Street	Replacement	\$4,934,500.00	0 years
Bridge 13	Sixth Street	Rehabilitation	\$235,000.00	1 year
Bridge 20	Mountain Road	Rehabilitation	\$885,000.00	2 years ¹
Bridge 09	Second Street	Rehabilitation	\$227,000.00	2 years
Bridge 10	Third Street	Rehabilitation	\$282,000.00	3 years
Bridge 15	Mountain Road	Rehabilitation	\$931,500.00	5 years ²
Bridge 23	Highway 26	Rehabilitation	\$145,000.00	5 years
Total			\$7,640,000.00	

6.0 Summary

The 2020 OSIM Inspections were carried out by Burnside on behalf of the Town of Collingwood to identify the current condition of all the structures within the Town's inventory. The Summary Reports provided in Appendix A summarize the maintenance needs, additional investigations, and capital works requirements for each structure. The capital works for each structure has been given a priority of six to ten years, one to five years, within one year and urgent, based on the current BCI.

We trust the summary report provides all the information that you require at this time. If you have any questions or comments, please do not hesitate to contact us.

¹ Timeline for this structure should be in conjunction with the Mountain Road Improvement Works contract.

² Timeline for this structure should be in conjunction with the Mountain Road Improvement Works contract.



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Appendix A

Summary Reports

1.1 Structure No. Bridge 01 (MTO No. 030-0446)

2020 BCI:

72.3

<u>Structure Name:</u>	Bridge 01		
<u>Road Name:</u>	Pretty River Parkway		
<u>Location:</u>	0.1 km North of Ronell Crescent		
<u>Structure Type:</u>	Precast Concrete Box Girder		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	18.9 m
<u>Overall Structure Width:</u>	19.7 m	<u>Roadway Width:</u>	15.5 m
<u>Year of Construction:</u>	1971	<u>Current Load Limit:</u>	N/A



Recommendation: Minor Rehabilitation is recommended within 6 years.

Justification:

Bridge 1 is generally in good condition but is demonstrating signs of deteriorating concrete and moisture penetration on the girders, substructure, and barrier walls. Completing a minor rehabilitation would be very beneficial for this structure, given that the majority of the deficiencies noted are related to moisture penetration. Replacing seals / sealants and waterproofing the structure will help prevent further exposure of salt laden water to the girders and substructure. Based on the current BCI, minor rehabilitation should be considered within approximately 6 years, as the BCI approaches 60. It is also recommended that the damaged steel beam guide rail and end treatments be repaired to safeguard errant vehicles, and that the recommended maintenance work be completed to help extend the service life of the structure.

Maintenance Need	Element and Comments	Estimated Cost
Rout and Seal	Repairs required to Seals / Sealants, Approach Wearing Surface, Deck Wearing Surface,	\$1,000.00
Deck Drainage	Clean out deck drains	\$1,000.00
Hazard Signs	Install hazard warning signs at structure	\$1,000.00
Other	Repairs required to Approach Guide Rail.	\$1,000.00
Maintenance Needs Total		\$4,000.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
Repair Guide Rail	6 to 10 years	\$6,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
Type A concrete repairs to approach sidewalk, barrier / parapet walls interior, deck top, sidewalk.	6 to 10 years	\$19,000.00
Type B concrete repairs to barrier / parapet walls exterior, Girders, soffit.	6 to 10 years	\$46,000.00
Type C concrete repairs to abutment walls, wingwalls.	6 to 10 years	\$30,000.00
Jack Girders / Superstructure	6 to 10 years	\$50,000.00
Mill Asphalt, Waterproof deck and repave.	6 to 10 years	\$55,000.00
General Items – Insurance, Mobilization, Access etc.	6 to 10 years	\$100,000.00
Rehabilitation Cost Subtotal		\$300,000.00

Estimate Value of Replacement Structure	\$2,700,000.00
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Associated Work	Priority	Estimated Cost
Traffic Control -	6 to 10 years	\$15,000.00
Total Associated Work Cost		\$15,000.00

Total Capital Works Costs		
Cost		
Subtotal:		
	Rehabilitation	Replacement
	\$315,000.00	\$2,715,000.00
Roadside Protection:	\$6,000.00	\$54,000.00
Staging:	\$50,000.00	\$0.00
Environmental Assessment:	N/A	\$2,500.00
Contingencies:	10%	
	\$32,000.00	\$272,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	\$186,000.00
	\$32,000.00	\$186,000.00
Total Capital Work Cost		\$3,229,500.00

1.2 Structure No. Bridge 02 (MTO No. 030-0085)

2020 BCI:

81.4

<u>Structure Name:</u>	Bridge 02		
<u>Road Name:</u>	Hume Street		
<u>Location:</u>	0.2 km West of Pretty River Parkway		
<u>Structure Type:</u>	Precast Conc. Hollow Slab Girder		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	14 m
<u>Overall Structure Width:</u>	18.2 m	<u>Roadway Width:</u>	13.5 m
<u>Year of Construction:</u>	1960	<u>Current Load Limit:</u>	N/A



Recommendation: No Capital Works estimated to be required within 10 years. Future structure rehabilitation should be considered.

Justification:

Bridge 2 was recently rehabilitated in 2015, with a widening of the structure. The structure is in good to excellent condition with no work recommended at this time. Routine maintenance, including cleaning of the wearing surface and sidewalks should be completed by the Town in order to prolong the service life of the structure.

Maintenance Need	Element and Comments	Estimated Cost
N/A	N/A	N/A
Maintenance Needs Total		\$0.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
N/A	N/A	N/A

Rehabilitation/Repair Required	Priority	Estimated Cost
Type A concrete repairs to approach sidewalk, barrier/parapet walls interior.	N/A	\$1,000.00
Type C concrete repairs to abutment walls.	N/A	\$16,000.00
General Items - Insurance, Mobilization, Access etc.	N/A	\$75,000.00
Rehabilitation Cost Subtotal		\$92,000.00

Estimate Value of Replacement Structure	\$1,800,000.00
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Associated Work	Priority	Estimated Cost
Traffic Control -	N/A	\$15,000.00
Total Associated Work Cost		\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Subtotal:		\$107,000.00	\$1,815,000.00
Roadside Protection:		\$0.00	\$54,000.00
Staging:		N/A	\$0.00
Environmental Assessment:		N/A	\$2,500.00
Contingencies:	10%	\$11,000.00	\$182,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	\$15,000.00	\$141,000.00
Total Capital Work Cost		\$133,000.00	\$2,194,500.00

1.3 Structure No. Bridge 03

2020 BCI:

97.4

<u>Structure Name:</u>	Bridge 03		
<u>Road Name:</u>	Highway 26		
<u>Location:</u>	0.1 km East of Elliot Avenue		
<u>Structure Type:</u>	Precast Concrete Box Culvert		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	4 m
<u>Overall Structure Width:</u>	25.27 m	<u>Roadway Width:</u>	9 m
<u>Year of Construction:</u>	2018	<u>Current Load Limit:</u>	N/A



Recommendation: No Capital Works estimated to be required within 10 years. Future structure rehabilitation should be considered.

Justification:

Bridge 03 was recently constructed in 2018 and is in excellent condition. Given the high costs associated with the staging of this structure, it is recommended that the structure be rehabilitated once within its life span, as the BCI approaches 60 to help extend the overall service life of the structure. No capital works are recommended at this time and general maintenance should be performed to help extend the lifespan of the structure.

Maintenance Need	Element and Comments	Estimated Cost
Hazard Signs	Install hazard warning signs at structure	\$1,000.00
Maintenance Needs Total		\$1,000.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
N/A	N/A	N/A

Rehabilitation/Repair Required	Priority	Estimated Cost
N/A	N/A	N/A
Rehabilitation Cost Subtotal		\$0.00

Estimate Value of Replacement Structure	\$800,000.00
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Associated Work	Priority	Estimated Cost
N/A	N/A	N/A
Total Associated Work Cost		\$0.00

Total Capital Works Costs		
Cost	Rehabilitation	Replacement
Subtotal:	N/A	\$800,000.00
Roadside Protection:	N/A	\$52,000.00
Staging:	N/A	\$175,000.00
Environmental Assessment:	N/A	\$2,500.00
Contingencies:	10%	N/A
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	N/A
Total Capital Work Cost		\$1,189,500.00

1.4 Structure No. Bridge 05 (MTO No. 030-0655)

2020 BCI:

35

<u>Structure Name:</u>	Bridge 05	
<u>Road Name:</u>	Ontario Street	
<u>Location:</u>	0.03 km West of Minnesota Street - Extending from S of Ontario St. to Just S of Highway 26	
<u>Structure Type:</u>	CSP Round Culvert(s)	
<u>Number of Spans:</u>	2	<u>Span Lengths:</u> Inlet -2 x 0.9m, Outlet - 2 x 1.8m m
<u>Overall Structure Length:</u>	200 m	<u>Roadway Width:</u> 9.9 m
<u>Year of Construction:</u>	1940	<u>Current Load Limit:</u> N/A



Recommendation: Structure replacement is recommended as soon as possible.

Justification:

Bridge 5 could not be fully inspected on the date of inspection due to the opening size and length. However, a video inspection of the various structure segments was recently completed in 2016. The video report identified several areas of very severe deformations (up to 75% of the culvert height) with reverse curvature, joint separations and loss of fill through joints. The culvert inlet headwall and a portion of the CSP at the inlet was noted to be replaced since the 2016 inspection. Based on the available information, it is recommended that the structure be replaced within one year. This work will likely include the relocation of the system to be within the Town owned right of way, as the structure currently runs beneath several privately owned properties and potentially beneath an existing building. Monitoring of the deformations in the structure should be completed as part of biennial inspections in the future, until the structure can be replaced.

Maintenance Need	Element and Comments	Estimated Cost
Other	Provide proper connection for grating at inlet.	\$1,000.00
Maintenance Needs Total		\$1,000.00

Additional Investigations	Priority	Estimated Cost
Monitoring of Deformations, Settlements and Movements.	Normal	\$0.00

Roadside Protection Repairs	Priority	Estimated Cost
Investigate need for Guide Rail.	1 to 5 Years	\$1,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
N/A	N/A	N/A
Rehabilitation Cost Subtotal		\$0.00

Estimate Value of Replacement Structure	\$4,200,000.00
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Associated Work	Priority	Estimated Cost
N/A	N/A	N/A
Total Associated Work Cost		\$0.00

Total Capital Works Costs		
Cost	Rehabilitation	Replacement
Subtotal:	N/A	\$4,200,000.00
Roadside Protection:	N/A	\$52,000.00
Staging:	N/A	\$0.00
Environmental Assessment:	N/A	\$2,500.00
Contingencies:	10%	\$420,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	\$260,000.00
Total Capital Work Cost		N/A \$4,934,500.00

1.5 Structure No. Bridge 06 (MTO No. 030-0654)

2020 BCI:

69.9

<u>Structure Name:</u>	Bridge 06		
<u>Road Name:</u>	Huron Street		
<u>Location:</u>	0.01 km East of Heritage Way (Includes 20.22 m + 5.75 m connection to smaller culvert)		
<u>Structure Type:</u>	Cast-In-Place Conc. Rigid Frame		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	3.9 m
<u>Overall Structure Width:</u>	26 m	<u>Roadway Width:</u>	13.5 m
<u>Year of Construction:</u>	1930	<u>Current Load Limit:</u>	N/A



Recommendation: No Capital Works is estimated to be required within the next 10 years.

Justification:

Bridge 6 consists of multiple segments of various culvert structures. The original structure, constructed circa 1930 and rehabilitated in 2009, is a 3.9 m span rigid frame. In 2009, this original structure was also connected to a downstream 2.5 m span culvert which runs beneath the development to the north. Only the original portion of the structure (20.22 m +/-) and the 2009 extension (5.75 m +/-) is included in this inspection. Access to inspect this culvert is limited due to access restraints; however, based on visible portions and knowledge of the repair work completed in 2009, this structure is generally in good condition with no repairs recommended at this time. Given that the original portion of the structure has previously undergone rehabilitation, the next capital works recommended would be to replace the culvert when the BCI reaches 40. Based on typical deterioration curves, this is estimated to occur in approximately 15 years. The replacement cost is based on the staged replacement of the portion under Huron Street only, given that the extension was constructed in 2009 and should have significant service life remaining.

Maintenance Need	Element and Comments	Estimated Cost
N/A	N/A	N/A
Maintenance Needs Total		\$0.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
Install Guide Rail, end treatments and structure connections.	N/A	\$20,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
Type A concrete repairs to curbs, sidewalk.	N/A	\$1,000.00
Type C concrete repairs to barrels, inlet, outlet.	N/A	\$22,000.00
General Items – Insurance, Mobilization, Access etc.	N/A	\$75,000.00
Rehabilitation Cost Subtotal		\$98,000.00

Estimate Value of Replacement Structure	\$700,000.00
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Associated Work	Priority	Estimated Cost
Traffic Control -	N/A	\$15,000.00
Total Associated Work Cost		\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Subtotal:		\$113,000.00	\$715,000.00
Roadside Protection:		\$20,000.00	\$20,000.00
Staging:		\$175,000.00	\$200,000.00
Environmental Assessment:		N/A	\$2,500.00
Contingencies:	10%	\$12,000.00	\$72,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	\$15,000.00	\$72,000.00
Total Capital Work Cost		\$335,000.00	\$1,081,500.00

1.6 Structure No. Bridge 07

2020 BCI:

75

<u>Structure Name:</u>	Bridge 07		
<u>Road Name:</u>	Hurontario Street		
<u>Location:</u>	0.2 km North of Poplar Side Road		
<u>Structure Type:</u>	Precast Concrete Box Culvert		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	3.65 m
<u>Overall Structure Width:</u>	40 m	<u>Roadway Width:</u>	12 m
<u>Year of Construction:</u>	2006	<u>Current Load Limit:</u>	N/A



Recommendation: No Capital Works is estimated to be required within the next 10 years.

Justification:

Bridge 07 is generally in good condition and no rehabilitation work is recommended at this time. Based on the current structure BCI, replacement of this structure is estimated to be required in approximately 40 years based on deterioration rates typical of this structure type. However, given the performance of the structure over previous inspections, the deterioration rate does not appear to be decreasing at typical rates and therefore the service life of the structure may be considered to be extended. Replacement should be planned when the BCI approaches 40. An investigation for the need for guiderail on the approaches should be considered.

Maintenance Need	Element and Comments	Estimated Cost
N/A	N/A	N/A
Maintenance Needs Total		\$0.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
Investigate need for Guide Rail on approaches.	N/A	\$1,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
N/A	N/A	N/A
Rehabilitation Cost Subtotal		\$0.00

Estimate Value of Replacement Structure	\$850,000.00
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Associated Work	Priority	Estimated Cost
N/A	N/A	N/A
Total Associated Work Cost		\$0.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Subtotal:		N/A	\$850,000.00
Roadside Protection:		N/A	\$54,000.00
Staging:		N/A	\$0.00
Environmental Assessment		N/A	\$2,500.00
Contingencies:	10%	N/A	\$85,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	N/A	\$85,000.00
Total Capital Work Cost		N/A	\$1,076,500.00

1.7 Structure No. Bridge 08 (MTO No. 030-0661)

2020 BCI:

72.9

<u>Structure Name:</u>	Bridge 08		
<u>Road Name:</u>	First Street		
<u>Location:</u>	Oak Street – From 2nd Street to North of 1st Street		
<u>Structure Type:</u>	Cast-In-Place Conc. Rigid Frame		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	4.3 m
<u>Overall Structure Length:</u>	200 m	<u>Roadway Width:</u>	13.4 m
<u>Year of Construction:</u>	1970	<u>Current Load Limit:</u>	N/A



Recommendation: Major Rehabilitation is recommended within 6 years.

Justification:

Bridge 8 is generally in good condition. Given the complexity associated with replacing this structure, it is recommended that the Town complete a rehabilitation as the BCI approaches 60 in order to maximize the service life of the current structure. Based on typical deterioration curves, it is estimated that this rehabilitation should be completed within 6 years. Although the Town has filled the voids (using spray foam) in the undermined embankments at the inlet, it is recommended that the gabion baskets be repaired, or a cast-in-place wall be constructed to prevent further erosion and undermining. Consideration should also be given to replacing the handrail between structure 8 and 9 with steel beam guide rail.

Maintenance Need	Element and Comments	Estimated Cost
Handrail Maintenance	Repair Railing System,	\$1,000.00
Rout and Seal	Repairs required to Approach Wearing Surface, Deck Wearing Surface,	\$1,000.00
Hazard Signs	Install hazard warning signs at structure	\$1,000.00
Maintenance Needs Total		\$3,000.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
Install Guide Rail, end treatments and structure connections.	1 to 5 Years	\$54,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
Replace hand railing between structures on 2nd Street.	1 to 5 years	\$10,000.00
Type C concrete repairs to barrels, outlet.	1 to 5 years	\$30,000.00
Patch asphalt.	1 to 5 years	\$11,000.00
Add slope stabilization - large boulders to prevent further scour.	1 to 5 years	\$28,000.00
General Items - Insurance, Mobilization, Access etc.	1 to 5 years	\$75,000.00
Reconstruct gabion walls / consider cast-in-place retaining wall.	1 to 5 years	\$50,000.00
Rehabilitation Cost Subtotal		\$204,000.00

Estimate Value of Replacement Structure	\$5,000,000.00
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Associated Work	Priority	Estimated Cost
Traffic Control -	1 to 5 Years	\$15,000.00
Total Associated Work Cost		\$15,000.00

Total Capital Works Costs		
Cost		
Subtotal:		
	Rehabilitation	Replacement
Subtotal:	\$219,000.00	\$5,015,000.00
Roadside Protection:	\$54,000.00	\$54,000.00
Staging:	\$175,000.00	\$225,000.00
Environmental Assessment:	N/A	\$2,500.00
Contingencies:	10%	\$502,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	\$300,000.00
Total Capital Work Cost		\$6,098,500.00

1.8 Structure No. Bridge 09 (MTO No. 030-0084)

2020 BCI:

65.5

<u>Structure Name:</u>	Bridge 09		
<u>Road Name:</u>	Second Street		
<u>Location:</u>	0.01 km East of Oak Street		
<u>Structure Type:</u>	Cast-In-Place Conc. Rigid Frame		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	3.7 m
<u>Overall Structure Width:</u>	13.2 m	<u>Roadway Width:</u>	9.8 m
<u>Year of Construction:</u>	1966	<u>Current Load Limit:</u>	N/A



Recommendation: Major Rehabilitation is recommended within 2 years.

Justification:

Bridge 9 is generally in fair condition, with localized areas of severe concrete deterioration noted and a rough riding surface with deteriorating asphalt. Deck top repairs, waterproofing and paving the deck will help extend the service life of the structure by helping prevent further moisture and chloride ingress into the concrete. Localized concrete repairs to the soffit and abutments are also recommended. If this rehabilitation is elected, it is recommended to be completed in approximately 2 years. Alternatively, the Town may wish to forego the rehabilitation and instead replace the structure as the BCI approaches 40, which is estimated to occur in approximately 12 years.

Maintenance Need	Element and Comments	Estimated Cost
Other	Remove debris in watercourse	\$1,500.00
Maintenance Needs Total		\$1,500.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
Pedestrian barricades.	1 to 5 Years	\$20,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
Type A concrete repairs to end post, deck top, sidewalk.	1 to 5 years	\$25,000.00
Type B concrete repairs to soffit.	1 to 5 years	\$15,000.00
Type C concrete repairs to abutment walls, wingwalls.	1 to 5 years	\$10,000.00
Add slope stabilization.	1 to 5 years	\$6,000.00
Mill asphalt, waterproof and pave deck top and approaches.	1 to 5 years	\$25,000.00
General Items – Insurance, Mobilization, Access etc.	1 to 5 years	\$75,000.00
Rehabilitation Cost Subtotal		\$156,000.00

Estimate Value of Replacement Structure	\$850,000.00
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Associated Work	Priority	Estimated Cost
Traffic Control -	1 to 5 Years	\$15,000.00
Total Associated Work Cost		\$15,000.00

Total Capital Works Costs		
Cost		
Subtotal:		
	Rehabilitation	Replacement
Subtotal:	\$171,000.00	\$865,000.00
Roadside Protection:	\$20,000.00	\$20,000.00
Staging:	N/A	\$0.00
Environmental Assessment:	N/A	\$2,500.00
Contingencies:	10%	\$18,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	\$87,000.00
	Total Capital Work Cost	\$227,000.00
		\$1,061,500.00

1.9 Structure No. Bridge 10 (MTO No. 030-0652)

2020 BCI:

65.3

<u>Structure Name:</u>	Bridge 10		
<u>Road Name:</u>	Third Street		
<u>Location:</u>	0.07 km East of Oak Street		
<u>Structure Type:</u>	Cast-In-Place Conc. Rigid Frame		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	6.1 m
<u>Overall Structure Width:</u>	20.1 m	<u>Roadway Width:</u>	9.1 m
<u>Year of Construction:</u>	1960	<u>Current Load Limit:</u>	N/A



Recommendation: Major Rehabilitation is recommended within 3 years.

Justification:

Bridge 10 is generally in fair condition and it is demonstrating signs of moderate to severe concrete deterioration where moisture is present around the deck drains. Moisture noted throughout the soffit in areas not adjacent to the deck drains appears to be related to the humid environment and not a top-down moisture penetration defect as a result of the cracking present. Given that the majority of deficiencies noted through the culvert are localized or related to concerns with water ingress, this structure is an ideal candidate for a rehabilitation. The rehabilitation should include asphalt removal, deck top repairs, waterproofing of the deck, repaving of the deck and approaches, and localized concrete repairs to the abutment walls, wingwalls and soffit. Additionally, it is recommended that the curbs and the barrier be replaced with a system designed to withstand current impact loads, and the installation of proper deck drains extending beyond the soffit. Based on the current BCI and typical deterioration rates, it is recommended that rehabilitation occurs within 3 years.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Clean Sidewalk	\$1,000.00
Deck Drainage	Flush Deck Drainage	\$500.00
Maintenance Needs Total		\$1,500.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
Pedestrian barricades	1 to 5 Years	\$20,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
Type A concrete repairs to deck top.	1 to 5 years	\$20,000.00
Type B concrete repairs to soffit.	1 to 5 years	\$22,000.00
Type C concrete repairs to abutment walls, wingwalls.	1 to 5 years	\$25,000.00
Mill asphalt, waterproof and pave deck and approaches.	1 to 5 years	\$25,000.00
Replace barriers.	1 to 5 years	\$20,000.00
Replace curbs and sidewalk.	1 to 5 years	\$10,000.00
Replace deck drains.	1 to 5 years	\$6,000.00
General Items – Insurance, Mobilization, Access etc.	1 to 5 years	\$75,000.00
Rehabilitation Cost Subtotal		\$203,000.00

Estimate Value of Replacement Structure	\$800,000.00
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Associated Work	Priority	Estimated Cost
Traffic Control -	1 to 5 Years	\$15,000.00
Total Associated Work Cost		\$15,000.00

Total Capital Works Costs		
Cost		
Subtotal:		
	Rehabilitation	Replacement
	\$218,000.00	\$815,000.00
Roadside Protection:	\$20,000.00	\$20,000.00
Staging:	N/A	\$0.00
Environmental Assessment:	N/A	\$2,500.00
Contingencies:	10%	\$22,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	\$82,000.00
	Total Capital Work Cost	\$1,001,500.00

1.10 Structure No. Bridge 11

2020 BCI:

91.4

<u>Structure Name:</u>	Bridge 11		
<u>Road Name:</u>	Fourth Street		
<u>Location:</u>	0.06 km East of Oak Street		
<u>Structure Type:</u>	Cast-In-Place Conc. Rigid Frame		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	4.9 m
<u>Overall Structure Width:</u>	16.4 m	<u>Roadway Width:</u>	6.1 m
<u>Year of Construction:</u>	2014	<u>Current Load Limit:</u>	N/A



Recommendation: No Capital Works estimated to be required within 10 years. Future structure rehabilitation should be considered.

Justification:

Bridge 11 was constructed in 2014 and is in excellent condition. No capital work is recommended at this time; however, routine maintenance should be performed to help extend the service life of the structure.

Maintenance Need	Element and Comments	Estimated Cost
Other	Trim vegetation along railing	\$500.00
Maintenance Needs Total		\$500.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
N/A	N/A	N/A

Rehabilitation/Repair Required	Priority	Estimated Cost
N/A	N/A	N/A
Rehabilitation Cost Subtotal		\$0.00

Estimate Value of Replacement Structure	\$800,000.00
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Associated Work	Priority	Estimated Cost
N/A	N/A	N/A
Total Associated Work Cost		\$0.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Subtotal:		N/A	\$800,000.00
Roadside Protection:		N/A	\$20,000.00
Staging:		N/A	\$0.00
Environmental Assessment:		N/A	\$2,500.00
Contingencies:	10%	N/A	\$80,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	N/A	\$80,000.00
Total Capital Work Cost		N/A	\$982,500.00

1.11 Structure No. Bridge 12

2020 BCI:

92.4

<u>Structure Name:</u>	Bridge 12		
<u>Road Name:</u>	Fifth Street		
<u>Location:</u>	0.06 km East of Oak Street		
<u>Structure Type:</u>	Precast Concrete Rigid Frame		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	4.9 m
<u>Overall Structure Width:</u>	20.1 m	<u>Roadway Width:</u>	m
<u>Year of Construction:</u>	2015	<u>Current Load Limit:</u>	N/A



Recommendation: No Capital Works estimated to be required within 10 years. Future structure rehabilitation should be considered.

Justification:

Bridge 12 was constructed in 2015 and is in excellent condition. No capital work recommended at this time; however, routine maintenance should be performed to help extend the service life of the structure.

Maintenance Need	Element and Comments	Estimated Cost
N/A	N/A	N/A
Maintenance Needs Total		\$0.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
N/A	N/A	N/A

Rehabilitation/Repair Required	Priority	Estimated Cost
N/A	N/A	N/A
Rehabilitation Cost Subtotal		\$0.00

Estimate Value of Replacement Structure	\$850,000.00
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Associated Work	Priority	Estimated Cost
N/A	N/A	N/A
Total Associated Work Cost		\$0.00

Total Capital Works Costs		
Cost	Rehabilitation	Replacement
Subtotal:	N/A	\$850,000.00
Roadside Protection:	N/A	\$20,000.00
Staging:	N/A	\$0.00
Environmental Assessment:	N/A	\$2,500.00
Contingencies:	10%	\$85,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	\$85,000.00
Total Capital Work Cost		\$1,042,500.00

1.12 Structure No. Bridge 13 (MTO No. 030-0083)

2020 BCI: 70.2

<u>Structure Name:</u>	Bridge 13		
<u>Road Name:</u>	Sixth Street		
<u>Location:</u>	0.02 km East of Oak Street		
<u>Structure Type:</u>	Cast-In-Place Conc. Rigid Frame		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	3.7 m
<u>Overall Structure Width:</u>	14 m	<u>Roadway Width:</u>	9.8 m
<u>Year of Construction:</u>	1971	<u>Current Load Limit:</u>	N/A



Recommendation: Major Rehabilitation is recommended within one year.

Justification:

Bridge 13 is generally in good condition however there are signs of localized severe concrete disintegration on the soffit adjacent to the catch basin grates. The concrete in this area should be repaired within one year to ensure the safety of the structure. The rehabilitation works should include asphalt removal, deck top waterproofing and pave the deck top and approaches, improving drainage and complete concrete repairs to the deck top and soffit. Consideration should also be given to replacing the barrier to match the aesthetics of Bridges 11 and 12.

Maintenance Need	Element and Comments	Estimated Cost
Rout and Seal	Repairs required to Deck Wearing Surface,	\$500.00
Maintenance Needs Total		\$500.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
N/A	N/A	N/A

Rehabilitation/Repair Required	Priority	Estimated Cost
Type A concrete repairs to deck top.	Within 1 year	\$10,000.00
Type B concrete repairs to soffit.	Within 1 year	\$18,000.00
Type C concrete repairs to abutment walls.	Within 1 year	\$2,000.00
Replace barriers.	Within 1 year	\$40,000.00
Mill asphalt, waterproof and pave deck and approaches.	Within 1 year	\$25,000.00
Replace catch basins with standard deck drains.	Within 1 year	\$10,000.00
General Items – Insurance, Mobilization, Access etc.	Within 1 year	\$75,000.00
Rehabilitation Cost Subtotal		\$180,000.00

Estimate Value of Replacement Structure	\$650,000.00
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Associated Work	Priority	Estimated Cost
Traffic Control -	Within 1 year	\$15,000.00
Total Associated Work Cost		\$15,000.00

Total Capital Works Costs				
Cost			Rehabilitation	Replacement
Subtotal:			\$195,000.00	\$665,000.00
Roadside Protection:			\$0.00	\$20,000.00
Staging:			N/A	\$0.00
Environmental Assessment:			N/A	\$2,500.00
Contingencies:		10%	\$20,000.00	\$67,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M		\$20,000.00	\$67,000.00
Total Capital Work Cost			\$235,000.00	\$821,500.00

1.13 Structure No. Bridge 14

2020 BCI:

85.8

<u>Structure Name:</u>	Bridge 14		
<u>Road Name:</u>	First Street		
<u>Location:</u>	0.01 km East of Hickory Street		
<u>Structure Type:</u>	Precast Concrete Box Culvert		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	3.1 m
<u>Overall Structure Width:</u>	27 m	<u>Roadway Width:</u>	13.4 m
<u>Year of Construction:</u>	2009	<u>Current Load Limit:</u>	N/A



Recommendation: No Capital Works is estimated to be required within the next 10 years.

Justification:

Bridge 14 was recently rebuilt in 2009 and is generally in excellent condition, with no capital work recommended at this time. Routine maintenance, including cleaning of the wearing surface, is recommended. Staged construction has been assumed in the replacement cost estimate, given this structure is located on a heavily travelled road. The replacement cost only considers the length of structure below First Street.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Clean Approach Wearing Surface, Deck Wearing Surface,	\$1,000.00
Maintenance Needs Total		\$1,000.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
Investigate the need for guide rail.	N/A	\$1,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
N/A	N/A	N/A
Rehabilitation Cost Subtotal		\$0.00

Estimate Value of Replacement Structure	\$750,000.00
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Associated Work	Priority	Estimated Cost
N/A	N/A	N/A
Total Associated Work Cost		\$0.00

Total Capital Works Costs		
Cost	Rehabilitation	Replacement
Subtotal:	N/A	\$750,000.00
Roadside Protection:	N/A	\$52,000.00
Staging:	N/A	\$175,000.00
Environmental Assessment:	N/A	\$2,500.00
Contingencies:	10%	\$75,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	\$75,000.00
Total Capital Work Cost		\$1,129,500.00

1.14 Structure No. Bridge 15 (MTO No. 030-0663)

2020 BCI:

71.7

<u>Structure Name:</u>	Bridge 15		
<u>Road Name:</u>	Mountain Road		
<u>Location:</u>	0.4 km West of High Street		
<u>Structure Type:</u>	Cast-In-Place Conc. Rigid Frame		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	12.2 m
<u>Overall Structure Width:</u>	11.9 m	<u>Roadway Width:</u>	9.1 m
<u>Year of Construction:</u>	1978	<u>Current Load Limit:</u>	N/A



Recommendation: Major Rehabilitation is recommended within 6 years.

Justification:

Bridge 15 is generally in good condition, however, there are signs of moderate concrete deficiencies noted. Localized spalling on the exterior soffit and minor concrete deterioration was noted on the abutments, wingwalls and barriers. In 2016 the Town requested proposals for the expansion of Mountain Road which included repairing and widening the Bridge. The widening project should include rehabilitation works consisting of concrete repairs, waterproofing and paving deck and approaches, installing SBGR on the southeast leaving end, and replacing the barrier system in accordance with current codes and standards. The timing of the work is subject to the expansion of Mountain Road.

Maintenance Need	Element and Comments	Estimated Cost
Rout and Seal	Repairs required to Approach Wearing Surface, Deck Wearing Surface.	\$1,500.00
Deck Drainage	Add extension to Deck Drain.	\$2,500.00
Other	Remove debris build-up in watercourse.	\$1,500.00
Maintenance Needs Total		\$5,500.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
Install steel beam guide rail at southeast quadrant.	6 to 10 years	\$15,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
Type A concrete repairs to deck top.	6 to 10 years	\$10,000.00
Type B concrete repairs to soffit.	6 to 10 years	\$10,000.00
Type C concrete repairs to abutment walls, wingwalls.	6 to 10 years	\$7,500.00
Replace barrier system.	6 to 10 years	\$85,000.00
Mill asphalt, waterproof deck top and pave deck top and approaches.	6 to 10 years	\$35,000.00
Widen Bridge.	6 to 10 years	\$500,000.00
General Items – Insurance, Mobilization, Access etc.	6 to 10 years	\$100,000.00
Rehabilitation Cost Subtotal		\$747,500.00

Estimate Value of Replacement Structure	\$1,600,000.00
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Associated Work	Priority	Estimated Cost
Traffic Control -	6 to 10 years	\$15,000.00
Total Associated Work Cost		\$15,000.00

Total Capital Works Costs		
Cost		
Subtotal:		
	\$762,500.00	\$1,615,000.00
Roadside Protection:	\$15,000.00	\$52,000.00
Staging:	N/A	\$0.00
Environmental Assessment:	N/A	\$2,500.00
Contingencies:	10%	\$77,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	\$131,000.00
Total Capital Work Cost		\$931,500.00
		\$1,962,500.00

1.15 Structure No. Bridge 16 (MTO No. 030-0660)

2020 BCI: 74.1

<u>Structure Name:</u>	Bridge 16		
<u>Road Name:</u>	Highway 26		
<u>Location:</u>	0.3 km South of Harbour Street		
<u>Structure Type:</u>	Cast-In-Place Conc. Rigid Frame		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	20 m
<u>Overall Structure Width:</u>	21.1 m	<u>Roadway Width:</u>	16.5 m
<u>Year of Construction:</u>	1996	<u>Current Load Limit:</u>	N/A



Recommendation: Minor Rehabilitation is recommended within 10 years.

Justification:

Bridge 16 is generally in good condition with only very minor concrete deficiencies noted. At the time of rehabilitation, milling of the asphalt, replacement of the waterproofing system, repaving, and localized concrete repairs should be completed as required. In the meantime, consideration should be given to completing the recommended maintenance work. Cost estimates have included for staged construction on this structure considering that it is on an arterial highway.

Maintenance Need	Element and Comments	Estimated Cost
Deck Drainage	Clean out deck drainage.	\$1,000.00
Hazard Signs	Install hazard warning signs at structure.	\$1,000.00
Other	Remove vegetation at approach guide rail and wingwalls.	\$1,000.00
Maintenance Needs Total		\$3,000.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
Replace Guide Rail, end treatments and structure connections	N/A	\$54,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
Type A concrete repairs to approach slabs, approach sidewalk, barrier / parapet walls interior, sidewalk.	N/A	\$22,000.00
Type B concrete repairs to barrier / parapet walls exterior, soffit.	N/A	\$18,000.00
Waterproof and Pave.	N/A	\$86,000.00
General Items – Insurance, Mobilization, Access etc.	N/A	\$75,000.00
Rehabilitation Cost Subtotal		\$201,000.00

Estimate Value of Replacement Structure	\$2,700,000.00
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Associated Work	Priority	Estimated Cost
Traffic Control -	N/A	\$15,000.00
Total Associated Work Cost		\$15,000.00

Total Capital Works Costs		
Cost		
Subtotal:		
	Rehabilitation	Replacement
	\$216,000.00	\$2,715,000.00
Roadside Protection:	\$54,000.00	\$54,000.00
Staging:	\$120,000.00	\$180,000.00
Environmental Assessment:	N/A	\$2,500.00
Contingencies:	10%	\$22,000.00
		\$272,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	\$22,000.00
		\$186,000.00
Total Capital Work Cost		\$434,000.00
		\$3,409,500.00

1.16 Structure No. Bridge 17

2020 BCI:

73.1

<u>Structure Name:</u>	Bridge 17		
<u>Road Name:</u>	Sixth Street		
<u>Location:</u>	0.5 km West of High Street		
<u>Structure Type:</u>	Cast-In-Place Conc. Rigid Frame		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	7.6 m
<u>Overall Structure Width:</u>	18.2 m	<u>Roadway Width:</u>	13.3 m
<u>Year of Construction:</u>	Unknown	<u>Current Load Limit:</u>	N/A



Recommendation: Major Rehabilitation is recommended within 7 years.

Justification:

Bridge No. 17 is generally in good condition with only minor concrete deterioration noted. Based on the age of the structure and condition, it is recommended that the Town plan to complete mitigative rehabilitation work within the next 6 to 10 years, as the BCI approaches 60. The rehabilitation should include replacing the waterproofing system and repairing current defects to help extend the service life of the structure. In the interim, repairs should also be completed on the steel beam guide rail and end treatments, as several posts are broken / damaged and will not perform correctly during a future impact. Consideration should also be given to completing the recommended maintenance work. Costs of staging have been included in the cost estimates given that this structure is on an arterial highway with a significant detour length.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Clean Approach Wearing Surface.	\$1,000.00
Erosion Control	Repairs required to Embankments.	\$1,000.00
Rout and Seal	Repairs required to Approach Wearing Surface, Deck Wearing Surface.	\$500.00
Other	Repairs required to Streams and Waterways.	\$1,000.00
Maintenance Needs Total		\$3,500.00

Additional Investigations	Priority	Estimated Cost
Monitoring of Deformations, Settlements and Movements	Normal	\$0.00

Roadside Protection Repairs	Priority	Estimated Cost
Replace Guide Rail, end treatments and structure connections	6 to 10 years	\$54,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
Type A concrete repairs to barrier/parapet walls interior, deck top.	6 to 10 years	\$2,000.00
Type B concrete repairs to barrier/parapet walls exterior, soffit.	6 to 10 years	\$2,500.00
Type C concrete repairs to abutment walls, wingwalls.	6 to 10 years	\$13,000.00
Mill asphalt, waterproof and Pave.	6 to 10 years	\$25,000.00
Replace gabion basket retaining wall.	6 to 10 years	\$10,000.00
General Items – Insurance, Mobilization, Access etc.	6 to 10 years	\$75,000.00
Rehabilitation Cost Subtotal		\$127,500.00

Estimate Value of Replacement Structure	\$1,300,000.00
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Associated Work	Priority	Estimated Cost
Traffic Control -	6 to 10 years	\$15,000.00
Total Associated Work Cost		\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Subtotal:		\$142,500.00	\$1,315,000.00
Roadside Protection:		\$54,000.00	\$54,000.00
Staging:		\$75,000.00	\$150,000.00
Environmental Assessment		N/A	\$2,500.00
Contingencies:	10%	\$15,000.00	\$132,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	\$15,000.00	\$116,000.00
Total Capital Work Cost		\$301,500.00	\$1,769,500.00

1.17 Structure No. Bridge 20

2020 BCI:

64

<u>Structure Name:</u>	Bridge 20		
<u>Road Name:</u>	Mountain Road		
<u>Location:</u>	0.3 km East of Salmon Gate Road		
<u>Structure Type:</u>	Cast-In-Place Conc. Rigid Frame		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	6.12 m
<u>Overall Structure Width:</u>	13.7 m	<u>Roadway Width:</u>	7.1 m
<u>Year of Construction:</u>	Unknown	<u>Current Load Limit:</u>	N/A



Recommendation: Minor Rehabilitation is recommended within 2 years.

Justification:

Bridge 20 is generally in good condition with concrete deterioration noted along the exterior edges of the soffit, as well as localized areas of the abutments and wingwalls. In addition, the embankments are currently eroding and could become unstable if further erosion continues. Based on conversations with the Town staff, Burnside is aware the Town is planning to reconstruct this stretch of Mountain Road in 5 years (\pm). As such, the culvert repair work should be completed as part of the larger contract. In the meantime, consideration should be given to completing the recommended maintenance work and installing a steel beam guide rail system. Cost estimates include for staged construction, considering that this structure is located on an arterial road with significant detour lengths.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Clean Approach Wearing Surface, Deck Wearing Surface.	\$1,000.00
Hazard Signs	Install hazard warning signs at structure.	\$1,000.00
Maintenance Needs Total		\$2,000.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
Replace Guide Rail, end treatments	1 to 5 years	\$54,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
Type A concrete repairs to deck top,	1 to 5 years	\$15,000.00
Type B concrete repairs to soffit,	1 to 5 years	\$30,000.00
Type C concrete repairs to abutment walls, wingwalls,	1 to 5 years	\$18,000.00
Mill asphalt, waterproof deck and repave	1 to 5 years	\$40,000.00
Add slope stabilization to SE - Large rock protection or retaining wall	1 to 5 years	\$16,000.00
Widen structure	1 to 5 years	\$400,000.00
General Items - Insurance, Mobilization, Access etc.	1 to 5 years	\$75,000.00
Rehabilitation Cost Subtotal		\$594,000.00

Estimate Value of Replacement Structure	\$1,100,000.00
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Associated Work	Priority	Estimated Cost
Traffic Control -	1 to 5 years	\$15,000.00
Total Associated Work Cost		\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Subtotal:		\$609,000.00	\$1,115,000.00
Roadside Protection:		\$54,000.00	\$54,000.00
Staging:		\$100,000.00	\$175,000.00
Environmental Assessment		N/A	\$2,500.00
Contingencies:	10%	\$61,000.00	\$112,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	\$61,000.00	\$106,000.00
Total Capital Work Cost		\$885,000.00	\$1,564,500.00

1.18 Structure No. Bridge 21

2020 BCI:

69.7

<u>Structure Name:</u>	Bridge 21		
<u>Road Name:</u>	Highway 26		
<u>Location:</u>	0.06 km East of Silver Creek Drive		
<u>Structure Type:</u>	Cast-In-Place Conc. Box Culvert		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	7.5 m
<u>Overall Structure Width:</u>	28.6 m	<u>Roadway Width:</u>	8.25 m
<u>Year of Construction:</u>	Unknown	<u>Current Load Limit:</u>	N/A



Recommendation: Forgo rehabilitation and replace structure in future (replacement timeline estimated to exceed 10 years).

Justification:

Bridge 21 is generally in good condition but is demonstrating signs of localized deterioration. The soffit was noted to be wet in areas; however, this is believed to be due to the humid environment made by the culvert. Given the minor scope of the work recommended for the structure and the accessibility difficulties of doing such work, the Town may consider forgoing the rehabilitation and plan for replacement of the structure as the BCI approaches 40, which is estimated to occur in approximately 15 years based on typical deterioration rates used for this structure type. Consideration should also be given to installing steel beam guide rail with proper end treatments on the south side of the road. In the interim, it is recommended that the above noted maintenance work be completed. Staging costs have been included in the cost estimates given that this structure is on an arterial highway with a significant detour length.

Maintenance Need	Element and Comments	Estimated Cost
Bridge Cleaning	Clean Deck Wearing Surface.	\$1,000.00
Erosion Control	Repairs required to Embankments.	\$1,000.00
Hazard Signs	Install hazard 2 warning signs at structure.	\$500.00
Maintenance Needs Total		\$2,500.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
Consider installing steel beam guide rail on south side of road.	1 to 5 years	\$25,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
Type C concrete repairs to barrels, inlet, outlet.	1 to 5 years	\$5,000.00
General Items – Insurance, Mobilization, Access etc.	1 to 5 years	\$75,000.00
Add slope stabilization.	1 to 5 years	\$8,000.00
Revetment Wall for SE Corner.	1 to 5 years	\$5,000.00
Rehabilitation Cost Subtotal		\$93,000.00

Estimate Value of Replacement Structure	\$1,500,000.00
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Associated Work	Priority	Estimated Cost
Traffic Control -	1 to 5 Years	\$15,000.00
Total Associated Work Cost		\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Subtotal:		\$108,000.00	\$1,515,000.00
Roadside Protection:		\$25,000.00	\$54,000.00
Staging:		\$100,000.00	\$175,000.00
Environmental Assessment:		N/A	\$2,500.00
Contingencies:	10%	\$11,000.00	\$152,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	\$15,000.00	\$126,000.00
Total Capital Work Cost		\$259,000.00	\$2,024,500.00

1.19 Structure No. Bridge 22

2020 BCI:

73.7

<u>Structure Name:</u>	Bridge 22		
<u>Road Name:</u>	Highway 26		
<u>Location:</u>	0.4 km East of Silvercreek Drive		
<u>Structure Type:</u>	Cast-In-Place Conc. Box Culvert		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	5.6 m
<u>Overall Structure Width:</u>	25.3 m	<u>Roadway Width:</u>	8.25 m
<u>Year of Construction:</u>	Unknown	<u>Current Load Limit:</u>	N/A



Recommendation: Minor Rehabilitation is recommended within 7 years.

Justification:

Bridge 22 is generally in good condition but is demonstrating signs of deterioration. To help extend the service life of the structure before replacement is required, a mitigative minor rehabilitation should be considered as the BCI approaches 60 to ensure the structure does not deteriorate beyond repair. Concrete repairs, waterproofing and paving should be included in the rehabilitation project in approximately 7 years. In the interim, consideration should be given to replacing the wood post and 3 cable guide rail with proper steel beam guide rail and end treatments to help protect oncoming traffic. Staging costs have been included in the cost estimates given that this structure is on an arterial highway with a significant detour.

Maintenance Need	Element and Comments	Estimated Cost
Hazard Signs	Install hazard warning signs at structure	\$1,000.00
Maintenance Needs Total		\$1,000.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
Replace Guide Rail, end treatments	6 to 10 years	\$54,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
Type C concrete repairs to barrels, inlet,	6 to 10 years	\$8,000.00
Mill Asphalt, replace waterproofing, repave	6 to 10 years	\$35,000.00
General Items - Insurance, Mobilization, Access etc.	6 to 10 years	\$100,000.00
Rehabilitation Cost Subtotal		\$143,000.00

Estimate Value of Replacement Structure	\$1,000,000.00
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Associated Work	Priority	Estimated Cost
Traffic Control -	6 to 10 years	\$15,000.00
Total Associated Work Cost		\$15,000.00

Total Capital Works Costs			
Cost		Rehabilitation	Replacement
Subtotal:		\$158,000.00	\$1,015,000.00
Roadside Protection:		\$54,000.00	\$54,000.00
Staging:		\$100,000.00	\$175,000.00
Environmental Assessment:		N/A	\$2,500.00
Contingencies:	10%	\$16,000.00	\$102,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	\$16,000.00	\$101,000.00
Total Capital Work Cost		\$344,000.00	\$1,449,500.00

1.20 Structure No. Bridge 23 (MTO No. 030-0653)

2020 BCI:

71.8

<u>Structure Name:</u>	Bridge 23		
<u>Road Name:</u>	Highway 26		
<u>Location:</u>	0.1 km West Lynden Street		
<u>Structure Type:</u>	Cast-In-Place Conc. Box Culvert		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	4.3 m
<u>Overall Structure Width:</u>	21.9 m	<u>Roadway Width:</u>	14.3 m
<u>Year of Construction:</u>	1960	<u>Current Load Limit:</u>	N/A



Recommendation: Minor Rehabilitation is recommended within 6 years.

Justification:

Bridge 23 is generally in good condition but is demonstrating signs of deterioration at the joint between the extension and original structure as well as the abutment drains. Given that the deficiencies are localized, consideration should be given to repairing the crack and delamination at the extension joint and abutment drains; however, given the relatively high general costs of procuring a contractor, it is recommended that this work be completed under a contract encompassing repairs over several structures, as opposed to a stand-alone contract.

Maintenance Need	Element and Comments	Estimated Cost
N/A	N/A	N/A
Maintenance Needs Total		\$0.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
Replace leaving end treatments	6 to 10 years	\$10,000.00

Rehabilitation/Repair Required	Priority	Estimated Cost
Type C concrete repairs to barrels.	6 to 10 years	\$15,000.00
Add slope stabilization.	6 to 10 years	\$4,000.00
General Items – Insurance, Mobilization, Access etc.	6 to 10 years	\$75,000.00
Rehabilitation Cost Subtotal		\$94,000.00

Estimate Value of Replacement Structure	\$700,000.00
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Associated Work	Priority	Estimated Cost
Traffic Control -	6 to 10 years	\$15,000.00
Total Associated Work Cost		\$15,000.00

Total Capital Works Costs		
Cost		
Subtotal:		
	\$109,000.00	\$715,000.00
Roadside Protection:	\$10,000.00	\$54,000.00
Staging:	N/A	\$175,000.00
Environmental Assessment:	N/A	\$2,500.00
Contingencies:	10%	\$11,000.00
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	\$72,000.00
	\$15,000.00	\$72,000.00
Total Capital Work Cost		\$1,090,500.00

1.21 Structure No. Bridge 25

2020 BCI:

88.1

<u>Structure Name:</u>	Bridge 25		
<u>Road Name:</u>	Hume Street		
<u>Location:</u>	Immediately West of Minnesota Street		
<u>Structure Type:</u>	Precast Concrete Box Culvert		
<u>Number of Spans:</u>	1	<u>Span Lengths:</u>	3 m
<u>Overall Structure Width:</u>	23.5 m	<u>Roadway Width:</u>	12.4 m
<u>Year of Construction:</u>	2015	<u>Current Load Limit:</u>	N/A



Recommendation: No Capital Works estimated to be required within 10 years. Future structure rehabilitation should be considered.

Justification:

Bridge 25 is a newly built structure (2015) and is in good to excellent condition with no capital work recommended at this time. Routine cleaning of the bridge and removal of debris from the watercourse is recommended as general maintenance by the Town.

Maintenance Need	Element and Comments	Estimated Cost
Other	Clean debris and sediment build-up through barrel.	\$1,500.00
Concrete Repairs	Repair spalled / damaged curb.	\$1,000.00
Maintenance Needs Total		\$2,500.00

Additional Investigations	Priority	Estimated Cost
N/A	N/A	N/A

Roadside Protection Repairs	Priority	Estimated Cost
N/A	N/A	\$0.00

Rehabilitation/Repair Required	Priority	Estimated Cost
N/A	N/A	\$0.00
Rehabilitation Cost Subtotal		\$0.00

Estimate Value of Replacement Structure	\$500,000.00
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Associated Work	Priority	Estimated Cost
N/A	N/A	N/A
Total Associated Work Cost		\$0.00

Total Capital Works Costs		
Cost		
Subtotal:		N/A
Roadside Protection:		\$54,000.00
Staging:		\$0.00
Environmental Assessment:		\$2,500.00
Contingencies:	10%	N/A
Engineering Design:	10% of first \$1M + 5% of cost above \$1M	N/A
Total Capital Work Cost		\$656,500.00



BURNSIDE

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Appendix B

Structure Inventory and Cost Summaries

Town of Collingwood - STRUCTURE INVENTORY

Structure No.	Inspect. Year	Structure Name	Road Name	Location	Structure Type	Span(s) (m)	Width (m)	Deck Area (m2)	Deterioration Curve	BCI
Bridge 01	2020	Bridge 01	Pretty River Parkway	0.1km North of Ronell Crescent	Precast Concrete Box Girder	18.9	19.7	408	BR-2	72.32
Bridge 02	2020	Bridge 02	Hume Street	0.2km West of Pretty River Parkway	Precast Conc. Hollow Slab Girder	14	18.2	205.9	BR-1	81.41
Bridge 03	2020	Bridge 03	Highway 26	0.1km East of Elliot Avenue	Precast Concrete Box Culvert	4	25.27	116.24	BR-1	97.42
Bridge 05	2020	Bridge 05	Ontario Street	0.03km West of Minnesota Street - Extending from S of Ontario St. to Just S of Highway 26	CSP Round Culvert(s)	Inlet -2 x 0.9m, Outlet - 2 x 1.8m	200	900	BR	35.04
Bridge 06	2020	Bridge 06	Huron Street	0.01km East of Heritage Way (Includes 20.22 m + 5.75 m connection to smaller culvert)	Cast-In-Place Conc. Rigid Frame	3.9	26	86.43	CC	69.89
Bridge 07	2020	Bridge 07	Hurontario Street	0.2km North of Poplar Side Road	Precast Concrete Box Culvert	3.65	40	166	CC	74.96
Bridge 08	2020	Bridge 08	First Street	Oak Street - From 2nd St. to North of 1st St.	Cast-In-Place Conc. Rigid Frame	4.3	200	980	BR-1	72.89
Bridge 09	2020	Bridge 09	Second Street	0.01km East of Oak Street	Cast-In-Place Conc. Rigid Frame	3.7	13.2	58.08	BR-1	65.46
Bridge 10	2020	Bridge 10	Third Street	0.07km East of Oak Street	Cast-In-Place Conc. Rigid Frame	6.1	20.1	138.69	BR-1	65.30
Bridge 11	2020	Bridge 11	Fourth Street	0.06km East of Oak Street	Cast-In-Place Conc. Rigid Frame	4.9	16.4	49.3	BR-1	91.36
Bridge 12	2020	Bridge 12	Fifth Street	0.06km East of Oak Street	Precast Concrete Rigid Frame	4.9	20.1	116.58	BR-1	92.42
Bridge 13	2020	Bridge 13	Sixth Street	0.02km East of Oak Street	Cast-In-Place Conc. Rigid Frame	3.7	14	60.2	BR-1	70.20
Bridge 14	2020	Bridge 14	First Street	0.01km East of Hickory Street	Precast Concrete Box Culvert	3.1	27	100	CC	85.79
Bridge 15	2020	Bridge 15	Mountain Road	0.4km West of High Street	Cast-In-Place Conc. Rigid Frame	12.2	11.9	164.22	BR-1	71.66
Bridge 16	2020	Bridge 16	Highway 26	0.3km South of Harbour Street	Cast-In-Place Conc. Rigid Frame	20	21.1	464.2	BR-2	74.14
Bridge 17	2020	Bridge 17	Sixth Street	0.5km West of High Street	Cast-In-Place Conc. Rigid Frame	7.6	18.2	160.16	BR-1	73.08
Bridge 20	2020	Bridge 20	Mountain Road	0.3km East of Salmon Gate Road	Cast-In-Place Conc. Rigid Frame	6.12	13.7	95.9	BR-1	63.96
Bridge 21	2020	Bridge 21	Highway 26	0.06km East of Silver Creek Drive	Cast-In-Place Conc. Box Culvert	7.5	28.6	240.3	BR-1	69.66
Bridge 22	2020	Bridge 22	Highway 26	0.4km East of Silvercreek Drive	Cast-In-Place Conc. Box Culvert	5.6	25.3	159.4	BR-1	73.72
Bridge 23	2020	Bridge 23	Highway 26	0.1km West Lynden Street	Cast-In-Place Conc. Box Culvert	4.3	21.9	107.31	BR-1	71.80
Bridge 25	2020	Bridge 25	Hume Street	Immediately West of Minnesota Street	Precast Concrete Box Culvert	3	23.5	82.25	CC	88.09

Town of Collingwood - CAPITAL WORKS BY BCI

Structure No.	Inspect. Year	Road Name	Location	Span(s) (m)	Deterioration Curve	BCI	Years to Rehab	Years to Replace	Total Cost of Rehabilitation	Total Cost of Replacement	Recommended Work	Maintenance Needs	Additional Investigations	Roadside Protection	Structure Repair/ Replacement	Associated Work	Staging	Environmental Assessment	Contingency	Engineering Design	Capital Works Within 1 year	Capital Works 1 - 5 Years	Capital Works 6 - 10 Years	10-Year Capital Works Cost
Bridge 05	2020	Ontario Street	0.03km West of Minnesota Street - Extending from S of Ontario St. to Just S of Highway 26	Inlet - 2 x 0.9m, Outlet - 2 x 1.8m	BR	35.04	N/A	0.00	N/A	\$ 4,934,500.00	Replace	\$ 1,000.00	\$ -	\$ 1,000.00	\$ 4,200,000.00	\$ -	\$ -	\$ 2,500.00	\$ 420,000.00	\$ 260,000.00	\$ 4,934,500.00	\$ -	\$ -	\$ 4,934,500.00
Bridge 20	2020	Mountain Road	0.3km East of Salmon Gate Road	6.12	BR-1	63.96	1.98	11.98	\$ 885,000.00	\$ 1,564,500.00	Rehabilitate	\$ 2,000.00	\$ -	\$ 54,000.00	\$ 594,000.00	\$ 15,000.00	\$ 100,000.00	\$ -	\$ 61,000.00	\$ 61,000.00	\$ -	\$ 885,000.00	\$ -	\$ 885,000.00
Bridge 10	2020	Third Street	0.07km East of Oak Street	6.1	BR-1	65.30	2.65	12.65	\$ 282,000.00	\$ 1,001,500.00	Rehabilitate	\$ 1,500.00	\$ -	\$ 20,000.00	\$ 203,000.00	\$ 15,000.00	N/A	\$ -	\$ 22,000.00	\$ 22,000.00	\$ -	\$ 282,000.00	\$ -	\$ 282,000.00
Bridge 09	2020	Second Street	0.01km East of Oak Street	3.7	BR-1	65.46	2.00	12.00	\$ 227,000.00	\$ 1,061,500.00	Rehabilitate	\$ 1,500.00	\$ -	\$ 20,000.00	\$ 156,000.00	\$ 15,000.00	N/A	\$ -	\$ 18,000.00	\$ 18,000.00	\$ -	\$ 227,000.00	\$ -	\$ 227,000.00
Bridge 21	2020	Highway 26	0.06km East of Silver Creek Drive	7.5	BR-1	69.66	4.83	14.83	\$ 259,000.00	\$ 2,024,500.00	Replace	\$ 2,500.00	\$ -	\$ 25,000.00	\$ 1,500,000.00	\$ 15,000.00	\$ 175,000.00	\$ 2,500.00	\$ 152,000.00	\$ 126,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 06	2020	Huron Street	0.01km East of Heritage Way (Includes 20.22 m + 5.75 m connection to smaller culvert)	3.9	CC	69.89	N/A	14.95	\$ 369,000.00	\$ 1,115,500.00	Replace	\$ -	\$ -	\$ 20,000.00	\$ 700,000.00	\$ 15,000.00	\$ 200,000.00	\$ 2,500.00	\$ 72,000.00	\$ 72,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 13	2020	Sixth Street	0.02km East of Oak Street	3.7	BR-1	70.20	1.00	10.00	\$ 235,000.00	\$ 821,500.00	Rehabilitate	\$ 500.00	\$ -	\$ -	\$ 180,000.00	\$ 15,000.00	N/A	\$ -	\$ 20,000.00	\$ 20,000.00	\$ 235,000.00	\$ -	\$ -	\$ 235,000.00
Bridge 15	2020	Mountain Road	0.4km West of High Street	12.2	BR-1	71.66	5.83	15.83	\$ 931,500.00	\$ 1,962,500.00	Rehabilitate	\$ 5,500.00	\$ -	\$ 15,000.00	\$ 747,500.00	\$ 15,000.00	N/A	\$ -	\$ 77,000.00	\$ 77,000.00	\$ -	\$ -	\$ 931,500.00	\$ 931,500.00
Bridge 23	2020	Highway 26	0.1km West Lynden Street	4.3	BR-1	71.80	5.90	15.90	\$ 145,000.00	\$ 1,090,500.00	Rehabilitate	\$ -	\$ -	\$ 10,000.00	\$ 94,000.00	\$ 15,000.00	N/A	\$ -	\$ 11,000.00	\$ 15,000.00	\$ -	\$ -	\$ 145,000.00	\$ 145,000.00
Bridge 01	2020	Pretty River Parkway	0.1km North of Ronell Crescent	18.9	BR-2	72.32	6.16	16.16	\$ 435,000.00	\$ 3,229,500.00	Rehabilitate	\$ 4,000.00	\$ -	\$ 6,000.00	\$ 300,000.00	\$ 15,000.00	\$ 50,000.00	\$ -	\$ 32,000.00	\$ 32,000.00	\$ -	\$ -	\$ 435,000.00	\$ 435,000.00
Bridge 08	2020	First Street	Oak Street - From 2nd St. to North of 1st St.	4.3	BR-1	72.89	6.45	16.45	\$ 492,000.00	\$ 6,098,500.00	Rehabilitate	\$ 3,000.00	\$ -	\$ 54,000.00	\$ 204,000.00	\$ 15,000.00	\$ 175,000.00	\$ -	\$ 22,000.00	\$ 22,000.00	\$ -	\$ 492,000.00	\$ -	\$ 492,000.00
Bridge 17	2020	Sixth Street	0.5km West of High Street	7.6	BR-1	73.08	6.54	16.54	\$ 301,500.00	\$ 1,769,500.00	Rehabilitate	\$ 3,500.00	\$ -	\$ 54,000.00	\$ 127,500.00	\$ 15,000.00	\$ 75,000.00	\$ -	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -	\$ 301,500.00	\$ 301,500.00
Bridge 22	2020	Highway 26	0.4km East of Silvercreek Drive	5.6	BR-1	73.72	6.86	16.86	\$ 344,000.00	\$ 1,449,500.00	Rehabilitate	\$ 1,000.00	\$ -	\$ 54,000.00	\$ 143,000.00	\$ 15,000.00	\$ 100,000.00	\$ -	\$ 16,000.00	\$ 16,000.00	\$ -	\$ -	\$ 344,000.00	\$ 344,000.00
Bridge 16	2020	Highway 26	0.3km South of Harbour Street	20	BR-2	74.14	10.07	20.07	\$ 434,000.00	\$ 3,409,500.00	Rehabilitate	\$ 3,000.00	\$ -	\$ 54,000.00	\$ 201,000.00	\$ 15,000.00	\$ 120,000.00	\$ -	\$ 22,000.00	\$ 22,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 07	2020	Huron Street	0.2km North of Poplar Side Road	3.65	CC	74.96	N/A	19.96	N/A	\$ 1,076,500.00	Replace	\$ -	\$ -	\$ 1,000.00	\$ 850,000.00	\$ -	\$ -	\$ 2,500.00	\$ 85,000.00	\$ 85,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 02	2020	Hume Street	0.2km West of Pretty River Parkway	14	BR-1	81.41	N/A	32.95	\$ 133,000.00	\$ 2,194,500.00	Rehabilitate	\$ -	\$ -	\$ -	\$ 92,000.00	\$ 15,000.00	N/A	\$ -	\$ 11,000.00	\$ 15,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 14	2020	First Street	0.01km East of Hickory Street	3.1	CC	85.79	N/A	30.79	N/A	\$ 1,129,500.00	Replace	\$ 1,000.00	\$ -	\$ 1,000.00	\$ 750,000.00	\$ -	\$ 175,000.00	\$ 2,500.00	\$ 75,000.00	\$ 75,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 25	2020	Hume Street	Immediately West of Minnesota Street	3	CC	88.09	N/A	33.09	N/A	\$ 654,500.00	Replace	\$ 2,500.00	\$ -	\$ -	\$ 500,000.00	\$ -	\$ -	\$ 2,500.00	\$ 50,000.00	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 11	2020	Fourth Street	0.06km East of Oak Street	4.9	BR-1	91.36	25.18	35.18	N/A	\$ 982,500.00	Rehabilitate	\$ 500.00	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	N/A	N/A	\$ -	\$ -	\$ -	\$ -
Bridge 12	2020	Fifth Street	0.06km East of Oak Street	4.9	BR-1	92.42	26.21	36.21	N/A	\$ 1,042,500.00	Rehabilitate	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	N/A	N/A	\$ -	\$ -	\$ -	\$ -
Bridge 03	2020	Highway 26	0.1km East of Elliot Avenue	4	BR-1	97.42	30.21	40.21	N/A	\$ 1,189,500.00	Rehabilitate	\$ 1,000.00	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	N/A	N/A	\$ -	\$ -	\$ -	\$ -
Sub Totals												\$ 34,000.00	\$ -	\$ 389,000.00	\$ 11,542,000.00	\$ 210,000.00	\$ 1,170,000.00	\$ 15,000.00	\$ 1,181,000.00	\$ 1,003,000.00	\$ 5,169,500.00	\$ 1,886,000.00	\$ 2,157,000.00	\$ 9,212,500.00

Town of Collingwood - REHABILITATION CAPITAL WORKS

Structure No.	Inspect. Year	Road Name	Location	Span(s) (m)	Deterioration Curve	BCI	Years to Rehab	Years to Replace	Total Cost of Rehabilitation	Total Cost of Replacement	Recommended Work	Maintenance Needs	Additional Investigations	Roadside Protection	Structure Repair/Replacement	Associated Work	Staging	Environmental Assessment	Contingency	Engineering Design	Capital Works Within 1 year	Capital Works 1 - 5 Years	Capital Works 6 - 10 Years	10-Year Capital Works Cost
Bridge 13	2020	Sixth Street	0.02km East of Oak Street	3.7	BR-1	70.20	1.00	10.00	\$ 235,000.00	\$ 821,500.00	Rehabilitate	\$ 500.00	\$ -	\$ -	\$ 180,000.00	\$ 15,000.00	N/A	\$ -	\$ 20,000.00	\$ 20,000.00	\$ 235,000.00	\$ -	\$ -	\$ 235,000.00
Bridge 20	2020	Mountain Road	0.3km East of Salmon Gate Road	6.12	BR-1	63.96	1.98	11.98	\$ 885,000.00	\$ 1,564,500.00	Rehabilitate	\$ 2,000.00	\$ -	\$ 54,000.00	\$ 594,000.00	\$ 15,000.00	\$ 100,000.00	\$ -	\$ 61,000.00	\$ 61,000.00	\$ -	\$ 885,000.00	\$ -	\$ 885,000.00
Bridge 09	2020	Second Street	0.01km East of Oak Street	3.7	BR-1	65.46	2.00	12.00	\$ 227,000.00	\$ 1,061,500.00	Rehabilitate	\$ 1,500.00	\$ -	\$ 20,000.00	\$ 156,000.00	\$ 15,000.00	N/A	\$ -	\$ 18,000.00	\$ 18,000.00	\$ -	\$ 227,000.00	\$ -	\$ 227,000.00
Bridge 10	2020	Third Street	0.07km East of Oak Street	6.1	BR-1	65.30	2.65	12.65	\$ 282,000.00	\$ 1,001,500.00	Rehabilitate	\$ 1,500.00	\$ -	\$ 20,000.00	\$ 203,000.00	\$ 15,000.00	N/A	\$ -	\$ 22,000.00	\$ 22,000.00	\$ -	\$ 282,000.00	\$ -	\$ 282,000.00
Bridge 21	2020	Highway 26	0.06km East of Silver Creek Drive	7.5	BR-1	69.66	4.83	14.83	\$ 259,000.00	\$ 2,024,500.00	Replace	\$ 2,500.00	\$ -	\$ 25,000.00	\$ 1,500,000.00	\$ 15,000.00	\$ 175,000.00	\$ 2,500.00	\$ 152,000.00	\$ 126,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 15	2020	Mountain Road	0.4km West of High Street	12.2	BR-1	71.66	5.83	15.83	\$ 931,500.00	\$ 1,962,500.00	Rehabilitate	\$ 5,500.00	\$ -	\$ 15,000.00	\$ 747,500.00	\$ 15,000.00	N/A	\$ -	\$ 77,000.00	\$ 77,000.00	\$ -	\$ -	\$ 931,500.00	\$ 931,500.00
Bridge 23	2020	Highway 26	0.1km West Lynden Street	4.3	BR-1	71.80	5.90	15.90	\$ 145,000.00	\$ 1,090,500.00	Rehabilitate	\$ -	\$ -	\$ 10,000.00	\$ 94,000.00	\$ 15,000.00	N/A	\$ -	\$ 11,000.00	\$ 15,000.00	\$ -	\$ -	\$ 145,000.00	\$ 145,000.00
Bridge 01	2020	Pretty River Parkway	0.1km North of Ronell Crescent	18.9	BR-2	72.32	6.16	16.16	\$ 435,000.00	\$ 3,229,500.00	Rehabilitate	\$ 4,000.00	\$ -	\$ 6,000.00	\$ 300,000.00	\$ 15,000.00	\$ 50,000.00	\$ -	\$ 32,000.00	\$ 32,000.00	\$ -	\$ -	\$ 435,000.00	\$ 435,000.00
Bridge 08	2020	First Street	Oak Street - From 2nd St. to North of 1st St.	4.3	BR-1	72.89	6.45	16.45	\$ 492,000.00	\$ 6,098,500.00	Rehabilitate	\$ 3,000.00	\$ -	\$ 54,000.00	\$ 204,000.00	\$ 15,000.00	\$ 175,000.00	\$ -	\$ 22,000.00	\$ 22,000.00	\$ -	\$ 492,000.00	\$ -	\$ 492,000.00
Bridge 17	2020	Sixth Street	0.5km West of High Street	7.6	BR-1	73.08	6.54	16.54	\$ 301,500.00	\$ 1,769,500.00	Rehabilitate	\$ 3,500.00	\$ -	\$ 54,000.00	\$ 127,500.00	\$ 15,000.00	\$ 75,000.00	\$ -	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -	\$ 301,500.00	\$ 301,500.00
Bridge 22	2020	Highway 26	0.4km East of Silvercreek Drive	5.6	BR-1	73.72	6.86	16.86	\$ 344,000.00	\$ 1,449,500.00	Rehabilitate	\$ 1,000.00	\$ -	\$ 54,000.00	\$ 143,000.00	\$ 15,000.00	\$ 100,000.00	\$ -	\$ 16,000.00	\$ 16,000.00	\$ -	\$ -	\$ 344,000.00	\$ 344,000.00
Bridge 16	2020	Highway 26	0.3km South of Harbour Street	20	BR-2	74.14	10.07	20.07	\$ 434,000.00	\$ 3,409,500.00	Rehabilitate	\$ 3,000.00	\$ -	\$ 54,000.00	\$ 201,000.00	\$ 15,000.00	\$ 120,000.00	\$ -	\$ 22,000.00	\$ 22,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 11	2020	Fourth Street	0.06km East of Oak Street	4.9	BR-1	91.36	25.18	35.18	N/A	\$ 982,500.00	Rehabilitate	\$ 500.00	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	N/A	N/A	\$ -	\$ -	\$ -	\$ -
Bridge 12	2020	Fifth Street	0.06km East of Oak Street	4.9	BR-1	92.42	26.21	36.21	N/A	\$ 1,042,500.00	Rehabilitate	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	N/A	N/A	\$ -	\$ -	\$ -	\$ -
Bridge 03	2020	Highway 26	0.1km East of Elliot Avenue	4	BR-1	97.42	30.21	40.21	N/A	\$ 1,189,500.00	Rehabilitate	\$ 1,000.00	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	N/A	N/A	\$ -	\$ -	\$ -	\$ -
Bridge 02	2020	Hume Street	0.2km West of Pretty River Parkway	14	BR-1	81.41	N/A	32.95	\$ 133,000.00	\$ 2,194,500.00	Rehabilitate	\$ -	\$ -	\$ -	\$ 92,000.00	\$ 15,000.00	N/A	\$ -	\$ 11,000.00	\$ 15,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 05	2020	Ontario Street	0.03km West of Minnesota Street - Extending from S of Ontario St. to Just S of Highway 26	Inlet - 2 x 0.9m, Outlet - 2 x 1.8m	BR	35.04	N/A	0.00	N/A	\$ 4,934,500.00	Replace	\$ 1,000.00	\$ -	\$ 1,000.00	\$ 4,200,000.00	\$ -	\$ -	\$ 2,500.00	\$ 420,000.00	\$ 260,000.00	\$ 4,934,500.00	\$ -	\$ -	\$ 4,934,500.00
Bridge 06	2020	Huron Street	0.01km East of Heritage Way (Includes 20.22 m + 5.75 m connection to smaller culvert)	3.9	CC	69.89	N/A	14.95	\$ 369,000.00	\$ 1,115,500.00	Replace	\$ -	\$ -	\$ 20,000.00	\$ 700,000.00	\$ 15,000.00	\$ 200,000.00	\$ 2,500.00	\$ 72,000.00	\$ 72,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 07	2020	Hurontario Street	0.2km North of Poplar Side Road	3.65	CC	74.96	N/A	19.96	N/A	\$ 1,076,500.00	Replace	\$ -	\$ -	\$ 1,000.00	\$ 850,000.00	\$ -	\$ -	\$ 2,500.00	\$ 85,000.00	\$ 85,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 14	2020	First Street	0.01km East of Hickory Street	3.1	CC	85.79	N/A	30.79	N/A	\$ 1,129,500.00	Replace	\$ 1,000.00	\$ -	\$ 1,000.00	\$ 750,000.00	\$ -	\$ 175,000.00	\$ 2,500.00	\$ 75,000.00	\$ 75,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 25	2020	Hume Street	Immediately West of Minnesota Street	3	CC	88.09	N/A	33.09	N/A	\$ 654,500.00	Replace	\$ 2,500.00	\$ -	\$ -	\$ 500,000.00	\$ -	\$ -	\$ 2,500.00	\$ 50,000.00	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -
Sub Totals												\$ 34,000.00	\$ -	\$ 389,000.00	\$ 11,542,000.00	\$ 210,000.00	#####	\$ 15,000.00	\$ 1,181,000.00	\$ 1,003,000.00	\$ 5,169,500.00	\$ 1,886,000.00	\$ 2,157,000.00	\$ 9,212,500.00

Town of Collingwood - REPLACEMENT CAPITAL WORKS

Structure No.	Inspect. Year	Road Name	Location	Span(s) (m)	Deterioration Curve	BCI	Years to Rehab	Years to Replace	Total Cost of Rehabilitation	Total Cost of Replacement	Recommended Work	Maintenance Needs	Additional Investigations	Roadside Protection	Structure Repair/Replacement	Associated Work	Staging	Environmental Assessment	Contingency	Engineering Design	Capital Works Within 1 year	Capital Works 1 - 5 Years	Capital Works 6 - 10 Years	10-Year Capital Works Cost
Bridge 05	2020	Ontario Street	0.03km West of Minnesota Street - Extending from S of Ontario St. to Just S of Highway 26	Inlet - 2 x 0.9m, Outlet - 2 x 1.8m	BR	35.04	N/A	0.00	N/A	\$ 4,934,500.00	Replace	\$ 1,000.00	\$ -	\$ 1,000.00	\$ 4,200,000.00	\$ -	\$ -	\$ 2,500.00	\$ 420,000.00	\$ 260,000.00	\$ 4,934,500.00	\$ -	\$ -	\$ 4,934,500.00
Bridge 09	2020	Second Street	0.01km East of Oak Street	3.7	BR-1	65.46	2.00	12.00	\$ 227,000.00	\$ 1,061,500.00	Rehabilitate	\$ 1,500.00	\$ -	\$ 20,000.00	\$ 156,000.00	\$ 15,000.00	N/A	\$ -	\$ 18,000.00	\$ 18,000.00	\$ -	\$ 227,000.00	\$ -	\$ 227,000.00
Bridge 13	2020	Sixth Street	0.02km East of Oak Street	3.7	BR-1	70.20	1.00	10.00	\$ 235,000.00	\$ 821,500.00	Rehabilitate	\$ 500.00	\$ -	\$ -	\$ 180,000.00	\$ 15,000.00	N/A	\$ -	\$ 20,000.00	\$ 20,000.00	\$ 235,000.00	\$ -	\$ -	\$ 235,000.00
Bridge 20	2020	Mountain Road	0.3km East of Salmon Gate Road	6.12	BR-1	63.96	1.98	11.98	\$ 885,000.00	\$ 1,564,500.00	Rehabilitate	\$ 2,000.00	\$ -	\$ 54,000.00	\$ 594,000.00	\$ 15,000.00	\$ 100,000.00	\$ -	\$ 61,000.00	\$ 61,000.00	\$ -	\$ 885,000.00	\$ -	\$ 885,000.00
Bridge 10	2020	Third Street	0.07km East of Oak Street	6.1	BR-1	65.30	2.65	12.65	\$ 282,000.00	\$ 1,001,500.00	Rehabilitate	\$ 1,500.00	\$ -	\$ 20,000.00	\$ 203,000.00	\$ 15,000.00	N/A	\$ -	\$ 22,000.00	\$ 22,000.00	\$ -	\$ 282,000.00	\$ -	\$ 282,000.00
Bridge 21	2020	Highway 26	0.06km East of Silver Creek Drive	7.5	BR-1	69.66	4.83	14.83	\$ 259,000.00	\$ 2,024,500.00	Replace	\$ 2,500.00	\$ -	\$ 25,000.00	\$ 1,500,000.00	\$ 15,000.00	\$ 175,000.00	\$ 2,500.00	\$ 152,000.00	\$ 126,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 06	2020	Huron Street	0.01km East of Heritage Way (Includes 20.22 m + 5.75 m connection to smaller culvert)	3.9	CC	69.89	N/A	14.95	\$ 369,000.00	\$ 1,115,500.00	Replace	\$ -	\$ -	\$ 20,000.00	\$ 700,000.00	\$ 15,000.00	\$ 200,000.00	\$ 2,500.00	\$ 72,000.00	\$ 72,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 15	2020	Mountain Road	0.4km West of High Street	12.2	BR-1	71.66	5.83	15.83	\$ 931,500.00	\$ 1,962,500.00	Rehabilitate	\$ 5,500.00	\$ -	\$ 15,000.00	\$ 747,500.00	\$ 15,000.00	N/A	\$ -	\$ 77,000.00	\$ 77,000.00	\$ -	\$ -	\$ 931,500.00	\$ 931,500.00
Bridge 23	2020	Highway 26	0.1km West Lynden Street	4.3	BR-1	71.80	5.90	15.90	\$ 145,000.00	\$ 1,090,500.00	Rehabilitate	\$ -	\$ -	\$ 10,000.00	\$ 94,000.00	\$ 15,000.00	N/A	\$ -	\$ 11,000.00	\$ 15,000.00	\$ -	\$ -	\$ 145,000.00	\$ 145,000.00
Bridge 01	2020	Pretty River Parkway	0.1km North of Ronell Crescent	18.9	BR-2	72.32	6.16	16.16	\$ 435,000.00	\$ 3,229,500.00	Rehabilitate	\$ 4,000.00	\$ -	\$ 6,000.00	\$ 300,000.00	\$ 15,000.00	\$ 50,000.00	\$ -	\$ 32,000.00	\$ 32,000.00	\$ -	\$ -	\$ 435,000.00	\$ 435,000.00
Bridge 08	2020	First Street	Oak Street - From 2nd St. to North of 1st St.	4.3	BR-1	72.89	6.45	16.45	\$ 492,000.00	\$ 6,098,500.00	Rehabilitate	\$ 3,000.00	\$ -	\$ 54,000.00	\$ 204,000.00	\$ 15,000.00	\$ 175,000.00	\$ -	\$ 22,000.00	\$ 22,000.00	\$ -	\$ 492,000.00	\$ -	\$ 492,000.00
Bridge 17	2020	Sixth Street	0.5km West of High Street	7.6	BR-1	73.08	6.54	16.54	\$ 301,500.00	\$ 1,769,500.00	Rehabilitate	\$ 3,500.00	\$ -	\$ 54,000.00	\$ 127,500.00	\$ 15,000.00	\$ 75,000.00	\$ -	\$ 15,000.00	\$ 15,000.00	\$ -	\$ -	\$ 301,500.00	\$ 301,500.00
Bridge 22	2020	Highway 26	0.4km East of Silvercreek Drive	5.6	BR-1	73.72	6.86	16.86	\$ 344,000.00	\$ 1,449,500.00	Rehabilitate	\$ 1,000.00	\$ -	\$ 54,000.00	\$ 143,000.00	\$ 15,000.00	\$ 100,000.00	\$ -	\$ 16,000.00	\$ 16,000.00	\$ -	\$ -	\$ 344,000.00	\$ 344,000.00
Bridge 07	2020	Huron Street	0.2km North of Poplar Side Road	3.65	CC	74.96	N/A	19.96	N/A	\$ 1,076,500.00	Replace	\$ -	\$ -	\$ 1,000.00	\$ 850,000.00	\$ -	\$ -	\$ 2,500.00	\$ 85,000.00	\$ 85,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 16	2020	Highway 26	0.3km South of Harbour Street	20	BR-2	74.14	10.07	20.07	\$ 434,000.00	\$ 3,409,500.00	Rehabilitate	\$ 3,000.00	\$ -	\$ 54,000.00	\$ 201,000.00	\$ 15,000.00	\$ 120,000.00	\$ -	\$ 22,000.00	\$ 22,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 14	2020	First Street	0.01km East of Hickory Street	3.1	CC	85.79	N/A	30.79	N/A	\$ 1,129,500.00	Replace	\$ 1,000.00	\$ -	\$ 1,000.00	\$ 750,000.00	\$ -	\$ 175,000.00	\$ 2,500.00	\$ 75,000.00	\$ 75,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 02	2020	Hume Street	0.2km West of Pretty River Parkway	14	BR-1	81.41	N/A	32.95	\$ 133,000.00	\$ 2,194,500.00	Rehabilitate	\$ -	\$ -	\$ -	\$ 92,000.00	\$ 15,000.00	N/A	\$ -	\$ 11,000.00	\$ 15,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 25	2020	Hume Street	Immediately West of Minnesota Street	3	CC	88.09	N/A	33.09	N/A	\$ 654,500.00	Replace	\$ 2,500.00	\$ -	\$ -	\$ 500,000.00	\$ -	\$ -	\$ 2,500.00	\$ 50,000.00	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -
Bridge 11	2020	Fourth Street	0.06km East of Oak Street	4.9	BR-1	91.36	25.18	35.18	N/A	\$ 982,500.00	Rehabilitate	\$ 500.00	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	N/A	N/A	\$ -	\$ -	\$ -	\$ -
Bridge 12	2020	Fifth Street	0.06km East of Oak Street	4.9	BR-1	92.42	26.21	36.21	N/A	\$ 1,042,500.00	Rehabilitate	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	N/A	N/A	\$ -	\$ -	\$ -	\$ -
Bridge 03	2020	Highway 26	0.1km East of Elliot Avenue	4	BR-1	97.42	30.21	40.21	N/A	\$ 1,189,500.00	Rehabilitate	\$ 1,000.00	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	N/A	N/A	\$ -	\$ -	\$ -	\$ -
Sub Totals												\$ 34,000.00	\$ -	\$ 389,000.00	\$ 11,542,000.00	\$ 210,000.00	#####	\$ 15,000.00	\$ 1,181,000.00	\$ 1,003,000.00	\$ 5,169,500.00	\$ 1,886,000.00	\$ 2,157,000.00	\$ 9,212,500.00

Town of Collingwood - MAINTENANCE NEEDS

Structure Name	Road Name	Maintenance Need	Estimated Maintenance Costs
Bridge 01	Pretty River Parkway	Rout and Seal, Deck Drainage, Hazard Signs, Other	\$4,000.00
Bridge 03	Highway 26	Hazard Signs	\$1,000.00
Bridge 05	Ontario Street	Other	\$1,000.00
Bridge 08	First Street	Handrail Maintenance, Rout and Seal, Hazard Signs	\$3,000.00
Bridge 09	Second Street	Other	\$1,500.00
Bridge 10	Third Street	Bridge Cleaning, Deck Drainage	\$1,500.00
Bridge 11	Fourth Street	Other	\$500.00
Bridge 13	Sixth Street	Rout and Seal	\$500.00
Bridge 14	First Street	Bridge Cleaning	\$1,000.00
Bridge 15	Mountain Road	Rout and Seal, Deck Drainage, Other	\$5,500.00
Bridge 16	Highway 26	Deck Drainage, Hazard Signs, Other	\$3,000.00
Bridge 17	Sixth Street	Bridge Cleaning, Erosion Control, Rout and Seal, Other	\$3,500.00
Bridge 20	Mountain Road	Bridge Cleaning, Hazard Signs	\$2,000.00
Bridge 21	Highway 26	Bridge Cleaning, Erosion Control, Hazard Signs	\$2,500.00
Bridge 22	Highway 26	Hazard Signs	\$1,000.00
Total			\$31,500.00

Town of Collingwood - ADDITIONAL INVESTIGATIONS REQUIRED

Priority	Structure Name	Road Name	Additional Investigations Required	Estimated Cost
Normal	Bridge 05	Ontario Street	Monitoring of Deformations, Settlements and Movements,	\$0
Normal	Bridge 17	Sixth Street	Monitoring of Deformations, Settlements and Movements,	\$0
Total				\$0.00

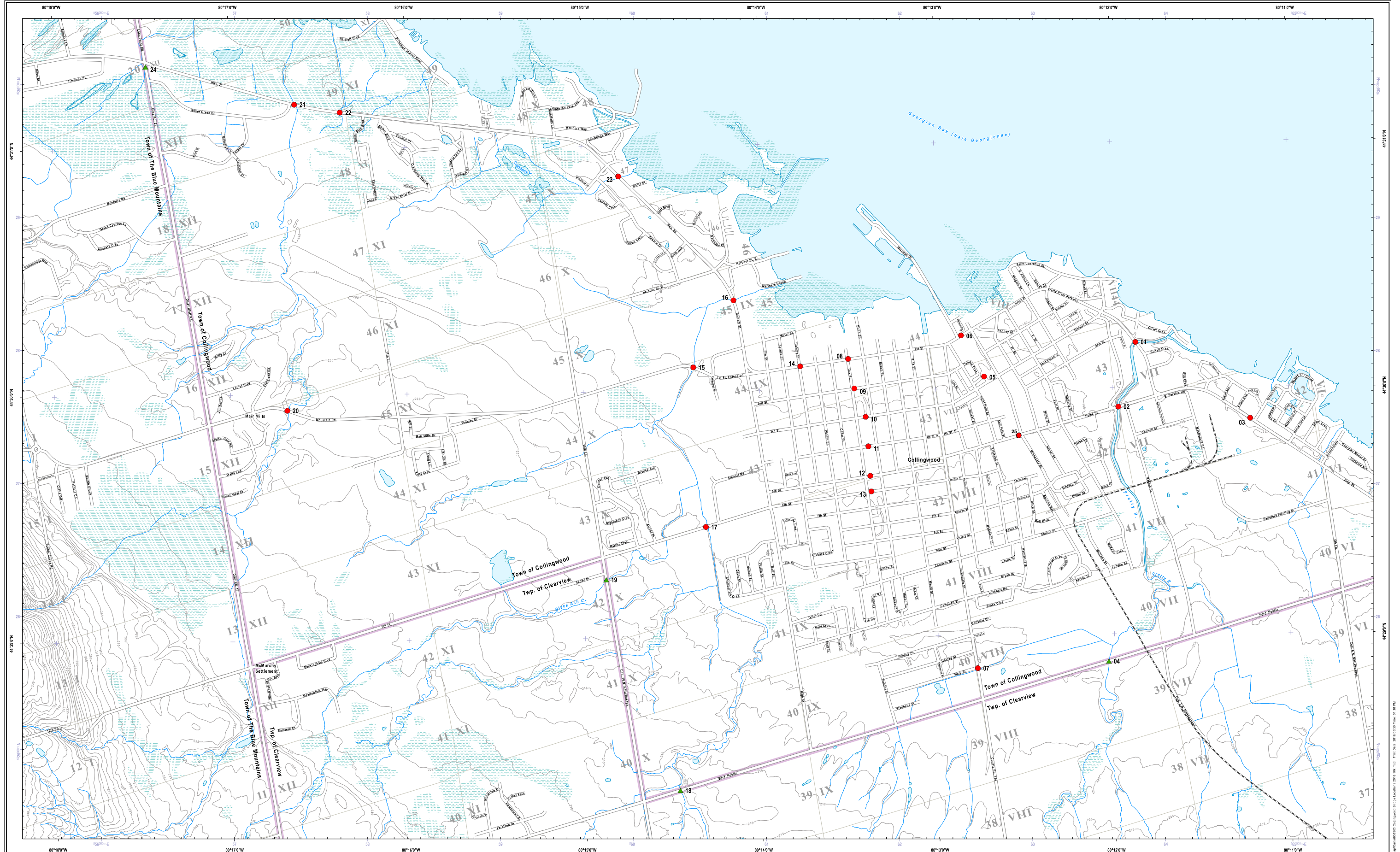


BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix C

Structure Location Map



Sources:
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Datum: North American 1983 CSRS	
Coord. System: NAD 1983 CSRS UTM Zone 17N	
Projection: Transverse Mercator	
Central Meridian: 81°05.000'W	
False Easting: 500,000m	False Northing: 0m
Relation: 0	Scale Factor: 0.99960

Grid North

0 500 1,000
Metres

- 2020 Bridge Inspection
- ▲ Simcoe County Bridge

Map Title: OSIM INSPECTIONS
BRIDGE LOCATIONS

Client	TOWN OF COLLINGWOOD	Drawn	CM
Checked	AD	Date	2020/07/13
Scale	H 1:12,000	Project No.	300051349.0000
Appendix	C		

BURNSIDE

TOWN OF COLLINGWOOD

Town of Collingwood Bridges - May 2022

Legend

 Roads Bridge, Public Works



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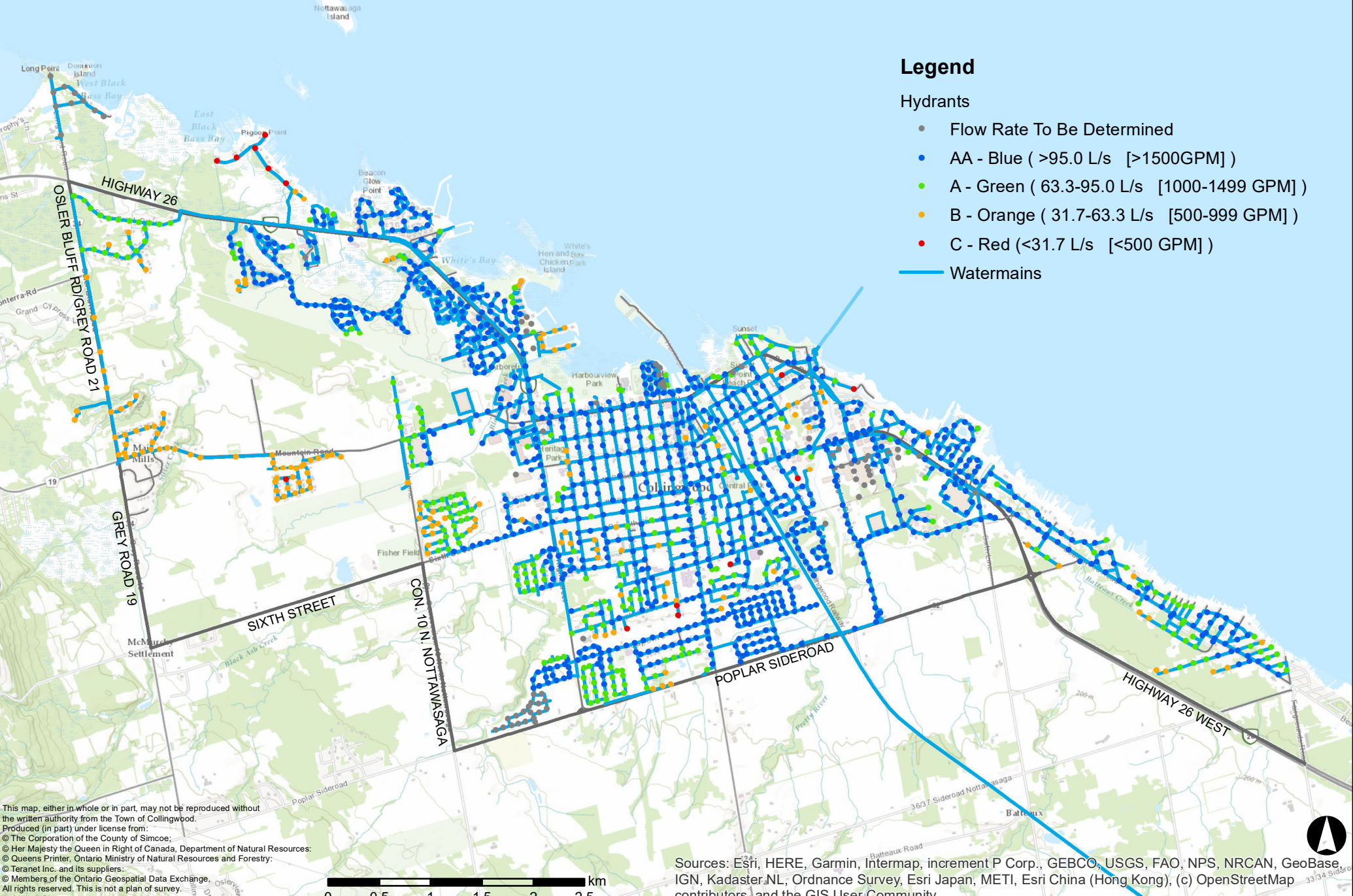
Town of Collingwood Water Servicing - May 2022

Legend

Hydrants

- Flow Rate To Be Determined
- AA - Blue (>95.0 L/s [>1500GPM])
- A - Green (63.3-95.0 L/s [1000-1499 GPM])
- B - Orange (31.7-63.3 L/s [500-999 GPM])
- C - Red (<31.7 L/s [<500 GPM])

— Watermains



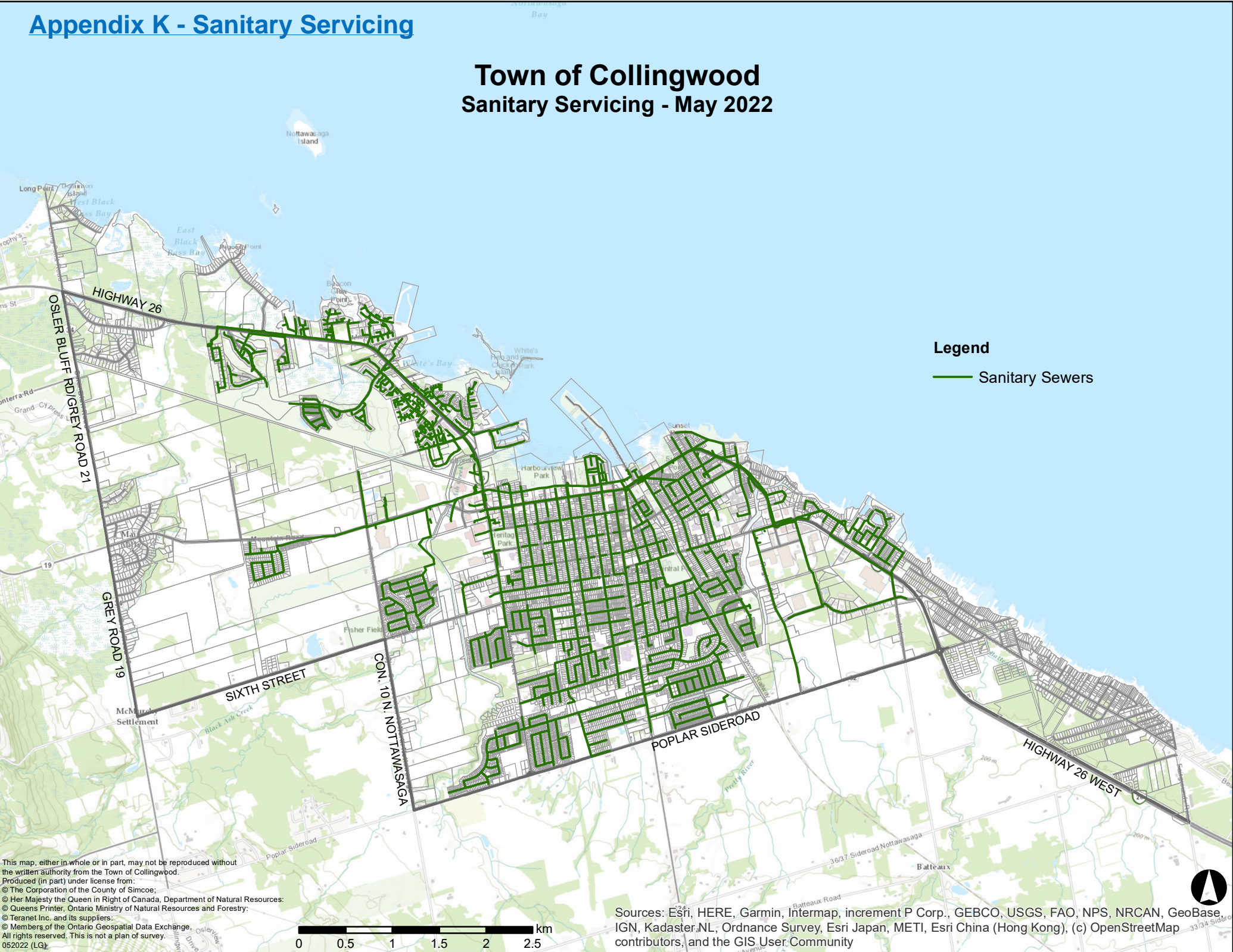
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Town of Collingwood Sanitary Servicing - May 2022

Legend
— Sanitary Sewers



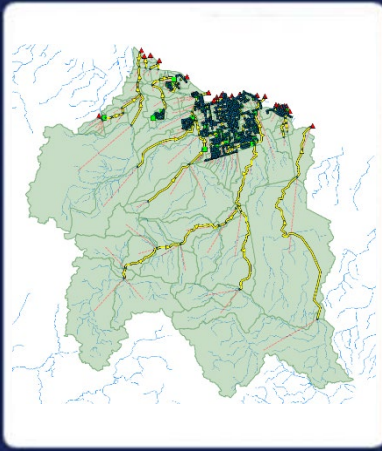
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Collingwood Stormwater Management Master Model



Prepared for:
The Town of
Collingwood



January 18 2022



GREENLAND[®] International Consulting Ltd.

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1 Introduction

In the South Georgian Bay region, heavy winter snowfalls, frequent snowmelt plus rainfall events, combined with increasing population have made flood mitigation for all urban communities a high priority. The unpredictable nature of these weather patterns represents a tremendous risk to municipalities, homeowners, insurance companies, wastewater system infrastructure and other stakeholders. To assess the capabilities of the existing stormwater infrastructure in the Town of Collingwood (Town), Greenland International Consulting Ltd. (Greenland) was retained by the Town to complete an existing conditions Master Stormwater Management (SWM) model consisting of the existing storm sewer drainage system and multiple watercourses that traverse the Town limits.

Presently, the Town does not have a comprehensive SWM model. Most existing models have limitations, such as using old hydrology models, missing recently constructed subdivisions, or only include a portion of the total watercourses within the Town, and therefore are in need of an update. The existing conditions SWM model developed in this assignment will ultimately assist the Town with forecast modelling, reviewing the impact of development proposals, completing asset management, assessing future capital improvement projects and could form the basis of a stormwater infrastructure improvement Class Environmental Assessment Master Plan project.

In consultation with the Town of Collingwood, the selection of the SWM model tool to be incorporated into this assignment had to include the flexibility to incorporating hydrologic, as well as hydraulic models for five (5) riverine systems and two (2) identified urban areas within the Blue Mountains Watersheds, all with outlets located within the Collingwood municipal boundary. The various watersheds are listed below (in no particular order):

- Pretty River
- Black Ash Creek
- Silver Creek
- Batteaux Creek
- Townline Creek
- Urban Town Centre, and
- Resort Drainage Areas.

See Maps in **Figure 3-1**, **Figure 3-2** and **Figure 3-3** for watercourse locations.

This report provides basis for the fundamental hydrologic and hydraulic modelling inputs to simulate the existing conditions of the stormwater infrastructure and open channel flows within the Town. The model and subsequent analysis presented herein will update flood damage zones within the Town. This Report assists the Town in comprehensive planning and approvals of future development in the municipality and the hydraulic model will also inform any discussion on future stormwater drainage improvements (e.g. future Class EA Master Plan) and funding delivery methods for future Capital Asset Management Plans.

1.1 Communication and Consultation

During the preparation of the report, Greenland had monthly meetings with the Town staff to review the status of field work, model preparation, and data gaps. Interim documents were prepared that identified the monitoring program, model basis report, and the independent review and update of the Pretty River hydraulic analysis which have been included with this document. The methodology being proposed to prepare the analyses described in this document were reviewed with the NVCA staff in August 2019. All meetings and correspondence are included in **Appendix 1**.

2 Project Deliverables

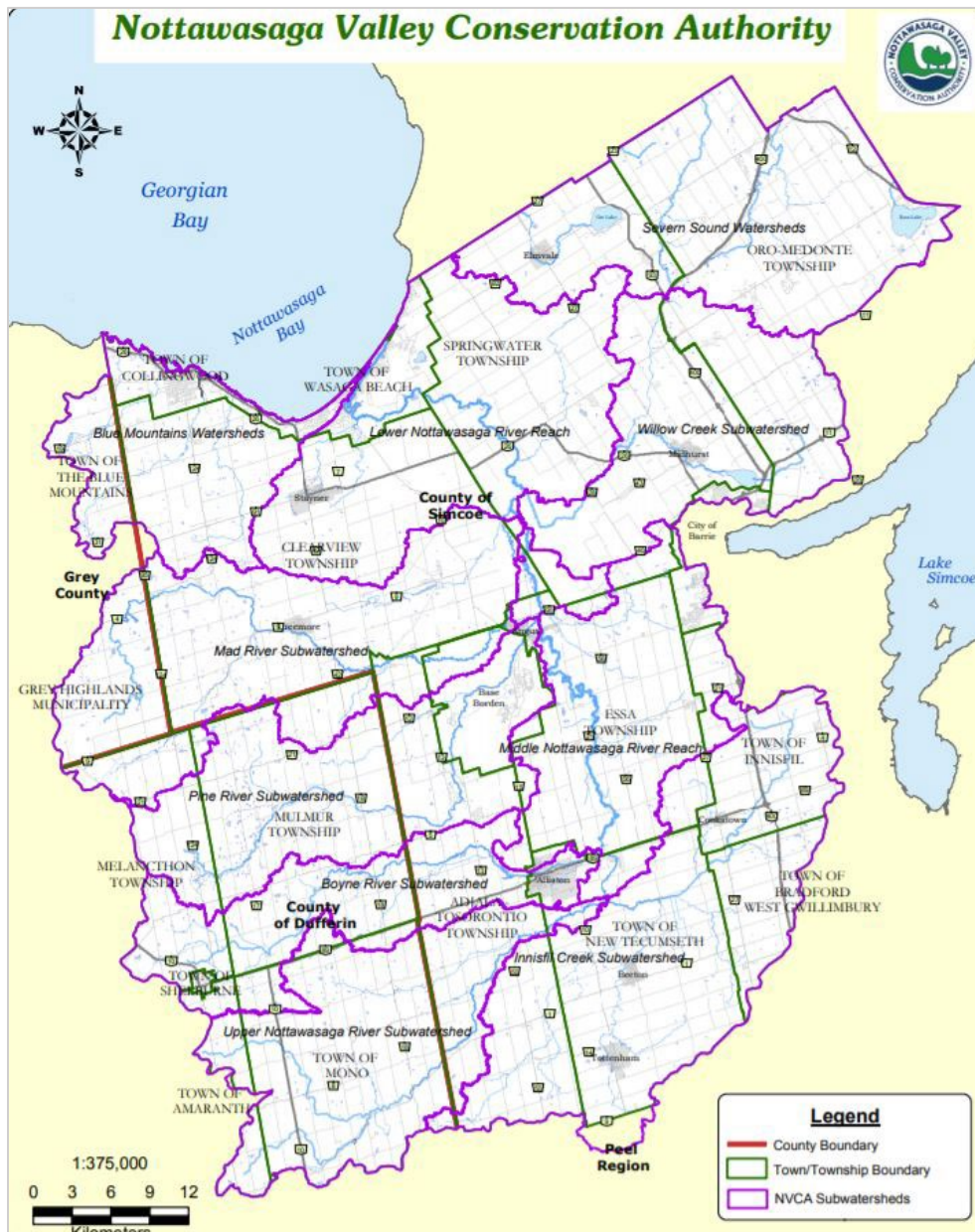
In accordance with the project mandate, the following deliverables are provided by Greenland:

1. The Pretty River Hydraulic Assessment Report is included as **Appendix 2-I** within this report. The updated report in **Appendix 2-I**, incorporates comments from the Nottawasaga Valley Conservation Authority (NVCA) on the Report submitted to the Town in September 2019 to aid discussion regarding pending development approval for the Pretty River Estates Phase II.
2. The Model Basis Report is included as **Appendix 2-II**. This interim technical report details the development of the hydrologic and hydraulic models, and was presented to the Town and NVCA in August 2019 to receive input on the developed models before proceeding with model runs.
3. The Updated Asset Inventory which includes the Town's storm sewer database was updated with additional invert elevation data and the sewer attributes confirmed. This updated information was used to create minor storm sewer system model for the Town.
4. Updated Hydrologic and Hydraulic models of the Town's existing storm drainage and watercourse systems.
5. Assessment of the potential watercourse spills that may occur in various locations in the Town.

6. A report outlining model development and presenting updated flood line mapping, including the identification of potential flood damage centres.

3 Background

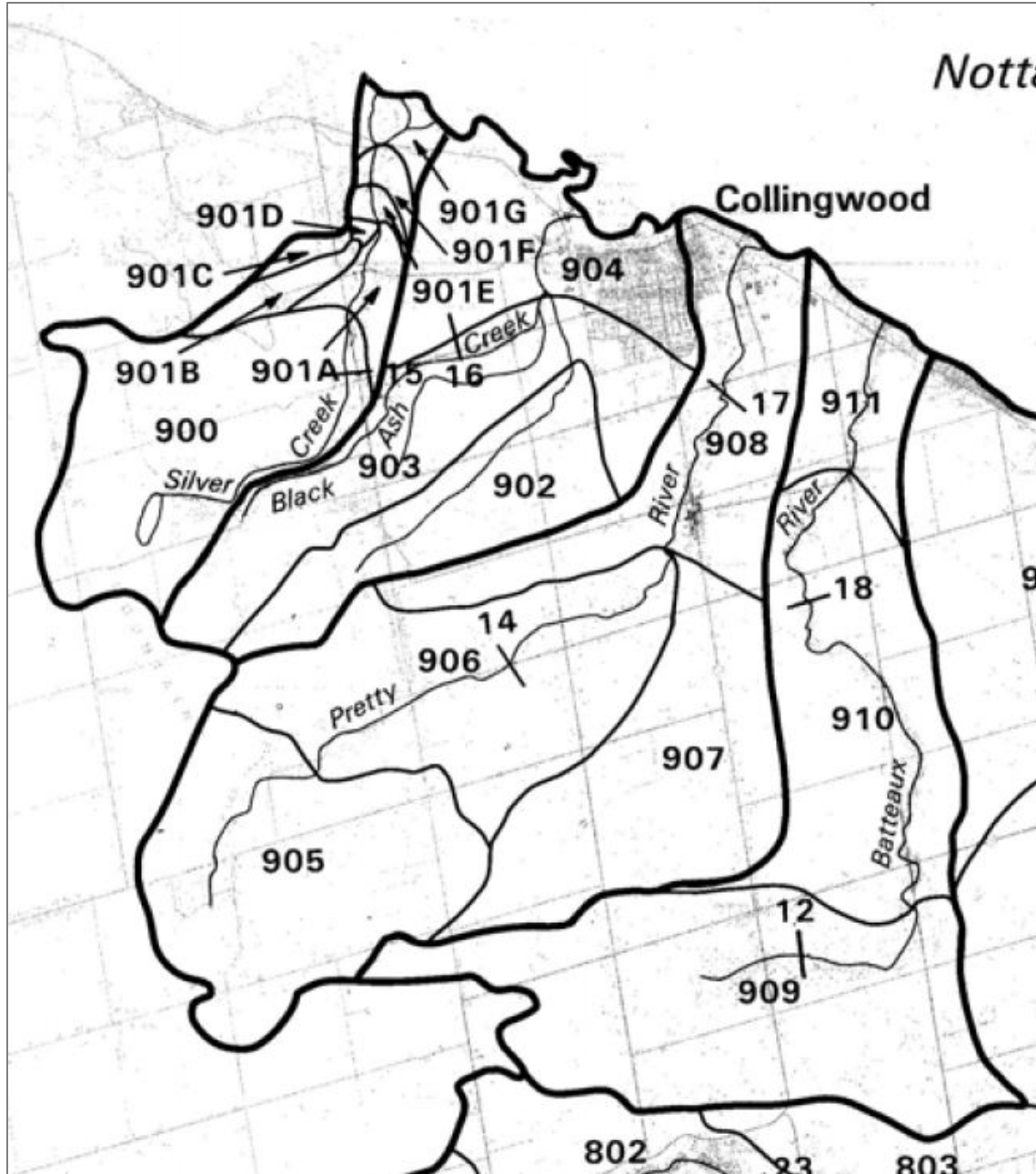
Located between the base of Blue Mountain and Georgian Bay, Collingwood is a major component of the Blue Mountains Watersheds drainage area, which have multiple outlets within the Town limits. **Figure 3-1** depicts the subwatershed boundary defined by the NVCA.



As outlined in **Section 1.0**, the existing model study focused on the major catchments and receiving watercourses traversing through, and outletting within, the Town boundaries. The Blue Mountains Watersheds consist of multiple rivers and creeks which outlet directly to Georgian Bay.

Although all of the catchments identified as part of this study outlet within the Town limits, five (5) of the six (6) catchments have headwaters outside the municipal boundary. For the watercourses originating outside Town limits, previous approved studies were utilized to establish the flow conditions at the location where the watercourse enters the Town of Collingwood jurisdiction.

The Watershed Hydrology Study for the Nottawasaga, Pretty and Batteaux Rivers, Black Ash, Silver and Sturgeon Creeks was prepared by MacLaren Plansearch Inc. (1988) [1]. This is the most up to date and accepted hydrology which captures the Blue Mountains Watersheds as a whole. This study is the basis for most of current floodplain mapping in the NVCA jurisdictional limits. Watershed boundaries as presented in the report are depicted in **Figure 3-2**.



There are a number of updated watershed studies for some of the local watersheds that have been completed since MacLaren’s work. The most up to date approved model for each watershed was used to form the basis for the modelling for this assignment. A summary of the most recent hydrology study for each watershed, and the peak flow values (where applicable) in the Town from each report are presented in **Table 3-1**.

Table 3-1 Summary of Available Hydrology Studies

Watershed	Most Recent Hydrology Study	Peak Flow Rate at Outlet
Pretty River	Pretty River Hydrology Update. CC Tatham and Associates Ltd., 2018 [2]	180.04 m ³ /s
Black Ash Creek	Black Ash Creek Subwatershed Plan. Nottawasaga Valley Conservation Authority, 2000 [3]	35.0 m ³ /s
Silver Creek	Watershed Hydrology Study for Nottawasaga, Pretty and Batteaux Rivers Black Ash, Silver and Sturgeon Creeks. MacLaren Plansearch Inc., 1988 [1]	105.1 m ³ /s
Batteaux Creek	Watershed Hydrology Study for Nottawasaga, Pretty and Batteaux Rivers Black Ash, Silver and Sturgeon Creeks. MacLaren Plansearch Inc., 1988 [1]	169.8 m ³ /s
Urban Town Centre	Watershed Hydrology Study for Nottawasaga, Pretty and Batteaux Rivers Black Ash, Silver and Sturgeon Creeks. MacLaren Plansearch Inc., 1988 [1]	n/a
Resort Drainage Areas	Regional Stormwater Management Update & Master SWM Study. C.F. Crozier & Associates Inc., 2007 [4]	n/a

Figure 3-3 provides the Collingwood Study Area updated watershed boundary. It provides a summary of the main watersheds for the key outlets to Georgian Bay for the Town Subwatersheds. The figure is based on the data collected and modelling carried out as described in the subsequent section of this report. The individual catchment boundaries for the minor streams are based on nomenclature from the drainage reports for these areas.

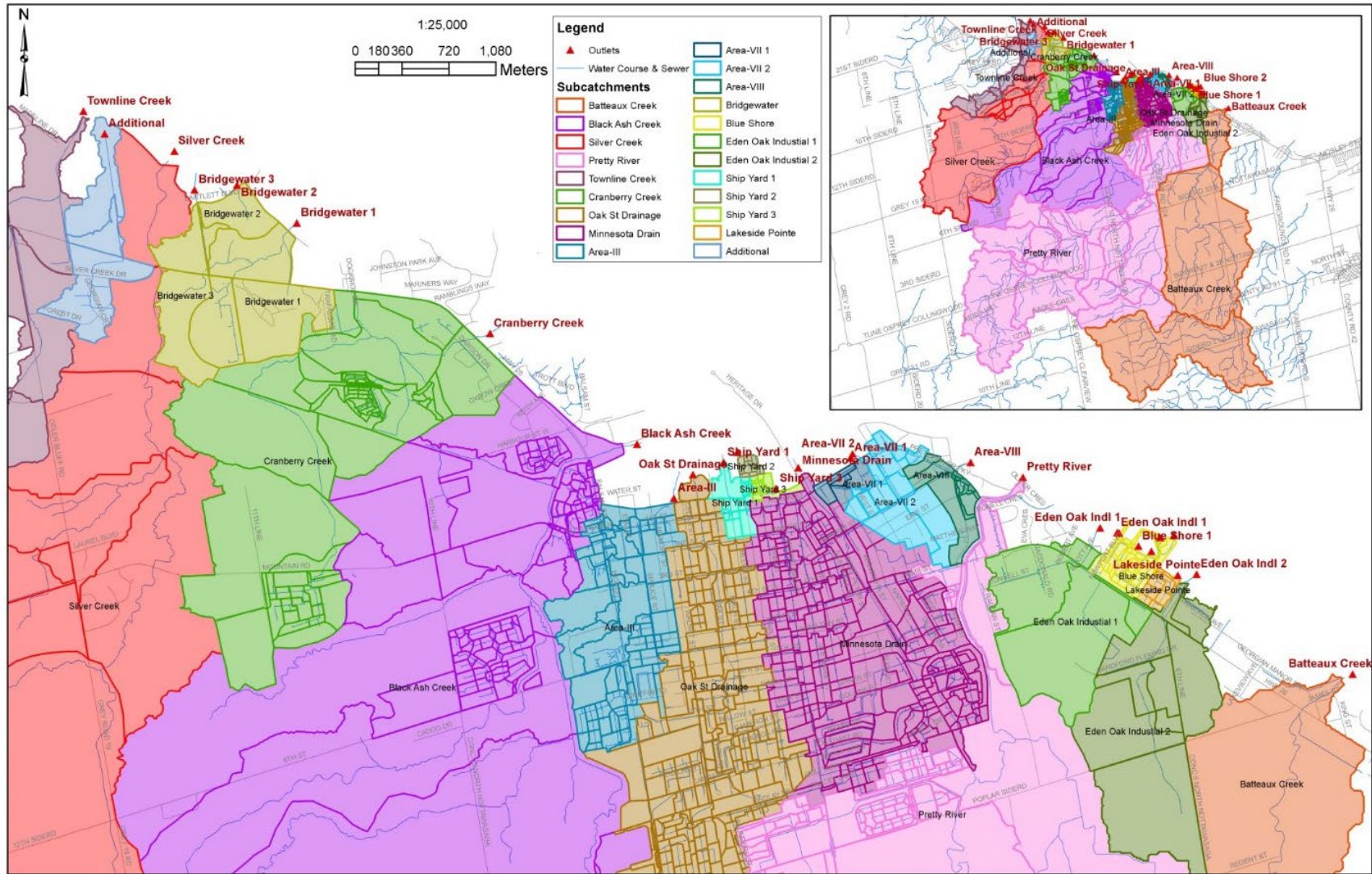


Figure 3-3 Study Watersheds

3.1 Existing Data

In order to update the available hydrologic models for the Collingwood Study Area, Greenland, in consultation with the Town, undertook an extensive background review to update the areas within the Town where development has occurred since the publishing of the original hydrologic studies. In addition to existing development, attention was given to approved developments and those currently under construction. Background data included any information the Town has access to, including, but not limited to: Stormwater Management (SWM) reports, site plans, Master Servicing Studies, Record Drawings, existing models, and SWM pond Environmental Compliance Approvals (ECAs). The background information was reviewed and all available information has been summarized in a spreadsheet provided in **Appendix 3**.

The Town also provided Greenland with their asset inventory of stormwater infrastructure to create the minor system model. The inventory included:

- SWM ponds
- Storm sewers
- Manholes
- Catch basins
- Oil Grit Separators
- Headwalls; and,
- Outlets & Outfalls.

3.2 Data Update

After the initial analysis of background data, including the review of various reports available for the Study Area, the existing data and models were updated with data collected from the field in 2018 to 2020, including:

- Topographic Field Survey (including sewer manholes and inverts);
- Storm Sewer Flow Monitoring;
- Airborne LiDAR, and
- Meteorological Data.

Methods of data acquisition and their results are detailed in **Appendix 4**.

3.3 Climate Change Consideration

As part of the evaluation of the hydraulic performance of watercourses and drainage infrastructure, it is important to have regard for the impact of changing climate conditions. The challenge of determining

how best to represent these climate changes has typically been met by adjusting the design storm distributions being used to size drainage infrastructure or assess flooding impacts from storm events. For example, the City of Ottawa has adopted a 20% multiplier on all design storm intensities as a stress test for the infrastructure design. The City of Barrie has adjusted its design storm intensities by 15%. **Figure 3-4** shows an example of the potential annual precipitation projections regionally that are estimated by climate models supported by the Province.

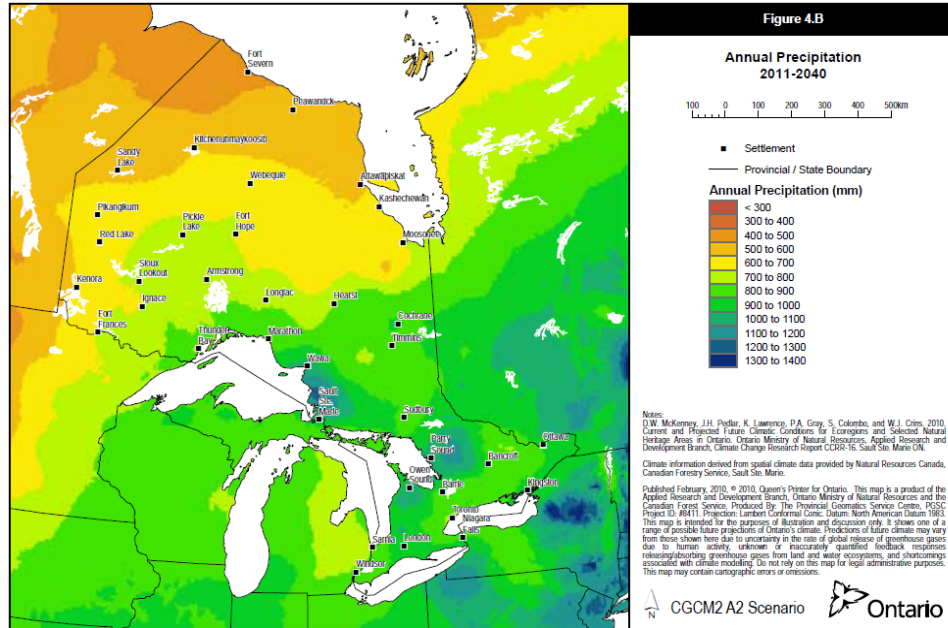


Figure 4. Annual precipitation projections using version 2 of the Canadian Global Climate Model (CGCM2) with the A2 scenario across Ontario ecoregions for four time periods: (a) 1971-2000, (b) 2011-2040, (c) 2041-2070, and (d) 2071-2100

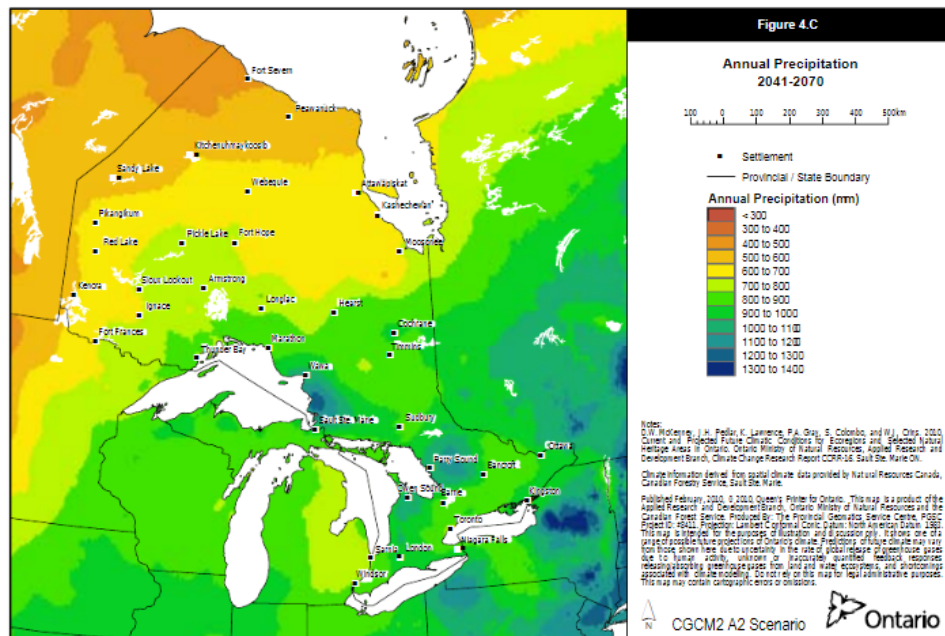


Figure 3-4 Example of Annual Precipitation Projections Global Climate Model

The selection of design storms to be used for the new drainage models for the Town in this Study were taken from the Ministry of Transportation (MTO) IDF tool or rainfall intensity, duration, frequency tool. The MTO has developed a portal to produce IDF curves for any geographic position based on merging climate information from local Environment Canada and National Oceanic and Atmospheric Administration (NOAA) stations. The historic data for each station has been introduced into one (1) of

four (4) statistical distributions (Gumbel distributions) traditionally used to evaluate rainfall data. Then, the historic information was reviewed to establish the trend of the change in conditions over recent decades and extends this trend with composite curves projecting rainfall conditions to 2060 in developing these IDF curves. This provides the MTO IDF tool with inherent climate change resiliency, as opposed to needing to apply a multiplying factor to current design storms as done in Barrie or Ottawa examples provided herein.

The MTO IDF tool was applied to two (2) separate conditions in this Study. These conditions include storm events that impact riverine systems and the storm events that impact localized drainage infrastructure.

In addition to assessing the impacts of the MTO IDF tool generated rainfall events, and the climate change resiliency built in to the tool, an investigation was completed that had regard for the unique climate conditions found in the Collingwood /Blue Mountain region as it relates to the local snow melt conditions. This investigation builds upon information that was presented by Greenland to the MEA Stormwater Group in 2014. The two (2) main climatic functions were investigated to determine which condition would produce the greatest impact. These conditions included:

- Extended warm periods on snowpack introducing earlier snow melt conditions (present April conditions migrating into March); and,
- Additional rainfall in summer frontal storms (with several climate models investigated and data adjusted to local weather station information similar to the MTO method).

The purpose of the exercise was to determine whether the unique conditions of a heavy snow pack with spring melt conditions would create a greater impact than the projected frontal rainfall systems identified in the climate models. Prior to implementing the MTO IDF curves, the Town was interested to establish that these curves represented the worst-case conditions for infrastructure design and riverine conditions. Specifically, it was important to confirm that the frontal rainstorm event clearly creates the greatest impact on local municipal drainage systems and when the rain-on-snow event has the potential of creating a greater impact on riverine systems based on the size of the drainage area.

Using historical climatic data Greenland has developed a snowmelt model capable of determining the statistical return periods of potential snowmelt events. **Figure 3-5** shows an example of the comparison of a rain-on-snow snow melt event (SPROS2) with the traditional rainfall distribution for a 25-year event. The summer climate change event is an adjustment of rainfall to account for a frontal storm system similar to the MTO IDF method.

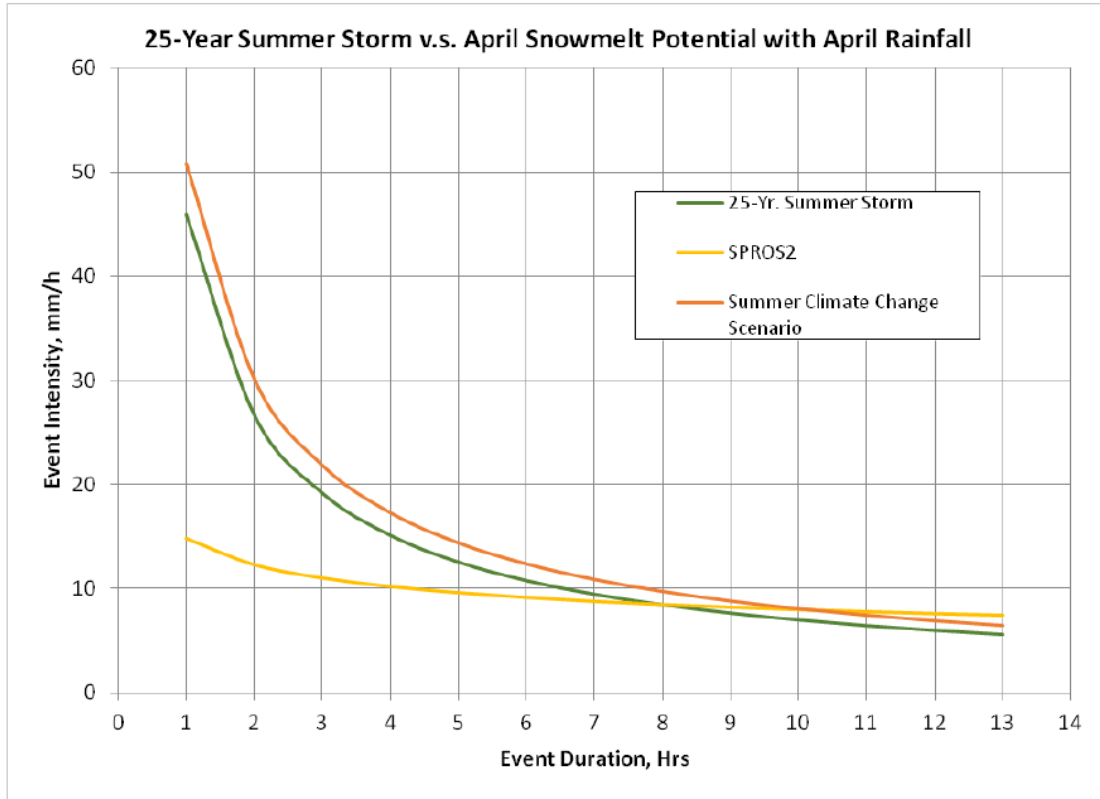


Figure 3-5 Comparison of Rain-On-Snow Event with Summer Rainfall Event

The snow melt event does not become the critical distribution for short response times that are typical within local subdivisions in urban boundaries. In the Collingwood area, the 25-year flood event could be impacted by snow melt only on a river system that has greater than a 12-hour response and if there is an available snow pack with at least 90 mm of snow water equivalent. In other words, the snow melt event becomes the significant event only with warm temperatures that extend through the night and a full snow pack still available to produce runoff.

However, the snow melt event is not the controlling event once the 25-year event is exceeded. Once the 100-year frontal rain storm event occurs, this climate adjusted (MTO IDF) rainfall event becomes the controlling event for both riverine and municipal drainage infrastructure. **Figure 3-6** shows the comparison at the 100-year event where the summer frontal rainfall condition is the worst-case condition.

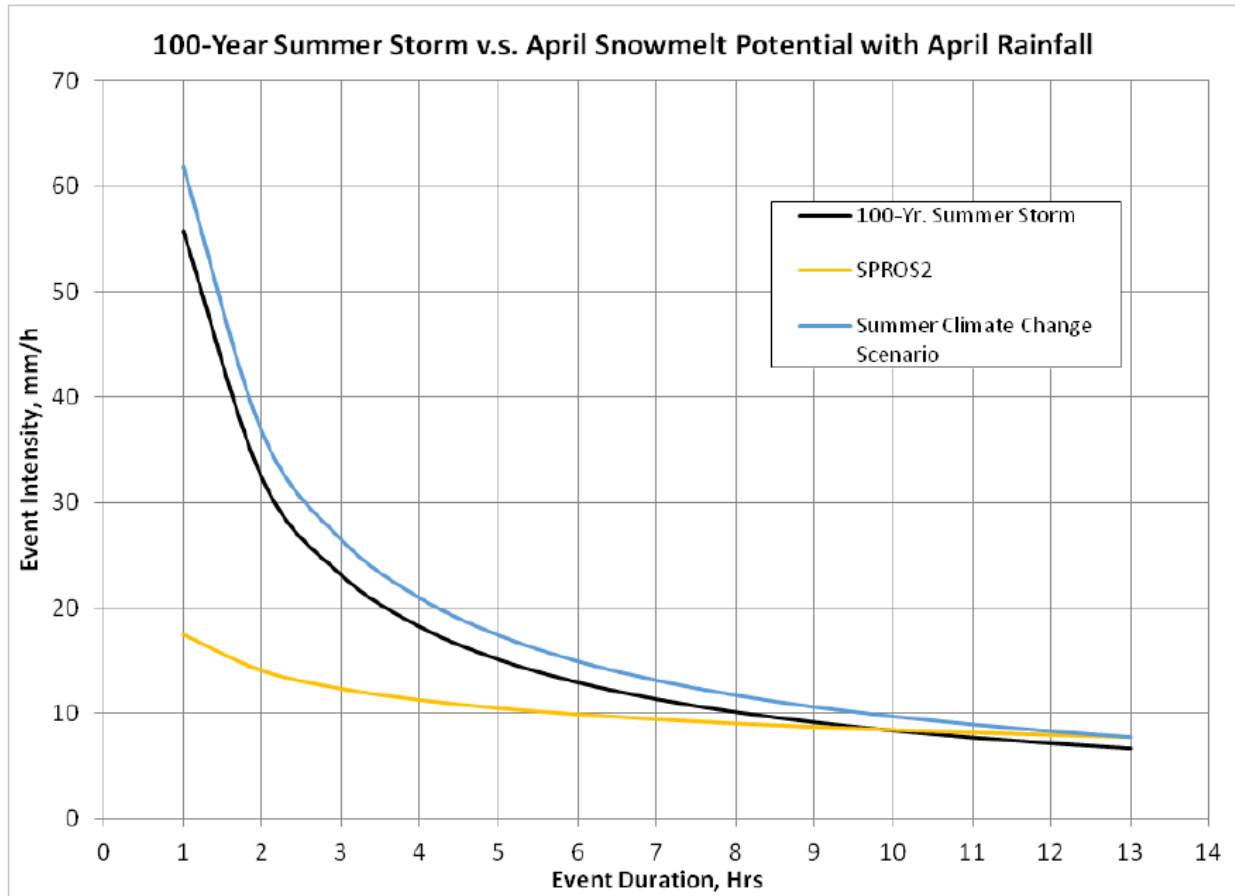


Figure 3-6 Comparison of Rain-On-Snow Event with Summer Event (100 Year)

With the more severe events (i.e., 100-year event), the greater impact on the riverine system flooding and urban infrastructure are still controlled by the frontal rain events. Therefore, climate change considerations will use the summer frontal rain events to analyze local drainage infrastructure and the Regional storm (Timmins storm event) to analyze flooding events in the river systems.

Since this Study is intended to assess existing riverine flooding and existing municipal infrastructure capacity conditions, the Town considers the use of the MTO IDF curves as a reasonable approach to the potential increase in rainfall events/intensity due to its inherent climate change resiliency when compared to the Town the Standard IDF curves (which are based on historic Environment Canada monitoring station data only, with no climate change projection).

The Town may consider adjustments to the MTO IDF curves as a “stress test” with the Phase 2 work program, when the Town will review solutions to existing Town flooding or drainage issues and future development scenarios. The MTO IDF curves can be compared with the rainfall volumes being estimated with other climate models as new information becomes available. For example, the Ontario Climate

Change Data Portal (OCCDP) provides a means of accessing model data from several Global Climate Models (GCMs) dynamically downscaled and summarized spatially. Analysis of the RCP8.5 scenarios using OCCDP provides some general estimates of future change in precipitation patterns. For example, the periods 1986-2005 (baseline) and 2070-2099 (future horizon) were compared for Collingwood. Based on this review, the five (5) models predict an increase in average annual precipitation of 10% in the 2070-2099 time period for Collingwood relative to the baseline condition.

3.4 Model Development

In order to study the hydrology of the Collingwood Study Area watersheds, the hydraulic performance of the watercourses and the existing storm sewer network within the Urban Town Centre, mathematical modelling software was assessed. Among the various available modelling tools, PCSWMM (Personal Computer – Storm Water Management Model) by Computational Hydraulics International (CHI), was selected to carry out the required hydrologic, storm drainage system and hydraulic modelling. PCSWMM is an advanced software for stormwater, wastewater, watershed and water distribution systems. It is a computer program that computes dynamic rainfall-runoff for single event and long-term (continuous or period-of-record) runoff quantity and quality from developed urban and undeveloped or rural areas.

PCSWMM accounts for various hydrologic processes that produce runoff from urban areas. PCSWMM also contains flexible hydraulic modelling capabilities to route runoff and external inflows through the drainage system network of surfaces, pipes, channels, storage/treatment units and diversion structures. Specifically, the software also enables the user to import HEC-RAS cross sections to simulate irregular conduits that can represent the watercourses. This enabled the hydraulic model section construction to be used from earlier studies where the information could be tied into digital terrain information.

PCSWMM has a very user-friendly interface and is a widely accepted modelling tool within the storm drainage and water resources engineering community. Greenland also has a network licence version of the software package. Therefore, PCSWMM was selected as the modelling tool to update the existing hydrology for the watersheds and construct the master storm water management model for the Town of Collingwood.

The overall strategy adopted to construct the existing conditions master hydrology model for the Town included the following general steps:

- Prepare rural catchments in PCSWMM for the main watercourses using similar areas to the original watershed models (adjusted based on updated digital terrain information);

- Prepare routing features with irregular conduits that simulated the original configurations;
- Test rural watershed PCSWMM models with previous hydrology models to produce a similar response to original watershed models and adjust where required;
- Update hydraulic models for each watershed to HEC-RAS models with cross sections reproduced in similar geographic locations from earlier studies but determined or supplemented using the new digital terrain information developed from collected LiDAR data;
- Prepare a storm sewer infrastructure PCSWMM model based on the Town sewer network information for pipe and manholes augmented by field survey to fill data gaps (e.g. sewer invert elevations);
- Update drainage infrastructure (ditches and culverts) linked to the sewer network;
- Introduce the storm water management facilities (constructed) to the infrastructure model and confirm the facilities operational response;
- Import the hydraulic model information for Oak Street Canal and Minnesota Drain as irregular conduits linked to culvert crossings and connect to sewer infrastructure 1D model;
- Add overland road sections described by conduits linked to the manhole nodes;
- Complete the calibration and verification of the models with monitored data;
- Adjust the infrastructure model to connect with a mesh created by the digital elevation model to produce a 2D model;
- Link the 2D mesh with the conduits for the Oak Street Canal and Minnesota Drain; and,
- Plot the flow spread within the mesh for various storm events (Identify flood damage areas).

The downstream boundary condition for all models was the 2019 high lake level at the time of model development (177.30m).

The following Report sections detail various aspects of the background hydrologic and hydraulic analyses (**Section 4 and 5**) and the detailed model construction for the drainage system within the Town of Collingwood (**Section 6**).

4 Hydrologic Analysis

In any flood inundation/mapping study, it is imperative to first establish the flow values corresponding to various design scenarios. This is carried out through the hydrology study, employing hydrologic models as the requisite tool. For each of the study watersheds, first a review of the existing studies and models was

carried out and then the new hydrology model was updated with the pertinent information. The following section outlines the methods used to prepare the Town-wide hydrology model.

4.1 Design Storm Selection

To simulate the governing flow scenarios, different design storms were selected in accordance with the standard guidelines applied through the Ministry of Natural Resources and Forestry (MNRF), local conservation authorities, and the Town guidelines. At the outset of this project, Greenland proposed to model the following storm return periods: 2-year, 5-year, 10-year, 25-year, 50-year and 100-year. The 24-hour SCS type II distribution was used to generate the precipitation distribution for these design storms. The 4-hour Chicago distribution was also reviewed to meet the NVCA guidelines. Since there is a significant rural drainage area in each of the study watersheds, the 24-hour SCS type II distribution storm produced more conservative results. Typically, the 4-hour Chicago distribution provides the more conservative response in urban catchments, while 24-hour SCS type II distribution produces the more conservative response in rural catchments. The referenced storm distributions are derived from the MTO Drainage Manual (1997) [5].

In accordance with the Town's design standards, intensity-duration-frequency (IDF) data should be obtained from Environment Canada's station at Collingwood. The Town requested that for the purpose of this study that the IDF curves from the MTO's online IDF Curve Look-Up tool [6] be used instead. On comparing the data from the two (2) IDF curves, the total rainfall depth was found to be higher in the IDF data derived from MTO, as shown in **Figure 4-1**. The MTO information is based on the climate models previously discussed in **Section 3.3**. The new precipitation values are higher ranging from 11 to 22% for different return periods compared to those from the Environment Canada data.

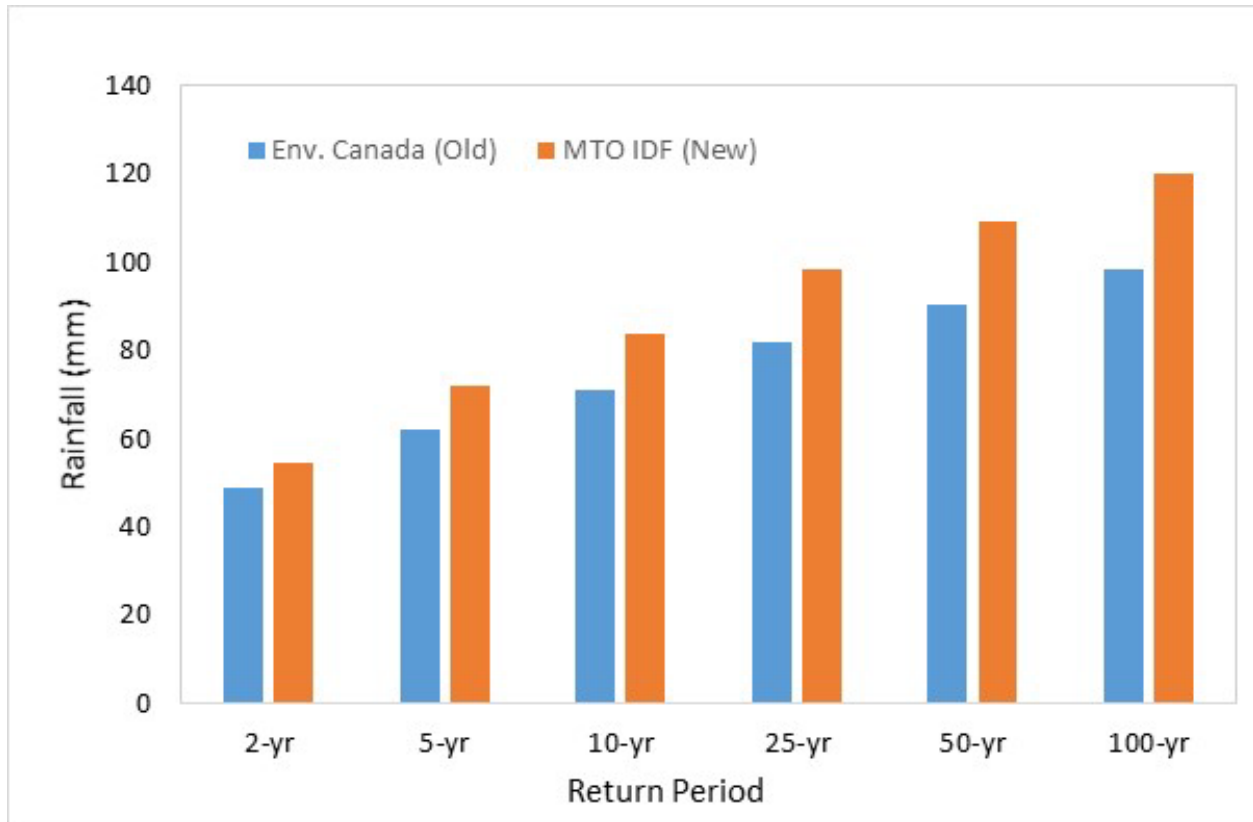


Figure 4-1 Comparison of Environment Canada & MTO IDF Curves

This change in rainfall volume implies that events that were once considered a 10-year event are now nearly a 5-year event, or in other words, the probability of an event occurring any given year has risen from 10% to nearly 20%. Therefore, the likelihood of large storm events occurring more often is increasing. The MTO curves are generated by taking into account recent precipitation data and climate models. Therefore, it is prudent to adopt the MTO curves, considering the impact that changing climate conditions is causing on local patterns of precipitation. Using this storm data in designing the drainage system would have regard for climate resiliency when investigating the storm water infrastructure current capacity.

4.2 Regional Storm

The technical guidelines published by the Ministry of Natural Resources [7] provides several flood hazard zones in Ontario. The present study area, under NVCA jurisdiction, falls into the Zone-3 flood hazard. Therefore, in accordance with these guidelines, a flood produced by the Timmins storm or 1 in 100-year flood, whichever is greater, should be considered as the flood hazard standard. The Timmins storm is equivalent to 193 mm of rainfall distributed over a duration of 12 hours. The storm distribution is presented in **Figure 4-2**.

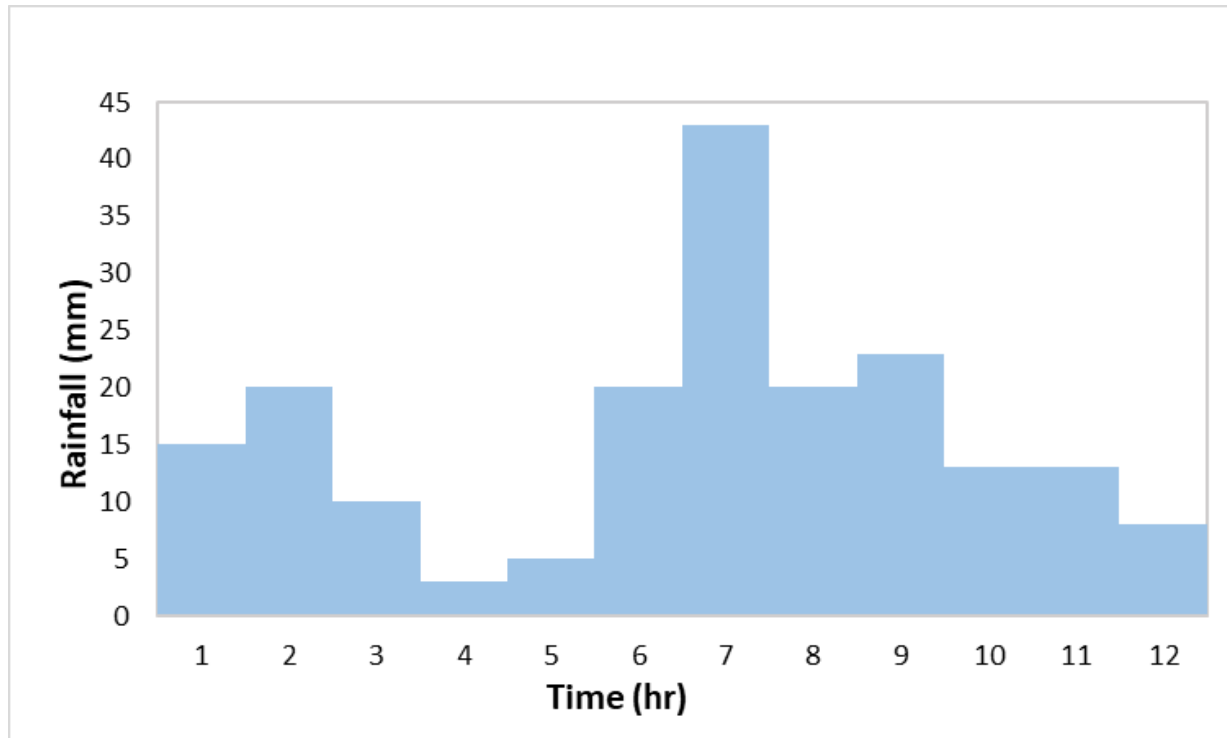


Figure 4-2 Timmins Storm Distribution

For a regional storm, an areal reduction factor must be applied to account for watershed areas greater than 25 km². The reduction factors, as provided in the guidelines, are computed based on the equivalent area of watersheds. The reduction factors for Batteaux Creek, Pretty River, Black Ash Creek and Silver Creek are computed as 84%, 84%, 90% and 90%, respectively.

4.3 Pretty River Watershed

4.3.1 Existing Model

The Pretty River watershed is the largest of the five (5) riverine watersheds being studied in this assignment (traverse and/or outlet in the Town) with a catchment area of 67.7 Km². The existing flow conditions for the Pretty River catchment were developed using the Pretty River Hydrology Update [8], completed by C.C. Tatham and Associates Ltd. (Tatham) in 2018. The purpose of the Tatham 2018 study was to create a comprehensive hydrologic model that predicts Regulatory Flow generated by the Timmins Storm. The hydrologic models in the report were developed in Visual OTTHYMO version 5.0 (VO5).

A PCSWMM model was created by Greenland that imported the catchment areas and SCS-related parameters based on the VO5 model used by Tatham. Adjustments to the PCSWMM model were made to match the previous VO5 results. **Table A5-1 (Appendix 5)** demonstrates that the PCSWMM model has

a flow output of 180.08 cubic meters per second (m^3/s) at the outlet to Georgian Bay, closely matching that of the aforementioned VO5 model of $180.04 \text{ m}^3/\text{s}$. The adjustments are documented in **Appendix 5**.

4.3.2 Updated Model

Using the PCSWMM model that was matched to the Tatham 2018 VO5 model output, the PCSWMM model was then adjusted to integrate updated catchment boundaries delineated from the Town-wide DEM, created as part of this study. The length to width ratios of the updated catchments, however, remain similar to those generated when matching the existing VO5 model. The updated catchment area is slightly smaller (67.2 Km^2) which compares with the 67.7 Km^2 in the earlier Tatham 2018 study. The delineated catchment boundaries in PCSWMM are shown in **Figure 4-3**. The computed peak flow in the new PCSWMM model (with drainage catchment area updated) for the Timmins storm was found to be $179.79 \text{ m}^3/\text{s}$ at the outlet into Georgian Bay. The results from the updated model are also summarized in **Table A5-2 of Appendix 5**.

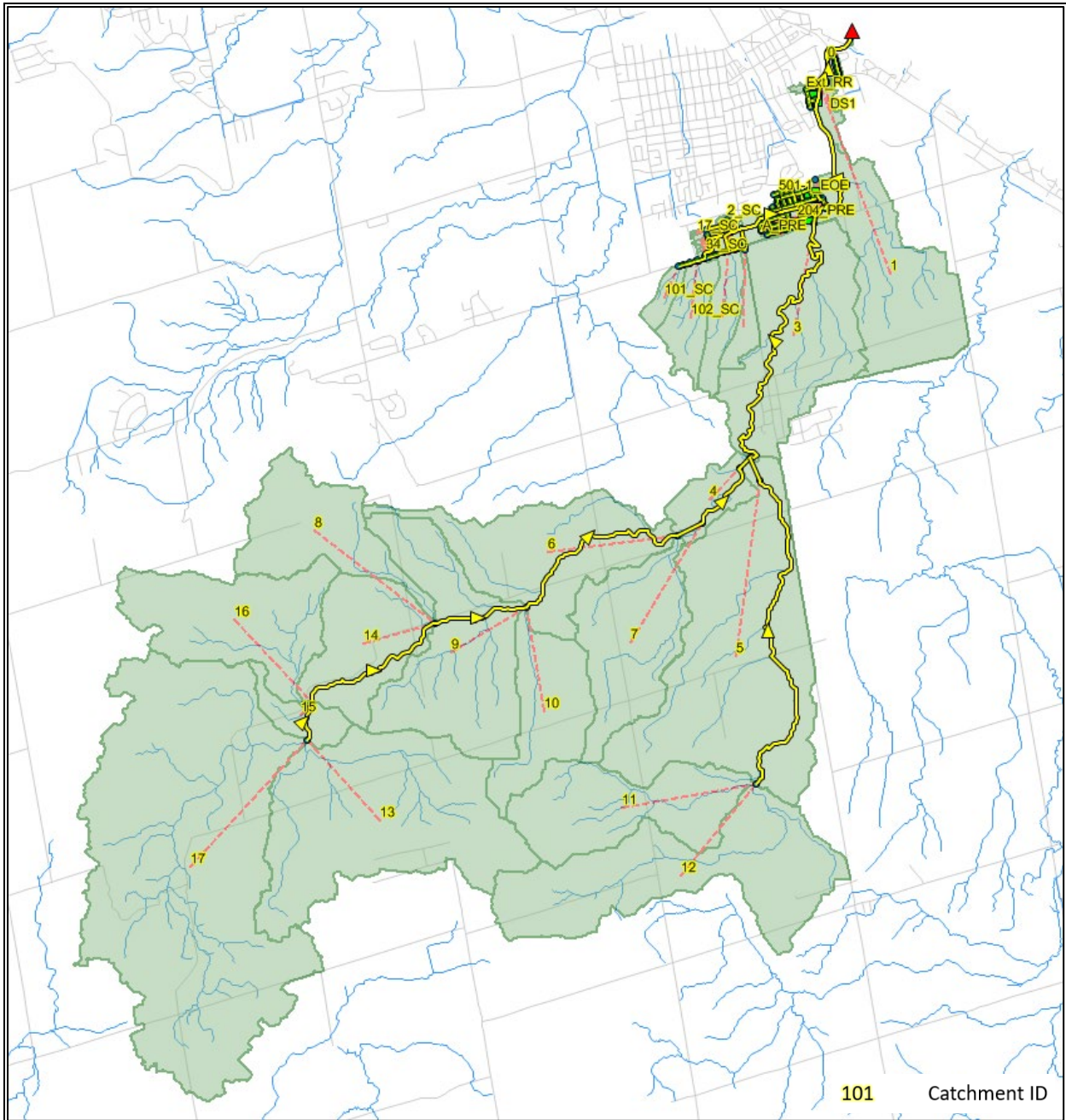


Figure 4-3 Pretty River Watershed in PCSWMM

4.4 Black Ash Creek Watershed

4.4.1 Existing Model

The reference study for the existing conditions for the Black Ash Creek watershed is entitled Black Ash Creek Subwatershed Plan (2000) [3], prepared by the Nottawasaga Valley Conservation Authority (NVCA), with technical support from Greenland. It includes the following aspects:

- Stormwater management;
- Hydrologic study; and,
- Hydraulic study.

The Integrated Science and Watershed Management System (ISWMS), a decision-support system developed by Greenland, was utilized to develop hydrologic models for the 2000 study. A Visual OTTHYMO model was also developed to verify the results of the ISWMS model.

A new PCSWMM model was created for this assignment based on the catchment areas and SCS-related parameters in the 2000 approved VO2 model. The PCSWMM model results were validated by comparing with the model results from the original approved VO2 model. The irregular conduits in the PCSWMM model used the channel configuration dimensions from the ROUTE CHANNEL features in the VO2 model. The catchment width and length parameters in the PCSWMM model were adjusted in order to match flow values from the existing study as shown in **Table A5-3 (Appendix 5)**.

4.4.2 Updated Model

The new PCSWMM model was then updated by adjusting the Black Ash Creek watershed boundary to match the revised neighbouring Pretty River watershed boundary derived from the new digital terrain information (Town-wide DEM). The length to width ratio of the updated catchments remains the same as the earlier PCSWMM model developed from the original VO2 model. Since the completion of the previous study, there have been four (4) major developments constructed within the watershed namely, Georgian Meadows, Summit View, Balmoral, and Mair Mills subdivisions. These four (4) developments have been included to update the local catchments in the model, as shown in **Figure 4-4**. The overall watershed area is found to be 32.6 Km².

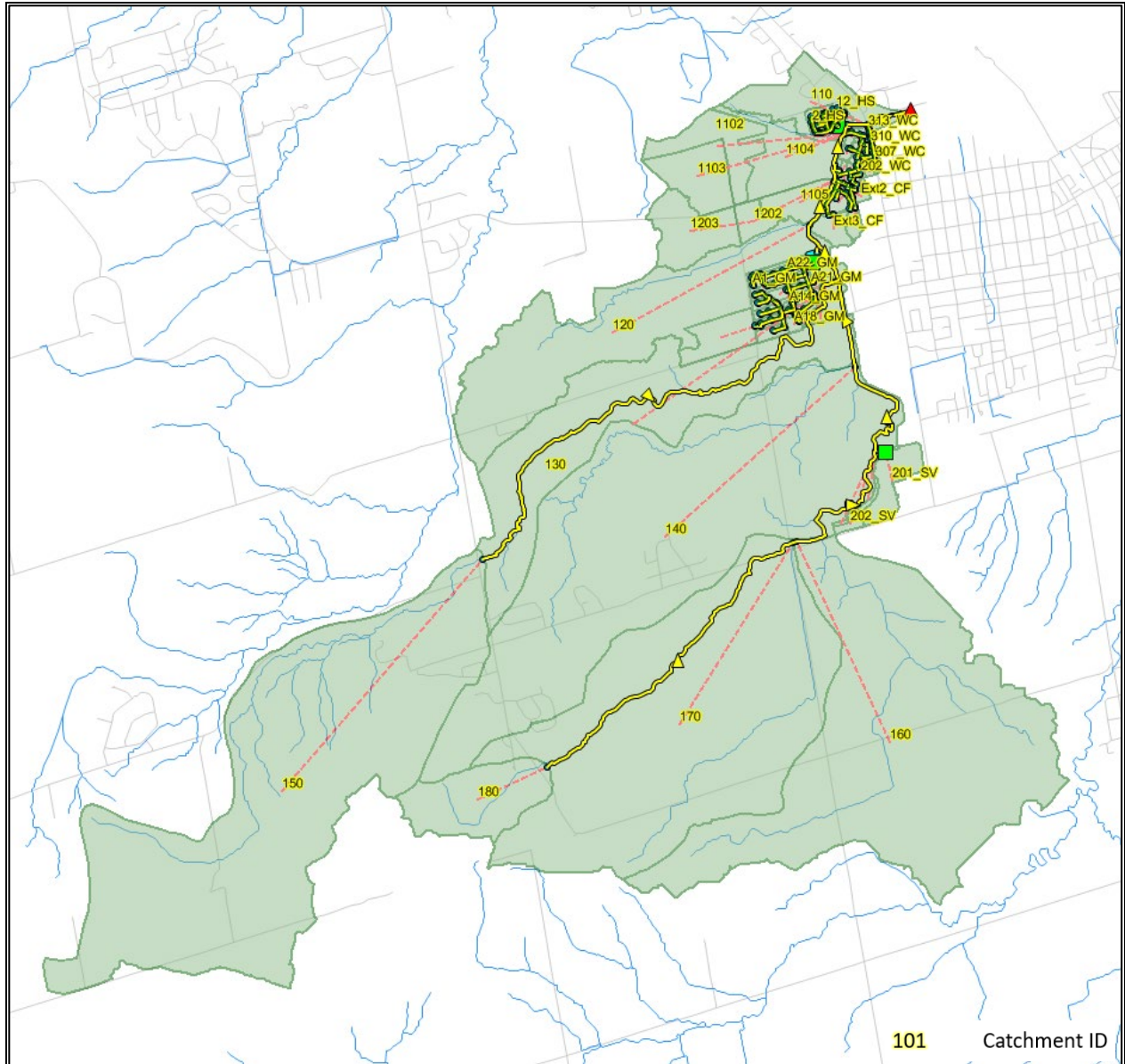


Figure 4-4 Black Ash Creek Watershed

Flows, catchment areas, and SWM facility rating curve information from the SWM Reports for each of the four (4) new developments were used to update the appropriate parameters in the PCSWMM model. This information is summarized in **Appendix 5** (flows, catchment areas) and **Appendix 6** (SWM facility rating curves). The PCSWMM model was run for a 100-year return period storm with the four-hour Chicago distribution to match the distribution which was used in the original model. The model generated a 100-year peak flow of 28.6 m³/s, compared to 29.7 m³/s in the VO2 model from the 2000 study. Once this comparison was completed, then other distributions were tested. The simulation results are also presented in **Table A5-4, Appendix 5**.

The Timmins storm flow for Black Ash Creek is 129.3 m³/s

4.5 Silver Creek Watershed

4.5.1 Existing Model

The existing model for the Silver Creek Watershed was prepared by MacLaren Plansearch Inc. in 1988 [1] (MacLaren Study). This study established Regulatory Flow values for watercourses within the NVCA and is the basis for the original floodplain mapping for the riverine systems within the Collingwood Study Area watershed. In MacLaren Study, QUALHYMO was utilized to simulate the watershed hydrology. The catchment boundaries, including the Silver Creek watershed, were generated from either 1 to 50,000 National Topographic survey maps, or 1 to 10,000 Ontario Base Maps (1984). These local catchments in the MacLaren study for the Blue Mountain watersheds (which includes the Collingwood watersheds) were previously shown in **Figure 3-2**.

To re-create the Silver Creek watershed model, a PCSWMM model was developed for the watershed utilizing parameters representative of information found in the MacLaren Study (depicted in **Figure A5-2 / Appendix 5**). In order to develop a PCSWMM model, a methodology was determined to establish equivalent parameters as used in the QUALHYMO model. **Equation 1** was used to determine CN values from S_{MAX} , S_{MIN} , S_K , API.

$$S^* = S_{min}(S_{max} - S_{min})e^{-(S_k*API)} \quad \text{Equation 1}$$

$$S^* = \frac{25400}{CN} - 254$$

where:

S^* = Loss Parameter

S_{min} = Minimum Storage Capacity

S_{max} = Maximum Storage Capacity

S_k = Slope of Storage Capacity between S_{min} and S_{max}

API = Antecedent Precipitation Index $(S_{min} - S_{max})/2$

CN = Curve Number (corresponding to AMC-I condition)

The existing conditions model catchment boundaries were created based on the catchments identified from the MacLaren Study and updated to reflect current conditions. The flows were matched to the QUALHYMO model by adjusting the catchment flow length and slope in the PCSWMM model. QUALHYMO parameters and the computed CN values are shown in **Table A5-5 (Appendix 5)**. The rainfall input in the

QUALHYMO model and PCSWMM model were matched using the Timmins storm areally reduced to 94% with the results shown in **Table A5-6 (Appendix 5)**.

4.5.2 Updated Model

In order to update the hydrology in the Silver Creek watershed, the catchment and flows derived in Windfall Master Stormwater Management Report (2012) [8] were utilized. **Figure A5-3 (Appendix 5)** identifies the Windfall original catchment boundaries. The VO2 model developed for this 2012 study was re-evaluated for the Price's Subdivision by Greenland in 2018 [9]. The hydrologic model encapsulates the largest land use changes in the Silver Creek watershed, since the completion of the MacLaren Study [1], namely, the Windfall Subdivision and the Orchard at Blue Mountain Resorts Ltd. The PCSWMM model created by Greenland for this study was matched to the results of the VO2 model from the 2012 Tatham study for the 100-year return period storm (24-hour SCS II rainfall distribution). The results are shown in **Table A5-7 (Appendix 5)**.

The watershed boundary was adjusted to match the neighbouring watershed boundaries of the Black Ash Creek Watershed and Camperdown Catchment - delineated as part of ongoing floodplain mapping completed by Greenland for the Grey Sauble Conservation Authority (GSCA). **Figure 4-5** displays the updated catchment for Silver Creek.

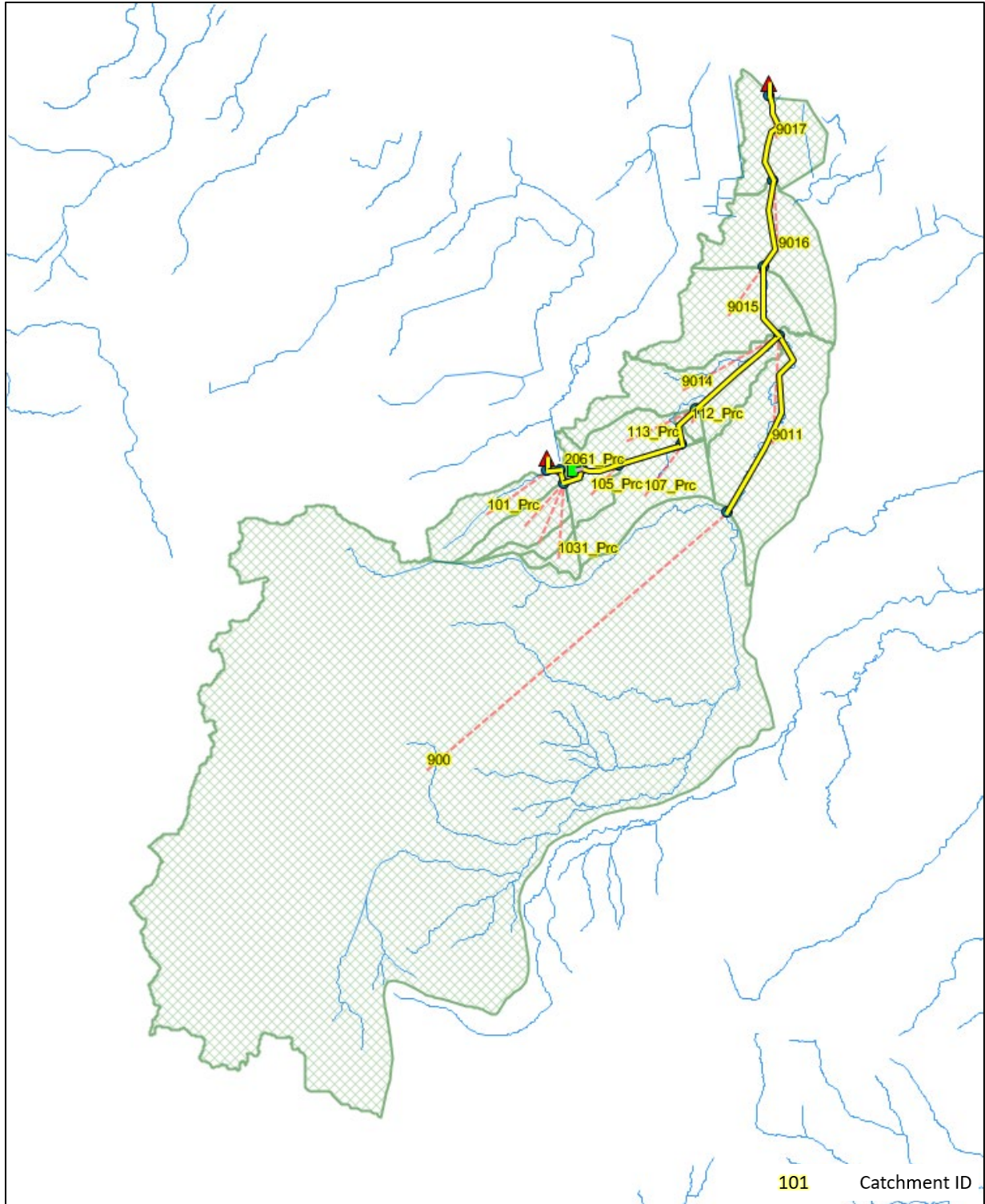


Figure 4-5 Silver Creek Watershed in PCSWMM

The length to width ratio in the updated project model remains unchanged from the MaLaren Study. With the adjusted parameters, the PCSWMM model was run for the Timmins Storm (areally reduced to

90%). The peak flow was determined as 93.49 m³/s. The Timmins Storm (areally reduced to 94%) peak flow is 110.3 m³/s for the original MacLaren Study. The detailed results are presented in **Table A5-8 (Appendix 5)**.

4.6 Townline Creek

4.6.1 Existing Model

The existing hydrology for Townline Creek was available from the 1993 Craigeith Camperdown Subwatershed Study by Gore and Storrie completed for the Town of the Blue Mountains. Townline Creek was labelled as Watercourse 1 in that study. The original modelling was completed using Qualhymo. This hydrology had been recently updated by Greenland in a study prepared for the Grey Sauble Conservation Authority (GSCA) in concert with the Town and Grey County completed under the National Disaster Mitigation Program (NDMP). The hydrology was updated using the HEC-HMS model platform. This hydrology was introduced into PCSWMM following the same methods employed for the other watersheds.

4.6.2 Updated Model

The Townline Creek watershed boundary was adjusted in PCSWMM to conform to the updates to the Silver Creek watershed boundary, as the drainage catchment delineation was modified to reflect the updated digital terrain model. Although the drainage areas changed slightly, the length to width ratios in the updated catchments remain the same as determined for the original HEC-HMS model. There were no significant developments that needed to be introduced to the watershed model to update the hydrology. **Figure 4-6** shows the updated Townline Creek watershed. The updated model was run for the Timmins storm and the peak flow was computed as 17.14 m³/s which is about 7% lower than the Timmins Storm peak flow of 18.42 m³/s from the original Camperdown Study. Further comparisons of the results are presented in **Table A5-13 (Appendix 5)**.

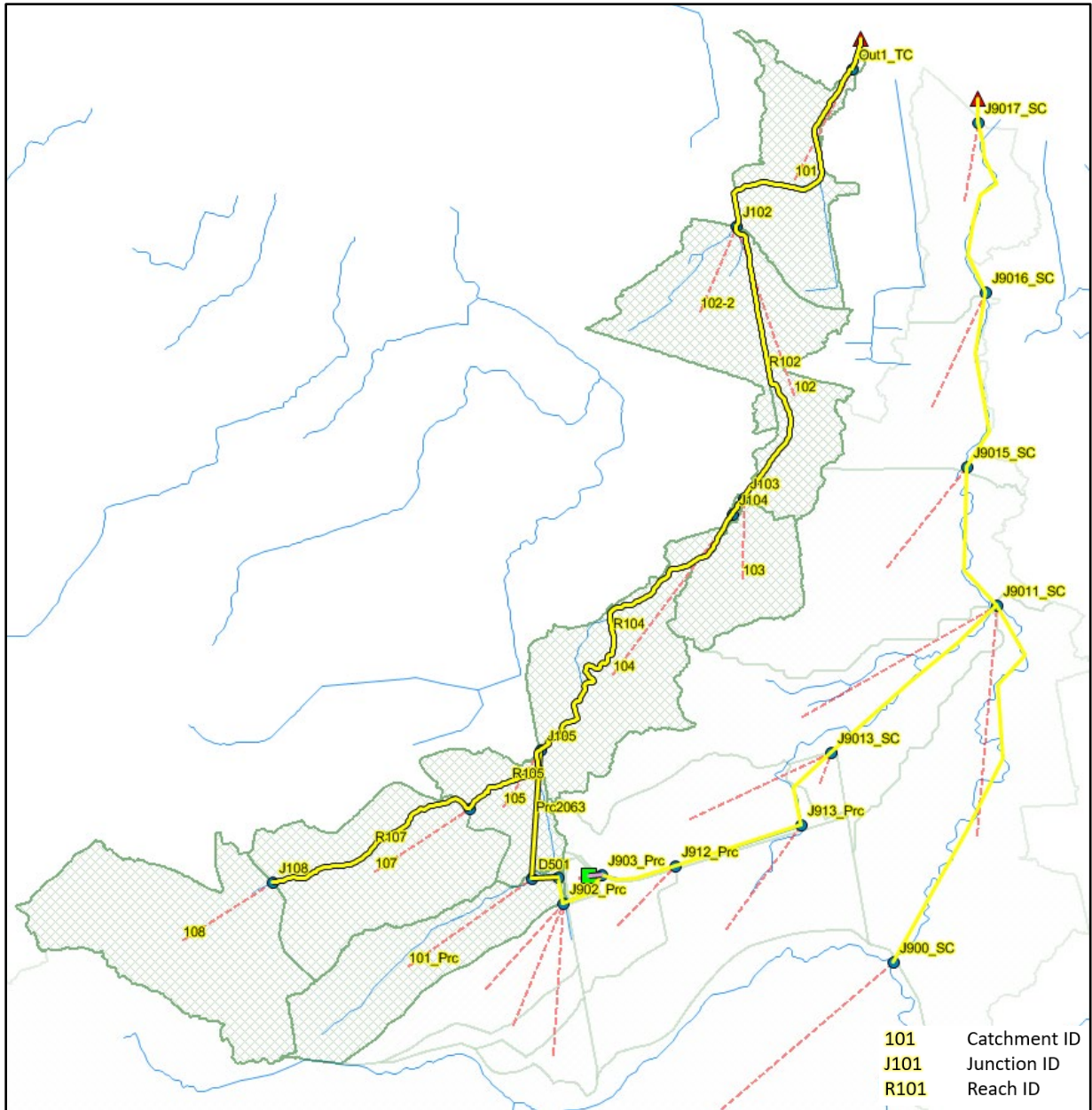


Figure 4-6 Townline Creek

4.7 Batteaux Creek Watershed

4.7.1 Existing Model

The existing hydrology of the Batteaux Creek Watershed is based on the MacLaren study [1]. The existing conditions catchment area details from the MacLaren Study (Figure 3-2) were imported into PCSWMM and used as the basis to create the individual catchment boundaries (Figure A5-4, Appendix 5). The QUALHYMO model parameters were converted to equivalent PCSWMM parameters, based on the

methodology described in **Section 4.5.1**. The parameters are shown in **Table A5-9 (Appendix 5)**. The PCSWMM model and parameters were adjusted to match flows with the original QUALHYMO using the Timmins (areally reduced to 87%) storm ($178.837 \text{ m}^3/\text{sec}$) and the model comparison results are shown in **Table A5-10 (Appendix 5)**.

4.7.2 Updated Model

The Batteaux Creek watershed boundary was adjusted in PCSWMM to conform to the updates to the Pretty River watershed boundary from **Section 4.3.2**, as the delineation changed to reflect the changes determined from the updated digital terrain model (Town-wide DEM). Although the drainage areas change slightly, the length to width ratios in the updated catchments remain the same as determined for the PCSWMM model described in **Section 4.7.1**. There were no significant developments that needed to be introduced to the watershed model to update the hydrology. **Figure 4-7** shows the updated Batteaux Creek watershed. The updated model was run for the Timmins (areally reduced to 84%) storm and the peak flow was computed as $160.31 \text{ m}^3/\text{s}$ which is about 10% lower than the original model (areally reduced to 87%) results ($178.837 \text{ m}^3/\text{sec}$). Further comparisons of the results are presented in **Table A5-11 (Appendix 5)**.

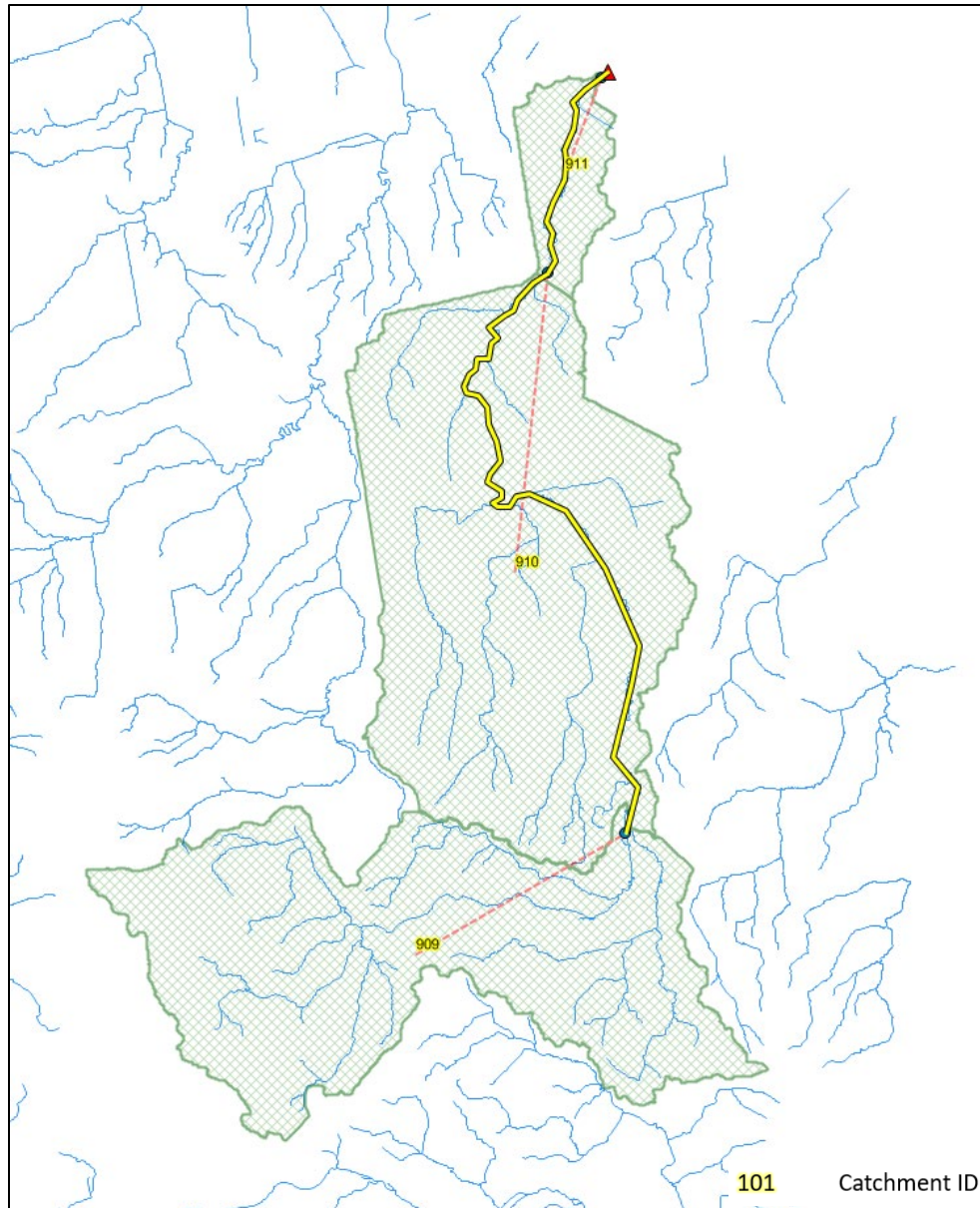


Figure 4-7 Batteaux Creek Watershed in PCSWMM

4.8 Urban Town Centre

4.8.1 Existing Model

The Urban Town Centre hydrology was also included in the earlier MacLaren study [1]. Most of the Town was included in the delineation of the Black Ash Creek watershed, with the eastern portion of Collingwood included in the Pretty River watershed. Since the MacLaren study has been completed, the watershed boundaries and hydrology have been updated for both the Pretty River watershed and Black Ash Creek watershed. The Town Centre is no longer included within either of the watersheds. Therefore, the Urban

Town Centre does not have any up-to-date hydrology to base the PCSWMM model on, as the flows from the MacLaren report are not relevant for the urban area. The Qualhymo software used in the MacLaren study did not have an urban catchment routine.

4.8.2 Updated Model

The primary drainage for the Town Centre is through the storm sewer and ditch drain networks. The completely new PCSWMM model for the existing Urban Town Centre has been developed as a minor-major system model which is further detailed in **Section 6**.

4.9 Resort Drainage Areas

The hydrologic model for the Resort Drainage Areas has been created based on catchment drainage areas previously defined in post development drainage plans for several constructed and planned developments (see **Appendix 3**). The SWM report prepared by C.F. Crozier and Associates for Tanglewood at Cranberry Trail (2007) [4] provides the most comprehensive hydrology for the Resort Drainage Areas, and therefore provided considerable background for the new PCSWMM hydrologic model created by Greenland for this watershed. **Figure 4-8** shows the Tanglewood catchments and the Cranberry Creek watershed.



Figure 4-8 Tanglewood Catchments and Cranberry Creek Watershed

A particular focus of the analysis was to quantify the spill from the Silver Creek watershed as it flows through the Resort Drainage Areas and establish the extent and nature of its subsequent impacts on not only Cranberry Creek but the other minor watercourses as well. **Figure 4-9** shows the other minor drainage catchments that have been included in the Resort Areas analysis. These include three (3) small drainage courses named Bridgewater 1, 2, and 3. There is also an unnamed small drainage course between Silver Creek and Townline Creek that has been labelled Additional.

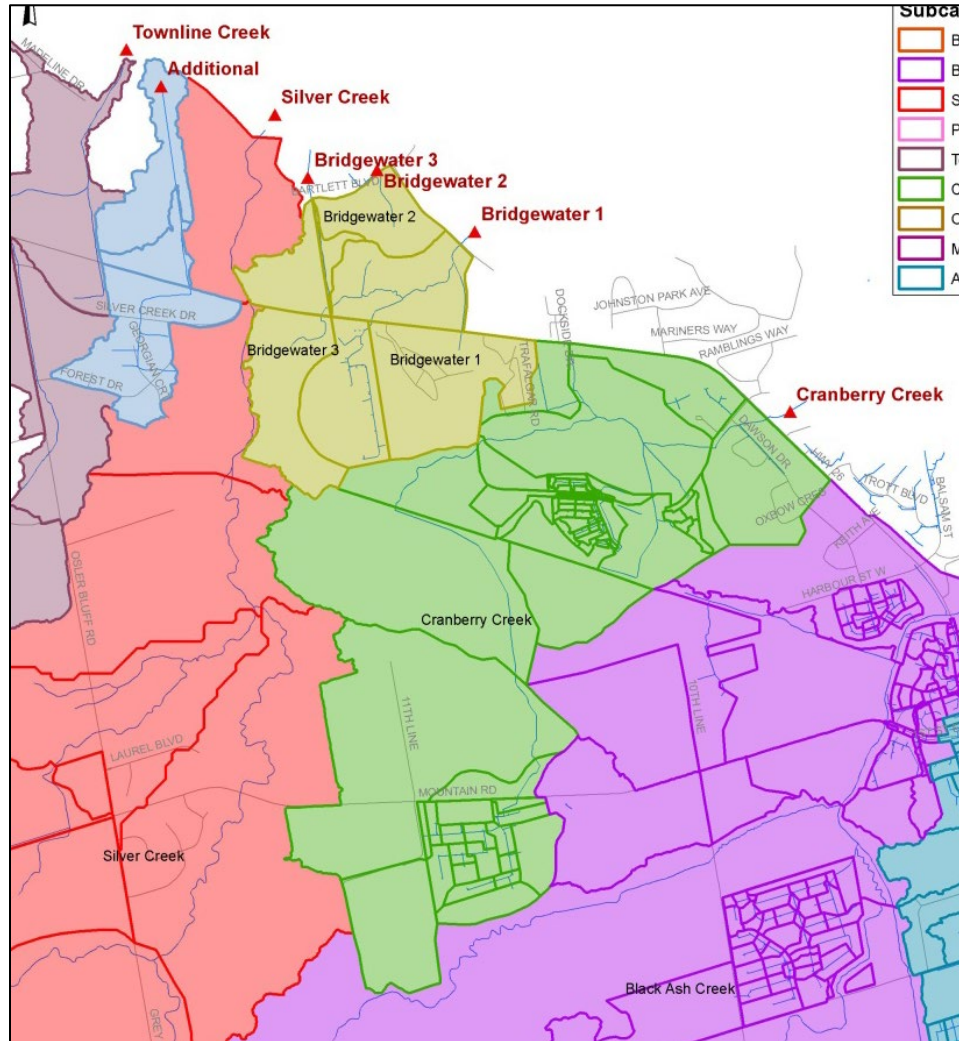


Figure 4-9 Resort Areas and Minor Watersheds

There are numerous spill locations on Silver Creek and Townline Creek that interact with both Cranberry Creek and these minor drainage courses. Since the flows from the spills are significantly greater than the actual flows generated in these catchments, they are documented in **Section 7.1.2**, which discusses the results of the model simulations for Silver and Townline creeks.

4.10 Combined PCSWMM Model

The PCSWMM models completed for the four (4) major watersheds in the Collingwood area, namely Pretty River, Batteaux Creek, Black Ash Creek and Silver Creek, were combined into a single PCSWMM model. The model was run for the 100-year 24-hr SCS storm and the Timmins storm event (adjusted for each sub-watershed). A summary of results for the four (4) riverine watersheds is presented in **Table 4-1**.

Table 4-1 Summary of Study Watersheds

Watershed	Catchment Area (Km ²)	Peak Flow (m ³ /s)		Reduction factor for Timmins storm
		100-yr 24hr SCS	Timmins Storm	
Pretty River	67.5	85.88	179.79	0.84
Black Ash Creek	30.7	108.24	129.29	0.90
Silver Creek	26.2	53.98	93.49	0.90
Batteaux Creek	52.2	92.32	160.31	0.84

The watersheds in the preceding table were linked with the Urban Town Centre, Townline Creek and the Resort Drainage Areas to create a composite PCSWMM model as shown in **Figure 4-10**.

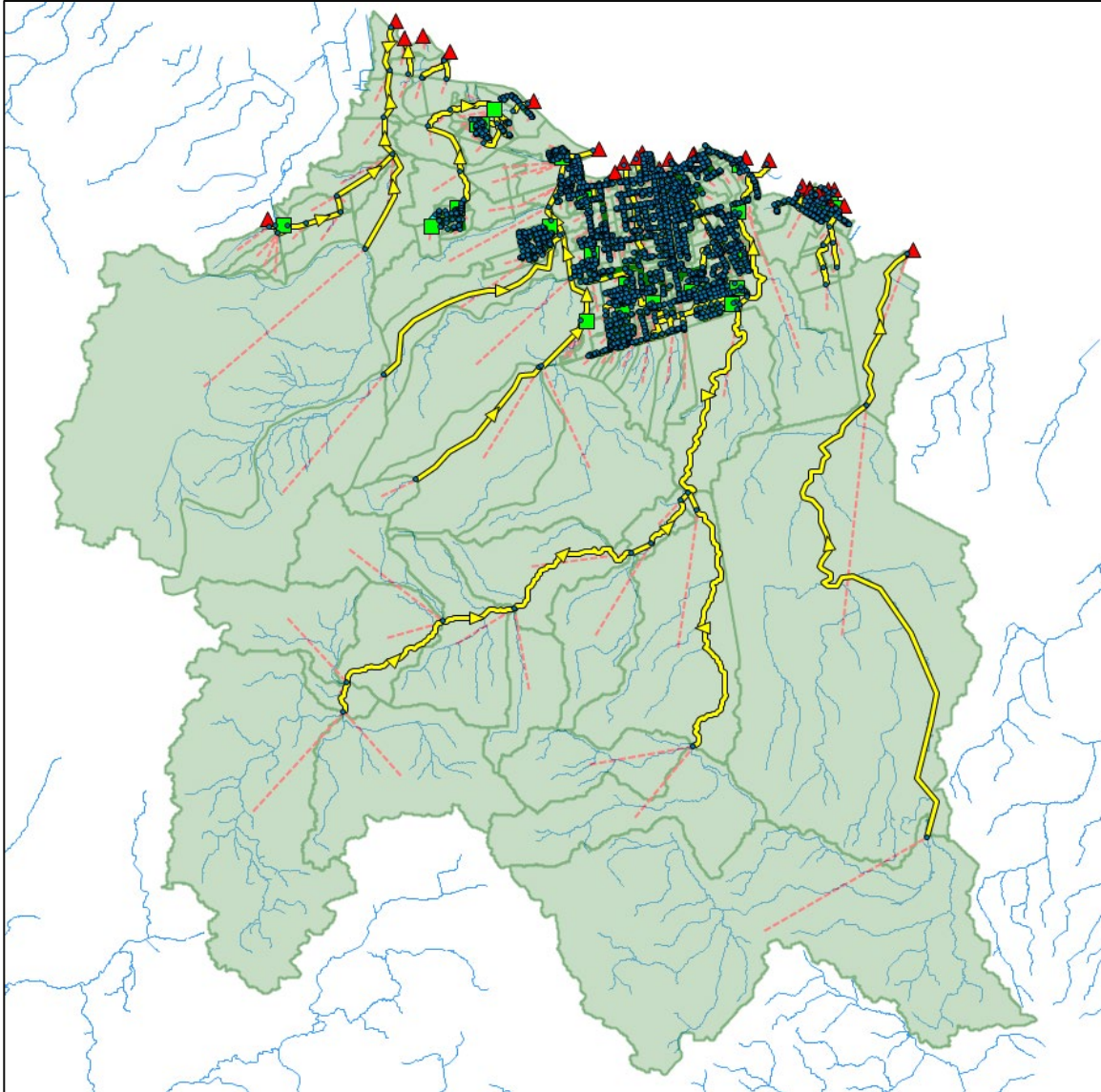


Figure 4-10 Combined Watershed in PCSWMM

5 Hydraulic Model Development

Riverine interaction is included in the PCSWMM model and could be used for hydraulic (floodplain) simulation. However, the HEC-RAS software is better equipped for riverine and flood plain mapping, and is more widely accepted, which allows the model to be easily utilized by future users. Therefore, the hydrologic results from the PCSWMM major and minor conveyance models were coded into HEC-RAS model to develop the riverine models and develop detailed hydraulics of the water flow and spill routes. Hydraulic models for various river reaches are described in the subsequent sections.

5.1 Pretty River

The Pretty River hydraulic model development and results are presented as a standalone separate document in this report as **Appendix 2-I**. A separate report has been prepared for the Pretty River watershed, as the Town has acknowledged that the updated flood flows for the Pretty River could bring about potential changes to the Town’s Official Plan, namely the Pretty River Two Zone Special Policy Area. The purpose of the Pretty River standalone report is to provide all technical details required to update the Pretty River hydraulics, based on the recently accepted hydrology. The updates to the Pretty River hydraulics may in turn require changes to the required flood protection and delineation of the Pretty River spill zones.

5.2 Black Ash Creek

The current Black Ash Creek hydraulic study is based on the Black Ash Creek Subwatershed Plan prepared by Greenland and the NVCA (2000) [3]. Since the release of this Subwatershed Plan report, the Black Ash Creek flood control works were completed using the design prepared by Ainley Consulting Engineers. This included the channelization and horizontal realignment of approximately 3.9 kilometers of the Black Ash Creek. In the Subwatershed Plan the proposed design of the flood control works was included as a future “Ultimate” condition of the creek, including a hydraulic model for the proposed works. This “Ultimate” condition hydraulic model was utilized as the basis for the updated hydraulic model of the Black Ash Creek for this assignment.

The existing model was not georeferenced. In order to update the model with the elevations from the latest available DEM, georeferencing was first completed. This task was carried out using the cross-sections on the upstream and downstream sides of the bridge crossings at various locations along the primary channel and tributaries.

The existing hydraulic model included the trapezoidal channel section for the Black Ash Creek; however, it did not contain any of the overbank areas. In order to include potential spills and flooded areas, the model had to be updated using the LiDAR data collected as part of this study. The channel sections were cut from the existing hydraulic model created by Greenland for the Subwatershed Plan. It was decided not to extract them from the DEM due to the steep slopes of the banks of Black Ash Creek, as the DEM could not be fully relied upon for the accuracy of elevations in the steep slope sections (LiDAR limitation). Instead, the channel modification tool in HEC-RAS was used to modify the existing sections with the overbanks from the DEM. The layout of the existing hydraulic model is presented in **Figure 5-1**.



Figure 5-1 Black Ash Creek HEC-RAS Model Layout

The modified sections were similar to the terrain from the DEM for much of the creek through the Town, however, in the downstream reach of the creek, particularly north of the Mountain Road Bridge (**see Figure 5-2**), there were some significant differences in the invert elevation of the channel. This was determined to be due to the increased water depth in the creek, which LiDAR is not capable of penetrating. Additionally, in the original model created by Greenland the channel was modelled with bank heights of 10m. This affected the width of the top of channel as it was modelled 70m wide in many locations, which does not match with the existing geometry of the Black Ash Creek. When modifying the channel overbanks, the top of channel was lowered to match the elevation from the DEM, correspondingly reducing the top width of the channel.

The HEC-RAS model was simulated for the flows corresponding to storm events of various return periods for the SCS Type II distribution storm and the Timmins storm. Emphasis was given to the results of 100-year and Timmins storm events.

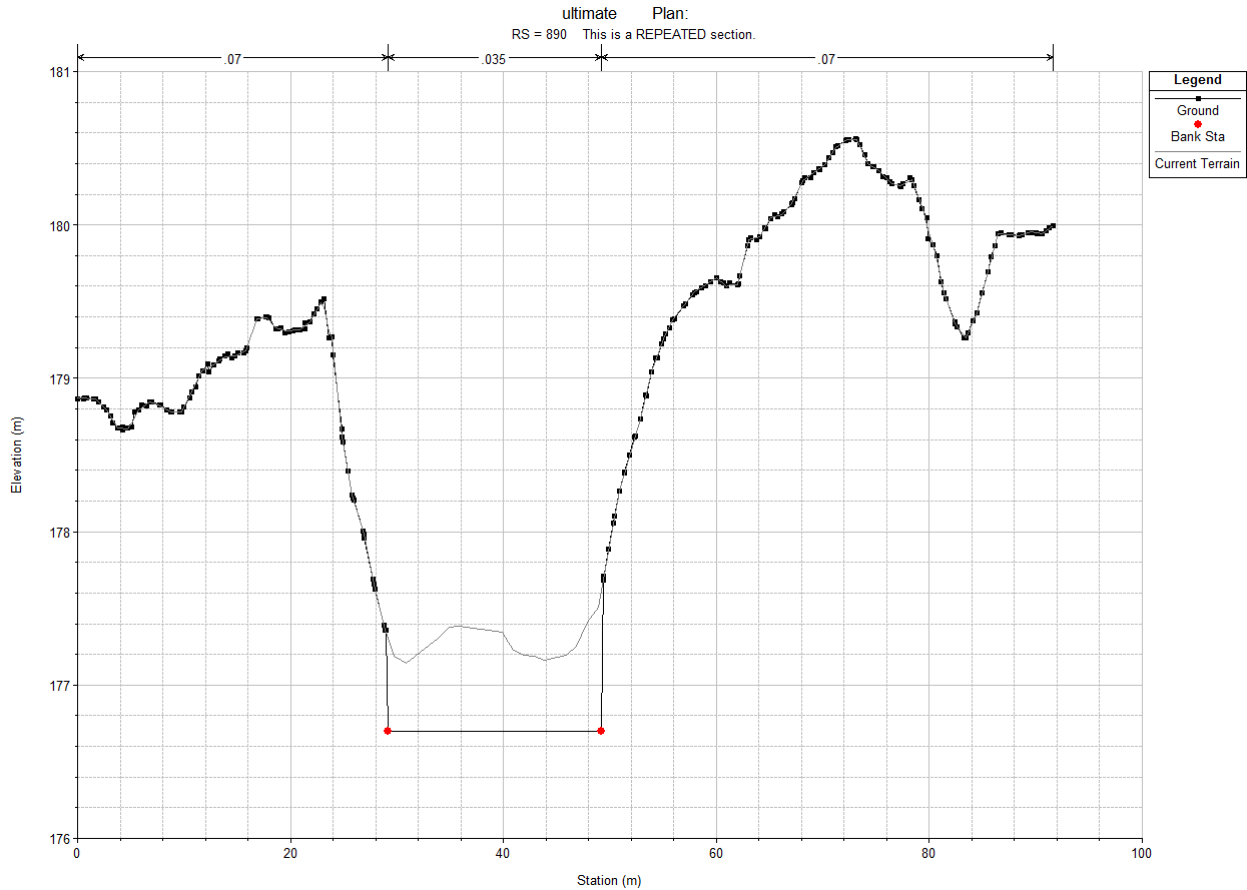


Figure 5-2 Black Ash Creek HEC-RAS Model Invert Comparison, c.s. 890

5.3 Silver Creek

At the outset of the study, there was no existing hydraulic model for Silver Creek. A HEC-RAS model was created from the modified DEM (detailed below) in ArcMap using the HEC-GeoRAS toolkit. The river and flow path were created using watercourse data obtained from Ontario Open Data. Prior to creating cross-sections, to confirm to accuracy of LiDAR data in the creek channel, the LiDAR point file data was obtained from the GSCA and compared to the Town-wide DEM elevations. A separate DEM was created for a 50-metre radius surrounding the creek using the point file data, then merged with the Town-wide DEM to create a highly accurate terrain of the Silver Creek (modified DEM). Cross-sections were then created, cutting the geometry using the modified DEM to determine the floodplain of the creek. The data was then imported into HEC-RAS, where bank stations, channel, and over bank roughness coefficients were

assigned. As there was no existing field hydraulic information for the creek, field survey data was collected for two (2) of the bridge crossings within the Town of Collingwood: the Georgian Trail crossing and Highway 26. The data was then incorporated into the HEC-RAS model. The final HEC-RAS model schematic is depicted in **Figure 5-3**.

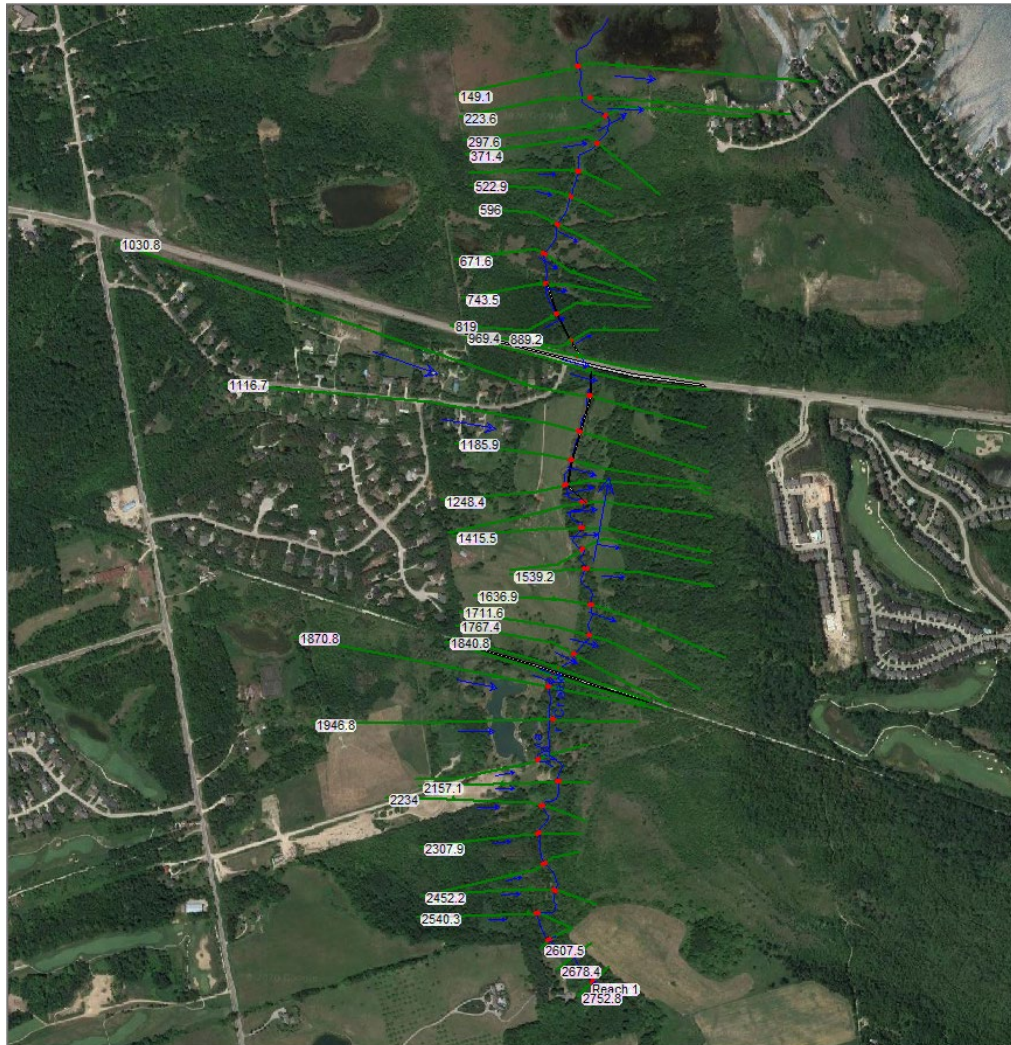


Figure 5-3 Silver Creek HEC-RAS Model Layout

5.4 Townline Creek

The Townline Creek hydraulic model is based on the HEC-RAS model created for Watercourse 1 in the recent NDMP work prepared by Greenland for the GSCA and the Town of the Blue Mountains. It had to be adjusted for use within the Town of Collingwood. Since the Town has all its infrastructure tied to the older CGVD28 geodetic datum, the LiDAR data for Collingwood and Camperdown has a 0.37 m difference. The surveyed culvert elevation in the original HEC-RAS model matched the Camperdown LiDAR which is

0.37 m lower. Therefore, the culvert elevations were increased by 0.37 m. The cross sections were recut based on the Collingwood LiDAR data. A modified DEM was also created for Townline Creek using the LiDAR point file data, as described in **Section 5.3**. **Figure 5-4** shows the hydraulic model layout for Townline Creek.



Figure 5-4 Townline Creek HEC-RAS Model Layout

5.5 Batteaux River

Similar to Silver Creek, there was no existing hydraulic model and data available for the Batteaux River. Only a small portion of the Batteaux River flows through the Town, approximately 1.5 km in length. The hydraulic model development was completed in a similar manner to the Silver Creek model, where the river, flow path, and cross-sections were derived using HEC-GeoRAS, then imported into HEC-RAS (see

Figure 5-5). A modified DEM was also created for Batteaux Creek using the LiDAR point file data. There are two (2) bridge structures crossing the river within the Town: Highway 26 and Beachwood Road. The Highway 26 Bypass was developed within the last 10 years, and as-built drawings were used for the bridge crossing of the highway. The data incorporated in the model included field surveyed data for the crossing at the Beachwood Road structure.



Figure 5-5 Batteaux River HEC-RAS Model Layout

6 Major-Minor System Model Development

The urban drainage system consists of storm sewers, gutters, overland flow and catch basins. The surface runoff must be first collected by surface inlets i.e., the catch basins and then directed to the storm sewer system. Storm sewer system is termed as the '*minor*' system, while the overland flow is called the '*major*' system. The overall flow system is considerably complex. In order to accurately simulate the system, these

two (2) systems are modeled dynamically, using a linked approach known as dual drainage modelling. Dual drainage modelling considers the interaction between the two (2) systems that allows for an improved assessment of the deficiencies in both systems.

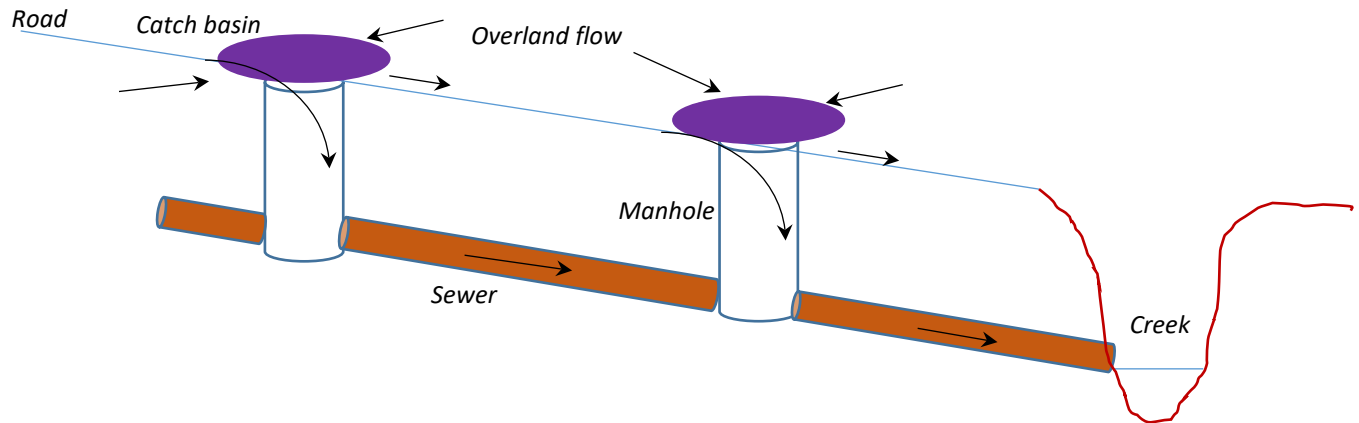


Figure 6-1 Dual Drainage System Illustration

Two (2) PCSWMM models were developed during this stage of the process to represent the drainage infrastructure and its anticipated performance:

- 1D PCSWMM – This model represents the basic municipal infrastructure that describes the dual drainage system (storm sewer and overland flow through roads etc.), illustrated in **Figure 6-1**. The flows only proceed in one direction.
- 2D PCSWMM – This model links the 1D infrastructure with a mesh representing the terrain. The model can simulate flow in two directions thereby having regard for areas that could be impacted by riverine flows entering the municipal sewer and ditch infrastructure (and vice versa).

6.1 Minor System Development

To create the minor system model, the primary data was imported from the storm sewer database provided by the Town, which contain mapping of every manhole, catch basin and storm sewer in the Town limits. To create the PCSWMM model, attributes in the imported shapefiles must contain:

- **Manhole:** Name (ID), Invert Elevation and Depth;
- **Sewer:** Name (ID), Inlet Node (Upstream Manhole), Outlet Node (Downstream Manhole), Inlet Elevation (Upstream invert), Outlet Elevation (Downstream invert), Shape (CIRCULAR,

RECT_CLOSED, ARCH, HORIZ_ELLIPSE, VERT_ELLIPSE, etc.), Geom1 (depth, or diameter), Geom2 (width);

- **Catch basin:** Catch basin Type - single catch basin (CB), double catch basin (DCB), triple catch basin (TCB), ditch inlet catch basin (DICB), catch basin manhole (CBMH), rear lot catch basin (RLCB).

Catch basins which serve as a primary junction for the storm sewer network (connector on the trunk sewer), were added to the manhole layer. Rating curves were developed based on the type of catch basin. Each node in the model has the rating curve adjusted to represent the number of inlets within each created catchment. The shapefiles for the various data layers for pipes and manholes provided by the Town were updated using survey data collected as part of this study, detailed in **Appendix 4**. The total number of minor system items adopted in the PCSWMM model are summarized in **Table 6-1**.

Table 6-1 Summary of Minor System Items

Item	Total
Manholes	1620
Sewers	1588
Catch basins	3460

6.2 Major System Development

The major system conduits were created by the “Dual Drainage Creator” in PCSWMM. This simulates all street flow as parallel to the minor system. For areas where there were no storm sewer networks, the major system was created manually. Prior to use of the dual drainage creator tool, the road transacts had to be created using the DEM to estimate the right of way (20m or 26m ROW). All road transacts were assumed to have a maximum depth in the ROW (curb height and boulevard) of 0.3 meters and a cross-slope of 0.005 meters/meter.

Figure 6-2 shows a typical ROW coded into PCSWMM to represent the overland flow channel feature.

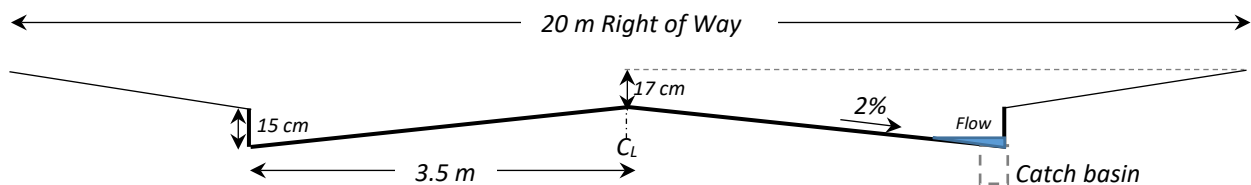


Figure 6-2 Typical Road Section

For the dynamic wave routing method, the Outlet (Major to Minor) has to be selected in the software. This routing method will simulate the major system outletting to the minor system during modelled events, and can take into account: channel storage, pressurized flow, backwater, surcharging, reverse flow and surface ponding conditions required to simulate conditions. This routing method will enable the user to evaluate the performance of the Town's major and minor systems under various design storms and what-if scenarios such as, lake levels, ice jams and snow melt.

6.2.1 Catchment Delineation

To import catchments into PCSWMM, they were first delineated in ArcGIS augmented with the proposed drainage plans from stormwater management (SWM) Reports, detailed in **Appendix 6**. For areas where SWM reports were not available, primarily older sections of the Town, historical catchment mapping, such as the one completed by Ainley in 1972, was used as a starting point to rediscritize the catchments. Then, the catchments were updated using the Town-wide DEM created from the collected LiDAR data. The urban catchments are then set at an approximate scale of one block by one block. The outlet of the catchments was set using "SET Outlet" in the Tools Menu in PCSWMM. The outlet should be set at the Major Node, a necessary modification from automatic settings. The rating curve of the outlets (major to minor) were calculated based on the catch basins in the contributing catchment. To complete this, the catch basin shapefile was clipped inside each catchment then the contributing catch basins within each catchment were compiled in a spreadsheet. The composite rating curve was derived in the spreadsheet based on the number of catch basins and imported into the PCSWMM model for each node.

6.2.2 Stormwater Management Ponds

Since the last comprehensive hydrologic model representing the Town infrastructure, multiple subdivisions and associated SWM ponds have been constructed within the Town to provide stormwater protection to each subdivision. As each pond has its own drainage area, they must be added to the model to account for the storage they provide. A summary of the ponds added to the hydrologic model is included in **Appendix 7**.

To add SWM ponds to the model, its storage rating curve and outlet structure are required. The rating curve is set as depth-area relationship. Therefore, the pond area (or volume)-elevation data is needed either from the SWM report or CAD file. The Stage-Storage-Discharge curves for some of the ponds have been compiled in **Appendix 7**. For ponds without an available SWM report or CAD file, the area and depth were estimated from the Town-wide DEM.

6.3 Model Calibration

To calibrate the major-minor system model (1D PCSWMM), flow monitoring was originally undertaken at five (5) locations for six (6) months in 2019. Water level and velocity measurements were taken at every five-minute interval at each of these locations. Flow was then computed using the observed variables. The PCSWMM 1D model was also simulated for the same time period and the flows generated from the model were compared with the observed flow. Due to a lack of large events during the 2019 monitoring period, a second monitoring program was initiated during 2020 that resulted in several large storms being captured.

A detailed report on model calibration efforts to-date was prepared separately and is presented in **Appendix 8**. A brief summary of the report is as follows:

- There were no major rainfall events in 2019 (>30 mm volume) observed during the monitoring period, therefore the resulting recorded flows are very low with the maximum recorded flow being $\sim 0.6 \text{ m}^3/\text{s}$;
- Eight (8) rainfall events exceeded 20 mm in volume in 2020 with four (4) events exceeding 30 mm and one event in June representing a 10-year event at 62.2 mm;
- The timing of the peak flows was accurately simulated but the modelled peak flow magnitudes during rainfall events were larger than recorded for many events. It was more pronounced in the urban catchments that contained hybrid drainage infrastructure (partial curb with road side ditches);
- There is significant evidence from the monitored data that the runoff volumes in areas where there were ditch systems flows are getting captured in the groundwater table;
- Seven (7) model parameters affecting the peak flow that were calibrated in 2019 were adjusted further in 2020;
- The peak flows in the calibrated model are significantly reduced from those recorded in the original model simulation with default parameters; and,
- Since the PCSWMM model is to be used to simulate flood events where the soil moisture condition is to reflect AMCII conditions, there was no attempt to adjust parameters outside of normal ranges just to more accurately simulate flows during the extremely dry conditions present during the period that the flow monitors were installed.

Refer to **Appendix 8** for detailed calibration analysis and results.

6.4 2D PCSWMM Model Development

Once the 1D PCSWMM model had been calibrated, a 2D model was developed in PCSWMM using the calibrated parameters. A 1-D unsteady flood simulation is created for the stormwater drainage system, while a 2-D mesh is created for surface flows. The 2D PCSWMM model assists in delineating surface flows and identifying flood damage centers within the urban center of the Town during storm events. A 1-D/2-D model provides a better understanding of the performance of stormwater infrastructure during extreme events and also allows for a more accurate insight into the overland path of storm flows, the associated flooding and surface ponding.

6.4.1 Model Setup

The sewer system and catchments in the 2D PCSWMM model are the same as in the 1D model. The major to minor connections still use the rating-curves for the catch basins. As 2D meshes are introduced into the model, the major road conveyance systems previously created in the 1D model are removed from the 2D model. The 2-D layers include a 2-D mesh for the overland flow area, an obstruction layer, surface roughness, and slope. Since each of the subcatchments were created from the 1-D model, the roughness layer and slope layer had already been incorporated into the model. A building footprint shapefile was provided by the Town as an obstruction layer. As the layer was slightly out of date missing some of the newest developments, it was updated manually in ArcMap, then imported into PCSWMM.

6.4.2 Mesh Size Selection

Considering the balance between the required model accuracy and a reasonable computational time, two (2) different mesh sizes were used in the 2D PCSWMM model. The areas around the road (20 m on either side of the sewer lines) are simulated using a 3 m resolution mesh, while a coarser mesh of 15 m being used for all other areas. This provides a high level of model accuracy for the area surrounding stormwater infrastructure as a primary area of focus for potential flooding, while maintaining the balance between accuracy and computational feasibility for the model run. A typical meshing arrangement is presented in **Figure 6-3**.



Figure 6-3 PCSWMM 2D Model Mesh Size

6.4.3 Study Area Zone Selection

The PCSWMM 2D model is specifically applied to the Collingwood Town urban area. Due to the finer mesh size required to accurately represent surface flows, the total number of nodes in the 2D PCSWMM model exceeded 100,000. Exceeding this number of nodes causes a significant increase in model computation time (30+ hours). Therefore, to develop a model that is represented by an appropriate number of nodes and a reasonable simulation time, the study area was divided into four (4) zones. Each of these four (4) zones were modelled separately. The four (4) zones represented in the 2D model simulation are:

- Oak Street drainage area;
- Minnesota Street drainage area;
- Area-III (West area); and
- Area-VII (East area).

Figure 6-4 shows the four (4) zones being represented. The model for each of these zones were simulated separately and the results were later compiled into a single map in ArcGIS. The model runs were made, most of the time, simultaneously, thus saving considerable computational time.

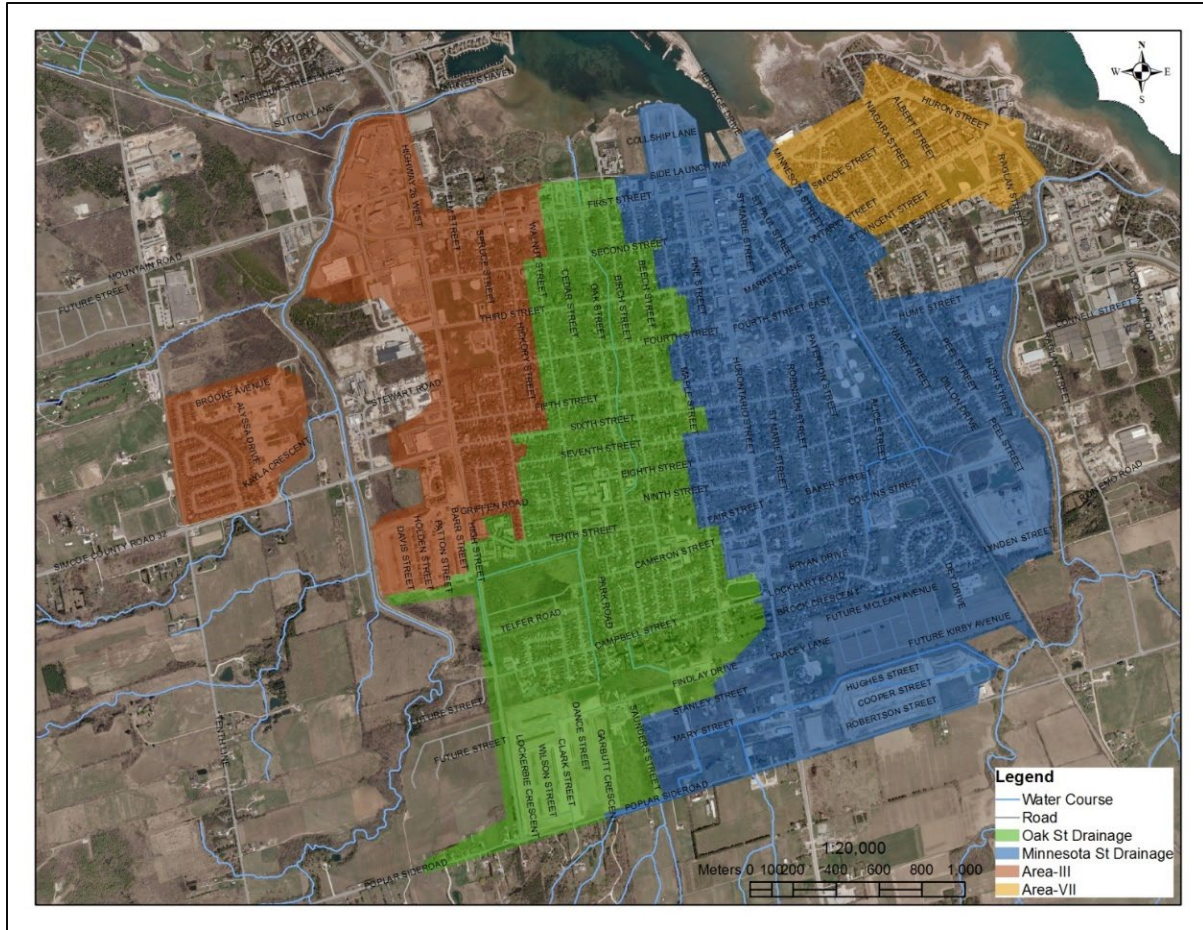


Figure 6-4 2D PCSWMM Model Zones

6.4.4 LiDAR Data Modification

The sewer outlets discharging into the various streams are directly connected to the Nodes in the 2D PCSWMM model. The elevations of most of these outlets from the Town-wide LiDAR derived DEM, were found to be higher than the actual outlet elevation based on the sewer data, resulting in perched outlets in the model. Also, some elevations points on the stream layer were also found to be higher than both upstream and downstream elevations. This phenomenon was likely affected by the local vegetation. Therefore, the LiDAR DEM was required to be modified at stream locations. The 2D nodes and mesh elevations were updated based on maintaining a continuous gradient linked by the structures (upstream to downstream elevations). **Figure 6-5** presents an example of a mesh elevation modification at one of the locations.

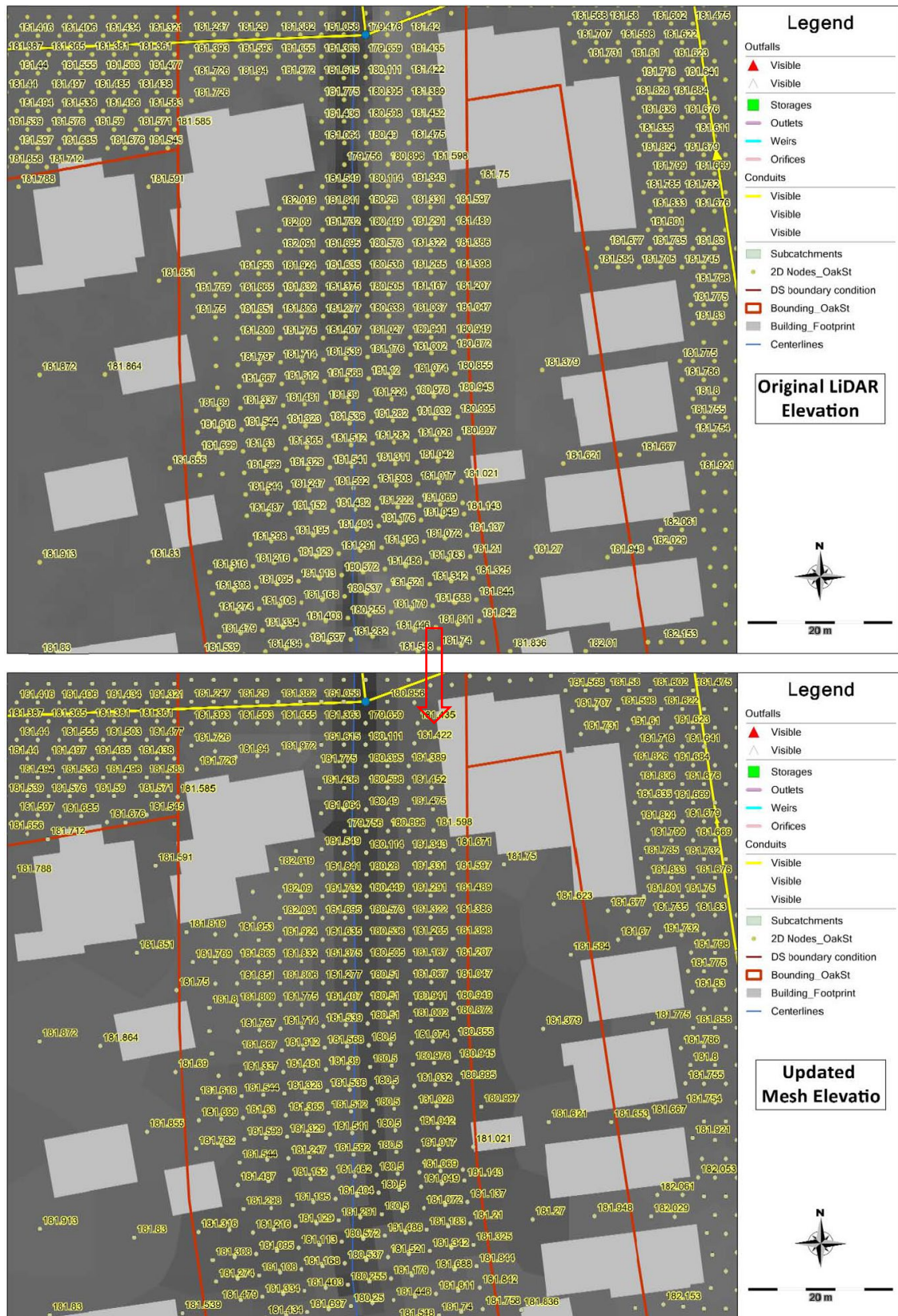


Figure 6-5 LiDAR Data Modification

7 Model Results

The results of the model analyses completed in both the HEC-RAS and PCSWMM models are presented in this section of the Report. The models have been provided to the Town as a separate deliverable. Detailed mapping of the results for the hydraulic, PCSWMM 1D and PCSWMM 2D models is presented in **Appendices 9-11**, respectively.

7.1 HEC-RAS Model Results

7.1.1 Pretty River

The model results for the Pretty River watershed are presented in the standalone report included as **Appendix 2**.

7.1.2 Black Ash Creek

As the Black Ash Creek drainage system has been designed as a flood control system, no spills were expected during any of the tested design storms up to and including the Timmins storm. This was confirmed upon running the final hydraulic model. A reduced rendering of the full-scale flood mapping that has been prepared from the HEC-RAS simulation is presented in **Figure 7-1**.



Figure 7-1 Black Ask Creek Flood Mapping

Potential minor flooding was determined at two (2) of the cross sections, 206, and 211.5, along a Black Ash Creek Tributary. The HEC-RAS modeled cross-sections (c.s.) at each of these locations are presented in **Figure 7-2**, and **Figure 7-3**, respectively.

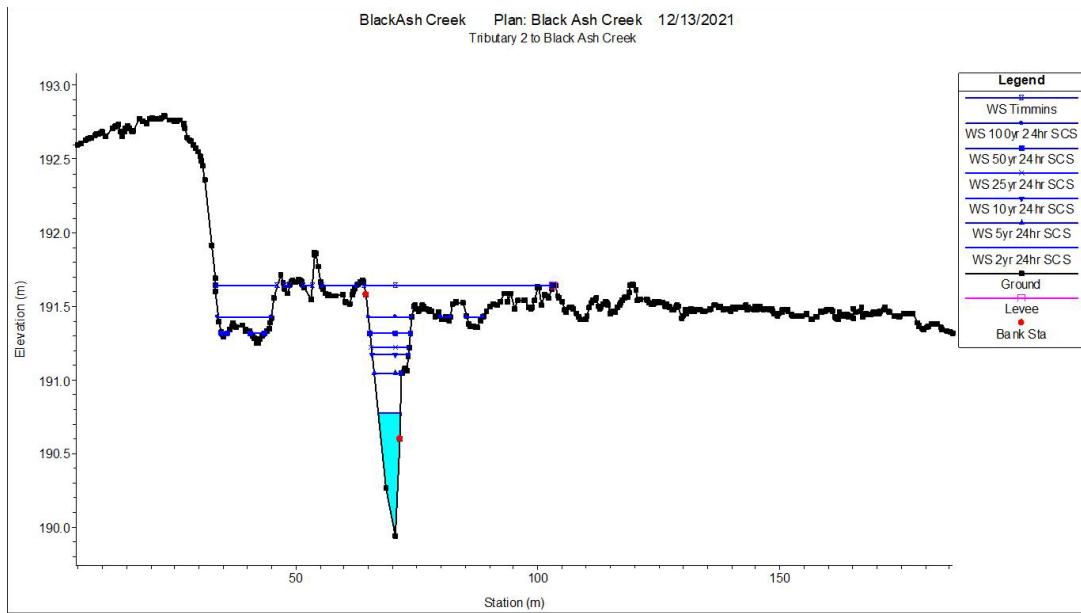


Figure 7-2 HEC-RAS Section 206

At cross-section 206 the Black Ash Creek Tributary flows through a very narrow main channel section and minor overtopping was observed on the right bank. At cross-section 211.5, overtopping was observed on the right and left banks, as the Tributary flows through a very narrow main channel section. The spill from the right bank of cross-section 211.5 is conveyed east by a swale along Sixth Street to Black Ash Creek. The resulting flow from the spill overtops the right bank of the swale (cross-section 1000), as shown in Figure 7-4.

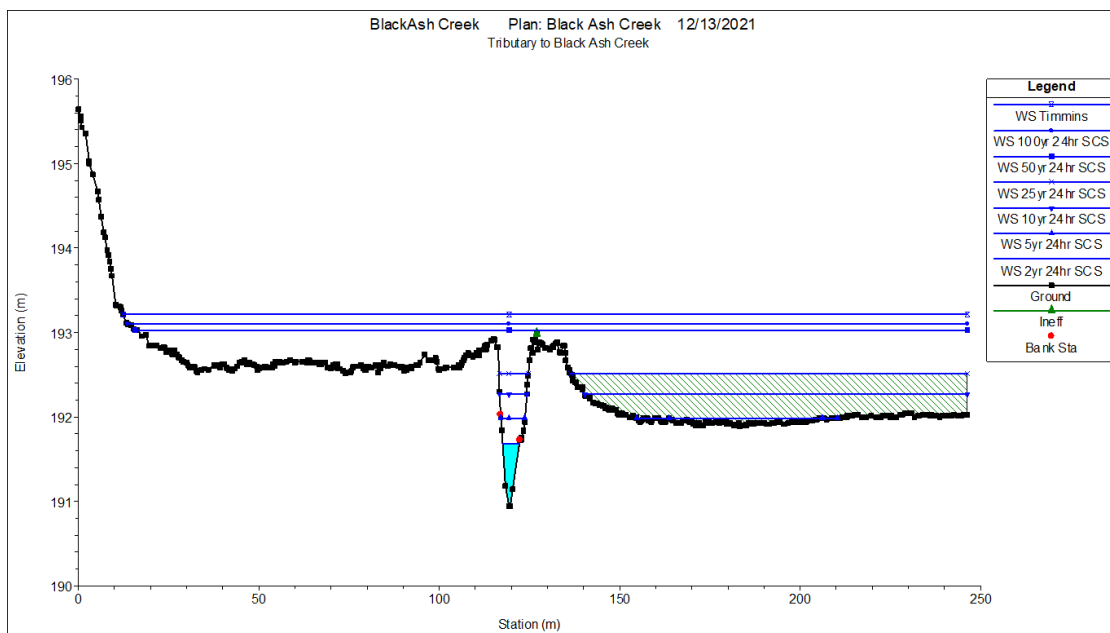


Figure 7-3 HEC-RAS Section 211.5

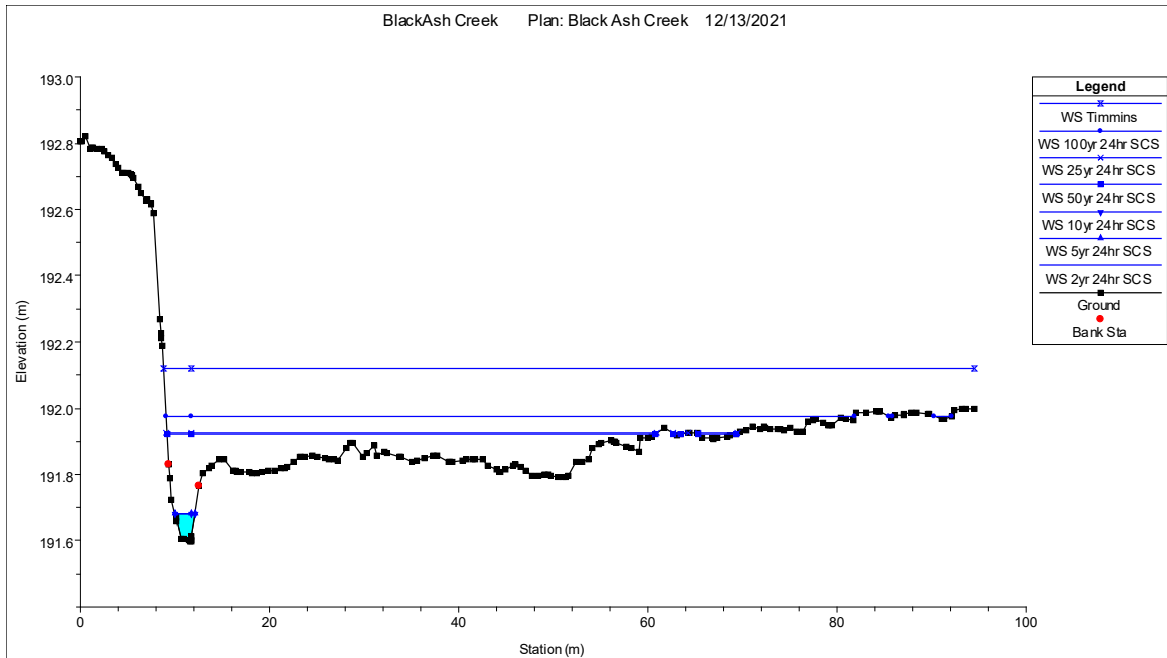


Figure 7-4 HEC-RAS Section 1000

The cross-section 211.5 is located just upstream of the Black Ask Creek Tributary 2 crossing at Sixth Street while cross-section 206 is located approximately 140m downstream of the Tributary 2 Sixth Street crossing.

7.1.3 Silver Creek and Townline Creek

HEC-RAS simulations were carried out for both Silver Creek and Townline Creek for different design storms. A reduced rendering of the full-scale flood mapping for the 1 in 100-year return period and the Timmins storm floods is presented in **Figure 7-5**.

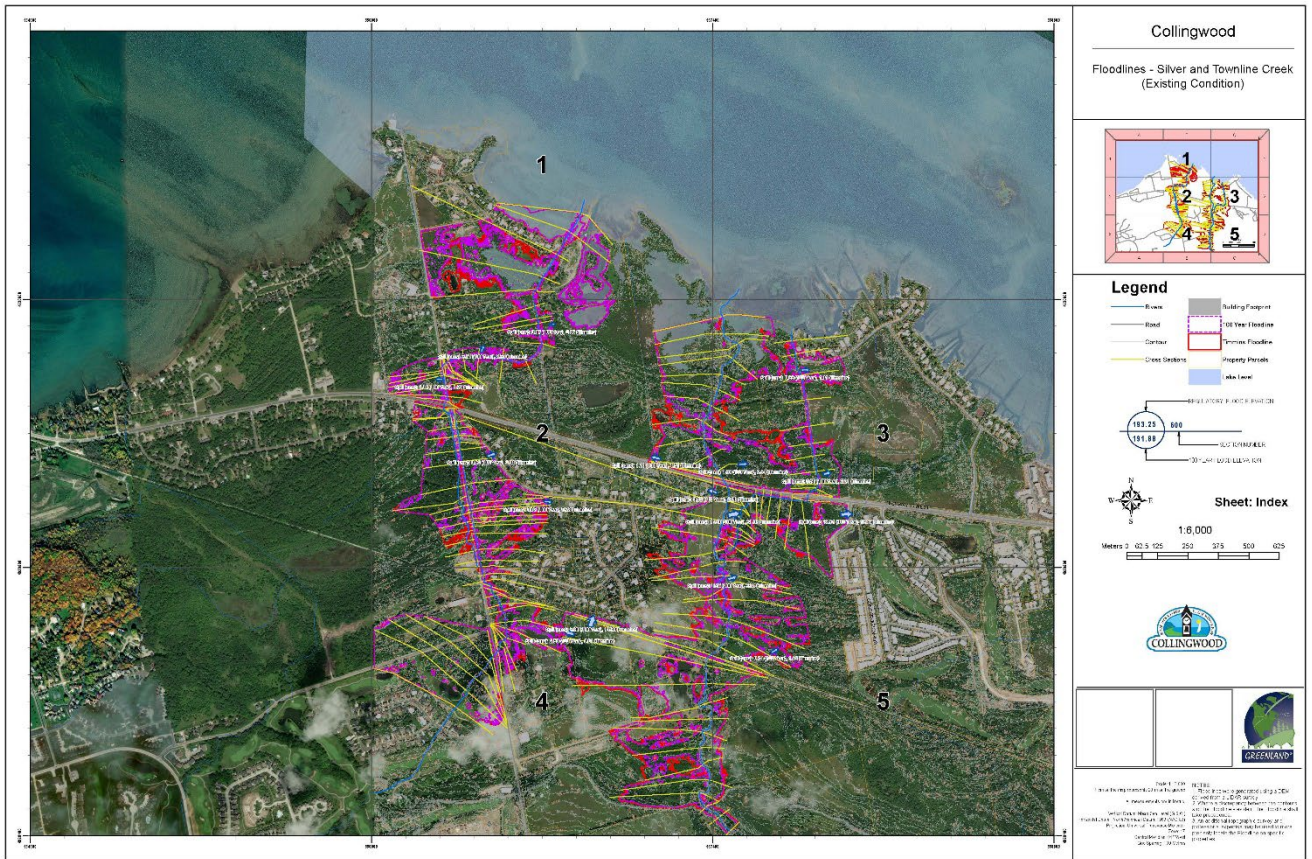


Figure 7-5 Silver Creek and Townline Creek Flood Mapping

There are eight (8) significant spills on Silver Creek and five (5) potential spills on Townline Creek. There are two (2) additional spills that are indirectly caused in the minor creeks in the Resort Areas as a result of the Silver Creek spills. The extent of the spill flows has been determined by introducing lateral weirs into the hydraulic models to match the ground surface in the locations where the spills can potentially occur. A summary of these spills is presented in **Table 7-1**.

Table 7-1 Silver Creek and Townline Creek Spills

Lateral Structure	Spill (m ³ /s)	
	1-100 year	Timmins
Silver Cr		
1936	2.50	3.81
1840.8	6.90	14.80
1730	0.74	1.43
1655	0.48	2.58
1268.5	15.4	21.06
1102	3.58	9.28
826	1.51	1.18
930	1.38	2.44
Townline Cr		
1740	0.03	0.23
1630	0.63	3.91
1208	1.18	1.26
1066	2.61	3.30
669	0.17	0.65

There are two (2) main areas that are impacted by spills from both creeks. These areas include Silver Creek Drive and the ditch between Silver Creek Drive and Highway 26. Another area is the south side of the Georgian Trail in the vicinity of Craigleith Court. The spill areas are discussed in the following subsections.

7.1.3.1 Silver Creek

There is a potential of eight (8) spill locations on Silver Creek. The significant spill locations are upstream of the Georgian Trail and both upstream and downstream of Highway 26, as shown in **Figure 7-6**.

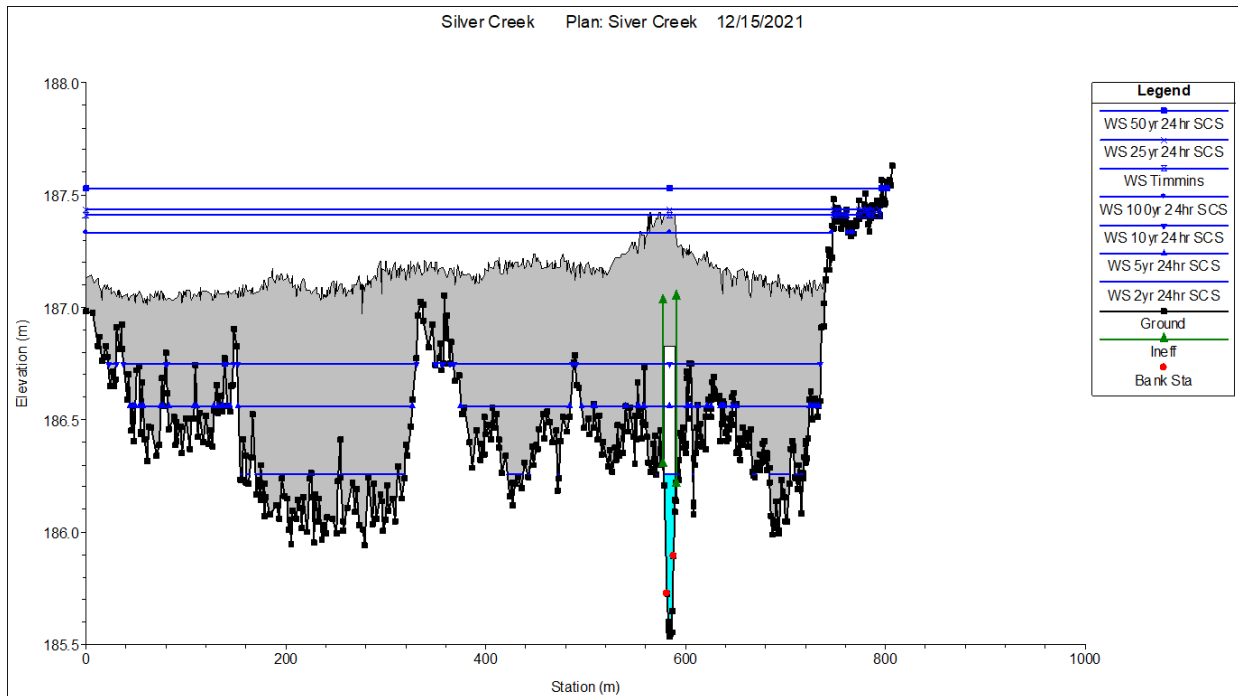


Figure 7-7 HEC-RAS Section 1833

Between cross-section 1767.4 and cross-section 1636.9, there is a small spill to the east. The lateral weir 1730 represents this spill. The modelled profile for this cross-section 1767.4 is shown in **Figure 7-7**.

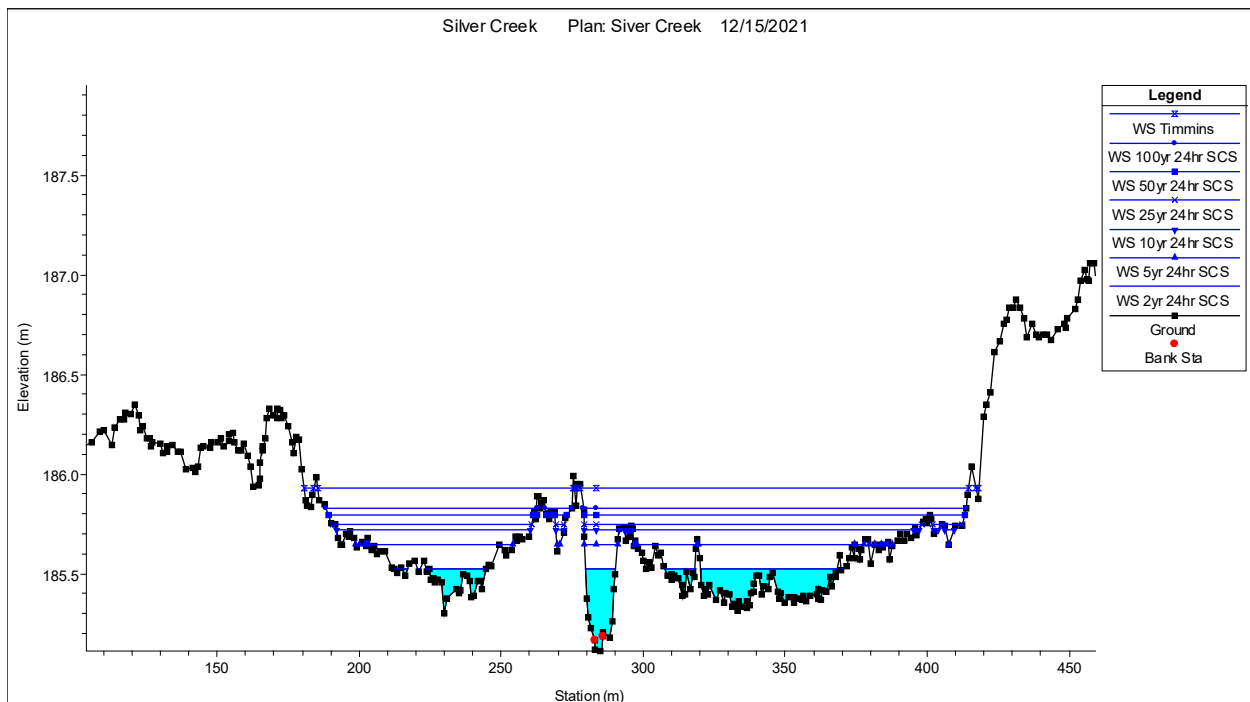


Figure 7-8 HEC-RAS Section 1767.4

A second small spill to the east will occur between cross-section 1415.5 and 1316.9, represented by the lateral weir labelled 1655. The modelled profile for this cross-section 1415.5 is shown in **Figure 7-9**.

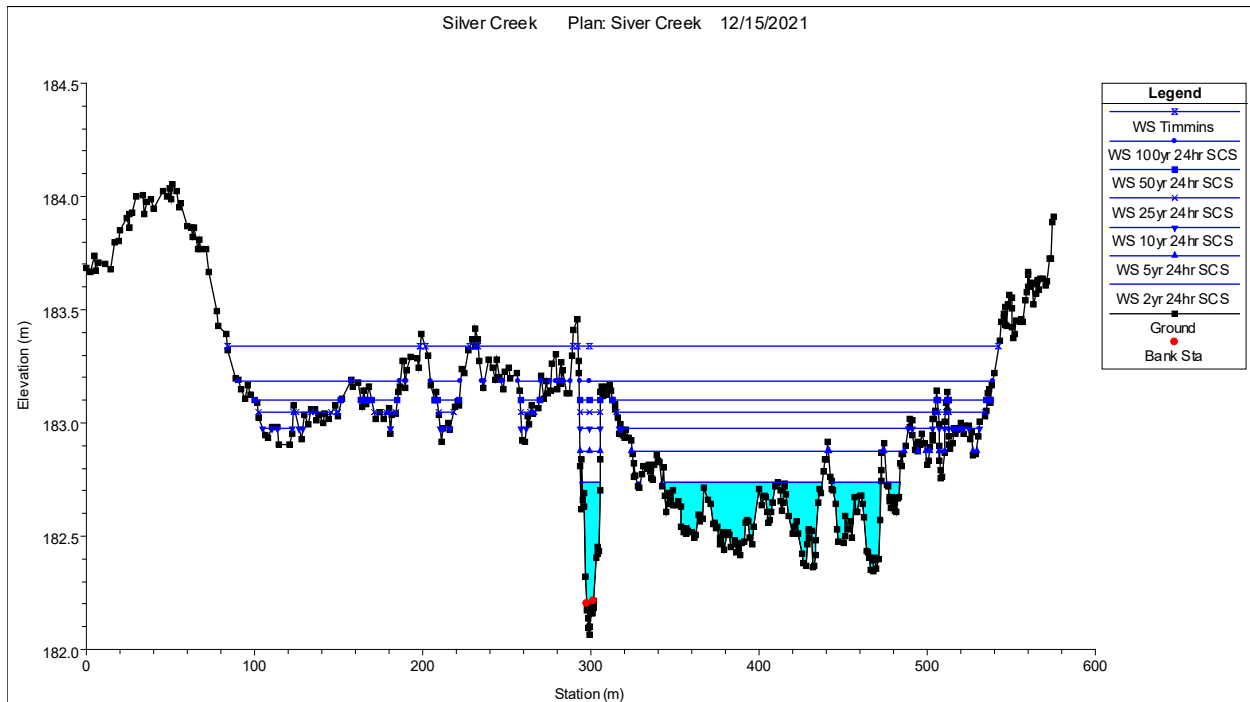


Figure 7-9 HEC-RAS Section 1415.5

Between cross-section 1316.9 and cross-section 969.4, the flows from Silver Creek will spill to the east into the Cranberry Creek watershed. The lateral weir labelled 1268.5 represents this spill. The modelled profile for this cross-section 1316.9 is shown in **Figure 7-10**.

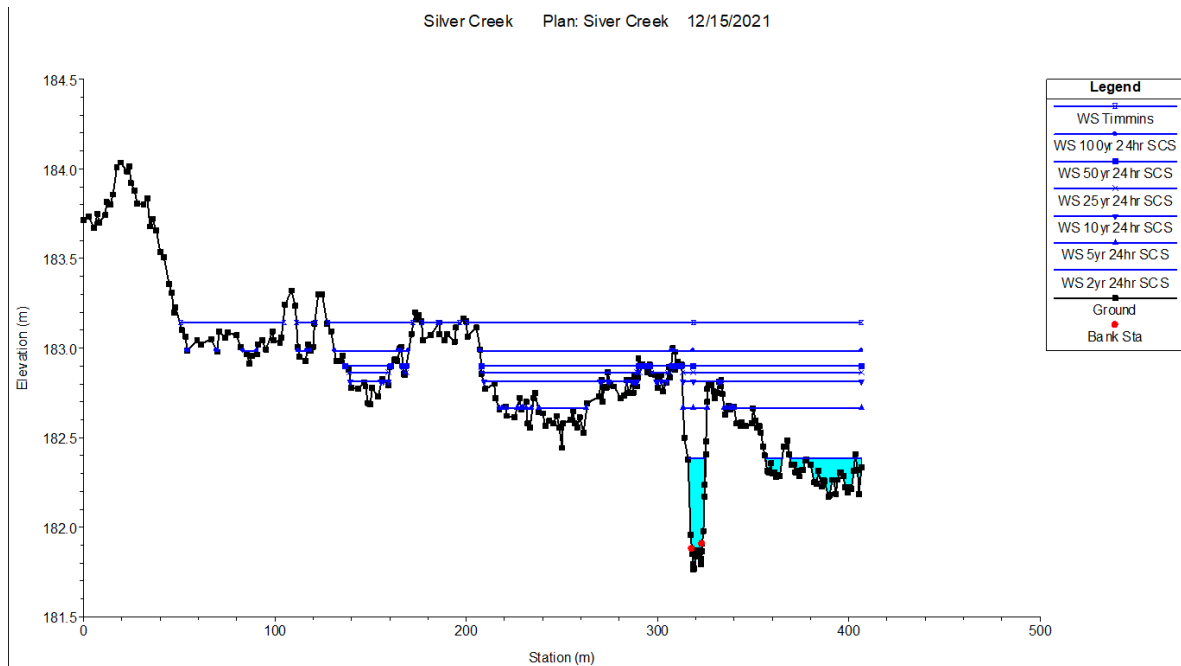


Figure 7-10 HEC-RAS Section 1316.9

Cross-section 949 is located immediately upstream of the Highway 26 crossing on Silver Creek. Here there are spills to both the east and west. **Figure 7-11** shows cross-section 949. Flows would spill to the east first (lateral weir 1268.5) and eventually overtop Silver Creek Drive to the west (lateral weir 1102). The spill to the east has been modelled with cross sections to track the path of the spill flow under Silver Glen Boulevard (lateral weir 732) and following this spill in Cranberry Creek to the outlet at Georgian Bay. This is discussed further in **Section 7.1.4**.

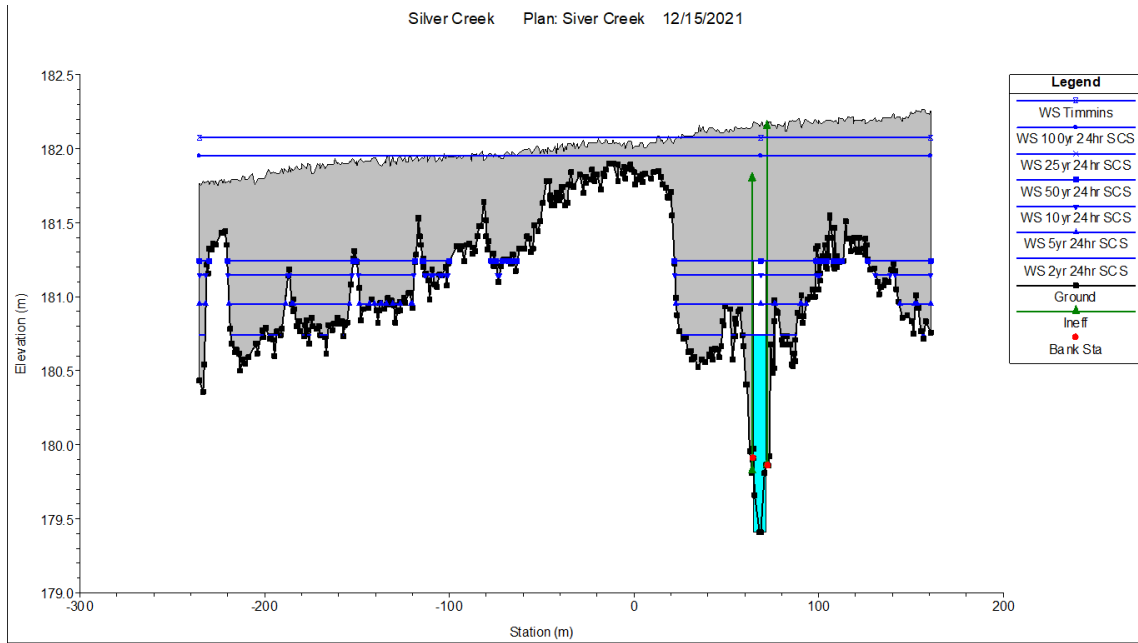


Figure 7-11 HEC-RAS Section 949

The last two (2) spills are on the downstream side of Highway 26. Lateral structure 930 and 826 represent the spills to the east and west respectively. **Figure 7-12** shows cross-section 889.2 which gives a representation of the potential spill in either direction. The spill to the east will go to Cranberry Creek. The spill to the west goes to a very small unnamed watercourse. This unnamed watercourse drains a portion of the spill between Silver Creek Drive and Highway 26 as well.

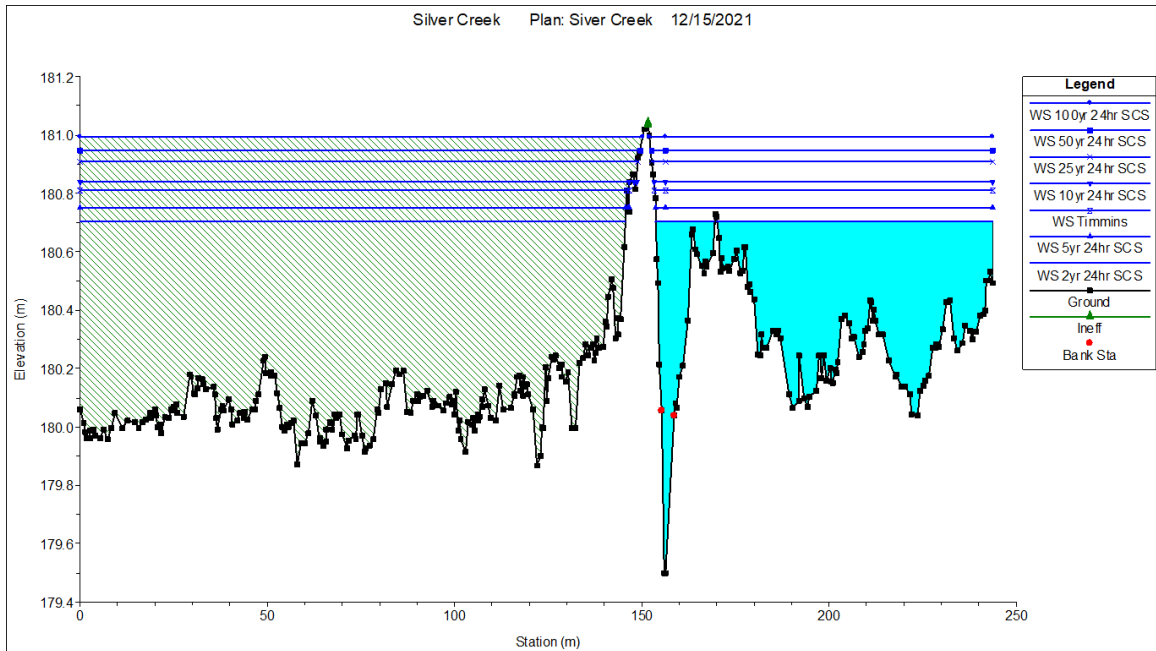


Figure 7-12 HEC-RAS Section 889.2

7.1.3.2 Townline Creek

There are five (5) main spill areas on Townline Creek. **Figure 7-13** shows the locations of these spills. Two (2) are minor in nature. The other three (3) include a spill across Silver Creek Drive through the existing development to the ditch system along the south side of Highway 26 and two (2) spills between Highway 26 and the Georgian Bay.

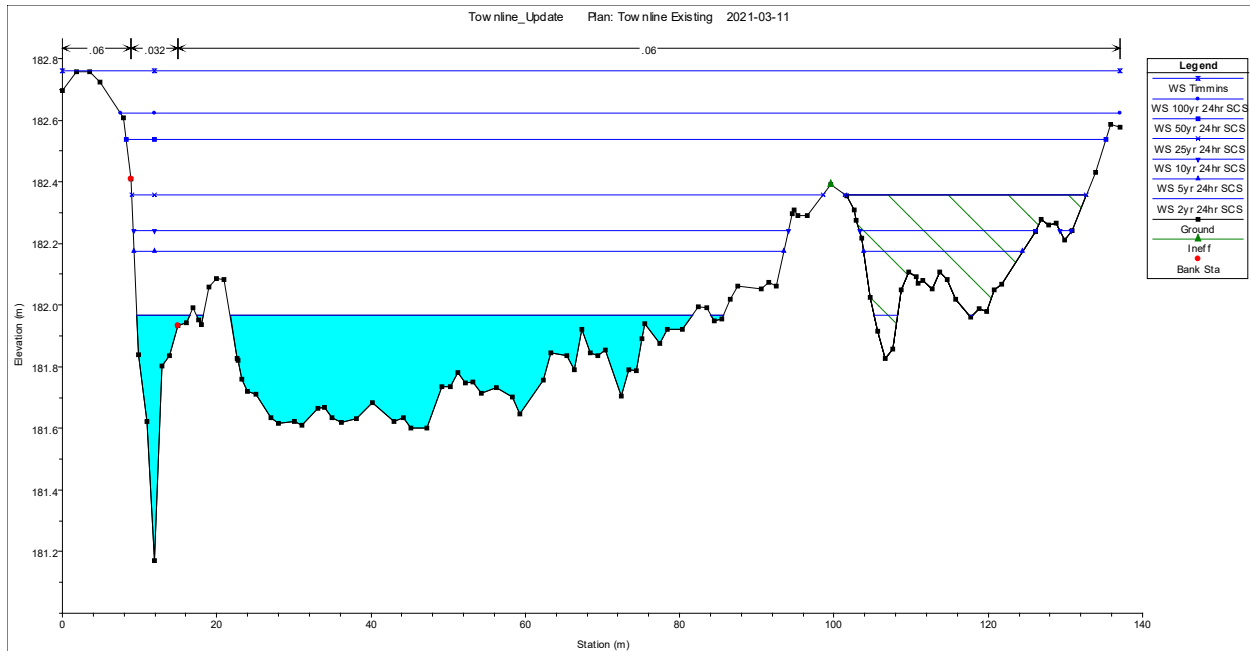


Figure 7-14 HEC-RAS Section 1547.9 Townline Creek

Downstream of Highway 26, Townline Creek is on the west side of Grey Road 21 (Long Point Road). There is a spill to the west that is described by lateral structure 1208 which includes cross-section 1197.8 to cross-section 1122.8. Long Point Road is described at approximately station 230 to 240 in **Figure 7-15** which represents cross-section 1155.9.

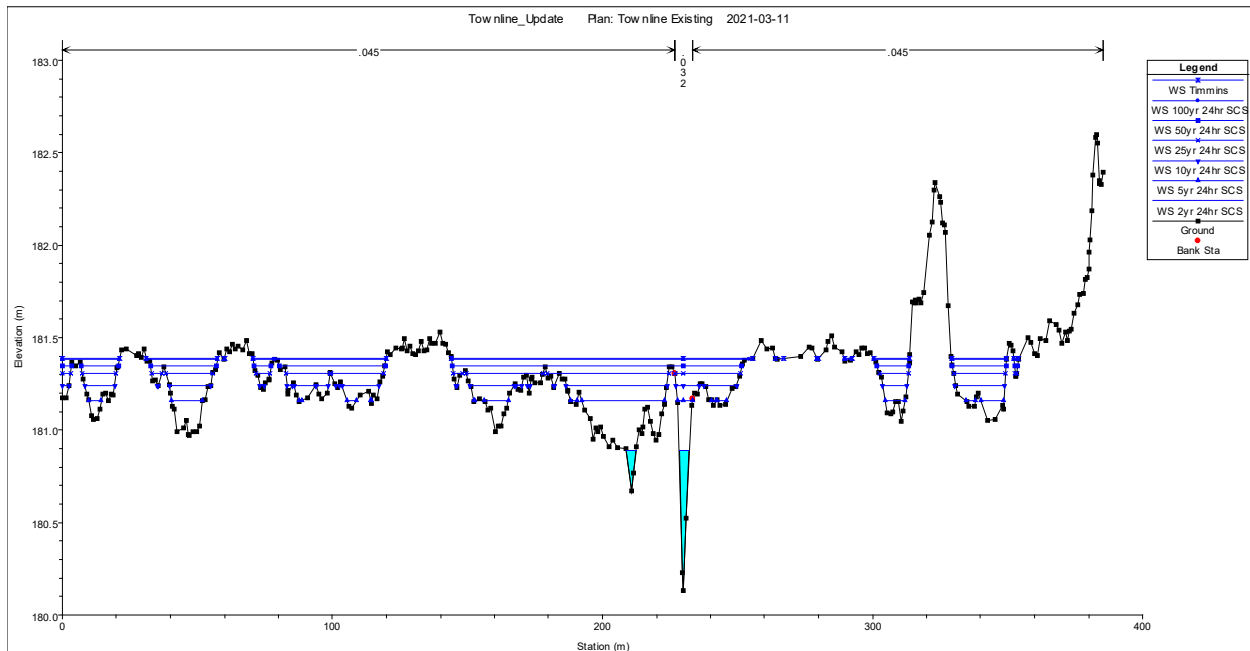


Figure 7-15 HEC-RAS Section 1155.9

The last major spill on Townline Creek is described by lateral structure 1073 representing cross-section 1083 to cross-section 855.2. **Figure 7-16** shows cross-section 949.7 where the spill is directed to the Georgian Bay.

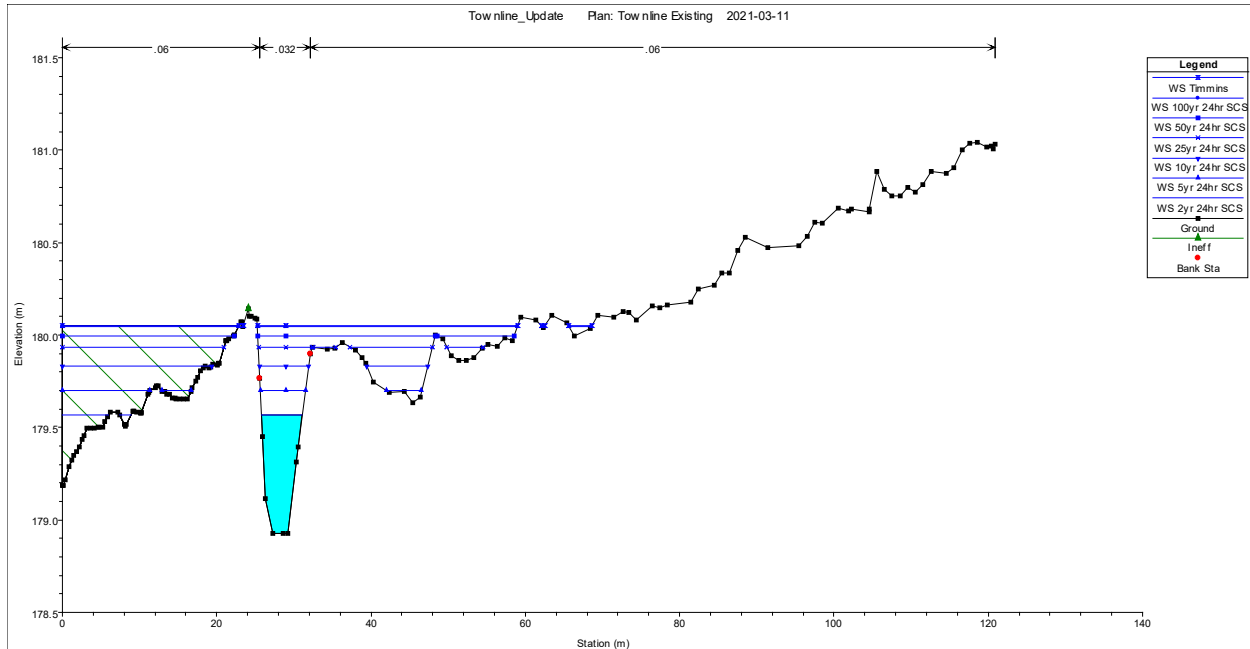


Figure 7-16 HEC-RAS Section 949.7

7.1.4 Resort Areas Spills

The small watercourses that pass through the resort areas are impacted by spills from both Townline Creek and Silver Creek. **Figure 7-17** shows the spill locations and the overall amount of flow that passes to the various small watercourses. These small watercourses have small drainage areas. The predominant flow during severe events will be as a result of the spills from Silver Creek. The major spill from Silver Creek (represented by lateral weir 1268.5) splits between flowing to an unnamed watercourse under Highway 26 and flowing underneath Silver Glen Boulevard to the east, where it will eventually flow under Highway 26 to outlet at Georgian Bay. The flow under Silver Glen Boulevard has been observed to overtop Cranberry Trail West into the adjacent golf course during large rain events.



Figure 7-17 Spill Locations in Resort Areas

7.1.5 Batteaux River

Large spills were anticipated for the Batteaux River downstream of Highway 26. One of the primary goals for this hydraulic model was to determine potential points with safe access for residents in the case of a flood event. It was anticipated that some roads would be inundated during the severe storm events.

Figure 7-18 presents a reduced rendering of the flood mapping for the Batteaux River.

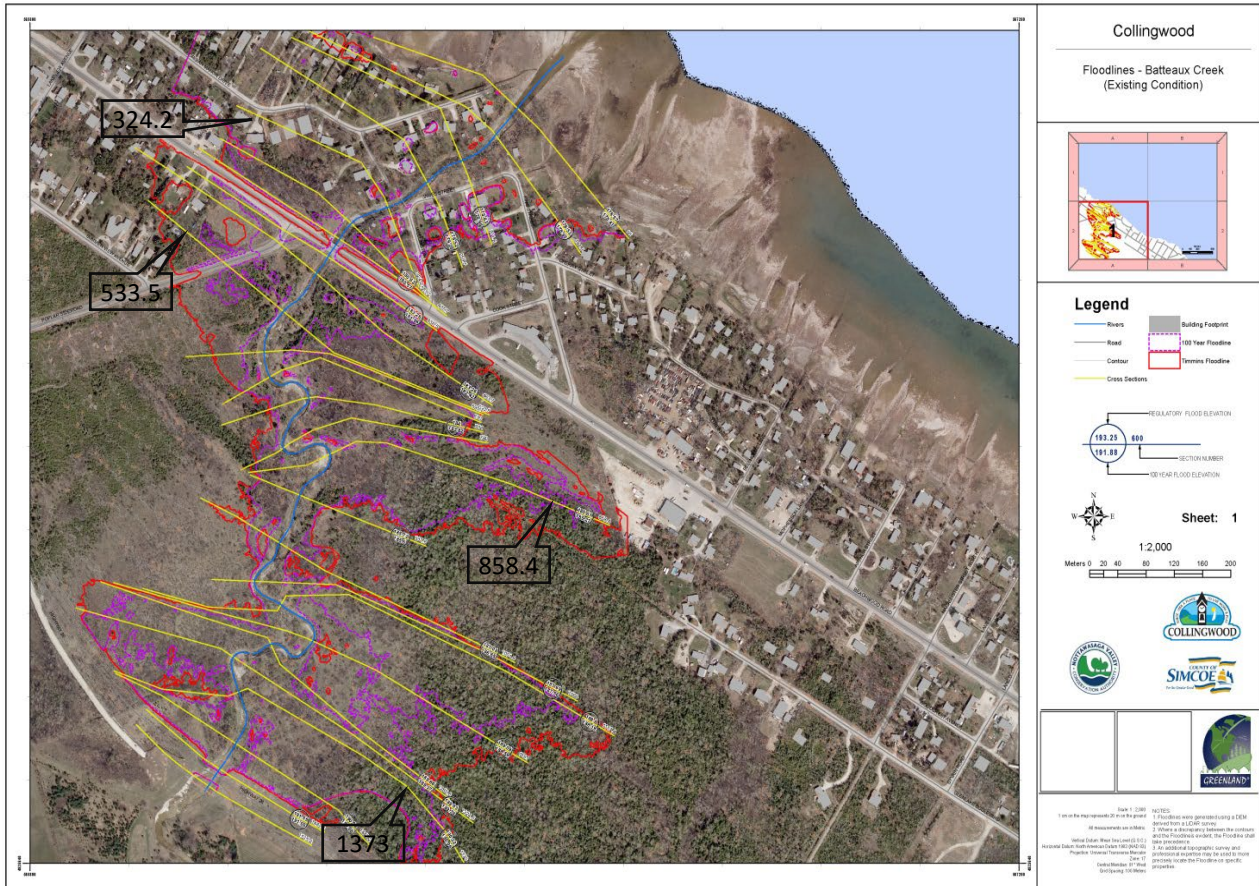


Figure 7-18 Batteaux Creek Flood Mapping

Based on the flood mapping exercise, four (4) key flooding areas are identified. These are at cross sections 1373, 858.4, 533.5 and 324.2 in the HEC-RAS model. Cross-section 1373 is located 118m downstream of the Highway 26 Batteaux Creek crossing, cross-section 858.4 is located between the Highway 26 and Beachwood Road crossings, approximately 430m upstream of the Beachwood Road crossing and cross-section 533.5 is also located between the two (2) bridge crossings, approximately 104m upstream of the Beachwood Road crossing.

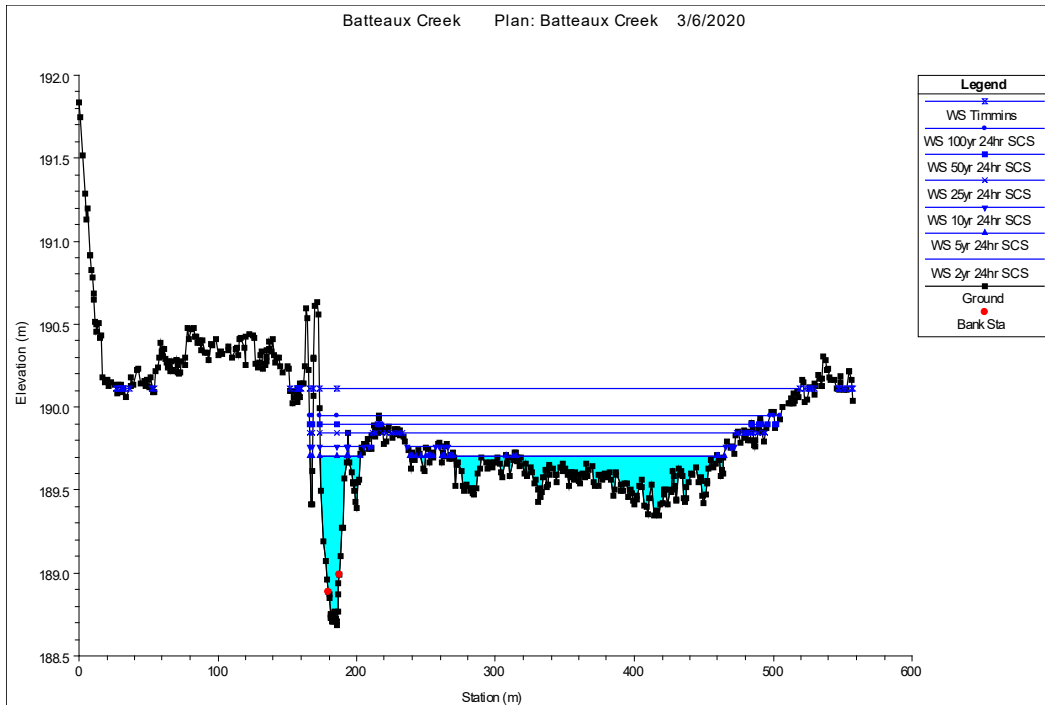


Figure 7-19 HEC-RAS Section 1373

The spill area described at cross-section 1373 in **Figure 7-19** shows that this area is flood prone for up to 300 metres to the east of the creek.

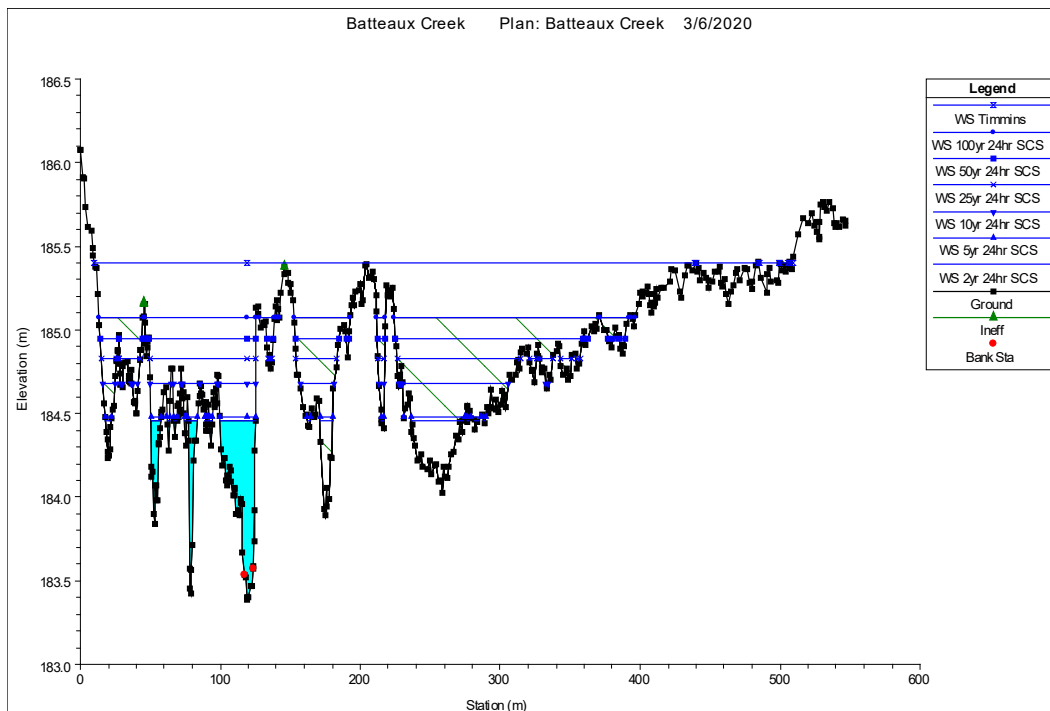


Figure 7-20 HEC-RAS Section 858.4

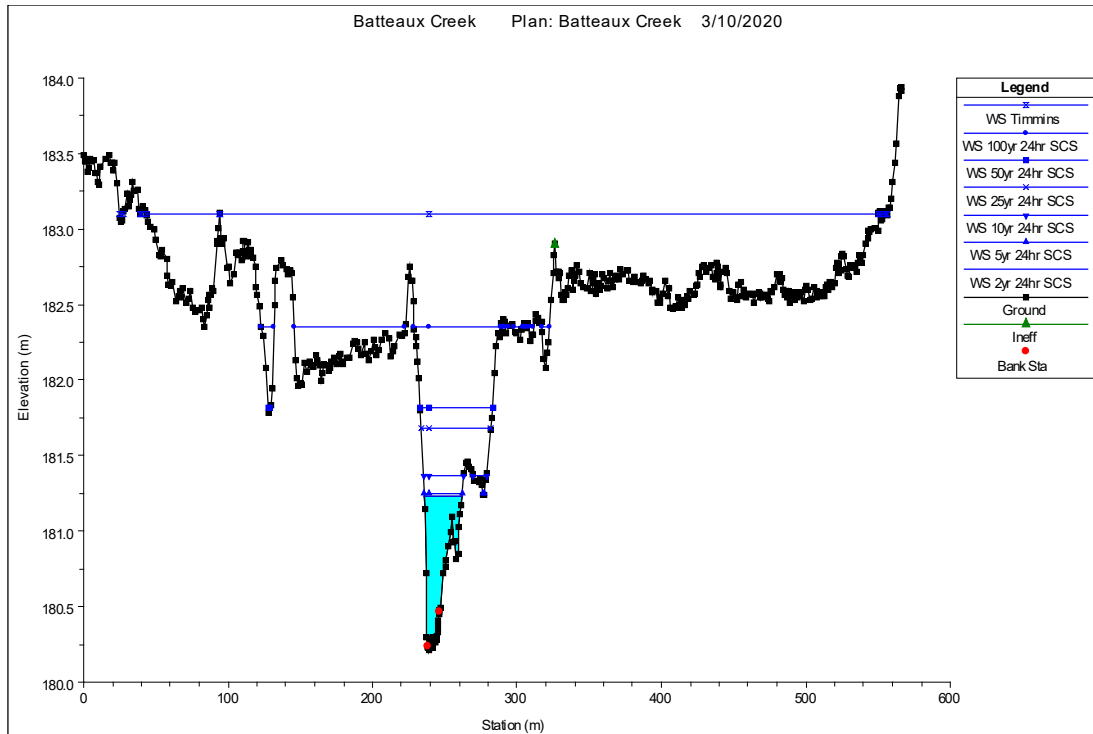


Figure 7-21 HEC-RAS Section 533.5

Flooding in all three (3) of these locations do not directly impact inhabited areas. The critical flood area represented at cross-section 324.2 is located approximately 93m downstream of the Batteaux Creek crossing on Beachwood Road, and just upstream of a pedestrian crossing of the creek. This area would be a focus for flood protection measures from the expected flood damages.

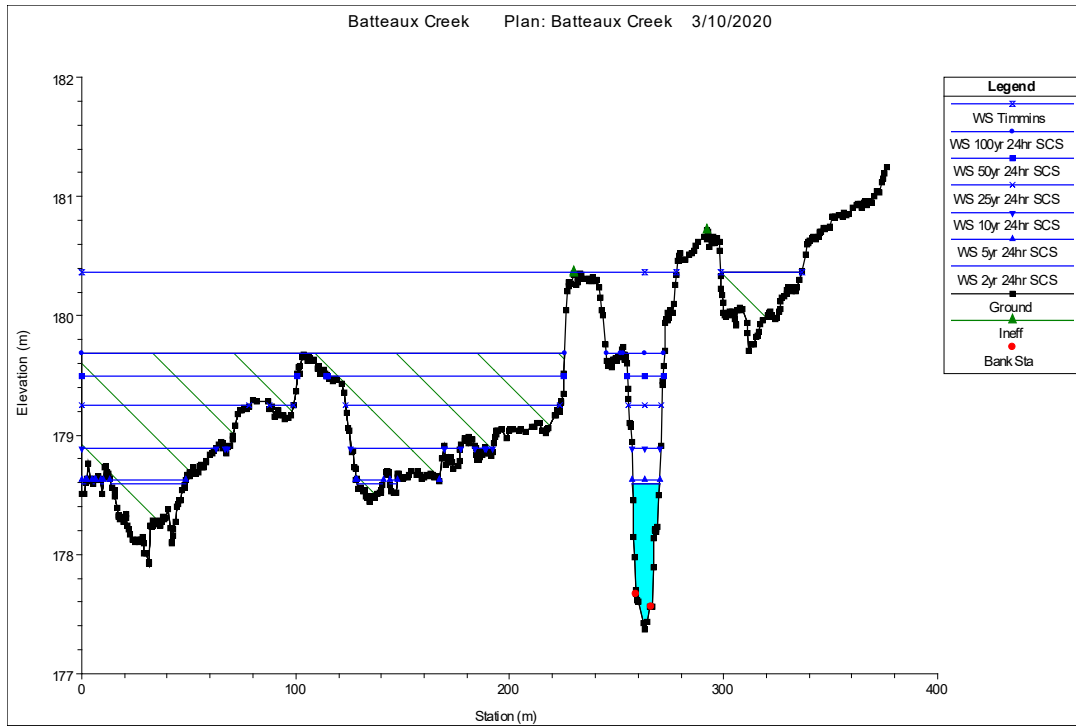


Figure 7-22 HEC-RAS Section 324.2

7.2 PC-SWMM 1D Model Results – Urban Town Centre

First, the PC-SWMM 1D model was simulated for a series of 24-hr design storms. The model was simulated for a minimum period of 48 hours for each of the return period scenarios. The key results of interest from these simulations were the node surcharge and node flooding. Flooding occurs when the water depth at a node exceeds the maximum available depth, and the excess flow is either lost from the system or can pond atop the node and re-enter the drainage system. **Figure 7-23** presents a typical schematic of node surcharging and flooding conditions as considered in PCSWMM.

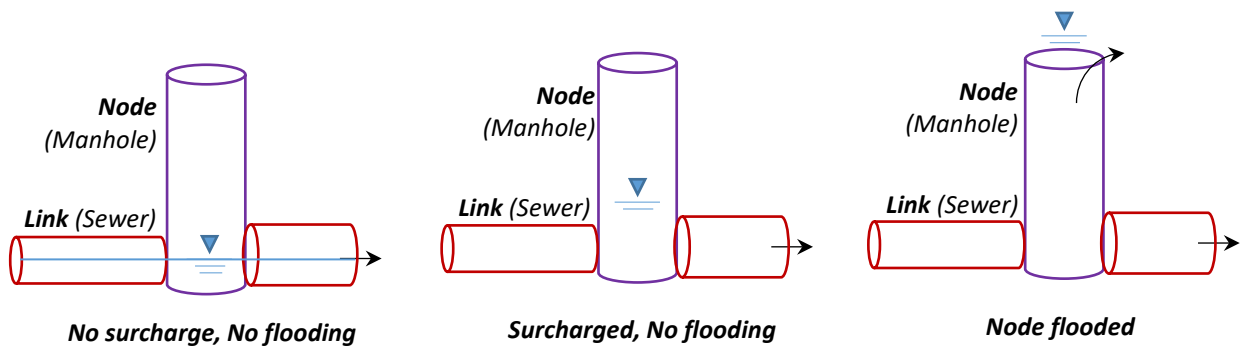


Figure 7-23 Node Surcharging and Flooding

Figure 7-24 shows the change in the percentage of nodes surcharged during each of the simulations. As expected, the number of nodes surcharged increases with the increasing return period. Out of all the surcharged nodes, some of the nodes may be flooded, which are analyzed separately.

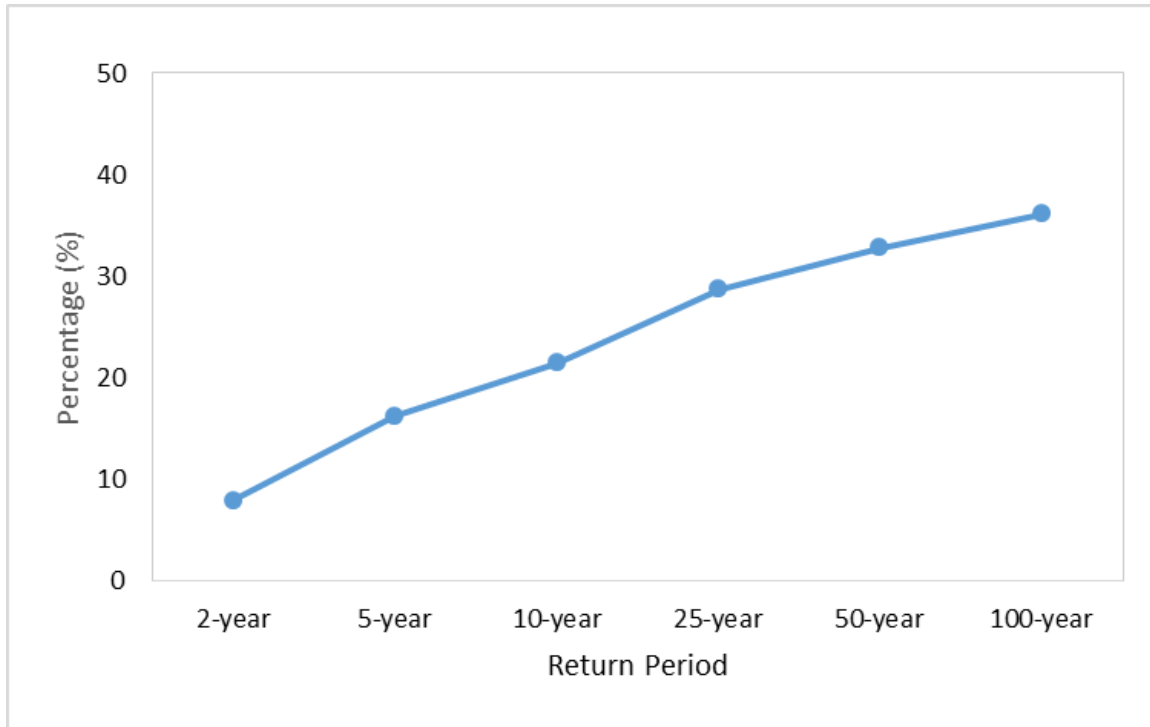


Figure 7-24 Percentage of Nodes Surcharged, Urban Town Centre

Nodes that experience surcharging give an indication of the performance of the basic drainage infrastructure. Nodes that experience flooding at the surface provide an indication of the resiliency of the drainage system for both the residents and emergency response. The PCSWMM simulation results were analyzed for different depths of flooding for each return period. The flood maps indicating the nodes flooding in the study area are presented in **Appendix 10**.

Figure 7-25 presents the overall summary of node flooding in the entire study area. The summary presents the percentage of total nodes that experience potential flooding and the nodes having ponding depths greater than 5cm, 15cm and 25cm.

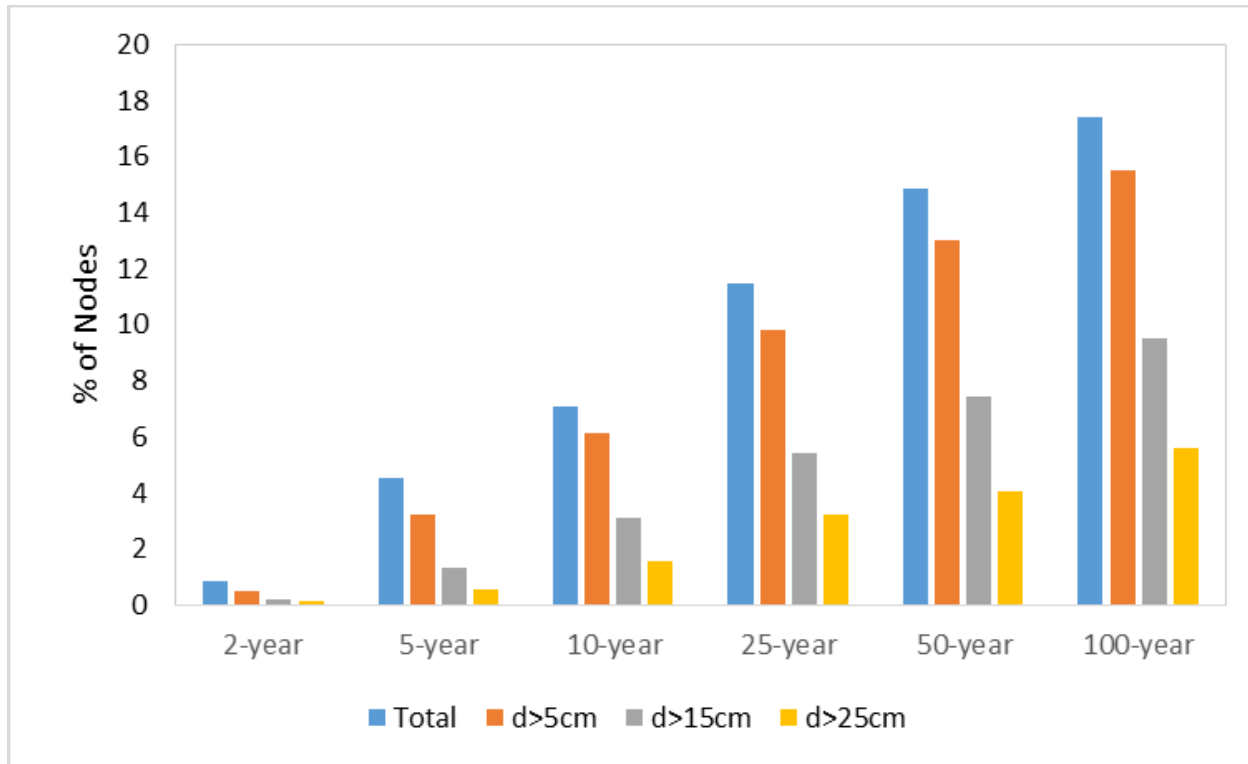


Figure 7-25 Percentage of Nodes Experiencing Flooding, Urban Town Centre

For a 2-year return period storm about 3% of nodes are flooded with the majority of the flooding under 5 cm in depth. The total number of nodes experiencing flooding increases to 24% for a 100-year storm. For a 1 in 100-year storm, although 24% of nodes are flooded, only 7% of nodes have a flood depth greater than 25cm, which is critical for movement of emergency vehicle. Similar interpretation can be made for other return periods.

For the entire urban town study area, the median depth and 90 percentile depth of flooding is presented in **Figure 7-26** for various return periods. For a 2-year return period storm, the median depth (among all the nodes) is 0.1 cm while that for 100-year storm is 13 cm. Also, 90% of nodes have water depth less than 15cm and 38cm for 2-year and 100-year return periods, respectively. This implies that for the extreme storm event, say 100-year return period, only 10% of the nodes will have a ponding greater than 38cm. For the 10% of nodes with greater than 38 cm of flooding during the 100-year return period storm, this ponding exceeds the available depth within the municipal right-of-way and would result in flow spread elsewhere (e.g. to residential lots). This supports the preparation of the 2D PCSWMM model to simulate the surface flow conditions during these extreme events.

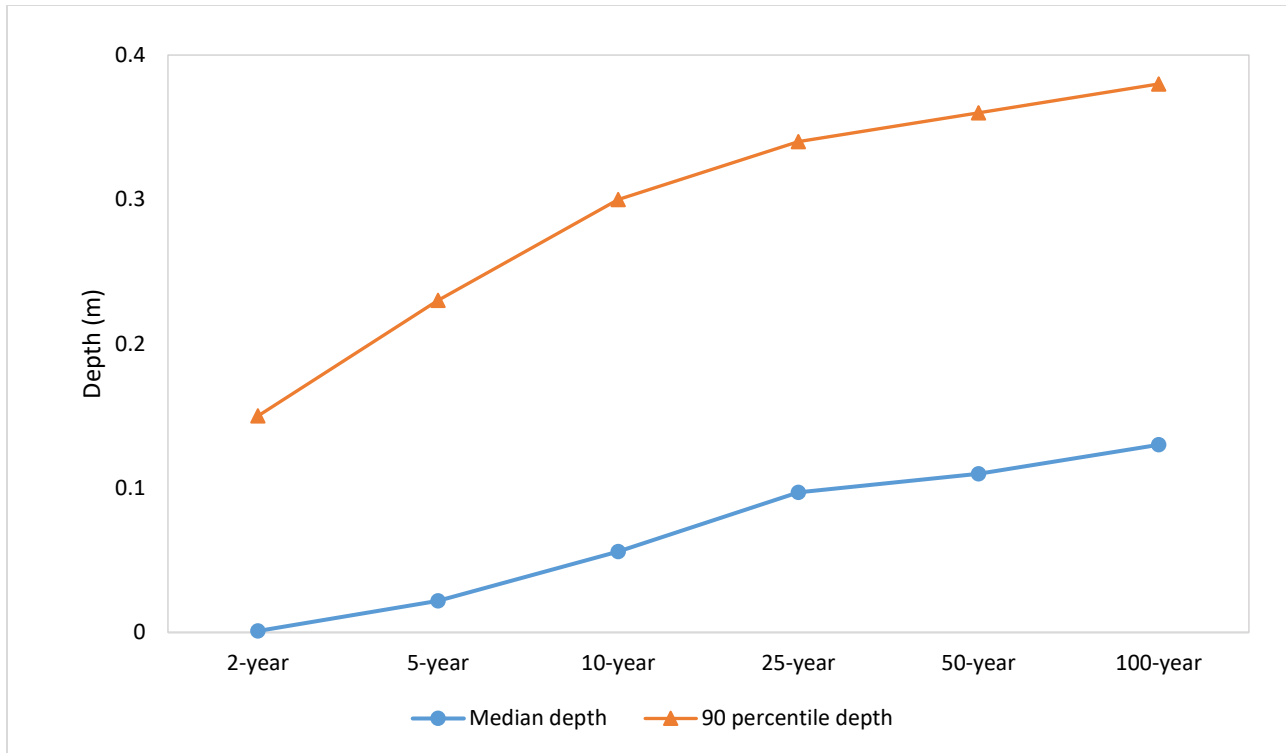


Figure 7-26 Node Flooding Depth, Urban Town Centre

7.3 PCSWMM 2D Model

Subsequent to the analysis of 1D PCSWMM model results, the 2D PCSWMM model simulation results were analyzed primarily for overland flooding in the urban town centre area. In order to present the extent of the flood spread overland, it was decided to display the areas with flooding separately based on the threshold depth of 25cm. This is depth criteria is used by the County of Simcoe Emergency Services for the safe movement of ambulances. The areas with depths greater than 25cm were highlighted and areas with less than 25 cm were also shown separately.

The 2D PCSWMM model results are presented for each of 13 zones in the town. Typical flood inundation mapping corresponding to 100-year return period storm, for Zone-4, is presented in **Figure 7-27**. The 2D PCSWMM model simulation results for the entire Town of Collingwood and for all zones for the same storm event are included in **Appendix 11**.

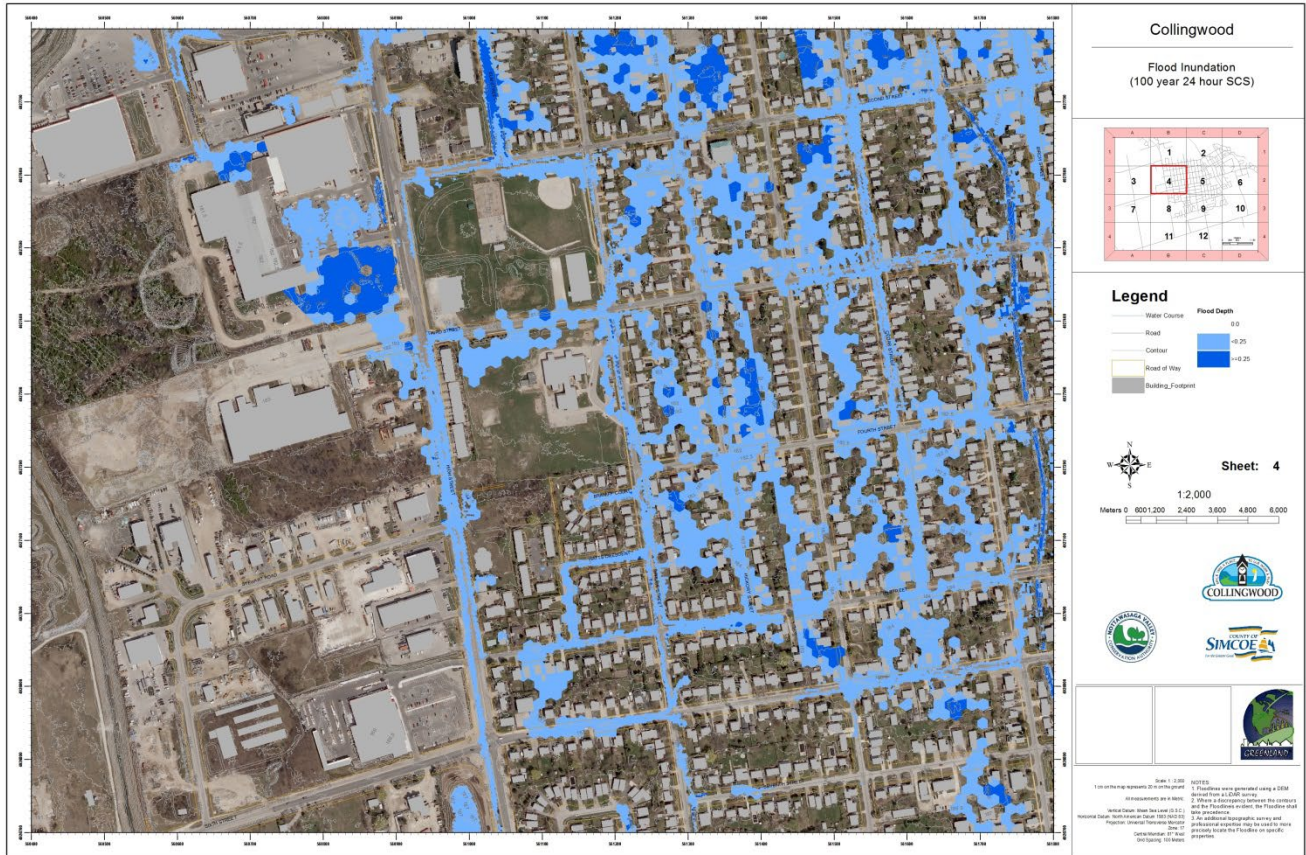


Figure 7-27 Flood Mapping for Zone-4

Based on the results presented in **Appendix 11**, it is found that the older areas of the town are those primarily affected by flooding. Specifically, the areas between Birch Street and Spruce Street found in Zone-4, the area between Minnesota Street and Niagara Street in Zone-2, and the area between Robinson Street and Alice Street in Zone-5 are the most severely affected.

While there is significant flooding during the 100-year event, the majority of flooding is contained within the Town right-of-ways with the exception of the areas mentioned previously. Additionally, the vast majority of flood depths through the Town are less than 25cm, thereby presenting a reduced safety concern for pedestrians and resulting in few limitations to vehicular access in the event of a 100-year storm.

8. Conclusions and Recommendations

The following conclusions and recommendations can be made concerning the development of the Collingwood SWM Master Model:

- Two (2) models were created for the Town including a 1D and 2D PCSWMM model. The PCSWMM 1D model includes all river systems and the urban town area. The external watersheds for each of the main rivers were created based on the previous studies. The sewer network system was obtained from the Town and updated based on the new LiDAR data. Field survey was completed to confirm the elevations and structure information. Missing sewer and manhole information was also inputted based on the as built data and SWM reports. The PCSWMM 2D model focused on the urban town area and was constructed based on the 1D minor system and the major overland system was replaced by a 2D mesh (that allowed the overland flow to interact with the riverine systems in the Town) generated from the LiDAR data.
- The sewer system represented in the 1D model does not take into account any losses due to infiltration into the groundwater table. The 2D model represents the flow spread once the sewer is surcharged.
- The model was calibrated using flow data collected at five (5) monitoring locations. It was determined with the larger events during dry periods in mid-summer that the flow monitors indicated that considerable flows were being lost in the older neighbourhoods through ditch systems directly connected to the water table.
- The older neighbourhoods that do not have curb and gutter drainage systems have a much slower response than modelled. The 2D model represents these areas more effectively.
- The spill areas from the main river systems have been identified and flood maps for all areas have been provided. The Town should adopt the new flood information in its update of the Official Plan.

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