





• On Budget - On Time •

Asset Management Plan





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1 EXECUTIVE SUMMARY

The Province of Ontario, through its MIII Capital program, has provided funding designed to help municipalities address necessary road, bridge, and other priority projects identified through the assembly of an Asset Management Plan. This program is the second phase of the Province's Municipal Infrastructure Strategy which aims to:

- Further strengthen municipal asset management practices;
- Support the most critical roads, bridges, sewer and water network; and
- Provide funding to municipalities that are unable to undertake projects without provincial support.

Infrastructure Solutions (Engineering) Inc., was contracted to build Asset Management Plan for the Town. We were well supported by Jennifer Elder and the Kirkland Lake staff, to accumulate the Town of Kirkland Lake's geometric and condition assessment data where available, and uploaded tangible capital assets into Ontario Good Roads Association's asset management application, Municipal DataWorks (MDW).

Infrastructure Solutions (Engineering) Inc. based its Asset Management Plan on all asset types and their current replacement costs. Asset lifespans, condition and project requirements were determined by engineering assessments, and degradation curves (not accounting depreciation rates determined within the PSAB 3150 exercise). Where condition assessments were unavailable, ISI applied an age-based analysis. By replacement value, 81.6% of the Town's assets are in the Roads, Sewer and Water Network, Bridges and Culverts, with 35% of Sewer Network being the largest value out of total assets.

Through a comprehensive analysis of all asset types, ISI has calculated the Town's "infrastructure deficit", defined as the added investment that would be required to maintain a Town's infrastructure at appropriate service levels and in a good state of repair today. The Town has an infrastructure deficit of approximately \$36.51 MM in 2013. The Town of Kirkland Lake's 2013 infrastructure deficit is determined to be \$4,500 per person, serious for a small community and growing rapidly.

On average over the next ten years, Kirkland Lake's capital investment should be \$7.79 MM per annum. The Town is currently contributing \$2.29 MM to the capital program, resulting in a large infrastructure funding gap which will continue to grow without corrective action. As highlighted in the Report Card within, the Town's major linear asset, its Roads, are generally in fair condition. On average, Bridges and Culverts are in good and poor condition respectively. The Water and Sewer assets are in poor and fair condition respectively.

Significant benefits could be gained by adhering to the tenets of an Asset Management Plan. We quote Gordon Sparks, Ph.D., P.Eng., and Professor of Civil Engineering University of Saskatchewan who states that "managing existing, capital intensive, public sector infrastructure asset such as roads, bridges, sewer and water systems, buildings, etc. could provide very significant benefits (i.e. 20 - 40% reductions in life cycle costs) associated with managing the maintenance of public sector infrastructure. It is recognized that finding and operating in this "sweet spot" is no easy task and it is advocated that to do so successfully will require public sector agencies to abandon traditional departmental and professional silos and develop multidisciplinary, cross functional teams that can effectively exploit the collective wisdom of all. This includes politicians, chief administrative officers, chief financial officers, planners, accountants, engineers and others."

The optimal outcome involves doing the right thing, at the right time, consistently. In the case of managing existing infrastructure, doing the right thing, at the right time, involves knowing and actually doing the most cost-effective maintenance, repair, rehabilitation or replacement activity at the right time throughout the entire life cycle of the asset. The process for prioritizing, establishing levels of service and operating performance indicators are defined in this report and attached Appendices.

Asset management is a philosophy and may require a significant change in organizational culture. The State of the Infrastructure Report (SOTI), Capital Plan, financial projections and recommendations within this Asset Management Plan will provide Town staff with critical information and analytical tools to begin the education/communication process for the Town's asset management strategy.

2 SOTI REPORT

2.1 HISTORICAL OVERVIEW

All of the World's urban cities and municipalities are underpinned by a vast network of roads, water supply, sewage, drainage, power supply, flood protection, recreational and real estate assets. These assets, predominantly managed by local governments, constitute a major investment over many generations and represent the world's largest portfolio of assets.

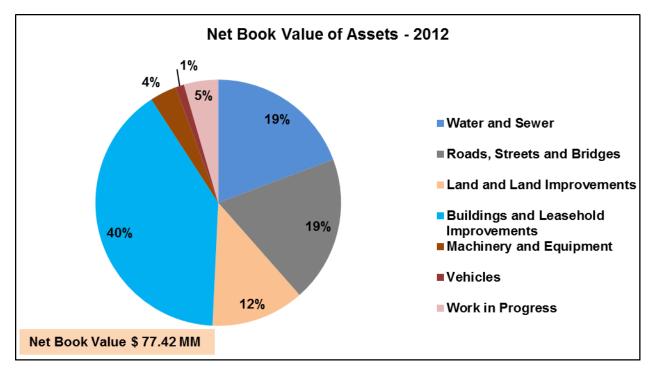
In Canada, we are in a deficit. It is the deficit that involves the deterioration of our infrastructure, the roads and bridges we drive on, the water treatment facilities we depend on for clean drinking water, and the sewer systems that take away tainted water. Most Canadian municipalities are struggling to maintain existing infrastructure under current tax and rate levels. They continue to deal with new reporting responsibilities and expenses downloaded by both the Province and Federal Government. Municipalities are facing a growing need to maintain and renew aged infrastructure, without the tax base to do so. In 1962, 22 cents of every dollar was spent on infrastructure by the Federal Government and by 2002, only 12 cents. Public infrastructure has suffered from decades of extensive neglect and overuse. In Canada, it is estimated that the average infrastructure deficit is in excess of \$10,000 for every man, woman and child. Much of this infrastructure deficit is found in the major urban centers, but the National deficit will double over the next 10 years as projects undertaken in the 1950's/1960's reach their projected lifespan.

This State of the Infrastructure (SOTI) assessment is based on an analysis of the replacement, rehabilitation, and maintenance requirements of the Town's asset inventory and its current condition. We include a Report Card on the current state of the major linear assets within the Town. The Capital Plan provides both a high-level assessment of projected Capital expenses and a detailed future project by project costing for the Town's review and confirmation. Our objective is to give the Town the analytical tools and information necessary to implement a comprehensive and cohesive asset management program.

Asset management is a philosophy and may require a significant change in organizational culture, as well as at the community and political levels. This change will not occur overnight; however, the State of the Infrastructure Report, Capital Plan, financial projections and detailed recommendations will provide Town staff with critical information and analytical tools begin the education/communication process for the Town's asset management strategy. The document was written in plain language, with explanatory text; it is a communication document, which is based upon proven engineering and carefully calculated financial assumptions.

2.2 DATA ACCUMULATION AND VERIFICATION

The first step in the analysis of the Town's asset inventory was to understand geometric and condition assessment data, where available, and the uploaded asset types in Ontario Good Roads Association's asset management application, Municipal DataWorks. This information included all data pertaining to the lifespan and depreciated historical value of the assets. Once the upload was complete, the reconciliation against the Financial Statements was the responsibility of the Town. The verification established that no assets were missing from data provided by the Town, that the financial statements were correct, and verified that the accurate upload of the entire asset inventory was available in Municipal DataWorks.



Assets Type	NBV of Assets
Water and Sewer	\$14,926,879
Roads, Streets and Bridges	\$14,871,607
Land and Land Improvements	\$9,495,303
Buildings and Leasehold Improvements	\$31,034,738
Machinery and Equipment	\$2,720,345
Vehicles	\$888,581
Work in Progress	\$3,491,609
Total	\$77,429,062

2.3 STATE OF THE INFRASTRUCTURE REPORT (SOTI)

Infrastructure Solutions has been contracted to assist the Town of Kirkland Lake in analyzing the State of the Infrastructure (SOTI) and the assembly of a Capital Plan as the initial components of a comprehensive Asset Management Plan. We have determined that the Town has a significant backlog of assets in need of betterment or replacement.

Dealing with aging infrastructure requires that the Town assess long-term capital project requirements and establish the funding of high-priority projects in an efficient, timely and cost-effective manner. With our engineering analysis and project identification, the Town can monitor, track and manage infrastructure assets to ensure that policy makers obtain sufficient funding in order to maintain, at minimum, and potentially enhance future service levels. Through capital budgeting, the Town of Kirkland Lake can plan the future operating budget expenses and reserve funds to manage its financial position over a long term period. Capital planning also provides the core information needed for the Council's planning and fiscal policies.

The Report Card produced within the SOTI has been developed to provide an easily understood reference that can be regularly updated to document investment gaps and progress the Town is making towards sustainability. The SOTI and associated analysis are strategic documents that identify trends and highlight possible issues involved in delivering services and maintaining the assets for those services. The SOTI will also assist in the development of more detailed tactical and operational plans aimed at identifying expenditures needed to provide service in a cost-effective, sustainable manner. Wherever provided, engineering assessments were used.

Encapsulated within this report ISI presents the Town's State of the Infrastructure report (SOTI), and a description of our methodology. The draft Capital Plan contains a more detailed asset data and calculation process. All source information is readily available within the Municipal DataWorks software application for verification of asset conditions and lifespans by individual asset or by asset type and contain all data available and provided by the Town including asset location, a segmenting of linear assets into manageable lengths, asset ID's, geometrics of the asset (length, width and other appropriate dimensions). The comprehensive asset inventory in the Municipal DataWorks application includes PSAB data, the year constructed/purchased, estimated useful life, general description of asset, and other asset specific geometrics.

The direction of this project was influenced by the Town's requirement for Asset Management Plan and the work of the National Guide for Sustainable Municipal Infrastructure. In November 2003, the National Guide to Sustainable Municipal Infrastructure published a Best Practice for Municipal Infrastructure Asset Management. It stated that the framework for an asset management plan can be described in terms of seven questions:

- **1.** What do you have and where is it? (Inventory and Location)
- **2.** What is it worth? (Costs/Replacement Rates)
- 3. What is its condition and expected remaining service life? (Condition and Capability)
- **4.** What is the service level expectation? (Capital & Operating Plans)
- 5. When do you need to do it? (Capital and Operating Plans)
- **6.** How much will it cost and what is the acceptable level of risk? (Short/Long-term Financial Plan)
- **7.** How do you ensure long-term affordability? (Short- and Long-term Financial Plan)

This report answers these questions.

2.4 INVENTORY AND THE VALUATION OF ASSETS

The aim of this section of the report is to provide an overview of the State of the Infrastructure (SOTI) by an analysis of the available data on the condition and/or age of the Town. The MIII SOTI requirements are restricted to linear assets only. Within the Capital Plan, ISI has included other critical asset types in its analysis for the Town's review. The grouping of these assets and asset replacements were taken from the PSAB files provided by the Town, and the current replacement value of the assets is comprised of these factors:

- Value of all the existing assets
- New assets acquired prior to 2013
- Adjustments in unit costs based on improved knowledge and inflationary impacts

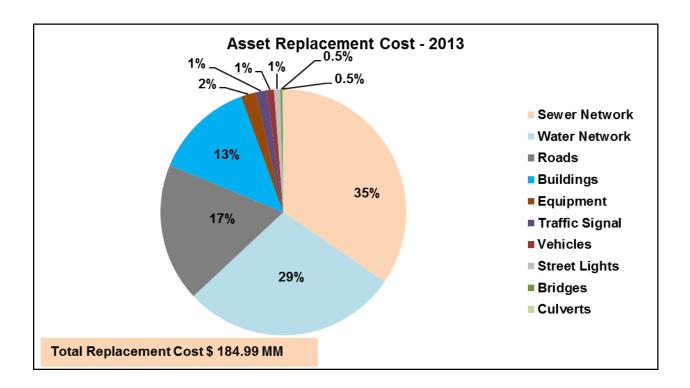
For the purpose of the Asset Management Plan report, we have grouped the assets as follows: **Linear Assets:**

- Sewer Network Catchbasins (Storm), Manhole (Storm), Manholes (Waste Water), Pump Stations (Waste Water), Sanitary Forcemain, Sewer Structure (Waste Water), Sewerlines (Storm), Sewerline (Waste Water), Sewage Treatment Plant
- Water Network Hydrants, Water Valves, Waste Disposal System (Leachate Monitoring Well), Water Equipment, Waterlines, Water Treatment Plant
- Roads Paved (HCB) and Gravel
- Structures Bridges, Culverts

Non-linear assets have not been included in the SOTI report but have been dealt with in the Capital Plan:

- Buildings Belonging to various departments
- Equipment Heavy equipment (Loader, Grader, Tractors, Snow blower, Sander) etc.
- Traffic Traffic Signals
- Vehicles Heavy and Light Vehicles
- Streetlights

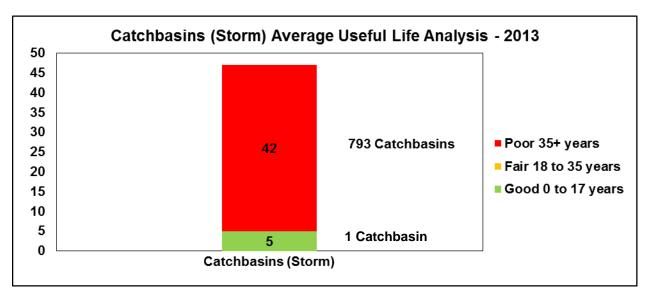
Assets Type	Replacement Cost
Sewer Network	\$63,920,793
Water Network	\$52,740,064
Roads	\$33,592,989
Buildings	\$24,391,101
Equipment	\$3,641,837
Traffic Signal	\$2,687,784
Vehicles	\$1,777,740
Street Lights	\$1,527,657
Bridges	\$495,650
Culverts	\$223,848
Total	\$184,999,464

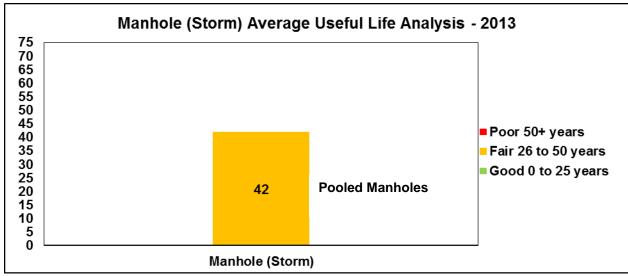


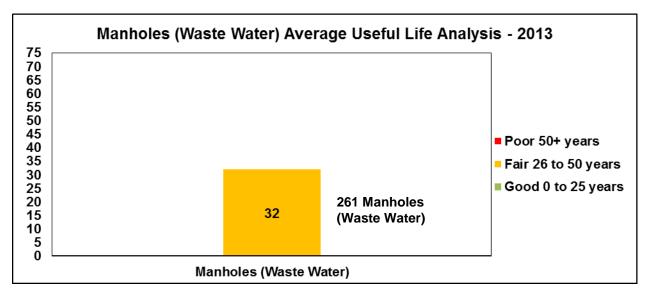
2.4.1 SEWER NETWORK

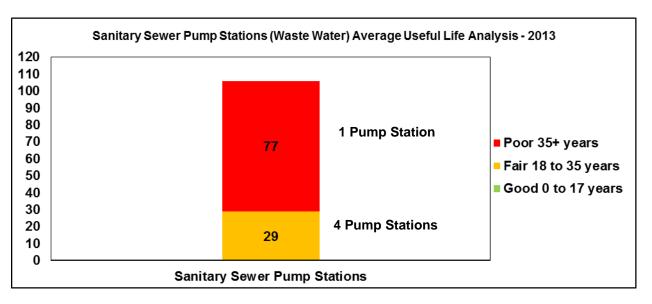
- Catchbasins (Storm)
- Manhole (Storm) Pooled Manhole in the inventory
- Manholes (Waste Water) 261 Manholes
- Pump Stations (Waste Water)
- Sanitary Forcemain
- Sewer Structure (Waste Water) consists of Tunnel entrance structure and Sewer 'diversion' chamber
- Sewerlines (Storm) consists of total length of 35,331.30 meters, having diameter ranges from 150mm to 1500mm
- Sewerline (Waste Water) consists of total length 54,103.02 of meters, having diameter ranges from 135mm to 900mm
- Sewage Treatment Plant

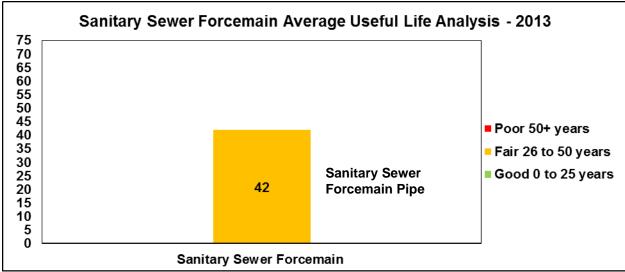
An age-based analysis is done on the Sewer assets due to non-availability of conditions. The calculations, undertaken in this circumstance, were to determine the remaining life of the asset on age-based analysis with pre-defined criteria. Age-based condition assessment has the least level of confidence to determine the current State of Infrastructure. The graphs below shows the age-based analysis for each asset mentioned above. The diameter and length of a few of the Sewerlines (Storm) and Sewerlines (Waste Water) have not been provided by the Town and these are not included in the SOTI analysis.

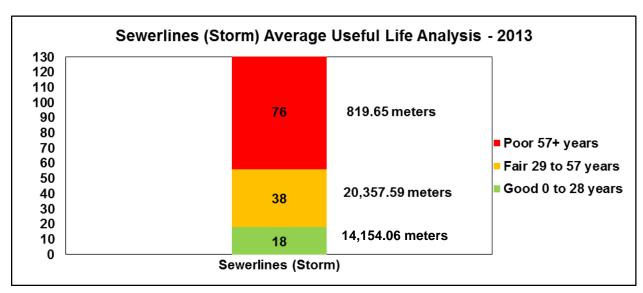


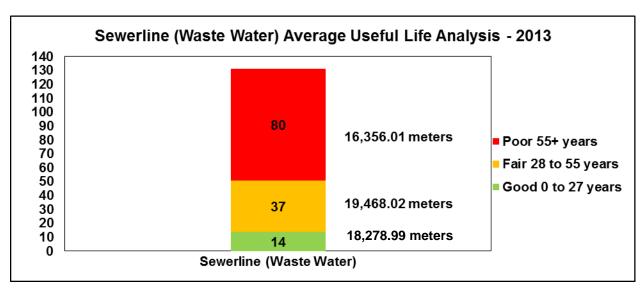


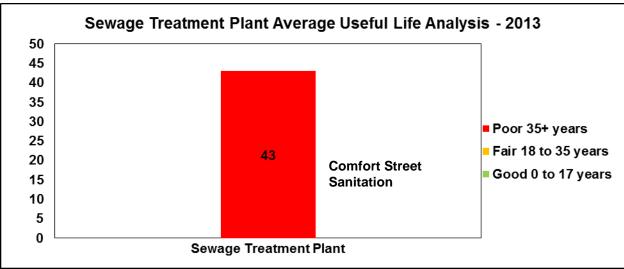








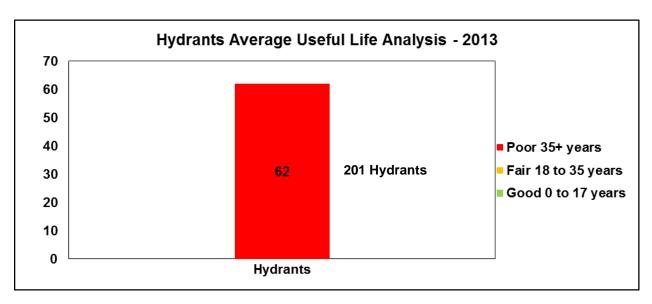


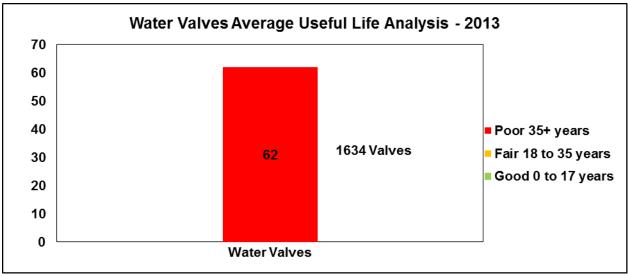


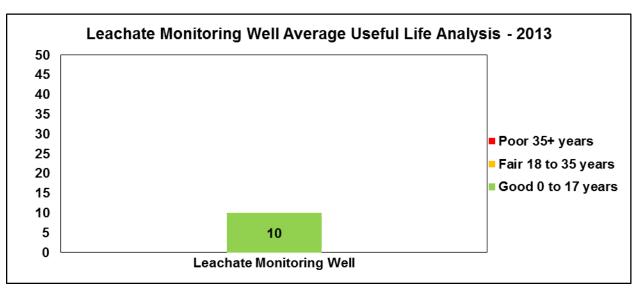
2.4.2 WATER NETWORK

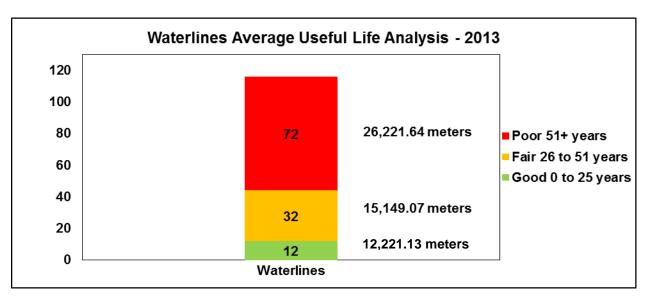
- Hydrants
- Water Valves
- Waste Disposal System (Leachate Monitoring Well)
- Water Equipment
- Waterlines consists of total length of 53,591.84 meters, having diameter ranges from 19mm to 900mm
- Water Treatment Plant

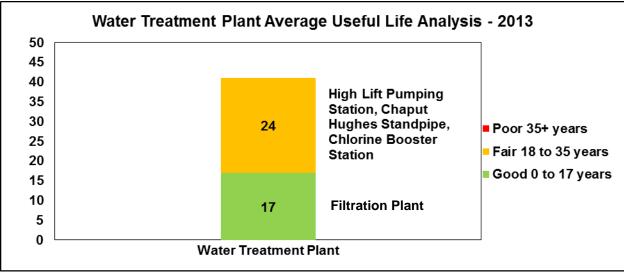
An age-based analysis is done on the Water assets due to non-availability of conditions. The calculations, undertaken in this circumstance, were to determine the remaining life of the asset on age-based analysis with pre-defined criteria. Age-based condition assessment has the least level of confidence to determine the current State of Infrastructure. The graphs below show the age-based analysis for each asset mentioned above except Water Equipment due to variation in the useful life. The diameter and length of a few of the Waterlines have not been provided by the Town and these are not included in the SOTI analysis.









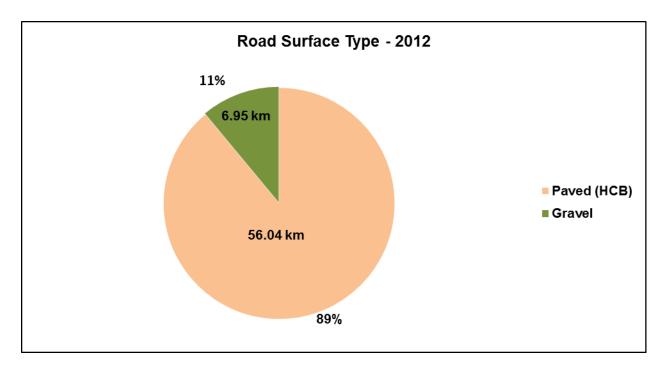


2.4.3 **ROADS**

The Town of Kirkland Lake has a total of 62.99 km of roads. The following summarizes the road surface types within the Town.

Road Surface Type:

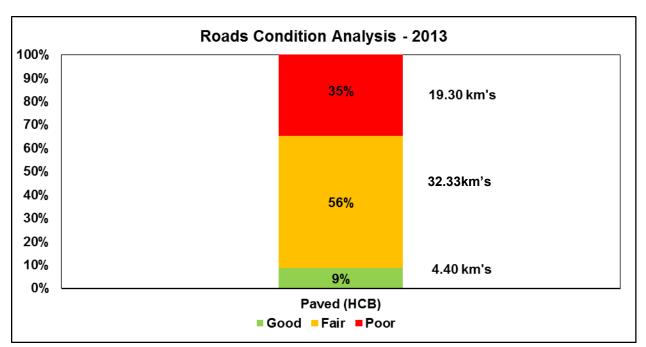
Road Surface Type	Length (km)	%
Paved (HCB)	56.04	89%
Gravel	6.95	11%



The Town has Paved (HCB) and Gravel roads. The State of the Infrastructure for roads is based upon condition ratings (2013 Ride Comfort Ratings) provided by the Town for each type of road. The Paved (HCB) roads are generally in fair condition. The Gravel roads are assumed to be maintained periodically; therefore, no condition analysis has been done on them.

Road Average Condition:

Road Surface Type	Average Condition Rating		
Paved (HCB)	5		



2.4.4 BRIDGES

This group comprises:

Bridges – consists of 1 bridge

The most current bridge inspection was completed by the Town in 2010. There are a number of improvements recommended in the bridge inspection report for Swastika Bridge, including repair of the damaged handrail pipe, slab cracking, sidewalk and slab deterioration, etc. The recommended work is assumed not to be completed and is placed as a project in 2014 in the Appendix A.

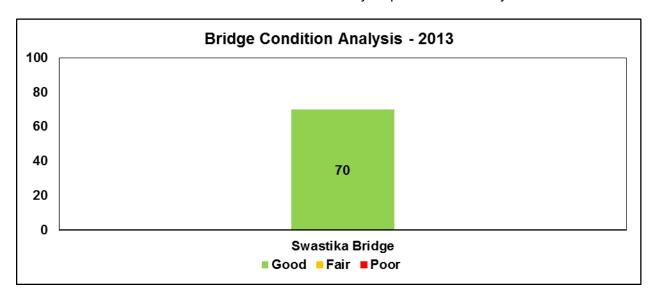
Bridges Condition Index

Condition assessment data was provided to ISI by the Town, and was uploaded into Municipal DataWorks. Municipal DataWorks calculates the Bridge Condition Index based on the consultant's report and condition assessments. Deterioration curves were used to determine the 2013 condition of these assets. The MTO Bridge Condition Index rating is provided by the Ontario Ministry of Transportation which describes maintenance requirements within each range as follows:

Good: BCI Range 70 - 100: It is usually not required to perform any maintenance work within the next five years

Fair: BCI Range 60 - 69: Maintenance work is usually required within the next five years

Poor: BCI Less than 60: Maintenance work is usually required within one year



2.4.5 CULVERTS

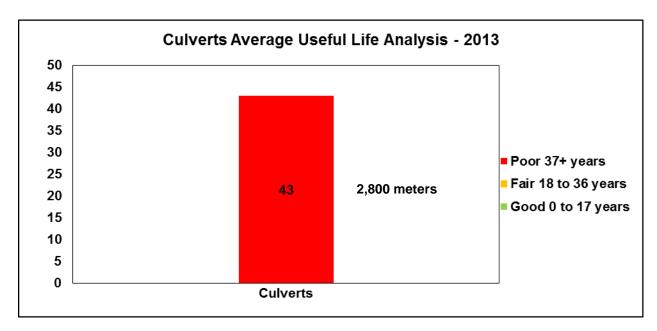
This group comprises:

Culverts - consists of culverts having length of 2,800 meters in total

An age-based analysis has been done on the culverts due to unavailability of condition ratings. The calculations, undertaken in this circumstance, were to determine the remaining life of the



asset on an age-based analysis with pre-defined criteria. An age-based condition assessment has the least level of confidence to determine the current State of the Infrastructure.



2.5 SOTI REPORT CARD

Asset Group	Overall Condition Rating	Rating		Range (Years)	Comments
	В	А	Good	Different ranges based upon total useful life for each	Condition rating based on age-
Sewer Network		В	Fair		
noth on K		С	Poor	asset type	based analysis
		А	Good	Different ranges	total based on age-
Water Network	C	В	Fair	based upon total useful life for each	
Troum or IX		С	Poor	asset type	
				Range (Condition)	
D I	В	А	Good	8 to 10	Condition rating based on Ride Comfort Rating (RCR)
Road Network		В	Fair	5 to 7	
		С	Poor	0 to 4	
	A	А	Good	70 to 100	Condition rating based on bridge inspection reports
Bridges		В	Fair	60 to 69	
		С	Poor	0 to 59	
				Range (Years)	
	С	А	Good	0 to 17 Years	Condition rating based on age- based analysis
Culverts		В	Fair	18 To 36 Years	
		С	Poor	37+	

2.6 SOTI CONCLUSION

As highlighted in the Report Card above, the current state of the linear infrastructure, based on available condition rating analysis, presents a picture of the Town's linear assets. The condition analysis according to the asset type is as follows:

- Paved (HCB) roads are generally in fair condition
- Bridge is in good condition
- Culverts are in poor condition
- Sewer and Water Network are reported in fair and poor condition respectively

The overall or average non-critical state of the linear infrastructure at the Town of Kirkland Lake is in line with the condition of a vast majority of municipalities in this Province. The Town should continue to be proactive in their strategies, so as to extend asset useful life and avoid major rehabilitation/reconstruction or replacement costs.

3 CAPITAL PLAN

3.1 BACKGROUND

Managing the Town's capital assets requires an assessment of the long-term capital project requirements and the establishment of the funding for high-priority projects in an efficient, timely and cost-effective manner. As a result of this analysis, the Town will be able to more effectively monitor, track and manage infrastructure assets, to ensure that policy makers obtain sufficient funding in order to maintain, at minimum, and potentially enhance future service levels. Through capital planning, the Town of Kirkland Lake can plan the future operating budget expenses and reserve funds to manage the financial position over a long term period. Capital planning also provides the core information needed for implementing the Council's planning and fiscal policies.

Support has been provided by the Province of Ontario through its MIII Capital program, designed to help municipalities address necessary road, bridge, and other priority projects identified through their asset management plans. This program is the second phase of the Province's recently released Municipal Infrastructure Strategy which aims to:

- Further strengthen municipal asset management practices;
- Support the most critical roads, bridges, and drainage projects; and
- Provide funding to municipalities that are unable to undertake projects without provincial support.

The Provincial strategy relies heavily on the requirement for municipalities to demonstrate how proposed projects fit within an asset management plan, which is a key component to ensuring infrastructure sustainability. An Asset Management Plan provides many benefits including:

- A systematic evaluation of all potential projects at the same time.
- The ability to stabilize debt and consolidate projects to reduce borrowing costs.
- To serve as a public relations and economic development tool.
- A focus on preserving a municipal government's infrastructure while ensuring the efficient use of public funds.
- An opportunity to foster cooperation among departments and an ability to inform other units of government of the Town's priorities.



3.2 OVERVIEW

The Capital Plan, an integral part of an Asset Management Plan, is a blueprint for planning a community's capital expenditures and is one of the most important responsibilities of local government officials. It coordinates community planning, financial capacity and physical development. It is a tool to assess the long-term capital project requirements of a Town, to establish funding of high-priority projects in a timely and cost-effective fashion. The development of a Capital Plan is intended to ensure that policy makers are responsible to residents and businesses of the community with respect to the expenditure of public funds. It also promotes the provision of continuous efficient services. This plan identifies and describes capital projects, the years in which funding each project is likely to occur and the method of funding. While a Capital Plan may be designed to forecast any period of time, it generally extends beyond the current operating cycle and usually covers a five to ten year time frame. The Town of Kirkland Lake has requested a 10 year Capital Plan.

The Capital Plan provides a detailed understanding of anticipated investments into tangible capital assets. These assets include basic facilities, services and installations needed for the functioning of the community. The development of a CIP that will insure sound fiscal and capital planning requires effective leadership and the involvement and cooperation of all municipal departments. A complete, properly developed CIP has the following benefits:

- Facilitates coordination between capital needs and the operating budgets
- Enhances the community's credit rating, control of its tax rate, and avoids sudden changes in its debt service requirements
- Identifies the most economical means of financing capital projects
- Increases opportunities for obtaining federal and provincial aid
- Relates public facilities to other public and private development and redevelopment policies and plans
- Focuses attention on community objectives and fiscal capacity
- Keeps the public informed about future needs and projects
- Encourages careful project planning and design to avoid costly mistakes and help a community reach desired goals

A municipal government must take care of two key responsibilities in managing its infrastructure:

- The first major responsibility is the maintenance and repair of existing infrastructure. Given the high cost to replace linear assets and the fact that they are essential to providing programs and services to the public, it is extremely important that regular maintenance and periodic refurbishments be done to keep facilities and other assets in good working condition for as long as possible.
- The second major responsibility that municipal governments have is to plan and construct new community infrastructure. This involves several steps including deciding what services are to be provided, identifying community needs, careful planning, determining priority investments, figuring out how to finance projects and good management to ensure projects are completed on time and on budget.

Typically, a municipal government manages many diverse assets. Each asset type is considered a "capital" asset if it has the following characteristics:

- It is held for the purposes of delivering a program or service or to produce something
- It is to be used on a continuing basis and is not intended for sale



- It has a life expectancy of greater than one year
- It has as a value greater than a certain minimum threshold (as established in the TCA policy)

Common examples, such as roads, buildings and equipment, all meet these criteria and are considered capital assets from a planning and financial perspective. Other types of expenses, such as salaries, purchased services (e.g. janitorial), consumable items (coffee, office supplies etc.) or regular maintenance, do not meet these criteria and are categorized as expenses. These types of expenditures are paid for from operations budgets.

Local governments can make significant capital expenditures, sometimes undertaking projects without first analyzing the impact such expenditures may have on future operations and expenditures for other important capital projects. A Capital Plan is intended to assist municipalities in making choices about which projects should be implemented, how they should be financed and when, to establish priorities for its spending on services, while controlling the ultimate impact on the tax rate or user fees. It also provides a mechanism for controlling future debt levels, thereby ensuring that a reasonable amount of financial flexibility is maintained.

Although the Capital Plan is generally maintained separately from the operating budget, they do work in unison since the debt charges on funds borrowed for capital expenditures become expense items in the annual operating budget. In addition, operating and maintenance costs of capital assets have an impact on the operating budget. In order to have a realistic, workable Capital Plan, therefore, it is necessary to estimate the effect that debt service and operating costs will have on future tax rates. In this way, non-essential capital expenditures will not be undertaken at the expense of pending essential capital projects and the Town or commission will thus be in a better position to control future debt levels.

To determine how much money should be allocated to existing infrastructure, the following factors need to be considered:

- Inventory keep an up-to-date inventory of all physical assets that the municipal government owns or manages including fixed assets (buildings, facilities, etc.) and mobile assets (heavy equipment, trucks, smaller equipment.)
- **Condition rating** complete an assessment of the condition of each significant asset and determine what needs to be repaired and when.
- Upgrades existing facilities may need to be upgraded to meet new standards or legislative requirements or to meet increasing demands due to population growth or new programming.
- What does the community need for new infrastructure? This can be a tricky subject to resolve as a Council and community residents may have very different opinions about what the community needs most. This stage of the process requires community consultation which can include meetings, surveys etc. One approach is to organize needs starting with the basics (survival, safety, and shelter) and moving to more advanced needs (recreation, social / cultural, leisure). Once an initial list of potential projects is identified, it can be further refined on the basis of urgency.
- Immediate or short term these are needs that won't wait such as water shortages, equipment breakdowns, etc.
- **Predictable growth** these are needs driven by population growth and increasing demands on infrastructure that will need to be addressed in the next few years. Examples include housing supply, water treatment and delivery capacity, need for expanded recreation facilities etc.

• Future – these are long term needs that will occur in the next 20 years, often as a result of priorities established in other community plans (Strategic Plan, Recreation Plan, Land Use Plan etc.). An example may be the development of new residential lots or the refurbishment or replacement of an old building.

3.3 METHODOLOGY

The Town of Kirkland Lake's Capital Plan addresses infrastructure deficiencies and future capital expenditures. It includes existing service infrastructure not meeting engineering standards, the cost of renovation or replacement of infrastructure which has exceeded its service life and which as a consequence, is not meeting required service standards. Provision is required to renovate or replace infrastructure constructed previously, when it reaches the end of its service life. These costs do not include on-going operational and regular maintenance (which typically represent the greatest cost component of a facility's service life, for example). Unless informed by the Town, requirements such as investments required to support industrial, commercial and residential development in accordance with the growth projections required to serve the community and social needs as well as supply the increasing population and to service to the boundaries of new subdivisions have not been analyzed.

The Town's Capital Plan includes:

- Development of parameters for each asset class
- Development of rehabilitation and replacement unit costs
- Identifying the asset types to be included in the Capital Plan
- Determining and confirming the components of each asset class
- Identification of services to be provided and the capital expenditures to be incurred
- Determination of secondary cost estimates of capital expenditures (consideration of such cost elements as land, architect/engineering fees, construction, legal fees, taxes, etc.) The non-rebatable portion of HST at 1.76% has been applied, for example
- Determination of the time periods over which the asset is to be constructed or acquired and the costs prorated accordingly

The Municipal DataWork's Capital Infrastructure Planning (CIP) module allows municipalities to plan necessary rehabilitation work on the right asset at the right time. The CIP module also allows municipalities to produce a Capital Expenditure Plan for all asset types included in the Kirkland Lake's MDW asset repository. The CIP allows different work or renewal strategies to be selected for each asset type or category.

The trigger for a strategy within the Municipal DataWork's capital planning tool can be age-based or condition-based. For the most part, age-based triggers were used for this study, although condition-based recommendations from Bridge studies were incorporated in our report. The Capital Planning parameters, subsequent to the timeline within the road needs studies were condition-based on degradation curves developed by OGRA and the Ministry of Transportation, as defined within a Road Strategy document earlier circulated to the Town for its review and attached as Appendix F to the Asset Management Plan report.

The Life Expectancy parameters, the estimated useful life or number of years before an asset needs to be replaced, were provided by the Town. The Condition Trigger Point, the number of years after initial installation that the renewal strategy is triggered or the rehabilitation work is to take place, were thoroughly researched, based on engineering principles and established

standards. Also, the Life Expectancy Gain, the number of years that the useful life of the asset is extended, were based on engineering principles and established standards.

All analysis to measure the impact of this Capital Plan on future operating budgets will be considered in the final report taking into consideration. The capital costs required for each year were determined using MDW's Capital Investment Plan (CIP) module. The methodology used for building this Capital Plan was to:

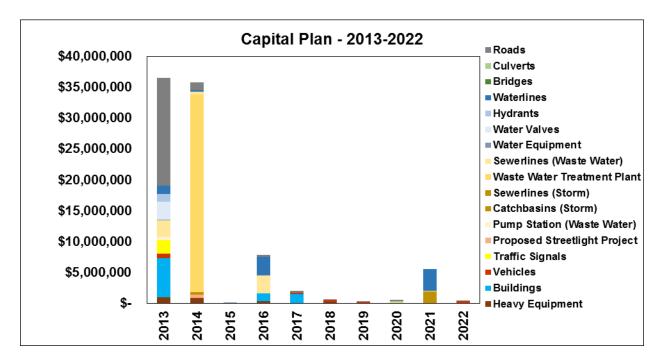
- 1) Use the tools within MDW for error checking and data gap analysis
- 2) Determine the "unconstrained" rate of capital expenditure (assuming an unlimited budget). A constrained rate of capital expenditure will be provided in the final report.
- 3) Identify the Town's current infrastructure deficit.
- 4) Determine the Town's future capital requirements using MDW's CIP module
- 5) Prepare a report detailing the capital required for each asset class based on current rehabilitation and replacement unit costs
- 6) Establish the cost of maintaining existing infrastructure while addressing the infrastructure deficit

3.4 RESULTS

The Town of Kirkland Lake's infrastructure deficit is determined to be approximately \$4,500 per person (2013 figure), much below the national average, but very serious for a smaller Town. The vast majority of the deficit is in dealing with the roads, buildings, water and sewer infrastructures. Like most other local governments in this province, the Town of Kirkland Lake will struggle with aging infrastructure and constrained budgets.

Upon completion of the collection of all the pertinent data, the capital plan was generated using MDW's Capital Investment Plan (CIP) module. A 10 Year Capital Plan, broken down by asset class for the years 2013 to 2022 (with PST and without inflationary factor), was developed. Inflation will be incorporated in the financial analysis. The results are as follows:

Timeframe	Year	Total Capital Projects (Incl. PST)
	2013	\$36,517,841
	2013 \$ 2014 \$ 2015 2016 2017 2018 2019	\$35,778,270
	2015	\$205,460
	2016	\$7,783,774
Year 2013-2022	2017	\$2,006,986
1 eai 2013-2022	2018	\$679,014
	2019	\$295,750
	2020	\$519,729
	2021	\$5,549,193
	2022	\$405,872
Total		\$89,741,888

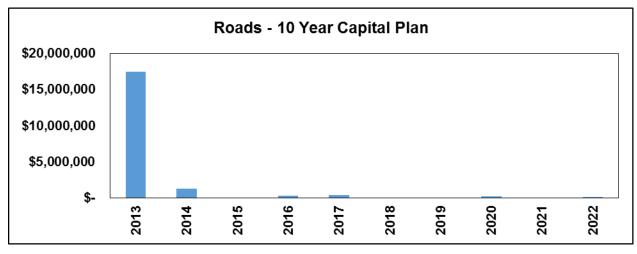


A detailed, project-by-project breakdown of this draft Capital Plan is provided in an Excel spreadsheet and will be added to Appendix A for the final report. All proposed or study recommended projects, if any, are included in the detail capital project list in Appendix A.

3.5 BREAKDOWN BY ASSET TYPES

3.5.1 ROADS

The roads replacement cost is based on the cost provided by the Town of Kirkland Lake. ISI used numerous deterioration curves for the various roads. ISI also used the general OGRA road management strategy. The Gravel road expenses are treated as operating expenses and not included the Capital Plan expenses. An expression of interest has been submitted to the Ministry of Infrastructure, Ontario in 2013 for the project on Wood Street for the replacement of asphalt, curb and gutter. Asphalt within this area has deteriorated past its useful life. The road conditions are based on the Ride Comfort Rating provided by the Town in 2013 and will be updated using the Road Needs Study that will be conducted in 2014.



LIFECYCLE ACTIVITIES - LOOSETOP (UNPAVED)

We are only dealing with Paved (HCB) in your Capital Plan. Gravel road expenses are being captured in your operating expenses, and inserting them into your Capital Plan would be a redundant entry.

The OGRA strategy for Gravel roads is to re-gravel roads 75 mm every 3 to 5 years depending on the AADT. Almost every Town we work with, does annual maintenance rather than a 5 year resurfacing to 75 mm Granular A.

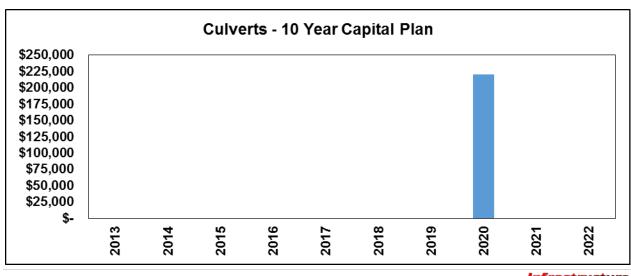
	Activity	Activity Quantity			
Timing		Class of Road			
		4	5	6	
Annual	Grading Dust suppression Ditching	8 x per year 4t per kilometer	6 x per year 4t per kilometer	6 x per year 4t per kilometer	
	Culvert cleaning Safety devices	1 x per year as required	1 x per year as required	1 x per year as required	
3 years	75mm Granular A	All roads	All roads		
5 years	75mm Granular A			All roads	
6 years	75mm Granular A Spot repairs Drainage replacement	All roads 10% 12%	All roads 10% 12%		
10 years	75mm Granular A Spot repairs Drainage replacement			All roads 10% 12%	

3.5.2 **CURBS**

The Curbs have not been included in the Asset Management Plan according to Town's advice.

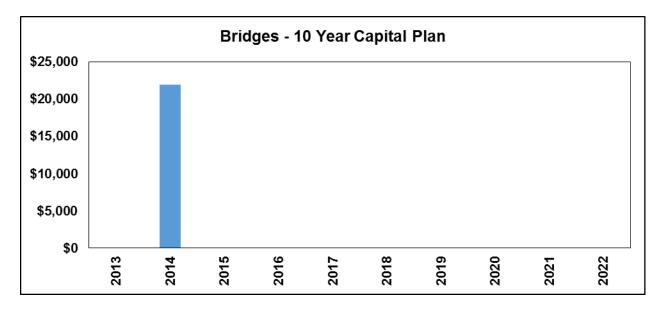
3.5.3 CULVERTS

The replacement costs for the Culverts is based on the historical cost provided by the Town that has been indexed using the Consumer Price Index and the Municipal Cost Index. All costs have PST of 1.76% added to the base costs.



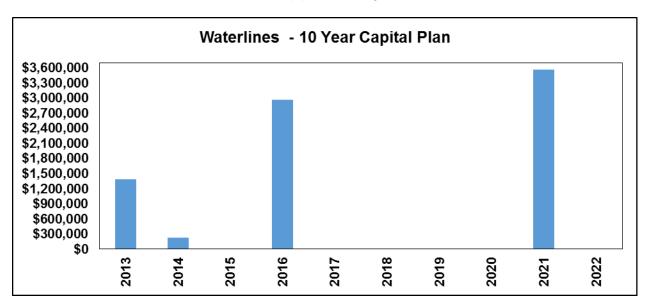
3.5.4 BRIDGES

The replacement cost for Swastika Bridge is based on the inspection report conducted in 2010, provided by the Town that has been indexed using the Municipal Cost Index. All costs have PST of 1.76% added to the base costs.



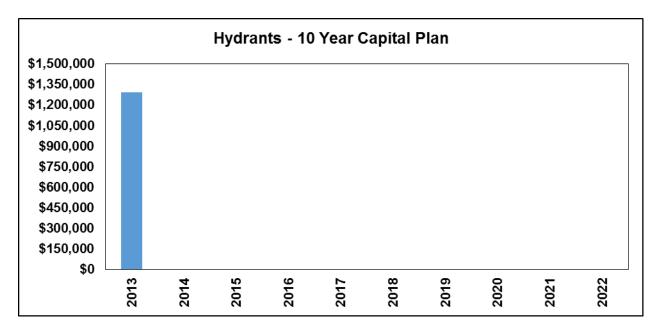
3.5.5 WATERLINES AND PROPOSED PROJECT

The replacement costs for Waterlines is taken from similar geographic areas that has been indexed to 2013 based on the "Consumer Price Index" and the "Municipal Cost Index". All costs have PST of 1.76% added to the base costs. This graph also shows the reconstruction of the Waterlines on Wood Street. An expression of interest has been submitted to the Ministry of Infrastructure, Ontario in 2013 for the project of Waterline system on Woods Street, which was constructed in 1935 with Cast Iron. The replacement is required due to age related factors, (Waterline breaks and corrosion within the pipes causing discolored water).



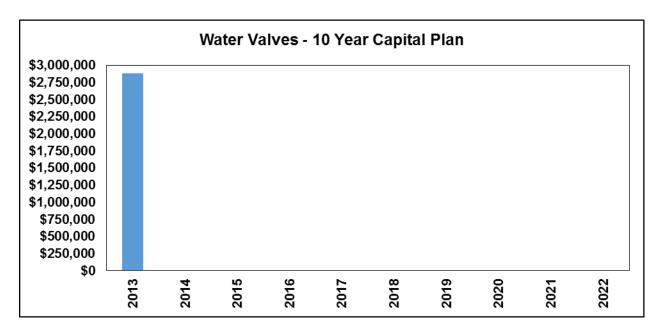
3.5.6 HYDRANTS

The replacement costs for Hydrants is taken from similar geographic areas that has been indexed to 2013 based on our "Municipal Cost Index". All costs have PST of 1.76% added to the base costs.



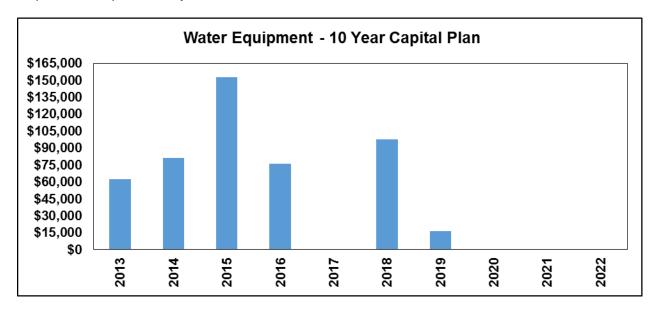
3.5.7 WATER VALVES

The replacement costs for Water Valves is taken from similar geographic areas that has been indexed to 2013 based on our "Municipal Cost Index". All costs have PST of 1.76% added to the base costs.



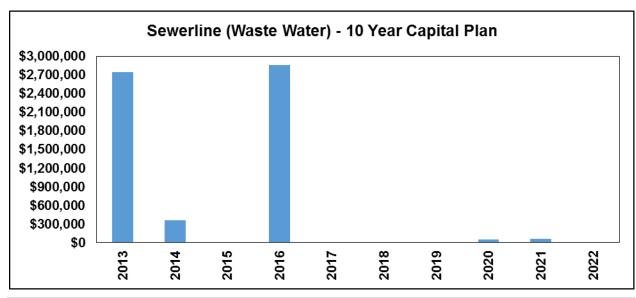
3.5.8 WATER EQUIPMENT AND PROPOSED PROJECT

The replacement costs for the Water Equipment is based on the insurance document 2013 and the historical cost provided by the Town that has been indexed using the Consumer Price Index and the Municipal Cost Index. All costs have PST of 1.76% added to the base costs. This graph also shows the proposed projects for Chlorinator, SCADA Hardware and Water Filter Replacement, provided by the Town.



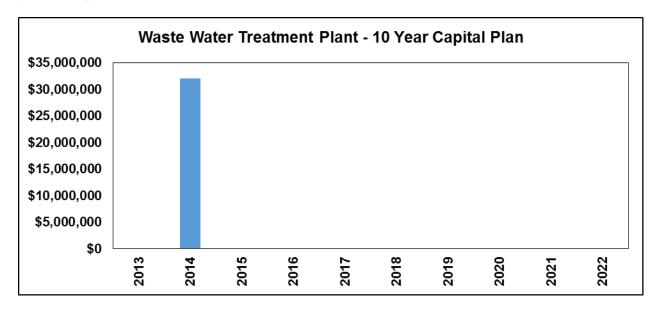
3.5.9 SEWERLINE (WASTE WATER) AND PROPOSED PROJECT

The replacement costs for Sewer line (Waste Water) is taken from similar geographic areas that has been indexed to 2013 based on the "Consumer Price Index" and the "Municipal Cost Index". All costs have PST of 1.76% added to the base costs. An expression of interest has been submitted to the Ministry of Infrastructure in 2013 for the project of Sanitary Sewer System on Woods Street, which was constructed in 1935 with Clay Tile. The replacement is required due to the age-related factors (deterioration and blocked sewers within the area).



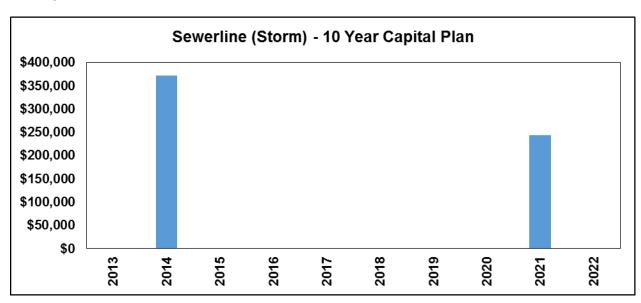
3.5.10 WASTE WATER TREATMENT PLANT PROPOSED PROJECT

This graph shows the proposed project for the construction of a new Waste Water Treatment Plant in 2014, including the conversion of the old plant to a lift station. The cost has been provided by the Town.



3.5.11 SEWERLINE (STORM) AND PROPOSED PROJECT

The replacement costs for Sewerline (Storm) is taken from similar geographic areas that has been indexed to 2013 based on the "Consumer Price Index" and the "Municipal Cost Index". All costs have PST of 1.76% added to the base costs. An expression of interest has been submitted to the Ministry of Infrastructure in 2013 for the project of Storm Sewer System on Woods Street, which was constructed in 1970. The sizing of the system needs to be increased leading to the outlet at the end of Wood street to accommodate the drainage volumes within the drainage area D2.



3.5.12 MANHOLES (WASTE WATER)

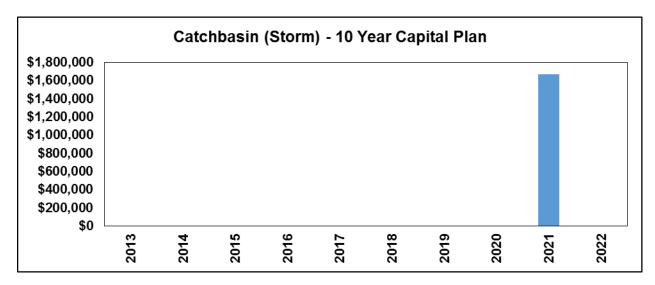
No Manholes (Waste Water) fall into the window of this Asset Management Plan.

3.5.13 MANHOLES (STORM)

No Manholes (Storm) fall into the window of this Asset Management Plan.

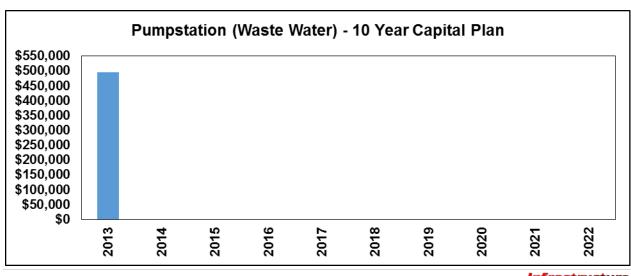
3.5.14 CATCHBASIN (STORM)

The replacement costs for Catchbasin (Storm) is taken from similar geographic areas that has been indexed to 2013 based on the "Municipal Cost Index". All costs have PST of 1.76% added to the base costs.



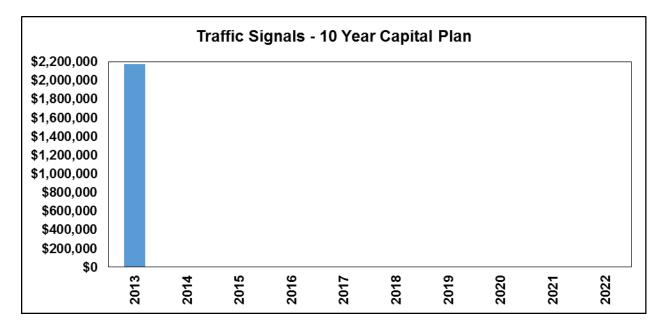
3.5.15 PUMPSTATION (WASTE WATER)

The replacement cost for the Pumpstation (Waste Water) is based on the historical cost provided by the Town that has been indexed using the Consumer Price Index and the Municipal Cost Index. All costs have PST of 1.76% added to the base costs.



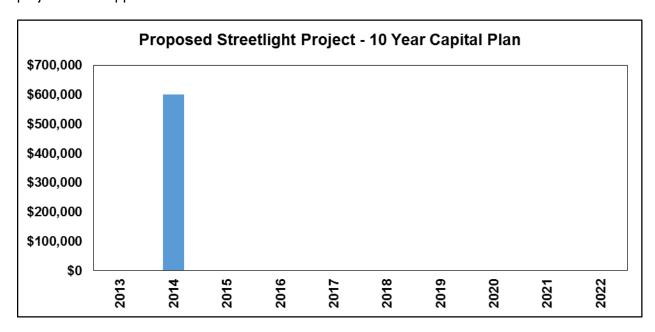
3.5.16 TRAFFIC SIGNALS

The replacement costs for the Traffic Signals is based on the historical cost provided by the Town that has been indexed using the Consumer Price Index and the Municipal Cost Index. All costs have PST of 1.76% added to the base costs.



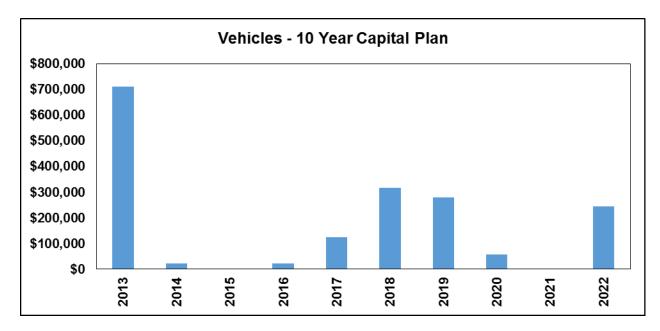
3.5.17 STREETLIGHTS AND PROPOSED PROJECT

No Streetlights fall into the window of this Asset Management Plan. However, the Town is proposing a project to replace lights to LED in the year of 2014, and is placed as an "Approved" project in the Appendix A.



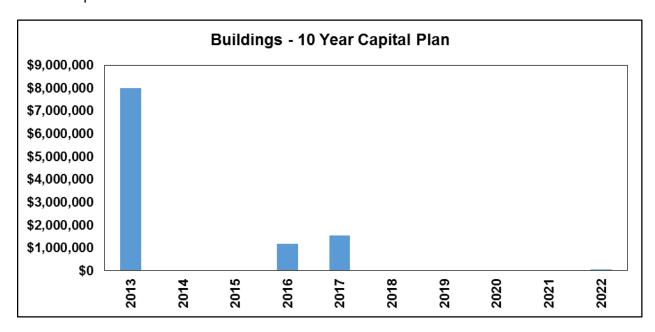
3.5.18 VEHICLES

The replacement costs for the Vehicles is based on the historical cost provided by the Town that has been indexed using the Consumer Price Index and the Municipal Cost Index. All costs have PST of 1.76% added to the base costs.



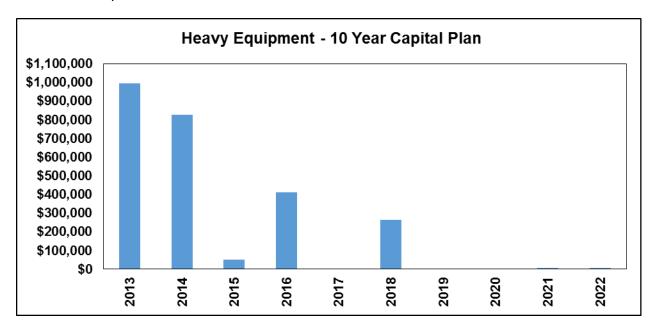
3.5.19 BUILDINGS

The replacement costs for the Buildings is based on the 2013 insurance document and the historical cost provided by the Town that has been indexed using the Consumer Price Index and the Municipal Cost Index. All costs have PST of 1.76% added to the base costs.



3.5.20 HEAVY EQUIPMENT

The replacement costs for the Heavy Equipment is based on the insurance document 2013 and the historical cost provided by the Town that has been indexed using the Consumer Price Index and the Municipal Cost Index. All costs have PST of 1.76% added to the base costs.



4 LEVELS OF SERVICE

4.1 OVERVIEW

Levels of Service (LOS) are statements of service performance delivery. LOS is established based on Council direction, the needs or wants of the community as well as legislative and regulatory requirements. This report includes Operating Performance Indicators (OPI's) for current levels of service. Through the ongoing Asset Management process LOS will be further defined for the Town, the Town's assets, and the community. All are interconnected.

Asset management, at its root, is really about balancing between the full life cycle costs of various services and the levels of service being provided. It is about knowing what levels of service customers expect and what they are willing to pay. The level of service is a reflection of the quality, function and capacity of the services being provided. As a Town, you might consider:

- The level of service you are currently providing to users
- The annual cost to continue to provide the current level of service
- How the current level of service is expected to change in the future given current funding levels
- If you are meeting the level of service expectations of your users given the costs to provide current, increased or decreased levels of service

Many municipalities cannot currently answer these questions, although many are working towards this goal. If you can't answer questions about the current, future and desired levels of service (with associated costs), then it will be difficult to understand the financial implications of



owning the asset going forward. The levels of service that you provide as a Town directly impact many parts of asset management including both life cycle costs and risk management. As a rough generalization, the higher the level of service provided, the higher the life cycle costs of providing that service. Levels of service drive the expected treatments in the management of infrastructure. Customer levels of service outline the overall quality, function, capacity and safety of the service being provided. Technical levels of service outline the operating, maintenance, rehabilitation, renewal and upgrade activities expected to occur within the Town. When practicing asset management it is important to first document the current level of service being provided. As asset management becomes more established within your Town, levels of service may be set through consultation with the community. However, it is critical that prior to consulting with the public, the current levels of service along with associated life cycle costs are understood.

It is also important to discuss how various levels of service may have different risks associated with them. These risks may play an important role in determining if certain levels of service are acceptable. As with all economic analysis, a sensitivity analysis should be carried out on those parameters which are more likely to be beyond the control of the organization, such as market forces affecting the opportunity cost of capital, community expectations/perception on risk and factors in the long-term, health and safety effects, community economic effects, environmental and social effects, feasibility including public support and the Town's readiness.

4.2 METHODOLOGY

The implementation of a formal Maintenance Management System (MMS), among many other items, measures the response time, lag time, total time to resolution, resources involved, and communication logs for all issues identified internally and by customers. Going forward, this type of information not only provides the basis of resource and program management decisions, but is key information that will provide council and the public with the service level information in relation to the cost of service. Historically a significant portion of activities have been provided at a 'best we can do with what we have' basis. Through a review of design guidelines, and metrics being captured by the MMS, the Town of Kirkland Lake can re-orientate service delivery that is driven by service level expectations that incorporate Level of Service factors.

Benchmarking and other comparison management techniques are used both internally and for external regulation and monitoring, to assess the performance of infrastructure groups and asset owners. Each Town needs to consider developing rating systems to judge the assets from both a Town's perspective with the values that it brings to the organization, and also from a user's or regulator's perspective, in terms of the functionality, suitability, cost and service performance of the asset.

4.3 LEVELS OF SERVICE

Some Levels of Service (LOS) for the Town can be attained through documents developed in the industry and by internally focusing on technical requirements that meet generally expected levels of operation and safety:

- Provincial Minimum Maintenance Standards (MMS) for roads, drainage and water network
- Drinking Water Quality Management System (DWQMS)
- Engineering Standards Manuals



Operating Performance Indicators – These are the main activities within each operating budget cost center. These activities (OPI's) link directly to the level of service provided by the Town. The OPI's also include maintenance tasks that help extend asset life. A good balance between asset replacement through capital funding and ongoing maintenance provides the best-cost efficiency and service productivity.

Please review attached Appendix D for the process.

5 FINANCIAL PROJECTIONS

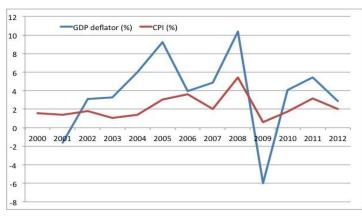
Our first steps in Financial Forecasting include compounding/inflating historical costs to Present Value (2012/13) number and then further compounding/inflating these numbers to meet future requirements. To maximize the accuracy of our projections, we have developed a comprehensive "Municipal Cost Index (MCI)". To further fine-tune our projections, we do a micro analysis of your geographic region.

Our basic assumptions and calculations, included within this document, are key to the planning process and serve as the base for the forecasting and predicting your future budgetary requirements and needs.



5.1 CONSUMER PRICE INDEX: OUR PERSPECTIVE

A price index measures the change in the costs of purchasing a fixed basket of goods and services in the current period, compared to a base period, typically month-over month or year-over-year. The most widely applied measure of inflation/price index is the Consumer Price Index (CPI). Given its pervasive use in setting cost-of-living adjustments, it can be the appropriate metric when calculating the rate of consumer inflation at the national level. Major components within the CPI include housing, food, and transportation.



Source: www.marketmonetarist.com



Extending the use of the CPI into discussions about the appropriate level of tax and fee rate increases becomes problematic, however, because a government's actual experience with inflation can differ greatly from the CPI. This is because the largest expenditures for governments are typically labor, materials, and contractual services — different factors than those found in the CPI. Spending patterns that are different than those of other economic sectors. A price index that does not reflect the municipal purchasing structure does not truly reflect changes in the cost experience, and thus the purchasing power, of local governments. For instance, the CPI reflects household spending patterns that focus on shelter (27.7 percent of the Statistics Canada CPI basket), transportation (19.5 percent), food (15.5 percent), and recreation (12.9 percent) — none of which registers as leading purchase categories for local governments.

There are two main parts to the MCI calculation: the weightings of the expenditure categories (showing the relative importance of items in the index), and the inflation factor used for each component. The inflation factors for expected price changes are based on economic data from two main sources, the Conference Board of Canada (CBOC) and Statistics Canada. The key issue is to match an appropriate inflator from these external sources to the types of expenditures in each budget category. MCI can be used in the following ways:

- To measure the increase in overall municipal expenditures attributed to inflation;
- To allow managers to more closely monitor the increase in spending by expenditure category, thus making inflationary price increases or decreases more visible;
- To provide an indication of the historical, current, and future direction of prices relative to municipal expenditures;
- To explain increased expenditures attributed to inflation when submitting annual budgets.

5.2 MUNICIPAL COST INDEX

Municipal Cost Index (MCI), entails both inflationary and non-inflationary components along with their Weight and Inflators. MCI has been created in such a way that it focuses on the overall yearly impacts of basket of goods that our clients has maximum exposure to and represents the operational/working capital needs on an ongoing basis. MCI will be used to a part of the assumptions in the following calculations:

- Municipal Cost Index is used as an integral part of Capital Planning Module, MCI served as the base for inflating/compounding historical costs to Present Value
- Financial Forecasting Municipal Cost Index will be used as an compounding/inflation factor till 2013 financial year and then the compounding/inflationary factor will be based upon the reliable research reports like RBC, TD, Scotia Bank, Stats Canada to predict rest of the years (basis Inflation rate, GDP growth rate, Population, Risk Free Rate, Market Premium Rate etc. will be considered for a constant growth rate)
- Break down of revenue and expenditure and predicting the sources of funds and expenses.

Kirkland Lake's Municipal Cost Index is attached as Appendix E.

5.3 FINANCIAL STRATEGY ASSUMPTIONS

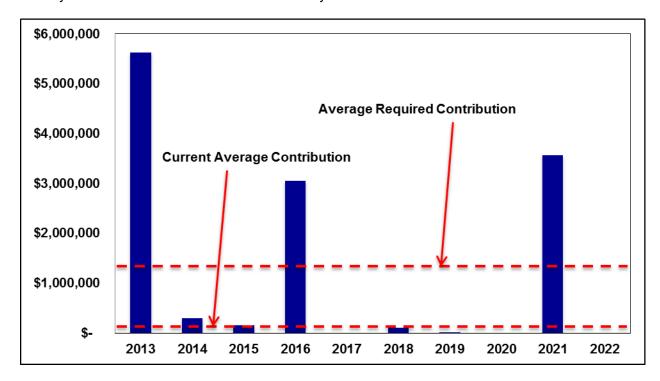
The following summarizes the key assumptions used in the preparation of the financial strategy for water, wastewater, roads and bridges:

- 2.3% annual operating income increase (property taxation, base scenario)
- 2% annual increase in User fees and 1% increase in other revenues
- 2% annual operating expenditure increase
- 2% annual increase in capital replacement costs
- Gas Tax Fund \$506,015 (not inflated)
- Existing funding sources, as identified in the 2012 FIR
- No growth related capital has been included in analysis as the financial strategy relates to the replacement of existing assets.
- Capital replacement needs as identified in the previous section of this report

It is important to keep in mind that assumptions may significantly change over time. In addition, capital replacement cost estimates may vary from current projections. As such, there is a need to monitor the financial strategy over time.

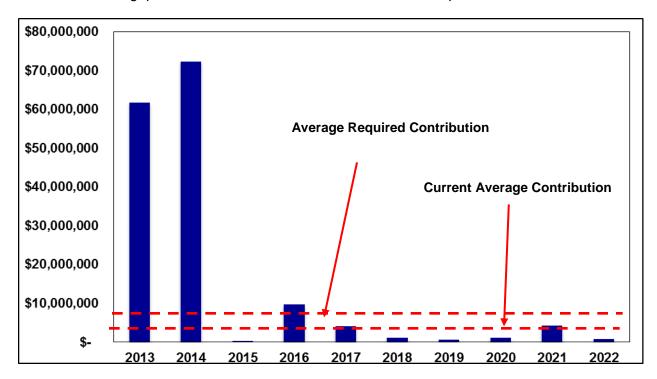
5.4 EXISTING WATER FUNDING REQUIREMENTS

The following graph reflects the annual requirements over the next 10 years to provide an understanding of the timing of the replacement requirements for water services. Over the next 10 years, the average annual replacement requirement for water is \$1.28 MM, however the requirements vary on an annual basis. As illustrated below the average annual capital contributions in water are not sufficient to address the existing backlog over the next 10 years. A ten year plan is an insufficient timeframe to determine water rates and annual contributions. This system should be reviewed over a 40-50 year time frame.



5.5 FUNDING REQUIREMENTS

By our calculations, the average capital requirement is \$7.79 MM and the existing contribution to the capital program is approximately \$2.29 MM. This has resulted into a large infrastructure funding deficit. The Town is facing an infrastructure deficit like many other similarly-sized Towns. The Town needs to maintain current contribution and to continue to build reserves so that it can prepare to maintain service levels and meet capital requirements in future. Town strategies to close/reduce the gap will be discussed in the next section of the report.



5.6 FINANCIAL STRATEGIES - THE INFRASTRUCTURE GAP

Financial sustainability requires that a Town ensure that there are sufficient resources to support the delivery of services for which the Town bears responsibility. Given the need and benefit for further infrastructure investment in order to protect, sustain, and maximize the use of Kirkland Lake's infrastructure assets, a number of options and strategies have been considered.

5.6.1 STRATEGY 1: SPECIAL INFRASTRUCTURE LEVY

An option that could be implemented is to establish a special infrastructure levy for the replacement of existing infrastructure. For example, a special infrastructure annual levy increase of 3% would generate sufficient revenues to reduce the tax related infrastructure gap beyond 10 years. The Town will have positive cash flows, and Town should continue using additional funds to create healthy reserves to sustain infrastructure and service levels. These contributions would be dedicated to the replacement of existing reserves. By increasing the levy by an additional 3% annually will increase the funds available over the 10-year period by approximately \$14.45 MM. This reflects the significant power of compounding:

- In year one, the additional 3% special levy would generate an additional \$262,167.
- In year 10, with an assumed 3% special infrastructure levy, this would generate an additional \$3.18 MM.

The following table is provided for illustrated purposes to help explain the significant potential through a modest levy increase to address the tax infrastructure gap:

3% Special Infrastructure Levy				
2014	\$262,167			
2015	\$544,259			
2016	\$847,470			
2017	\$1,173,062			
2018	\$1,522,365			
2019	\$1,896,786			
2020	\$2,297,807			
2021	\$2,726,994			
2022	\$3,185,997			
Total	\$14,456,907			
Average Income	\$1,606,323			

Water Services

Following the same strategy for water services, a special water infrastructure levy can be established for the replacement of existing infrastructure. For example, a special infrastructure annual levy increase of 3% would generate sufficient revenues to reduce the tax related infrastructure gap beyond 10 years. These additional contributions would be dedicated to the replacement of existing reserves. By increasing the levy by an additional 3% annually will increase the funds available over the 10-year period by approximately \$3.56 MM.

The following table is provided for illustration purposes to help explain the significant potential through a modest levy increase to address the user fee gap:

3% Special Water Levy				
2014	\$108,594			
2015	\$169,093			
2016	\$234,057			
2017	\$303,753			
2018	\$378,460			
2019	\$458,474			
2020	\$544,108			
2021	\$635,692			
2022	\$733,572			
Total	\$3,565,803			
Average Income	\$396,200			

Water capital expenditures are generally dealt with by undertaking a long term, 40-50 year capital and operating plan and determining an appropriate "rate" to charges system users within the community.

5.6.2 STRATEGY 2: RETHINKING INFRASTRUCTURE

There is the potential to reduce infrastructure spending by determining the most cost-effective options for all capital programs for new or rehabilitated infrastructure by pursuing life cycle costing analysis, discussed earlier in the report. For example, the municipality would be greater served in the long run by properly maintaining paved or surface-treated roads in good condition than by rebuilding roads in poor condition, if the budget didn't allow for both. Further, the timing to replace assets is based on the analysis undertaken, using theoretical assumptions in some cases. Local knowledge is best to identify where the replacement or refurbishment of some assets may be deferred. A strategy frequently used by municipalities is to establish short term priorities based on funds available and with a gradual increase in spending and contributions to reserves. Benefits and efficiencies can be gained by improved prioritization, developing rehabilitation and replacement programs on a long term system-wide program basis versus a short term, project by project and asset-type basis.

5.6.3 STRATEGY 3: STRATEGIC USE OF DEBT

Due to the backlog in the tax-supported programs, there is a need to examine the cost/benefit of addressing these needs through the issuance of debt. Using debt strategically can provide capital funding flexibility by allowing certain infrastructure to be built and used before sufficient revenue has accumulated to offset the needed investment. Debt is frequently issued and considered a standard practice in municipalities for capital projects that are long term in nature and that benefit future taxpayers, thereby spreading the costs across future years. As such, debt promotes inter-generational equity in that infrastructure is paid for by those who use it. With favorable interest rates and significant backlog, the Town may wish to consider the need to issue debt to expedite capital replacement. Infrastructure Ontario interest rates at the time of this report are as follows:

- 10 year 3.11%
- 15 year 3.62%
- 20 year 3.93%

For example, if the Town were to issue \$1 million in debt to address a portion of the backlog deemed to be highest priority that was beyond reserve availability, the debt payments would be approximately \$88,000 (assuming 15 year term).

A debt management policy improves the quality of decisions, identifies policy goals and demonstrates a commitment to long-term financial planning, including a multi-year plan. Adherence to a debt management plan signals to rating agencies and capital markets that the Town is well managed and is well positioned to meet its obligations in a timely manner. The Province regulates the amount of debt municipalities issue by setting an annual repayment limit for each Town (25% of a Town's own source revenues). Based on our experience, municipalities typically establish thresholds below the Provincial limit to take into consideration taxpayer affordability and to ensure flexibility.

In addition to a debt guideline, monitoring also becomes important when considering the idea of the increased use of debt as a funding source to ensure that it is being used in a fiscally responsible manner. Government Finance Officers Association recommends that municipalities adopt policies that specify appropriate uses for debt.

The following strategies are recommended to determine the most appropriate time to issue debt

- Debt will be proportionate to the Town's tax base and will not put an excessive burden on operating expenditures.
- Outstanding and planned debt levels will not exceed an amount that can be supported by the existing and projected tax revenue base. Debt policies will focus on:
 - o projected debt requirement
 - limits and benchmarks
 - o term and structure of debt
 - use of reserves to offset debt issuance
- Long term debt for the replacement and refurbishment of existing capital assets will be reduced and a planned process will be developed whereby an annual contribution will be made to meet lifecycle needs of all assets.

The following policies are recommended to manage debt within the Town

- Tax Debt Charges as a percentage of Tax Own Source Revenues will not exceed 10%.
- Long term debt financing will be restricted to specific project types:
 - Increased/new services to residents for new initiatives
 - o New, non-recurring infrastructure requirements
 - Projects which are supported by a business plan that show revenues will cover capital and interest costs
 - Projects where the cost of deferring expenditures exceeds debt servicing costs
 - Projects tied to third party matching funding

Note: These restrictions may have to be phased in to meet short term budget challenges.

- The length of the term of debt will not exceed the useful life of the underlying asset.
- The Town will monitor and report on all forms of debt annually.

5.6.4 STRATEGY 4: USE OF GRANTS

It is well established that the condition of Canada's municipal infrastructure is one of the keys to underpinning, maintaining and enhancing Canada's economic productivity and competitiveness. It is therefore clearly in the national and provincial interests for the federal and provincial government to institute permanent and sustainable infrastructure funding. Along with the strategic use of debt, Town can also apply for the grants available from the Provincial and Federal governments. Some significant component of the infrastructure deficit can be dealt with through a close monitoring of grant programs and a careful expression of interest to access these funds.

Kathleen Wynn's Provincial Liberal minority government passed its budget bill this past spring, with plans to inject \$13.5 billion in 2013-14 toward the province's infrastructure deficit. The Province, with its partners, plans to continue to revitalize infrastructure in Ontario with programs like the Building Together and the Small, Rural and Northern Municipal Infrastructure Fund.

Steven Harper's Conservative majority government has just announced the New Federal Building Canada Plan with \$53 billion over the next 10 years including over \$47 billion in new funding including the Gas Tax Fund (\$21.8 billion), now indexed and will now give municipalities flexibility for a broader range of infrastructure priorities, an incremental Goods and Services Tax Rebate for Municipalities (\$10.4 billion), a new Building Canada Fund with two components:

- A \$4-billion, merit-based, National Infrastructure Component
- A \$10-billion Provincial-Territorial Infrastructure Component

Finally, the Federal Government is adding an additional \$1.25 billion in funding for **P3 Canada**, which will continue to be administered by PPP Canada Inc.

6 RECOMMENDATIONS

6.1 SOTI RECOMMENDATIONS

The SOTI/Capital Plan identifies a number of asset-specific recommendations. However, there are six recurring recommendations that should be addressed in future strategic asset management initiatives:

- 1. Develop, through more detailed analysis, a plan for allocating the additional funds to the operating and/or capital budgets, as required, in order to successfully develop, implement, and maintain the required asset management plans;
- 2. Develop a policy and implement a strategy to reach long term sustainable funding for each of the assets covered in this SOTI Report;
- 3. Implement a comprehensive budget structure along service delivery lines, so that service managers can adequately know what the true total cost of their service is (including asset management, operations, capital, and borrowing costs).
- 4. Review the selection and use of rehabilitation strategies on life-cycle costing and on a return-on-investment (ROI) basis.
- 5. Review operating and maintenance practices balancing least life-cycle cost against level of service and risk exposure, on a business-case basis using InfraGuide Best Practices and other industry sources:
- 6. Provide regular updates to the SOTI Report Card and Analysis

6.2 CAPITAL PLAN RECOMMENDATIONS

- That asset condition assessment of capital assets should be considered wherever feasible. The application of a standard life expectancy of an asset reflects a financial approach (PSAB 3150). Age-based condition assessment has the least level of confidence for building a capital plan.
- 2) That the Town of Kirkland Lake could consider releasing a policy defining its strategy and intention as it pertains to the infrastructure deficit, including communications to the general public.
- 3) That the Town address their infrastructure deficit.
- 4) That the Town proactively define organizational responsibilities to maintain the asset inventory including proposed and actual project cost information, updating the data as assets are acquired or betterments are added to existing assets and projects are

- started and completed. In this manner, the accuracy of future Capital Plans will increase over time.
- 5) That the Town consider establishing as policy the following guiding principles, that it be:
 - a) Customer Focused: To have clearly defined Levels of Service and applying asset management practices to maintain the confidence of residents in how the Town of Kirkland Lake assets are managed.
 - b) Forward Looking: To make the appropriate decisions and provisions to better enable its assets to meet future challenges, including changing demographics and populations, customer expectations, legislative requirements, technological and environmental factors.
 - c) Service Focused: To consider all the assets in a service context and taking into account their interrelationships as opposed to optimizing individual assets in isolation.
 - d) Risk-based: To manage the asset risk associated with attaining the agreed levels of service by focusing resources, expenditures, and priorities based upon risk assessments and the corresponding cost/benefit recognizing that public safety is the priority.
 - e) Value-Based/Affordable: To choose practices, interventions and operations that aim at reducing the life cycle cost of asset ownership, while satisfying agreed levels of service. Decisions are based on balancing service levels, risks, and costs.
 - f) **Holistic**: To take a comprehensive approach that looks at the "big picture" and considers the combined impact of managing all aspects of the asset life cycle.
 - g) **Systematic**: To adopt a formal, consistent, repeatable approach to the management of its assets that will ensure services are provided in the most effective manner.
 - h) **Innovative**: To continually improve its asset management approach, by driving innovation in the development of tools, practices, and solutions.
- 6) To meet the goals and objectives of this policy, senior management could consider:
 - a) The creation and maintenance of a Comprehensive Asset Management (CAM) governance structure to lead the development of AM tools and practices and to oversee their application across the organization.
 - b) Adopt a Comprehensive Asset Management Strategy (AMS) to:
 - Establish, document and continually adhere to industry recognized asset management protocols;
 - Develop asset management knowledge and competencies aligned with recognized competency frameworks;
 - Entrench lifecycle costing when evaluating competing asset investment needs across the Town assets;
 - Monitor the performance of the assets and track the effectiveness of AM practices with a view to continuous improvement;
 - Where practical, strive to go beyond minimum legislative requirements as an enabler to make the Town of Kirkland Lake assets more resilient to changing social, environmental and economic conditions.
 - Establish a capital projects prioritization matrix, as per Appendix C

6.3 LEVEL OF SERVICE RECOMMENDATIONS

- 1. We recommend that the Town incorporate a Level of Service analysis prior to resolving the infrastructure deficit in order to maximize the impact of their capital investments and impact of their capital investments with the objective to:
 - Refine levels of service that balance customer expectations with risk, affordability and timing constraints as it pertains to the Town's unique requirements;
 - Adopt risk-based decision-making processes that consider the likelihood of asset failure and the consequence of a failure with regards to impacts on safety and levels of service;
- 2. To assist in better establishing Levels of Service, the Town should consider collecting technical performance measures need to provide information on:
 - the types of failure
 - the number of customers affected
 - the duration of the failure
 - the severity of the failure
- 3. To support decision-making for effective management of the assets, the Town should consider technical performance measurement and monitoring, undertaken by the Town such as:
 - Assessing the effectiveness of the operational, maintenance and capital works program
 - Review and refinement of maintenance and rehabilitation strategies and standards
 - Assistance in strategic decision-making through definition of remaining life, based on the measure being assessed
 - The Town should use the Appendix D document as an example of how they might establish reasonable Levels of Service for the community.

6.4 FINANCIAL STRATEGY RECOMMENDATIONS

It is well recognized that a Financial Strategy to support the asset management plan is a dynamic document that should be updated and re-evaluated on an ongoing basis. The Town should give due consideration to the following points:

- The Town has insufficient funds from existing sources to proactively manage its infrastructure and will need to prioritize its requirements to maximizing the impact of existing financial resources.
- The Town has a growing infrastructure deficit which is serious considering its population and tax base. A special infrastructure levy will help the Town to reduce the gap over time and should be taken into consideration.
- In the event that the Town implements an infrastructure levy, a percentage of the additional funds should be transferred into a reserve so that the Town has some flexibility to prioritize and sustain future infrastructure and service level requirements
- The Town requires a rate review and should consider for a special infrastructure levy for its Water Projects based on a detailed analysis, so as to create reserves to be able to sustain the current and future service levels and begin to close the infrastructure deficit.
- The Town needs to be proactive in reviewing and capitalizing on the upcoming Province and Federal programs, as the Town will need financial assistance to close its



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- infrastructure deficit. It should seek government grants to be able to undertake the capital projects outlined in this Asset Management Plan.
- The Town needs to be proactive in reviewing funding options including Infrastructure Ontario Lending Policies, Private Public Partnerships, user fees and other funding options to have understanding of financing options.
- The Town needs to embrace the principles of Asset Management to formulate assumptions, projections and strategies going forward. The Plan should be modified on an ongoing basis based on changes in the municipal environment
- The Town should track and build awareness of the results of its projections on current operating and capital spending and funding levels with the objective of fine tuning the forecasting process
- The Town should continue the analysis and examination of key financial goals and strategies that guide future priorities and expenditures

7 CONCLUSION

As a general comment, the Town of Kirkland Lake is hampered by limited revenue and extensive infrastructure. ISI worked with staff who were knowledgeable and committed. The information we received was, by in large, accurate and well organized. The overall state of the linear infrastructure at the Town of Kirkland Lake is in line with the vast majority of municipalities in this Province.

As highlighted in the Report Card, the current state of the linear infrastructure, based on available condition rating and age analysis, presents a picture of the Town's linear assets to be in need of substantial work and the Town should continue to be proactive in their strategies, so as to extend asset useful life and avoid major rehabilitation/reconstruction or replacement costs.

It is highly recommended that the Town of Kirkland Lake embrace the principles of Asset Management. Managing existing infrastructure, doing the right thing, at the right time, involves knowing and actually doing the most cost-effective maintenance, repair, rehabilitation or replacement activity at the right time throughout the entire life cycle of the asset. Beyond cost savings, assets need to be viewed in terms of their ability to enhance quality, function, capacity and safety of the service being provided.

The process of implementing Asset Management is rife with challenge. It requires clear direction from Council. It requires significant cross-departmental cooperation. It requires the allocating of time, energy, and resource to assume new responsibilities. It requires consultation with the community. It requires working with constrained budgets to balance priorities. Because infrastructure management deals with assets that have long lifespans, it may take years before a substantial financial return on investment (ROI) becomes apparent. Still, managing existing, capital intensive, public sector infrastructure asset could provide very significant benefits (i.e. 20-40% reductions in life cycle costs).

Finally, the Town will likely be faced with difficult decisions over the next years, and the infrastructure deficit continues to widen. The council should put together a public communication program to engage the community in discussing the true cost of services and the assets required to provide those services. Develop and implement service levels that are in line with public expectations and willingness to pay. ISI is providing a communication strategy.

We appreciate having been awarded the contract to build your Asset Management Plan and trust that this work is the beginning of a long and positive relationship with Kirkland Lake. Infrastructure Solutions Engineering provides Strategic Plans, condition assessments, financial analysis, and consulting/engineering services. Please consider us a resource.

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APPENDIX A - DETAILED LIST OF CAPITAL PROJECTS

CNTL + left click to view the detailed list of Capital Projects:

APPENDIX A - DETAILED LIST OF CAPITAL PROJECTS



APPENDIX B - ASSET USEFUL LIFE

Departments	Assets Useful Life as per CIP Source			
	Road Section			
Transportation Network	Paved (HCB)	50 (Total Reconstruction)	ISI Infrastructure	
	Gravel	(Recurrent Resurfacing)	ISI Infrastructure	
	Street Lights	60	ISI Infrastructure	
Bridges	Concrete	75	ISI Infrastructure	
Culverts	Culverts	50	ISI Infrastructure	
	Catchbasin (Storm)	50	As per the TCA Policy	
	Manhole (Waste Water)	75	ISI Infrastructure	
	Manhole (Storm)	75	ISI Infrastructure	
	Sanitary Forcemain	75	ISI Infrastructure	
Sewer Network	Pump Station (Waste Water)	50	As per the TCA Policy	
	Sewerlines (Storm)	85	ISI Infrastructure	
	Sewerlines (Waste Water)	80	ISI Infrastructure	
	Sewage Treatment Plant	50	As per the TCA Policy	
	Hydrants	50	As per the TCA Policy	
	Water Valves	50	ISI Infrastructure	
Water Network	Water Service	30	As per the TCA Policy	
	Waterlines	75	ISI Infrastructure	
	Water Treatment Plant	50	As per the TCA Policy	
	Water Equipment	Varies	As per the TCA Policy	
Fleet	Vehicles	Varies	As per the TCA Policy	
Facility	Buildings	50	As per the TCA Policy	
Equipment	Equipment	Varies	As per the TCA Policy	
Traffic	Traffic Signal	25	As per the TCA Policy	

APPENDIX C – CAPITAL PLAN PRIORITIZATION MATRIX

	Definition	Maximum Points	Percentage Weightage
Goals/Objectives	Extent to which project meets goals & objectives of the Town's council	25	15.9
Safety	Extent to which project eliminates, prevents, or reduces an immediate hazard to safety	14	8.9
Mandates	Extent to which project helps council meet existing or new mandates	13	8.3
Timing/Linkages	Extent to which is project is timely, a continuation of project currently underway, related to other high priority projects etc.	12	7.6
Economic Impact	Extent to which project enhances economic development in Town or directly/indirectly adds to tax base	11	7
Efficiencies	Extent to which project contributes to savings in Town's operating/capital expending	10	6.4
Maintain Current Level of Service	Extent to which project is necessary for Town to continue to provide one or more services at current standards	9	5.7
Improving Access	Extent to which project improves citizen access to current services	8	5.1
Service Improvement	Extent to which project improves the quality of exiting services	7	4.5
Service Addition	Extent to which project increases the quantity of exiting services	3	1.9
Operating Budget Impact	Projects that lower future operating expenses receive a positive score, ranging from 0 to 15. Projects that have no effect on operating expenses receive a score of 0. Projects that increase operating expenses score anywhere from 0 to -15	0-15, 0, 0-(15)	9.5
Community Support	Extent to which project has broad and/or strong support from the community	10	6.4
Financing	Extent to which project can be financed with non-general fund revenue sources	15	9.5
Timeliness of Submission	Extent to which project request is submitted in a timely way	5	3.2
		142	100

APPENDIX D - OPERATING PERFORMANCE INDICATORS

ROADS				
Service	Operating Performance Indicators (OPI)	Current Performance	Target Performance	Timeframe
Examples for Roads b	pelow:			
Road Maintenance & Repairs	Complete approximately 1000 activity requests per year for service requests including pot hole repair, minor asphalt patching, alley maintenance, sightline improvement, MVA clean-up.	1000	800	present
Major Asphalt Patching	Annual repair of approximately 4000 square meters of asphalt pavement resurfacing.	4000	4000	2014
Utility Patching	Complete approximately1000 square meters of utility cuts annually.	1000	1000	2014
Othicy Fatching	On major roads target to complete hot mix asphalt patch in seven working days.	as necessary	as necessary	present
	Twice per year cut every boulevard in the city.	yes	yes	present
	Four times per year minimum cut the boulevards and traffic islands on major community entrance ways.	n/a	n/a	n/a
Boulevard Maintenance	Annual weeding, cleaning and caulking of 3 km of sidewalk and curb.	3	6	2014
	Maintain sight lines at intersections for vehicle and pedestrian safety.	as necessary	as necessary	present
	Annual cleaning and maintenance of all hard surfaced traffic islands.	n/a	n/a	n/a
	Annual Crack sealing of 5 km of road	5	5	2014
Crack seal Preventative Maintenance	One year in advance of scheduled road rehab work video inspect all affected underground utilities.	yes	yes	present
Curbing/Shoulders	Annual repair, by August, of all curbing damage in previous winter.	yes	yes	present
011 "	Annual Weeding, brush removal and cleaning all walkways.	yes	yes	present
Sidewalks & Walkways	Every two years power wash downtown paver sidewalks including curb face	no	yes	2014

Street Lighting	Service requests for street light repair completed within 48 hours.	48	48	present
	Every two years inspect and maintain all traffic signals.	as necessary	as necessary	present
	Annual testing of all traffic signal conflict monitors.	yes	yes	present
Traffic Signals	Annual inspection and maintenance of all pedestrian beacons. Includes cleaning lenses, and inspecting batteries and solar power supply batteries and solar power supply	yes	yes	present
	Annual inspection and maintenance of all stop signs.	yes	yes	present
Signs	Annual inspection of crosswalk, pedestrian, school and playground signs and beacons.	yes	yes	present
	Annual Upgrade of all signs to diamond grade	no	yes	2014
	Annual repaint of all 10 km of directional centre lines.	yes	yes	2014
	Twice per year repaint all directional centre lines on major collectors and arterials.	no	no	
Street Marking	Annual repaint of all 2 km of trim line.	yes	yes	2014
J	Annual painting, prior to May long weekend, of all downtown street markings.	no	no	
	Annual inspection and repair of all X crosswalks and thermal plastic markings.	yes	yes	2014
Bridge Maintenance	Annual engineering inspection of bridges and completion of repairs as recommended	no	yes	2014
	Major roads including emergency routes during winter events.	yes	yes	present
Snow and Ice Control	Residential areas – through roads first then cul-de-sacs and dead ends.	yes	yes	present
	Residential areas will be ploughed and maintained within 12 hours unless snow and icy conditions return crews back to major roads.	yes	yes	present

VEHICLES - FLEET				
Service	Operating Performance Indicators (OPI)	Current Performance	Target Performance	Timeframe
Examples for Fleet be	elow:			
Fleet Maintenance	Undertake preventative maintenance and repairs to meet industry standards for safety and operation.	yes	yes	present
	Maintain fleet availability at 90%.	90	90	present
Small Equipment	Inventory, maintain and repair of pieces of small equipment for use by all departments.	yes	yes	present
Preventative Maintenance Services	30 units inspected every 3 months to maintain safety and fleet efficiency.	3	3	present
Communications	License, repair and purchase fleet and handheld communications to maintain dependable operation	yes	yes	present
	WATER			
Service	Operating Performance Indicators (OPI)	Current Performance	Target Performance	Timeframe
Example	es for Water below:			
Valves & Air Valves	Exercise all line valves once per year with yearly reporting	1	4	+
			1	present
	Upon notification emergency response and water shut down within 45 minutes.	45	45	present present
Water Main Breaks	response and water shut down	45 2		
Water Main Breaks	response and water shut down within 45 minutes. Repair completed and water service re-instated within 2		45	present
	response and water shut down within 45 minutes. Repair completed and water service re-instated within 2 hours. Currently experiencing 10 breaks per year on average 30 renewals completed each year on average.	2	45 2	present
Water Main Breaks Service Connection Renewals	response and water shut down within 45 minutes. Repair completed and water service re-instated within 2 hours. Currently experiencing 10 breaks per year on average 30 renewals completed each	2 10	45 2 >8	present
Service Connection	response and water shut down within 45 minutes. Repair completed and water service re-instated within 2 hours. Currently experiencing 10 breaks per year on average 30 renewals completed each year on average. Service connections associated with Road Rehab Program and capital projects are checked and	2 10 30	45 2 >8 20	present present present

	Annual painting	no	yes	2014
	Annual vegetation control	yes	yes	present
	20 year cycle – rebuild control valves.	as necessary	10 years	2014
Pump Stations	20 year cycle – rebuild or replace pumps.	as necessary	15 years	2025
	Weekly trouble shooting and repairs	yes	yes	present
	5 weekly visual inspections	5	5	present
	Maintain all pressure reducing stations to operate without failure.	as necessary	every 5 years	2013
Stations	30 year cycle - complete replacement of each station	as necessary	as necessary	present
	10 year cycle - complete rebuild of system.	as necessary	every 10 years	2015/2020
	Annual painting and vegetation control.	n/a	n/a	n/a
Water Testing	100% of water samples contain no bacteriological contaminants.		100%	present
	Monthly reporting	yes	yes	present
	Disinfects 100% of City supply.	100%	100%	present
	Daily data acquisition and inspection	yes	yes	present
	Daily water testing	yes	yes	present
	Monthly chlorine cylinder replacement.	as necessary	as necessary	present
WPC Chlorination	Semi-annual chlorination equipment replacement and repairs	n/a	n/a	n/a
	Annual painting and vegetation removal	yes	yes	present
	10 year cycle - replacement of small piping and control valves.	as necessary	every 10 years	2014
Reservoir Chlorination	Disinfects 100% of City supply	100%	100%	present
Water Main Flushing	Twice Annually flush all supply lines.	Twice annual	Twice annual	present
Service Call-outs	Provide 24/7 on call coverage for emergency response.	yes	yes	present



DRAINAGE				
Service	Operating Performance Indicators (OPI)	Current Performance	Target Performance	Timeframe
Examples for D	rainage below:			
Flushing	Annual flushing of 100 m of the 236 m storm system	50	100	2014
Video Inspections	Annual video inspection of 10m of the storm system.	5	10	2014
Manholes / Cleanouts	Install and repair manholes and cleanouts.	yearly	yearly	present
Catch Basins	Annual inspection and cleaning of all 793 catch basins	150	250	2014
Detention Systems	Annual inspection of all X detention systems. N/A			
Inlet / Outlet Structures	As needed Inspect and clean all critical inlet and outlet structures and service before, during and post-storm events.	yes	yes	present
Structures	Annual inspection and maintenance of inlet and outlet structures.	yes	yes	present
Ditch Cleaning	Annual inspection of all ditches and clean as needed.	yes	yes	present
Culverts	Repair driveway and road crossing culverts as assigned through work orders.	yes	yes	present
Service Call- outs	Provide 24/7 on call coverage for sewer and drainage emergency response.	yes	yes	present

APPENDIX E - MUNICIPAL COST INDEX

MCI(Region 4)								
COMPONENTS	Weights	Inflators for Each Component						
COMPONENTS	weights	2006	2007	2008	2009	2010	2011	2012
Wages and Salaries and Benefits	28%		2%			-4%	3%	
Interest on Long Term Debt	1%							
Materials	28%		9%	2%	-3%	5%	0%	
Contracted Services	13%		-4%					
Rents and Financial Expenses	0%			-1%				
External Transfers	20%							
Amortization	10%					-4%	18%	
Average MCI	2.65%							

Notes:

- Municipal Cost Index, is calculated to better represent the municipal purchasing power and cost experience, so ISI will use 2.65% as the compounding/inflationary factor up until 2013
- Municipal Cost Index represents the basket of goods and services which is consumed/used by municipalities and represents the operational/working capital needs on an on-going basis
- Assigned weights represents the percentage of services/goods consumed out of total spend
- Inflators represent the year on year changes in the components
- Component's weight and inflators, sum all represents the overall cost experience for the municipalities/region as compared to CPI
- MCI is created as to minimize the variation/deviations of cost/purchasing experience in the region
- The source of Municipal Cost Index are the Financial Statements for your specific region
- Outliers have been removed from the data for Municipal Cost Index calculation to average out/standardized data

APPENDIX F - ROAD MANAGEMENT STRATEGY

Road Management

Infrastructure Solutions Inc. is incorporating a road management strategy in your Asset Management Plan. Our primary tool for this analysis is the Capital Planning Module (CIP) built into Municipal Data Work's (MDW). MDW tracks and costs the various road maintenance, rehabilitation and construction strategies over your road network's life-cycle. This strategy forms the major component of the Capital Plan which, in turn, serves as one of the core components of the Asset Management Plan. This document does not deal specifically with your Township but does outline our approach to analyzing your road network to provide you with insight and ask for your concurrence.

The Relevance of a Road Management Plan

The deterioration curve below demonstrates the need for implementing a road management plan. It involves mapping a road section over the course of its life-cycle to determine where age and condition intersect to create a trigger point for action. A comprehensive road management plan will establish the most cost effective approach and associated benefits (level of service, safety, extended life of the asset) associated with timely corrective action.

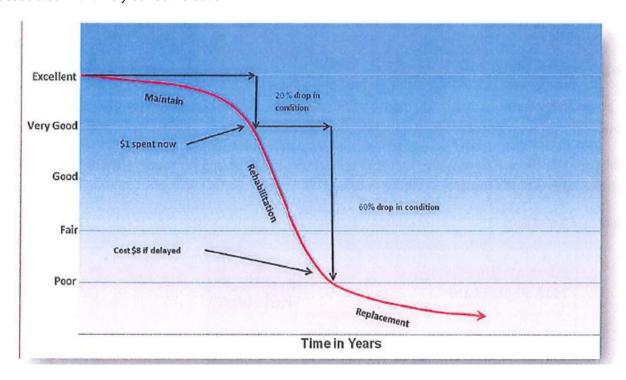


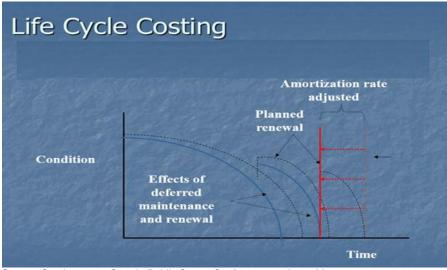
Figure 1: Typical Deterioration Curve

Life-Cycle Costing

Effective life-cycle costing will optimize scarce financial resources by prolonging roads service life, while maintaining safe and secure levels of service. Our Capital Plan provides a detailed description of a road's life-cycle costs including operation, maintenance, renewal and replacement. While our draft Capital Plan will assume unlimited funding, the final road strategy will recommend treatment strategies according to the service level balanced with the availability of funding.

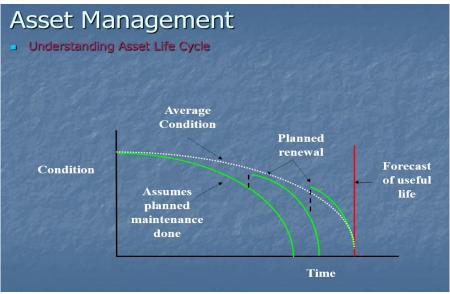


Figure 2 - Life-Cycle Costing



Source: Southwestern Ontario Public Sector Conference on Asset Management

Figure 3: Asset Management



Source: Southwestern Ontario Public Sector Conference on Asset Management

Road Treatment Strategies

The options for road preservation treatments involve a wide range of applications, grouped into four major categories:

- 1. **Preventative Maintenance Treatments** These are low cost maintenance treatments applied to preserve, retard future deterioration, and maintain or improve the functional condition of road surfaces without significantly increasing structural strength. These treatments could be applied to a road surface over its entire service life.
- Surface Treatments These include surface seals and treatment applied to address surface
 deficiencies such as general raveling, segregation, or fatigue cracking distresses. These
 treatments could be applied to mid-life pavements to retard future surface or structural
 deterioration.
- Rehabilitation Treatments These are rehabilitation treatments such as structural overlays or
 mill and inlay treatments applied to increase structural capacity and restore serviceability. These
 treatments could be applied to mid-life and late-life pavements and could be major or minor
 depending on the percentage of base repair required.
- 4. **Reconstruction Treatment** This high cost treatment would be used as a rehabilitation strategy under the circumstances where the existing pavement has completely failed. In this case, the original roadbed may be the cause of reduced serviceability. Excessive maintenance cost and other rehabilitation treatment may provide only very short term solution and a reconstruction of the entire road would be more feasible.

Road Condition Assessment

The basis of implementing a road management plan is having a clear understanding of the state and condition of your network. There are several methods of establishing condition assessment depending on the level and scope of information needed to be collected. Generally, road condition assessments will provide a rating scheme (usually from 0-10 or 0-100), reflecting the degree of road or pavement degradation, where, under the RCR or PCI rating system, zero indicates the end-of service and 10 or 100 would indicate a newly constructed road.

Road Needs Studies

The purpose of a Road Needs Study requires a qualified engineer to provide an analysis of the overall condition of the road system, including such factors as road condition ratings, traffic counts analysis for road classification, road condition description and geometry, repair/reconstruction strategies and priorities etc. The study would also provide statistical information on the road system.

Visual Inspection

Visual inspection involves the evaluation of surface cracks and other physical deficiencies within road system to determine the condition rating of the roads. It requires a qualified engineer to measure and evaluate the type and extent of deterioration to rate the roads, such as the PCR (Pavement Condition Rating) as per MTO (SP024) or the PCI (Pavement Condition Index).

Ride Comfort Rating (RCR)

This involves driving along a road length or network at the posted speed while recording the level of discomfort due to the degree of roughness. It is the least expensive option for assessing road conditions and would be usually carried out by the public works department.

Age-based Condition Reporting

Where a Township chooses not to undertake a road condition assessment by any of the aforementioned processes, ISI has the capability to model road condition maintenance and renewal strategies using engineering deterioration curves determined by road age. This is the least accurate method for determining a road's condition and recommended strategies.



Infrastructure Solutions Approach

Road Maintenance, Rehabilitation and Reconstruction Strategy

Infrastructure Solutions Inc., will generate a draft Capital Plan formulated on the above pavement strategies modelled in MDW for all road types. We have also developed a capital plan forecasting module, utilizing cost indices unique to each regional municipality in Ontario.

Based on MTO guidelines, Infrastructure Solutions Inc., has selected the use of the following road and pavement condition triggers to formulate maintenance, rehabilitation and reconstruction strategies in the MDW capital planning module. In the table below, the RCR triggers are shown. MDW can accommodate various rating schemes such as PCI, which is out of 100. However, even if PCI is used, the same trigger pattern ranges (0-20, 30-40, etc.) and the associated strategies at each trigger, will be employed. For HCB roads, the following triggers and maintenance, rehabilitation and reconstruction strategies apply:

Condition Assessment Ratings (HCB)				
Condition	Ratings Trigger (RCR)	Road Preservation/Reconstruction Strategies		
EXCELLENT	9 – 10	Preventative Maintenance Treatments (i.e. crack repairs)		
GOOD	7 - 8	Minor-Low Cost Spot Repairs (i.e. 10% spot base repairs)		
FAIR	5 - 6	Minor-Low Cost Rehabilitation (resurfacing with 20% spot base repairs)		
POOR	3 - 4	Major-High Cost Rehabilitation (resurfacing with 50% base repairs)		
VERY POOR	0 - 2	Total Road Reconstruction (100% of surface and base)		

LCB roads require regular resurfacing, with spot base repairs, as the road reaches a lower condition ratings as shown in the table below:

Condition Assessment Ratings – LCB (Surface Treated)				
Condition	Ratings Trigger (RCR)	Road Preservation/Reconstruction Strategies		
EXCELLENT	9 – 10	Single Surface Treatment		
GOOD	7 - 8	Single Surface Treatment (Spot base repairs 10%)		
FAIR	5 - 6	Single Surface Treatment (Spot base repairs 15%)		
POOR	3 - 4	Single Surface Treatment (Spot base repairs 20%)		
VERY POOR	0 - 2	Total Road Reconstruction (100% of surface and base)		

The remaining service life of gravel roads is determined by the gravel thickness. A properly maintained unsealed gravel road theoretically has an indefinite service life. Cyclical maintenance through regraveling the surface and spot base repairs can therefore prolong the life of the road for many decades, not requiring reconstruction. The cyclical maintenance/rehabilitation of gravel roads is shown below; such maintenance enables the roads to remain in excellent/good condition:

Condition Ass	essment Ratir	ngs - Gravel
Condition	Ratings Trigger (RCR)	Road Preservation/Reconstruction Strategies
EXCELLENT	9 – 10	Preventative Maintenance Treatments (Resurfacing: 75mm Granular A)
GOOD	7 - 8	Preventative Maintenance Treatments (Resurfacing: 75mm Granular A)
FAIR	5 - 6	Preventative Maintenance Treatments (Resurfacing: 75mm Granular A and 10% spot base repairs)
POOR	3 - 4	Preventative Maintenance Treatments (Resurfacing: 75mm Granular A and 10% spot base repairs)
VERY POOR	0 - 2	Preventative Maintenance Treatments (Resurfacing: 75mm Granular A and 20% spot base repairs)

Using information collected from the road condition assessment report, an inventory is created with road service life and other road attributes potentially including annual average daily traffic (AADT) counts, if available. From our consultations, along with applying MTO and OGRA guidelines, ISI has determined the following service life for the different road types:

Road Design and Fund	tional Class	
Туре	AADT	Service Life
Urban (HCB)	>3000	30-40
Semi-Urban (HCB)	<3000 - >1000	40
Urban (LCB) and (HCB)	<1000 - >400	50
Rural (LCB) and (HCB)	< 400	60
Gravel	< 1000	Unlimited
Dirt	< 1000	Unlimited

Where AADT information and/or information on rural/urban classification is not available, we assume a service life of 60 years for both LCB and HCB roads.

HCB Road Treatment

For road treatment described as a single lift, we assume a 50 mm layer of HCB for rural and urban roads. Major rehabilitation would involve two 50 mm lifts and 50% spot base repairs.

LCB (Surfaced Treated) Road Treatment

A single surface treatment is applied for all trigger points except reconstruction where double surface treatment would be applied.

Performance Prediction Curves

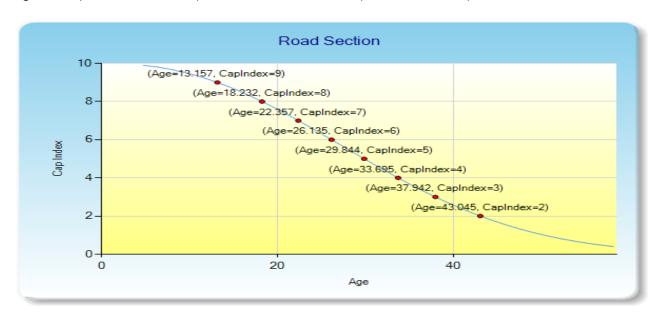
The screenshots provided in Figures 4-7 following, are taken from the MDW Capital Planning Module and are for demonstrative purposes only. The vertical axis is the condition rating, and the horizontal axis reflects the age of the road. The capitalization indices (CapIndex/CapIndices) are points along the deterioration curve corresponding to specific road treatments at condition/age intercepts. These indices are trigger points for maintenance/rehabilitation/reconstruction activities with their associated life expectancy gain.

The Capital Planning module within MDW uses these trigger points to generate the type of repairs required and the associated costs. Road construction costs are entered into the system based on either cost per km or cost per square meter (see Fig. 6). ISI always establishes current treatment costs by gathering recent invoices from our client, neighboring municipalities, or by direct contact with local contractors.

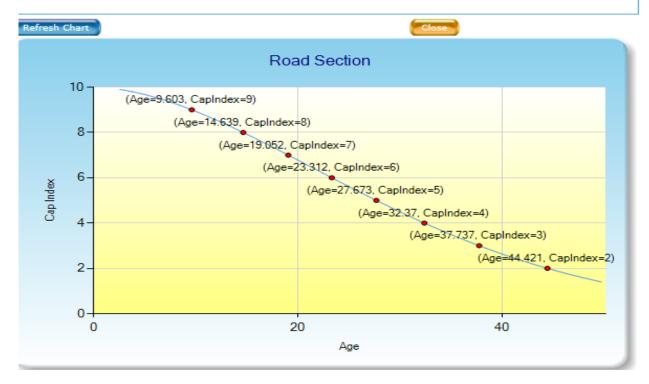
Sources

- Ministry of Transportation's (MTO) Inventory Manual for Municipal Roads (1991).
- Ontario Good Roads Association (OGRA) publication; "A Guide to Road and Bridge Asset Management Plan Development, June 2011.
- Ministry of Infrastructure's "Guide for Municipal Asset Management Plans".
- Ministry of Transportation's (MTO SP-24) Manual for Condition Rating of Flexible Pavements 1989, and Pavement Condition Index (PAV-86-02), 1986.
- InfraGuide, National Research Council of Canada

Figure 5 - (MDW Screenshot): Low Class Bituminous (Surface Treated) Roads



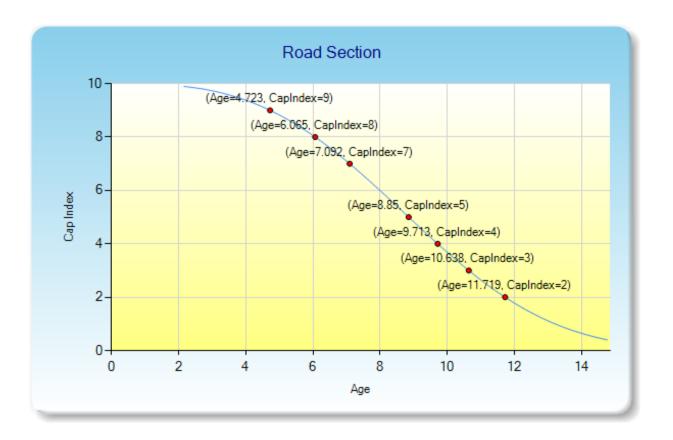
Curve Paramete	r Setting		
Description	Min Value	Max Value	Value
Beta	1	3	1.78
Eta	0	50	34
Gamma	0	0	0



	2 - Road Section	on: Capital Plan	Code=st - (Number of Asset	s: 3)					
	CAP Index Ma	Curve Type: Name: AP Index Type: aximum Value: fe Expectancy: Modified Date: Modified By:	S Curve Formula Road Section Ride Comfort Rating 10 50 8/6/2013 Nadeem Haque	(1) *	View Chart				
Ad	d Curve Cap Index	Renewal Strategy	/		Life Expectancy	Unit Cost (\$)	Units	Dimensions 1	1
×	2	Reconstructed		-	Gain 50	63402.94	km ▼	L Sort by Dimensions 1	•
×	3	* Single Surface	Treatment	•	5	11546.62	* km ▼	* Length (km)	•
×	4	* Single Surface	Treatment	•	6	11546.62	* km ▼	Length (km)	•
×	5	* Single Surface	Treatment	•	7	11546.62	* km ▼	* Length (km)	•
×	*	* Single Surface	Treatment	•	7	* 11546.62	* km ▼	* Length (km)	•
×	*	* Single Surface	Treatment	-	7	* 11546.62	* km ▼	* Length (km)	·
_	*	*			*	*	*	*	
×	8	Single Surface	Treatment	•	7	11546.62	km ▼	Length (km)	_
×	9	Single Surface	Treatment	•	7	11546.62	km 🔻	Length (km)	_

Figure 6 - (MDW Screenshot): Gravel Roads

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		Cun	ve Type:	S Curve Formula Road Section	0 * 6	15 6								
			Name:		-0	View Chart								
			x Type:	Ride Comfort Rating										
	CAP Index Ma			10	0									
	Lit	fe Exp	ectancy:	15	1									
	Last	Modifie	ed Date:	8/6/2013										
		Mod	ified By:	Nadeem Haque										
	_													
=	Curve Cap Index		Renewal S	trategy			Life Expectano	cy Gain	Unit Cost (\$)		Units		Dimensions 1	
	_			trategy nce Year		•	Life Expectano	cy Gain	Unit Cost (\$)		Units km		Dimensions 1 Length (km)	
	Cap Index	•	Maintena			••		cy Gain		•				
	Cap Index 2	· ·	Maintena Maintena	nce Year			10	cy Gain	70000.00	· •	km		Length (km)	
	Cap Index 2 3	• • • • • • • • • •	Maintena Maintena Maintena	nce Year		•	10	cy Gain	70000.00 60000.00	• • •	km km	٠.	Length (km) Length (km)	
	Cap Index 2 3 4	•	Maintena Maintena Maintena Maintena	nce Year nce Year nce Year		•	10 10 10	•	70000.00 60000.00 60000.00	· · ·	km km km		Length (km) Length (km) Length (km)	
	Cap Index 2 3 4		Maintena Maintena Maintena Maintena Maintena	nce Year nce Year nce Year nce Year		••	10 10 10	•	70000.00 60000.00 60000.00 60000.00	•	km km km	•	Length (km) Length (km) Length (km) Length (km)	

Tables: Ontario Good Roads Pavement Reservation Matrix

Lifecycle				Activity (Quantity		
Activities				Class o			
Flexible							
(Asphalt- HCB)	Activity	1	2	3	4	5	6
Pavement							
	Potholes	0.5t/ln km	0.5t/ln km	0.5t/ln km	0.5t/ln km	0.5t/ln km	0.5t/ln km
	Shoulder grading	6x per year	6x per year	6x per year	2x per year	2x per year	NA
	Washout Repair	10t/year	10t/year	10t/year	10t/year	10t/year	10t/year
Annual	Culvert Cleaning Cleaning MH,	1x per year	1x per year	1x per year	1x per year	1x per year	1x per year
, a madi	CB	1x per year	1x per year	1x per year	1x per year	1x per year	1x per year
	Cleaning C&G	1x per year	1x per year	2x / month (summer) as required	2x / month (summer) as required	1x / month (summer) as required	1x per year
	Safety devices	as required	as required	as required	as required	as required	as required
3 years	Crack seal	All roads	All roads	All roads	Roads with >400 AADT	Roads with >400 AADT	•
5 years	Crack seal				Roads with <400 AADT	Roads with <400 AADT	All roads
8 years	Spot base repairs	10% of system	10% of system	10% of system	10% of system	10% of system	10% of system
15 years	50mm resurfacing	All roads	All roads	All roads	Roads with >400 AADT	Roads with >400 AADT	
18 years	Crack seal	All roads	All roads	All roads	Roads with >400 AADT	Roads with >400 AADT	
	Spot base repairs	20% of system	20% of system	20% of system	20% of system	20% of system	N/A
25 years	50mm resurfacing	all roads	all roads	all roads	all roads	all roads	
					Roads with	Roads with	all roads
28 years	Crack seal	all roads	all roads	all roads	>400 AADT	>400 AADT	
30 years	Crack seal				Roads with <400 AADT	Roads with <400 AADT	all roads
	50mm resurfacing			Roads with <4000			
	reconstruct	all roads	all roads	Roads with >4000			
35 years				7 1000	Roads with >400 AADT	Roads with >400 AADT	
	Storm sewer repl.	35%	35%	35%			
	Open ditch repl.	70%	70%	70%			
38 years	Crack seal			Roads with <4000	Roads with >400 AADT	Roads with >400 AADT	
40	Spot base repairs				20%	20%	20%
40 years	50mm resurfacing				Roads with <400 AADT	Roads with <400 AADT	all roads
50 years	reconstruct			Roads with <4000	Roads with >400 AADT	Roads with >400 AADT	
oo years							

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	Storm sewer repl.		50%	50%	50%	
	Open ditch repl.		100%	100%	100%	
	reconstruct			Roads with <400 AADT	Roads with <400 AADT	all roads
60 years						
	Storm sewer repl.			50%	50%	50%
	Open ditch repl.			100%	100%	100%

Lifecycle Activities – Low Class Bituminous (Surface Treated)

			Activity Quantity	у
Timing	Activity		Class of Road	
		4	5	6
	Potholes	0.5t/ln km	0.5t/ln km	0.5t/ln km
Annual	Washout Repair	10t/year	10t/year	10t/year
Annuai	Culvert Cleaning	1x per year	1x per year	1x per year
	Safety devices	as required	as required	as required
3, 13, 23, 33. 43 years	Single surface treatment	All roads <1000AADT	All roads <1000AADT	
5,15,25,35,	Single surface			All roads
45,55 years	treatment			711110000
8, 18,28 years	Single surface treatment	All roads <1000AADT	All roads <1000AADT	
0, 10,20 years	Spot Base Repairs	10% of system	10% of system	
	Single surface treatment			All roads
10,20,30,50 years	0.15	_		100/
	Spot Base Repairs	_		10% of system
38 years	Pulverize & double surface treat	All roads <1000AADT	All roads <1000AADT	
	Drainage replacement	70% of system	70% of system	
	Pulverize & single surface treat	70% or system	70% of System	All roads
40 years				
·	Drainage replacement	_		70% of system
50 years	Reconstruct	All roads <1000AADT	All roads <1000AADT	
oo youro	<u></u>			
	Drainage replacement	100% of system	100% of system	All I
60	Reconstruct			All roads
60 years	Drainaga ranlagament	-		100% of overtom
	Drainage replacement			100% of system

List of Projects	- 2013 to 2022							
		Total Coet						Town Dra

Project Name	Asset ID	Asset Name	Location	Lifecycle Event Type	Total Cost (Incl.PST)	2013	2014	2015	2016	2017 2018	2019	2020 2021	2022	Town Project Plan	Town Planned	Comments
roposed Waterline Project roposed Sewerline(Waste Water) Project	New Waterline Woods Street - New Sewerline (Waste Water	Proposed Project		Reconstructed Reconstructed	\$223,419 \$362,888		\$223,419 \$362.888							Proposed	July 1, 2014 July 1, 2014	EOI submitted 2013 EOI submitted 2013
oposed Sewerline (Storm) Project	New Sewerline (Storm) Wood	s Street - Proposed Project		Reconstructed	\$362,888		\$362,888							Proposed	July 1, 2014	EOI submitted 2013
posed Treatment Plant Project	New Waste Water Treatment	Plant - Proposed Project	600 Archer Dr.	New Construction	\$32,000,000 \$81,408)	\$32,000,000							Proposed	July 1, 2014	Water Equipment
posed Equipment Project oposed Equipment Project	EQ03 Chlorinator - Proposed Pr New SCADA Hardware and W	oject ater Filter Replacement - Proposed Project		Purchased Purchased	\$152,640		\$81,408	\$152,640						Proposed Proposed	January 1, 2014 January 1, 2015	Water Equipment
oposed Equipment Project	New Water Filter Replacemen	- Proposed Project		Purchased	\$76,320				\$76,320					Proposed	January 1, 2016 July 1, 2014	Water Equipment
oposed Streetlights Project oposed Treatment Plant Project	New Streetlights New Swastika Water Pollution	Control Plant Headworks (Screen, Grit Tank & Comminutor)	Changing of LED's Swastika Water Pollution Control Plant	Rehabilitation Reconstructed	\$600,000 \$407,040		\$600,000		\$407.040					Approved	July 1, 2014	Changing of LED Lig
oposed Treatment Plant Project	New Swastika Water Pollution	Control Plant Headworks channel	Swastika Water Pollution Control Plant	Reconstructed	\$101,760				\$101,760					Proposed		_
oposed Treatment Plant Project	New Swastika Water Pollution	Control Plant Pumps (RAS/WAS)	Swastika Water Pollution Control Plant	Reconstructed	\$127,200					\$127,200				Proposed		
posed Treatment Plant Project posed Treatment Plant Project	New Swastika Water Pollution New Swastika Water Pollution	Control Plant UV disinfection system (new ECA requirement) Control Plant Samplers	Swastika Water Pollution Control Plant Swastika Water Pollution Control Plant	Reconstructed Reconstructed	\$305,280 \$50,880					\$305,280 \$50,880				Proposed Proposed		
onosed Treatment Plant Project	New Swastika Water Pollution	Control Plant Samplers Control Plant Automation/PLC/SCADA	Swastika Water Pollution Control Plant	Reconstructed	\$508,800					\$203,520 \$305,280				Proposed		
posed Treatment Plant Project posed Treatment Plant Project	New Swastika Water Pollution New Swastika Water Pollution	Control Plant Aeration system upgrade	Swastika Water Pollution Control Plant Swastika Water Pollution Control Plant	Reconstructed Reconstructed	\$152,640			\$50,880	\$152,640	\$202 520 \$202 520	\$50.990			Proposed		-
posed Treatment Plant Project	New Swastika Water Pollution	Control Plant Odour control	Swastika Water Pollution Control Plant	Reconstructed	\$508,800 \$101,760 \$117,024 \$2,544,000					\$203,520 \$203,520 \$101,760	\$30,000			Proposed		-
posed Treatment Plant Project	Now Swaetika Water Pollution	Control Plant Roof Replacement	Swastika Water Pollution Control Plant	Reconstructed	\$117,024			\$117,024 \$2,544,000						Proposed		
posed Treatment Plant Project posed Treatment Plant Project	New Swastika Water Pollution	Control Plant Health and Safety-Class 1/Div. 1 compliance (classification of respective hazardous a Control Plant - Retroft - Standby (backup) treatment system Control Plant - Retroft - Other misc, retrofts - Control Plant - Retroft - Other misc, retrofts	Swastika Water Pollution Control Plant Swastika Water Pollution Control Plant	Reconstructed Reconstructed	\$2,544,000			\$2,544,000	\$203.520	\$305.280				Proposed		-
oposed Treatment Plant Project	New Swastika Water Pollution	Control Plant - Retrofit - Other misc. retrofits	Swastika Water Pollution Control Plant	Reconstructed	\$254.400					\$101,760 \$50,880	\$101,760			Proposed		
posed Treatment Plant Project	New Swastika Water Pollution 1101 Wood Street Project	Control Plant Engineering & Project Management and Approvals (15%)	Swastika Water Pollution Control Plant From McCamus Avenue To Government Road West	Reconstructed Reconstruction	\$835,704 \$123,444 \$95,467 \$60,463		\$123,444	\$152,640	\$356,160	\$203,520 \$101,760	\$21,624			Proposed Proposed	July 1, 2014	FOI submitted 201
posed Road Project	1102 Wood Street Project		From Taylor Avenue To McCamus Avenue	Reconstruction	\$95,467		\$95,467 \$60,463							Proposed	July 1, 2014	EOI submitted 201
posed Road Project	1103 Wood Street Project		From Poplar Avenue To Taylor Avenue	Reconstruction	\$60,463		\$60,463							Proposed	July 1, 2014	EOI submitted 201
posed Road Project posed Road Project	1105 Wood Street Project 1106 Wood Street Project		From Queen Street To King Street From South End To Queen Street	Reconstruction Reconstruction	\$650,443 \$340,182		\$650,443 \$340,182							Proposed Proposed	July 1, 2014 July 1, 2014	EOI submitted 201 EOI submitted 201
ad Section: Folger	2078 Folger 1216 King St Proposed Project		From Woods to End	Basic Resurfacing - Proposed Project Reconstruction including Storm Sewers	\$122,112		\$340,102	\$122,112						Proposed	July 1, 2015	
ad Section: King St	1216 King St Proposed Project		From Woods St To Comfort St		\$343,610	\$343,610								Proposed		
ad Section: Airport Rd ad Section: Airport Rd	1696 Airport Rd 1688 Airport Rd		From Harvey Dr To East End From South End To Harvey Dr	Pulverizing and Resurfacing Pulverizing and Resurfacing	\$141,456 \$532,316		1		+ +		\$141,456 \$532,316		+	1	1	
ad Section: Al Wende Dr	1688 Airport Rd 1108 Al Wende Dr		From Government Rd W To 0.24 km N of Government Rd	N Basic Resurfacing	\$33,655							\$33,655				
oad Section: Alexander Ave	1576 Alexander Ave		From Tweedsmuir Rd To Algonquin Ave From Tweedsmuir Rd To Alexander Ave	Reconstruction including Storm Sewers	\$308,629 \$96,373				\$308,629			for 272	1	1	1	
oad Section: Algonquin Ave oad Section: Algonquin Ave	1570 Algonquin Ave 1578 Algonquin Ave 1442 Allen Ave		From Alexander Ave To Tweedsmuir Rd	Basic Resurfacing Basic Resurfacing	\$61,478	1	1	l	+	- 	1	\$96,373	\$61,478			_
ad Section: Allen Ave	1442 Allen Ave		From South End To Fifth St	Basic Resurfacing	\$113,849							\$113,849	40.11			
ad Section: Archer Dr ad Section: Athenia Blvd	1062 Archer Dr 1044 Athenia Blvd		From Highway 66 To Main St From 0.5 Km W of Riverside Dr To Riverside Dr	Pulverizing and Resurfacing Basic Resurfacing	\$716,093 \$169,137		+	-	\$716,093		\$169,137	 	+	-		
ad Section: Atkins Ave	1604 Atkins Ave		From Harding Ave To North End	Basic Resurfacing	\$82,298				\$82,298		\$109,137					
ad Section: Balsam Ave	1334 Balsam Ave 1330 Balsam Ave		From Spruce St To Furlong Ave	Basic Resurfacing	\$190,135								\$190,135			
ad Section: Balsam Ave ad Section: Balsam Ave	1330 Balsam Ave 1337 Balsam Ave		From Carter Ave To Spruce St From Furlong Ave To 147m East of Furlong Ave	Basic Resurfacing Basic Resurfacing	\$74,869 \$92,148								\$74,869 \$92,148			_
ad Section: Baisan Ave	1186 Baron St		From Prince St To Rand Ave W	Basic Resurfacing	\$40,691			\$40,691					\$92,140			-
oad Section: Blomfield Dr	1104 Blomfield Dr		From Chateau Dr To East End	Basic Resurfacing	\$36,821							\$36,821				
ad Section: Boisvert St ad Section: Brant St	1014 Boisvert St 1662 Brant St 1370 Brookbank Ave		From South End To Cameron Ave From Wilson Ave To East End	Basic Resurfacing Reconstruction including Storm Sewers	\$25,645 \$118,703			\$118,703					\$25,645			-
ad Section: Brank St ad Section: Brookbank Ave	1370 Brookbank Ave		From Omeara Blvd To Duncan Ave S	Reconstruction including Storm Sewers	\$277,182											-
ad Section: Brookbank Ave	1372 Brookbank Ave		From Duncan Ave S To Pollock St	Reconstruction including Storm Sewers	\$267,252			\$267,252								
ad Section: Brookbank Ave ad Section: Brown Ave	1374 Brookbank Ave 1674 Brown Ave		From Pollock St To Carter Ave From Federal St To Wishman St	Reconstruction including Storm Sewers Reconstruction including Storm Sewers	\$226,554					\$226,554 \$189,925						
ad Section: Brown Ave	1628 Brown Ave		From Grierson Rd To Federal St	Reconstruction including Storm Sewers	\$213,069					\$213,069						
ad Section: Burnside Court ad Section: Burnside Dr	1628 Brown Ave 1610 Burnside Court 1612 Burnside Dr		From Burnside Dr to South End	Reconstruction including Storm Sewers Basic Resurfacing	\$391,075		1				\$391,075					_
ad Section: Burnside Di ad Section: Foss Ln	1630 Burnside Dr		From Burside Court to Foss Ln Federal St	Basic Resurfacing	\$69,249 \$29,263						\$69,249 \$29,263					
ad Section: Cameron Ave	1010 Cameron Ave		From Swastika Ave To Boisvert St	Pulverizing and Resurfacing	\$27,959 \$39,521			\$27,959			420,200					
ad Section: Cameron Ave ad Section: Carter Ave	1016 Cameron Ave 1326 Carter Ave 1376 Carter Ave		From Boisvert St To Hays St From Balsam Ave To Dixon Ave	Basic Resurfacing Basic Resurfacing			1					\$39,521				_
ad Section: Carter Ave	1376 Carter Ave		From Brookbank Ave To Churchill Dr	Basic Resurfacing	\$62,879 \$59,314							\$62,879 \$59,314				-
ad Section: Chaput Ave	1070 Chaput Ave 1068 Chaput Ave		From Brookbank Ave To Churchill Dr From McCool Street To 0.17 km E of Inn Street	Basic Resurfacing	\$95,485 \$90,057				\$95,485			400,011				
ad Section: Chaput Ave ad Section: Childs	1068 Chaput Ave		From Government Rd W To McCool Street	Basic Resurfacing Reconstruction including Storm Sewers	\$90,057 \$215,766		\$215,766						\$90,057			_
ad Section: Chinds ad Section: Churchill Dr	1056 Childs 1436 Churchill Dr		From Westinghouse To west end From Carter Ave To Fifth St From Pollock St To Carter Ave	Reconstruction including Storm Sewers	\$218,537		\$215,766					\$218,537				-
ad Section: Churchill Dr	1434 Churchill Dr 1432 Churchill Dr		From Pollock St To Carter Ave	Reconstruction including Storm Sewers	\$289,573											
ad Section: Churchill Dr ad Section: Comfort St	1432 Churchill Dr 1222 Comfort St		From Duncan Ave S To Pollock St From King St To Poplar Ave	Reconstruction including Storm Sewers Reconstruction including Storm Sewers	\$353,648	\$353,648										-
ad Section: Comfort St	1222 Comfort St 1210 Comfort St		From Queen St To King St	Basic Resurfacing	\$54,018	\$54,018										
ad Section: Comfort St	1180 Comfort St 1182 Comfort St		From Rand Ave W To Queen St	Basic Resurfacing Basic Resurfacing	\$22,494 \$22,906		\$22,494	\$22,906								
ad Section: Comfort St ad Section: Conroy Ave	1052 Conroy Ave		From South End To Rand Ave W From Westinghouse To East end	Basic Resurfacing Basic Resurfacing	\$61,634			\$22,906		\$61,634						
ad Section: Conroy Ave	1026 Conroy Ave		From Riverside Dr To Hays St	Basic Resurfacing	\$45,050								\$45,050			
ad Section: Conroy Ave ad Section: Culver Park	1028 Conroy Ave 1008 Culver Park		From Hays St To westinghouse From Hays St To 0.10 km E of Hays St	Basic Resurfacing Pulverizing and Resurfacing	\$33,264						\$29.545		\$33,264			_
ad Section: Curver Park ad Section: Dark Street	2076 Dark Street		From Porteous Ave To Queen St	Tolerable standard for lower volume roads	\$29,545 \$2,840	\$2,840	1	l	+	- 	\$29,545		1			_
ad Section: Day Ave	2076 Dark Street 1625 Day Ave 1666 Day Ave		From Grierson Rd To Federal St	Basic Resurfacing	\$46,999								\$46,999			
nd Section: Day Ave ad Section: Dixon Ave	1666 Day Ave 1352 Dixon Ave		From Federal St To 152m North End From Duncan Ave S To Pollock St	Reconstruction including Storm Sewers Basic Resurfacing	\$360,858 \$30,913					\$360,858		\$30,913				-
ad Section: Dixon Ave	1344 Dixon Ave 1350 Dixon Ave		From Furlong Ave To Calbeck Ave	Basic Resurfacing	\$135,740							\$30,813	\$135,740			-
ad Section: Dixon Ave	1350 Dixon Ave		From Pollock St To Carter Ave	Basic Resurfacing	\$69.995								\$69,995			
ad Section: Dixon Ave ad Section: Dixon Ave	1346 Dixon Ave 1348 Dixon Ave		From Spruce St To Furlong Ave From Carter Ave To Spruce St	Reconstruction including Storm Sewers Reconstruction including Storm Sewers	\$709,717 \$260,522	1	1	\$709,717	 	\$260,522	1		1	1		
ad Section: Dixon Ave ad Section: Dodge Dr ad Section: Duncan Ave N	1020 Dodge Dr		From Peck Ave To North End	Reconstruction	\$30,836					\$30,836						
ad Section: Duncan Ave N	1534 Duncan Ave N		From Prospect Ave To Wright Hargreaves Ave	Basic Resurfacing	\$80,475	enon 447					1 —	\$80,475		+	1 -	
nd Section: Duncan Ave N ad Section: Duncan Ave S	1540 Duncan Ave N 1364 Duncan Ave S		From Wright Hargreaves Ave To Goodfish Rd From Dixon Ave To Brookbank Ave	Reconstruction including Storm Sewers Basic Resurfacing	\$933,446 \$50,350	\$933,446	+				\$50,350	 				
ad Section: Duncan Ave S	1380 Duncan Ave S		From Brookbank Ave To Churchill Dr	Basic Resurfacing	\$48,133							\$48,133				
ad Section: Duncan Ave S	1430 Duncan Ave S		From Churchill Dr To Hudson Bay Ave From South End To Fifth St	Reconstruction including Storm Sewers Tolerable standard for lower volume roads	\$553,197		\$553,197		1			600.440	1	1	1	
nd Section: Dunfield Rd ad Section: Durrell St	1446 Dunfield Rd 1298 Durrell St		From Rowan Ave To Poplar Ave	Basic Resurfacing	\$92,442 \$30,941	1	\$30,941	l	+	- 	1	\$92,442	1			_
ad Section: Durrell St ad Section: Earl St	1298 Durrell St 1292 Durrell St 1194 Earl St		From Poplar Ave To Taylor Ave	Basic Resurfacing	\$26,963		40010.1					\$26,963				
ad Section: Earl St ad Section: Earl St	1194 Earl St 1200 Earl St		From Prince St To Rand Ave W From Rand Ave W To Premier Ave W	Reconstruction including Storm Sewers Reconstruction including Storm Sewers	\$415,349 \$240,039	\$415,349 \$240,039	+	-			1	 	+	-		
ad Section: Earl St	1192 Earl St		From South End To Prince St	Basic Resurfacing	\$12,779		1	\$12,779	1		1		1		1	+
ad Section: Earl St ad Section: Federal St	1192 Earl St 1640 Federal St		From Day Ave To Green Ave	Basic Resurfacing	\$37,910							\$37,910				
ad Section: Federal St ad Section: Federal St	1638 Federal St 1636 Federal St 1642 Federal St		From Green Ave To Brown Ave From Brown Ave To Foss Ln	Basic Resurfacing	\$60,847 \$55,260	-	-		+		1	\$60,847	+	1	+	
ad Section: Federal St	1642 Federal St		From Wilson Ave To Day Ave	Basic Resurfacing Basic Resurfacing	\$55,260 \$27,840					- t		\$27,840	1			_
d Section: Federal St	1644 Federal St		From 185m West End To Wilson Ave	Basic Resurfacing	\$27,840 \$58,208								\$58,208			
ad Section: Federal St	1632 Federal St 1508 First St 1634 Foss Ln		From Foss Ln To East End From Allen Ave To Dunfield Rd	Basic Resurfacing	\$8,111 \$45,831	-	+	\$8,111			1	\$45,831	+	-		
ad Section: First St ad Section: Foss Ln	1634 Foss Ln		From Foss Ln To Foss Ln	Basic Resurfacing Basic Resurfacing	\$45,831 \$3,289		+				+	φ40,031	\$3,289		+	+
ad Section: Foss Ln ad Section: Foss Ln	1686 Foss Ln		From Foss Ln To Foss Ln From Wishman St To 0.10 km N of Wishman St	Reconstruction including Storm Sewers	\$285,857		\$285,857						,			
ad Section: Foss Ln ad Section: Fourth St	1680 Foss Ln 1448 Fourth St		From Federal St To Wishman St From Churchill Dr To Young Ave	Reconstruction including Storm Sewers Reconstruction including Storm Sewers	\$189,925 \$591,773	\$189,925	-	\$591,773	-			 	1	 		
ad Section: Fourth St ad Section: Fourth St ad Section: Gold Ave	1450 Fourth St 1006 Gold Ave		From Young Ave To Allen Ave From Swastika Ave To Hays St	Reconstruction including Storm Sewers Reconstruction including Storm Sewers Reconstruction	φυσ1,113 ΦΕΩΩ ΩΩΑ	+	1	φυσ1,113	.	\$590,804	+	 	1		+	+
ad Section: Fourth St							\$487,271									

Company													
Company Comp	Road Section: Goldthorpe Rd	1091	Goldthorpe Rd	From 1.69 km W of Government Rd To Government Rd W	Pulverizing and Resurfacing	\$440,020	\$440,020					0474444	
Column C		1558	Goodfish Rd			\$174,111		\$798.403				\$1/4,111	
Company Comp	Road Section: Goodfish Rd	1560	Goodfish Rd	From Brant Ave To North End	Reconstruction	\$3,621,868		\$3,621,868					
Column C	Road Section: Goodfish Rd	1542	Goodfish Rd	From Duncan Ave N To 0.12km East of Duncan Ave N	Reconstruction including Storm Sewers			\$408,808					
Company Comp				From Allen Ave To Dunfield Rd	Pulverizing and Resurfacing								
Column C	Road Section: Government Rd E	2054	Government Rd E	From Dunfield Rd To Sylvanite Ave	Pulverizing and Resurfacing	\$32,603				\$32,603			
Company Comp				From Sylvanite Ave To Sylvanite Ave	Pulverizing and Resurfacing	\$33,155	6400.070			\$33,155			
Column C		2026	Government Rd W	From Al Wende Dr To Water I n		\$488,979	\$488,979			\$378 045			
Column C	Road Section: Government Rd W	2028	Government Rd W	From Chateau Dr To Oakes Avenue	Basic Resurfacing - double lift								
Column C	Road Section: Government Rd W	2030	Government Rd W	From Oakes Avenue To Al Wende Dr	Basic Resurfacing - double lift	\$386 180				\$386,180			
Column C					Basic Resurfacing - double lift Basic Resurfacing - double lift	\$79,970				\$79,970 \$259,769			
Column C	Road Section: Government Rd W	2018	Government Rd W	From Goldthorpe Rd To Macassa Ln	Basic Resurfacing - double lift	\$221,878				Q2.00,700	\$221,878		
Column C	Road Section: Government Rd W	2020	Government Rd W	From Macassa Ln To Inn St	Basic Resurfacing - double lift	\$53,378					\$53,378		
Control Cont		1064	Government Rd W	From 0.26 km N of Archer Dr To Highway 66	Basic Resurfacing						\$157,167		
Column C	Road Section: Government Rd W	2034	Government Rd W	From Water Ln To Main St	Tolerable standard for lower volume roads	\$106,127	\$106,127				\$333,070		
Column C	Road Section: Green Ave	1626	Green Ave	From Grierson Rd To Federal St		\$45,606						\$45,606	
Company Comp	Road Section: Green Ave	1669	Green Ave	From Wishman St To North End	Reconstruction including Storm Sewers	\$127,263		\$127,263	\$260.000				
Company Comp	Road Section: Grenfell Ave	1040	Grenfell Ave	From Riverside Dr To Hays St	Basic Resurfacing				Q2.00,000		\$136,235		
Company Comp	Road Section: Grierson Rd	1614	Grierson Rd	From Brown Ave To Foss Ln	Reconstruction including Storm Sewers	\$386,973				\$386,973			
Column C						\$554,563				\$554,563			
Margan M		1620	Grierson Rd		Basic Resurfacing					9200,007	\$25,230		
Second Column Col	Road Section: Grierson St	1622	Grierson St	From West End To Wilson Ave	Basic Resurfacing	\$12,767						\$12,767	
Column C		1602	Harding Ave	From Summit Ave To Atkins Ave	Reconstruction including Storm Sewers					#F00.054			
Column C	Road Section: Harding Ave	1590	Harding Ave	From McPhee Ave To Summit Ave	Reconstruction including Storm Sewers	\$688,480	+			\$688,480			
The control of the co	Road Section: Heath St	1652	Heath St	From West End To Wilson Ave	Reconstruction including Storm Sewers	\$379,851							
The plant of the first of the f	Road Section: Hillcrest Drive	1566	Hillcrest Drive	From West End To Tweedsmuir Rd	Pulverizing and Resurfacing	\$173,849	\$420.240	+ + + - +				\$173,849	
The plant of the first of the f	Road Section: Hudson Bay Ave Road Section: Hudson Bay Ave			From Lebel Ave To Prospect Ave	Reconstruction including Storm Sewers Reconstruction including Storm Sewers			\$477.382					
The Section of the Control of the Co	Road Section: Hudson Bay Ave	1262	Hudson Bay Ave	From West End To Lebel Ave	Reconstruction including Storm Sewers	\$311,794		\$311,794					
The Section Component	Road Section: Hughes Ave	1074	Hughes Ave	From McCool Street To East End	Basic Resurfacing	\$55,910				800 400			
The property of the control of the c				From Dark Street To End of Cull de Sec	Tolerable standard for lower volume roads			+ + + + + + + + + + + + + + + + + + + +		\$28,123			
March Marc	Road Section: King St	1220	Kina St	From Park St To Lebel Ave	Reconstruction including Storm Sewers	\$417,384	\$417,384						
The Control of the Co	Road Section: King St	1218	King St	From Comfort St To Park St	Reconstruction including Storm Sewers						_		
The Control of the Co				From Riverside Dr To Havs St	Basic Resurfacing	\$28,426			\$28,426			\$610.765	
The Control of the Co	Road Section: Kirkland St E	1412	Kirkland St E	From Duncan Ave S To Station Rd S	Basic Resurfacing	\$232,000							
March Marc	Road Section: Kirkpatrick St			From Prospect Ave To Duncan Ave S	Reconstruction including Storm Sewers	\$285,857	\$285,857						
March Marc		1265	Kirkpatrick St		Reconstruction including Storm Sewers			\$134,854		\$109.101			
West Control	Road Section: Kirkpatrick St	1278	Kirkpatrick St	From Teck Ave To Prospect Ave	Reconstruction including Storm Sewers								
The Section of Management of the Section of Management of	Road Section: Kirkpatrick St	1276	Kirkpatrick St	From Lebel Ave To Teck Ave	Reconstruction including Storm Sewers	\$238,893				\$238,893			
The property of the property o	Road Section: Lakeshore Rd	1148	Lakeshore Rd	From South End To McCamus Ave	Tolerable standard for lower volume roads	\$72,278	-	\$72,278					
March Marc	Road Section: Leikeshore No.							\$51,452					
March 10 Mar	Road Section: Lebel Ave	1264	Lebel Ave		Basic Resurfacing				\$74,843				
The content of the	Road Section: Lebel Ave	1226	Lebel Ave	From Queen St To Rowan Ave	Basic Resurfacing	\$32,426				\$32,426		\$50 500	
The field of the control of the cont												\$30,309	
March Marc		1246	Lebel Ave	From Taylor Ave To McKelvie Ave	Basic Resurfacing							\$48.593	
March Marc	Road Section: Lebel Ave Road Section: Lebel Ave	1246 1254	Lebel Ave	From Taylor Ave To McKelvie Ave From McKelvie Ave To McCamus Ave	Basic Resurfacing Basic Resurfacing	\$48,593 \$65,491						\$48,593 \$65,491	
Part Control of Co	Road Section: Lebel Ave Road Section: Lebel Ave Road Section: Lebel Ave	1246 1254 1260	Lebel Ave Lebel Ave	From Taylor Ave To McKelvie Ave From McKelvie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave	Basic Resurfacing Basic Resurfacing	\$48,593 \$65,491 \$268,144	\$268,144	8400.705				\$48,593 \$65,491	
Fig. Control	Road Section: Lebel Ave Road Section: Lebel Ave Road Section: Lebel Ave Road Section: Lebel Ave	1246 1254 1260 1523	Label Ave Label Ave Label Ave	From Taylor Ave To McKelvie Ave From McKelvie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From Government Rd E To Kirkland St w	Basic Resurfacing Basic Resurfacing Reconstruction including Storm Sewers Reconstruction including Storm Sewers	\$48,593 \$65,491 \$268,144 \$188,795 \$224,923	\$268,144	\$188,795		\$224.923		\$48,593 \$65,491	
Fig. Control	Road Section: Lebel Ave	1246 1254 1260 1523 1270	Lebel Ave Lebel Ave Lebel Ave Lebel Ave Lebel Ave Lebel Ave	From Taylor Ave To McKelvie Ave From McKelvie Ave To McCaruss Ave From McCamus Ave To Hudson Bay Ave From Government Rd E To Kirkland St W From Krispatrick St To Kirkland St W From Dovern W Of Gold Property Ave To Gold Property Ave	Basic Resurfacing Basic Resurfacing Reconstruction including Storm Sewers Reconstruction including Storm Sewers Reconstruction including Storm Sewers Reconstruction including Storm Sewers	\$48,593 \$65,491 \$268,144 \$188,795 \$224,923	\$268,144			\$224,923		\$65,491	
Fig. Control	Road Section: Lebel Ave	1246 1254 1260 1523 1270	Lebel Ave Lebel Ave Lebel Ave Lebel Ave Lebel Ave Lebel Ave	From Taylor Ave To McKelvie Ave From McKelvie Ave To McCaruss Ave From McCamus Ave To Hudson Bay Ave From Government Rd E To Kirkland St w From Kirbpatrick St To Kirkland St W From Kirbpatrick St To Kirkland St W From O.06 Km W of Gold Property Ave To Gold Property Ave From McPace Ave To Summerset Dr	Basic Resurfacing Basic Resurfacing Reconstruction including Storm Sewers Basic Resurfacina	\$48,593 \$65,491 \$268,144 \$188,795 \$224,923	\$268,144			\$224,923		\$65,491 \$52,346	
Page	Road Section: Lebel Ave Road Section: Mecases Ln Road Section: MucPherson Ave Road Section: MucPherson Ave	1246 1254 1260 1523 1270 1092 1592 1596	Label Ave Macassa In MacPherson Ave	From Tsylor Ave To McKekvie Ave From McKekvie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From Government Rd E To Kindand St w From Kinganick St To Kinkland St W From Ok Kind W of Gold Property Ave To Gold Property Ave From Do K m Ver Gold Property Ave To Gold Property Ave From McPhae Ave To Summersed Dr From Summerset Dr To Summit Ave	Basic Resurfacing Reconstruction including Storm Sewers Resurfacing Basic Resurfacing	\$48,593 \$65,491 \$268,144 \$188,795 \$224,923	\$268,144					\$65,491 \$52,346	
Page	Road Section: Lebel Ave Road Section: Meassas Ln Road Section: Meassas Ln Road Section: MulcoPherson Ave Road Section: MulcoPherson Ave Road Section: Mulin St Road Section: Mulin St Road Section: Mulin St	1246 1254 1260 1523 1270 1092 1592 1596	Label Ave Macassa In MacPherson Ave	From Tsylor Ave To McKekvie Ave From McKelvie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From Government Rd ET To Kirkland St W From Kirkpatrick St To Kirkland St W From Ole Km W of Gold Property Ave To Gold Property Ave From McPhee Ave To Summerset Dr From Summerset Dr To Summit Ave From Sinch St To Queen St From Kind St To Outeon St From Kind St To Porteous Ave	Basic Resurfacing Basic Resurfacing Basic Resurfacing Reconstruction including Storm Sewers Reconstruction including Storm Sewers Reconstruction including Storm Sewers Reconstruction including Storm Sewers Basic Resurfacing Basic Resurfacing Basic Resurfacing Basic Resurfacing Basic Resurfacing Basic Resurfacing	\$48,593 \$65,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,346 \$32,201 \$159,534 \$32,859	\$268,144				\$32,859	\$65,491 \$52,346	
Page	Road Section: Label Ave Road Section: Malersala Label Road Section: Maler St	1246 1254 1260 1523 1270 1092 1592 1596	Label Ave Macassa In MacPherson Ave	From Tsylor Ave To McKekvie Ave From McKelvie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From Government Rd ET To Kirkland St W From Kirkpatrick St To Kirkland St W From Ole Km W of Gold Property Ave To Gold Property Ave From McPhee Ave To Summerset Dr From Summerset Dr To Summit Ave From Sinch St To Queen St From Kind St To Outeon St From Kind St To Porteous Ave	Basic Resurfacing Reconstruction including Storm Sewers	\$48,593 \$65,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,346 \$32,201 \$159,534 \$32,859 \$75,924	\$268,144				\$32,859 \$75,924	\$65,491 \$52,346	
Page Section Medical Section Medical Section	Road Section: Label Ave Road Section: Macsasa Ln Road Section: MacPherson Ave Road Section: MacPherson Ave Road Section: Man St Road Section: Main St	1246 1254 1260 1523 1270 1092 1592 1596 1126 1132 1136	Label Ave Macassa In MacPherson Ave MacPherson Ave Main St Mein St Mein St	From Tsylor Ave To McKedvie Ave From McKedvie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From Government Rd E To Kindland St w From Kingatrick St To Kindland St W From 0.06 Km W of Gold Property Ave To Gold Property Ave From 0.06 Km W of Gold Property Ave To Gold Property Ave From Defracts D To Summin day From Simmarset D To Summin day From Simmarset D To Summin day From Simmars D To Govern St From King St To Outeon St From King St To Porteous Ave From Porteous Ave To Poplar Ave From Birch To Archer Dr	Basic Resurfacing Reconstruction including Storm Sewers Basic Resurfacing	\$48,593 \$65,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,346 \$32,201 \$159,534 \$32,859 \$75,924 \$115,743	\$268,144				\$115,743	\$65,491 \$52,346	
Four Mode Series McGrant And 156 McGrant	Road Section: Label Ave Road Section: MecPheron Ave Road Section: MelPheron Ave Road Section: MelPheron Ave Road Section: MelPheron Ave Road Section: MelPheron Ave Road Section: Mel SE	1246 1254 1260 1523 1270 1092 1592 1596 1126 1132 1136 1063 1140	Label Ave Macassa In MacPherson Ave Man St Main St	From Taylor Ave To McKelvie Ave From McKelvie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From Government Rd E To Kindand St w From Kingantick St To Kinkland St W From 0.6 Km W of Gold Property Ave To Gold Property Ave From 0.0 Km W of Gold Property Ave To Gold Property Ave From McPhae Ave To Summersed Dr From Birch St To Queen St From King St To Orteous Ave From Porteous Ave To Poptlar Ave From Birch To Activer Dr From Broglar Ave To Taylor Ave From Deplar Ave To Taylor Ave	Basic Resurfacing Basic Resurfacing Basic Resurfacing Reconstruction including Storm Sewers Reconstruction including Storm Sewers Reconstruction including Storm Sewers Reconstruction including Storm Sewers Basic Resurfacing	\$48,593 \$65,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,346 \$32,201 \$159,534 \$32,859 \$75,924 \$115,743 \$731,120	\$268,144				\$115,743	\$65,491 \$52,346 \$32,201	
Read Section McCernia And Read Section McCer	Road Section: Label Ave Road Section: MacRessa Ln Road Section: MacPherson Ave Road Section: MacPherson Ave Road Section: MacPherson Ave Road Section: Man St	1246 1254 1260 1523 1270 1092 1592 1596 1126 1132 1136 1063 1140	Label Ave Macassa In MacPherson Ave Man St Main St	From Tsylor Ave To McKelvie Ave From McKelvie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From Government Rd ET To Kirldand St w From Kirlpatrick St To Kirldand St W From Nichtand St W From Old Kirl W From Old Kirldand St W From McPhae Ave To Summersed Dr From McPhae Ave To Summersed Dr From Summarsed Dr To Summit Ave From Berch St To Gueen St From Kirld St To Porticus Ave From Sign St From Could From St From Sign St From Si	Basic Resurfacing Basic Resurfacing Basic Resurfacing Reconstruction including Storm Sewers Reconstruction including Storm Sewers Reconstruction including Storm Sewers Reconstruction including Storm Sewers Basic Resurfacing	\$48,593 \$65,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,346 \$32,201 \$159,534 \$32,859 \$75,924 \$115,743 \$731,120	\$268,144	\$167,218			\$115,743	\$65,491 \$52,346 \$32,201	
Figure March Mar	Road Section: Lebel Ave Road Section: Measure Road Section: Measure Road Section: Measure Road Section: Meapherson Ave Road Section: Meapherson Ave Road Section: Main St	1246 1254 1260 1523 1270 1092 1596 1126 1132 1136 1063 1140 1128 1524	Label Ave MacPharson Ave Man St Man	From Tsylor Ave To McKelvie Ave From McKelvie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From Government R& E To Kindland St w From Kinspatrick St To Kindland St w From No Kindland St W From Obe Kindland St W From McPhae Ave To Summerset Dr From Burch St To Guene St From Summerset Dr To Summit Ave From Brich St To Ouene St From King St To Orteous Ave From Porteous Ave To Poptar Ave From Bride To Archer Dr From Diese To Kortler Dr From Guene St To King St From Government Rd W To Water Ln From Park St To King St From Devent St Cotable Ave	Basic Resurfacing Reconstruction including Storm Sewers Sawic Resurfacing Basic Resurfacing	\$48,593 \$65,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,346 \$32,201 \$159,534 \$32,859 \$75,924 \$115,743 \$731,120 \$141,448 \$51,440	\$268,144	\$167,218			\$115,743 \$731,120	\$65,491 \$52,346 \$32,201	
Percent Number 1076	Road Section: Label Ave Road Section: Maciesas Lin Ave Road Section: Maciesas Lin Road Section: Man St Road Sec	1246 1254 1260 1523 1270 1092 1596 1126 1136 1063 1140 1128 1524 1258 1258	Label Ave Mac Person Ave Mac Person Ave Mac Person Ave Man St Main	From Tsylor Ave To McKelvie Ave From McKelvie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From Government R& E To Kindland St w From Kinspatrick St To Kindland St w From No Kindland St W From Obe Kindland St W From McPhae Ave To Summerset Dr From Burch St To Guene St From Summerset Dr To Summit Ave From Brich St To Ouene St From King St To Orteous Ave From Porteous Ave To Poptar Ave From Bride To Archer Dr From Diese To Kortler Dr From Guene St To King St From Government Rd W To Water Ln From Park St To King St From Devent St Cotable Ave	Basic Resurfacing Reconstruction including Storm Sewers Basic Resurfacing	\$48,593 \$65,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,346 \$32,201 \$159,534 \$32,859 \$75,924 \$115,743 \$731,120 \$141,448 \$51,440 \$88,556 \$57,744	\$268,144	\$167,218			\$115,743 \$731,120 \$57,744	\$52,346 \$52,346 \$32,201 \$141,448 \$51,440	
Percent Number 1076	Road Section: Lebel Ave Road Section: Mecases In Road Section: Mecases In Road Section: MechPerson Ave Road Section: MechPerson Ave Road Section: Men St Road Section: Medical St Road Section: McCamus Ave	1246 1254 1260 1523 1270 1092 1592 1596 1136 1136 1140 1128 1524 1256 1388 1256	Label Ave Machassa Ln Machassa Ln Machasso Ave Main St M	From Tsylor Ave To McKelvie Ave From McKelvie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From Service Ave From S	Basic Resurfacing Basic Resurfacing Reconstruction including Storm Sewers Basic Resurfacing	\$48,593 \$65,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,346 \$32,201 \$159,534 \$32,859 \$115,743 \$731,120 \$114,448 \$51,440 \$68,556 \$57,744 \$30,635 \$30,635 \$30,356	\$268,144	\$167,218			\$115,743 \$731,120 \$57,744	\$52.346 \$52.201 \$141,448 \$51,440	
Four Chapter Are Cod Street	Road Section: Label Ave Road Section: Macrisata In Road Section: Macrisata In Road Section: Macrisata In Road Section: Man St Road Section: Macrisat Road Section: Macrisata Road Section: Macrissata Road	1246 1254 1260 1523 1270 1092 1596 1126 1132 1136 1063 1140 1128 1524 1256 1388 1256 1388 1256	Label Ave MacPharson Ave Main St	From Taylor Ava To McKedwie Ave From McKelwie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From Sevenment Rid E To Kindland St W From Kinganick St To Kindland St W From Kinganick St To Kindland St W From Singanick St To Kindland St W From Singanick St To Summit Ave From Summerset Dr To Summit Ave From Birch St To Gueen St From King St To Gueen St From From Porton Ave To Porton Porton From Porton Ave To Taylor Ave From Declar Ave To Taylor Ave From Ousen St To King St From Kodes St To King St From Kodes St To East St From Woods St To Pask St From Woods St To Pask St From Man St To Woods St From Let Ave From Device Ave From Man St To Woods St	Basic Resurfacing Reconstruction including Storm Sewers Basic Resurfacing	\$48,593 \$65,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,346 \$32,201 \$159,534 \$32,859 \$115,743 \$731,120 \$114,448 \$51,440 \$68,556 \$57,744 \$30,635 \$30,635 \$30,356	\$268,144	\$167.218			\$115,743 \$731,120 \$57,744	\$52.346 \$52.201 \$141,448 \$51,440	
Read Section Michigan August 1209 Michig	Road Section: Label Ave Road Section: Research Road Section: Road Road Section: Road Road Road Section: Road Road Road Road Road Road Road Road	1246 1254 1260 1523 1270 1092 1596 1126 1132 1136 1063 1140 1128 1524 1258 1256 1388 1256 1284 1146	Label Ave Maccassa Ln Maccassa Ln Maccassa Ln Main St	From Taylor Ava To McKedwie Ave From McKelwie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From River Ave From Seventier Rid E To Kindland St W From Kinganick St To Kindland St W From River Bay To Gold Property Ave To Gold Property Ave From Seventier Ave From Bay To To Queen St From River St To Queen St From River St To Gueen St From Porton Ave To Porton Ave From Declar Ave To Faylor Ave From Declar Ave To Taylor Ave From Ousen St To King St From King St To Labbal Ave From Ousen St To King St From King St To Park St From Woods St To Park St From Woods St To Park St From Lebel Ave Promoped Ave From Lebel Ave Promoped River St From Lebel Ave Promoped River St From Main St To Woods St From Lebel Ave Pro Prospect Ave From Lebel Ave Pro Prospect Ave From Lebel Ave Pro Prospect Ave From Lebel Ave To Prospect Ave From Lebel Ave No Wy St	Basic Resurfacing Reconstruction including Storm Sewers Basic Resurfacing	\$48,593 \$55,491 \$268,141 \$188,795 \$224,923 \$167,218 \$52,361 \$159,534 \$32,261 \$159,534 \$32,859 \$75,924 \$115,743 \$115,743 \$115,743 \$114,448 \$68,556 \$57,544 \$30,635 \$30,356 \$40,877 \$12,947	\$268,144	\$167,218 \$167,218 \$68,506 \$68,506 \$40,877 \$12,047			\$115,743 \$731,120 \$57,744	\$52.346 \$52.201 \$141,448 \$51,440	
Roof Section: Methods Ave 1268 McKelwie Ave Reconstruction including Storm Sewers \$500,200	Road Section: Lebel Ave Road Section: Mecsessa Ln Road Section: Mecherson Ave Road Section: Mecherson Ave Road Section: Mecherson Ave Road Section: Man St Road	1246 1250 1260 1523 1270 1092 1592 1596 1126 1132 1136 1063 1140 1128 1258 1256 1382 1256 1382 1492 1494 1494 1494 1494 1494 1494 149	Label Ave MacPharson Ave MacPharson Ave MacPharson Ave MacPharson Ave MacPharson Ave MacPharson Ave Main St Main S	From Taylor Ava To McKelwie Ave From McKelwie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From Covernment Rd E To Kildhand Si w From Covernment Rd E To Kildhand Si w From McDie Ave From McDie Ave From McDie Ave From Brich ST To Guenn SI From King ST To Guenn SI From Mring ST To Portosus Ave From Brich ST To Guenn From Brich To Archer Dr From Brich ST To King SI From Green ST To King SI From Green ST To King SI From Green ST To King SI From Deart ST To King SI From Deart ST To Libel Ave From Woods ST To Park SI From Park SI To Libel Ave From Woods ST To Park SI From Prospect Ave To Chamara Bird From Libel Ave To To Prospect Ave From Libel Ave To Fronged Ave From Libel Ave To Fronged Ave From Libel Ave To Fronged Ave From Hudghes Ave To Wind SI From Chamara Ave To Winds SI	Basic Resurfacing Basic Resurfacing Reconstruction including Storm Sewers Basic Resurfacing	\$48,593 \$65,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,346 \$32,201 \$159,534 \$32,265 \$75,924 \$115,743 \$75,924 \$115,743 \$75,744 \$31,743 \$68,556 \$77,744 \$30,356 \$30,356 \$30,356 \$40,877 \$12,947 \$24,716	\$268,144	\$167,218 \$167,218 \$68,506 \$68,506 \$40,877 \$12,047			\$115,743 \$731,120 \$57,744	\$52.346 \$52.201 \$141,448 \$51,440	
Found Section Memory 1596 McPhoe Ave 1596 McPhoe Ave 1596 McPhoe Ave 1597,551 1597,551 1597,551 1597,551 1597,551 1597,551 1597,551 1597,551 1597,551 1597,551 1597,551 1597,551 1597,551 1597,551 1597,551 1597,552 1597,551 1597,552 1597,551 1597,552 159	Road Section: Label Ave Road Section: Mechanism Ave Road Section: Mechanism Ave Road Section: Mechanism Ave Road Section: Mechanism Ave Road Section: Men St Road Section: Medicarus Ave Ro	1246 1254 1260 1523 1270 1092 1592 1596 1136 1136 1140 1152 1524 1258 1524 1258 1258 1254 1258 1266 1388 1146 1284 1176 1284 1176 1284 1177 1177 1177 1177 1177 1177 1177 11	Label Ave Service Ave Macrissa Label Marcassa	From Tsylor Ava To McKelwie Ave From McKelwie Ava To McCamus Ave From McCamus Ava To Hudson Bay Ave From McCamus Ava To Hudson Bay Ave From McCamus Ava To Hudson Bay Ava From Kinjantick St To Kinkland St W From Kinjantick St To Kinkland St W From Kinjantick St To Kinkland St W From McPhae Ava To Summersed Dv From Buch St To Gusen St From St To St To Gusen St From St To St To Gusen St From Porton Ava To To Portons Ava From Porton Ava To To Porton Ava From Porton Ava To To Porton St From Porton St To King St From Porton St To King St From Government Rd W To Water Ln From Deak St To Label Ava From Outer To To Voods St From Model St To Park St From Model St To Voods St From Hudsel Ava From Main St To Voods St From Hudsel Ava From Label Ava To Woods St From Hudsel Ava To Woods St From Hudsel Ava To Woods St From Hudsel Ava To Model St From Hudsel Ava To Hudsel St From Mudsel St To Park St From Mudsel St To Park St From Woods St From Mudsel St To Park St	Basic Resurfacing Reconstruction including Storm Sewers Basic Resurfacing	\$48,593 \$55,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,346 \$32,201 \$159,534 \$32,859 \$15,924 \$115,743 \$731,120 \$141,440 \$81,556 \$57,744 \$30,635 \$40,63	\$268,144	\$167,218 \$568,556 \$50,877 \$12,947 \$342,716			\$115,743 \$731,120 \$57,744	\$52.346 \$52.201 \$141,448 \$51,440	
Food Section: MPPine Ave	Road Section: Label Ave Road Section: Meessase In Road Section: Meessase In Road Section: Meel-Presenn Ave Road Section: Meel-Presenn Ave Road Section: Meel-Presenn Ave Road Section: Meel Sectio	1246 1254 1254 1260 1523 1270 1092 1596 1132 1136 1140 1128 1524 1256 1388 1256 1284 1076 1076 1076 1077 1077 1077 1077 1077	Label Ave Macrissa Ln Macrissa Ln Macrissa Ln Macrissa Ln Macrissa Ln Macrissa Ln Marin St Main St M	From Taylor Ave To McKelwie Ave From McKelwie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From Kingarion Red ET o Kindand St w From Kingarion W of Gold Property Ave To Gold Property Ave From Burnersten Dr To Summersed Dr From Summersten Dr To Summersed Dr From Summersten Dr To Summersed Dr From Summersed Dr To Summersed Dr From Summersed Dr To Summersed Dr From Summersed Dr To Summersed Dr From Potential Ave To Topian Ave From Buch To Avrobe Dr From Potential Ave To Topian Ave From Queen St To King St From Covernment Rd W To Water Ln From Park St To Lebel Ave From Woods St To Park St From Man St To Vavods St From Lebel Ave To Popped Ave From Lebel Ave To Popped Ave From Lebel Ave To Popped Ave From Lebel Ave To Hudghes Ave From Lebel Ave To Topian St From Lebel Ave To Topian Sv From Lebel Ave T	Basic Resurfacing Reconstruction including Storm Sewers Basic Resurfacing Reconstruction including Storm Sewers Reconstruction including Storm Sewers	\$41,593 \$65,491 \$268,144 \$188,795 \$224,932 \$167,218 \$52,346 \$32,201 \$150,534 \$32,201 \$150,534 \$32,859 \$150,534 \$31,120 \$115,743 \$315,743 \$3115,743 \$3115,743 \$3115,743 \$3115,743 \$3115,743 \$3115,743	\$268,144 \$268,144	\$167,218 \$68,556 \$68,556 \$12,947 \$12,947 \$24,716 \$540,868	\$560,280		\$115,743 \$731,120 \$57,744	\$52.346 \$52.201 \$141,448 \$51,440	
Fount Michael 1392 Cimeara Birl 1393 Cimeara Birl 1394	Road Section: Label Ave Road Section: MacRessa Lin Road Section: MacRessa Lin Road Section: Man St Road Section: MacCamus Ave Road Section: McCamus Ave Road Section: McRoad Section: McR	1246 1254 1260 1523 1270 1092 1596 1126 1132 1136 1063 1140 1128 1524 1256 138 146 1076 126 1276 1276 1276 1276 1276 1276 127	Label Ave MacPherson Ave MacCarnus Ave	From Taylor Awa To McKelwie Awe From McKelwie Awa To McCamus Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From Kinganick, St To Kinkland St W From Birch St To Gusen St From Birch St To Queen St From Birch St To Queen St From Birch St To Queen St From Portal Awa To Summitted Ave From Birch To Archer DT From Portal Awa To To Hugher Ave From Gusen St To King St From McGall St From Lobel Awa To Oreasea Bird From Lobel Awa To Woods St From Lobel Awa To Whopse K From Lobel Awa To Lobel Awa From Lobel Awa To Lobel Awa From Lobel Awa To Lobel Awa From Lobel Awa To Deposped Awa From Lobel Awa To Deposped Awa From Lobel Awa To Deposped Awa From Lobel Awa To McGall St From Hugher Awa To McGall St From Hugher Awa To McGall St From Lobel Awa To McGall St From Lobel Awa To McGall St From Lobel Awa To McGall St From Hugher Awa To McGall St From Lobel Awa To McGall St From Hugher Awa To McGall St From Hughe	Basic Resurfacing Reconstruction including Storm Sewers Saving Resurfacing Basic Resurfacing	\$41,593 \$65,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,349 \$32,201 \$159,534 \$32,201 \$159,534 \$31,579,543 \$73,1120 \$115,744 \$51,440 \$88,556 \$47,744 \$30,635 \$47,744 \$30,635 \$47,744 \$51,440 \$47,744 \$51,440 \$47,744 \$51,440 \$47,744 \$51,440 \$47,744 \$51,440 \$47,744 \$51,440 \$47,744 \$51,440 \$47,744 \$51,440 \$47,744 \$51,440 \$47,744 \$51,440 \$47,744 \$51,440 \$47,744 \$51,440 \$5	\$268,144 \$268,144	\$167,218 \$68,556 \$68,556 \$12,947 \$12,947 \$24,716 \$540,868			\$115,743 \$731,120 \$57,744	\$52.346 \$52.201 \$141,448 \$51,440	
Road Section: Cheena Blvd 1382 Omean Blvd 1382 Omean Blvd From Brookbark Ave To McCamus Ave Reconstruction including Storm Sewers 509,052 559,052	Road Section: Label Ave Road Section: Meessase In Road Section: Meessase In Road Section: MeelPherson Ave Road Section: MeelPherson Ave Road Section: MeelPherson Ave Road Section: MeelPherson Ave Road Section: Meel Section	1246 1254 1260 1523 1270 1092 1596 1132 1132 1136 1140 1128 1524 1256 1284 1156 1284 1167 1284 1258 1284 1284 1284 1284 1284 1288 1288 128	Label Ave Macrissa Ln Macrissa Ln Macrissa Ln Macrissa Ln Marcrissa Ave Marcrissa Ln	From Tsylor Ave To McKelwie Ave From McKelwie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From Servers Ave From Pockets Ave From Pockets Ave From Pockets Ave From Pockets Ave From Servers Ave From Leide Ave From Servers Ave From Leide	Basic Resurfacing Reconstruction including Storm Sewers Basic Resurfacing	\$44,593 \$65,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,346 \$32,201 \$159,534 \$32,201 \$159,534 \$32,201 \$159,534 \$32,201 \$159,534 \$32,201 \$159,534 \$32,201 \$159,534 \$32,201 \$141,448 \$31,444 \$30,635 \$32,358 \$32	\$268,144 \$268,144	\$167,218 \$68,556 \$68,556 \$12,947 \$12,947 \$24,716 \$540,868			\$115,743 \$731,120 \$57,744 \$30,635	\$52.346 \$52.201 \$141,448 \$51,440	
Park St 128 Park St 129 Park St 121 Park St 121 Park St 121 Park St 122 Park St 122 Park St 125 Park St 126 Park St	Road Section: Lebel Ave Road Section: Mecsess Ln Road Section: Mecsess Ln Road Section: Med-Pherson Ave Road Section: Med-Pherson Ave Road Section: Mess St Road Section: Medersus Ave Road Section: Medro Road Section: Medersus Ave Road Section: Medersus Ave Road Se	1246 1254 1260 1523 1523 1270 1092 1592 1596 1132 1136 1063 1140 1140 1128 1524 1258 1388 1284 1146 1072 1295 1275 1275 1275 1275 1275 1275 1275 127	Label Ave Machania Machania Machania Machania Machania Machania Machania Machania Machania Man SI Main SI	From Taylor Ave To McKelwie Ave From McKelwie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From Covernment Rd E To Kildhand Si w From Covernment Rd E To Kildhand Si w From McMel Ave To Summers Dr From Strong Ave To Summers Dr From Brong Strong Ave To Summer Ave From More Strong Ave To Dealer Ave From Brong Strong Ave To Dealer Ave From Brong Strong Ave To Dealer Ave From Ober Strong Ave From Dealer Strong Ave From Dealer Strong Ave To Company Brong From Dealer Strong Ave To Company Brong From Man Strong Ave To Company Brong From Lake Ave To Company Brong From Lake Ave To Muse Strong From Dealer Strong Ave To Hughes Ave From Dealer Strong Ave To Muse Ave From Moods Strong Ave To Muse Ave From Lobel Ave To Hughes Ave From Dealer Strong Ave To Muse Ave From Lobel Ave To Mosper Ave From Lobel Ave To Mosper Ave From Lobel Ave To Muse Ave From Medical Ave Ne To Muse Ave From Medical Ave Ave To Muse Ave From Medical Ave Av	Basic Resurfacing Reconstruction including Storm Sewers Basic Resurfacing	\$44,593 \$65,491 \$268,144 \$188,795 \$188,795 \$224,923 \$167,218 \$52,246 \$32,246 \$32,246 \$32,246 \$32,246 \$32,246 \$32,246 \$32,246 \$32,246 \$315,534 \$115,534 \$115,543 \$73,120 \$141,448 \$31,543 \$73,120 \$44,745 \$30,556 \$33,208 \$40,877 \$12,947 \$24,716 \$524,960 \$540,868 \$560,280 \$197,048 \$187,551 \$187,551 \$187,551 \$187,551	\$268,144	\$167,218 \$68,556 \$68,556 \$12,947 \$12,947 \$24,716 \$540,868			\$115,743 \$731,120 \$57,744 \$30,635 \$126,392	\$52.346 \$52.201 \$141,448 \$51,440	
Part	Road Section: Label Ave Road Section: Macrisata Ln Road Section: Macrisata Ln Road Section: Macrisata Ln Road Section: Macrisata Ln Road Section: Man St Road Section: Macrisata Road Section: MacCamus Ave Road Section: MacRoad	1246 1254 1260 1523 1270 1092 1592 1596 1132 1136 1136 1140 1128 1158 1258 1388 1258 1284 1167 1284 1284 1284 1284 1285 1284 1285 1284 1285 1286 1284 1285 1286 1286 1286 1286 1286 1286 1286 1286	Label Ave MacRessan Ln MacRessan Ln Main St Ma	From Taylor Ava To McKedwie Ave From McKelwie Ave To McCamus Ave From McCamus Ava To Hudson Bay Ave From McCamus Ava To Hudson Bay Ave From McCamus Ava To Hudson Bay Ave From Richard St. To Kirkland St. W From Kirkpatrick St. To Kirkland St. W From Kirkpatrick St. To Kirkland St. W From St. To March St. To Good From St. St. To Good Property Ave From St. To Good From St.	Basic Resurfacing Reconstruction including Storm Sewers Saving Resurfacing Basic Resurfacing	\$44,593 \$65,491 \$268,144 \$188,795 \$128,795 \$122,492 \$167,219 \$52,246 \$32,236 \$152,534 \$22,859 \$152,534 \$22,859 \$152,534 \$152,534 \$152,534 \$152,534 \$153,534 \$154,534	\$268,144	\$167,218 \$68,506 \$68,506 \$12,047 \$12,047 \$24,716 \$540,868 \$197,048			\$115,743 \$731,120 \$57,744 \$30,635 \$126,392	\$52.346 \$52.201 \$141,448 \$51,440	
Pand Section: Park St 1252 Park St Par	Road Section: Label Ave Road Section: MacPherson Ave Road Section: MacPherson Ave Road Section: Man St Road Section: MacSu Road Section: MacSu Road Section: MacSu Road Section: MacGarus Ave Road Section: McGarus Ave Road Section: McRebule Ave Road Section:	1246 1254 1260 1523 1523 1270 1092 1596 1126 1132 1136 1063 1140 1140 1128 1258 1258 1284 1176 1076 1072 1284 1295 1295 1295 1295 1295 1295 1295 1295	Label Ave MacPharson Ave Man St Main St	From Taylor Awa To McKelwie Awe From McKelwie Awa To McCamus Awe From McCamus Awa To Hudson Bay Awa From McCamus Awa From McCamus Awa From McCamus Awa From McCamus Awa From Brich ST To Guene SI From Ring ST To Guene SI From Mrng ST To Guene SI From Mrng ST To Porteous Awa From Brich To Archer Dr From Brich ST To Guene SI From Mrng ST To Guene SI From Guene ST To King SI From Guene ST To King SI From Guene ST To King SI From Derson ST To King SI From Derson ST To King SI From Mrng ST To Lebel Awa From Woods ST To Park SI From Mrng ST To Lebel Awa From Lebel Awa To Frongen Bruk SI From Lebel Awa To Frongen SA From Moods ST To Park SI From Chapt Awa To Hughes Awa From Moods ST To Park SI From Moods ST TO Park	Basic Resurfacing Reconstruction including Storm Sewers Basic Resurfacing	\$48,593 \$48,593 \$268,144 \$268,144 \$268,144 \$52,346 \$22,49,23 \$149,218 \$52,346	\$268,144 \$268,144	\$167,218 \$58,556 \$58,556 \$12,947 \$12,947 \$24,716 \$540,868 \$197,048			\$115,743 \$731,120 \$57,744 \$30,635 \$126,392	\$52.346 \$52.201 \$141,448 \$51,440	
Road Section: Peck Ave 1022 Peck Ave From Dodge DT to S6m West of Riverside Dr Reconstruction \$460,049	Road Section: Label Ave Road Section: Macrisata Ln Road Section: Macrisata Ln Road Section: Macrisata Ln Road Section: Macrisata Ln Road Section: Man St Road Section: Macrisata Road Section: MacCamus Ave Road Section: MacRoad	1246 1254 1260 1523 1270 1592 1592 1596 1136 1136 1136 1140 1128 1524 1256 1256 1388 1156 1284 1156 1285 1286 1388 1156 1284 1158 1285 1286 1287 1287 1288 1288 1288 1288 1288 1288	Label Ave MacPharson Ave MacPharson Ave MacPharson Ave MacPharson Ave MacPharson Ave MacPharson Ave Man St Man	From Taylor Ava To McKelwie Ave From McKelwie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From River Ave From Bowner Rid E To Kindland St W From Kinganida St To Kindland St W From Kinganida St To Kindland St W From River Ave From Bay To To Gode Property Ave To God Property Ave From St To Fortous Ave From Brich St To Cusen St From King St To Portous Ave From Portous Ave To Poplar Ave From Brich St To Cusen St From From Portous Ave To Forton Portous Ave From Dueen St To King St From From Portous To To Archer Dr From Portous Ave To Taylor Ave From Ousen St To King St From King St To Lobba Ave From Ousen St To King St From King St To Park St From Hudsen St To Park St From Lind Ave To Popped Ave From Lind Ave To Thoughed Ave From Lind Ave To Thoughed Ave From Lind Ave To Thoughed Ave From Lind Ave To To Park St From Hudges St To Park St From Hudges St To Park St From Hudges Ave To Myes St From Med St From Hudges Ave To Myes St From Hudges Ave To Myes St From Med St From Ming St To Park St From Med St From Ming St To Park St From Med St From Ming St From Med St From Ming St Fr	Basic Resurfacing Reconstruction including Storm Sewers Saving Resurfacing Basic Resurfaci	\$44,593 \$65,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,346 \$32,201 \$159,534 \$32,815 \$15,924 \$115,743 \$311,20 \$141,448 \$51,440 \$68,556 \$77,744 \$30,635 \$12,977 \$40,2	\$268,144 \$524,960 \$524,960 \$521,948	\$167,218 \$568,556 \$568,556 \$12,947 \$12,947 \$24,716 \$540,868 \$197,048			\$115,743 \$731,120 \$57,744 \$30,635 \$126,392	\$52.346 \$52.201 \$141,448 \$51,440	
Read Section: Petis Ave 1018 Petis Ave Petis Av	Road Section: Label Ave Road Section: MacFherson Ave Road Section: MacFherson Ave Road Section: MacFherson Ave Road Section: MacFherson Ave Road Section: Man St Road Section: Macrost Road Section: MacRobe Road Section: Ro	1246 1254 1260 1523 1270 1592 1592 1596 1136 1136 1136 1140 1128 1524 1256 1256 1388 1156 1284 1156 1285 1286 1388 1156 1284 1158 1285 1286 1287 1287 1288 1288 1288 1288 1288 1288	Label Ave MacPharson Ave MacPharson Ave MacPharson Ave MacPharson Ave MacPharson Ave MacPharson Ave Man St Man	From Traylor Ava To McKedwie Ave From McKedwie Ava To McCamus Ave From McCamus Ava To Hudson Bay Ave From McCamus Ava To Hudson Bay Ave From McCamus Ava To Hudson Bay Ave From Kinganida St. To Kindand St. W From McChama Ava To Suorimensed Dr. From St. To St. To Camen St. From Pocha Ava To Taylor Ave From Ducen St. To Camen St. From Pocha Ava To Taylor Ava From Ducen St. To King St. From Pocha Ava To Taylor Ava From Ousen St. To King St. From Chaman Rd. W From St. To Lobel Ava From Ousen St. To King St. From Prospect Ava To Comsen Blvd From Model St. To Park St. From Model St. To Park St. From Hughes Ava To Must St. From Hughes Ava To Woods St. From Chaput Ava To Hughes Ava From Hughes To Park St. To Lobel Ava From Hughes To Park St. From Park St. To Lobel Ava From Hughes Ava To Woods St. From Chaput Ava To Hughes Ava From Hughes Ava To Woods St. From Chaput Ava To Muschheston Ava From Hughes Ava To Woods St. From McCamus Ava To Hughes Ava From Hughes Ava To Woods St. From Model St. To Park St. From Model St. To Park St. From Model Ava From Hughes Ava To Muschheston Ava From Hughes Ava To Muschheston Ava From Medical St. To Park St. From Model St. Ava To Muschheston Ava From Medical St. Ava To Muschheston Ava From Medical St. From Model St. Ava To McCamus Ava From Model Ava To McCamus Ava From Model Ava To Taylor Ava From Model Ava To McCamus Ava From McCamus Ava To Musch McCamus Ava From McCamus Ava To Musch McCamus Ava From McCamus Ava To Musch McCamus Ava	Basic Resurfacing Reconstruction including Storm Sewers Saving Resurfacing Basic Resurfaci	\$44,593 \$65,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,346 \$52,346 \$52,346 \$32,201 \$159,534 \$32,851 \$115,743 \$311,120 \$115,743 \$311,120 \$141,440 \$63,260 \$63,260 \$141,440 \$63,260 \$141,440 \$63,260 \$141,440 \$63,260 \$141,440	\$268,144 \$524,960 \$524,960 \$524,960 \$231,948	\$167,218 \$568,556 \$568,556 \$12,947 \$12,947 \$24,716 \$540,868 \$197,048		\$159,534	\$115,743 \$731,120 \$57,744 \$30,635 \$126,392	\$52.346 \$52.201 \$141,448 \$51,440	
Read Section: Petis Ave 1018 Petis Ave Petis Av	Road Section: Label Ave Road Section: Markessa Lin Road Section: Markess	1246 1254 1260 1523 1270 1592 1592 1596 1136 1136 1136 1140 1128 1524 1258 1256 1266 1388 1156 1276 1276 1287 1288 1288 1288 1288 1288 1288 1288	Label Ave MacPherson Ave Man St Main St M	From Taylor Ave To McKelwie Ave From McKelwie Ave To McCamus Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From McCamus Ave To Hudson Bay Ave From Kinganick St To Kinkland St W From Birch St To Summit Ave From Birch St To Guen St From King St To Potensou Ave From Birch St To Quen St From King St To Potensou Ave From Birch To Archer DT From Potensou Ave To Popper Ave From Birch St To Liber Ave From Birch St To King St From McGall St To King St From McGall St From Mass St To King St From Lobel Ave To Topospect Ave From Lobel Ave To Woods St From Lobel Ave To Woods St From Lobel Ave To Woods St From Mass St To Lobel Ave From Lobel Ave To Woods St From McGall St F	Basic Resurfacing Reconstruction including Storm Sewers Sasic Resurfacing Basic Resurfacing	\$46,593 \$65,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,346 \$32,201 \$150,534 \$23,269 \$115,743 \$21,148	\$268,144 \$268,144 \$524,960 \$524,960 \$231,948	\$167,218 \$568,556 \$568,556 \$12,947 \$12,947 \$24,716 \$540,868 \$197,048		\$159,534	\$115,743 \$731,120 \$57,744 \$30,635 \$126,392 \$41,650	\$52.346 \$52.201 \$141,448 \$51,440	
Road Section: Polick St 1378 Polick St Polick S	Road Section: Label Ave Road Section: MacePherson Ave Road Section: MacePherson Ave Road Section: MacePherson Ave Road Section: MacePherson Ave Road Section: Man St Road Section: Mace Road Section: Machania Ave Road Section: Machania Ave Road Section: Machania Road Section: Road Section: Machania Road Section:	1246 1254 1260 1523 1270 1092 1593 1132 1136 1136 1146 1148 1148 1152 1152 1158 1258 1258 1258 1258 1268 1284 1176 1284 1284 1284 1286 1286 1286 1286 1286 1286 1286 1286	Label Ave MacPherson Ave Man St Main St Mai	From Taylor Awa To McKelwie Awe From McKelwie Awa To McCamus Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From Kinganick St To Kindand St W From Kinganick St To Summit Awa From Birch St To Gueen St From King St To Potensus Awa From Birch St To Gueen St From King St To Fortensus Awa From Development Red W From Birch To Archer DT From Poplar Awa To Taylor Awa From Dewenter Red W To Water Lin From McCamus Red To King St From King St To King St From Model St To King St From Model St To King St From Hudghes Awa To Gmeena Bird From Lede Awa To Gmeena Bird From Hudghes Awa To Wide St From Hudghes Awa To Myee St From Hudghes Awa To Meedemuir Red From Water St To Park St From Medel From St To Station Rd From Medel From To To Hudden Rd From From From From To To Hudden Rd From From From From From To To To Hereded From From From From From To To Hereded From Station Rd From Medel From Red From Red From Station Rd From Medel From Red From Station Rd From Medel From Red From Station Rd From Medel From Rd From Medel From Rd From Medel From Rd From Medel From Rd From Medel	Basic Resurfacing Reconstruction including Storm Sewers Storm Sewers Reconstruction including Storm Sewers Reconstruction including Storm Sewers Resurfacing Basic Resurfacing Reconstruction including Storm Sewers Reconstruction including Storm Sewers Reconstruction including Storm Sewers Basic Resurfacing Reconstruction Norminal Storm Sewers Reconstruction Norminal Storm Sewers Reconstruction Norminal Storm Sewers	\$46,593 \$65,491 \$268,144 \$188,795 \$224,923 \$167,218 \$62,246 \$167,218 \$22,246 \$15,256 \$	\$268,144 \$524,960 \$524,960 \$521,948	\$167,218 \$68,556 \$68,556 \$12,947 \$12,947 \$24,716 \$540,868 \$197,048 \$599,052		\$159,534	\$115,743 \$731,120 \$57,744 \$30,635 \$126,392 \$41,650	\$52,346 \$52,346 \$32,201 \$141,448 \$51,440 \$30,356 \$63,208	
Road Section: Poplar Ave 122 Poplar Ave 1232 Poplar Ave 1234 Poplar Ave	Road Section: Lebel Ave Road Section: Meessale In Road Section: Meessale In Road Section: Meessale In Road Section: Meel Pherson Ave Road Section: Meel Pherson Ave Road Section: Meal St Road Section: Meal Sea New Road Section: Repail Sea Road Section: Repa	1246 1254 1260 1523 1270 1692 1592 1193 1193 1193 1193 1194 1128 1128 1128 1128 1128 1128 1129 1128 1129 1129	Label Ave MacPharson Ave MacPharson Ave MacPharson Ave MacPharson Ave Mar St Main St M	From Taylor Awa To McKelwie Awe From McKelwie Awa To McCamus Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From Covernment Rd E To Kildhand Siw From McCamus Awa To Summit Awa From Brich To To Queen Si From King St To Porteous Awa From Brich To Aucher Dr From Brich To Aucher Dr From Brich To Aucher Dr From Porteous Awa To Popplar Awa From Brich To Aucher Dr From Devent Sir To King Si From Government Rd W To Water Lin From Deven St To King Si From Deven St To King Si From Deven St To King Si From Deven St To Lebal Awa From Brich To Aucher Dr From Brich To Lobal Awa From Woods St To Park Si From Lobal Awa To Orbinary Blod From Melan St To Woods Si From Lobal Awa To Hudshe Awa From Woods St To Park Si From Chapta Awa To Hudshe Awa From Woods St To Park Si From Chapta Awa To Woods Si From Model St To Debal Awa From Woods St To Park Si From Chapta Awa To Whoods Si From Model St To Lobal Awa From Woods St To Park Si From McCamus Awa To Whoods Si From McCamus Awa To McCamus Awa From Brookbark Awa To McCamus Awa From McCamus Awa To McCamus Awa From King St To King Si From McKelvide Awa To McCamus Awa From Sing McCam	Basic Resurfacing Reconstruction including Storm Sewers Resonation including Storm Sewers Basic Resurfacing Reconstruction including Storm Sewers	\$46,593 \$65,491 \$268,144 \$188,795 \$128,795 \$122,4923 \$167,213 \$152,213 \$152,213 \$152,213 \$152,213 \$152,213 \$152,513 \$152,513 \$152,513 \$152,513 \$152,513 \$152,513 \$152,513 \$153	\$268,144 \$524,960 \$524,960 \$231,948	\$167,218 \$68,556 \$40,877 \$12,947 \$24,716 \$540,868 \$197,048 \$599,052 \$46,594		\$159,534	\$115,743 \$731,120 \$57,744 \$30,635 \$126,392 \$41,650	\$52,346 \$52,346 \$32,201 \$141,448 \$51,440 \$30,356 \$63,208	
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Road Section: Pepiler Ave 1166 Popiler Ave 1167 Popiler Ave	Road Section: Label Ave Road Section: MacRessalon Ave Road Section: MacRessalon Ave Road Section: Man St Road Section: MacRessalon Road Section: MacCamus Ave Road Section: MacRebie Ave Road Section: Park St Road Section: P	1246 4 1250 1250 1250 1250 1250 1250 1250 1250	Label Ave Maccassa Ln Maccassa Ln Maccassa Ln Marcassa Ln Ma	From Taylor Awa To McKelwie Awe From McCamus Awa To McCamus Awe From McCamus Awa To McCamus Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From Kocamus Awa To Hudson Bay Awe From Kingsanich, St. To Kinkland St. W. From Kingsanich, St. To Kinkland St. W. From Kingsanich, St. To Kinkland St. W. From Brich St. To Gusen St. From Kings To To Gusen St. From Rings To To Gusen St. From Rings St. To Douen St. From Rings St. To Douen St. From Portous Awa To Popplar Awa From Brich To Archer Dr From Portous Awa To To Ayofa Awa From Brich To Archer Dr From Park St. To Label Awa From McCamus Awa To Rybra St. From Main St. To Label Awa From Hudson St. To Fark St. From Lobal Awa To Ayofa Awa From Lobal Awa To Ayofa Awa From Lobal Awa To Nybra St. From McCamus Awa To Mybra St. From McCamus Awa To Mybra St. From McCamus Awa To Mybra St. From MacPart St. To Label Awa From Lobal Awa To Mybra St. From McCamus Awa To Muschhesson Awa From MacPharson Awa To Tweedsmuir Rd From West End To Station Rd N From McCamus Awa To Hudson Bay Awa From Dedge To To King St. From McKelwie Awa To McCamus Awa From Toodge Dr To Steim West of Kwerside Dr From Mest End To Steipor Rd N From Mest End To Steipor Rd N From Mest End To Robey Bay From Mest End To McKelwie Awa From Mest End To McKelwie Awa From Mest End To McKelwie Awa From Mest End To Mwest of Kwerside Dr From Mest End To McKelwie Awa To Newside Dr From Mest End To McKelwie Awa To Newside Dr From Mest End To Mower Both To Newside Dr From Mest End To McKelwie Awa To Newside Dr From Mest End To McKelwie Awa To Newside Dr From Mest End To McKelwie Awa To Newside Dr From Mest End To McKelwie Awa To Newside Dr From Mest End To McKelwie Awa To Newside Dr From Mest End To McKelwie Awa To Newside Dr From Mest End To McKelwie Awa To Newside Dr From Mest End To McKelwie Awa To Newside Dr From Mest End To McKelwie Awa To Newside Dr From Mest End To McKelwie Aw	Basic Resurfacing Reconstruction including Storm Sewers Basic Resurfacing Resurfacing Basic Resurfacing Resurfacing Basic Resurfacing Resurfacing Basic Resurfacing Reconstruction including Storm Sewers Reconstruction Norminal Storm Sew	\$46,593 \$65,491 \$268,144 \$188,795 \$128,923 \$167,219 \$167,219 \$316,221 \$15,221 \$15,221 \$15,221 \$15,221 \$15,221 \$15,221 \$15,221 \$15,231 \$26,261	\$268,144 \$268,144 \$524,960 \$524,960 \$231,948 \$115,978 \$333,155	\$167.218 \$68.506 \$40,877 \$12,947 \$24,716 \$540,868 \$197,048 \$197,048 \$46,594	\$187,551	\$159,534	\$115,743 \$731,120 \$57,744 \$30,635 \$126,392 \$41,650	\$52,346 \$52,346 \$32,201 \$141,448 \$51,440 \$30,356 \$63,208	
Road Section: Poplar Ave 1114. Poplar Ave From West End To George St Reconstruction including Storm Sewers \$199,853 \$199,853 Road Section: Premiser Ave 1134. Porteous Ave 1134. Porteous Ave \$157,428 \$157,428 Road Section: Premiser Ave E 1320. Premiser Ave E \$130. Premiser Ave E \$46,091 \$46,091 Part Section: Premiser Ave E \$117,428 \$46,091 \$46,091 \$46,091	Road Section: Label Ave Road Section: Mechanism Ave Road Section: Men St Road Section: Medicamus Ave Road Sect	1246 4 1250 1250 1250 1250 1250 1250 1250 1250	Label Ave Maccassa La Man St Maccassa Man Maccassa Maccassa Man Man Man Man Man Man Man Man Man Ma	From Taylor Ava To McKedwie Ave From McKedwie Ava To McCamus Ave From McCamus Ava To Hudson Bay Ave From McCamus Ava To Hudson Bay Ave From McCamus Ava To Hudson Bay Ave From Richard St. To Kindland St. W From Kingantick St. To Kindland St. W From Kingantick St. To Kindland St. W From Kingantick St. To Kindland St. W From Birch St. To Camen St. From Postal Ava To Poplar Ave From Ducker Ava To Taylor Ave From Ducker St. To King St. From St. To Labed Ave From Ousen St. To King St. From St. To Labed Ave From Ousen St. To King St. From Frospect Ava To Fromer Bay Ave From Ousen St. To Fark St. From From St. To Labed Ave From Under St. To Fark St. From From St. To Fark St. From Hudges St. To Park St. From To-Park St. To Labed Ave From Under St. To Fark St. From Chaput Ave To Hudges Ave From Hudges Ave To Work St. From Chaput Ave To Hudges Ave From Hudges Ave To Work St. From Chaput Ave To Hudges Ave From Hudges Ave To Work St. From Chaput Ave To Hudges Ave From Hudges Ave To Work St. From Chaput Ave To Hudges Ave From Hudges A	Basic Resurfacing Reconstruction including Storm Sewers Resonstruction including Storm Sewers Basic Resurfacing Reconstruction including Storm Sewers Reconstruction includi	\$46,593 \$55,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,346 \$22,346 \$52,346 \$52,346 \$52,346 \$52,346 \$52,346 \$52,346 \$52,346 \$52,346 \$52,346 \$52,346 \$52,346 \$52,346 \$52,346 \$52,346 \$52,346 \$52,346 \$52,346 \$53,346 \$53,346 \$54,446 \$54,446 \$54,476 \$5	\$268,144 \$524,960 \$524,960 \$231,946 \$115,978 \$353,155 \$470,873	\$167,218 \$167,218 \$568,556 \$12,947 \$12,947 \$24,716 \$540,868 \$197,048 \$46,594 \$401,638 \$401,638 \$451,784	\$187,551	\$159,534	\$115,743 \$731,120 \$57,744 \$30,635 \$126,392 \$41,650	\$52,346 \$52,346 \$32,201 \$141,448 \$51,440 \$30,356 \$63,208	
Road Section: Porteous Ave 1134 Porteous Ave \$157,428 \$157,428 Road Section: Premier Ave E 1320 Premier Ave E 1320 Premier Ave E \$46,091 \$46,091 \$46,091 Road Section: Premier Ave E 1312 Premier Ave E \$46,091 \$46,091 \$46,091	Road Section: Lebel Ave Road Section: Mariesta Lin Road Section: Mariest Road Section: Park St R	1246 4 1250 1250 1250 1250 1250 1250 1250 1250	Label Ave MacPherson Ave Man St Main St	From Taylor Awa To McKelwie Awe From McKelwie Awa To McCamus Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From Kinganick St To Kinkland St W From Birch St To To Summit Awa From Birch St To Guen St From Birch To Archer Dr From Birch St To Guen St From Post St From McCamus Awa To Faylor Awa From Guen St To King St From McGam St To King St From McGam St From Mc	Basic Resurfacing Reconstruction including Storm Sewers Basic Resurfacing Basic	\$46,593 \$65,491 \$268,144 \$188,795 \$122,4923 \$167,218 \$322,2923 \$167,218 \$322,201 \$132,201 \$132,201 \$132,201 \$132,201 \$132,201 \$141,448 \$151,443 \$11,448 \$131,440 \$131	\$268,144 \$524,960 \$524,960 \$231,946 \$115,978 \$353,155 \$470,873	\$167,218 \$167,218 \$568,556 \$12,947 \$12,947 \$24,716 \$540,868 \$197,048 \$46,594 \$401,638 \$401,638 \$451,784	\$187,551	\$159,534 \$159,534 \$131,407 \$156,056	\$115,743 \$731,120 \$57,744 \$30,635 \$126,392 \$41,650	\$52,346 \$52,346 \$32,201 \$141,448 \$51,440 \$30,356 \$63,208	
Road Section: Premier Aux F 1312 Premier Aux F Section Premier Aux F Residence of the Premier Aux F Section Premier Aux F Residence of the Premier Aux F Section Premier Aux F Residence of the Premier Aux F Section Premier Aux F Residence of the Premier Aux F Section Premier Aux F Residence of the Premier Aux F Section Premier Aux F Residence of the Premier Aux F Section P	Road Section: Label Ave Road Section: MacFherson Ave Road Section: MacFherson Ave Road Section: MacFherson Ave Road Section: MacFherson Ave Road Section: Man St Road Section: Macrost Road Section: Road Section: Road Section: MacRost Road Section: Road	1246 1 1254 1 1256 1 12	Label Ave MacPharson Ave MacPharson Ave MacPharson Ave MacPharson Ave MacPharson Ave Marin St Main St Marin St	From Taylor Awa To McKelwie Awe From McKelwie Awa To McCamus Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From Covernment Red E To Killed St From Covernment Red To To Killed St From Covernment Red To To Killed St From Killed St From Killed St From Red Fr From Red St Fr From Red St Fr From Red Fr From Red St Fr From Red St Fr From Red St Fr	Basic Resurfacing Reconstruction including Storm Sewers Resonation including Storm Sewers Basic Resurfacing Reconstruction including Storm Sewers Reconstruction including S	\$46,593 \$55,491 \$268,144 \$188,795 \$224,923 \$167,218 \$52,246 \$22,246 \$22,246 \$22,246 \$22,246 \$22,246 \$22,246 \$22,246 \$22,246 \$22,246 \$23,246 \$23,246 \$23,246 \$23,246 \$23,246 \$23,246 \$23,246 \$23,246 \$23,246 \$23,246 \$23,246 \$23,246 \$24,246 \$2	\$268,144 \$524,960 \$524,960 \$231,948 \$115,978 \$353,155 \$470,673	\$167,218 \$68,556 \$68,556 \$12,047 \$24,716 \$540,858 \$197,048 \$599,052 \$46,594 \$461,784 \$451,784 \$74,134	\$187,551	\$159,534 \$159,534 \$131,407 \$156,056	\$115,743 \$731,120 \$57,744 \$30,635 \$126,392 \$41,650	\$52,346 \$32,201 \$141,448 \$51,440 \$30,356 \$63,208	
	Road Section: Lebel Ave Road Section: Main St Road Section: McCamus Ave Road Section: McRebus Av	1246 4 1250 1250 1250 1250 1250 1250 1250 1250	Label Ave MacPherson Ave MacPherson Ave MacPherson Ave MacPherson Ave Marin St Main	From Taylor Awa To McKelwie Awe From McKalmus Awa To McCamus Awe From McCamus Awa To McCamus Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awa From McCamus Awa To Hudson Bay Awa From McGamus Awa From McGamus Awa From McMan To Summit Awa From Brich ST To Guens ST From Mring ST To Porteous Awa From Brich To Aucher Dr From McGamus Awa From Brich To Aucher Dr From McGamus Awa From McGamus Awa From McGamus To King ST From Coules Are To King ST From Ober ST To King ST From Parks ST To Lebal Awa From McGamus Awa Fro	Basic Resurfacing Reconstruction including Storm Sewers Resonation including Storm Sewers Resonation Reconstruction including Storm Sewers Reconstruc	\$46,593 \$65,491 \$268,144 \$188,795 \$128,795 \$128,795 \$128,795 \$128,795 \$128,795 \$128,795 \$128,795 \$128,795 \$159,534 \$159,	\$268,144 \$524,960 \$524,960 \$231,948 \$115,978 \$353,156 \$470,873	\$167,218 \$167,218 \$568,556 \$12,947 \$24,716 \$540,858 \$197,048 \$197,048 \$46,594 \$46,594 \$461,784 \$199,583 \$451,784 \$199,583 \$199	\$187,551	\$159,534 \$159,534 \$131,407 \$156,056	\$115,743 \$731,120 \$57,744 \$30,635 \$126,392 \$41,650	\$52,346 \$32,201 \$141,448 \$51,440 \$30,356 \$63,208	
Road Section: Prince St 1190 Prince St From Baron St To Earl St Reconstruction including Storm Sewers \$229,251 \$229,251 Road Section: Prospect Ave 1396 Prospect Ave 1396 Prospect Ave Page Representation \$26,937 Property May 1,000 Property May Services Property May Services \$20,925 \$20,937	Road Section: Label Ave Road Section: Label Road Road Section: Label Road Road Section: Main St Road Section: MacCamus Ave Road Section: MacRain St Road Section: Road Sec	1246 4 1259 1259 1259 1259 1259 1259 1259 1259	Label Ave MacRessas Ln Maccassas Ln Maccassas Ln Marker St Main St Maccanus Ave Park St	From Taylor Awa To McKelwie Awe From McKelwie Awa To McCamus Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From Kinganick St To Kindand St W From St To To Good From St W From St To To Good From St W From St To To Good From St W From St To Good From St W From Poddar Awa To Taylor Awa From Dodar Mark To Taylor Awa From Dodar Awa From Dodar Awa From Good From From From From From From From From	Basic Resurfacing Reconstruction including Storm Sewers Basic Resurfacing	\$46,593 \$65,491 \$268,144 \$188,795 \$124,923 \$167,218 \$167,218 \$322,923 \$167,218 \$322,201 \$132,201 \$132,201 \$132,201 \$132,201 \$132,201 \$141,448 \$157,43 \$131,407 \$131,407 \$131,407 \$131,407 \$14,448 \$15,43 \$11,448 \$15,43 \$131,407 \$131,407 \$145,60 \$145,60 \$146	\$268,144 \$524,960 \$524,960 \$231,948 \$115,978 \$353,155 \$470,873	\$167,218 \$68,556 \$40,677 \$12,947 \$24,716 \$540,868 \$197,048 \$509,052 \$401,638 \$401,638 \$451,784 \$74,134 \$199,583	\$187,551	\$159,534 \$159,534 \$131,407 \$156,056	\$115,743 \$731,120 \$57,744 \$30,635 \$126,392 \$41,650	\$52,346 \$32,201 \$141,448 \$51,440 \$30,356 \$63,208	
Noad Section: Prospect Ave 1396 Prospect Ave 1396 Prospect A	Road Section: Label Ave Road Section: Macrista Lin Road Section: Macrista Lin Road Section: Macrista Lin Road Section: Man St Road Section: Macrist Road Section:	1246 4 1254 1254 1255 1255 1255 1255 1255 12	Label Ave MacResson Ln MacResson Ave MacPhiston Ave MacPhiston Ave Main St M	From Taylor Awa To McKedwie Awe From McKelwie Awa To McCamus Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From Kinganick St To Kindand St W From St To To Good From St W From St To To Good From St W From St To To Good From St W From St To Cougen St From King St To Gueen St From Forder Awa To Taylor Awe From Dedar Awa To Taylor Awe From Dought Awa To Taylor Awe From Good From Forder Awa From Good From Forder Awa From Houghes Awa To Good From Forder Awa From Hudgen Kawa To Good From Forder Awa From Hudgen Kawa To Managa Bhd From Haden Awa To To Woods St From Houghes Awa To Wood St From Hudgen St To Forder Awa From Lebal Awa To Wood St From Hudgen St To Park St From Hudgen St To Park St From Hudgen Kawa To W From Hudgen Awa To Hudgen Awa From Lebal Awa To Hudgen Awa From Lebal Awa To To Houghes Awa From Lebal Awa To To Station Rid From Wood St To Station Rid From McCamus Awa To Hudgen Bay Awa From Mugal St To Station Rid From MocCamus Awa To Hudgen Bay Awa From Mugal St To Station Rid From Med St To Lobbal Awa From Mugal St To Station Rid From MocCamus Awa To To Hudgen Bay Awa From Mugal St To Station Rid From MocCamus Awa To Hudgen Bay Awa From Mugal St To Station Rid From MocCamus Awa To Hudgen Bay Awa From Mugal St To Station Rid From MocCamus Awa To Hudgen Bay Awa From Mugal St To Station Rid From MocCamus Awa To Hudgen Bay Awa From Mugal St To Lobbal Awa From Mugal St To Kong St From Park St To Lobbal Awa From Mugal St To Lobbal Awa From Mugal St To R Band Awa From Mugal St To R Band Awa From Mugal St To R Band St From Mugal St To R Band Awa From Mugal St To R Band Awa From M	Basic Resurfacing Reconstruction including Storm Sewers Saving Resurfacing Basic Resurfacing	\$46,593 \$65,491 \$268,144 \$188,795 \$124,923 \$167,218 \$167,218 \$322,923 \$167,218 \$322,201 \$132,201 \$132,201 \$132,201 \$132,201 \$132,201 \$141,448 \$157,43 \$131,407 \$131,407 \$131,407 \$131,407 \$14,448 \$15,43 \$11,448 \$15,43 \$131,407 \$131,407 \$145,60 \$145,60 \$146	\$268,144 \$524,960 \$524,960 \$231,948 \$115,978 \$353,155 \$470,873	\$167,218 \$68,556 \$40,677 \$12,947 \$24,716 \$540,868 \$197,048 \$509,052 \$401,638 \$401,638 \$451,784 \$74,134 \$199,583	\$187,551	\$159,534 \$159,534 \$131,407 \$156,056	\$115,743 \$731,120 \$57,744 \$30,635 \$126,392 \$41,650	\$52,346 \$32,201 \$141,448 \$51,440 \$30,356 \$63,208	
	Road Section: Label Ave Road Section: Markensaturi Ave Road Section: Marin St Road Section: Park St Road Secti	1246 4 1 1 1 1 1 2 1 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1 1 1 1 2 1 1 1 1 2 1 1 1 1 2 1 1 1 1 2 1 1 1 1 2 1 1 1 1 1 2 1	Label Ave MacPherson Ave MacPherson Ave MacPherson Ave MacPherson Ave MacPherson Ave MacPherson Ave Man St Main Main St Mai	From Taylor Awa To McKelwie Awe From McKelwie Awa To McCamus Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From McCamus Awa To Hudson Bay Awe From Kingsanick St To Kinkland St W From St To Housen St From Brich St To Guen St From Brich St To Guen St From Rich St To Guen St From Brich St To Guen St From Prome St To King St From Prom Park St From Prom St To King St From Mas St To Woods St From House Awa To Omeana Bird From Lebel Awa To William St From Mas St To Woods St From Lebel Awa To William St From Mas St To Lebel Awa From Lebel Awa To Misson St From Haden Awa To Misson St From MacPharson Awa To Tweedsmuir Rd From West End To Station Rd From West End To Station Rd From Med St To King St From Med St To To Blood St From Med St To To Brood St From Med St To To Rom St From Med St To To Rom St From Med St To To Rom St From West End To George St From Med St To To Rom St From West End To George St From Med St To To Rom St From Med St To To Rom St From St From Med St To To Rom St From West End To George St From Med St To To Rom St From Med St To Rom St From Med St To R	Basic Resurfacing Reconstruction including Storm Sewers Basic Resurfacing Reconstruction including Storm Sewers Reconstr	\$46,593 \$65,491 \$268,144 \$188,795 \$124,923 \$167,218 \$167,218 \$322,923 \$167,218 \$322,201 \$132,201 \$132,201 \$132,201 \$132,201 \$132,201 \$141,448 \$157,43 \$131,407 \$131,407 \$131,407 \$131,407 \$14,448 \$15,43 \$11,448 \$15,43 \$131,407 \$131,407 \$145,60 \$145,60 \$146	\$268,144 \$524,960 \$524,960 \$231,948 \$115,978 \$353,155 \$470,873	\$167,218 \$68,556 \$40,677 \$12,947 \$24,716 \$540,868 \$197,048 \$509,052 \$401,638 \$401,638 \$451,784 \$74,134 \$199,583	\$187,551	\$159,534 \$159,534 \$151,407 \$156,056	\$115,743 \$731,120 \$57,744 \$30,635 \$126,392 \$41,650	\$52,346 \$32,201 \$141,448 \$51,440 \$30,356 \$63,208	

Road Section: Prospect Ave	1390	Prospect Ave	From McCamus Ave To Hudson Bay Ave	Basic Resurfacing	\$63,241						\$63,241		
Road Section: Prospect Ave	1400	Prospect Ave	From Second St W To Kirkpatrick St From Omeara Blvd To McKelvie Ave	Basic Resurfacing Reconstruction including Storm Sewers	\$49,696 \$229,267		\$229.267				\$49,696		
Road Section: Prospect Ave Road Section: Queen St	1306	Prospect Ave Queen St	From Lebel Ave To Rowan Ave	Basic Resurfacing	\$101,491					\$101,491			
Road Section: Rand Ave E	1318	Rand Ave E	From Pollock St To Premier Ave E From Comfort St To Baron St	Basic Resurfacing	\$71,967		\$71,967						
Road Section: Rand Ave W Road Section: Rand Ave W	1184	Rand Ave W Rand Ave W	From Baron St To Earl St	Basic Resurfacing Basic Resurfacing	\$59,028 \$26,562		\$59,028				\$26,562		
Road Section: Rand Ave W	1198	Rand Ave W	From Earl St To Premier Ave W	Basic Resurfacing	\$82,182 \$54,629						\$82,182		
Road Section: Riverside Dr Road Section: Rowan Ave		Riverside Dr Rowan Ave	From Peck Ave To Hays St From Lebel Ave To Durrell St	Basic Resurfacing Reconstruction including Storm Sewers	\$54,629 \$318,254					\$318,254	\$54,629		
Road Section: Rowan Ave	1302	Rowan Ave	From Durrell St To Queen St	Basic Resurfacing	\$28,168					φ010,204	\$28,168		
Road Section: Rowan Ave	1304	Rowan Ave	From Queen St To Prospect Ave From Dunfield Rd To East End	Basic Resurfacing	\$15,544		tono orr				\$15,544		
Road Section: Second St E Road Section: Short St	1088	Second St E Short St	From Hughes Ave To Chaput Ave	Reconstruction including Storm Sewers Basic Resurfacing	\$232,255 \$12,177	\$12,177	\$232,255						
Road Section: Spruce St	1332	Spruce St	From Balsam Ave To Dixon Ave	Basic Resurfacing	\$12,177 \$56,754						\$56,754		
Road Section: St Peters Lane Road Section: Station Rd	1418	St Peters Lane Station Rd	From Second St E To North End From Second St E To Tower St	Reconstruction including Storm Sewers Reconstruction including Storm Sewers	\$194,448 \$316,827	\$316,827	\$194,448						
Road Section: Summerhayes Ave	2080	Summerhayes Ave	From Duncan Ave N To Prospect Ave	Pulverizing and Resurfacing	\$33,266		\$33,266						
Road Section: Summerset Dr Road Section: Summit Ave	1594	Summerset Dr Summit Ave	From MacPherson Ave To North End From Harding Ave To MacPherson Ave	Reconstruction including Storm Sewers Reconstruction including Storm Sewers	\$178,007		 		\$178,007				
Road Section: Summit Ave	1598	Summit Ave	From MacPherson Ave To North End	Reconstruction including Storm Sewers	\$223,162 \$156,689				\$223,162 \$156,689				
Road Section: Swastika Ave	1000	Swastika Ave	From Boundary To Havs St	Basic Resurfacing	\$36,771				\$36,771				
Road Section: Taylor Ave Road Section: Taylor Ave	1240	Taylor Ave Taylor Ave	From Woods St To Park St From Park St To 80m east	Reconstruction including Storm Sewers Reconstruction including Storm Sewers	\$243,361 \$241,013				\$241.013				
Road Section: Taylor Ave	1142	Taylor Ave Taylor Ave	From George St To Main St	Basic Resurfacing	\$62,505		\$62,505		QE41,010				
Road Section: Taylor Ave Road Section: Taylor Ave	1110	Taylor Ave Taylor Ave	From West End To George St From Main St To Woods St	Reconstruction including Storm Sewers Reconstruction including Storm Sewers	\$323,019		\$323,019						
Road Section: Taylor Ave Road Section: Teck Ave	1280	Teck Ave	From South End To Kirkpatrick St	Reconstruction including Storm Sewers	\$280,443	\$280,443	\$232,207						
Road Section: Tower St Road Section: Tower St	1490	Teck Ave Tower St Tower St	From Station Rd To Young Ave	Basic Resurfacing Basic Resurfacing	\$43,435				\$43,435				
Road Section: Tower St Road Section: Tweedsmuir Rd	1494	Tower St Tweedsmuir Rd		Basic Resurfacing Reconstruction including Storm Sewers	\$61,859 \$245,285				\$245,285	\$61,859			
Road Section: Tweedsmuir Rd	1538	Tweedsmuir Rd	From Wright Hargreaves Ave To Goodfish Rd From Government Rd E To Wright Hargreaves Ave	Basic Resurfacing	\$26,804 \$15,733				\$245,265 \$26,804 \$15,733				
Road Section: Tweedsmuir Rd	1582	Tweedsmuir Rd Tweedsmuir Rd	From McPhee Ave To Algonquin Ave	Basic Resurfacing	\$15,733	_		<u> </u>	\$15,733	_	+ T		-
Road Section: Tweedsmuir Rd Road Section: Tweedsmuir Rd	1568	Tweedsmuir Rd Tweedsmuir Rd	From Algonquin Ave To Grierson Rd From Hillcrest Drive To Harding Ave	Basic Resurfacing Reconstruction including Storm Sewers	\$35,400 \$150.865	\$150,865	+ + + + + + + + + + + + + + + + + + + +	 	\$35,400		 		
Road Section: Tweedsmuir Rd	1572	Tweedsmuir Rd	From Hillcrest Drive To Harding Ave From Algonquin Ave To Alexander Ave	Reconstruction including Storm Sewers Reconstruction including Storm Sewers	\$372,296	\$372,296							
Road Section: Tweedsmuir Rd Road Section: Tweedsmuir Rd	1546 1580	Tweedsmuir Rd Tweedsmuir Rd	From Goodfish Rd To Hillcrest Drive From Alexander Ave To McPhee Ave	Reconstruction Nominal Storm Sewers Reconstruction including Storm Sewers	\$537,027 \$282,263	-	\$537,027	\$282 263	 		 		
Road Section: Water Ln	1522	Water Ln	From Government Rd W To Market St	Basic Resurfacing	\$158,977			9202,203	\$158,977				
Road Section: Wilson Ave	1660	Wilson Ave	From Brant St To North End	Reconstruction including Storm Sewers	\$240,572					\$240,572			
Road Section: Wilson Ave Road Section: Wilson Ave		Wilson Ave Wilson Ave	From Grierson St To Federal St From Federal St To Wishman St	Basic Resurfacing Basic Resurfacing	\$27,840 \$26,972			1			\$27,840 \$26,972		
Road Section: Wilson Ave	1650	Wilson Ave	From Wishman St To Heath St	Basic Resurfacing	\$14,843						\$14,843		
Road Section: Wishman St Road Section: Wishman St	1646	Wishman St Wishman St	From West End To Wilson Ave From Green Ave To Brown Ave	Reconstruction including Storm Sewers Reconstruction including Storm Sewers	\$394,095 \$598,136		 		\$598,136	\$394,095			
Road Section: Wishman St	1678	Wishman St	From Brown Ave To Foss Ln	Reconstruction including Storm Sewers	\$424,958		 		\$424,958				
Road Section: Wishman St	1682	Wishman St	From Foss Ln To Foss Ln	Reconstruction including Storm Sewers	\$118,703				\$118,703				
Road Section: Wishman St Road Section: Wright Hargreaves Ave	1536	Wishman St Wright Hargreaves Ave	From Foss Ln To East End From Duncan Ave N To Tweedsmuir Rd	Reconstruction including Storm Sewers Reconstruction including Storm Sewers	\$85,757 \$703,936		\$703,936		\$85,757				
Road Section: Wye St	1078	Wye St	From McCool Street To Inn St	Basic Resurfacing	\$29,470		\$29,470						
Road Section: Young Ave Road Section: Young Ave	1492	Young Ave Young Ave	From Tower St To North End From Fourth St To Third St	Basic Resurfacing Reconstruction including Storm Sewers	\$13,153 \$229.251		\$229.251				\$13,153		
Sewerline (Waste Water): SS10_Sewerline (Waste Water)	SS10	Sewerline (Waste Water)	Tront Fourth St. To Third St.	Reconstructed	\$726,534		\$726,534						
Sewerline (Waste Water): SS11_Sewerline (Waste Water)	SS11	Sewerline (Waste Water)		Reconstructed	\$52,439					\$52,439			
Sewerline (Waste Water): SS115_Sewerline (Waste Water) Sewerline (Waste Water): SS162_Sewerline (Waste Water)	SS162	Sewerline (Waste Water) Sewerline (Waste Water)		Reconstructed Reconstructed	\$61,768	\$61,768 \$22,567							
Sewerline (Waste Water): SS162_Sewerline (Waste Water) Sewerline (Waste Water): SS164_Sewerline (Waste Water)	SS164	Sewerline (Waste Water)		Reconstructed	\$23,317	\$22,567 \$23,317							
Sewerline (Waste Water): SS165_Sewerline (Waste Water) Sewerline (Waste Water): SS2_Sewerline (Waste Water)		Sewerline (Waste Water) Sewerline (Waste Water)		Reconstructed Reconstructed		\$14,610 \$10,731							
Sewerline (Waste Water): SS25 Sewerline (Waste Water)	SS25	Sewerline (Waste Water)		Reconstructed	\$43,987	\$43,987							
		Sewerline (Waste Water)		Reconstructed	\$491,173	\$491,173							
Sewerline (Waste Water): SS26_Sewerline (Waste Water)	SS26			Reconstructed	\$16,118	\$26,810	\$16,118						
Sewerline (Waste Water): SS26_Sewerline (Waste Water) Sewerline (Waste Water): SS27_Sewerline (Waste Water) Sewerline (Waste Water): SS29_Sewerline (Waste Water)	SS26 SS27 SS29	Sewerline (Waste Water)		Reconstructed	\$26,810								
Sewerline (Waste Water): SS26_Sewerline (Waste Water) Sewerline (Waste Water): SS27_Sewerline (Waste Water) Sewerline (Waste Water): SS29_Sewerline (Waste Water) Sewerline (Waste Water): SS3_Sewerline (Waste Water)	SS27 SS29 SS3	Sewerline (Waste Water) Sewerline (Waste Water) Sewerline (Waste Water)		Reconstructed Reconstructed	\$161,429	\$161,429							
Sewerline (Waste Water): SS26. Sewerline (Waste Water) Sewerline (Waste Water): SS27. Sewerline (Waste Water) Sewerline (Waste Water): SS29. Sewerline (Waste Water) Sewerline (Waste Water): SS3. Sewerline (Waste Water) Sewerline (Waste Water): SS3. Sewerline (Waste Water) Sewerline (Waste Water): SS3. Sewerline (Waste Water)	SS27 SS29 SS3	Sewerline (Waste Water) Sewerline (Waste Water)		Reconstructed Reconstructed	\$161,429 \$78,643	\$161,429 \$78,643	+ + + + + + + + + + + + + + + + + + + +						
Sewerine (Waste Water): SS26. Sewerine (Waste Water) Sewerine (Waste Water): SS27. Sewerine (Waste Water) Sewerine (Waste Water): SS27. Sewerine (Waste Water) Sewerine (Waste Water): SS28. Sewerine (Waste Water) Sewerine (Waste Water): SS28. Sewerine (Waste Water) Sewerine (Waste Water): SS38. Sewerine (Waste Water) Sewerine (Waste Water): SS38. Sewerine (Waste Water) Sewerine (Waste Water): SS38. Sewerine (Waste Water)	SS27 SS29 SS3 SS38 SS4 SS43	Sewerline (W asst W ater)		Reconstructed	\$161,429	\$161,429	\$51,327 \$15,629						
Sewerline (Waste Water): SS26. Sewerline (Waste Water) Sewerline (Waste Water): SS27. Sewerline (Waste Water) Sewerline (Waste Water): SS29. Sewerline (Waste Water) Sewerline (Waste Water): SS28. Sewerline (Waste Water) Sewerline (Waste Water): SS38. Sewerline (Waste Water) Sewerline (Waste Water): SS38. Sewerline (Waste Water) Sewerline (Waste Water): SS48. Sewerline (Waste Water) Sewerline (Waste Water): SS48. Sewerline (Waste Water) Sewerline (Waste Water): SS48. Sewerline (Waste Water)	\$\$27 \$\$29 \$\$3 \$\$38 \$\$4 \$\$43 \$\$44	Sewerline (Waste Water)		Reconstructed Reconstructed Reconstructed Reconstructed Reconstructed Reconstructed	\$161,429 \$78,643 \$51,327 \$15,629 \$74,164	\$161,429 \$78,643	\$51,327 \$15,629 \$74,164						
Sewerline (Waste Water): SS26. Sewerline (Waste Water) Sewerline (Waste Water): SS27. Sewerline (Waste Water) Sewerline (Waste Water): SS27. Sewerline (Waste Water) Sewerline (Waste Water): SS28. Sewerline (Waste Water) Sewerline (Waste Water): SS38. Sewerline (Waste Water) Sewerline (Waste Water): SS38. Sewerline (Waste Water) Sewerline (Waste Water): SS48. Sewerline (Waste Water) Sewerline (Waste Water): SS48. Sewerline (Waste Water) Sewerline (Waste Water): SS48. Sewerline (Waste Water) Sewerline (Waste Water): SS46. Sewerline (Waste Water) Sewerline (Waste Water): SS46. Sewerline (Waste Water) Sewerline (Waste Water): SS46. Sewerline (Waste Water)	\$\$27 \$\$29 \$\$3 \$\$38 \$\$4 \$\$43 \$\$44 \$\$46	Sewerline (W asst W ater)		Reconstructed Reconstructed Reconstructed Reconstructed	\$161,429 \$78,643 \$51,327 \$15,629 \$74,164 \$41,838 \$25,500	\$161,429 \$78,643	\$51,327 \$15,629 \$74,164 \$41,838						
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Sewerline (Waste Water): SS26. Sewerline (Waste Water) Sewerline (Waste Water): SS27. Sewerline (Waste Water) Sewerline (Waste Water): SS27. Sewerline (Waste Water) Sewerline (Waste Water): SS28. Sewerline (Waste Water) Sewerline (Waste Water): SS38. Sewerline (Waste Water) Sewerline (Waste Water): SS38. Sewerline (Waste Water) Sewerline (Waste Water): SS48. Sewerline (Waste Water) Sewerline (Waste Water): SS49. Sewerline (Waste Water) Sewerline (Waste Water): SS49. Sewerline (Waste Water) Sewerline (Waste Water): SS49. Sewerline (Waste Water) Sewerline (Waste Water): SS59. Sewerline (Waste Water) Sewerline (Waste Water): SS59. Sewerline (Waste Water)	\$\$27 \$\$29 \$\$3 \$\$38 \$\$4 \$\$43 \$\$44 \$\$46 \$\$49 \$\$51 \$\$52	Sewerline (Waste Water)		Reconstructed	\$161,429 \$78,643 \$51,327 \$15,629 \$74,164 \$41,838 \$25,500 \$164,585	\$161,429 \$78,643	\$51,327 \$15,629 \$74,164 \$41,839 \$25,500						
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Waterine: WL44. Waterine WL44 Waterine WL45 Waterine WL45 Waterine WL45 Waterine WL46 Waterine WL46 Waterine WL46 Waterine WL46 Waterine WL46 Waterine WL46 Waterine WL48 Waterine WL48 Waterine WL48 Waterine WL48 Waterine WL48 Waterine WL59 Waterine WL59 Waterine WL51 Waterine WL51 Waterine WL52 Waterine WL52 Waterine WL52 Waterine WL53 Waterine WL53 Waterine WL53 Waterine WL54 WL57	19 Waterline, W.1.30, Waterline	Location Description: 8 O'Means Blvd Location Description: 1409 Govr Rd Location Description: 1409 Govr Rd Location Description: 3 Duncian Ave N Location Description: 3 Duncian Ave N Location Description: 1 Dunfield Rd Location Description: 1 Notifield Rd Location Description: 1 Notifield Rd Location Description: 1 Notifield Rd Location Description: 1 Dunfield Rd Location Description: 1 Notifield Rd	Reconstructed Re	\$165,014 \$54,460 \$51,827 \$257,713 \$118,286 \$118,276 \$20,559 \$13,283 \$24,225 \$26,157 \$11,239 \$45,602 \$33,960 \$33,960 \$33,960 \$33,960 \$45,025 \$4	\$205.661 \$24.225 \$17.390 \$17.390 \$22.481 \$22.481 \$21,954 \$495.060 \$495.060 \$586.24 \$16.652 \$66.51 \$39.522 \$66.51 \$39.522 \$66.51 \$41.337 \$41.3669 \$41.337 \$21,461		\$7.269 \$7.269 \$26.157 \$33.060 \$9.273 \$58.396 \$45.029 \$35.830 \$35.830		\$165,014 \$54,460 \$267,713 \$13,283 \$13,283 \$11,239 \$46,692 \$15,03,115 \$193,115 \$48,089 \$101,967 \$28,465 \$193,88 \$1,57,362 \$193,288	
Waterline: WL45 Waterline	15 Waterline W.4.5, Waterline 18 Waterline W.4.6, Waterline 18 Waterline W.4.6, Waterline 19 Waterline W.1.5, Waterline 10 Waterline W.1.5, Waterline 10 Waterline W.1.5, Waterline 11 Waterline W.1.5, Waterline 12 Waterline W.1.5, Waterline 13 Waterline W.1.5, Waterline 14 Waterline W.1.5, Waterline 15 Waterline W.1.5, Waterline 16 Waterline W.1.5, Waterline 17 Waterline W.1.5, Waterline 18 Waterline W.1.5, Waterline 19 Waterline W.1.5, Waterline 10 Waterline W.1.5, Waterline 11 Waterline W.1.5, Waterline 12 Waterline W.1.5, Waterline 13 Waterline W.1.5, Waterline 14 Waterline W.1.7, Waterline 15 Waterline W.1.7, Waterline 16 Waterline W.1.7, Waterline 17 Waterline W.1.7, Waterline 18 Waterline W.1.7, Waterline 19 Waterline W.1.7, Waterline 10 Waterline W.1.7, Waterline 10 Waterline W.1.7, Waterline 11 Waterline W.1.7, Waterline 12 Waterline W.1.7, Waterline 13 Waterline W.1.7, Waterline 14 Waterline W.1.7, Waterline 15 Waterline W.1.7, Waterline 16 Waterline W.1.7, Waterline 17 Waterline W.1.7, Waterline 18 Waterline W.1.7, Waterline 18 Waterline W.1.7, Waterline 19 Waterline W.1.7, Waterline 10 Waterline W.1.7, Waterline 11 Waterline W.1.7, Waterline 12 Waterline W.1.7, Waterline 13 Waterline W.1.7, Waterline 14 Waterline W.1.7, Waterline 15 Waterline W.1.7, Waterline 16 Waterline W.1.7, Waterline 17 Waterline W.1.7, Waterline 18 Waterline W.1.7, Waterline 18 Waterline W.1.7, Waterline 19 Waterline W.1.7, Waterline 19 Waterline W.1.7, Waterline 10 Waterline W.1.7, Waterline 11 Waterline W.1.7, Waterline 12 Waterline W.1.7, Waterline 13 Waterline W.1.7, Waterline 14 Waterline W.1.7, Waterline 15 Waterline W.1.7, Waterline 16 Waterline W.1.7, Waterline 17 Waterline W.1.7, Waterl	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$257,713 \$118,286 \$205,561 \$7,289 \$205,561 \$1,289 \$32,285 \$32,285 \$31,289 \$46,602 \$11,239 \$46,602 \$17,390 \$33,3900 \$33,3900 \$3,373 \$46,003 \$31,000 \$33,3900 \$31,000 \$33,3900 \$31,000 \$33,3900 \$31,000 \$33,3900 \$31,000 \$33,3900 \$31,00	\$205.661 \$24.225 \$17.390 \$17.390 \$22.481 \$22.481 \$21,954 \$495.060 \$495.060 \$586.24 \$16.652 \$66.51 \$39.522 \$66.51 \$39.522 \$66.51 \$41.337 \$41.3669 \$41.337 \$21,461		\$7.269 \$26,157 \$33,960 \$92,273 \$58,395 \$45,029 \$35,830 \$35,830		\$13,283 \$13,283 \$11,239 \$45,692 \$45,692 \$46,692 \$103,115 \$48,089 \$103,67 \$26,465 \$193,818 \$1,557,352 \$109,288 \$243,085	
Waterline: WL46 Waterline WL46 Waterline: WL50 Waterline: WL70 Waterline: WL71 Waterline: WL72 Waterline: WL74 Waterline: WL74 Waterline: WL74 Waterline: WL74 Waterline: WL74 Waterline: WL74 Waterline: WL75 Waterline: WL75 Waterline: WL75 Waterline: WL76 Waterline: WL77 Waterline: WL77 Waterline: WL77 Waterline: WL77 Waterline: WL77 Waterline	16	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$257,713 \$118,286 \$205,561 \$7,289 \$205,561 \$1,289 \$32,285 \$32,285 \$31,289 \$46,602 \$11,239 \$46,602 \$17,390 \$33,3900 \$33,3900 \$3,373 \$46,003 \$31,000 \$33,3900 \$31,000 \$33,3900 \$31,000 \$33,3900 \$31,000 \$33,3900 \$31,000 \$33,3900 \$31,00	\$205.661 \$24.225 \$17.390 \$17.390 \$22.481 \$22.481 \$21,954 \$495.060 \$495.060 \$586.24 \$16.652 \$66.51 \$39.522 \$66.51 \$39.522 \$66.51 \$41.337 \$41.3669 \$41.337 \$21,461		\$7.269 \$26,157 \$33,960 \$92,273 \$58,395 \$45,029 \$35,830 \$35,830		\$13,283 \$11,239 \$45,692 \$46,692 \$103,115 \$103,115 \$48,089 \$101,967 \$28,465 \$193,818 \$1,557,352 \$109,289 \$243,085	
Waterline: W.L.5 Waterline	5	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$205.661 \$7.269 \$13.263 \$24.225 \$26.157 \$26.157 \$36.157 \$3.390 \$3.390 \$3.390 \$3.390 \$3.390 \$3.390 \$3.390 \$3.390 \$3.390 \$3.390 \$3.390 \$3.450 \$3	\$205.661 \$24.225 \$17.390 \$17.390 \$22.481 \$22.481 \$21,954 \$495.060 \$495.060 \$586.24 \$16.652 \$66.51 \$39.522 \$66.51 \$39.522 \$66.51 \$41.337 \$41.3669 \$41.337 \$21,461		\$26,157 \$33,960 \$9,273 \$58,395 \$45,029 \$35,830 \$31,180,111		\$11,239 \$45,602 \$103,115 \$103,115 \$48,089 \$101,067 \$26,465 \$193,818 \$1,557,352 \$106,289 \$243,085	
Waterline: WLS, Waterline	10 Waterline: WL50; Waterline	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$7,269 \$13,283 \$24,225 \$26,157 \$11,239 \$45,602 \$33,390 \$59,273 \$58,395 \$46,029 \$103,115 \$22,481 \$35,630 \$101,967 \$101,96	\$24,225 \$17,390 \$17,390 \$22,481 \$21,954 \$495,069 \$1,515,512 \$169,337 \$199,332 \$199,332 \$199,325 \$360,551 \$39,028 \$41,337 \$41,337 \$41,337 \$41,337 \$41,337 \$41,337 \$41,337 \$41,337		\$26,157 \$33,960 \$9,273 \$58,395 \$45,029 \$35,830 \$31,180,111		\$11,239 \$45,602 \$103,115 \$103,115 \$48,089 \$101,067 \$26,465 \$193,818 \$1,557,352 \$106,289 \$243,085	
Waterline: WLS; Waterline	11 Waterline: W.15.1 Waterline	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$13,283 \$24,225 \$26,157 \$11,239 \$45,602 \$45,602 \$45,602 \$45,602 \$45,602 \$45,00	\$17.390 \$22.481 \$21,954 \$495,069 \$1,561,389 \$586,254 \$1,515,512 \$169,837 \$169,532 \$66,551 \$30,528 \$41,337 \$41,337 \$41,337 \$41,337 \$41,337 \$21,461		\$26,157 \$33,960 \$9,273 \$58,395 \$45,029 \$35,830 \$31,180,111		\$11,239 \$45,602 \$103,115 \$103,115 \$48,089 \$101,067 \$26,465 \$193,818 \$1,557,352 \$106,289 \$243,085	
Waterine: WLS2 Waterine	Wateriner WLS2, Waterline	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$24,225 \$26,157 \$11,239 \$45,662 \$17,390 \$33,967 \$58,395 \$46,029 \$133,115 \$22,481 \$35,830 \$46,089 \$101,967 \$21,095 \$46,089 \$101,967 \$21,095 \$46,089 \$101,967 \$21,095 \$46,089 \$101,967 \$21,085 \$24,085 \$24,085 \$24,085 \$102,288 \$48,089 \$24,085 \$24,085 \$25,080 \$24,085 \$26,089 \$24,085 \$26,089 \$24,085 \$26,089 \$24,085 \$26,089 \$24,085 \$26,089	\$17.390 \$22.481 \$21,954 \$495,069 \$1,561,389 \$586,254 \$1,515,512 \$169,837 \$169,532 \$66,551 \$30,528 \$41,337 \$41,337 \$41,337 \$41,337 \$41,337 \$21,461		\$33,960 \$9,273 \$508,395 \$46,029 \$35,830 \$31,80,111		\$11,239 \$45,602 \$103,115 \$103,115 \$48,089 \$101,067 \$26,465 \$193,818 \$1,557,352 \$106,289 \$243,085	
Waterline: WLS3 Waterline WLS3 Waterline Waterline: WLS7 Waterline WLS3 Waterline Waterline: WLS7 Waterline WLS8 Waterline Waterline: WLS5 Waterline WLS8 Waterline Waterline: WLS9 Waterline WLS8 Waterline Waterline: WLS9 Waterline WLS9 Waterline Waterline: WLS9 Waterline WLS2 Waterline WLS6 Waterline: WLS9 Waterline WLS6 Waterline WLS6 Waterline: WLS9 Waterline WLS7 Waterline Waterline: WLS9 Waterline WLS7 Waterline Waterline: WLS9 Waterline WLS7 Waterline Waterline: WLS9 Waterline WLS5 Waterline WLS6 Waterline BR 01 Call Call Call Call Call Call Call Cal	33 Waterline: WL53. Waterline	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$11,239 \$46,602 \$17,390 \$33,270 \$39,277 \$39,273 \$30,273 \$30,27	\$17.390 \$22.481 \$21,954 \$495,069 \$1,561,389 \$586,254 \$1,515,512 \$169,837 \$169,532 \$66,551 \$30,528 \$41,337 \$41,337 \$41,337 \$41,337 \$41,337 \$21,461		\$33,960 \$9,273 \$508,395 \$46,029 \$35,830 \$31,80,111		\$45.602 \$103.115 \$103.115 \$48.089 \$101,967 \$28.465 \$193.818 \$1,557,352 \$109,288 \$243,085	
Waterline: WLSP, Waterline	77 Waterline: WL57, Waterline 17 Waterline: WL57, Waterline 18 Waterline: WL59, Waterline 19 Waterline: WL59, Waterline 19 Waterline: WL59, Waterline 12 Waterline: WL62, Waterline 12 Waterline: WL62, Waterline 13 Waterline: WL73, Waterline 14 Waterline: WL73, Waterline 15 Waterline: WL73, Waterline 16 Waterline: WL75, Waterline 17 Waterline: WL75, Waterline 18 Waterline: WL96, Waterline 18 Waterline: WL96, Waterline 18 Waterline: WL96, Waterline 18 Waterline: WL96, Waterline 19 Waterline: WL96, Waterline 19 Waterline: WL96, Waterline 11 Waterline: WL96, Waterline 11 Waterline: WL96, Waterline 12 Waterline: WL96, Waterline 13 Sanitary sever pump station 14 Culvert 15 Waterline: WL96, Waterline 15 Waterline: WL96, Waterline 16 Waterline: WL96, Waterline 17 Waterline: WL96, Waterline 18 Waterline: WL96, Waterline 19 Waterline: WL96, Waterline 10 Waterline: WL96, Waterline 10 Waterline: WL96, Waterline 11 WL96,	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$11,239 \$46,602 \$17,390 \$33,270 \$39,277 \$39,273 \$30,273 \$30,27	\$17.390 \$22.481 \$21,954 \$495,069 \$1,561,389 \$586,254 \$1,515,512 \$169,837 \$169,532 \$66,551 \$30,528 \$41,337 \$41,337 \$41,337 \$41,337 \$41,337 \$21,461		\$33,960 \$9,273 \$508,395 \$46,029 \$35,830 \$31,80,111		\$45.602 \$103.115 \$103.115 \$48.089 \$101,967 \$28.465 \$193.818 \$1,557,352 \$109,288 \$243,085	
Waterline: WLS, Waterline	State Stat	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$17,390 \$33,960 \$9,273 \$68,395 \$15,021 \$15,021 \$15,021 \$15,021 \$15,021 \$101,967 \$21,054 \$26,465 \$103,818 \$1,657,352 \$1,054 \$1,05	\$22,481 \$21,954 \$495,069 \$1,591,389 \$588,254 \$1,515,512 \$199,532 \$96,551 \$39,522 \$43,316,659 \$41,337 \$21,461		\$9.273 \$56.395 \$46.029 \$35,830 \$31,80,111		\$103,115 \$46,069 \$101,967 \$26,465 \$193,818 \$1,557,352 \$109,286 \$243,065	
Waterline: WLS, Waterline WLS9 Waterline: WLS, Waterline WLS9 Waterline: WLS, Waterline WLS9 Waterline: WLS2, Waterline WLS2 Waterline: WLS2, Waterline: WLS4 Waterline: WLS5 Waterline: WLS7 Waterline: WLS7 Waterline: WLS7 Waterline: WLS7 Waterline: WLS7 Waterline: WLS7 Waterline: WLS9 Waterline: WLS	39 Waterline: WL59, Waterline	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$33,960 \$9,273 \$56,395 \$45,029 \$103,115 \$22,461 \$35,639 \$510,967 \$21,954 \$133,818 \$1,557,352 \$109,288 \$1,573,352 \$109,288 \$1,573,352 \$109,288 \$1,573,352 \$109,288 \$1,573,352 \$109,288 \$1,573,573 \$109,288 \$1,573,573 \$109,288 \$1,573,573 \$109,288 \$1,573,573 \$109,289 \$1,573,573 \$109,289 \$1,573,573 \$109,289 \$1,573,573 \$109,287 \$1,573,573 \$1,573,5	\$22,481 \$21,954 \$495,069 \$1,591,389 \$588,254 \$1,515,512 \$199,837 \$199,532 \$96,551 \$95,552 \$96,551 \$95,552 \$95,551 \$95,552 \$95,552 \$95,552 \$95,553 \$95,		\$9.273 \$56.395 \$46.029 \$35,830 \$31,80,111		\$48.089 \$101.967 \$26.465 \$193.818 \$1.557.352 \$109.288 \$243.065	
Waterline: W.E. Waterline WLE Waterline: W.E.A. Waterline WLEA Waterline: W.E.A. Waterline WLEA Waterline: W.D.Y. Waterline WLEA Waterline: W.D.Y. Waterline WL.73 Waterline: W.D.Y. Waterline WL.73 Waterline: W.D.Y. Waterline WL.73 Waterline: W.D.Y. Waterline WL.74 Culvert. CLI.3. Culvert CUL.3 Culvert. CLI.3. States Waterline: SPS3. Sonitary sever pump station SPS.3 Sewerline: Storms. SSLI. Sewerline: SSCrom Section SPS.1 Traffic Signal: TSL. Traffic Signals BD10 Building: BD110 Building BD110 <t< td=""><td> Waterline: WLB, Waterline </td><td>Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd</td><td>Reconstructed Reconstructed Re</td><td>\$9,273 \$88,395 \$46,029 \$103,115 \$48,029 \$103,115 \$55,830 \$48,029 \$101,967 \$21,1964 \$26,465 \$133,818 \$1,657,352 \$1,967 \$21,964 \$3,6465 \$1,967 \$21,964 \$3,6465 \$1,967 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$4,137 \$4,147</td><td>\$21,954 \$495,069 \$1,591,389 \$586,254 \$1,515,512 \$169,337 \$199,532 \$66,51 \$30,528 \$41,337 \$41,337 \$41,337 \$21,461</td><td></td><td>\$9.273 \$56.395 \$46.029 \$35,830 \$31,80,111</td><td></td><td>\$48.089 \$101.967 \$26.465 \$193.818 \$1.557.352 \$109.288 \$243.065</td><td></td></t<>	Waterline: WLB, Waterline	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$9,273 \$88,395 \$46,029 \$103,115 \$48,029 \$103,115 \$55,830 \$48,029 \$101,967 \$21,1964 \$26,465 \$133,818 \$1,657,352 \$1,967 \$21,964 \$3,6465 \$1,967 \$21,964 \$3,6465 \$1,967 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$3,97 \$4,137 \$4,147	\$21,954 \$495,069 \$1,591,389 \$586,254 \$1,515,512 \$169,337 \$199,532 \$66,51 \$30,528 \$41,337 \$41,337 \$41,337 \$21,461		\$9.273 \$56.395 \$46.029 \$35,830 \$31,80,111		\$48.089 \$101.967 \$26.465 \$193.818 \$1.557.352 \$109.288 \$243.065	
Waterline: WLS, Waterline WLS Waterline: WLS, Waterline: WLS, Waterline: WLS, Waterline: WLS, Waterline: WLS, Waterline: WLS, Waterline: WLY, Waterline:	Waterline: VL62, Waterline Waterline: VL64, Waterline Waterline: VL7, Waterline Waterline: VL7, Waterline Waterline: VL7, Waterline Waterline: VL74,	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$56,396 \$45,029 \$103,115 \$22,461 \$35,639 \$35,639 \$35,639 \$35,639 \$35,639 \$35,639 \$35,639 \$35,639 \$35,639 \$31,954 \$31,955 \$31,9	\$21,954 \$495,069 \$1,591,389 \$586,254 \$1,515,512 \$169,337 \$199,532 \$66,51 \$30,528 \$41,337 \$41,337 \$41,337 \$21,461		\$45,029 \$35,830 \$31,180,111		\$48.089 \$101.967 \$26.465 \$193.818 \$1.557.352 \$109.288 \$243.065	
Waterline: WLG4, Waterline WLG4 Waterline: WLG2, Waterline WLC7 Waterline: WLG2, Waterline WLC7 Waterline: WLG2, Waterline WLC7 Waterline: WLG3, Waterline WLC7 Waterline: WLG5, Waterline WLC7 Waterline: WLG5, Waterline WLG5 Waterline: WLG5, Waterline WLG5 Swatshib, School WLG5 Waterline: WLG5, Waterline WLG5 Clubert, CULL, Culvert CLU2, Culvert CULL, Culvert CLU3, Culvert Culvert, CULL, Culvert Cull, Culvert, Cull, Culvert Cull, Culvert, Cull, Cull, Culvert Cull, Culvert, Cull, Culvert Cull, Cull, Culvert Cull, Cull, Culvert Cull, Culvert, Cull, Culvert Cull, Culvert, Cull, Culvert Cull, Culvert, Cull, Cull	Waterline: WL64, Waterline	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$45,029 \$103,115 \$22,481 \$35,830 \$48,089 \$101,967 \$21,954 \$36,485 \$103,818 \$105,352 \$109,286 \$109,286 \$109,286 \$1,507,352 \$109,286 \$1,507,352 \$109,286 \$1,507,352 \$109,286 \$1,507,352 \$109,286 \$1,507,352 \$109,286 \$1,507,352 \$109,286 \$1,507,352	\$21,954 \$495,069 \$1,591,389 \$586,254 \$1,515,512 \$169,337 \$199,532 \$66,51 \$30,528 \$41,337 \$41,337 \$41,337 \$21,461		\$45,029 \$35,830 \$31,180,111		\$48.089 \$101.967 \$26.465 \$193.818 \$1.557.352 \$109.288 \$243.065	
Waterline: WL7, Waterline	Waterline: WL7, Waterline	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$22.481 \$35.830 \$48,089 \$101,967 \$21,954 \$26,465 \$193.818 \$1,557,352 \$109,288 \$1,507,352	\$21,954 \$495,069 \$1,591,389 \$586,254 \$1,515,512 \$169,337 \$199,532 \$66,51 \$30,528 \$41,337 \$41,337 \$41,337 \$21,461		\$35.830		\$48.089 \$101.967 \$26.465 \$193.818 \$1.557.352 \$109.288 \$243.065	
Waterline: WL74, Waterline WL74 Waterline: WL75 Waterline: WL75, Waterline: WL75 Waterline: WL95 Waterline: WL95 Waterline: WL95 Waterline: WL95 Waterline: WL95 WL96 WL9		Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Reconstructed Reconstructed Reconstructed Reconstructed Resonstructed Resonstructed Reconstructed Re	\$35,830 \$48,069 \$101,967 \$21,994 \$36,468 \$1,557,352 \$109,288 \$495,069 \$243,085 \$1,591,369 \$586,254 \$1,511,512 \$108,637 \$20,528 \$1,511,512 \$108,637 \$1,511,512 \$1,511,	\$21,954 \$495,069 \$1,591,389 \$586,254 \$1,515,512 \$169,337 \$199,532 \$66,51 \$30,528 \$41,337 \$41,337 \$41,337 \$21,461		\$1,180,111		\$26,465 \$193,818 \$1,557,352 \$109,288 \$243,065	
Waterine: W.175. Waterine WL75 Waterine: W.176. Waterine WL76 Swastika Bridge BR, 01 Culvert: CU.14. Culvert CUL3. Culvert Culvert: CU.14. Culvert CUL3. Culvert Culvert: CU.14. Culvert CUL4 Catchbasin (Storn): CB1. Cabable basins CB2 Catchbasin (Storn): CB1. Cabable basins CB2 Catchbasin (Storn): CB1. Cabable basins CB2 Catchbasin (Storn): CB2. Cabable basins (Basins) CB2 Catchbasin (Storn): CB2. Cabable basins (Basins) CB2 Catchbasin (Storn): CB2. Cabable basins (Basins) CB2 TS1. Traffic Signals: TS1. Traffic Signals: TS1. Traffic Signals: TS1. Traffic Signals: TS2. Traffic Signals TS1 Building: BD109, Building BD101 Building: BD109, Building BD101 Building: BD109, Building BD101 Building: BD118, Cabable Culling BD101 Building: BD118, Colline & Workshop BD112 Building: BD26, Cullin	F	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Reababilitation Rehabilitation Renostructed Rehabilitation Reconstructed	\$48,089 \$101,967 \$21,954 \$26,465 \$130,818 \$1,507,352 \$100,200 \$24,3085 \$1,507,352 \$100,200 \$24,3085 \$1,518,180 \$1,518,518	\$495,069 \$1,591,369 \$586,254 \$1,515,512 \$169,837 \$169,832 \$66,511 \$30,028 \$65,126 \$41,337 \$41,337 \$21,461		\$1,180,111		\$26,465 \$193,818 \$1,557,352 \$109,288 \$243,065	
Waterine: W1.96, Waterline	Materine: WL96, Waterline	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Rehabilitation Reconstructed R	\$21,954 \$26,465 \$193,818 \$1,557,362 \$100,288 \$496,069 \$243,065 \$1,591,369 \$1,515,512 \$169,532 \$169,532 \$169,532 \$169,532 \$46,551 \$30,528 \$1,180,111 \$65,126 \$4,316,659 \$4,516,659 \$4,516,65	\$495,069 \$1,591,369 \$586,254 \$1,515,512 \$169,837 \$169,832 \$66,511 \$30,028 \$65,126 \$41,337 \$41,337 \$21,461		Ç.(1.031111		\$26,465 \$193,818 \$1,557,352 \$109,288 \$243,065	
Swastika Bridge	11 Sweatine Bridge	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Rehabilitation Reconstructed R	\$21,954 \$26,465 \$193,818 \$1,557,362 \$100,288 \$496,069 \$243,065 \$1,591,369 \$1,515,512 \$169,532 \$169,532 \$169,532 \$169,532 \$46,551 \$30,528 \$1,180,111 \$65,126 \$4,316,659 \$4,516,659 \$4,516,65	\$495,069 \$1,591,369 \$586,254 \$1,515,512 \$169,837 \$169,832 \$66,511 \$30,028 \$65,126 \$41,337 \$41,337 \$21,461		Ç.(1.031111		\$26,465 \$193,818 \$1,557,352 \$109,288 \$243,065	
Culvert CULJ. Culvert CULJ. Culvert CULJ. Culvert CULJ. Culvert CULJ. Culvert CULJ. Culvert CULJ. Culvert CULJ. Culvert CULJ. Culvert CULJ. Culvert CULJ. Culvert CULJ. Culvert CULJ. Culvert CULJ. Culvert Culvert CULJ. Culvert Cu	3 Cutvert 4 Cutvert 1 Carch basins 2 Double Carch Basins 3 Sanitary sever pump station 3 Sanitary sever pump station 4 Severaline Clarify Section 5 Severaline Clarify Section 5 Indiana Section 6 Indiana Section 7 Indiana Section 8 Indiana Section 9 Indiana Section	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$26,465 \$132,818 \$1,557,352 \$109,288 \$495,089 \$244,085 \$1,591,369 \$586,254 \$1,515,512 \$169,837 \$169,532 \$66,551 \$30,528 \$1,180,111 \$45,126,559 \$41,316,659 \$41,416,659 \$41,416	\$495,069 \$1,591,369 \$586,254 \$1,515,512 \$169,837 \$169,832 \$66,511 \$30,028 \$65,126 \$41,337 \$41,337 \$21,461		Ç.(1.031111		\$193,818 \$1,557,352 \$109,288 \$243,085	
Cachbasin (Storm): CB1_Cachb basins	Catch basins	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$193,818 \$1,557,352 \$109,288 \$495,069 \$243,085 \$1,591,369 \$1,515,512 \$169,532 \$66,551 \$30,528 \$1,180,111 \$86,126 \$4,316,659 \$4,516,659 \$4,516,6	\$1,591,369 \$\$68,254 \$1,515,512 \$169,837 \$169,532 \$66,551 \$30,528 \$65,126 \$4,316,659 \$41,337 \$21,461		Ç.(1.031111		\$193,818 \$1,557,352 \$109,288 \$243,085	
Catchbasin (Storm): CB1_Catch basins	Catch basins	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$1,557,352 \$109,288 \$405,099 \$243,085 \$1,991,389 \$586,254 \$1,1515,512 \$169,837 \$109,832 \$66,551 \$30,528 \$1,180,111 \$56,123 \$4,316,659 \$41,659 \$41,	\$1,591,369 \$\$68,254 \$1,515,512 \$169,837 \$169,532 \$66,551 \$30,528 \$65,126 \$4,316,659 \$41,337 \$21,461		Ç.(1.031111		\$1,557,352 \$109,288 \$243,085	
Pumpatation (Waste Water): SPS3. Sanitary sewer pump station SPS3. Sewerifue (Storm): SSL1. Sewerifue (Storm): SSL1. Traffic Signal: TSL1. Traffic Signal: TSL1. Traffic Signal: TSL1. Traffic Signal: TSL2. Traffic Sig	3 Santary sewer pump station	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$109,288 \$405,069 \$243,065 \$1,991,369 \$506,254 \$1,105,57 \$160,57 \$160,57 \$10	\$1,591,369 \$\$68,254 \$1,515,512 \$169,837 \$169,532 \$66,551 \$30,528 \$65,126 \$4,316,659 \$41,337 \$21,461		Ç.(1.031111		\$109,288	
Sewerline (Storm): SSL1, Sewerline (Storm) Section SSL1 Traffe Signal: TSL Traffe S	1. Sewerline (Storm) Section 1. Traffic Signals 2. Traffic Signals 3. Building 3. Building 4. Chapter Signals 4. Chapter Signals 5. Chapter Signals 6. Chapter Signal	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Purchased	\$243,085 \$1,591,369 \$586,254 \$1,515,512 \$169,837 \$169,532 \$66,551 \$1,180,111 \$65,126 \$1,346,124 \$1,346,129 \$4,316,659 \$41,337 \$21,461 \$75,907 \$33,596	\$1,591,369 \$\$68,254 \$1,515,512 \$169,837 \$169,532 \$66,551 \$30,528 \$65,126 \$4,316,659 \$41,337 \$21,461		Ç.(1.031111			
Sewerfine (Storm) SSL1, Sewerfine (Storm) Section SSL1 Tartfac Signar's 157, Tar	1. Sewerline (Storm) Section 1. Traffic Signals 2. Traffic Signals 3. Building 3. Building 4. Chapter Signals 4. Chapter Signals 5. Chapter Signals 6. Chapter Signal	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Purchased Purchased Purchased Purchased Purchased Purchased Purchased Purchased	\$1,91,369 \$588,254 \$1,515,512 \$169,837 \$169,532 \$66,551 \$30,528 \$1,189,111 \$65,126 \$30,455 \$30,455 \$30,455 \$31,451 \$31	\$586.254 \$1.515.512 \$169.837 \$169.532 \$66.551 \$30.528 \$65.126 \$4.316.659 \$41,337 \$21,461		Ç.(1.031111			
Traffic Signal: TSZ, Traffic Signals	Traffic Signals	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$588,254 \$1,515,512 \$169,837 \$169,532 \$66,551 \$30,528 \$1,180,111 \$55,126 \$1,545,124 \$0,054 \$4,316,659 \$41,337 \$21,461 \$75,907 \$33,596	\$586.254 \$1.515.512 \$169.837 \$169.532 \$66.551 \$30.528 \$65.126 \$4.316.659 \$41,337 \$21,461		Ç.(1.031111			
Bulding BD10, Bulding BD109 Bulding BD109 Bulding BD109 Bulding BD101, Expel & Vault BD11 Bulding BD110, Expel & Vault BD11 Bulding BD110, Expel & Vault BD11 Bulding BD112, Expel & Sangue BD112 Bulding BD112, Expel & Sangue BD112 Bulding BD114, Expel & BD112 Bulding BD114, Expel & BD112 Bulding BD114, Expel & BD112 Bulding BD116, Expel & BD112 Bulding BD02, Expel & BD112 BU1012 BD02, Expel & BD112 BU1012 BD02, Expel & BD02	98 Building	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Purchased Purchased Purchased Purchased Purchased Purchased Purchased Purchased Purchased	\$1,515,512 \$169,837 \$169,532 \$66,551 \$30,528 \$1,180,111 \$65,126 \$1,545,124 \$0,054 \$4,316,659 \$41,337 \$21,461 \$75,907 \$33,596	\$1.51.512 \$169.837 \$169.532 \$66,551 \$30.528 \$65,126 \$4.316,659 \$41,337 \$21,461		Ç.(1.031111			
Building BD110_Building	1 Chapel & Yault	Location Description: 1409 Gov/t Rd Location Description: Operment Road Location Description: 3 Duncan Ave N Location Description: 3 Duncan Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Rd Location Description: 1 Dunfield Rd Location Description: 1 Kinkland St Location Description: 1 Kinkland St Location Description: 1 Dunfield Rd	Reconstructed Re	\$169.837 \$169.532 \$66.551 \$30.528 \$1.180,111 \$55,126 \$0.954 \$4.316.659 \$41.337 \$21.461 \$75,907 \$33,596	\$169.837 \$169.532 \$66.551 \$30.528 \$65.126 \$4.316,659 \$4.317 \$21,461		Ç.(1.031111			
Building BD110_Building	10 Building	Location Description: Government Road Location Description: 3 Durucan Ave N Location Description: 4 Durufield Location Description: 1 Durifield Location Description: 1 Durifield Location Description: 1409 Govr Rd Location Description: 1 A Durifield Rd Location Description: 1 A Durifield Rd Location Description: 1 A Durifield Rd Location Description: 1 Val	Reconstructed Purchased Purchased Purchased Purchased Purchased Purchased Purchased	\$169,532 \$66,551 \$30,528 \$1,180,111 \$65,126 \$1,545,124 \$60,954 \$4,316,659 \$41,337 \$21,461 \$75,907 \$33,596 \$55,363	\$169,532 \$66,551 \$30,528 \$65,126 \$4,316,659 \$41,337 \$21,461		Ç.(1.031111			
Building B0114 (Grage B0114	Garage	Location Description: 3 Duncien Ave N Location Description: 1 Dunfield Location Description: 1 Dunfield Location Description: 1 Dunfield N Location Description: 1 Dunfield RI Location Description: 1 O Kirkland St Location Description: 1 O Kirkland St Location Description: 1 Dunfield RI Location Description: 1 Lunfield RI Location Description: 1 Lunfield RI Location Description: 1 Dunfield RI Location Dunfield RI Location Description: 1 Dunfield RI Location Dunfield RI Location Dunfield RI Location Dunfield RI Location Dunfield R	Reconstructed Perchased Purchased Purchased Purchased Purchased Purchased Purchased	\$66.551 \$30.528 \$1.180.111 \$65.126 \$1.545,124 \$60.954 \$4.316.659 \$41.337 \$21.461 \$75.907 \$33.596 \$55.363	\$66,551 \$30,528 \$65,126 \$4,316,659 \$41,337 \$21,461		Ç.(1.031111			
Building B0114 (Grage B0114	Garage	Location Description: 1 Durfield Location Description: 1 Durfield Location Description: 1409 Gov/ Rd Location Description: 1409 Gov/ Rd Location Description: 1409 Gov/ Rd Location Description: 1 Notifield Rd Location Description: 1 Notifield Rd Location Description: 1 Durfield Rd Location Description: 1 Notifield Rd Location Description: 1 Notifi	Reconstructed Reconstructed Reconstructed Reconstructed Reconstructed Reconstructed Reconstructed Purchased Purchased Purchased Purchased Purchased Purchased Purchased	\$1,180,111 \$65,126 \$1,545,124 \$60,954 \$4,316,659 \$41,337 \$21,461 \$75,907 \$33,996	\$65,126 \$4,316,659 \$41,337 \$21,461		Ç.(1.031111			
Building BD12, Office & Workshop BD12	2 Office & Workshop 5 Libraries 2 Animal Control Bldg 8 Town Hall 3 W206 - 2002 FORD 6 W202 - 2010 FORD 8 W204 - 1993 GMC VACCUUM 9 T204 - 2000 CHEV 3 W203 - 2008 Ford Van 4 W208 - 2009 GMC	Location Description: 1499 GoV1 Rd Location Description: 10 Kinkland St Location Description: 10 Kinkland St Location Description: 14 Durifield Rd Location Description: 15 Kinkland St Location Description: 15 Lourlield Rd Location Description: 10 Location	Reconstructed Reconstructed Reconstructed Reconstructed Reconstructed Purchased Purchased Purchased Purchased Purchased Purchased Purchased Purchased	\$65,126 \$1,545,124 \$60,954 \$4,316,659 \$41,337 \$21,461 \$75,907 \$33,596 \$55,363	\$4,316,659 \$41,337 \$21,461		Ç.(1.031111			
Building BD65_Libraries BD052	Libraries	Location Description: 10 Kirkland St. Location Description: 14 Dunfield Rd. Location Description: 3 Kirkland St. Location Description: 10 Lunfield Rd. Location Description: 10 Lunfield	Reconstructed Reconstructed Reconstructed Reconstructed Purchased Purchased Purchased Purchased Purchased Purchased	\$1,545,124 \$60,954 \$4,316,659 \$41,337 \$21,461 \$75,907 \$33,596 \$55,363	\$4,316,659 \$41,337 \$21,461		\$1,545,124			
Building BD82 Animal Control Bidg BD92	2 Animal Control Bidg 8 Town Hall 3 W206 - 2002 FORD 6 W202 - 2010 FORD 8 W204 - 1993 GMC VACCUUM 9 T204 - 2000 CHEV 3 W203 - 2008 Ford Van 4 W208 - 2009 GMC	Location Description: 1A Dunfield Rd Location Description: 3 Kirkland St Location Description: 1 Dunfield Rd. Location Description: 1 Location Description: 1	Reconstructed Reconstructed Purchased Purchased Purchased Purchased Purchased Purchased Purchased	\$60,954 \$4,316,659 \$41,337 \$21,461 \$75,907 \$33,596 \$55,363	\$41,337 \$21,461		\$1,545,124			
Building BD98 Town Hall BD08 BD09 BD08 BD09 BD08 BD09 BD	8 Town Hall 3 W205 - 2002 FORD 6 W202 - 2001 FORD 7 TOWN 7	Location Description: 3 Kirkland St. Location Description: 1 Unified Rd. Location Description: 1 Dunfield Rd. Location Description: 1 Loufield Rd. Location Description: 1 National Rd. Location Des	Reconstructed Purchased Purchased Purchased Purchased Purchased Purchased Purchased	\$4,316,659 \$41,337 \$21,461 \$75,907 \$33,596 \$55,363	\$41,337 \$21,461				\$60.954	
Veholice, VH03, W206 - 2002 FORD Veholice, VH03, W202 - 2001 FORD Veholice, VH03, W203 - 2003 Ford Van Veholice, VH03, W203 - 2003 Ford Van Veholice, VH13, W203 - 2003 Ford Van Veholice, VH20, W203 - 2003 Ford Van Veholice, VH30, W203 - 2003 Ford Van Veholice, W31, W203 - 2003 Ford Van Veholi	13 W206 - 2002 FORD 16 W202 - 2001 FORD 18 W204 - 1993 GMC VACCUUM 19 T204 - 2000 CHEV 3 W203 - 2008 Ford Van 4 W208 - 2009 GMC	Location Description: 1 Dunfield Rd. Location Description: Na Location Description: Na Location Description: Na Location Description: Na	Purchased Purchased Purchased Purchased Purchased Purchased Purchased	\$41,337 \$21,461 \$75,907 \$33,596 \$55,363	\$41,337 \$21,461				300,534	
Vehelice, VH93, W204 - 1993 GMC VACCUUM Vehelice, VH90, T904 - 2000 CHEV Vehelice, VH90, T904 - 2000 CHEV Vehelice, VH91, W203 - 2008 Frod Van Vehelice, VH13, W203 - 2008 Frod Van Vehelice, VH14, W203 - 2008 Frod Van Vehelice, VH15, R201 - 2006 GMC VH14 Vehelice, VH15, R201 - 2006 GMC VH15 Vehelice, VH15, R201 - 2006 Frod F150 VH16 Vehelice, VH17, C201 - 2006 Frod F150 VH17 Vehelice, VH17, C201 - 2006 Frod F150 VH17 Vehelice, VH20, R202 - 2005 Frod F150 VH17 Vehelice, VH20, R202 - 2005 Frod F150 VH20 Vehelice, VH20, R202 - 2005 Frod F150 VH20 Vehelice, VH20, R201 - 2005 Frod F150 VH25 Vehelice, VH25, F206 - 1972 FRIEGHTUTING R20 LINE VH20 Vehelice, VH20, R201 - 2005 Frod F150 VH20 Vehelice, VH30, R201 - 2005 Frod F150 VH30 Vehelice, VH30, R201 - 2005 Frod F150 VH30 Vehelice, VH30, R201 - 2005 Frod F150 VH30 Vehelice, VH31, R201 - 2005 F150 MC Serra VH30 Vehelice, VH31, R201 - 2005 F150 MC Serra VH30 Vehelice, VH31, R201 - 2005 F150 MC Serra VH30 Vehelice, VH31, R201 - 2005 F150 MC Serra VH30 Vehelice, VH31, R201 - 2005 VH31, R201 - 2005 F150 MC Serra VH30 Vehelice, VH31, R201 - 2005 VH30, R201 - 2005 VH30 Vehelice, VH31, R201 - 2005 VH30, R201 - 2005 VH30 Vehelice, VH31, R201 - 2005 VH30, R201 - 2005 VH30 Vehelice, VH31, R201 - 2005 VH30, R201 - 2005 VH30 Vehelice, VH31, R201 - 2005 VH30, R201 - 2005 VH30 Vehelice, VH31, R201 - 2005 VH30, R201 - 2005 VH30 Vehelice, VH31, R201 - 2005 VH30, R201 - 2005 VH30 VH30 VH30 VH30 VH30 VH30 VH30 VH30	W	Location Description: 1 Dunfield Rd. Location Description: 1 Dunfield Rd. Location Description: 1 Dunfield Rd. Location Description: n/a Location Description: n/a Location Description: n/a Location Description: n/a	Purchased Purchased Purchased Purchased	\$21,461 \$75,907 \$33,596 \$55,363	\$21,461					
Vehicle: VH90 T204 - 2000 CHEV VH90 VH90 VH90 VH90 VH90 VH90 VH90 VH9	9 T204 - 2000 CHEV 3 W203 - 2008 Ford Van 4 W208 - 2009 GMC	Location Description: 1 Dunfield Rd. Location Description: n/a Location Description: n/a Location Description: n/a	Purchased Purchased Purchased	\$33,596 \$55,363	\$75.907					
Validation Val	3 W203 - 2008 Ford Van 4 W208 - 2009 GMC	Location Description: n/a Location Description: n/a Location Description: n/a	Purchased Purchased	\$55,363	U1001					
Vehicle, VH14, W208 - 2009 GMC	4 W208 - 2009 GMC	Location Description: n/a Location Description: n/a	Purchased		\$33,596					
Veholic VH15, R201 - 2009 GMC		Location Description: n/a					\$55,363	\$22.714		
Vehicle VH16, T201 - 2009 FORD				\$22,714				\$20,994	 	
Vehicle: VH18, C202 to W212 2004 GMC		Location Description: 1 Dunfield Rd.	Purchased	\$18,989				\$20,554	\$18,989	
Vehicle, VH18, C202 to W212 2004 GMC	6 T201 - 2008 FORD 7 C201 - 2000 Ford F150	Location Description: 1409 Gov/t Rd	Purchased	\$7,608				\$7,608	\$10,500	
Veholice, VH20, R202 - 2000 Ford F150 VH20 Veholice, VH21, V209 - 2009 GMG VH21 Veholice, VH21, V209 - 2009 FREIGHTUNER ZND LINE VH23 Veholice, VH23, F203 - 1997 FREIGHTUNER ZND LINE VH23 Veholice, VH25, F205 - 1977 FREIGHTUNER VH26 Veholice, VH25, F205 - 1977 FORD KING VH25 Veholice, VH25, F205 - 1977 FORD KING VH25 Veholice, VH25, F204 - 2010 GMC VH29 Veholice, VH20, F204 - 2010 GMC VH29 Veholice, VH20, F204 - 2010 GMC VH29 Veholice, VH34, F201 - 2000 FORD TAURUS VH34 Veholice, VH36, E202 - 2000 FORD TAURUS VH34 Veholice, VH36, E202 - 2000 FORD FORD VH36 Veholice, VH37, E202 - 2000 FORD FORD VH36 Veholice, VH37, E202 - 2000 FORD FORD FORD VH36 Veholice, VH37, E202 - 2000 FORD FORD FORD VH36 Veholice, VH37, E202 - 2000 FORD FORD FORD VH36 Veholice, VH37, E202 - 2000 FORD FORD VH36	8 C202 to W212 2004 GMC	Location Description: 1409 Gov't Rd	Purchased	\$17,384				\$17,384		
Vehicle VH21 W209 - 2009 GMC	9 B201 - 2005 FORD	Location Description: 1 Dunfield Rd.	Purchased	\$25,621			\$25,621			
Veholex VH23 F203 - 1997 FREIGHTUNER ZND LINE	0 R202 - 2003 Ford F150	Location Description: 55 Allen Ave.	Purchased	\$16,492			\$16,492			
Veholec VH24 F202 - 1974 INTERNATIONAL AERIAL	11 W209 - 2009 GMC 33 F203 - 1997 FREIGHTLINER 2ND LINE	Location Description: n/a	Purchased	\$20,994			#000 70F	\$20,994	+	
Veholic VH25 F206 - 1972 FORD KING	F203 - 1997 FREIGHT LINER 2ND LINE F202 - 1974 INTERNATIONAL AERIAL	Location Description: 8 O'Meara Blvd Location Description: 8 O'Meara Blvd	Purchased Purchased	\$260,785 \$368,457	\$269.457		\$260,785		 	
Vehicle: VH27_F205 - 2004 CHEV RESCUE	F206 - 1972 FORD KING	Location Description: 202 Gov/t Rd W	Purchased	\$58,017	\$58,017					
Veholes VH29 F204 - 2010 GMC	7 F205 - 2004 CHEV RESCUE	Location Description: 8 O'Meara Blvd	Purchased	\$42,811			\$42,811			
Veholics VH43 A201 - 2002 CHEV	9 F204 - 2010 GMC	Location Description: 8 O'Meara Blvd	Purchased	\$39,506					\$39,506	
Vehole: VH34_E201 - 2006 FORD TAURUS	2 A226 - 1999 Freightliner	Location Description: Airport Rd	Purchased	\$189,477				\$189,477		
Vehicle: VH35_E302: -2000 FORD	3 A201 - 2002 CHEV	Location Description: Airport Rd	Purchased	\$34,874	\$34,874					
Veholox VH36, E203 - 2001 GMC VH36 Veholox VH41, T202 - 2002 Freightliner VH41 Veholox VH41, T203 - 2000 Freightliner VH41 Veholox VH42, T205 - 2000 Ford F450 VH42 Veholox VH41, T205 - 2000 FORD VH41 Veholox VH42, T207 - 2000 FORD VH51 Veholox VH51, W201 - 2000 Fox Tox F0.00 Equipment E002, T200 Fox Tox F0.00 Equipment E002, Variable Speed Pumps E002-1 Equipment E002, Variable Speed Pumps E002-1 Equipment E003, Planters E008 Equipment E009, Servey Renovations Equip E008	4 E201 - 2006 FORD TAURUS 5 E202 - 2000 FORD	Location Description: 1 Dunfield Rd. Location Description: 1 Dunfield Rd.	Purchased Purchased	\$22,276	#00.400		\$22,276		+	
Vehicle: VH41 T230 - 2002 Freightliner VH41 Vehicle: VH42 T203 - 2003 Ford F450 VH42 Vehicle: VH42 T202 - 2004 FORD WH41 Vehicle: VH51 V201 - 2008 FORD WH41 Vehicle: VH52 W207 - 2009 GMC Sierra WH52 Equipment: E023 Water Pump E0239 Equipment: E022-1 Variable Speed Pumps E002-1 Equipment: E022-1 Variable Speed Pumps E002-1 Equipment: E020-1 Seriesy Renovations E020-1 Seriesy Renovations E020-1 Seriesy Renovations E020-1 Seriesy Renovations E020-1 Seriesy R	6 E203 - 2001 GMC	Location Description: 1 Dunfield Rd.	Purchased	\$39,193 \$17.541	\$39,193		\$17,541	-		
Vehicle: VH42_T05-2003 Ford F450	1 T230 - 2002 Freightliner	Location Description: 1 Dunfield Rd.	Purchased	\$214,158			917,541	+	\$214,158	
Vahicle: VH44, T202 - 2004 FORD VH44 Vehicle: VH51, W201 - 2008 Ford Tuck VH51 Vehicle: VH52, W207 - 2009 GMC Sierra VH52 Equipment: E029, Water Pump E0239 Equipment: E002-1, Variable Speed Pumps E002-1 Equipment: E002, Variable Speed Pumps E002-1 Equipment: E003-1, Servery Renovations Equipment: E009-1, Servery Renovations Equipment: E009-1, Servery Renovations Equipment: E009-1, Servery Renovations Equipment: E009-1	2 T205 - 2003 Ford F450	Location Description: 1 Dunfield Rd.	Purchased	\$60,047	\$60,047	1 1		1	Ţ,100	
Vehicle: VH52, W207 - 2009 GMC Sterra VH52 Equipment: E0239, Water Pump E0239 Equipment: E0239, Water Pumps E0221-1 Equipment: E002-1, Variable Speed Pumps E002-1 Equipment: E002, Variable Speed Pumps E002-1 Equipment: E008, Planters E008 Equipment: E009-1, Servery, Renovations Equip E009-1	4 T202 - 2004 FORD	Location Description: 1 Dunfield Rd.	Purchased	\$21,148			\$21,148			
Equipment: E0239. Water Pump E0239 Equipment: E002-1, Variable Speed Pumps E002-1 Equipment: E002 Variable Speed Pumps E002-1 Equipment: E008, Planters E008 Equipment: E009-1, Servery Renovations Equip E009-1	11 W201 - 2008 Ford Truck		Purchased	\$13,751				1	\$13,751	
Equipment: EQ02-1_Variable Speed Pumps EQ02-1 Equipment: EQ02_Variable Speed Pumps EQ02 Equipment: EQ08_Planters EQ08 Equipment: EQ09-1_Servery Renovations Equip EQ09-1	22 W207 - 2009 GMC Sierra 39 Water Pump	Location Description: 8 O'Meara Blvd	Purchased Purchased	\$17,241	\$60.000		 	1	\$17,241	 Water Equipment
Equipment: EQ02, Variable Speed Pumps EQ02 Equipment: EQ08_Planters EQ08 Equipment: EQ09-1_Servery Renovations Equip EQ09-1	39 Water Pump 2-1 Variable Speed Pumps	Location Description: 8 O Meara Bivo Location Description: n/a	Purchased	\$62,330 \$16,579	\$62,330			\$16,579	+ + + + + +	 Water Equipment Water Equipment
Equipment: EQ08_Planters EQ08 Equipment: EQ09-1_Servery Renovations Equip EQ09-1	2 Variable Speed Pumps 12 Variable Speed Pumps	Location Description: n/a	Purchased	\$97,476			\$97.476	910,019	+ + + + + + + + + + + + + + + + + + + +	 Water Equipment
Equipment: EQ09-1_Servery Renovations Equip EQ09-1	Planters	Location Description: 1409 Gov't Rd	Purchased	\$7,962		1 1	\$51,470	1	\$7,962	
Equipment: EO09 Major Equipment	9-1 Servery Renovations Equip	·	Purchased	\$6,353					\$6,353	
Equipment. Equipment Equipment	9 Major Equipment	Location Description: 145A Gov't Rd E	Purchased	\$825,879	\$825,879					
	14 Starting Blocks	Location Description: 55 Allen Ave.	Purchased	\$252,363	\$252,363	#00 00F		1		
Equipment: EQ223_Bunker Suit EQ223 Equipment = EQ227 Record Equipment = Hutraulic numb EQ227	23 Bunker Suit	Location Description: 8 O'Meara Blvd	Purchased	\$23,295 \$231.464	\$231.464	\$23,295	 	1	+	
Equipment: EQ227_Rescue Equipment - Hydraulic pump EQ227 Equipment: EQ228_Rescue Equipment - Speader/Cutter EQ228	77 Rescue Equipment - Hydraulic pump 28 Rescue Equipment - Speader/Cutter	Location Description: 8 O'Meara Blvd Location Description: 8 O'Meara Blvd	Purchased Purchased	\$231,464 \$10,179		1		+	+ + + + + +	
Equipment: EQ229_Rescue Equipment - Spreader EQ229	29 Rescue Equipment - Spreader	Location Description: 8 O'Meara Blvd	Purchased	\$62,289	\$62.289			+	+ + + + + + + + + + + + + + + + + + + +	
Equipment: EQ230_Rescue Equipment - Cutter EQ230	30 Rescue Equipment - Cutter	Location Description: 8 O'Meara Blvd	Purchased	\$75,777	\$75,777	1 1		1		
Equipment: EQ01_Thawing Machine - 1995 DBH EQ01	1 Thawing Machine - 1995 DBH	Location Description: 1 Dunfield Rd.	Purchased	\$134,323	\$134,323					
Equipment: EQ06_4WD Tractor EQ06	6 4WD Tractor	Location Description: n/a	Purchased	\$59,224			\$59,224 \$48,743			
Equipment: EQ07_Scissor Lift EQ07		Location Description: n/a	Purchased	\$48,743			\$48,743	1		
Equipment: EQ252_Loader - 1998 621B EQ252 Equipment: EQ253_Snowblower - 1998 TC-202-LM EQ253	77 Scissor Lift	Location Description: Airport Rd Location Description: Airport Rd	Purchased Purchased	\$161,900 \$103,490			\$161,900 \$103,490		+	
Equipment: EQ253_Snowblower - 1998 TC-202-LM EQ253 Equipment: EQ254_Fuel Tanks & Pumps (100LL, Jet) - EQ254	52 Loader - 1998 621B	Location Description: Airport Rd Location Description: n/a	Purchased Purchased	\$103,490 \$56,509	\$56,509		\$103,490		+ + + + +	 -
Equipment: EQ258 Compressor - 1973 SP150DK EQ258	52 Loader - 1998 621B 53 Snowblower - 1998 TC-202-LM	Location Description: 1 Dunfield Rd.	Purchased	\$29,676	\$29,676			+	+ + + + + + + + + + + + + + + + + + + +	
Equipment: EQ260 Loader - 1992 544E EQ260	52 Loader - 1998 621B 53 Snowblower - 1998 TC-202-LM 54 Fuel Tanks & Pumps (100LL, Jet) -	Location Description: 1 Dunfield Rd.	Purchased	\$123,859	\$123,859				 	
Equipment: EQ262_Rockbreaker - 1990 440 EQ262	52 Loader - 1998 621B 53 Snowblower - 1998 TC-202-LM		Purchased	· · · · · · · ·	T 4.2522					<u> </u>
Equipment: EQ265_Street Sweeper - 1995 Pelican EQ265	52 Lader - 1998 621B 33 Snowblower - 1998 TC-202-LM 54 Fust Tanks & Pumps (100LL_1et) - 58 Compressor - 1973 SP150DK 60 Lader - 1992 544E 62 Rockbreaker - 1990 440	Location Description: 1 Dunfield Rd.		\$17,299	\$17,299		\$222 854			 ·
Equipment: EQ267_Trackless - 1995 MT5 EQ267	52 Loader - 1998 621B 53 Snowblower - 1998 TC-202-LM 54 Fisel Tanks & Pumps (100LL_jet) - 50 Compressor - 1973 SP1500K 50 Loader - 1992 548 50 Loader - 1992 548 50 Loader - 1992 548 50 Street Sweeper - 1995 Felican	Location Description: 1 Dunfield Rd. Location Description: 1 Dunfield Rd.	Purchased	\$222,854	\$17,299					
Equipment: EQ270_GPS Management System EQ270	52 Lader - 1998 6218 35 Snowblower - 1998 TC-202-LM 54 Fuel Tanks & Pumpe (100LL_let) - 58 6 Compressor - 1973 SP1500K 60 Lader - 1992 544E 62 Rockbreaker - 1990 440 65 Street Sweeper - 1995 Pelican 67 Trackless - 1996 MT5	Location Description: 1 Dunfield Rd. Location Description: 1 Dunfield Rd. Location Description: 1 Dunfield Rd.	Purchased Purchased	\$222,854 \$80,899	\$17,299		\$80,899			
	52 Loader - 1998 621B 53 Snowblower - 1998 TC-202-LM 54 Fisel Tanks & Pumps (100LL_jet) - 50 Compressor - 1973 SP1500K 50 Loader - 1992 548 50 Loader - 1992 548 50 Loader - 1992 548 50 Street Sweeper - 1995 Felican	Location Description: 1 Dunfield Rd. Location Description: 1 Dunfield Rd.	Purchased Purchased Purchased	\$222,854 \$80,899 \$29,525		\$29,525	\$80,899			
	52 Lader - 1998 6218 35 Snowblower - 1998 TC-202-LM 54 Fuel Tanks & Pumpe (100LL_let) - 58 6 Compressor - 1973 SP1500K 60 Lader - 1992 544E 62 Rockbreaker - 1990 440 65 Street Sweeper - 1995 Pelican 67 Trackless - 1996 MT5	Location Description: 1 Dunfield Rd. Location Description: 1 Dunfield Rd. Location Description: 1 Dunfield Rd.	Purchased Purchased Purchased Total (Incl. PST)	\$222,854 \$80,899 \$29,525 \$127,293,411	\$29,769,225 \$44,728,042	\$7,097,895	\$80,899 \$12,453,175 \$6,593,782 \$6,165,211		\$5,196,438 \$6,389,060 \$3,155,361	
	52 Lader - 1998 6218 35 Snowblower - 1998 TC-202-LM 54 Fuel Tanks & Pumpe (100LL_let) - 58 6 Compressor - 1973 SP1500K 60 Lader - 1992 544E 62 Rockbreaker - 1990 440 65 Street Sweeper - 1995 Pelican 67 Trackless - 1996 MT5	Location Description: 1 Dunfield Rd. Location Description: 1 Dunfield Rd. Location Description: 1 Dunfield Rd.	Purchased Purchased Purchased	\$222,854 \$80,899 \$29,525 \$127,293,411	\$29,769,225 \$44,728,042	\$7,097,895	\$80,899 \$12,453,175 \$6,593,782 \$6,165,211		\$5,196,438 \$6,389,060 \$3,155,361 \$5,300,367 \$6,516,841 \$3,218,468	