**TOWNSHIP OF CARLING**

# ASSET MANAGEMENT PLAN

**DECEMBER 2013**
**Updated July 1, 2022**
by Township Staff

**ORIGINALLY PREPARED BY**

TULLOCH ENGINEERING

**PROJECT No. 13-4011**

## CONTINUING RECORD OF REVISIONS MADE

TO THE

## TOWNSHIP of CARLING ASSET MANAGEMENT PLAN

This page should be retained permanently in this page sequence in the asset management plan. All revised material should be inserted as soon as approved and the relevant entries made by hand in the spaced provided below to show who incorporated the Revision and the date it was completed.

| Revision | | Entered By | Date |
|---|---|---|---|
| No. | Dated | | |
| 1 | January 22, 2015 | Brad Laking | January 22, 2015 |
| 2 | January 22, 2019 | S. Phillips | January 22, 2019 |
| 3 | July 1, 2022 | S. Roy | July 1, 2022 |
| | | | |
| | | | |
| | | | |

**TABLE OF CONTENTS**

**LIST OF APPENDICIES**

## 1.0 EXECUTIVE SUMMARY

As with most Municipalities across Ontario, The Township of Carling has undertaken the development of an Asset Management Plan in response to the Ontario Government's provincial capital funding requirements. The purpose of this Asset Management Plan is to assist with prioritizing needs over wants to ensure that infrastructure funding, whether generated through local or senior levels of government, be applied to projects with a greater priority. This Asset Management Plan has been structured to adhere to the requirement described in the Ontario Ministry of Infrastructure's Building Together, Guide for Municipal Asset Management Plans.

As the following Asset Management Plan will outline, the Municipality's existing infrastructure is aging and deteriorating while demand grows for better infrastructure facilities. This demand is in response to higher standards of safety, accessibility, health, environmental protection, and regulations. The solution to this issue is to examine the way the Municipality plans, designs and manages infrastructure to meet changing demands. This Asset Management Plan is expected to assist:

- Council in making service level and investment decisions;
- Staff with the planning and management of the assets;
- Taxpayers by sustaining value for the services provided.

As presented in this Asset Management Plan, the total replacement cost of the Municipality's assets was calculated to be approximately $35.0 million dollars (2013 Dollars), for assets providing transportation, administration, tourism, and recreation. The Municipality is not required to budget for the full replacement value of all these assets simultaneously, as portions of assets only require an initial investment followed by further re-investment to maintain acceptable levels of service.

With that in mind, it was calculated that the annual reinvestment should be an average of $ 0.66 million into municipally owned assets as they reach their maximum potential useful lives, in order to sustain existing services at an appropriate level of service. The actual investment value will vary from year to year depending on the scope and size of the planned capital works. Projects will need to be shuffled from year to year based on the availability of funding.

This plan will address the replacement and planned expansion priorities of the Municipality, however it is imperative that current maintenance activities be continued and expanded as recommended. The ability for the Municipality to leverage its knowledge of infrastructure and by applying the best Asset Management practices at the time will result in very positive improvements in infrastructure. A brief summary of the sections contained within this report is presented as follows.

Section Two of the Municipality's Asset Management Plan provides an introduction to the assets included in the plan as well as how the plan was developed and the goals of the Asset Management Plan. The Third section summarizes the asset types and quantities as well as their characteristics, condition and replacement values which were quantified by the Municipality's current asset inventory and for some assets, supplemented with visual inspections.

Section Four outlines the expected levels of service for each asset, and provides an indication of the minimum acceptable standards for an asset. Service levels were developed through consideration of industry standards, generally accepted levels of operation and safety. Consideration of the risk associated with achieving the established target levels was given. Additionally, policy recommendations for condition rating updates for each asset are presented.

The asset management strategy for each asset type is presented in section five along with potential procurement methods to finance the strategy. The strategy and scheduling of asset renewal activities has been laid out by establishing planned actions through options analysis and risk assessment to maximize lifespan and minimize cost in a sustainable way. In addition, the priority assets for each category are presented within this section.

The final section of the plan consists of the financial plan required to support the asset management strategy by summarizing the cost per year, per asset to ensure sustainability of the asset. Comparisons are made to past expenditures and funding sources to identify the funding gaps in the proposed plan.

Although this comprehensive Asset Management Plan has been created beginning in 2014, it is expected to be a living document that is updated regularly as priority's shift or as work is completed. In addition, improvements to the methodologies of data collection for developing more accurate inventory information and evaluation will only serve to bolster the content of the plan. An Asset Management Plan that is not adhered to or not updated will quickly become obsolete and be of little to no benefit to the Municipality.

## 2.0 INTRODUCTION

This Asset Management Plan (AMP) was prepared by Tulloch Engineering Inc. (Tulloch) in cooperation with the Township of Carling (Municipality) to meet the requirements of a Municipal Asset Management Plan as presented by the Ontario Ministry of Infrastructure in their "Building Together – Guide for Municipal Asset Management Plans" (2012).

The intention of the AMP is to provide answers and guidelines to the following questions.

1) What do you have and where is it?
2) What is it worth? (Current and Estimated Replacement Costs)
3) What is its condition and expected remaining service life?
4) What is the level of service expectation?
5) When do you need to do it?
6) How do you ensure long-term affordability?

Asset management planning is meant to aid municipalities in making cost effective decisions with regards to operating, maintaining, renewing, replacing and disposing of their infrastructure assets. The decisions and directions laid out in the asset management planning process are intended to ensure that the Municipality will be capable of providing the levels of service needed to meet their desired plans, goals and objectives.

The assets considered within this AMP are the following municipal assets:

- Roads;
- Bridges;
- Buildings
- Facilities;

Each municipal asset was divided into its respective category based on type and was assessed for current condition, financial accounting valuation and replacement cost valuation. The condition of each of the assets was assessed using sound and accepted methods – which are outlined in the following sections of the report.

This AMP has been developed to cover a ten (10) year window but is intended to be updated on a regular basis as operating conditions and municipal goals change. A key aspect of this plan is the ongoing evaluation of asset performance and value that will be required in future years. The development of this plan involved continued communication between Tulloch and Municipal Staff. The policies and strategies presented are based upon discussions with Municipal representatives and accepted practices for the management of infrastructure assets.

This Asset Management Plan is a tool to help ensure that measures are taken to maintain an acceptable performance level for years to come. The quality and condition of infrastructure assets are of great importance as they help to support economic activity and improve general quality of life. This plan is not intended to change the Municipality's existing processes and procedures with regards to their infrastructure assets but rather improve the decision making process by using long range vision to dictate resource allocation and use performance based analyses to determine if desired goals and objectives are being met.

The Municipality's Capital Asset Summary information as found in Appendix A, presents the inventory, current and projected condition ratings, as well as known or projected replacement/rehabilitation costs on a per asset type basis in a digital format.

## 3.0 STATE OF LOCAL INFRASTRUCTURE

This Section of the report outlines the quantity and quality of assets owned and managed by the Municipality. In addition, the current age, condition, financial valuation and replacement cost valuation of the assets included is presented.

The two following figures provide a comparison of the Municipality's capital assets based on 2013 Public Sector Accounting Board (PSAB) values and 2013 replacement values. The PSAB values are based on currently accepted historical costs and depreciation values, which were extracted from the current Municipal inventory presented as the Tangible Capital Asset Continuity Schedule (PSAB Inventory) in Appendix B. The 2013 replacement values were generated based on the assets physical characteristics and benchmark costs established from recent construction projects. The benchmark costs per asset type are presented in the corresponding asset management spreadsheets in Appendix A.

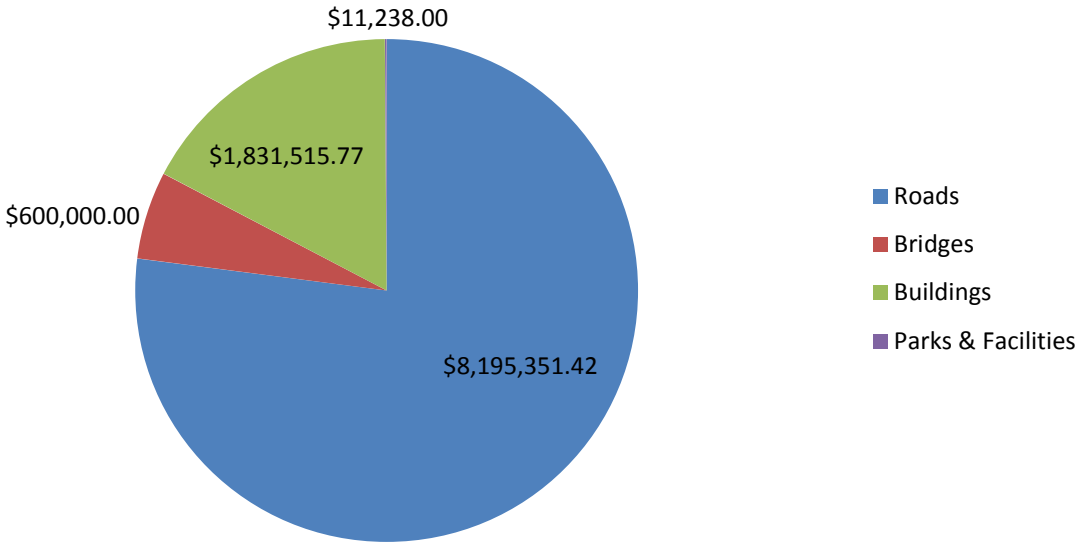
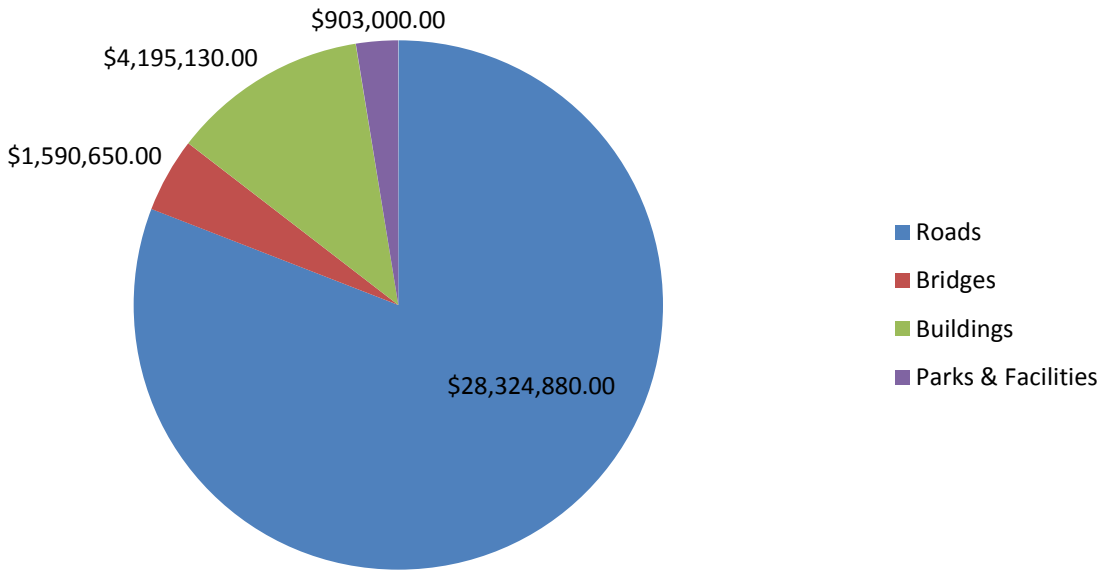



*Figure 1 – Capital Asset PSAB 2013 Values ($10.6M)*




- NOTE: Replacement Costs are presented in 2013 Dollars

*Figure 2 – 2013 Asset Replacement Costs ($35.0M)*

### 3.1 ROADS

The Municipality's road network consists of approximately 88.6 km of roads, of which all are year-round maintained roads. The roadway inventory and condition ratings were based on the completion of a complete review of the road network in August 2013 – the completed road appraisal forms are presented in Appendix C.

#### 3.1.1 METHOD OF CONDITION EVALUATION

Appraisal of the Municipality's local road system was carried out in the summer of 2013, in accordance with procedures outlined in the MTO Methods and Inventory Manual. The system was divided into 123 road sections (intersection to intersection, or change in surface type) and a standard MTO Road Appraisal Sheet was completed for each section. Each road section was identified and assigned a number, and then its location, length, geometrics, roadside environment, and surface type were noted. Traffic volumes were also estimated. The condition of each road section was assessed and improvement needs and associated costs were then identified.

Each road section has been given a subjective condition rating from 1 to 10 based on current surface condition, surface type and drainage conditions. Condition ratings greater than 5 are considered

acceptable and are expected to require only normal maintenance. A condition rating of 5 or less has been established to be considered unacceptable and a road improvement is to be evaluated for cost. The road condition for each section is projected over ten years to allow review of road deterioration and forecasting of required future work. This method of evaluating road surface deterioration relies on estimating the life cycle of various road surfaces.

For the purpose of this AMP, the life cycle for gravel roads was assumed as ten years, resulting in a decrease in rating of 0.5 per year, although severe spring breakup may affect the condition rating. Surface treated roads typically have a seven year life cycle, resulting in a decrease in rating of 0.7 per year, and asphalt roads typically have a twenty year life cycle, resulting in a decrease in rating of 0.25 per year. It should be noted that these life cycles are dependent on their use, the structural condition of the road and the timeliness of routine maintenance.

For the purposes of this study, the following assumptions were made for road deterioration rates:

- Loose Top Roads → Condition rating reduced by 0.8 per year until it drops to 5.0
- Low Class Bituminous Roads → Condition rating reduced by 0.7 per year until it drops to 5.0
- High Class Bituminous Roads → Condition rating reduced by 0.25 per year until it drops to 5.0

The following table describes the current state of the roads compared with the projected conditions over the next ten years.

| Surface Type (AADT) | TOTAL LENGTH (km) | 2013 Weighted Average Condition | 2018 Weighted Average Condition | 2023 Weighted Average Condition |
|---|---|---|---|---|
| **GRAVEL** | **26.2** | **6.4** | **8.3** | **7.0** |
| 0-49 | 11.7 | 6.9 | 8.1 | 7.8 |
| 50-199 | 14.5 | 6.0 | 8.6 | 6.3 |
| **L.C.B.** | **52.9** | **7.8** | **7.5** | **7.0** |
| 0-49 | 14.6 | 7.4 | 7.5 | 6.6 |
| 50-199 | 16.6 | 8.5 | 6.6 | 7.7 |
| 200-399 | 16.6 | 7.7 | 8.0 | 7.1 |
| 400-999 | 5.1 | 7.0 | 9.3 | 5.8 |
| **H.C.B.** | **9.5** | **9.0** | **8.1** | **6.8** |
| 0-49 | 0.6 | 5.2 | 9.1 | 7.8 |
| 50-199 | 0.1 | 7.0 | 9.8 | 8.5 |
| 200-399 | 2.9 | 9.7 | 8.4 | 7.2 |
| 400-999 | 2.1 | 9.0 | 7.8 | 6.5 |
| 1000+ | 3.8 | 9.0 | 7.8 | 6.5 |
| **Grand Total** | **88.6** | **7.5** | **7.8** | **7.0** |

*Figure 12 – Road Infrastructure Condition Rating Forecast*

Further detail on how the future ratings are achieved can be found in the Municipal Road Inventory spreadsheets completed as part of this planning exercise – located in Appendix A of this report.

The following is a measure of the condition of the existing road system as outlined in the Methods and Inventory Manual:

| Condition Rating | System Condition |
|---|---|
| 8 to 10 | good structural condition; some local improvement may be needed |
| 5 to 7 | average structural condition; continued improvement needed |
| Less than 5 | poor structural condition; substantial improvement needed throughout total road segment |

### 3.1.2 INVENTORY

A summary of the Municipality's road system is presented in the following figures and is based on the Municipality's Tangible Capital Asset Summary, supplemented with information collected during the field inspections. The complete inventory is presented in Appendix A, including all assumptions used to arise at the given ratings and projected costs. It should be noted that L.C.B. denotes low class bituminous (surface treatment) and H.C.B. denotes high class bituminous (asphalt surface). In addition, a weighted condition rating per surface type based on length was generated to accurately reflect the average condition of the respective surface type.

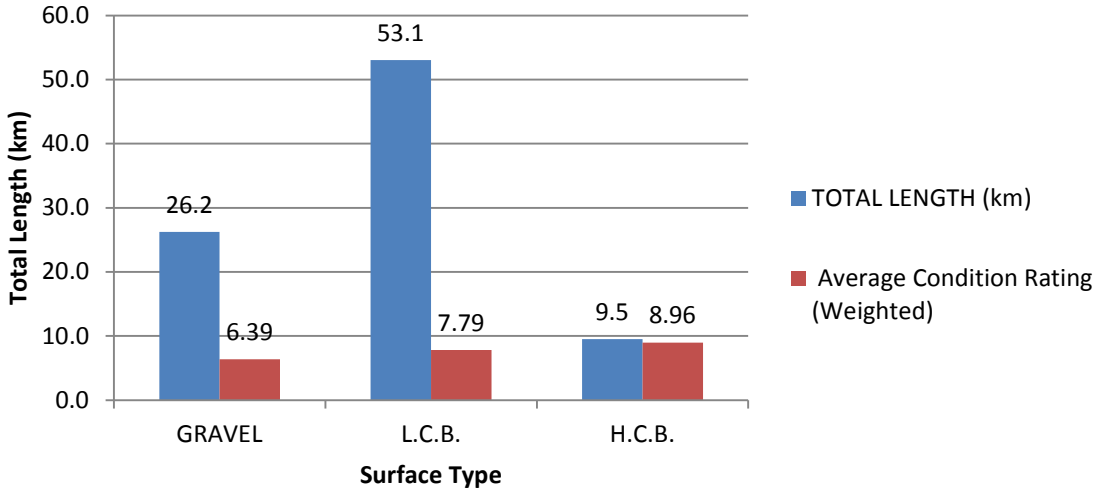



*Figure 3 – Road Length by Surface Type*

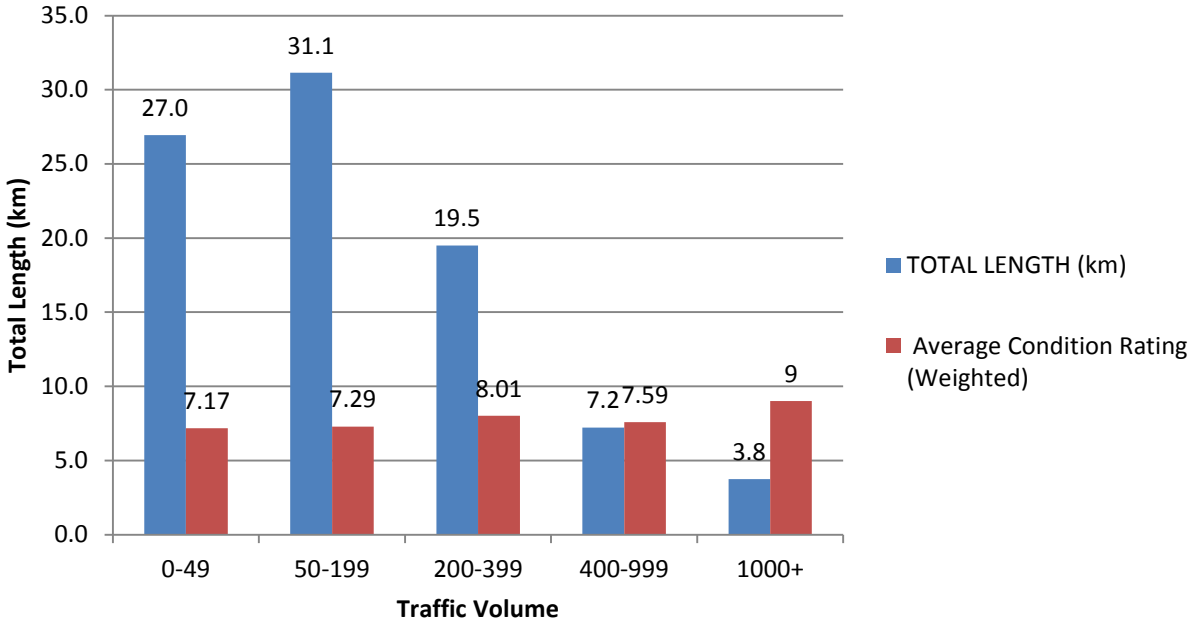



*Figure 4 – Road Length by Traffic Volume*

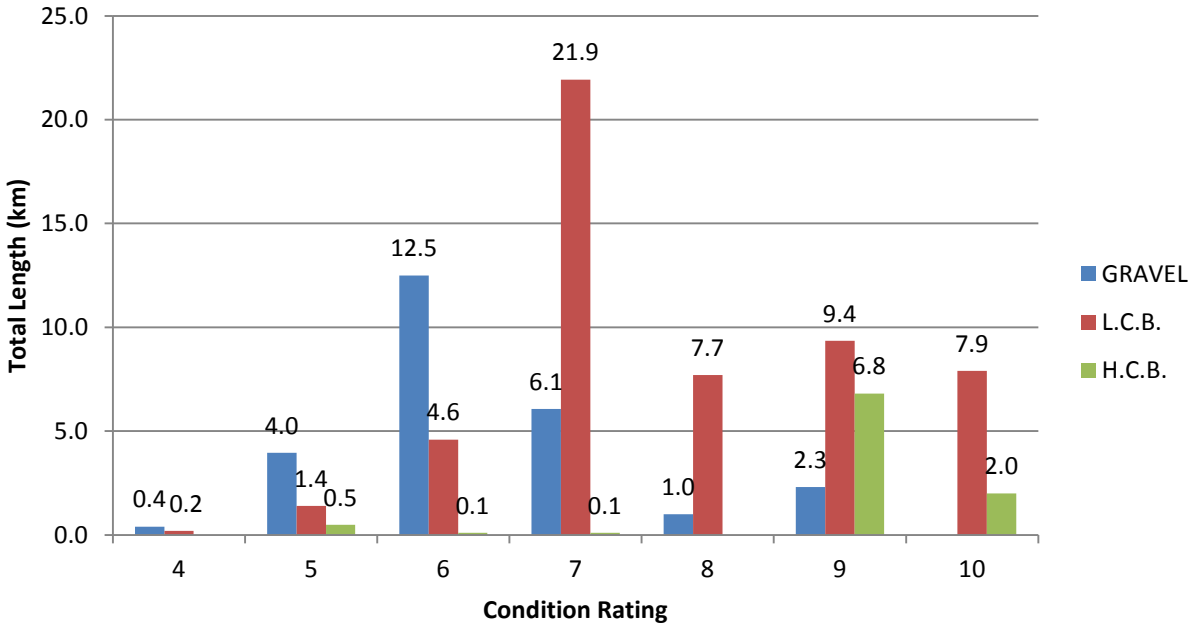



*Figure 5 – Condition Rating Summary by Surface Type*

### 3.1.3 POLICIES

In accordance with the Guide, it is recommended that a data verification policy and condition assessment policy be established to outline when and how the Road Asset state of infrastructure is updated. It is recommended that an annual cycle be established to update condition ratings and cost projections in accordance with the procedures outlined in the MTO Methods and Inventory Manual.

## 3.2 STRUCTURES

The Municipality's structure inventory currently consists of one bridge, however an additional structure which is currently owned by MTO will be downloaded into the Municipality's jurisdiction. The structure inventory and condition ratings are based on the Ontario Structure Inspection Manual inspections completed by Tulloch Engineering Inc. in August 2013 – the OSIM forms are presented in Appendix D.

### 3.2.1 METHOD OF CONDITION EVALUATION

Appraisal of the Municipality's Structures was carried out in August of 2013, in accordance with procedures outlined in the Ontario Structure Inspection Manual. In general, the structures were divided into the primary structural elements with the dimensions and general condition of each component identified. For components in need of improvement, the needs and associated timing were also reported.

Each structure has been given a subjective rating of Excellent, Good, Fair or Poor, based on current overall condition of the structure. More detailed evaluation notes are included in the OSIM reports provided in Appendix D. A condition rating greater than Poor is considered acceptable and is expected to require only normal maintenance, with the exception of specific element improvements as may be identified. A condition rating less than Poor is considered unacceptable and an improvement or replacement is to be evaluated for cost. For the purpose of forecasting, structures were estimated to have a lifespan of 75 years with an average condition rating assigned based on age as follows:

| Rating | Age |
|---|---|
| Excellent | Less than 5 years old |
| Good | Between 5 years old and 50% of its life expectancy |
| Fair | Between 50% and 75% of its life expectancy |
| Poor | Between 75% and 100% of its life expectancy |
| Replace | Beyond its life expectancy |

### 3.2.2 INVENTORY

A summary of the Municipality's structure inventory is presented in the following figures outlining the age and overall condition ratings. The inventory is based on the Municipality's Tangible Capital Asset Summary, supplemented by detail asset information evaluated through the completion of the OSIM inspections. The complete inventory is presented in Appendix A, including all structure elements and assumptions used to arise at the given ratings and projected costs over the ten year range. It should be noted that the Nobel Road Bridge has been included in the inventory – however, ownership of the structure has not yet been assumed by the Municipality.

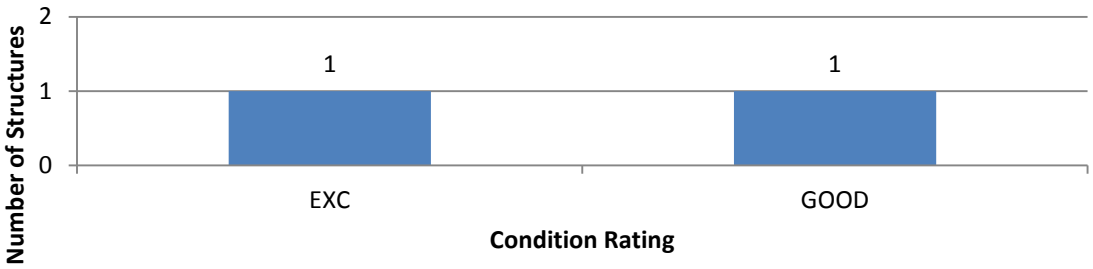



*Figure 6 – Condition Rating Summary by Structure Type*

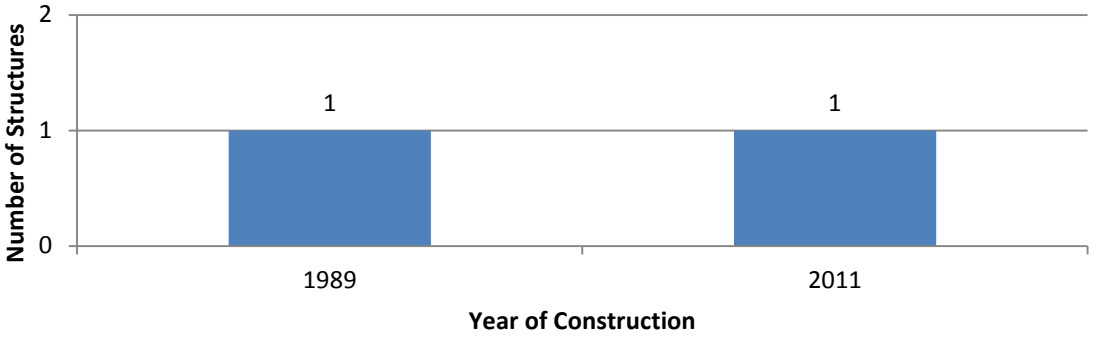



*Figure 7 – Year of Construction by Structure Type*

### 3.2.3 POLICIES

In accordance with the Guide, it is recommended that a data verification policy and condition assessment policy be established to outline when and how the structure infrastructure information is updated. As the OSIM Inspection frequency is currently legislated as once every two calendar years, it is recommended that the legislated frequency, as may be amended, be followed. In addition, it is recommended that the inspections be completed with the currently utilized OSIM Inspection Forms to permit equal comparison of subsequent inspection reports.

### 3.3 BUILDINGS

The Municipality owns and operates a total of seven buildings which serve a variety of departments and services; Public Works, Administration, Fire Rescue, and Recreation.

#### 3.3.1 METHOD OF CONDITION EVALUATION

The Municipality's buildings were evaluated based on the inventory and information provided by the Municipality. Each of the seven buildings were reviewed by Tulloch and Municipal Staff and assigned an identification number, along with location, floor space and year of construction being noted. In addition, the buildings were divided into the major categories which make up the overall structure with the dimensions and general condition of each component identified. For components in need of improvement, the needs and associated timing were also reported.

For the purpose of forecasting, each building asset was given a subjective rating of Excellent, Good, Fair or Poor, based on the current overall condition of the asset. A condition rating greater than Poor is considered acceptable and is expected to require continued maintenance. A condition rating less than Poor is considered unacceptable and an improvement or replacement is to be evaluated for cost. All building assets were estimated to have an overall lifespan of 75 years with an average condition rating assigned based on age as follows. Individual building components were subject to varying lifespans which can be reviewed in detail as presented in the detailed inventory provided in Appendix A.

| Rating | Age |
|---|---|
| Excellent | Less than 5 years old |
| Good | Between 5 years old and 50% of its life expectancy |
| Fair | Between 50% and 75% of its life expectancy |
| Poor | Between 75% and 100% of its life expectancy |
| Replace | Beyond its life expectancy |

#### 3.3.2 INVENTORY

A summary of the Municipality's building inventory is presented in the following figures outlining year of construction and condition ratings. The inventory is based on the information provided by the Municipality. The complete inventory is presented in Appendix A, including all building components as well as assumptions used to arise at the given ratings and projected costs.

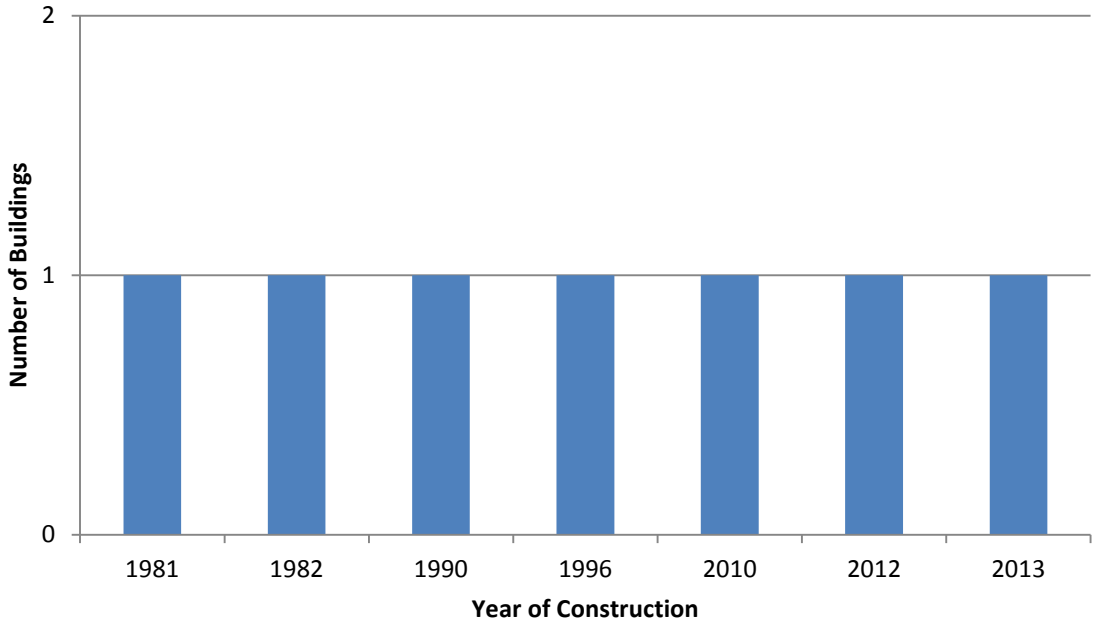



*Figure 8 – Building Count by Year of Construction*

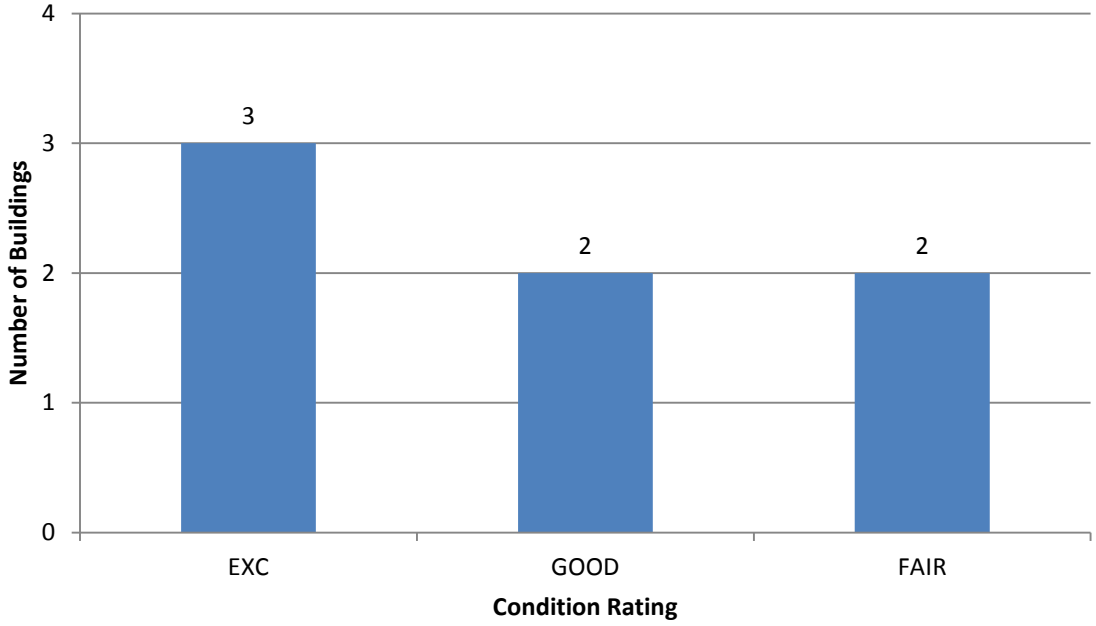



*Figure 9 – Building Count by Condition Rating*

### 3.3.3 POLICIES

In accordance with the guide, it is recommended that a data verification policy and condition assessment policy be established to outline when and how the building infrastructure information is

updated. It is recommended that a 2 year cycle be established to update condition ratings and cost projections in accordance with the current inventory forms, as well as to recommend further investigations where warranted. Problematic buildings or those over 50 years in age should be reviewed on a more frequent basis.

### 3.4 FACILITIES

The Municipality's facilities asset category is comprised of six facility's assets located throughout the Municipality that serve a variety of recreational purposes. The facilities included in this Asset Management Plan are the following:

- Carling Rink;
- Dillon Boat Launch and Public Docks;
- Sawdust Bay Boat Launch and Dock;
- Pengally Bay Boat Launch and Dock;
- Blind Bay Boat Launch and Dock;
- Snug Harbour Dock;

#### 3.4.1 METHOD OF CONDITION EVALUATION

The Municipality's facilities were evaluated based on the inventory and information provided by the Municipality. Each of the six assets were reviewed by Tulloch and Municipal Staff and assigned an identification number, along with location, list of primary components and year of construction being noted. In addition, the assets were divided into the representative components with the dimensions and general condition of each component identified. For components in need of improvement, the needs and associated timing were also reported.

Each asset was given a subjective rating of Excellent, Good, Fair or Poor, based on the current overall condition of the asset. A condition rating greater than Poor is considered acceptable and is expected to require continued maintenance. A condition rating less than Poor is considered unacceptable and an improvement or replacement is to be evaluated for cost. Individual asset components were subject to varying lifespans which can be reviewed in detail as presented in Appendix A.

| Rating | Age |
|---|---|
| Excellent | Less than 5 years old |
| Good | Between 5 years old and 50% of its life expectancy |
| Fair | Between 50% and 75% of its life expectancy |
| Poor | Between 75% and 100% of its life expectancy |
| Replace | Beyond its life expectancy |

### 3.4.2 INVENTORY

A summary of the Municipality's facilities inventory is presented in the following figures outlining year of construction and condition ratings. The inventory is based on the facilities identified by the Municipality for inclusion in this plan. A sample inspection form is provided in Appendix F for future use. The complete inventory is presented in Appendix A, including all asset components as well as assumptions used to arise at the given ratings and projected costs.

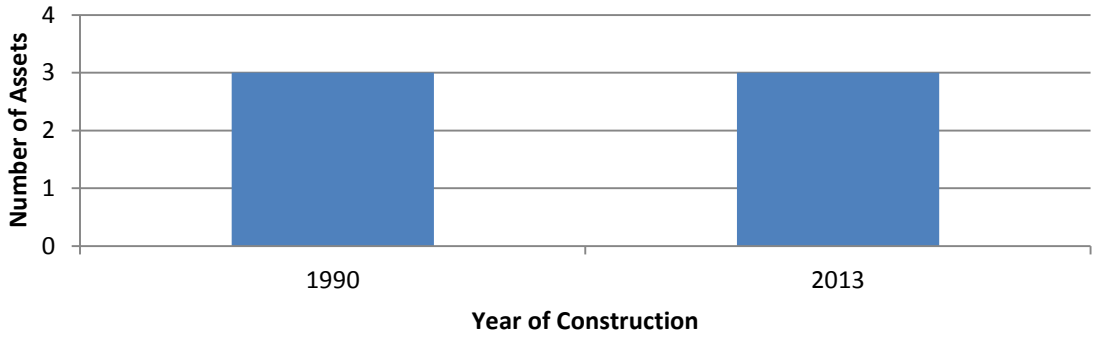



*Figure 10 – Parks & Facilities Count by Construction Year*

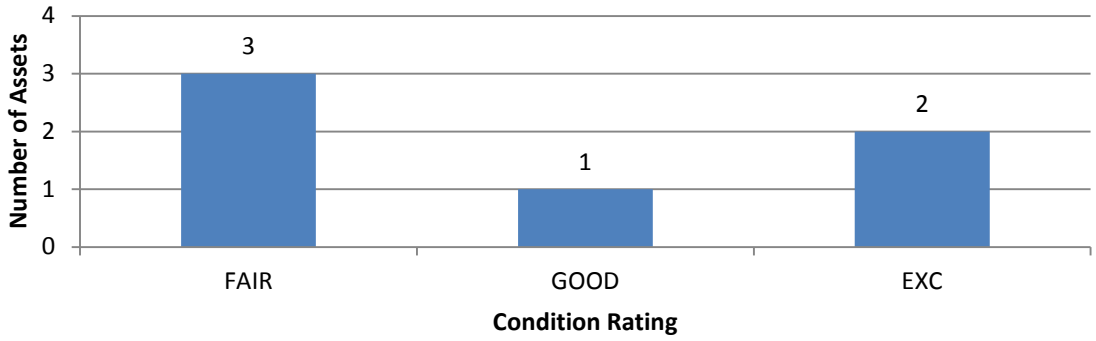



*Figure 11 – Parks & Facilities Count by Condition Rating*

### 3.4.3 POLICIES

In accordance with the guide, it is recommended that a data verification policy and condition assessment policy be established to outline when and how the infrastructure information is updated. Facilities should be reviewed on a 2 year cycle utilizing the inspection forms included in Appendix F of this report.

## 4.0 EXPECTED LEVELS OF SERVICE

Levels of Service are statements of performance criteria which provide an indication of the minimum acceptable standard for an asset.

Desired levels of service within the Township of Carling were developed in consultation with Township staff and through consideration of a number of documents and industry recognized standards to meet generally accepted levels of operation and safety. The target levels of service should be reviewed on a regular basis to determine if they are appropriate, and achievable. Consideration should be given to risk, and cost in the development of target levels of service.

### 4.1.1 RISK ASSESSMENT

All assets carry a level of risk for their users. Generally when conducting a risk assessment, two key factors that come into consideration are frequency of use and cost of improvement. Acceptable levels of risk may vary depending on the frequency of use of an asset. For example, if a rarely used asset and a frequently used asset do not meet today's minimum standards, the risk is higher for the frequently used asset and therefore, rehabilitation of this asset should be prioritized ahead of a rarely used substandard asset.

It is desirable to limit risk by replacing/improving the condition of all assets to meet today's minimum standards; however, the cost of doing so is not always feasible. The Municipality attempts to achieve a manageable level of risk by completion of condition reviews and prioritization of replacement/improvement projects.

### 4.1.2 PERFORMANCE MEASUREMENT

To optimize an Asset Management Plan and ensure target levels of service are appropriate, performance measures or indicators are established and should be reviewed on a regular basis. Performance measurement of the assets will provide an indication as to whether the rehabilitation and replacement strategies are effective or whether changes need to be made. Performance benchmarks for the various asset groups are described in the following sections.

## 4.2 ROADS

The Municipality has established a target level of service for roads by classifying road segments based on their surface type and estimated traffic volume. The municipal road network has been evaluated by Tulloch Engineering Inc. through completion of the 2013 Road Appraisals. In this plan, all road segments have been rated using the MTO Road Appraisal forms. The rating system utilized consists of a number 1

through 10 (where 10 represents a road in excellent or new condition, and a rating of 5 or less corresponding to poor condition).

The desired level of service for Municipal roads is to maintain an average condition rating of 7.0 for the entire road network. The goal of this level of service is to develop and maintain uniformity for users of the road network and to ensure that roads meet the minimum standards across the municipality.

The following strategies have been selected to achieve the target however as a general rule, when a roadway reaches a condition rating of 5 or less it is scheduled for improvement the following year.

1. Improvements to Poor condition roads (condition rating of 5 or less) with Average Annual Daily Traffic (AADT) count of 50 vehicles per day or more;
2. Hard-top surfacing of loose-top rural high traffic volume roads and of loose-top roads in urban and semi-urban environments;
3. Widening of critically substandard width roads;
4. Improvements to roads with other critical needs (eg. Grade raise of road in flood plain, poor sightlines at intersections, excessively steep grades);
5. Remaining improvements generally prioritized on the basis of condition rating;

These improvements and repairs were incorporated into the road condition inventory spreadsheets which project the condition of road segments over the next 10 years. The condition of a road will degrade with time; the rate of degradation is a function of the adequacy of the roads design, the quality of construction, the traffic volume it serves, the maintenance effort it receives and its surface type.

The performance of the road network should be evaluated by completing condition assessments on an annual basis; the actual condition ratings collected in 2018 should be compared to the projected ratings to determine whether or not the target level of service is being achieved. Adjustments to the plan should be made as necessary either by increasing the annual budget for road improvements, or by revising the target level of service.

### 4.3 STRUCTURES

Bridges and structural culverts consist of many different components with varying life expectancies. The overall condition of a bridge is evaluated by completing mandatory biennial (every 2 years) OSIM inspections which provide detailed condition ratings of all the components of each structure. The condition of the various components is described by one of four ratings:

- Excellent;
- Good;
- Fair; and
- Poor;

In general, components of a bridge are recommended for rehabilitation or repair once a large percentage reaches a condition of 'Poor'. If a number of components are rated poor, the structure is typically recommended for a major rehabilitation or replacement within a specified timeframe.

The desired level of service for municipal bridges has been established through review of the current OSIM inspection data. The target level of service for Municipal bridges is to maintain all bridges such that they do not require a load limit posting, and that the structure capacity is sufficiently serving the associated road traffic volume. This should be achieved by continuing to complete rehabilitation and repair recommendations outlined in the OSIM inspection within the suggested timeframes.

Condition ratings over the next ten (10) years have been forecast by making the following assumptions;

- Excellent → Component age is less than 5 years old;
- Good → Component age is less than half of its life expectancy;
- Fair → Component age is greater than ½ of its life expectancy;
- Poor → Component age is greater than ¾ of its life expectancy;
- Replace → Component age is beyond its life expectancy;

It should be noted that the results of the biennial inspections should be compared with the forecasted condition of the structure and should supersede the forecasted condition in all cases. Currently the Dillon Road Bridge requires some minor repairs to maintain its integrity. These repairs have been scheduled for completion in 2015. All rehabilitations and repairs shall be completed in accordance with the current Canadian Highway Bridge Design Code.

### 4.4 BUILDINGS

The overall condition of a building is evaluated by completing visual inspections which provide detailed condition ratings of all the components of each structure. The condition of the various components is described by one of four ratings:

- Excellent;
- Good;
- Fair; and
- Poor;

In general, components of a building are recommended for rehabilitation or repair once a large percentage reaches a condition of 'Poor'. If a number of components are rated poor, the structure is typically recommended for a major rehabilitation or replacement. Additionally, the performance measures can be evaluated as an effectiveness measure similar to that used in the Financial Information Returns, such that the number of buildings where the condition of primary components are rated good to very good is compared to the number of total buildings.

The target level of service for Municipal buildings is to maintain all buildings such that they do not restrict access, intended use, and provide for a safe user environment. This should be achieved by continuing to complete upkeep and maintenance on various building components as well as completing recommended repairs identified through annual inspections.

Achievement of the levels of service for the buildings can easily be determined by reviewing the performance of the existing infrastructure, i.e. is the building serving its intended purpose without restrictions? The municipality does not currently keep records of the number building service interruptions (leaking roof, broken HVAC systems etc.), however a policy should be implemented as part of the new asset management strategy.

### 4.5 PARKS & FACILITIES

Municipal Facilities support the recreational and leisure needs of both the residents of the Township and the large volume of tourists and seasonal residents. The desired level of service for the municipal facilities includes having a clean, safe space for all residents to make use of.

The most appropriate method of confirming the adequacy and user satisfaction/dissatisfaction with these facilities is through regular inspections. To supplement the results of inspections, the Township could send out user surveys for the residents of the Municipality on an annual basis to gather feedback.

Results of the surveys can be reviewed and considered for future planning purposes. Alternatively, the number of complaints received could be monitored with a target set for the maximum permissible.

Achievement of the desired levels of service for the facilities can easily be determined by reviewing the performance of the existing infrastructure, (i.e. is the facility serving its intended purpose without major interruptions in service?) The municipality does not currently keep records of the number service interruptions; however a policy should be implemented as part of the new asset management strategy. Confirming achievement of this level of service will require the Municipality to keep records and review them on an annual basis as a minimum.

# 5.0 ASSET MANAGEMENT STRATEGY

## 5.1 PLANNED ACTIONS & OPTION ANALYSIS

As referenced in the Guide, "*the asset strategy is the set of planned actions that will enable the assets to provide the desired levels of service in a sustainable way."* All assets have a limited life expectancy and to some degree the rate of deterioration can be estimated. A decision made at any point in time in the lifecycle of an asset has an effect on the remaining life and may have operational implications and related costs.

The following sections summarize the planned actions and option analysis for each asset type to maximize lifespan and minimize costs, in a sustainable way.

### 5.1.1 ROADS

Roads require regular roadside maintenance activities such as ditching and brushing to ensure adequate drainage of the road subgrade. Poor subgrade drainage will lead to premature deterioration of the road base which will directly impact the deterioration of the surface.

Maintenance of an asphalt road surface is typically completed through activities such as crack sealing or application of a slurry seal. These maintenance activities are generally not carried out in smaller Municipalities as they can be quite costly and require a large "volume" of work to make the activities economical to undertake. Surface treatment roads would receive an application of single course surface treatment overlay to extend its life, however if the road surface is uneven, the overlay will also be uneven. As such, these maintenance costs which may be possible depending on actual conditions at the time of rehabilitation or replacement were not evaluated at great length. Full pulverizing of the road top and resurfacing was considered for cost evaluation and projection of future costs.

Integrated infrastructure planning was considered, however the Township of Carling does not own any buried infrastructure beneath its roadways. Typically integrated infrastructure planning involves reviewing the condition of buried infrastructure along with the roadway to ensure that all failing infrastructure is replaced through the same project.

### 5.1.2 STRUCTURES

As with all assets, bridges and structural culverts require regular maintenance activities such as sweeping and pressure washing to clear winter sand buildup, painting, as well as debris removal to ensure proper flow hydraulics to minimize erosion and scouring potential.

Renewal and rehabilitation activities of bridge and structural culverts are carried out in accordance with the OSIM Inspections Forms, completed by or under the direction of a Professional Engineer on a biennial basis. These activities are typically evaluated by the Professional Engineer at the time to ensure the costs are economical.

Replacement activities are generally considered once maintenance, renewal and rehabilitation activities are no longer feasible or economical to undertake. As can be seen in the Capital Asset Summary in Appendix A, when replacement is considered, the replacement asset does not need to be identical to the existing asset, such as replacing a single lane concrete bridge with a double lane structural culvert. An increase in level of service should always be considered at the time of replacement.

### 5.1.3 BUILDINGS

As with all assets, buildings require regular maintenance activities such as cleaning, painting, repairs to roofs, and HVAC systems to maintain proper functioning of the asset. Renewal and rehabilitation activities of buildings should be carried out in accordance with the inspection recommendations.

The following maintenance practices should be employed on a regular basis to help prolong the lifespan of structure assets.

- Annual cleaning of drainage components (eaves trough, downspouts, etc.);
- Painting of deteriorating wood surfaces (decks, siding, etc.);
- Sealing of cracks in concrete surfaces;

Replacement activities are generally considered once maintenance, renewal and rehabilitation activities are no longer feasible or economical to undertake. As can be seen in the Capital Asset Summary - Appendix A, when replacement is considered, the replacement asset does not need to be identical to the existing asset, such as replacing older windows and doors with new more energy efficient ones.

### 5.1.4 FACILITIES

Facilities, like all other assets require regular maintenance activities such as trimming, cleaning and landscaping to maintain proper functioning of the asset. Renewal and rehabilitation activities of facilities should be carried out in accordance with the inspection recommendations.

The following maintenance practices should be employed annually to help prolong the lifespan of structure assets.

- Painting of deteriorating wood surfaces (decks, siding, docks, etc.);
- Sealing of cracks in concrete surfaces;

Replacement activities are generally considered once maintenance, renewal and rehabilitation activities are no longer feasible or economical to undertake. As can be seen in the Capital Asset Summary – Appendix A, when replacement is considered, the replacement asset does not need to be identical to the existing asset, such as replacing old docks with new docks that have greater longevity.

## 5.2 RISK ASSESSMENT

All assets carry a level of risk for the Municipality. The options above were not only evaluated based on the lifecycle costs and benefits, but also on the potential risks. Due to the uncertainty in assigning a reasonable estimate of probability and cost associated with a risk event, a qualitative approach was applied to the management plan of the assets.

The scheduling of asset improvements took into consideration the risk associated with the volume of use that the assets received. Acceptable levels of risk will vary depending on their frequency of use.

## 5.3 PROCUREMENT METHODS

The Municipality currently has procurement by-laws in place for use when considering various projects; however, additional investigations and discussions could be undertaken to pool resources with neighboring municipalities. The creation of an amalgamated tender would allow for a higher volume of service by a supplier, which would reduce the overall cost per municipality. This approach would be applicable to road resurfacing projects which are short duration and easily divisible by municipality.

### 5.4 SCHEDULE OF PRIORITIES

This Asset Management Plan identifies the schedule of projects based on asset type for the next ten years. Options were considered for each type of asset as outlined above, with the options being evaluated for risk and lifecycle costs.

The following is a schedule of priorities by asset type as presented in the Capital Asset Summary found in Appendix A.

#### 5.4.1 ROADS

| Year | Asset ID | Asset Name |
|---|---|---|
| 2014 | CAR – RD – 425 | Pengally Bay Road No. 2 |
| 2015 | CAR – RD – 175 | Blind Bay Road |
| 2016 | CAR – RD – 475 | Remy Bay Road |
| 2017 | CAR – RD – 575 | Snug Harbour Road |
| 2018 | CAR – RD – 250 | Dillon Road |

** Note – The availability of funding will determine the extent of the reconstruction on these roads.

#### 5.4.2 STRUCTURES

| Year | Asset ID | Asset Name |
|---|---|---|
| 2015 | CAR – BR – 002 | Dillon Road Bridge |

#### 5.4.3 BUILDINGS

| Year | Asset ID | Asset Name |
|---|---|---|
| 2015 | CAR – BLD – 007 | Old Municipal Complex |

** Note – Old municipal complex is tentatively planned to be renovated and re-used as the new Fire Hall.

### 5.4.4 PARKS & FACILITIES

| Year | Asset ID | Asset Name |
|---|---|---|
| 2014 | CAR – FAC – 001 | Carling Rink |
| 2014 | CAR – FAC – 004 | Pengally Bay Boat Launch/Docks |
| 2015 | CAR – FAC – 005 | Blind Bay Boat Launch/Docks |

## 6.0 FINANCING STRATEGY

Establishment of a financial plan is critical to the successful implementation of an asset management plan. The following section summarizes the Municipal expenditures over the past three years and details the financial commitment required in order to keep the Municipal infrastructure at acceptable levels of service.

In conjunction with developing the Asset Management Plan, the replacement cost of all the Municipality's assets was estimated. Replacement costs for linear assets were generated through use of local competitive bid construction costs for projects of similar scope and size. Replacement costs for non-linear assets such as buildings, bridges, and facilities were estimated using recent purchase prices and construction costs for major components (buildings, and bridges).

The total replacement cost of the Municipality's assets was calculated to be approximately 35.0 million dollars (2013 Dollars). A breakdown of the total replacement costs is provided in the schematic below.

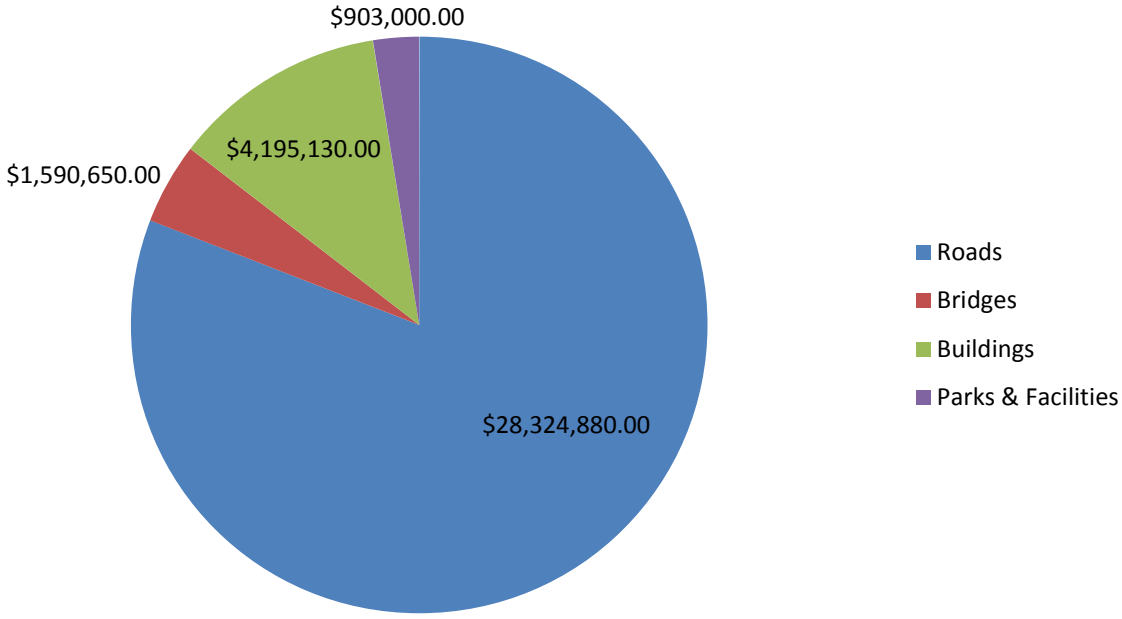



*Figure 13 – 2013 Asset Replacement Costs ($35.0M)*

The Municipality is not required to budget for the full replacement value of all its assets, as portions of assets only require an initial investment followed by further re-investment to maintain acceptable levels of service.

It was also calculated that the annual reinvestment should be an average of $ 0.66 million per year into various assets as they reach their maximum potential useful lives, in order to sustain existing services at an appropriate level of service.

The figure presented below provides a forecast of the required annual expenditures into Municipal infrastructure for the 10-year period of 2014 through 2023.

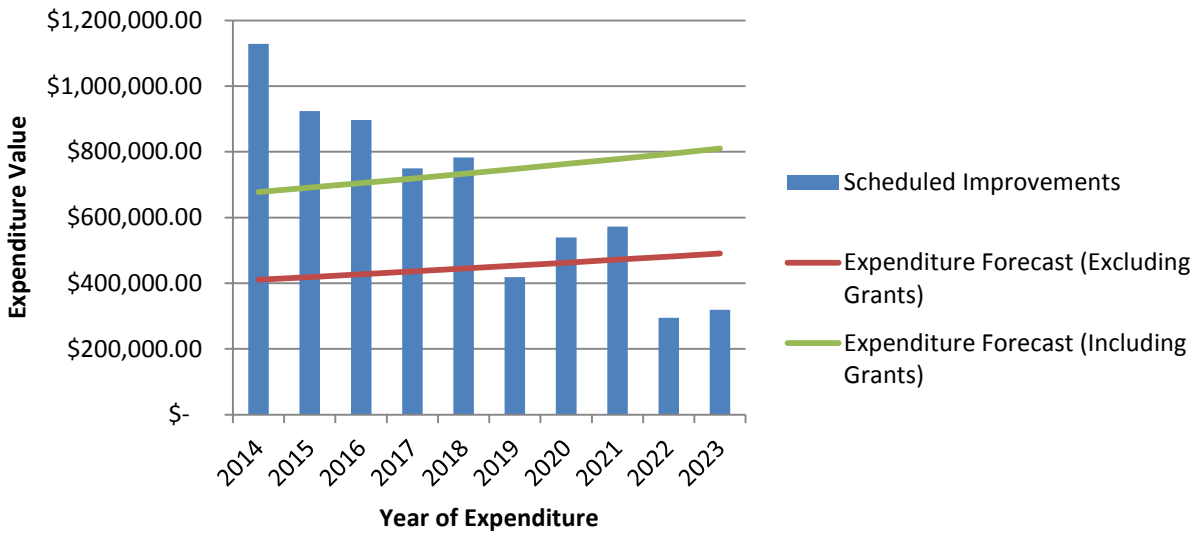



*Figure 14 – Municipal Assets – 10 Year Capital Expenditures*

Over the past three years, the Municipality has invested approximately $ 5,203,257.28 into the renewal and replacement of assets. The table presented below describes the budgets over the past three years and details the source of the monies allocated to each.

| Source | | | | | |
|---|---|---|---|---|---|
| | 2010 | 2011 | 2012 | Now | Future |
| Municipal Funds | $ 46,323.00 | $ 65,821.00 | $ 129,421.00 | $ 238,186.00 | $ 47,535.00 |
| Grants | $ 1,686,798.00 | - | - | $ 41,687.00 | $ 187,719.00 |
| User Fee's | - | - | $ 166,071.00 | | |
| Debentures | $ 1,250,000.00 | $ 619,334.00 | $ 1,239,490.67 | $ 1,177,930.00 | $ 424,746.00 |
| **TOTAL** | **$ 2,983,121.00** | **$ 685,153.61** | **$ 1,534,982.97** | **$ 1,457,803.00** | **$ 660,000.00** |

The following sections present a more detailed breakdown of the required reinvestment for each of the asset groups included in this comprehensive asset management plan.

### 6.1 ROADS

Reinvestment in the municipality's roads is a required expenditure to maintain an acceptable average condition rating for the entire road network. It was calculated that the Municipality should be reinvesting an average of $ 570,000.00 per year to resurface and reconstruct road infrastructure.

The figure presented below provides a forecast of the required annual expenditures into roadway infrastructure for the 10-year period of 2014 through 2023.

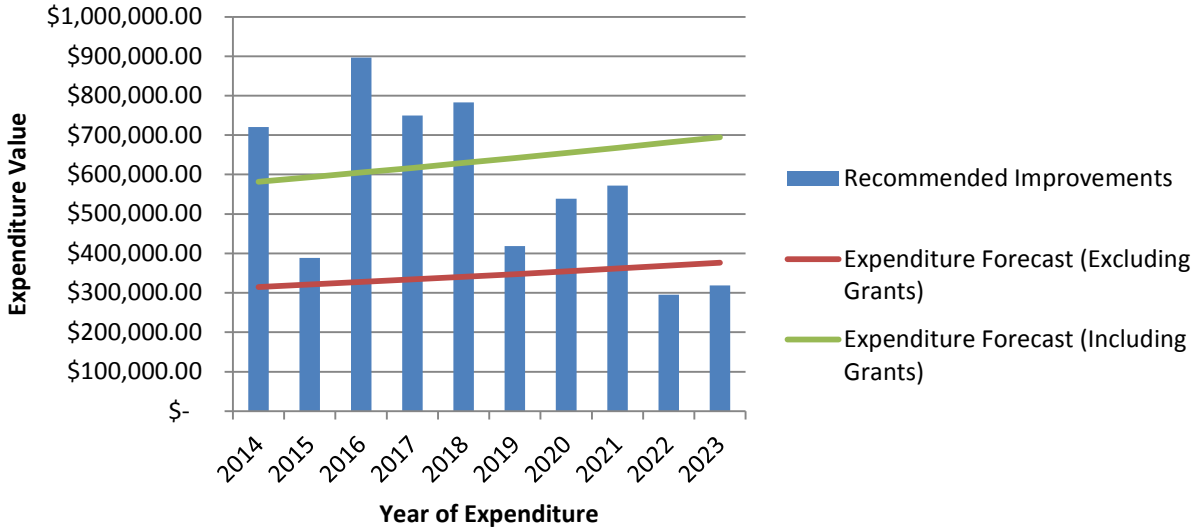



*Figure 15 – Road Infrastructure – 10 Year Capital Expenditures*

Over the past three years, the Municipality has invested approximately $ 3.82 million into capital roadway projects. The table below details the source of all funds contributing to capital roadway projects.

| Source | | | | | |
|---|---|---|---|---|---|
| | 2010 | 2011 | 2012 | Now | Future |
| Municipal Funds | - | $ 4,597.00 | - | $ 94,504.00 | $ 13,676.00 |
| Grants | $ 1,686,798.00 | - | $ 166,071.00 | $ 41,687.00 | $ 261,450.00 |
| User Fee's | - | - | - | - | - |
| Debentures | $ 1,250,000.00 | - | $ 708,824.00 | $ 177,930.00 | $ 294,874.00 |
| **TOTAL** | **$ 2,936,798.00** | **$ 4,597.00** | **$ 874,895.00** | **$ 314,121.00** | **$ 570,000.00** |

A commitment by the Municipality to contribute the required reinvestment into roadway projects will ensure that the road network remains at the established level of service. Failure to make an annual

contribution will result in the road network quickly deteriorating below the acceptable level of service. In the unlikely event that the Municipality contributed no funds towards roadway capital projects, it would take only five years for the condition of the road network to deteriorate to an average condition of less than 5.0 (poor). The table below shows the effect of contributing no effort to road rehabilitation.

| | LENGTH (km) | 2013 Weighted Average Condition | 2018 Weighted Average Condition (No Improvements) |
|---|---|---|---|
| **GRAVEL** | **26.2** | **6.4** | **3.9** |
| 0-49 | 11.7 | 6.9 | 4.4 |
| 50-199 | 14.5 | 6.0 | 3.5 |
| **L.C.B.** | **52.9** | **7.8** | **4.3** |
| 0-49 | 14.6 | 7.4 | 3.9 |
| 50-199 | 16.6 | 8.5 | 5 |
| 200-399 | 16.6 | 7.7 | 4.2 |
| 400-999 | 5.1 | 7.0 | 3.5 |
| **H.C.B.** | **9.5** | **9.0** | **7.75** |
| 0-49 | 0.6 | 5.2 | 3.95 |
| 50-199 | 0.1 | 7.0 | 5.75 |
| 200-399 | 2.9 | 9.7 | 8.45 |
| 400-999 | 2.1 | 9.0 | 7.75 |
| 1000+ | 3.8 | 9.0 | 7.75 |
| **Grand Total** | **88.6** | **7.5** | **4.55** |

### 6.2 STRUCTURES

Reinvestment in the municipality's bridges and culverts is a required expenditure to maintain their structural integrity for the future. Through completion of the 2013 OSIM inspection, some minor rehabilitation work on the Dillion Road Bridge was identified and is scheduled for completion during 2015. Currently there is no requirement to make a large capital investment into the municipal structures, however some minor repairs are required.

The figure presented below provides a forecast of the required annual expenditures into bridge and culvert infrastructure for the 10-year period of 2014 through 2023.

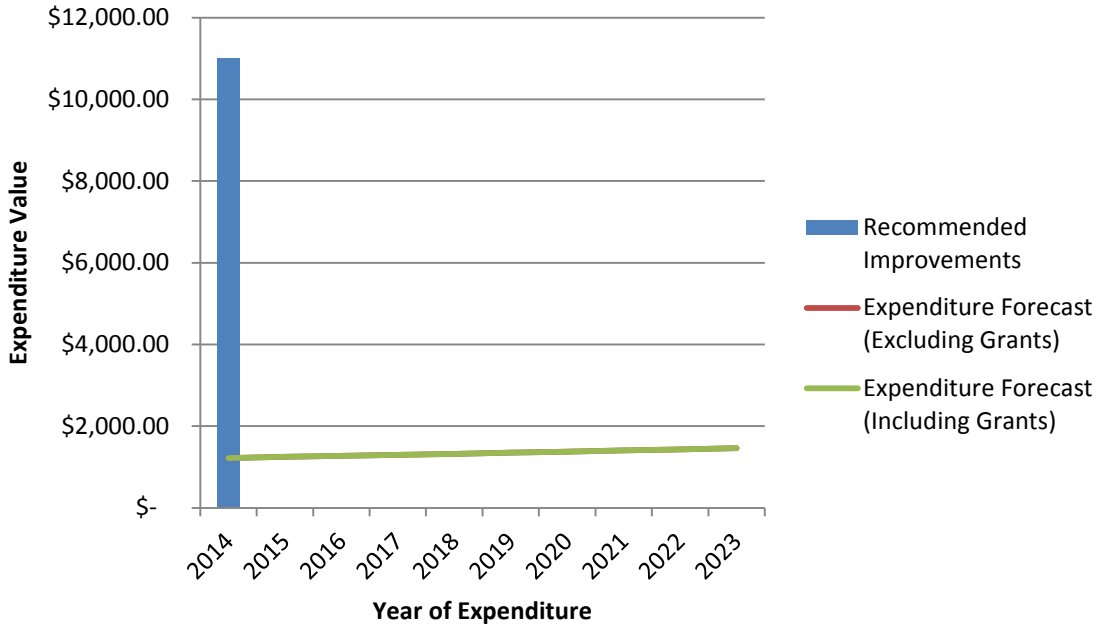



*Figure 16 – Bridge Infrastructure – 10 Year Capital Expenditures*

Over the past three years, the Municipality has not invested into capital bridge and culvert projects. The table below details the source and value of all funds for the next year.

| Source | | | | | |
|---|---|---|---|---|---|
| | 2010 | 2011 | 2012 | Now | Future |
| Municipal Funds | - | - | - | - | $ 1,200.00 |
| Grants | - | - | - | - | - |
| User Fee's | - | - | - | - | - |
| Debentures | - | - | - | - | - |
| **TOTAL** | **-** | **-** | **-** | **-** | **$ 1,200.00** |

- Note: $ 1,200 is the 10-year average – work may be completed all at once thereby requiring a larger one time expenditure.

### 6.3 BUILDINGS

Reinvestment in the municipality's buildings is a required expenditure to maintain their structural integrity for the future as well as ensure the comfort of their users. Building assets support services such as recreation and culture, protection (fire) and also support many administrative functions that are required to provide all services the Municipality provides. The Township's has plans to complete one major building infrastructure project (Old Municipal Office Renovations) in the next ten years. This project will involve a one-time expenditure of approximately $ 0.5 million dollars. Continuation of regular maintenance and upkeep to the existing buildings is also required however this type of work is not considered to be a capital expenditure.

The figure presented below provides a forecast of the required annual expenditures into municipal buildings for the 10-year period of 2014 through 2023.

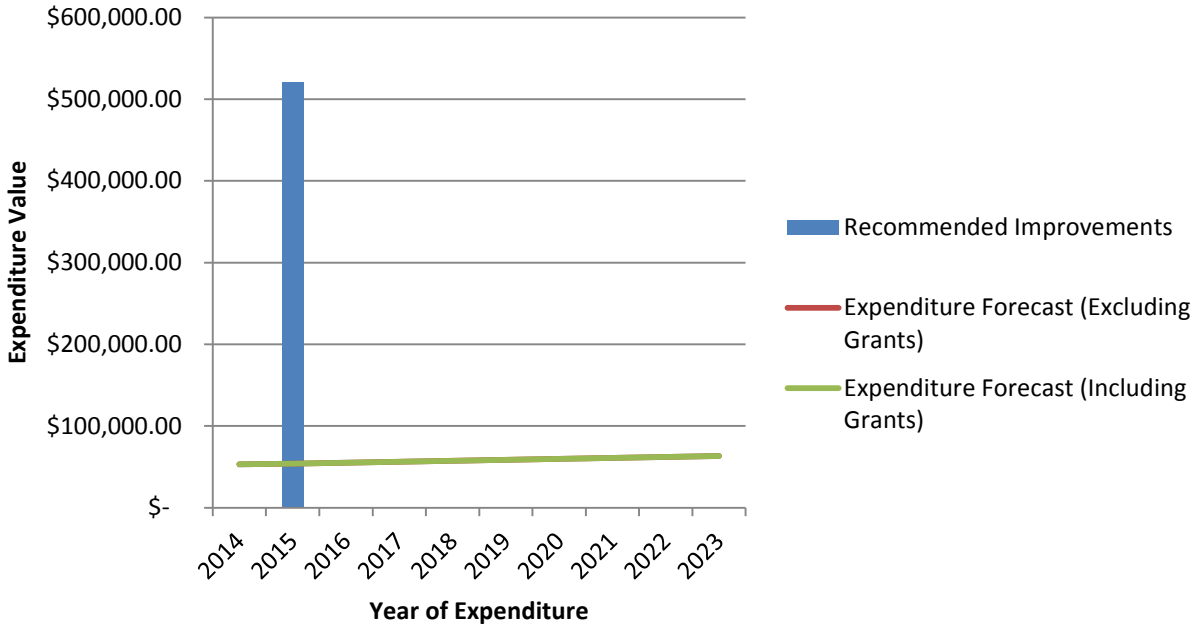



*Figure 17 – Building Infrastructure – 10 Year Capital Expenditures*

Over the past three years, the Municipality has invested approximately $ 1.31 million into new buildings, major repairs and replacements of building components. The table below details the source and value of all funds contributing to these capital projects.

| Source | | | | | |
|---|---|---|---|---|---|
| | 2010 | 2011 | 2012 | Now | Future |
| Municipal Funds | $ 46,323.00 | $ 61,223.00 | $ 52,459.00 | $ 34,388.00 | $ 4,312.00 |
| Grants | - | - | - | - | - |
| User Fee's | - | - | - | - | - |
| Debentures | - | $ 619,333.61 | $ 530,667.67 | $ 1,000,000.00 | $ 47,688.00 |
| **TOTAL** | **$ 46,323.00** | **$ 680,556.61** | **$ 583,125.67** | **$ 1,034,388.00** | **$ 52,000.00** |

A commitment by the Municipality to contribute the required reinvestment into existing buildings will ensure that the infrastructure retains in structural integrity and can continue to serve its intended use.

### 6.4 FACILITIES

Reinvestment in the municipality's parks and facilities is a required expenditure to maintain appropriate service levels for users. The Township's has plans to complete one major facility infrastructure project (Carling Rink Roof) in the next ten years. This project will involve a one-time expenditure of approximately $ 0.4 million dollars. Continuation of regular maintenance and upkeep to the existing facilities is also required however this type of work is not considered to be a capital expenditure.

The figure presented below provides a forecast of the required annual expenditures into municipal buildings for the 10-year period of 2014 through 2023.

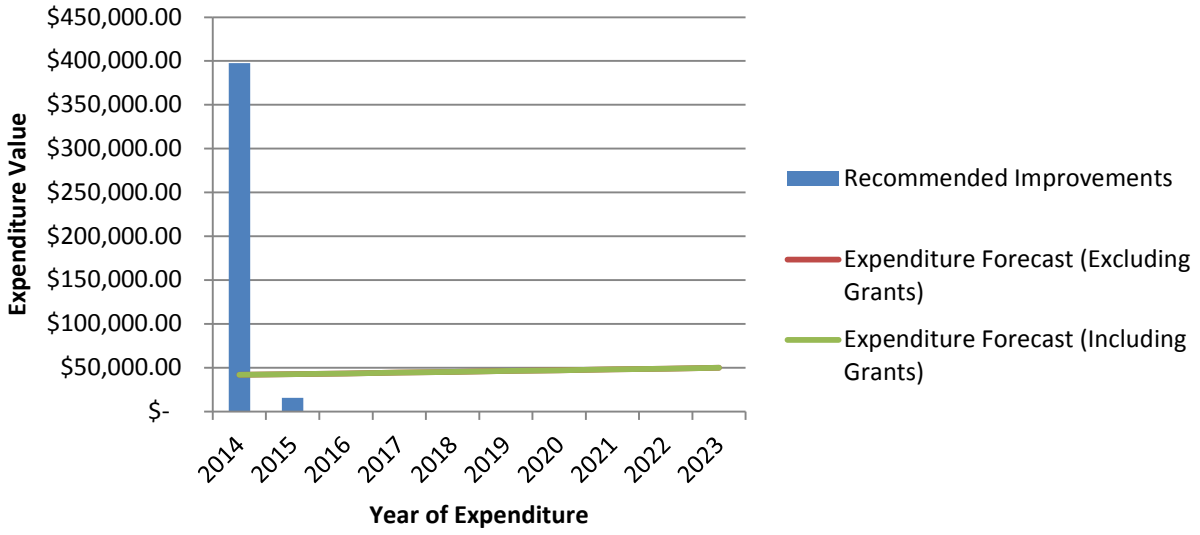



*Figure 18 –Park and Facility Infrastructure – 10 Year Capital Expenditures*

Over the past three years, the Municipality has invested approximately $ 76,962.00 into new facilities, upgrades, repairs and replacements of components. The table below details the source and value of all funds contributing to these capital projects.

| **Source** | | | | | |
|---|---|---|---|---|---|
| | 2010 | 2011 | 2012 | Now | Future |
| Municipal Funds | - | - | $ 76,962.00 | $ 109,294.00 | $ 41,000.00 |
| Grants | - | - | - | | |
| User Fee's | - | - | - | | |
| Debentures | - | - | - | | |
| **TOTAL** | **-** | **-** | **$ 76,962.00** | **$ 109,294.00** | **$ 41,000.00** |

A commitment by the Municipality to contribute the required reinvestment into existing parks and facilities will ensure that the existing infrastructure is kept in a satisfactory condition to adequately serve its intended use. Failure to make an annual contribution will result in the condition of the parks deteriorating below the acceptable standards whereby the users safety end enjoyment will be jeopardized.

## 7.0 CLOSURE

This comprehensive asset management plan will require on-going updates, and improvements to the methodologies of data collection for developing more accurate inventory information. The ability for the Municipality to leverage its knowledge of infrastructure and by applying the best Asset Management practices at the time will result in very positive improvements in municipal infrastructure. This document will also provide the means to effectively apply for external funding opportunities as they may become available.

The municipality has significant backlog of projects, the implementation of this plan will require the Municipality to find additional funds from various. Continued contribution of municipal funds, as well as contributions from Government grants into capital projects will help ensure the sustainability of the Municipality's infrastructure assets for years to come.

### QUALIFICATIONS

This comprehensive asset management plan has been prepared for the exclusive use of the Township of Carling by Tulloch Engineering Inc. This plan is intended to be a living document, updated on an annual basis to project future costs and expenditures on a planning basis only. This plan is not intended to establish annual budgets but rather act a guide to identify the priority projects. All cost projections presented in this report must be verified through detailed cost estimation at time of consideration for the works and subsequent budgeting.

### ACKNOWLEDGEMENT OF SUPPORT

The Township of Carling acknowledges the financial support of the Ontario Ministry of Agriculture, Food and Rural Affairs in the preparation of this comprehensive asset management plan. The views expressed in this plan are the views of the Township of Carling and do not necessarily reflect those of Ontario Ministry of Agriculture, Food and Rural Affairs.

## 8.0 DEFINITIONS

**AMP** – Asset Management Plan

**AADT** – Average Annual Daily Traffic Count

**Expenditure Forecast** – Average Annual Historic Expenditure projected over 10 years with inflation;

**Guide** – Ministry of Infrastructure – *Building Together – Guide for Municipal Asset Management Plans*

**HCB –** High Class Bituminous Surface (Hot Mix Asphalt)

**Historic Expenditure** – Average of expenditures made over the past three years

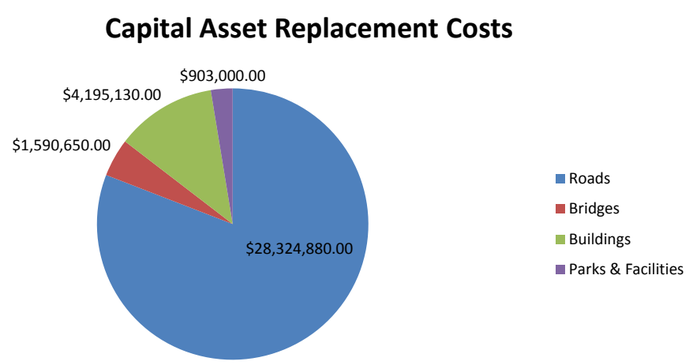
**LCB** – Low Class Bituminous Surface (Surface Treatment)

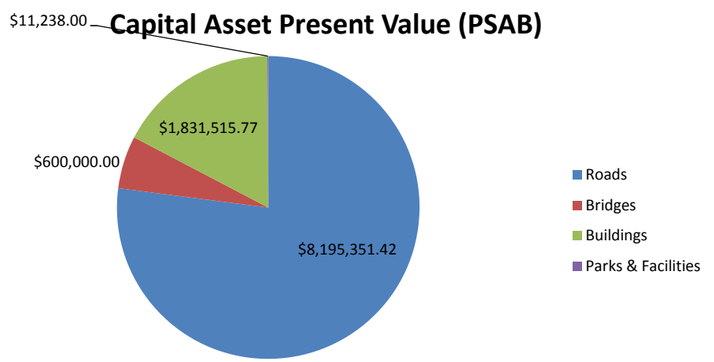
**OSIM** – Ontario Structure Inspection Manual Bridge Inspections

# APPENDIX A

| | |
|---|---|
| 2014 | Reporting Year Start |
| 2013 | Benchmark Cost Reference Year |
| 2% | Inflation Rate |

| Asset Type | Task | Net Asset Value (PSAB) | 2013 Replacement Value | Improvement Investment Forecast | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| Roads | Scheduled Improvements | $ 8,195,351.42 | $ 28,324,880.00 | $ 720,071.55 | $ 388,581.60 | $ 896,454.40 | $ 749,724.99 | $ 783,050.82 | $ 418,594.57 | $ 539,055.21 | $ 572,355.61 | $ 294,907.02 | $ 319,047.41 |
| Bridges | Scheduled Improvements | $ 600,000.00 | $ 1,590,650.00 | $ 11,000.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Buildings | Scheduled Improvements | $ 1,831,515.77 | $ 4,195,130.00 | $ - | $ 520,200.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Parks & Facilities | Scheduled Improvements | $ 11,238.00 | $ 903,000.00 | $ 397,500.00 | $ 15,606.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | **TOTAL** | **$ 10,638,105.19** | **$ 35,013,660.00** | | | | | | | | | | |
| | **Recommended Annual Improvement Expenditure** | | | **$ 1,128,571.55** | **$ 924,387.60** | **$ 896,454.40** | **$ 749,724.99** | **$ 783,050.82** | **$ 418,594.57** | **$ 539,055.21** | **$ 572,355.61** | **$ 294,907.02** | **$ 319,047.41** |



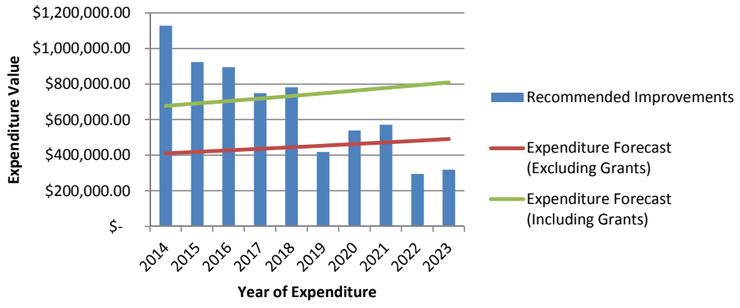



Financial Forecast Summary (Using 2014 Data)

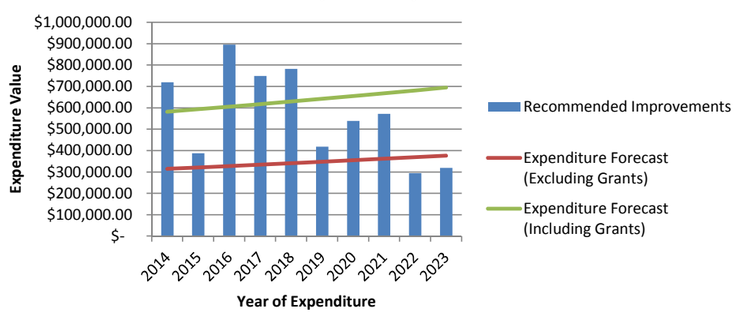
| Asset Type | Notes | 2014 Investment | Excluding Grants | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| Roads | | $ 308,550.00 | $ 314,721.00 | $ 321,015.42 | $ 327,435.73 | $ 333,984.44 | $ 340,664.13 | $ 347,477.41 | $ 354,426.96 | $ 361,515.50 | $ 368,745.81 | $ 376,120.73 |
| Structures | | $ 1,200.00 | $ 1,224.00 | $ 1,248.48 | $ 1,273.45 | $ 1,298.92 | $ 1,324.90 | $ 1,351.39 | $ 1,378.42 | $ 1,405.99 | $ 1,434.11 | $ 1,462.79 |
| Buildings | | $ 52,000.00 | $ 53,040.00 | $ 54,100.80 | $ 55,182.82 | $ 56,286.47 | $ 57,412.20 | $ 58,560.45 | $ 59,731.65 | $ 60,926.29 | $ 62,144.81 | $ 63,387.71 |
| Parks & Facilities | | $ 41,000.00 | $ 41,820.00 | $ 42,656.40 | $ 43,509.53 | $ 44,379.72 | $ 45,267.31 | $ 46,172.66 | $ 47,096.11 | $ 48,038.03 | $ 48,998.80 | $ 49,978.77 |
| **Total Annual Investment (Excluding Grants)** | | **$ 402,750.00** | **$ 410,805.00** | **$ 419,021.10** | **$ 427,401.52** | **$ 435,949.55** | **$ 444,668.54** | **$ 453,561.91** | **$ 462,633.15** | **$ 471,885.82** | **$ 481,323.53** | **$ 490,950.00** |

| Asset Type | Notes | 2014 Investment | Including Grants | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| Roads | | $ 570,000.00 | $ 581,400.00 | $ 593,028.00 | $ 604,888.56 | $ 616,986.33 | $ 629,326.06 | $ 641,912.58 | $ 654,750.83 | $ 667,845.85 | $ 681,202.76 | $ 694,826.82 |
| Structures | | $ 1,200.00 | $ 1,224.00 | $ 1,248.48 | $ 1,273.45 | $ 1,298.92 | $ 1,324.90 | $ 1,351.39 | $ 1,378.42 | $ 1,405.99 | $ 1,434.11 | $ 1,462.79 |
| Buildings | | $ 52,000.00 | $ 53,040.00 | $ 54,100.80 | $ 55,182.82 | $ 56,286.47 | $ 57,412.20 | $ 58,560.45 | $ 59,731.65 | $ 60,926.29 | $ 62,144.81 | $ 63,387.71 |
| Parks & Facilities | | $ 41,000.00 | $ 41,820.00 | $ 42,656.40 | $ 43,509.53 | $ 44,379.72 | $ 45,267.31 | $ 46,172.66 | $ 47,096.11 | $ 48,038.03 | $ 48,998.80 | $ 49,978.77 |
| **Total Annual Investment (including Grants)** | | **$ 664,200.00** | **$ 677,484.00** | **$ 691,033.68** | **$ 704,854.35** | **$ 718,951.44** | **$ 733,330.47** | **$ 747,997.08** | **$ 762,957.02** | **$ 778,216.16** | **$ 793,780.48** | **$ 809,656.09** |

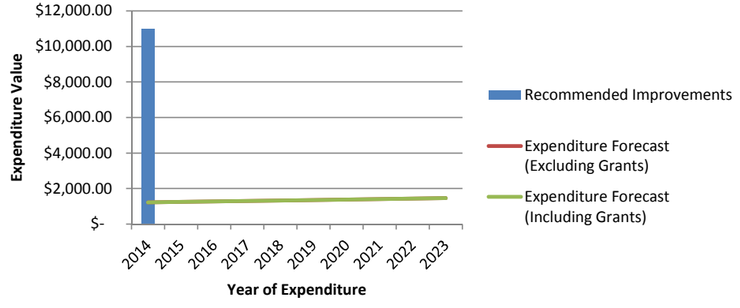
## Municipal Assets
## 10-Year Capital Expenditures



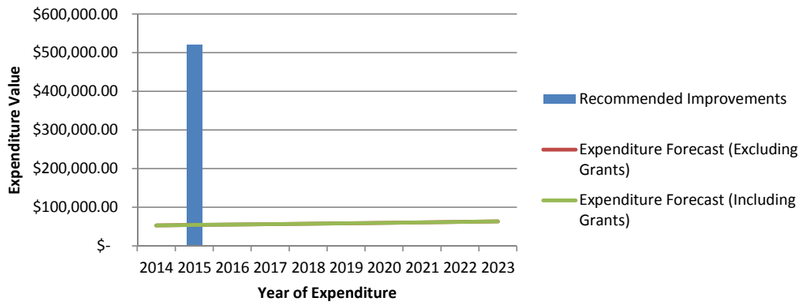

## Road Infrastructure
## 10-Year Capital Expenditures



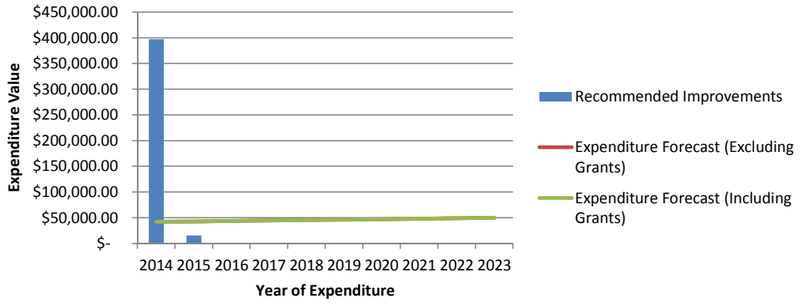

## Bridge Infrastructure
## 10-Year Capital Expenditures




## Building Infrastructure
## 10-Year Capital Expenditures




## Parks and Facilities
## 10-Year Capital Expenditures



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2014 | Reporting Year Start | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2013 | Benchmark Cost Reference Year | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 0% | Inflation Rate | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **ASSET NAME & NUMBER** | | | **ASSET CLASS** | **ACQUISITION** | | | **CONDITION ASSESSMENT** | | | | **DEPRECIATING CONDITION (WITH IMPROVMENTS)** | | | | | | | | | | | **2013 COSTS** | | | **NEEDS** | | | | | | | | |
| **ASSET ID** | **MUNICIPAL ID** | **ASSET NAME** | **MAJOR CLASS** | **CONSTUCTED YEAR** | **IMPROVMENT YEAR** | **DATE REVIEWED (M-Y)** | **CONDITION** | **EXPECTED USEFUL LIFE (YEARS)** | **KNOWN IMPROVEMENTS** | **KNOWN COSTS** | **2014** | **2015** | **2016** | **2017** | **2018** | **2019** | **2020** | **2021** | **2022** | **2023** | **UNIT RATE** | **UNITS** | **REPLACEMENT** | **2014** | **2015** | **2016** | **2017** | **2018** | **2019** | **2020** | **2021** | **2022** | **2023** |
| **CAR - BR - 001** | **-** | **Dillon Road Bridge** | **Bridge** | **1989** | **2014** | **-** | **GOOD** | **75** | **2014** | **$ 11,000.00** | EXC | EXC | EXC | EXC | EXC | GOOD | GOOD | GOOD | GOOD | GOOD | | **L.S** | **$ 445,700.00** | **$ 11,000.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **CAR - BR - 002** | **-** | **Nobel Road Bridge** | **Bridge** | **2011** | **2011** | **-** | **EXC** | **75** | | **$ -** | EXC | EXC | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | | **L.S** | **$ 1,144,950.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| | | | | | | | | | | | | | | | | | | | | | | TOTAL 2013 Replacement Cost | | **$ 1,590,650.00** | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | Annual Improvement Investment | | **$ 11,000.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2014 | Reporting Year Start | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2013 | Benchmark Cost Reference Year | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2% | Inflation Rate | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ASSET NAME & NUMBER | | ACQUISITION | | CONDITION ASSESSMENT | | | | DEPRECIATING CONDITION (WITH IMPROVMENTS) | | | | | | | | | | 2013 COSTS | | | NEEDS | | | | | | | | | | |
| ASSET ID | MUNICIPAL ID | ASSET NAME | CONSTUCTED YEAR | IMPROVMENT YEAR | 2013 CONDITION | EXPECTED USEFUL LIFE (YEARS) | KNOWN IMPROVEMENTS | KNOWN COSTS | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | UNIT RATE | UNITS | REPLACEMENT | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| CAR - BLD - 001 | - | Municipal Office | 2012 | 2012 | EXC | 75 | | | EXC | EXC | EXC | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | | | $ 734,675.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| CAR - BLD - 002 | - | Public Works Garage | 2013 | 2013 | EXC | 75 | | | EXC | EXC | EXC | EXC | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | | | $ 1,009,945.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| CAR - BLD - 003 | - | Fabric Salt Dome | 2010 | 2010 | EXC | 75 | | | EXC | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | | | $ 105,000.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| CAR - BLD - 004 | - | Sand Storage Building | 1990 | 1990 | GOOD | 75 | | | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | | | $ 225,000.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| CAR - BLD - 005 | - | Fire Hall | 1996 | 1996 | FAIR | 75 | | | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | | | $ 557,185.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| CAR - BLD - 006 | - | Recreation Hall | 1982 | 1982 | GOOD | 75 | | | GOOD | GOOD | GOOD | GOOD | GOOD | GOOD | FAIR | FAIR | FAIR | FAIR | | | $ 878,680.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| CAR - BLD - 007 | - | Old Municipal Office/Garage | 1981 | 2015 | FAIR | 75 | 2015 | $ 500,000.00 | | EXC | EXC | EXC | EXC | EXC | GOOD | GOOD | GOOD | GOOD | | | $ 684,645.00 | $ - | $ 520,200.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | | | | | | | | | | | | | TOTAL 2013 Replacement Cost | | | $ 4,195,130.00 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | Annual Improvement Investment | | | $ - | $ 520,200.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

Carling - 15 Year Capital Roads Plan
Updated 2022

| | | | | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Next Year/Type/Road** | **KM** | **Last Year** | **Prior Yr-InComplete** | **Year 1** | **Year 2** | **Year 3** | **Year 4** | **Year 5** | **Year 6** | **Year 7** | **Year 8** | **Year 9** | **Year 10** | **Year 11** | **Year 12** | **Year 13** |
| **2020** | | | | | | | | | | | | | | | | |
| **GRAVEL** | | | | | | | | | | | | | | | | |
| Fred Dubie Rd | 1.0 | 2010 | $32,987 | $0 | $0 | $0 | $0 | $0 | $0 | $37,521 | $0 | $0 | $0 | $0 | $0 | $0 |
| Fred Dubie Rd (E - Fork) | 0.3 | 2010 | $9,055 | $0 | $0 | $0 | $0 | $0 | $0 | $6,867 | $0 | $0 | $0 | $0 | $0 | $0 |
| Fred Dubie Rd (W - Fork) | 0.4 | 2010 | $12,289 | $0 | $0 | $0 | $0 | $0 | $0 | $9,319 | $0 | $0 | $0 | $0 | $0 | $0 |
| **2021** | | | | | | | | | | | | | | | | |
| **GRAVEL** | | | | | | | | | | | | | | | | |
| Carling Station Rd | 1.6 | 0 | $0 | $38,808 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $47,595 | $0 | $0 |
| Ritchie Dr. | 0.7 | 2015 | $0 | $47,569 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $30,077 | $0 | $0 |
| **H.C.B.** | | | | | | | | | | | | | | | | |
| Dillon Road | 9.5 | 2013 | $0 | $3,515,550 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| **2022** | | | | | | | | | | | | | | | | |
| **L.C.B.** | | | | | | | | | | | | | | | | |
| Blairs Landing Road | 2.5 | 2014 | $0 | $0 | $206,591 | $0 | $0 | $0 | $0 | $0 | $0 | $66,117 | $0 | $0 | $0 | $0 |
| Brooks Landing Road | 0.9 | 2013 | $0 | $0 | $14,444 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $59,442 | $0 | $0 | $0 |
| Harrison Landing Road | 0.5 | 2015 | $0 | $0 | $36,902 | $0 | $0 | $0 | $0 | $0 | $0 | $11,901 | $0 | $0 | $0 | $0 |
| Mill Road | 0.6 | 2012 | $0 | $0 | $12,839 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $53,205 | $0 | $0 | $0 |
| Sawdust Bay Rd. N. | 0.5 | 2014 | $0 | $0 | $11,127 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $46,111 | $0 | $0 | $0 |
| Sawdust Bay Rd. S | 0.3 | 2014 | $0 | $0 | $6,420 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $26,603 | $0 | $0 | $0 |
| **2023** | | | | | | | | | | | | | | | | |
| **GRAVEL** | | | | | | | | | | | | | | | | |
| Beech Avenue | 0.6 | 2008 | $0 | $0 | $0 | $16,121 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Donna Dr. | 0.3 | 2013 | $0 | $0 | $0 | $7,556 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Richmonds Rd. | 0.5 | 2013 | $0 | $0 | $0 | $13,992 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $17,160 |
| **L.C.B.** | | | | | | | | | | | | | | | | |
| Christie Road | 0.4 | 2016 | $0 | $0 | $0 | $30,877 | $0 | $0 | $0 | $0 | $0 | $0 | $9,951 | $0 | $0 | $0 |
| Deep Bay Dr. | 0.2 | 2010 | $0 | $0 | $0 | $3,271 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $13,460 | $0 | $0 |
| Dent Bay Rd | 0.2 | 2010 | $0 | $0 | $0 | $2,907 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $11,965 | $0 | $0 |
| Indian Grove | 0.4 | 2016 | $0 | $0 | $0 | $28,501 | $0 | $0 | $0 | $0 | $0 | $0 | $9,121 | $0 | $0 | $0 |
| Iroquois Dr. | 0.2 | 2016 | $0 | $0 | $0 | $12,955 | $0 | $0 | $0 | $0 | $0 | $0 | $4,146 | $0 | $0 | $0 |
| Islandview Dr. | 0.6 | 2016 | $0 | $0 | $0 | $39,409 | $0 | $0 | $0 | $0 | $0 | $0 | $12,612 | $0 | $0 | $0 |
| Littles Lane | 0.8 | 2016 | $0 | $0 | $0 | $61,753 | $0 | $0 | $0 | $0 | $0 | $0 | $19,901 | $0 | $0 | $0 |
| Matthew Bay Dr. | 0.1 | 2016 | $0 | $0 | $0 | $6,866 | $0 | $0 | $0 | $0 | $0 | $0 | $2,197 | $0 | $0 | $0 |
| Old Carling Road | 0.3 | 2016 | $0 | $0 | $0 | $17,489 | $0 | $0 | $0 | $0 | $0 | $0 | $5,597 | $0 | $0 | $0 |
| Parkway Dr. | 0.2 | 2010 | $0 | $0 | $0 | $3,053 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $12,563 | $0 | $0 |
| Pine Valley Dr. | 0.4 | 2016 | $0 | $0 | $0 | $24,355 | $0 | $0 | $0 | $0 | $0 | $0 | $7,795 | $0 | $0 | $0 |
| Ramsay Rd. N. | 0.5 | 2016 | $0 | $0 | $0 | $34,398 | $0 | $0 | $0 | $0 | $0 | $0 | $12,438 | $0 | $0 | $0 |
| Ramsay Road S. | 0.4 | 2016 | $0 | $0 | $0 | $26,367 | $0 | $0 | $0 | $0 | $0 | $0 | $9,453 | $0 | $0 | $0 |
| Ridgeway Dr | 1.1 | 2016 | $0 | $0 | $0 | $87,057 | $0 | $0 | $0 | $0 | $0 | $0 | $27,862 | $0 | $0 | $0 |
| Rockcliffe Dr. North | 0.8 | 2016 | $0 | $0 | $0 | $48,080 | $0 | $0 | $0 | $0 | $0 | $0 | $15,486 | $0 | $0 | $0 |
| Rockcliffe Dr. South | 0.6 | 2016 | $0 | $0 | $0 | $43,113 | $0 | $0 | $0 | $0 | $0 | $0 | $13,898 | $0 | $0 | $0 |
| **2024** | | | | | | | | | | | | | | | | |
| **L.C.B.** | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Alves Road | 1.6 | 2017 | $0 | $0 | $0 | $0 | $137,290 | $0 | $0 | $0 | $0 | $0 | $0 | $43,938 | $0 | $0 |
| Beacon Point Dr. | 1.2 | 2017 | $0 | $0 | $0 | $0 | $112,736 | $0 | $0 | $0 | $0 | $0 | $0 | $36,080 | $0 | $0 |
| Philip Dr. | 0.1 | 2010 | $0 | $0 | $0 | $0 | $1,741 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $7,213 | $0 |
| Woods Rd. | 2.9 | 2012 | $0 | $0 | $0 | $0 | $496,539 | $0 | $0 | $0 | $0 | $0 | $0 | $78,265 | $0 | $0 |
| **2025** | | | | | | | | | | | | | | | | |
| **GRAVEL** | | | | | | | | | | | | | | | | |
| Lagoon Rd. | 0.3 | 2015 | $0 | $0 | $0 | $0 | $0 | $7,971 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| Remy Bay Rd. | 3.3 | 2015 | $0 | $0 | $0 | $0 | $0 | $736,651 | $0 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| **L.C.B.** | | | | | | | | | | | | | | | | |
| Conservation Dr. | 2.7 | 2016 | $0 | $0 | $0 | $0 | $0 | $236,079 | $0 | $0 | $0 | $0 | $0 | $0 | $75,555 | $0 |
| Corduroy Bay Rd | 0.2 | 2016 | $0 | $0 | $0 | $0 | $0 | $16,031 | $0 | $0 | $0 | $0 | $0 | $0 | $5,166 | $0 |
| **Grand Total** | **39.6** | **2017** | **$54,331** | **$3,601,927** | **$288,324** | **$508,118** | **$748,306** | **$996,732** | **$0** | **$53,707** | **$0** | **$78,018** | **$335,817** | **$273,943** | **$87,933** | **$17,160** |

# APPENDIX B

**CORPORATION OF THE TOWNSHIP OF CARLING**
**2021**

| TCA | DEPARTMENT | | Year In Service | Disposition Yr | LIFE SPAN | Jan 1/2021 OPENING NBV BALANCE | COST OPENING BALANCE | QTY | ACQUISITIONS | DISPOSALS & W/O'S | CLOSING BALANCE | ACCUMULATED AMORTIZATION OPENING BALANCE | AMORTIZATION | DISPOSALS & W/O'S | Closing Balance | DEC 31/2021 CLOSING NBV BALANCE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land | Admin | | | | | $38,353.00 | 38,353.00 | | - | - | 38,353.00 | - | - | - | - | 38,353.00 |
| | 7 West Carling Bay Rd | Konoval Property | 2019 | | | $200,604.11 | 200,604.11 | | | - | 200,604.11 | - | - | - | - | 200,604.11 |
| | Woods Property | | 2015 | | | $303,620.50 | 303,620.50 | | - | - | 303,620.50 | - | - | - | - | 303,620.50 |
| | Docks | | | | | $6.00 | 6.00 | | - | - | 6.00 | - | - | - | - | 6.00 |
| | Recreation/Parks | 319 Highway 559/old rec hall land | | | 2019 | $0.00 | - | | - | | - | - | - | - | - | - |
| | Recreation/Parks | | | | | $11,238.68 | 11,238.68 | | - | - | 11,238.68 | - | - | - | - | 11,238.68 |
| | Snug Harbour Lighthouse | | | 2018 | | $179,550.00 | 179,550.00 | | - | - | 179,550.00 | - | - | - | - | 179,550.00 |
| | Parry Sound Dr. Property | 50% | | 2018 | | $216,761.75 | 216,761.75 | | - | - | 216,761.75 | - | - | - | - | 216,761.75 |
| | PW | | | | | $34,429.00 | 34,429.00 | | - | - | 34,429.00 | - | - | - | - | 34,429.00 |
| | | **Land Total:** | | | | **$984,563.04** | **984,563.04** | | **-** | **-** | **984,563.04** | **-** | **-** | **-** | **-** | **984,563.04** |
| Land Improveme | Admin | Paved Parking Lot | | 2013 | 25.00 | $12,294.96 | 17,564.32 | | - | - | 17,564.32 | 5,269.36 | 702.57 | - | 5,971.94 | 11,592.38 |
| | | **Admin Total** | | | | **$12,294.96** | **17,564.32** | | **-** | **-** | **17,564.32** | **5,269.36** | **702.57** | **-** | **5,971.94** | **11,592.38** |
| | Cemetery | Land Improvements | | 2012 | 20.00 | $12,610.31 | 21,930.80 | | - | - | 21,930.80 | 9,320.49 | 1,096.54 | - | 10,417.03 | 11,513.77 |
| | | **Cemetery Total** | | | | **$12,610.31** | **21,930.80** | | **-** | **-** | **21,930.80** | **9,320.49** | **1,096.54** | **-** | **10,417.03** | **11,513.77** |
| | Landfill | Landfill Mining - Killbear | | 2014 | 25.00 | $33,133.05 | 44,774.40 | | | - | 44,774.40 | 11,641.35 | 1,790.98 | - | 13,432.33 | 31,342.07 |
| | Recreation/Parks | Land Improvements -Ballfield | | 2017 | 20.00 | $87,098.84 | 105,574.35 | | - | - | 105,574.35 | 18,475.51 | 5,278.72 | - | 23,754.23 | 81,820.12 |
| | Recreation/Parks | Land Improvements -Ballfield Fencing | | 2017 | 15.00 | $17,216.02 | 22,455.68 | | - | - | 22,455.68 | 5,239.66 | 1,497.05 | - | 6,736.70 | 15,718.98 |
| | Recreation/Parks | Land Improvements -Ballfield Lighting | | 2018 | 15.00 | $136,240.08 | 163,015.58 | | | - | 163,015.58 | 26,775.49 | 10,867.71 | - | 37,643.20 | 125,372.38 |
| | Recreation/Parks | Access Points Parking Lots | | 2014 | 15.00 | $16,363.89 | 28,877.44 | | - | - | 28,877.44 | 12,513.55 | 1,925.16 | - | 14,438.72 | 14,438.72 |
| | Recreation/Parks | Community Centre Parking Lot | | 2019 | 25.00 | $370,016.49 | 393,634.56 | | | - | 393,634.56 | 23,618.07 | 15,745.38 | - | 39,363.46 | 354,271.10 |
| | | **Land Improvement Total:** | | | | **$684,973.63** | **$797,827.13** | | **-** | **-** | **797,827.13** | **$112,853.49** | **38,904.10** | **-** | **151,757.60** | **646,069.53** |
| Buildings (Structures) | | | | | | | | | | | | | | | | |
| | PW | Steel Storage Building | | 2000 | 50.00 | $5,624.24 | 9,532.75 | 1.00 | - | - | 9,532.75 | 3,908.51 | 190.66 | - | 4,099.16 | 5,433.59 |
| | PW | Sand/Salt Shed | | 2008 | 50.00 | $182,762.46 | 243,430.00 | 1.00 | - | - | 243,430.00 | 60,667.54 | 4,868.60 | - | 65,536.14 | 177,893.86 |
| | PW | Fabric Dome | | 2010 | 50.00 | $32,843.44 | 41,573.98 | 1.00 | - | - | 41,573.98 | 8,730.54 | 831.48 | - | 9,562.02 | 32,011.96 |
| | PW | New PW Building | | 2013 | 50.00 | $856,539.79 | 1,007,693.88 | 1.00 | - | - | 1,007,693.88 | 151,154.09 | 20,153.88 | - | 171,307.97 | 836,385.91 |
| | | **Total Public Works Buildings** | | | | **$1,077,769.93** | **1,302,230.61** | | **-** | **-** | **1,302,230.61** | **224,460.67** | **26,044.61** | **-** | **250,505.28** | **1,051,725.33** |
| | Admin | Municipal Office | | 2012 | 50.00 | $1,066,772.15 | 1,354,712.39 | 1.00 | - | - | 1,354,712.39 | 287,940.24 | 27,094.25 | - | 315,034.49 | 1,039,677.90 |
| | Admin | Electronic Sign | | 2018 | 25.00 | $47,995.43 | 53,328.26 | 1.00 | | - | 53,328.26 | 5,332.83 | 2,133.13 | - | 7,465.96 | 45,862.30 |
| | | **Admin Total** | | | | **$1,114,767.58** | **1,408,040.65** | | **-** | **-** | **1,408,040.65** | **293,273.07** | **29,227.38** | **-** | **322,500.44** | **1,085,540.21** |
| | Fire | Fire Hall | | 1986 | 50.00 | $24,540.93 | 71,159.47 | 1.00 | - | - | 71,159.47 | 46,618.54 | 1,423.19 | - | 48,041.73 | 23,117.74 |
| | | **Fire Total** | | | | **$24,540.93** | **71,159.47** | | **-** | **-** | **71,159.47** | **46,618.54** | **1,423.19** | **-** | **48,041.73** | **23,117.74** |
| | Recreation/Parks | Roof Over the Rink | | 2017 | 25.00 | $305,420.93 | $355,140.61 | 1.00 | - | - | 355,140.61 | 49,719.69 | 14,205.62 | - | 63,925.31 | 291,215.30 |
| | Recreation/Parks | Roof Over the Rink/End Walls | | 2018 | 25.00 | $0.00 | $0.00 | 1.00 | - | - | - | - | - | - | - | - |
| | Recreation/Parks | New Community Centre | | 2019 | 50.00 | $2,049,315.55 | $2,112,696.45 | 1.00 | - | - | 2,112,696.45 | 63,380.89 | 42,253.93 | - | 105,634.82 | 2,007,061.62 |
| | | Snow Breaks | | 2020 | 25.00 | $42,979.33 | $43,856.46 | | - | - | 43,856.46 | 877.13 | 1,754.26 | - | 2,631.39 | 41,225.07 |
| | | **Recreation/Parks Total** | | | | **$2,397,715.81** | **$2,511,693.52** | | | **-** | **2,511,693.52** | **113,977.71** | **58,213.81** | **-** | **172,191.52** | **2,339,502.00** |
| | | **Building Total:** | | | | **$4,614,794.26** | **5,293,124.25** | | **-** | **-** | **5,293,124.25** | **678,329.98** | **114,908.99** | **-** | **793,238.97** | **4,499,885.27** |
| Vehicles | Fire | Heavy Duty Tanker (1997) | | 2016 | 3.00 | $0.00 | 10,176.00 | | | | 10,176.00 | 10,176.00 | - | - | 10,176.00 | - |
| | Fire | Mini Pumper (2015) | | 2016 | 10.00 | $128,166.72 | 233,030.40 | | | | 233,030.40 | 104,863.68 | 23,303.04 | - | 128,166.72 | 104,863.68 |
| | Fire | Heavy Duty International Pumper | | 2006 | 25.00 | $103,919.76 | 247,428.00 | 1.00 | - | - | 247,428.00 | 143,508.24 | 9,897.12 | - | 153,405.36 | 94,022.64 |
| | Fire | Light Duty Ford F250 | | 2008 | 10.00 | $0.00 | 30,827.36 | 1.00 | - | - | 30,827.36 | 30,827.36 | - | - | 30,827.36 | - |
| | | **Total Fire Vehicles** | | | | **$232,086.48** | **521,461.76** | | **-** | **-** | **521,461.76** | **289,375.28** | **33,200.16** | **-** | **322,575.44** | **198,886.32** |
| | PW | 2019 Freightliner Tandem Truck | | 2018 | 10.00 | $177,340.80 | 236,454.40 | 1.00 | | - | 236,454.40 | 59,113.60 | 23,645.44 | - | 82,759.04 | 153,695.36 |
| | PW | Heavy Duty 2012 WS Tandem | | 2012 | 10.00 | $28,559.51 | 190,396.78 | 1.00 | - | - | 190,396.78 | 161,837.27 | 19,039.68 | - | 180,876.95 | 9,519.83 |
| | PW | Heavy Duty Sterling Tandem | | | 10.00 | $0.00 | 173,113.45 | 1.00 | - | - | 173,113.45 | 173,113.45 | - | - | 173,113.45 | - |
| | PW | Heavy Duty Sterling Tandem | | 2008 | 10.00 | $0.00 | - | 1.00 | - | - | - | - | - | - | - | - |
| | PW | Heavy Duty Ford Louisville | | | 2018 10.00 | $0.00 | - | 1.00 | - | | - | - | - | - | - | - |
| | PW | Heavy Duty Ford F550 | | 2009 | 2019 10.00 | $0.00 | - | 1.00 | - | - | - | - 0.00 | - | - | - 0.00 | 0.00 |
| | PW | Med Duty 2012 Chev 4x4 | | 2012 | 10.00 | $9,593.91 | 63,959.34 | 1.00 | - | - | 63,959.34 | 54,365.43 | 6,395.93 | - | 60,761.36 | 3,197.98 |
| | PW | Chev Equinox | | 2017 | 10.00 | $15,563.10 | 23,943.22 | 1.00 | - | - | 23,943.22 | 8,380.13 | 2,394.32 | - | 10,774.45 | 13,168.77 |
| | PW | 2019 Ford F-550 | | 2019 | 10.00 | $76,856.85 | 90,419.82 | 1.00 | - | - | 90,419.82 | 13,562.97 | 9,041.98 | - | 22,604.96 | 67,814.87 |
| | | 2020 Ram Half Ton Truck | | 2020 | 10.00 | $38,226.51 | 40,238.43 | 1.00 | - | - | 40,238.43 | 2,011.92 | 4,023.84 | - | 6,035.76 | 34,202.67 |
| | | **Total PW Vehicles** | | | | **$346,140.68** | **818,525.44** | | **-** | **-** | **818,525.44** | **472,384.77** | **64,541.20** | **-** | **536,925.97** | **281,599.48** |
| | | **Vehicle Total:** | | | | **$578,227.16** | **1,339,987.20** | | **-** | **-** | **1,339,987.20** | **761,760.05** | **97,741.36** | **-** | **859,501.41** | **480,485.80** |
| Machinery & Equipment | | | | | | | | | | | | | | | | |
| PW | PW | Fuel Tanks | | 2004 | 15.00 | $0.00 | 22,984.57 | 1.00 | - | - | 22,984.57 | 22,984.57 | - | - | 22,984.57 | - |
| | PW | JD Riding Mower | | 2008 | 10.00 | $0.00 | 12,729.50 | 1.00 | - | - | 12,729.50 | 12,729.50 | - | - | 12,729.50 | - |
| | PW | JD Tractor | | 2003 | 25.00 | $0.00 | - | 1.00 | - | - | - | - 0.00 | - | - | - 0.00 | 0.00 |
| | PW | Marten Tandem Axle Trailer | | 1992 | 25.00 | $0.00 | 13,542.02 | 1.00 | - | - | 13,542.02 | 13,542.02 | - | - | 13,542.02 | - |
| | PW | Steam Jenny | | | 10.00 | $0.00 | 7,793.35 | 1.00 | - | - | 7,793.35 | 7,793.35 | - | - | 7,793.35 | - |
| | PW | Aluminum Gravel Kat | | 2009 | 15.00 | $2,961.00 | 12,690.00 | 1.00 | - | - | 12,690.00 | 9,729.00 | 846.00 | - | 10,575.00 | 2,115.00 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PW | Boss XT Plow | 2009 | 15.00 | $1,877.40 | 8,046.00 | 1.00 | - | - | 8,046.00 | 6,168.60 | 536.40 | - | 6,705.00 | 1,341.00 |
| | PW | Heavy Duty Case Backhoe | 2011 | 25.00 | $71,290.48 | 114,984.73 | 1.00 | - | - | 114,984.73 | 43,694.25 | 4,599.39 | - | 48,293.64 | 66,691.09 |
| | PW | Fuel Distribution System | 2014 | 15.00 | $9,059.51 | 15,987.35 | 1.00 | - | - | 15,987.35 | 6,927.85 | 1,065.82 | - | 7,993.67 | 7,993.68 |
| | PW | Kubota Tractor | 2014 | 15.00 | $22,791.12 | 40,219.62 | 1.00 | - | - | 40,219.62 | 17,428.50 | 2,681.31 | - | 20,109.81 | 20,109.81 |
| | PW | Yamaha 60 Outboard Motor | 2015 | 10.00 | $3,835.08 | 8,522.40 | 1.00 | - | - | 8,522.40 | 4,687.32 | 852.24 | - | 5,539.56 | 2,982.84 |
| | PW | 1999 Champion Grader | 2018 | 10.00 | $30,528.00 | 40,704.00 | 1.00 | - | - | 40,704.00 | 10,176.00 | 4,070.40 | - | 14,246.40 | 26,457.60 |
| | PW | Storage Container | 2020 | 10.00 | $8,434.63 | 8,878.56 | 1.00 | - | - | 8,878.56 | 443.93 | 887.86 | - | 1,331.79 | 7,546.77 |
| | | **PW Machinery & Equip Total** | | | **$150,777.22** | **307,082.10** | | **-** | **-** | **307,082.10** | **156,304.88** | **15,539.42** | **-** | **171,844.30** | **135,237.80** |
| Fire | Fire | Pulsecraft Boat & Mercury Motor | 2009 | 25.00 | $23,507.28 | 43,532.00 | 1.00 | - | - | 43,532.00 | 20,024.72 | 1,741.28 | - | 21,766.00 | 21,766.00 |
| | Fire | Bearcat 550 Snowmobile | | 10.00 | $0.00 | 10,044.40 | 1.00 | - | - | 10,044.40 | 10,044.40 | - | - | 10,044.40 | - |
| | Fire | Arctic Cat ATV | | 10.00 | $0.00 | 7,561.33 | 1.00 | - | - | 7,561.33 | 7,561.33 | - | - | 7,561.33 | - |
| | Fire | Kemp Boat & Yamaha | 2011 | 25.00 | $57,175.76 | 92,218.98 | 1.00 | - | - | 92,218.98 | 35,043.22 | 3,688.76 | - | 38,731.98 | 53,487.00 |
| | Fire | Excalber Trailer 876000T | 2011 | 10.00 | $190.80 | 3,816.00 | 1.00 | - | - | 3,816.00 | 3,625.20 | 190.80 | - | 3,816.00 | - |
| | Fire | Excaliber Trailer T616LS7 | 2011 | 10.00 | $180.57 | 3,612.48 | 1.00 | - | - | 3,612.48 | 3,431.91 | 180.57 | - | 3,612.48 | - |
| | Fire | 2012 Polar 75 Rescue Boat | 2012 | 10.00 | $801.36 | 5,342.40 | 1.00 | - | - | 5,342.40 | 4,541.04 | 534.24 | - | 5,075.28 | 267.12 |
| | Fire | Equipment & Supplies | 2009 | 12.00 | $2,992.97 | 133,686.48 | 1.00 | - | - | 133,686.48 | 130,693.51 | 2,992.97 | - | 133,686.48 | - |
| | Fire | Bunker Gear | 2003 | 12.00 | $0.00 | 28,215.19 | | - | - | 28,215.19 | 28,215.19 | - | - | 28,215.19 | - |
| | Fire | Bunker Gear | 2011 | 12.00 | $1,637.70 | 7,860.96 | | - | - | 7,860.96 | 6,223.26 | 655.08 | - | 6,878.34 | 982.62 |
| | Fire | Breathing Apparatus | 2003 | 12.00 | $0.00 | 37,301.78 | | - | - | 37,301.78 | 37,301.78 | - | - | 37,301.78 | - |
| | Fire | Fire Hose & Appurtenances | 2003 | 12.00 | $0.00 | 35,141.05 | | - | - | 35,141.05 | 35,141.05 | - | - | 35,141.05 | - |
| | Fire | VSK Struts (Extracation Tools) | 2014 | 12.00 | $1,865.60 | 4,070.40 | | | - | 4,070.40 | 2,204.80 | 339.20 | - | 2,544.00 | 1,526.40 |
| | Fire | ERT Suits | 2012 | 12.00 | $1,254.78 | 4,302.16 | | - | - | 4,302.16 | 3,047.39 | 358.51 | - | 3,405.90 | 896.26 |
| | Fire | Bunker Gear | 2013 | 12.00 | $3,402.36 | 9,694.81 | | - | - | 9,694.81 | 6,292.45 | 807.90 | - | 7,100.36 | 2,594.46 |
| | Fire | Argo | 2019 | 25.00 | $41,388.06 | 44,029.85 | 1.00 | | - | 44,029.85 | 2,641.79 | 1,761.19 | - | 4,402.99 | 39,626.87 |
| | Fire | Enclosed Trailer | 2019 | 10.00 | $10,417.57 | 12,255.97 | 1.00 | | - | 12,255.97 | 1,838.40 | 1,225.60 | - | 3,063.99 | 9,191.98 |
| | Fire | Portable Pump | 2019 | 12.00 | $11,352.60 | 12,974.40 | 1.00 | | - | 12,974.40 | 1,621.80 | 1,081.20 | - | 2,703.00 | 10,271.40 |
| | Fire | Generator | 2019 | 12.00 | $36,417.36 | 41,619.84 | 1.00 | | | 41,619.84 | 5,202.48 | 3,468.32 | - | 8,670.80 | 32,949.04 |
| | Fire | Water Reservoir | 2019 | 12.00 | $26,947.95 | 30,797.66 | 1.00 | | | 30,797.66 | 3,849.71 | 2,566.47 | - | 6,416.18 | 24,381.48 |
| | Fire | Gated WYE and accessories | 2019 | 12.00 | $4,192.80 | 4,791.77 | | | - | 4,791.77 | 598.97 | 399.31 | - | 998.29 | 3,793.48 |
| | Fire | Yamaha Boat Motor for Marine 1 | 2020 | 25.00 | $20,797.61 | 21,222.05 | 1.00 | - | - | 21,222.05 | 424.44 | 848.88 | - | 1,273.32 | 19,948.73 |
| | Fire | Turnout Gear | 2020 | 12.00 | $7,438.57 | 7,761.99 | | - | - | 7,761.99 | 323.42 | 646.83 | - | 970.25 | 6,791.74 |
| | Fire | PPV Fan | 2020 | 12.00 | $4,742.20 | 4,948.38 | 1.00 | - | - | 4,948.38 | 206.18 | 412.37 | - | 618.55 | 4,329.84 |
| | Fire | Storage Container | 2020 | 10.00 | $8,434.65 | 8,878.56 | 1.00 | - | - | 8,878.56 | 443.93 | 887.86 | - | 1,331.79 | 7,546.77 |
| | Fire | Rope Rescue Equipment | 2021 | 10.00 | $0.00 | - | | 13,162.40 | - | 13,162.40 | - | 658.12 | - | 658.12 | 12,504.28 |
| | **Fire Total** | | | | **$265,138.56** | **615,680.89** | | **-** | **-** | **615,680.89** | **350,542.36** | **25,445.47** | **-** | **375,987.83** | **252,855.46** |
| Land | Landfill | Bear-proof bins | 2000 | 15.00 | - | 70,384.68 | 2.00 | - | - | 70,384.68 | 70,384.68 | - | - | 70,384.68 | - |
| | Landfill | Compaction Bins (Carling Garbage) | 2021 | 15.00 | - | - | 4.00 | 95,886.52 | - | 95,886.52 | | 3,196.22 | - | 3,196.22 | 92,690.30 |
| | Landfill | Compaction Bins | 2010 | 15.00 | 54,044 | 180,145.73 | 2.00 | | - | 180,145.73 | 126,102.04 | 12,009.72 | - | 138,111.75 | 42,033.98 |
| | **Landfill Total** | | | | **$54,043.69** | **250,530.41** | | **95,886.52** | **-** | **346,416.93** | **196,486.72** | **15,205.93** | **-** | **211,692.65** | **134,724.28** |
| Faci | Recreation/Parks | KEMP boat & fixtures | 2010 | 25.00 | $9,589.69 | 16,564.99 | 1.00 | - | - | 16,564.99 | 6,975.30 | 662.60 | - | 7,637.90 | 8,927.09 |
| | Recreation/Parks | Equipment & Supplies | 2006 | 10.00 | $0.00 | 17,120.14 | | - | - | 17,120.14 | 17,120.14 | - | - | 17,120.14 | - |
| | Recreation/Parks | New Tables | 2012 | 10.00 | $1,265.03 | 8,433.87 | 24.00 | - | - | 8,433.87 | 7,168.84 | 843.39 | - | 8,012.22 | 421.65 |
| | Recreation/Parks | Playground Equipment | 2009 | 15.00 | $6,223.13 | 26,670.98 | 1.00 | - | - | 26,670.98 | 20,447.85 | 1,778.07 | - | 22,225.91 | 4,445.07 |
| | Recreation/Parks | Playground Retaining Wall | 2009 | 20.00 | $2,082.50 | 4,900.00 | 1.00 | - | - | 4,900.00 | 2,817.50 | 245.00 | - | 3,062.50 | 1,837.50 |
| | Recreation/Parks | Ramps | 2012 | 20.00 | $21,356.88 | 37,142.40 | 1.00 | - | - | 37,142.40 | 15,785.52 | 1,857.12 | - | 17,642.64 | 19,499.76 |
| | Recreation/Parks | Netting & Bleachers | 2013 | 15.00 | $2,519.06 | 5,038.14 | | - | - | 5,038.14 | 2,519.08 | 335.88 | - | 2,854.96 | 2,183.18 |
| | Recreation/Parks | Docks & Ramp Replacements | 2014 | 20.00 | $144,652.85 | 219,544.96 | | - | - | 219,544.96 | 74,892.11 | 10,977.25 | - | 85,869.36 | 133,675.60 |
| | Recreation/Parks | Kitchen | 2019 | 15.00 | $111,943.15 | 124,381.28 | | - | - | 124,381.28 | 12,438.13 | 8,292.09 | - | 20,730.21 | 103,651.07 |
| | Recreation/Parks | Audio & Video Equipment | 2019 | 10.00 | $41,933.26 | 49,333.25 | | - | - | 49,333.25 | 7,399.99 | 4,933.33 | - | 12,333.31 | 36,999.94 |
| | Recreation/Parks | Ice Resurfacer | 2013 | 15.00 | $4,259.43 | 8,318.88 | 1.00 | - | - | 8,318.88 | 4,059.45 | 554.59 | - | 4,614.04 | 3,704.84 |
| | | Storage Container | 2020 | 10.00 | $4,217.32 | 4,439.28 | 1.00 | - | - | 4,439.28 | 221.96 | 443.93 | - | 665.89 | 3,773.39 |
| | | Launch Ramps | 2020 | 20.00 | $16,469.86 | 16,892.16 | | - | - | 16,892.16 | 422.30 | 844.61 | - | 1,266.91 | 15,625.25 |
| | | Snug Harbour Dock and Sign | 2021 | 20.00 | | | 1.00 | 27,732.14 | - | 27,732.14 | | 693.30 | - | 693.30 | 27,038.84 |
| | **Fac Parks & Rec Total** | | | | **$366,512.15** | **538,780.33** | | **27,732.14** | **-** | **566,512.47** | **172,268.16** | **32,461.14** | **-** | **204,729.29** | **361,783.18** |
| | | Storage Container | 2020 | 10.00 | $4,217.32 | 4,439.28 | 1.00 | | - | 4,439.28 | 221.96 | 443.93 | - | 665.89 | 3,773.39 |
| | **Admin Total** | | | | **$4,217.32** | **4,439.28** | | **-** | **-** | **4,439.28** | **221.96** | **443.93** | **-** | **665.89** | **3,773.39** |
| Cemetery | Carling cemetery | Aerator | 2019 | 10.00 | $3,546.33 | 4,172.16 | 1.00 | | - | 4,172.16 | **625.82** | 417.22 | - | 1,043.04 | 3,129.12 |
| | **Cemetery Total** | | | | **$3,546.33** | **4,172.16** | | **-** | | **4,172.16** | **625.82** | **417.22** | | **1,043.04** | **3,129.12** |
| | | **Machinery & Equipment Total:** | | | **$844,235.27** | **$1,720,685.17** | | **136,781.06** | **-** | **1,857,466.23** | **876,449.90** | **89,513.10** | **-** | **965,962.99** | **891,503.24** |
| Furniture | Fire | Office Equipment | 2006 | 20.00 | $489.64 | 1,720.20 | | - | - | 1,720.20 | 1,230.56 | 86.01 | - | 1,316.57 | 403.63 |
| | Fire | Storage Bins | 2009 | 15.00 | $1,403.34 | 6,240.00 | | - | - | 6,240.00 | 4,836.66 | 416.00 | - | 5,252.66 | 987.34 |
| | Fire | Radios | 2012 | 10.00 | $694.23 | 4,628.49 | | - | - | 4,628.49 | 3,934.26 | 462.85 | - | 4,397.10 | 231.39 |
| | **Fire Total** | | | | **$2,587.21** | **12,588.69** | | **-** | **-** | **12,588.69** | **10,001.48** | **964.86** | **-** | **10,966.33** | **1,622.36** |
| | PW | Radios | 2005 | 10.00 | $0.00 | 10,400.00 | 13.00 | - | - | 10,400.00 | 10,400.00 | - | - | 10,400.00 | - |
| | PW | Desk | 2007 | 20.00 | $398.59 | 1,226.41 | 1.00 | - | - | 1,226.41 | 827.82 | 61.32 | - | 889.14 | 337.27 |
| | PW | Chairs | 2006 | 20.00 | $116.29 | 423.34 | 2.00 | - | - | 423.34 | 307.05 | 21.17 | - | 328.21 | 95.13 |
| | PW | Filing Cabinet | 2006 | 20.00 | $74.99 | 273.01 | 1.00 | - | - | 273.01 | 198.02 | 13.65 | - | 211.67 | 61.34 |
| | **PW Total** | | | | **$589.87** | **12,322.76** | | **-** | **-** | **12,322.76** | **11,732.89** | **96.14** | **-** | **11,829.03** | **493.73** |
| | Admin | Council Chairs | 2007 | 20.00 | $522.93 | 1,609.13 | | - | - | 1,609.13 | 1,086.19 | 80.46 | - | 1,166.65 | 442.48 |
| | Admin | Air Conditioner | 2001 | 20.00 | $97.14 | 5,830.84 | 1.00 | - | - | 5,830.84 | 5,733.70 | 97.14 | - | 5,830.84 | - |
| | Admin | Filing Cabinets | 2007 | 20.00 | $488.77 | 1,610.24 | | - | - | 1,610.24 | 1,121.47 | 80.51 | - | 1,201.98 | 408.26 |
| | Admin | Desks | 2007 | 20.00 | $1,339.87 | 3,865.76 | 3.00 | - | - | 3,865.76 | 2,525.89 | 193.29 | - | 2,719.18 | 1,146.58 |
| | Admin | Water Filtration System | 2012 | 10.00 | $1,919.66 | 12,798.06 | 1.00 | - | - | 12,798.06 | 10,878.40 | 1,279.81 | - | 12,158.21 | 639.85 |
| | Admin | New Office Furniture | 2012 | 20.00 | $16,198.53 | 28,171.33 | | - | - | 28,171.33 | 11,972.79 | 1,408.57 | - | 13,381.36 | 14,789.97 |
| | Admin | Property Tax Filing Cabinets | 2018 | 20.00 | $13,077.12 | 14,945.28 | | | - | 14,945.28 | 1,868.16 | 747.26 | - | 2,615.42 | 12,329.86 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Admin Total** | | | | **$33,644.03** | | **68,830.64** | | **-** | **-** | **68,830.64** | | **35,186.61** | **3,887.03** | **-** | **39,073.64** | **29,757.00** |
| | Recreation | Cabinets | 2019 | 20.00 | $16,897.85 | | 18,267.95 | | | - | 18,267.95 | | **1,370.10** | 913.40 | - | 2,283.49 | 15,984.46 |
| | Recreation | Tableware | 2019 | 10.00 | $10,911.87 | | 12,837.49 | | | - | 12,837.49 | | **1,925.62** | 1,283.75 | - | 3,209.37 | 9,628.12 |
| | Recreation | Table | 2019 | 20.00 | $12,123.69 | | 13,106.69 | | | - | 13,106.69 | | **983.00** | 655.33 | - | 1,638.34 | 11,468.35 |
| | Recreation | Chairs | 2019 | 20.00 | $10,764.31 | | 11,637.10 | | | - | 11,637.10 | | **872.78** | 581.86 | - | 1,454.64 | 10,182.46 |
| | Recreation | Blinds | 2019 | 20.00 | $5,411.18 | | 5,849.93 | | | - | 5,849.93 | | **438.74** | 292.50 | - | 731.24 | 5,118.69 |
| | Recreation | Stage | 2019 | 20.00 | $7,747.73 | | 8,375.93 | | | - | 8,375.93 | | **628.19** | 418.80 | - | 1,046.99 | 7,328.94 |
| | **Rec Total** | | | | **$63,856.64** | | **70,075.09** | | **-** | **-** | **70,075.09** | | **6,218.44** | **4,145.63** | **-** | **10,364.07** | **59,711.02** |
| | | **Furniture** | | | **$100,677.75** | | **163,817.18** | | **-** | **-** | **163,817.18** | | **63,236.55** | **9,093.66** | **-** | **72,233.07** | **91,584.11** |
| Computers | Admin | Base Radio | 2007 | 10.00 | $0.00 | | 4,000.00 | 1.00 | - | - | 4,000.00 | | 4,000.00 | - | - | 4,000.00 | - |
| | Admin | Server | 2011 | 5.00 | $0.00 | | 5,888.75 | 1.00 | - | - | 5,888.75 | | 5,888.75 | - | - | 5,888.75 | - |
| | Admin | Virtual Server | 2016 | 5.00 | $1,529.23 | | 15,292.27 | 1.00 | | - | 15,292.27 | | 13,763.04 | 1,529.23 | - | 15,292.27 | - |
| | Admin | Asyst Software | 2007 | 10.00 | $0.00 | | 24,129.90 | 1.00 | - | - | 24,129.90 | | 24,129.90 | - | - | 24,129.90 | - |
| | Admin | Computers | 2010 | 5.00 | $0.00 | | 38,479.74 | 8.00 | - | - | 38,479.74 | | 38,479.74 | - | - | 38,479.74 | - |
| | Admin | Acrobat Software | 2005 | 10.00 | $0.00 | | 1,026.00 | 1.00 | - | - | 1,026.00 | | 1,026.00 | - | - | 1,026.00 | - |
| | Admin | Telephone System | 2012 | 10.00 | $6,152.18 | | 41,020.52 | 1.00 | - | | 41,020.52 | | 34,868.34 | 4,102.05 | - | 38,970.39 | 2,050.13 |
| | Admin | Microsoft Office 2007 | 2008 | 10.00 | $0.00 | | 4,968.00 | 1.00 | - | - | 4,968.00 | | 4,968.00 | - | - | 4,968.00 | - |
| | Admin | New Website | 2014 | 5.00 | $0.00 | | 9,712.64 | 1.00 | - | - | 9,712.64 | | 9,712.64 | - | - | 9,712.64 | - |
| | Admin | Old Canon Copier/Printer | 2012 | 10.00 | $0.80 | | 1.00 | 1.00 | - | | 1.00 | | 0.20 | 0.10 | - | 0.30 | 0.70 |
| | Admin | Computers | 2014 | 5.00 | $0.00 | | 2,579.90 | 2.00 | | - | 2,579.90 | | 2,579.90 | - | - | 2,579.90 | - |
| | Admin | Computers | 2014 | 5.00 | $0.00 | | 1,772.54 | 2.00 | | - | 1,772.54 | | 1,772.54 | - | - | 1,772.54 | - |
| | Admin | New Copier/Printer | 2018 | 5.00 | $5,482.32 | | 10,964.64 | 1.00 | | - | 10,964.64 | | 5,482.32 | 2,192.93 | - | 7,675.25 | 3,289.39 |
| | Admin | Land Manager Software | 2018 | 10.00 | $17,981.67 | | 23,432.84 | 1.00 | | - | 23,432.84 | | 5,451.17 | 2,343.28 | - | 7,794.45 | 15,638.39 |
| | Admin | 2019 Website - Stradea | 2019 | 5.00 | $15,625.66 | | 20,671.54 | 1.00 | - | - | 20,671.54 | | 5,045.88 | 4,134.31 | - | 9,180.19 | 11,491.35 |
| | | Imaging Project for Property Files | 2019 | 10.00 | $32,231.45 | | 37,919.36 | 1.00 | | - | 37,919.36 | | 5,687.90 | 3,791.94 | | 9,479.84 | 28,439.52 |
| | **Admin Total** | | | | **$79,003.32** | | **241,859.64** | | **-** | **-** | **241,859.64** | | **162,856.33** | **18,093.84** | **-** | **180,950.16** | **60,909.48** |
| | | **Computers Total:** | | | **$79,003.32** | | **241,859.64** | | **-** | **-** | **241,859.64** | | **162,856.33** | **18,093.84** | **-** | **180,950.16** | **60,909.48** |
| Linear Assets | PW | Culverts | | | $149,057.18 | | 274,063.38 | | - | - | 274,063.38 | | 125,006.21 | 5,280.24 | - | 130,286.45 | 143,776.93 |
| | PW | Roads | | | $5,190,186.92 | | 10,716,087.64 | | 327,304.46 | | 11,043,392.10 | | 5,525,900.72 | 164,226.05 | - | 5,690,126.77 | 5,353,265.33 |
| | PW | Amortization Adjustment | | | | | | | | | | | - | | | - | - |
| | PW | Opening Balance Adjustment | | | | | | | | | | | - | | | - | |
| | PW | Current Year adjustments | | | | | | | | | | | - | | | - | |
| | | **Linear Assets Total:** | | | **$5,339,244.09** | | **$10,990,151.02** | | **327,304.46** | **-** | **11,317,455.48** | | **5,650,906.93** | **169,506.29** | **-** | **5,820,413.22** | **5,497,042.26** |
| | | **GRAND TOTAL** | | | **$13,225,718.51** | | **$21,532,014.63** | | **464,085.52** | **-** | **$21,996,100.15** | | **8,306,393.23** | **537,761.34** | **-** | **8,844,057.43** | **13,152,042.71** |

**Total by Department**

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Admin** | **1,786,505** | **2,283,312** | **-** | **-** | **2,283,312** | **496,807** | **52,355** | **-** | **549,162** | **1,734,150.07** |
| **Fire** | **524,353** | **1,220,891** | **-** | **-** | **1,220,891** | **696,538** | **61,034** | **-** | **757,571** | **463,319.48** |
| **PW** | **6,948,951** | **13,464,741** | **327,304** | **-** | **13,792,045** | **6,515,790** | **275,728** | **-** | **6,791,518** | **7,000,527.59** |
| **Environment** | **87,177** | **295,305** | **95,887** | **-** | **391,191** | **208,128** | **16,997** | **-** | **225,125** | **166,066.35** |
| **Health** | **16,157** | **26,103** | **-** | **-** | **26,103** | **9,946** | **1,514** | **-** | **11,460** | **14,642.89** |
| **Recreation** | **3,862,576** | **4,241,663** | **27,732** | **-** | **4,269,395** | **379,087** | **130,135** | **-** | **509,221** | **3,760,173.93** |
| | $13,225,718.51 | **21,532,015** | **450,923** | **-** | **21,982,938** | **8,306,296.09** | **537,761.34** | **-** | **8,844,057** | **13,138,880.32** |
| **PSAIPB** | **1,115,615** | **1,951,069** | **-** | **-** | **1,951,069** | **835,454.00** | **44,891.00** | | **880,345** | **1,070,724.00** |
| **TOTAL CONSOLIDATED** | $14,341,334 | **23,483,084** | **450,923** | **-** | **23,934,007** | **9,141,750** | **582,652** | **-** | **9,724,402** | **14,209,604.32** |

# APPENDIX C

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Carling Bay Rd. East
3. From Hwy 559
   To Little's Lane
4. Section No. 001a
5. Length 0.67 km
6. Boundary Rd. (1) Yes ___ (2) No _x_
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x_
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB _x_ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x_ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 _x_ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x_ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x_ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10

35. Type of Last Improvement Reconstruction & HMA

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Carling Bay Rd. East
3. From Little's Lane
   To Old Carling Road
4. Section No. 1b
5. Length 1.55 km
6. Boundary Rd. (1) Yes ___ (2) No ____
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x___
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB _x__ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 _x__ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10
35. Type of Last Improvement Reconstruction
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Carling Bay Rd. East
3. From Old Carling Road
   To Harrison Landing Road
4. Section No. 1c
5. Length 0.9 km
6. Boundary Rd. (1) Yes ___ (2) No x
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural x
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB x (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 x (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch x (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes x (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10

35. Type of Last Improvement Reconstruction & HMA

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Carling Bay Rd. East
3. From Harrison Landing Road
   To Bayview Dr.
4. Section No. 1d
5. Length 0.63 km
6. Boundary Rd. (1) Yes ___ (2) No _x___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x___
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB _x___ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 _x__ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10
35. Type of Last Improvement Reconstruction & HMA
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Carling Bay Rd West
3. From Highway 559
   To Alves Road
4. Section No. 002
5. Length 2.0 km
6. Boundary Rd. (1) Yes ___ (2) No x
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural x
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes x (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | 145 | Full Length 2019 |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10
35. Type of Last Improvement 2x S.T.
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name West Carling Bay
3. From Alves
   To East Carling Bay Road/Bayview
4. Section No. 2 b
5. Length 2.2 km
6. Boundary Rd. (1) Yes ___ (2) No ____
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x___
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width . m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 80

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | 158 | Full Length 2019 |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | 400m Subexcavation |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10
35. Type of Last Improvement Double Surface Treatment
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Old Carling Rd
3. From Collins Bay Road East
   To End
4. Section No. 003
5. Length 0.3 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 5.0 m
10. Surface Width 4.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | Overlay |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10

35. Type of Last Improvement

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Harrison Landing Road
3. From Carling Bay Road East
   To Blairs Landing Road
4. Section No. 004
5. Length 0 0.4 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | overlay (micro seal) |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Blairs Landing Road
3. From Harrison Landing Road
   To Sawdust Bay Road N/S
4. Section No. 005
5. Length 2.5 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB x___ (4) HCB ___ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | 40 | Full Length 2015 |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Sand Bay Road N.
3. From Blair's Landing
   To End
4. Section No. 6a
5. Length 0.48 km
6. Boundary Rd. (1) Yes ___ (2) No ____
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 __x_ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 50

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | √ |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Sawdust Bay Rd S.
3. From Blairs Landing
   To Mill Road
4. Section No. 006 b
5. Length 0.48 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB _x__ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 50

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | 250 | Full |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Sawdust Bay Rd. S.
3. From Mill Road
   To End
4. Section No. 6 c
5. Length 0.08 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch ___ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes ___ (2) No ___

16. Condition Rating - Maximum 10 Points 50

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | √ |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Mill Rd
3. From Sawdust Bay Road S.
   To End
4. Section No. 007
5. Length 0 00.6 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 06.5 m
10. Surface Width 06.0 m
11. Right of Way Width m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | |
|---|---|---|
| 24. | Surface Treatment | |
| 25. | Gravel Resurfacing | |
| 26. | Other | |
| 27. | Total Specific Maintenance | |

CONSTRUCTION

| | | |
|---|---|---|
| 28. | Hot Mix Resurfacing | |
| 29. | Base and Surface | |
| 30. | Resurface and Widen | |
| 31. | Reconstruction | |
| 32. | Storm Sewer/Road Reinstat. | |
| 33. | Total Recommended Costs | |

34. Year Last Improved 12
35. Type of Last Improvement 2 x S.T.
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Bayview Dr
3. From East/West Carling
   To Beacon Point Dr.
4. Section No. 008a
5. Length 1.32 km
6. Boundary Rd. (1) Yes ___ (2) No _x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB _x__ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 _x__ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | |
|---|---|---|
| 24. | Surface Treatment | |
| 25. | Gravel Resurfacing | |
| 26. | Other | |
| 27. | Total Specific Maintenance | |

CONSTRUCTION

| | | |
|---|---|---|
| 28. | Hot Mix Resurfacing | |
| 29. | Base and Surface | |
| 30. | Resurface and Widen | |
| 31. | Reconstruction | |
| 32. | Storm Sewer/Road Reinstat. | |
| 33. | Total Recommended Costs | |

34. Year Last Improved 10

35. Type of Last Improvement HMA & Reconstruction

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Bayview Dr.
3. From Beacon Point
   To Deep Bay Dr.
4. Section No. 8b
5. Length 0.23 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB _x__ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 _x__ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10

35. Type of Last Improvement HMA & Reconstruction

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name
3. From Deep Bay Dr.
   To Dent Bay Dr./Ridgeway
4. Section No. 8c
5. Length 0.57 km
6. Boundary Rd. (1) Yes ___ (2) No _x_
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x_
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB _x_ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 _x_ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x_ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x_ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

| | | | |
|---|---|---|---|
| 34. | Year Last Improved | 10 | |
| 35. | Type of Last Improvement | | HMA & Reconstruction |
| 36. | Date | M 0 | Y 13 |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Bayview Dr.
3. From Dent Bay Dr./Ridgeway
   To Pine Valley Dr.
4. Section No. 8 d
5. Length 0.17 km
6. Boundary Rd. (1) Yes ___ (2) No _x_
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x_
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB _x_ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x_ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x_ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x_ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x_ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10

35. Type of Last Improvement HMA & Reconstruction

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Bayview
3. From Pine Valley Dr.
   To Island View
4. Section No. 8e
5. Length 0.37 km
6. Boundary Rd. (1) Yes ___ (2) No _x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB _x__ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10

35. Type of Last Improvement HMA & Reconstruction

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Bayview Dr.
3. From Island View
   To Matthew Bay Dr.
4. Section No. 8 f
5. Length 0.14 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural ___
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB _x__ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10

35. Type of Last Improvement Reconstruction & HMA

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Bayview Dr.
3. From Matthew Bay Dr.
   To Rockcliffe Dr.
4. Section No. 8 g
5. Length 0.26 km
6. Boundary Rd. (1) Yes ___ (2) No _x_
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x_
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB _x_ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x_ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x_ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x_ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10

35. Type of Last Improvement Reconstruction & HMA

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Beacon Point Dr.
3. From Bayview
   To #13 - #15 (HMA) 100m #1 Driveway
4. Section No. 009a
5. Length 0.54 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 8.0 m
10. Surface Width 7.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | 38 | Full Length 2017 |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 08
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Beacon Point Drive
3. From Driveway #13
   To Driveway #15
4. Section No. 9b
5. Length 0.1 km
6. Boundary Rd. (1) Yes ___ (2) No _x_
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x_
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB _x_ (5) RAP ___
9. Platform Width 8.0 m
10. Surface Width 7.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x_ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x_ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x_ (2) No ___

16. Condition Rating - Maximum 10 Points 40

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | 14 | Full Length 2017 |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Beacon Point Drive
3. From Driveway #15
   To End
4. Section No. 9 c
5. Length 0.68 km
6. Boundary Rd. (1) Yes ___ (2) No _x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 8.0 m
10. Surface Width 7.0 m
11. Right of Way Width m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | 47 | Full Length 2017 |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 08

35. Type of Last Improvement

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Deep Bay Dr
3. From Bayview Dr.
   To End
4. Section No. 010
5. Length 0.2 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 5.4 m
10. Surface Width 4.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 80

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10

35. Type of Last Improvement Granula A & Double Surface Treatment

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Ridgeway Drive
3. From Bayview
   To Indian Grove
4. Section No. 011a
5. Length 0.51 km
6. Boundary Rd. (1) Yes ___ (2) No _x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.4 m
10. Surface Width 6.4 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | Overlay |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10

35. Type of Last Improvement A & 2x S.T.

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Ridgeway Drive
3. From Indian Grove
   To End
4. Section No. 11b
5. Length 0.54 km
6. Boundary Rd. (1) Yes ___ (2) No __x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.4 m
10. Surface Width 6.4 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | Overlay |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10

35. Type of Last Improvement A & 2x S.T.

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Indian Grove
3. From Ridgeway
   To Parkway Dr.
4. Section No. 012a
5. Length 0.36 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 6.0 m
10. Surface Width 5.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | when required (seal) |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

| | | | |
|---|---|---|---|
| 34. | Year Last Improved | 10 | |
| 35. | Type of Last Improvement | | 2x S.T. |
| 36. | Date | M 0 | Y 13 |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Indian Grove
3. From Parkway
   To End
4. Section No. 12b
5. Length 0.04 km
6. Boundary Rd. (1) Yes ___ (2) No ____
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB __x_ (4) HCB ___ (5) RAP ___
9. Platform Width 6.0 m
10. Surface Width 5.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | when required (seal) |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10

35. Type of Last Improvement 2x S.T.

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Parkway Dr
3. From Indian Grove
   To End
4. Section No. 013
5. Length 0.2 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 5.0 m
10. Surface Width 4.2 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | Full length (pulverize, add 'A' resurface) |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Dent Bay Rd
3. From Bayview
   To End
4. Section No. 014
5. Length 0.2 km
6. Boundary Rd. (1) Yes ___ (2) No _x_
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x_
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB x___ (4) HCB ___ (5) RAP ___
9. Platform Width 3.0 m
10. Surface Width 4.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x_ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x_ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | 4 | Overlay 2015 |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Pine Valley Dr
3. From Bayview
   To End
4. Section No. 015
5. Length 0.4 km
6. Boundary Rd. (1) Yes ___ (2) No _x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 5.2 m
10. Surface Width 4.7 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | Overlay |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Islandview Dr
3. From Bayview Dr.
   To Iroquois Dr.
4. Section No. 016a
5. Length 0.42 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 6.0 m
10. Surface Width 5.1 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | overlay |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Islandview Dr.
3. From Iroquois Dr.
   To End
4. Section No. 16b
5. Length 0.# km
6. Boundary Rd. (1) Yes ___ (2) No ____
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB __x_ (4) HCB ___ (5) RAP ___
9. Platform Width 6.0 m
10. Surface Width 5.0 m
11. Right of Way Width ... m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | overlay when required |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

| | | | |
|---|---|---|---|
| 34. | Year Last Improved | 10 | |
| 35. | Type of Last Improvement | | 2x S.T. |
| 36. | Date | M 0 | Y 13 |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Iroquois Dr
3. From Islandview
   To End
4. Section No. 017
5. Length 0.2 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 6.0 m
10. Surface Width 9.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 40

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Matthew Bay Dr
3. From Bayview
   To End
4. Section No. 018
5. Length 0.1 km
6. Boundary Rd. (1) Yes ___ (2) No _x_
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x_
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x_ (4) HCB ___ (5) RAP ___
9. Platform Width 6.0 m
10. Surface Width 5.3 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x_ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x_ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | overlay |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Rockcliffe Dr. North
3. From Bayview Dr.
   To Curran Trail
4. Section No. 019
5. Length 1.5 km
6. Boundary Rd. (1) Yes ___ (2) No _x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 5.5 m
10. Surface Width 4.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 50

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | All |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | Pulverize & 250m subexcavation |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | 08 | |
| 35. | Type of Last Improvement | | 2x S.T. |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Rockcliffe Dr. South
3. From Bayview Dr.
   To Phillip Dr.
4. Section No. 020a
5. Length 0.27 km
6. Boundary Rd. (1) Yes ___ (2) No _x_
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x_
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x_ (4) HCB ___ (5) RAP ___
9. Platform Width 8.0 m
10. Surface Width 7.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x_ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x_ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 10

35. Type of Last Improvement 2x S.T.

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Rockcliffe Dr. S.
3. From Phillip
   To #16
4. Section No. 20 b
5. Length 0.1 km
6. Boundary Rd. (1) Yes ___ (2) No ____
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB _x__ (5) RAP ___
9. Platform Width 6.5 m
10. Surface Width 5.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | |
|---|---|---|
| 24. | Surface Treatment | |
| 25. | Gravel Resurfacing | |
| 26. | Other | |
| 27. | Total Specific Maintenance | |

CONSTRUCTION

| | | |
|---|---|---|
| 28. | Hot Mix Resurfacing | Pulverize & asphalt |
| 29. | Base and Surface | |
| 30. | Resurface and Widen | |
| 31. | Reconstruction | |
| 32. | Storm Sewer/Road Reinstat. | |
| 33. | Total Recommended Costs | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Rockcliffe Dr. S.
3. From #16
   To End
4. Section No. 20 c
5. Length 0.34 km
6. Boundary Rd. (1) Yes ___ (2) No __x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 5.0 m
10. Surface Width 4.3 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | Overlay |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Philip Dr
3. From Rockcliffe Dr. S.
   To End
4. Section No. 021
5. Length 0.1 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural ___
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 5.0 m
10. Surface Width 4.7 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 80

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | Overlay |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Alves Rd
3. From W. Carling Bay Road
   To End
4. Section No. 022
5. Length 1.6 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x_
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB __x_ (4) HCB ___ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _X_ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x_ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x_ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | 73 | 2017 |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

| | | | |
|---|---|---|---|
| 34. | Year Last Improved | 08 | |
| 35. | Type of Last Improvement | | Tar & Chip |
| 36. | Date | M 0 | Y 13 |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Hares Rd
3. From Hwy 559
   To End
4. Section No. 023
5. Length 0.6 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 4.5 m
10. Surface Width 4.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | As required |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Dillon Rd
3. From Hwy 559
   To Shawanaga Road
4. Section No. 024a
5. Length 0.42 km
6. Boundary Rd. (1) Yes ___ (2) No x
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural x
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB x___ (4) HCB ___ (5) RAP ___
9. Platform Width 8.5 m
10. Surface Width 7.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 x___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch x (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes x (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | 32 | 2018 Full Length |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 08

35. Type of Last Improvement ___

36. Date M0___ Y13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Dillon Road
3. From Shawanaga Road
   To Wawanaisa Road
4. Section No. 24b
5. Length 6.75 km
6. Boundary Rd. (1) Yes ___ (2) No _x___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB x___ (4) HCB ___ (5) RAP ___
9. Platform Width 8.5 m
10. Surface Width 7.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 _x__ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | 424 | Full Length 2018 |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved ___

35. Type of Last Improvement ___

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Dillon Road
3. From Wawanaisa Road
   To Sand Bay Road
4. Section No. 24 c
5. Length 1.05 km
6. Boundary Rd. (1) Yes ___ (2) No _x___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB x___ (4) HCB ___ (5) RAP ___
9. Platform Width 8.5 m
10. Surface Width 7.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 _x__ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | 79 | Full Length 2018 |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 08

35. Type of Last Improvement ___

36. Date M 0_ Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Dillon Road
3. From Sand Bay Road
   To Corduroy Bay
4. Section No. 24d
5. Length 0.68 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural x
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB x___ (4) HCB ___ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes x (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 x (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch x (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes x (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | 44 | Full Length |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 08

35. Type of Last Improvement ___

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Dillon Road
3. From Corduroy Bay
   To End
4. Section No. 24e
5. Length 0.61 km
6. Boundary Rd. (1) Yes ___ (2) No _x___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB x___ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 _x__ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | 45 | Full Length 2018 |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 08

35. Type of Last Improvement ___

36. Date M 0_ Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Shawanaga Rd S
3. From Highway 559
   To End
4. Section No. 025
5. Length 1.3 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural ___
8. Surface Type (1) Earth ___ (2) Gravel X (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width ___.___ m
10. Surface Width ___.___ m
11. Right of Way Width ___.___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch ___ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes ___ (2) No ___

16. Condition Rating - Maximum 10 Points

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | As required |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 _ Y 1 3 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Wawanaisa Rd
3. From Dillon Road
   To Hi Lin Road
4. Section No. 026a
5. Length 1.61 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width ____ m
10. Surface Width 6.0 m
11. Right of Way Width ____ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 13

35. Type of Last Improvement Under construction

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Wawanaisa Rd
3. From Dillon Road
   To Hi Lin Road
4. Section No. 026 b
5. Length 0.19 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width ____ m
10. Surface Width 6.0 m
11. Right of Way Width ____ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 13

35. Type of Last Improvement Under construction

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Hi Lin Rd
3. From Wawainaisa
   To End
4. Section No. 027
5. Length 0.4 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural x
8. Surface Type (1) Earth ___ (2) Gravel x (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 4.0 m
10. Surface Width 4.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No x
13. Traffic Range (1) 0-49 x (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch x (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes x (2) No ___

16. Condition Rating - Maximum 10 Points 40

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | |
|---|---|---|
| 24. | Surface Treatment | |
| 25. | Gravel Resurfacing | 2014 |
| 26. | Other | |
| 27. | Total Specific Maintenance | |

CONSTRUCTION

| | | |
|---|---|---|
| 28. | Hot Mix Resurfacing | |
| 29. | Base and Surface | |
| 30. | Resurface and Widen | |
| 31. | Reconstruction | |
| 32. | Storm Sewer/Road Reinstat. | |
| 33. | Total Recommended Costs | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Tom Coopers Rd
3. From Dillon Road
   To End
4. Section No. 028
5. Length 0.5 km
6. Boundary Rd. (1) Yes ___ (2) No _x_
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x_
8. Surface Type (1) Earth ___ (2) Gravel _x_ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 5.0 m
10. Surface Width 5.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x_ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x_ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x_ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | |
|---|---|---|
| 24. | Surface Treatment | |
| 25. | Gravel Resurfacing | 2017 |
| 26. | Other | |
| 27. | Total Specific Maintenance | |

CONSTRUCTION

| | | |
|---|---|---|
| 28. | Hot Mix Resurfacing | |
| 29. | Base and Surface | |
| 30. | Resurface and Widen | |
| 31. | Reconstruction | |
| 32. | Storm Sewer/Road Reinstat. | |
| 33. | Total Recommended Costs | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Corduroy Bay Rd
3. From Dillon Road
   To Ramsay Road N/S
4. Section No. 029
5. Length 0.2 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | 12 | Overlay 2016 |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

| | | | |
|---|---|---|---|
| 34. | Year Last Improved | 08 | |
| 35. | Type of Last Improvement | | 2x S.T. |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Ramsay Rd N.
3. From Corduroy Bay Road
   To End
4. Section No. 030a
5. Length 0.5 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | |
|---|---|---|
| 24. | Surface Treatment | |
| 25. | Gravel Resurfacing | |
| 26. | Other | |
| 27. | Total Specific Maintenance | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | Cul de sac 6" Gran 'B' |
| 30. | Resurface and Widen | | 6" Gran 'A' |
| 31. | Reconstruction | | S.T. |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Ramsay Road S.
3. From Corduroy Bay Road
   To Christie Road
4. Section No. 30
5. Length 0.16 km
6. Boundary Rd. (1) Yes ___ (2) No __x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | |
|---|---|---|
| 24. | Surface Treatment | |
| 25. | Gravel Resurfacing | |
| 26. | Other | |
| 27. | Total Specific Maintenance | |

CONSTRUCTION

| | | |
|---|---|---|
| 28. | Hot Mix Resurfacing | |
| 29. | Base and Surface | |
| 30. | Resurface and Widen | |
| 31. | Reconstruction | |
| 32. | Storm Sewer/Road Reinstat. | |
| 33. | Total Recommended Costs | |

| | | |
|---|---|---|
| 34. | Year Last Improved | |
| 35. | Type of Last Improvement | |
| 36. | Date | M 0 Y 13 |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Ramsay Road S.
3. From Christie
   To End
4. Section No. 30
5. Length 0.22 km
6. Boundary Rd. (1) Yes ___ (2) No __x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ____ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes ___ (2) No _x__

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | As required |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Christie Rd
3. From Ramsay Road
   To End
4. Section No. 031
5. Length 0.4 km
6. Boundary Rd. (1) Yes ___ (2) No _x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | 24 | Full Length 2017 |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

| | | | |
|---|---|---|---|
| 34. | Year Last Improved | 96 | |
| 35. | Type of Last Improvement | | new |
| 36. | Date | M 0 | Y 13 |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Sand Bay Rd
3. From Dillon Road
   To Brook's Landing Road
4. Section No. 032a
5. Length 2.34 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 _x__ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 80

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 12/13

35. Type of Last Improvement Reconstruction

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Sand Bay Road
3. From Brook's Landing
   To Palmer's
4. Section No. 32 b
5. Length 1.59 km
6. Boundary Rd. (1) Yes ___ (2) No __x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 80

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | Overlay |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 12/13

35. Type of Last Improvement Reconstructed

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Sand Bay Road
3. From Palmer's
   To Forsyth
4. Section No. 32c
5. Length 1.73 km
6. Boundary Rd. (1) Yes ___ (2) No __x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 80

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 12/13

35. Type of Last Improvement Reconstruction

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Sand Bay Road
3. From Forsyth's
   To End
4. Section No. 32d
5. Length 1.73 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 80

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 12/13

35. Type of Last Improvement ___ Reconstruction

36. Date M 0 ___ Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Brooks Landing Rd
3. From Sand Bay Road
   To End
4. Section No. 033
5. Length 0.9 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB __x_ (4) HCB ___ (5) RAP ___
9. Platform Width 4.5 m
10. Surface Width ___ m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 80

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | |
|---|---|---|
| 24. | Surface Treatment | |
| 25. | Gravel Resurfacing | |
| 26. | Other | |
| 27. | Total Specific Maintenance | |

CONSTRUCTION

| | | |
|---|---|---|
| 28. | Hot Mix Resurfacing | |
| 29. | Base and Surface | |
| 30. | Resurface and Widen | |
| 31. | Reconstruction | |
| 32. | Storm Sewer/Road Reinstat. | |
| 33. | Total Recommended Costs | |

34. Year Last Improved 13
35. Type of Last Improvement Tar & Chip
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Palmers Rd
3. From Sand Bay
   To End
4. Section No. 034
5. Length 10 km
6. Boundary Rd. (1) Yes ___ (2) No _x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 5.0 m
10. Surface Width 4.5 m
11. Right of Way Width ... m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 80

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | |
|---|---|---|
| 24. | Surface Treatment | |
| 25. | Gravel Resurfacing | |
| 26. | Other | |
| 27. | Total Specific Maintenance | |

CONSTRUCTION

| | | |
|---|---|---|
| 28. | Hot Mix Resurfacing | |
| 29. | Base and Surface | |
| 30. | Resurface and Widen | |
| 31. | Reconstruction | |
| 32. | Storm Sewer/Road Reinstat. | |
| 33. | Total Recommended Costs | |

34. Year Last Improved 13
35. Type of Last Improvement Tar & Chip
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Forsyths Rd
3. From Sand Bay Road
   To End
4. Section No. 035
5. Length 0.5 km
6. Boundary Rd. (1) Yes ___ (2) No _x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _X__ (4) HCB ___ (5) RAP ___
9. Platform Width 5.5 m
10. Surface Width 5.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 80

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 12

35. Type of Last Improvement Tar & Chip

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Inverlochy Rd
3. From Hwy 559
   To End
4. Section No. 036
5. Length 1.5 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural x
8. Surface Type (1) Earth ___ (2) Gravel x (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 6.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No x
13. Traffic Range (1) 0-49 ___ (2) 50-199 x (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch x (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes x (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | √ |
| 19. | Major Ditching | | rock 250m |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | √ |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Richmonds Rd
3. From Hwy 559
   To End
4. Section No. 037
5. Length 0.5 km
6. Boundary Rd. (1) Yes ___ (2) No _x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 5.0 m
10. Surface Width 5.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | |
|---|---|---|
| 24. | Surface Treatment | |
| 25. | Gravel Resurfacing | |
| 26. | Other | |
| 27. | Total Specific Maintenance | |

CONSTRUCTION

| | | |
|---|---|---|
| 28. | Hot Mix Resurfacing | |
| 29. | Base and Surface | |
| 30. | Resurface and Widen | |
| 31. | Reconstruction | |
| 32. | Storm Sewer/Road Reinstat. | |
| 33. | Total Recommended Costs | |

34. Year Last Improved 13

35. Type of Last Improvement New gravel

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Fred Dubie Rd
3. From Hwy 559
   To End Fork
4. Section No. 038a
5. Length 1.02 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 6.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | Rock Ditching |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | 2017 |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 11

35. Type of Last Improvement Gravel

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Fred Dubie (W - Fork)
3. From Fork
   To End
4. Section No. 38b
5. Length 0.38 km
6. Boundary Rd. (1) Yes ___ (2) No ____
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 4.0 m
10. Surface Width 4.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 50

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | √ |
| 19. | Major Ditching | | rock both sides |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | Tar & Chip |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Fred Dubie (E - Fork)
3. From Fork
   To End
4. Section No. 38c
5. Length 0.38 km
6. Boundary Rd. (1) Yes ___ (2) No _x___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 4.0 m
10. Surface Width 4.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 50

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | All |
| 19. | Major Ditching | | Rock ditching |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | Tar & Chip |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Snug Harbour Rd
3. From Hwy 559
   To Jacknife Road
4. Section No. 039a
5. Length 2.66 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural ___
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 _x__ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch ___ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes ___ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | √ 1/2 Length |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | √ 1/2 Length |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 09

35. Type of Last Improvement ___

36. Date M 0 ___ Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Snug Harbour Rd
3. From Jacknife Road
   To Fitzgerald Bay Road
4. Section No. 039b
5. Length 1.2 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural ___
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 _x__ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch ___ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes ___ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | √ 1/2 Length |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | √ 1/2 Length |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 09

35. Type of Last Improvement ___

36. Date M 0_ Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Snug Harbour Rd
3. From Fitzgerald Bay Road
   To Snug Haven Road
4. Section No. 039c
5. Length 0.8 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural ___
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 _x__ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch ___ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes ___ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | √ 1/2 Length |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | √ 1/2 Length |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 09

35. Type of Last Improvement

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Snug Harbour Rd
3. From Snug Haven Road
   To Remy Bay Road
4. Section No. 039d
5. Length 0.2 km
6. Boundary Rd. (1) Yes ___ (2) No _x_
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x_
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x_ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x_
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 _x_ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x_ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes ___ (2) No _x_

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | √ 1/2 Length |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | √ 1/2 Length |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 09

35. Type of Last Improvement ___

36. Date M 0_ Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Snug Harbour Rd
3. From Remy Bay Road
   To End
4. Section No. 039e
5. Length 0.24 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural ___
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 _x__ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch ___ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes ___ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | √ 1/2 Length |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | √ 1/2 Length |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 09

35. Type of Last Improvement ___

36. Date M 0 ___ Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Jacknife Rd
3. From Snug Harbour Road
   To Gowar Bay Road
4. Section No. 040a
5. Length 2.28 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 6.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

### SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | Clearing |
| 18. | Culverts | | |
| 19. | Major Ditching | | 200m (rock) |
| 20. | Raise Grade | | √ |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

### SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | √ |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

### CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Jacknife Road
3. From Gowar Bay Rd.
   To Keyhole Road
4. Section No. 40b
5. Length 1.42 km
6. Boundary Rd. (1) Yes ___ (2) No __x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 6.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | Clearing |
| 18. | Culverts | | |
| 19. | Major Ditching | | 200m (rock) |
| 20. | Raise Grade | | √ |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | √ |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Gowar Bay Rd
3. From Jacknife
   To End
4. Section No. 041
5. Length 0.7 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural x
8. Surface Type (1) Earth ___ (2) Gravel x (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 4.5 m
10. Surface Width 4.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 x (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch x (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes x (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | |
|---|---|---|
| 24. | Surface Treatment | |
| 25. | Gravel Resurfacing | |
| 26. | Other | |
| 27. | Total Specific Maintenance | |

CONSTRUCTION

| | | |
|---|---|---|
| 28. | Hot Mix Resurfacing | |
| 29. | Base and Surface | |
| 30. | Resurface and Widen | |
| 31. | Reconstruction | |
| 32. | Storm Sewer/Road Reinstat. | |
| 33. | Total Recommended Costs | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Fitzgerald Bay Rd
3. From Snug Harbour Road
   To End
4. Section No. 042
5. Length 1.3 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _X
8. Surface Type (1) Earth ___ (2) Gravel _X__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 6.0 m
10. Surface Width m
11. Right of Way Width m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _X__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch ___ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes ___ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | 24 | 2014 |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Snug Haven Rd
3. From Snug Harbour Road
   To End
4. Section No. 043
5. Length 0.5 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural x
8. Surface Type (1) Earth ___ (2) Gravel x (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 4.0 m
10. Surface Width 4.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 x (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch x (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes x (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | √ |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 | Y 13 |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Remy Bay Rd
3. From Snug Harbour Road
   To End
4. Section No. 044
5. Length 3.3 km
6. Boundary Rd. (1) Yes ___ (2) No _x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 5.0 m
10. Surface Width 5.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 50

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | Rock ditching 500m |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | Full |
| 25. | Gravel Resurfacing | | Full 6 inches Gran 'A' |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | 100m on hill |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Old Killbear Rd
3. From Hwy 559
   To End
4. Section No. 045
5. Length 0.3 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 4.5 m
10. Surface Width 4.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | As required |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Pengally Bay Rd No. 1
3. From Hwy 559
   To William McKenzie
4. Section No. 046
5. Length 1.1 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural x___
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width ___.__ m
10. Surface Width 6.0 m
11. Right of Way Width ___.__ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 _x__ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 80

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 11

35. Type of Last Improvement Overlay

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Pengally Bay Rd. No. 2
3. From Pengally Bay Road No. 1/William McKenzie
   To Beech
4. Section No. 047a
5. Length 1.4 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural x___
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 5.0 m
10. Surface Width 5.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch ___ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes ___ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | clearing |
| 18. | Culverts | | √ |
| 19. | Major Ditching | | Rock 500m |
| 20. | Raise Grade | | 500m |
| 21. | Patching | | |
| 22. | Other | | Road widening to 6.0 platform |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | Full length |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | 250m |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Pengally Road No. 2
3. From Beech
   To Linda Lane
4. Section No. 47b
5. Length 0.57 km
6. Boundary Rd. (1) Yes ___ (2) No _x_
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x_
8. Surface Type (1) Earth ___ (2) Gravel _x_ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 5.0 m
10. Surface Width 5.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x_ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x_ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x_ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | clearing |
| 18. | Culverts | | √ |
| 19. | Major Ditching | | Rock 500m |
| 20. | Raise Grade | | 500m |
| 21. | Patching | | |
| 22. | Other | | Road widening to 6.0 platform |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | Full length |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | 250m |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name William McKenzie Dr
3. From Pengally Bay Road
   To Conservation Drive
4. Section No. 048a
5. Length 0.35 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 80

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 11

35. Type of Last Improvement Overlay

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name William McKenzie
3. From Conservation
   To Partridge
4. Section No. 48b
5. Length 0.15 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural x
8. Surface Type (1) Earth ___ (2) Gravel x (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 0.5 m
10. Surface Width ___ m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 x (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch x (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes x (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | √ |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Partridge Bay Rd
3. From William McKenzie
   To End
4. Section No. 049
5. Length 0.4 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 4.5 m
10. Surface Width 4.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | As required |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Conservation Dr
3. From William McKenzie
   To End
4. Section No. 050
5. Length 2.7 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.8 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 _x__ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 80

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | 175 | Pulverize & 2x S.T. 2020 |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 11

35. Type of Last Improvement overlay

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Linda Lane East
3. From Pengally Road #2
   To End
4. Section No. 051a
5. Length 0.73 km
6. Boundary Rd. (1) Yes ___ (2) No _x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 4.5 m
10. Surface Width 4.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | As needed |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Linda Lane West
3. From Pengally Road #2
   To End
4. Section No. 51b
5. Length 0.5 km
6. Boundary Rd. (1) Yes ___ (2) No _x_
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x_
8. Surface Type (1) Earth ___ (2) Gravel _x_ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 4.5 m
10. Surface Width 4.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x_
13. Traffic Range (1) 0-49 _x_ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x_ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x_ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | √ |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | As needed |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Beech Avenue
3. From Pengally Road 2
   To Donna Drive
4. Section No. 052a
5. Length 0.27 km
6. Boundary Rd. (1) Yes ___ (2) No _x_
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x_
8. Surface Type (1) Earth ___ (2) Gravel _x_ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 4.5 m
10. Surface Width 4.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x_ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x_ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x_ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | 10 | As required 2014 |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Beech Avenue
3. From Donna Dr.
   To End
4. Section No. 52b
5. Length 0.36 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 4.5 m
10. Surface Width 4.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | 13 | As required 2014 |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 08

35. Type of Last Improvement ___

36. Date M 0_ Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Donna Dr
3. From Beech Ave.
   To End
4. Section No. 053
5. Length 0.3 km
6. Boundary Rd. (1) Yes ___ (2) No _x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 4.5 m
10. Surface Width 4.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 x___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 70

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | 11 | As required 2014 |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 | Y 13 |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Blind Bay Rd
3. From Hwy 559
   To End
4. Section No. 054
5. Length 2.6 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 6.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No x___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 _x__ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 50

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | 300 | 2015 Reconstruction |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0_ Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Woods Rd
3. From Shebeshekong Road
   To Crawford
4. Section No. 055a
5. Length 2.36 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural ___
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 _X__ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch ___ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes ___ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | |
|---|---|---|
| 24. | Surface Treatment | |
| 25. | Gravel Resurfacing | |
| 26. | Other | |
| 27. | Total Specific Maintenance | |

CONSTRUCTION

| | | |
|---|---|---|
| 28. | Hot Mix Resurfacing | |
| 29. | Base and Surface | |
| 30. | Resurface and Widen | |
| 31. | Reconstruction | |
| 32. | Storm Sewer/Road Reinstat. | |
| 33. | Total Recommended Costs | |

34. Year Last Improved 13

35. Type of Last Improvement Overlay

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Woods Rd
3. From Crawford
   To Ritchie
4. Section No. 055b
5. Length 0.3 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural ___
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 _X__ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch ___ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes ___ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | 2018 (MTO - Paving) |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 13

35. Type of Last Improvement ___ Overlay

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Wood's
3. From Ritchie
   To Hwy 69
4. Section No. 55c
5. Length 0.19 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width ____.__ m
10. Surface Width ____.__ m
11. Right of Way Width ____.__ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 _X__ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch ___ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | 2018 (Paving - MTO) |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved ____
35. Type of Last Improvement ____
36. Date M 0_ Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Woods Rd
3. From Shebeshekong
   To Crawford
4. Section No. 056
5. Length 1.4 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch ___ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes ___ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | 2018 (MTO - Paving) |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 12
35. Type of Last Improvement Ovrlay
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Ritchie Dr
3. From Helen Crawford
   To Wood's
4. Section No. 057
5. Length 0.7 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 6.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 80

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) | |
|---|---|---|---|
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |

SPECIFIC MAINTENANCE

| | | | |
|---|---|---|---|
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |

CONSTRUCTION

| | | | |
|---|---|---|---|
| 28. | Hot Mix Resurfacing | | 2018 (MTO) Paving |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Eglund Dr
3. From
   To
4. Section No. 058
5. Length 10 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural ___
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width m
10. Surface Width m
11. Right of Way Width m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch ___ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes ___ (2) No ___

16. Condition Rating - Maximum 10 Points

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | |
|---|---|---|
| 24. | Surface Treatment | |
| 25. | Gravel Resurfacing | |
| 26. | Other | |
| 27. | Total Specific Maintenance | |

CONSTRUCTION

| | | |
|---|---|---|
| 28. | Hot Mix Resurfacing | |
| 29. | Base and Surface | |
| 30. | Resurface and Widen | |
| 31. | Reconstruction | |
| 32. | Storm Sewer/Road Reinstat. | |
| 33. | Total Recommended Costs | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Lagoon Rd
3. From Hwy 69
   To End
4. Section No. 059
5. Length 0.3 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 4.5 m
10. Surface Width ___ m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 80

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | MTO Capital |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Shebeshekong Est. Rd
3. From Shebeshekong Road
   To Shebe Est. N/S
4. Section No. 060a
5. Length 0.55 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.5 m
10. Surface Width 6.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch ___ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes ___ (2) No ___

16. Condition Rating - Maximum 10 Points 10

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 13

35. Type of Last Improvement Resurfaced

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Shebeshekong Est. Road N.
3. From Shebeshekong Road Est Road
   To End
4. Section No. 60b
5. Length 0.51 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 7.0 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 100

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 13

35. Type of Last Improvement Resurfaced

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Shebeshekong Est. Road S.
3. From Shebeshekong Road Est Road
   To End
4. Section No. 60 c
5. Length 0.54 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural ___
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width ____.__ m
10. Surface Width ____.__ m
11. Right of Way Width ____.__ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch ___ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes ___ (2) No ___

16. Condition Rating - Maximum 10 Points 10

## ROAD IMPROVEMENTS AND COSTS

### SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

### SPECIFIC MAINTENANCE

| | | |
|---|---|---|
| 24. | Surface Treatment | |
| 25. | Gravel Resurfacing | |
| 26. | Other | |
| 27. | Total Specific Maintenance | |

### CONSTRUCTION

| | | |
|---|---|---|
| 28. | Hot Mix Resurfacing | |
| 29. | Base and Surface | |
| 30. | Resurface and Widen | |
| 31. | Reconstruction | |
| 32. | Storm Sewer/Road Reinstat. | |
| 33. | Total Recommended Costs | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Carling Station Rd
3. From Shebeshekong Road
   To End
4. Section No. 061
5. Length 16 km
6. Boundary Rd. (1) Yes ___ (2) No ___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural x
8. Surface Type (1) Earth ___ (2) Gravel x (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 45 m
10. Surface Width ___ m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 x (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch x (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes x (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | 21 | As required |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Holly's Lane
3. From Shebeshekong Road
   To End
4. Section No. 062
5. Length 0.6 km
6. Boundary Rd. (1) Yes ___ (2) No _x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 6.0 m
10. Surface Width 5.5 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 12

35. Type of Last Improvement Tar & Chip

36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name 3rd Concession Road
3. From Shebeshekong Road
   To End
4. Section No. 063
5. Length 0.2 km
6. Boundary Rd. (1) Yes ___ (2) No X
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural x
8. Surface Type (1) Earth ___ (2) Gravel x (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 3.5 m
10. Surface Width ___ m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 x (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch x (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes x (2) No ___

16. Condition Rating - Maximum 10 Points 90

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | 2 | 2019 |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved 12

35. Type of Last Improvement New gravel

36. Date M 08 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Nobel Rd
3. From Hwy 559
   To Marsh Lake Road
4. Section No. 064
5. Length 20 km
6. Boundary Rd. (1) Yes ___ (2) No _x__
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB ___ (4) HCB _x__ (5) RAP ___
9. Platform Width 8.0 m
10. Surface Width 7.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes _x__ (2) No ___
13. Traffic Range (1) 0-49 ___ (2) 50-199 ___ (3) 200-399 _x__ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 100

## ROAD IMPROVEMENTS AND COSTS

SPOT ROAD AND DRAINAGE

| | | ($,000) |
|---|---|---|
| 17. | Right of Way | |
| 18. | Culverts | |
| 19. | Major Ditching | |
| 20. | Raise Grade | |
| 21. | Patching | |
| 22. | Other | |
| 23. | Total Spot Costs | |

SPECIFIC MAINTENANCE

| | | |
|---|---|---|
| 24. | Surface Treatment | |
| 25. | Gravel Resurfacing | |
| 26. | Other | |
| 27. | Total Specific Maintenance | |

CONSTRUCTION

| | | |
|---|---|---|
| 28. | Hot Mix Resurfacing | |
| 29. | Base and Surface | |
| 30. | Resurface and Widen | |
| 31. | Reconstruction | |
| 32. | Storm Sewer/Road Reinstat. | |
| 33. | Total Recommended Costs | |

34. Year Last Improved
35. Type of Last Improvement — new 2011
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Crawford (Helen)
3. From Wood's
   To Ritchie Dr.
4. Section No. 235
5. Length . km
6. Boundary Rd. (1) Yes ___ (2) No _x___
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel _x__ (3) LCB ___ (4) HCB ___ (5) RAP ___
9. Platform Width 6.5 m
10. Surface Width 6.5 m
11. Right of Way Width . m
12. School Bus Route (1) Yes ___ (2) No _x__
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 80

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | MTO Work 2018 |
| 29. | Base and Surface | | Full upgrade |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |

34. Year Last Improved
35. Type of Last Improvement
36. Date M 0 Y 13

# ROAD APPRAISAL SHEET

## IDENTIFICATION

1. Municipality Carling
2. Road Description/Name Littles Lane
3. From East Carling Bay Road
   To End
4. Section No. 390
5. Length 0.8 km
6. Boundary Rd. (1) Yes ___ (2) No ____
7. Roadside Environment (1) Urban ___ (2) Semi-urban ___ (3) Rural _x__
8. Surface Type (1) Earth ___ (2) Gravel ___ (3) LCB _x__ (4) HCB ___ (5) RAP ___
9. Platform Width 6.5 m
10. Surface Width 6.0 m
11. Right of Way Width ___ m
12. School Bus Route (1) Yes ___ (2) No ___
13. Traffic Range (1) 0-49 _x__ (2) 50-199 ___ (3) 200-399 ___ (4) 400-999 ___ (5) 1000 Plus ___
14. Drainage Feature (1) Open Ditch _x__ (2) Sewer ___ (3) Combined ___
15. Spring Load Restriction (1) Yes _x__ (2) No ___

16. Condition Rating - Maximum 10 Points 60

## ROAD IMPROVEMENTS AND COSTS

| | | ($,000) | |
|---|---|---|---|
| | SPOT ROAD AND DRAINAGE | | |
| 17. | Right of Way | | |
| 18. | Culverts | | |
| 19. | Major Ditching | | |
| 20. | Raise Grade | | √ |
| 21. | Patching | | |
| 22. | Other | | |
| 23. | Total Spot Costs | | |
| | SPECIFIC MAINTENANCE | | |
| 24. | Surface Treatment | | overlay |
| 25. | Gravel Resurfacing | | |
| 26. | Other | | |
| 27. | Total Specific Maintenance | | |
| | CONSTRUCTION | | |
| 28. | Hot Mix Resurfacing | | |
| 29. | Base and Surface | | |
| 30. | Resurface and Widen | | |
| 31. | Reconstruction | | |
| 32. | Storm Sewer/Road Reinstat. | | |
| 33. | Total Recommended Costs | | |
| 34. | Year Last Improved | | |
| 35. | Type of Last Improvement | | |
| 36. | Date | M 0 Y 13 | |

# APPENDIX D

## Ontario Structure Inspection Manual - INSPECTION FORM

| | |
|---|---|
| MTO Site Number: | |

| **FIELD INSPECTION INFORMATION:** | | | |
|---|---|---|---|
| Date of Inspection: | September 5, 2013 | Type of Inspection: | ☒ OSIM ☐ Enhanced OSIM |
| Inspector: | Tom Pepper, P.Eng | | |
| Others in Party: | Brad Laking, E.I.T | | |
| Access Equipment Used: | Hammer, Camera, Tape, | | |
| Weather: | Clear | | |
| Temperature: | 15 Celcius | | |

| **ADDITIONAL INVESTIGATIONS REQUIRED:** | Priority | | |
|---|---|---|---|
| | None | Normal | Urgent |
| Material Condition Survey | X | | |
| Detailed Deck Condition Survey: | X | | |
| Non-destructive Delamination Survey of Asphalt-Covered Deck: | X | | |
| Concrete Substructure Condition Survey: | X | | |
| Detailed Coating Condition Survey: | X | | |
| Detailed Timber Investigation: | X | | |
| Post-tensioned Strand Investigation: | X | | |
| Underwater Investigation: | X | | |
| Fatigue Investigation: | X | | |
| Seismic Investigation: | X | | |
| Structure Evaluation: | X | | |
| Monitoring: | | X | |
| Monitoring of Deformations, Settlements and Movements: | | X | |
| Monitoring Crack Widths: | | X | |
| Investigation Notes: Monitor crack on SW girder. | | | |

| **OVERALL STRUCTURE NOTES:** | |
|---|---|
| Recommended Work on Structure: | ☒ None ☐ Minor Rehab. ☐ Major Rehab. ☐ Replace |
| Timing of Recommended Work: | ☐ 1 to 5 years ☐ 6 to 10 years |
| Overall Comments: | |
| Date of Next Inspection: | 2015 |

**Suspected Performance Deficiencies**

| | | | | | |
|---|---|---|---|---|---|
| 01 | Load carrying capacity | 06 | Bearing not uniformly loaded/unstable | 12 | Slippery surfaces |
| 02 | Excessive deformations (deflections & rotations) | 07 | Jammed expansion joint | 13 | Flooding/channel blockage |
| 03 | Continuing settlement | 08 | Pedestrian/vehicular hazard | 14 | Undermining of foundation |
| 04 | Continuing movements | 09 | Rough riding surface | 15 | Unstable embankments |
| 05 | Seized bearings | 10 | Surface ponding | 16 | Other |
| | | 11 | Deck drainage | | |

**Maintenance Needs**

| | | | | | |
|---|---|---|---|---|---|
| 01 | Lift and Swing Bridge Maintenance | 07 | Repair to Structural Steel | 13 | Erosion Control at Bridges |
| 02 | Bridge Cleaning | 08 | Repair of Bridge Concrete | 14 | Concrete Sealing |
| 03 | Bridge Handrail Maintenance | 09 | Repair of Bridge Timber | 15 | Rout and Seal |
| 04 | Painting Steel Bridge Structures | 10 | Bailey bridges - Maintenance | 16 | Bridge Deck Drainage |
| 05 | Bridge Deck Joint Repair | 11 | Animal/Pest Control | 17 | Scaling (Loose Concrete or ACR Steel) |
| 06 | Bridge Bearing Maintenance | 12 | Bridge Surface Repair | 18 | Other |

MTO Site Number: 44-232

| **INVENTORY DATA:** | | | | | | | |
|---|---|---|---|---|---|---|---|
| Structure Name: | Dillon Road Bridge | | | | | | |
| Main Hwy/Road #: | | ☒On ☐Under | Crossing Type: | ☐Navig. Water ☒Non-Navig Water ☐Rail ☒Road ☐Ped. ☐Other | | | |
| Hwy/Road Name: | Dillon Road | | | | | | |
| Structure Location: | 6km West of Highway 559 | | | | | | |
| Latitude: | | | Longitude: | | | | |
| Owner (s): | Township of Carling | | Heritage Designation: | ☐Not Cons. ☐Cons./not App. ☐List/not Desig. ☐Desig./not List ☐Desig. & List | | | |
| MTO Region: | Northern | | Road Class: | ☐Freeway ☐Arterial ☐Collector ☒Local | | | |
| MTO District: | Huntsville | | Posted Speed | 50km/h | No. of Lanes | 1 | |
| Old County: | Parry Sound | | AADT | | % Trucks | | |
| Geographic Twp: | Carling | | Inspection Route Sequence: | | | | |
| Structure Type: | Precast Concrete Box Girder | | Interchange Number: | | | | |
| Total Deck Length: | | (m) | Interchange Structure Number: | | | | |
| Overall Str. Width: | | (m) | Min. Vertical Clearance: | | | (m) | |
| Total Deck Area: | | (sq.m) | Special Routes: ☐Transit ☐Truck ☐School ☐Bicycle | | | | |
| Roadway Width: | | (m) | Detour Length Around Bridge: | | | (km) | |
| Skew Angle: | | (degrees) | Direction of Structure:East-West | | | | |
| No. of Spans: | | | Fill on Structure: 0 | | | (m) | |
| Span Lengths: | | | | | | (m) | |

| **HISTORICAL DATA:** | | | | |
|---|---|---|---|---|
| Year Built: | 189 | Year of Last Major Rehab: | | |
| Last OSIM Inspection: | 2011 | Last Evaluation: | | |
| Last Enhanced OSIM Inspection: | | Current Load Limit: | | (tonnes) |
| Enhanced Access Equipment: (ladder, boat, lift, etc.) | | Load Limit By-Law #: | | |
| Last Underwater Inspection: | | By-Law Expiry Date: | | |
| Last Condition Survey: | | | | |

Rehab History (date/description):

| | |
|---|---|
| | **MTO Site Number:** |

| **SCHEDULED IMPROVEMENTS:** | | | |
|---|---|---|---|
| Regional Priority Number | | Programmed Work Year | 2014 |
| Nature of Program Work:<br>Minor concrete repair work<br>Guiderail repair<br>Bridge cleaning | | | |

| **APPRAISAL INDICES:** | | **COMMENTS** |
|---|---|---|
| Fatigue | | |
| Seismic | | |
| Scour | | |
| Flood | | |
| Geometrics | | |
| Barrier | | |
| Curb | | |
| Load Capacity | | |

**ELEMENT DATA**

| | | | |
|---|---|---|---|
| Element Group: | 100 - Decks | Length: | 50 |
| Element Name: | 101 – Wearing Surface | Width: | 7 |
| Location: | | Height: | |
| Material: | 2 – Asphalt | Count: | 1 |
| Element Type: | | Total Quantity: | 350 |
| Environment: | ☐Benign ☐Moderate ☒Severe | Limited Inspection ☐ | |
| Protection System: | | | Perform. Deficiencies |

| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
|---|---|---|---|---|---|---|
| | ☒m2 ☐m ☐each ☐% ☐ all | 350 | | | | |

Comments:

| | | |
|---|---|---|
| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs: | |
| | ☐ Urgent ☐ 1 Year ☐ 2 year | |

| | | | |
|---|---|---|---|
| Element Group: | 100 - Decks | Length: | 16.1 |
| Element Name: | 102 – Deck Top | Width: | 6.1 |
| Location: | | Height: | |
| Material: | 4 – CIP Concrete | Count: | 1 |
| Element Type: | 3 – CIP Concrete on supports | Total Quantity: | 98 |
| Environment: | ☒Benign ☐Moderate ☐Severe | Limited Inspection ☒ | |
| Protection System: | | | Perform. Deficiencies |

| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
|---|---|---|---|---|---|---|
| | ☒m2 ☐m ☐each ☐% ☐ all | | 98 | | | |

Comments:

4 narrow longitudinal crask along the length of the deck between box beam girders (monitor)

| | | |
|---|---|---|
| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs: | 02 |
| | ☐ Urgent ☒ 1 Year ☐ 2 year | |

| | | | |
|---|---|---|---|
| Element Group: | 100 - Decks | Length: | 16.1 |
| Element Name: | 103 – Soffit – Thin Slab | Width: | 6.1 |
| Location: | | Height: | |
| Material: | 4 – CIP Concrete | Count: | 1 |
| Element Type: | | Total Quantity: | 98 |
| Environment: | ☒Benign ☐Moderate ☐Severe | Limited Inspection ☒ | |
| Protection System: | | | Perform. Deficiencies |

| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
|---|---|---|---|---|---|---|
| | ☒m2 ☐m ☐each ☐% ☐ all | | 98 | | | |

Comments:

| | | |
|---|---|---|
| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs: | |
| | ☐ Urgent ☐ 1 Year ☐ 2 year | |

**ELEMENT DATA**

| | | | |
|---|---|---|---|
| Element Group: | 200 - Joints | Length: | |
| Element Name: | 201 – Seals | Width: | |
| Location: | | Height: | |
| Material: | | Count: | 2 |
| Element Type: | | Total Quantity: | 2 |
| Environment: | ☐Benign ☐Moderate ☒Severe | Limited Inspection ☐ | |
| Protection System: | | | Perform. Deficiencies |

| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
|---|---|---|---|---|---|---|
| | ☐m2 ☐m ☒each ☐% ☐ all | | 2 | | | |

Comments:

Joint seals are curling upwards, collection water and debris

| | |
|---|---|
| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years<br>Repair seal drainage, clean out sediment | Maintenance Needs: 02<br>☐ Urgent ☒ 1 Year ☐ 2 year |

| | | | |
|---|---|---|---|
| Element Group: | 200 - Joints | Length: | 6.1 |
| Element Name: | 202 – Concrete End Dams | Width: | 0.5 |
| Location: | | Height: | |
| Material: | 4 – CIP Concrete | Count: | 4 |
| Element Type: | | Total Quantity: | 24.4 |
| Environment: | ☐Benign ☐Moderate ☒Severe | Limited Inspection ☐ | |
| Protection System: | | | Perform. Deficiencies |

| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
|---|---|---|---|---|---|---|
| | ☐m2 ☒m ☐each ☐% ☐ all | | 24.4 | | | |

Comments:

Slight snowplow damage.

| | |
|---|---|
| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs:<br>☐ Urgent ☐ 1 Year ☐ 2 year |

| | | | |
|---|---|---|---|
| Element Group: | 200 - Joints | Length: | 6.1 |
| Element Name: | 203 – Armouring | Width: | 0.15 |
| Location: | | Height: | |
| Material: | | Count: | 6 |
| Element Type: | | Total Quantity: | 5.5 |
| Environment: | ☐Benign ☐Moderate ☒Severe | Limited Inspection ☐ | |
| Protection System: | | | Perform. Deficiencies |

| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
|---|---|---|---|---|---|---|
| | ☐m2 ☐m ☒each ☐% ☐ all | | 5.5 | | | |

Comments:

Slight snowplow damage.

| | |
|---|---|
| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years<br>Cut off damaged area to prevent puncture of vehicle tires. | Maintenance Needs: 02<br>☐ Urgent ☒ 1 Year ☐ 2 year |

**ELEMENT DATA**

| | | | |
|---|---|---|---|
| Element Group: | 400 – Barriers | Length: | 16.1 |
| Element Name: | 401 – Barrier Wall | Width: | 0.3 |
| Location: | | Height: | 0.9 |
| Material: | 4 – CIP Concrete | Count: | 2 |
| Element Type: | 5 – Safety Shape w/ Single Railing | Total Quantity: | 68 |
| Environment: | ☐Benign ☐Moderate ☒Severe | Limited Inspection ☐ | |
| Protection System: | | | Perform. Deficiencies |

| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
|---|---|---|---|---|---|---|
| | ☐m2 ☒m ☐each ☐% ☐ all | | 68 | | | |

Comments:

| | | | |
|---|---|---|---|
| Recommended Work: ☒Rehab ☐Replace ☒1-5 years ☐6-10 years | | Maintenance Needs: | 08 |
| Repair SE end post<br>Repair large spall on South wall near mid span | | ☐ Urgent ☒ 1 Year ☐ 2 year | |

| | | | |
|---|---|---|---|
| Element Group: | 500 – Beams/MLE's | Length: | 15.6 |
| Element Name: | 501 - Girders | Width: | 1.22 |
| Location: | | Height: | 0.7 |
| Material: | 12 – Precast Concrete | Count: | 5 |
| Element Type: | 1 – Box Girders | Total Quantity: | 203 |
| Environment: | ☒Benign ☐Moderate ☐Severe | Limited Inspection ☒ | |
| Protection System: | | | Perform. Deficiencies |

| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
|---|---|---|---|---|---|---|
| | ☒m2 ☐m ☐each ☐% ☐ all | | 200 | 3 | | |

Comments:

Crack on exterior face @ SW corner. Signs of leaching. No recommended repair at this time.

| | | |
|---|---|---|
| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs: | |
| | ☐ Urgent ☐ 1 Year ☐ 2 year | |

| | | | |
|---|---|---|---|
| Element Group: | 900 – Abutments | Length: | |
| Element Name: | 901 – Abutment Walls | Width: | 6.1 |
| Location: | East and West | Height: | 1.35 |
| Material: | 4 – CIP Concrete | Count: | 2 |
| Element Type: | | Total Quantity: | 16.5 |
| Environment: | ☒Benign ☐Moderate ☐Severe | Limited Inspection ☐ | |
| Protection System: | | | Perform. Deficiencies |

| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
|---|---|---|---|---|---|---|
| | ☒m2 ☐m ☐each ☐% ☐ all | | 16.5 | | | |

Comments:

| | | |
|---|---|---|
| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs: | |
| | ☐ Urgent ☐ 1 Year ☐ 2 year | |

**ELEMENT DATA**

| | | | |
|---|---|---|---|
| Element Group: | 900 – Abutments | Length: | |
| Element Name: | 902 – Ballast Walls | Width: | 6.1 |
| Location: | | Height: | 1 |
| Material: | 4 – CIP Concrete | Count: | 2 |
| Element Type: | | Total Quantity: | 12.2 |
| Environment: | ☒Benign ☐Moderate ☐Severe | Limited Inspection ☐ | |
| Protection System: | | | Perform. Deficiencies |

| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
|---|---|---|---|---|---|---|
| | ☒m2 ☐m ☐each ☐% ☐ all | | 12.2 | | | |

Comments:

| | |
|---|---|
| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs: |
| | ☐ Urgent ☐ 1 Year ☐ 2 year |

| | | | |
|---|---|---|---|
| Element Group: | 900 – Abutments | Length: | 6 |
| Element Name: | 903 - Wingwalls | Width: | |
| Location: | | Height: | 2.35 |
| Material: | 4 – CIP Concrete | Count: | 4 |
| Element Type: | 6 – Reinforced Concrete | Total Quantity: | 56.4 |
| Environment: | ☐Benign ☒Moderate ☐Severe | Limited Inspection ☐ | |
| Protection System: | | | Perform. Deficiencies |

| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
|---|---|---|---|---|---|---|
| | ☒m2 ☐m ☐each ☐% ☐ all | | 56.4 | | | |

Comments:

| | |
|---|---|
| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs: |
| | ☐ Urgent ☐ 1 Year ☐ 2 year |

| | | | |
|---|---|---|---|
| Element Group: | 900 – Abutments | Length: | |
| Element Name: | 904 – Bearings | Width: | |
| Location: | East and West | Height: | |
| Material: | 3 - Elastomeric | Count: | 20 |
| Element Type: | | Total Quantity: | 20 |
| Environment: | ☒Benign ☐Moderate ☐Severe | Limited Inspection ☒ | |
| Protection System: | | | Perform. Deficiencies |

| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
|---|---|---|---|---|---|---|
| | ☐m2 ☐m ☒each ☐% ☐ all | | 20 | | | |

Comments:

Clean Bearing Seats

| | |
|---|---|
| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs: |
| | ☐ Urgent ☐ 1 Year ☐ 2 year |

**ELEMENT DATA**

| | | | |
|---|---|---|---|
| Element Group: | 1100 – Retaining Walls | Length: | |
| Element Name: | 1101 – Walls | Width: | 10 |
| Location: | | Height: | 2 |
| Material: | Gabions | Count: | 2 |
| Element Type: | | Total Quantity: | 40 |
| Environment: | ☐Benign ☒Moderate ☐Severe | Limited Inspection ☐ | |

| Protection System: | | | | | | Perform. Deficiencies |
|---|---|---|---|---|---|---|
| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
| | ☒m2 ☐m ☐each ☐% ☐ all | | | 40 | | |

Comments:

Some loss of material on SW wall.

| Recommended Work: ☒Rehab ☐Replace ☒1-5 years ☐6-10 years | Maintenance Needs: | |
|---|---|---|
| Repair basket | ☐ Urgent ☐ 1 Year ☐ 2 year | |

| | | | |
|---|---|---|---|
| Element Group: | 1300 – Foundations | Length: | |
| Element Name: | 1301 – Below Ground Level | Width: | |
| Location: | | Height: | |
| Material: | 4 – CIP Concrete | Count: | 1 |
| Element Type: | | Total Quantity: | 1 |
| Environment: | ☒Benign ☐Moderate ☐Severe | Limited Inspection ☐ | |

| Protection System: | | | | | | Perform. Deficiencies |
|---|---|---|---|---|---|---|
| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
| | ☐m2 ☐m ☐each ☐% ☒ all | 1 | | | | |

Comments:

No settlement evident

| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs: | |
|---|---|---|
| | ☐ Urgent ☐ 1 Year ☐ 2 year | |

| | | | |
|---|---|---|---|
| Element Group: | 1400 – Embankments & Streams | Length: | |
| Element Name: | 1401 – Streams & Waterways | Width: | |
| Location: | | Height: | |
| Material: | | Count: | 1 |
| Element Type: | | Total Quantity: | 1 |
| Environment: | ☒Benign ☐Moderate ☐Severe | Limited Inspection ☐ | |

| Protection System: | | | | | | Perform. Deficiencies |
|---|---|---|---|---|---|---|
| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
| | ☐m2 ☐m ☐each ☐% ☒ all | 1 | | | | |

Comments:

| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs: | 02, 11 |
|---|---|---|
| Remove Beaver Dam | ☒ Urgent ☐ 1 Year ☐ 2 year | |

**ELEMENT DATA**

| | | | |
|---|---|---|---|
| Element Group: | 1400 – Embankments & Streams | Length: | |
| Element Name: | 1402 – Embankments | Width: | |
| Location: | | Height: | |
| Material: | | Count: | 4 |
| Element Type: | | Total Quantity: | 4 |
| Environment: | ☒Benign ☐Moderate ☐Severe | Limited Inspection ☐ | |

| Protection System: | | | | | | Perform. Deficiencies |
|---|---|---|---|---|---|---|
| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
| | ☐m2 ☐m ☐each ☐% ☒ all | 1 | 1 | | | |

Comments:

| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs: | |
|---|---|---|
| | ☐ Urgent ☐ 1 Year ☐ 2 year | |

| | | | |
|---|---|---|---|
| Element Group: | 1400 – Embankments & Streams | Length: | |
| Element Name: | 1403 – Slope Protection | Width: | |
| Location: | | Height: | |
| Material: | | Count: | 1 |
| Element Type: | | Total Quantity: | 1 |
| Environment: | ☒Benign ☐Moderate ☐Severe | Limited Inspection ☐ | |

| Protection System: | | | | | | Perform. Deficiencies |
|---|---|---|---|---|---|---|
| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
| | ☐m2 ☐m ☐each ☐% ☒ all | 1 | | | | |

Comments:

| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs: | |
|---|---|---|
| | ☐ Urgent ☐ 1 Year ☐ 2 year | |

| | | | |
|---|---|---|---|
| Element Group: | 1500 – Accessories | Length: | |
| Element Name: | 1501 – Signs | Width: | |
| Location: | | Height: | |
| Material: | | Count: | |
| Element Type: | | Total Quantity: | |
| Environment: | ☐Benign ☐Moderate ☐Severe | Limited Inspection ☐ | |

| Protection System: | | | | | | Perform. Deficiencies |
|---|---|---|---|---|---|---|
| Condition Data: | Units | Exc. | Good | Fair | Poor* | |
| | ☐m2 ☐m ☒each ☐% ☐ all | | | | | |

Comments:

MTO Hazard Marker (WA-33) signs missing @ all four quadrants.

| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs: | |
|---|---|---|
| | ☐ Urgent ☒ 1 Year ☐ 2 year | |

| | | | |
|---|---|---|---|
| Element Group: | 1600 – Approaches | Length: | 6 |

**ELEMENT DATA**

| | | | |
|---|---|---|---|
| Element Name: | 1601 – Wearing Surface | Width: | 5.6 |
| Location: | | Height: | |
| Material: | 2 – Asphalt | Count: | 2 |
| Element Type: | | Total Quantity: | 67.2 |
| Environment: | ☐Benign ☐Moderate ☒Severe | Limited Inspection ☐ | |
| Protection System: | | | Perform. Deficiencies |

| Condition Data: | Units | Exc. | Good | Fair | Poor* | Perform. Deficiencies |
|---|---|---|---|---|---|---|
| | ☒m2 ☐m ☐each ☐% ☐ all | 84 | | | | |

Comments:

Clear sand windrow on edge of approach to improve drainage, place RAP to prevent erosion.

Settlement on East approach, padding required.

| | | |
|---|---|---|
| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs: | 02 |
| | ☐ Urgent ☒ 1 Year ☐ 2 year | |

| | | | |
|---|---|---|---|
| Element Group: | 1600 – Approaches | Length: | 5.6 |
| Element Name: | 1602 – Approach Slabs | Width: | 6 |
| Location: | | Height: | |
| Material: | 4 – CIP Concrete | Count: | 2 |
| Element Type: | | Total Quantity: | 67.2 |
| Environment: | ☒Benign ☐Moderate ☐Severe | Limited Inspection ☐ | |
| Protection System: | | | Perform. Deficiencies |

| Condition Data: | Units | Exc. | Good | Fair | Poor* | Perform. Deficiencies |
|---|---|---|---|---|---|---|
| | ☒m2 ☐m ☐each ☐% ☐ all | | 67.2 | | | |

Comments:

Minor settlement on East approach – padding required.

| | | |
|---|---|---|
| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs: | |
| | ☐ Urgent ☐ 1 Year ☐ 2 year | |

| | | | |
|---|---|---|---|
| Element Group: | 1600 – Approaches | Length: | 6 |
| Element Name: | 1606 – Barrier | Width: | 0.3 |
| Location: | | Height: | 0.9 |
| Material: | | Count: | 4 |
| | | Total Quantity: | |
| Environment: | ☐Benign ☐Moderate ☒Severe | Limited Inspection ☐ | |
| Protection System: | | | Perform. Deficiencies |

| Condition Data: | Units | Exc. | Good | Fair | Poor* | Perform. Deficiencies |
|---|---|---|---|---|---|---|
| | ☐m2 ☒m ☐each ☐% ☐ all | 24 | | | | |

Comments:

Some rotten posts require replacement, replace SW quadrant approach guiderail.

| | | |
|---|---|---|
| Recommended Work: ☐Rehab ☐Replace ☐1-5 years ☐6-10 years | Maintenance Needs: | |
| | ☐ Urgent ☐ 1 Year ☐ 2 year | |

# APPENDIX E

# Building Maintenance Chec list

**Inspection Date:**
**Location:**

| GROUNDS | | | | | | |
|---|---|---|---|---|---|---|
| | **Inspection/Maintenance Procedures** | **Frequenc** | **Yes** | **No** | **N/A** | **Comments** |
| Playground Equipment | Inspect for loose cracked parts, sharp edges, rot and fall protection | Annually | ☐ | ☐ | ☐ | |
| Planting | Inspect for plant and tree growth against building | Annually | ☐ | ☐ | ☐ | |
| Concrete Patios and Retaining Walls | Inspect for cracks, shifting, water damage and drainage | Annually | ☐ | ☐ | ☐ | |
| Sidewalks and Driveways | Inspect for cracks or trip hazards | Annually | ☐ | ☐ | ☐ | |
| **BUILDING E TERIOR** | | | | | | |
| | **Inspection/Maintenance Procedures** | **Frequenc** | **Yes** | **No** | **N/A** | **Comments** |
| Crawlspaces, Concrete Foundations | Inspect for dampness, vermin, inspect beams and posts for rot. Inspect foundations for cracks, shifting, water damage | Annually | ☐ | ☐ | ☐ | |
| Masonry Veneer | Inspect for efflorescence (white powder), inspect sealants | Annually | ☐ | ☐ | ☐ | |
| Porches and Balconies | Clean and inspect for cracks, rot, trip hazards, secure railings and steps | Annually | ☐ | ☐ | ☐ | |
| Wood Siding, Fascias and Trim | Inspect for cracks, water damage, deteriorated finishes and vermin | Annually | ☐ | ☐ | ☐ | |
| Eaves trough, Roof Drainage | Check for damage, broken downspouts | Annually | ☐ | ☐ | ☐ | |
| Attic Roof Sheathing | Inspect for water damage, mildew, condensation | Annually | ☐ | ☐ | ☐ | |
| Attic Insulation | Inspect for moisture, vermin, voids, compressed insulation | Annually | ☐ | ☐ | ☐ | |
| Attic Ventilation | Inspect for obstructions, rot, vermin | Annually | ☐ | ☐ | ☐ | |

| | Inspection/Maintenance Procedures | Frequenc | Yes | No | N/A | Comments |
|---|---|---|---|---|---|---|
| Vinyl Decks | Check for lifting, water damage, damaged flashing | Annually | ☐ | ☐ | ☐ | |
| Stucco | Check for signs of water leakage, mould, mildew and staining | Annually | ☐ | ☐ | ☐ | |
| Roof Shingles | Check for curled or missing shingles, excessive moss, damaged flashing, clean gutters | Annually | ☐ | ☐ | ☐ | |
| Vinyl Siding | Inspect for damaged siding and water damage | Annually | ☐ | ☐ | ☐ | |
| Steel Siding & Roofing | Inspect for water damage and damaged sheets | Annually | ☐ | ☐ | ☐ | |
| Flat Roofs | Inspect for ponding, loose flashing, plugged drains, air pockets, blisters, debris | Annually | ☐ | ☐ | ☐ | |
| Roof Hatch | Inspect for forced entry, hardware operation, leaks and weather stripping | Annually | ☐ | ☐ | ☐ | |
| Metal Doors and Frames | Inspect for forced entry, correct hardware operation, weather stripping and sealants | Annually | ☐ | ☐ | ☐ | |
| Wood Doors and Frames | Inspect for forced entry, correct hardware operation, weather stripping and sealants | Annually | ☐ | ☐ | ☐ | |
| Automatic Door Openers | Inspect for damage, forced entry, wear and test all safety features | Semi-Annually | ☐ | ☐ | ☐ | |
| Overhead Parkade Doors | Inspect for proper operation and damage to components, test safety features | Semi-Annually | ☐ | ☐ | ☐ | |
| Aluminum Entrances and Storefront | Inspect for forced entry, hardware operation, closer adjustment | Semi-Annually | ☐ | ☐ | ☐ | |
| Windows and Doors | Inspect for leaks, hardware operation, sealing | Annually | ☐ | ☐ | ☐ | |

| | Inspection/Maintenance Procedures | Frequenc | Yes | No | N/A | Comments |
|---|---|---|---|---|---|---|
| Hose Bibs | Inspect for damage and winterize in advance of freezing temperatures | Semi-Annually | ☐ | ☐ | ☐ | |
| Outdoor Outlets | Test ground fault plugs | Semi-Annually | ☐ | ☐ | ☐ | |
| Dryer Vents | Clean bird screens monthly and vents as required | Monthly | ☐ | ☐ | ☐ | |
| Floor and Trench Drains | Clean out drains and trenches | Annually | ☐ | ☐ | ☐ | |
| Chimneys | Clean and check for cracks, loose bricks, leaks or damage. Include fireplaces and woodstoves | Annually | ☐ | ☐ | ☐ | |
| Septic | Check for general condition of bed for break-outs.<br>Should tank be pumped? | Annually | ☐ | ☐ | ☐ | |
| Well / Water Source | Type of well | Dug<br>Drilled<br>Other | ☐<br>☐<br>☐ | | | |

## BUILDING INTERIOR & SERVICES

| | Inspection/Maintenance Procedures | Frequenc | Yes | No | N/A | Comments |
|---|---|---|---|---|---|---|
| Door Handles, Hinges and Closures | Check hardware for proper function, check and test fire exit hardware | Semi-Annually | ☐ | ☐ | ☐ | |
| Appliances | Check fridge seals and drain tubes. Check stove burners and wires for electrical shorting or grease building up. Check hood fans for filters, venting, grease building up and fire hazards | Semi-Annually | ☐ | ☐ | ☐ | |
| Walls and Ceilings | Inspect for mould, water damage, holes, cracking, paint and humidity levels | Annually | ☐ | ☐ | ☐ | |
| Carpets and Flooring | Inspect carpets for rips, tears and wear.<br>Inspect flooring for lifting and cracking | Annually | ☐ | ☐ | ☐ | |

| | Inspection/Maintenance Procedures | Frequenc | Yes | No | N/A | Comments |
|---|---|---|---|---|---|---|
| Cabinetry and fixed furniture | Inspect for chipped/broken finishes, broken drawers, shelves | Annually | ☐ | ☐ | ☐ | |
| Baseboard and Trim | Inspect for missing/broken trim | Annually | ☐ | ☐ | ☐ | |
| Plumbing | Inspect traps, faucets, toilets for wear, leaks | Annually | ☐ | ☐ | ☐ | |
| Elevators | Have an elevator contractor service and maintain the elevator equipment | Monthly/ Quarterly - Subject to licensing requirement | ☐ | ☐ | ☐ | |
| Boiler-Large Building | Service monthly, including circulating pumps. Adjust for seasonal temperatures | Monthly | ☐ | ☐ | ☐ | |
| Boiler/Furnace-Small Building | Service annually, plus filter changes 3 to 4 times per year. Adjust for seasonal temperatures | Annually | ☐ | ☐ | ☐ | |
| Air Conditioning | Inspect for damage, icing, noise, leaks. Clean condenser | Annually | ☐ | ☐ | ☐ | |
| Ductwork | Clean and inspect for rust or damage | Annually | ☐ | ☐ | ☐ | |
| Gas Piping | Inspect for leaks and clearance between gas fired fixtures and combustibles | Annually | ☐ | ☐ | ☐ | |
| Hot Water Tank | Open drain, inspect pressure reducer valve for leaks | Annually | ☐ | ☐ | ☐ | |
| Electrical Panel and Wiring | Inspect for loose, frayed, exposed or overloaded wires/plugs. Test ground fault plugs monthly | Monthly | ☐ | ☐ | ☐ | |
| Electrical Radiant Heater | Inspect for damage | Annually | ☐ | ☐ | ☐ | |

| | Inspection/Maintenance Procedures | Frequenc | Yes | No | N/A | Comments |
|---|---|---|---|---|---|---|
| Fire Alarm System, Extinguishers, Hoses, Sprinklers, Heat and Smoke Detectors | Inspect annually using a qualified a qualified inspection firm. Have staff conduct daily, weekly and monthly checks from Fire Safety Plan | Daily/ Weekly/ Monthly/ Annually | ☐ | ☐ | ☐ | |
| Emergency Generators | Run emergency generators once per week for 20 minutes, and have inspected by a qualified firm every 6 months. Maintain fuel supply | Weekly/ Semi-Annually | ☐ | ☐ | ☐ | |

## DOC S, WHARFS, PIERS & RAMPS

| | Inspection/Maintenance Procedures | Frequenc | Yes | No | N/A | Comments |
|---|---|---|---|---|---|---|
| Floating Docks | Inspect floatation devises for cracks, leaks and deterioration<br>Inspect for cracked, split or rotted decking | Annually | ☐ | ☐ | ☐ | |
| Walkways, Ramps including all decking surfaces | Inspect split, cracked, and rotted decking. Concrete surfaces for spalling and ramps for structural deterioration | Annually | ☐ | ☐ | ☐ | |
| Boat Launch Ramps | Inspect ramp surface for erosion, broken concrete.<br>Is fill required to level surface around ramp | Annually | ☐ | ☐ | ☐ | |

# APPENDIX F

# Building Maintenance Chec list

**Inspection Date:**
**Location:**

| GROUNDS | | | | | | |
|---|---|---|---|---|---|---|
| | **Inspection/Maintenance Procedures** | **Frequenc** | **Yes** | **No** | **N/A** | **Comments** |
| Playground Equipment | Inspect for loose cracked parts, sharp edges, rot and fall protection | Annually | ☐ | ☐ | ☐ | |
| Planting | Inspect for plant and tree growth against building | Annually | ☐ | ☐ | ☐ | |
| Concrete Patios and Retaining Walls | Inspect for cracks, shifting, water damage and drainage | Annually | ☐ | ☐ | ☐ | |
| Sidewalks and Driveways | Inspect for cracks or trip hazards | Annually | ☐ | ☐ | ☐ | |
| **BUILDING E TERIOR** | | | | | | |
| | **Inspection/Maintenance Procedures** | **Frequenc** | **Yes** | **No** | **N/A** | **Comments** |
| Crawlspaces, Concrete Foundations | Inspect for dampness, vermin, inspect beams and posts for rot. Inspect foundations for cracks, shifting, water damage | Annually | ☐ | ☐ | ☐ | |
| Masonry Veneer | Inspect for efflorescence (white powder), inspect sealants | Annually | ☐ | ☐ | ☐ | |
| Porches and Balconies | Clean and inspect for cracks, rot, trip hazards, secure railings and steps | Annually | ☐ | ☐ | ☐ | |
| Wood Siding, Fascias and Trim | Inspect for cracks, water damage, deteriorated finishes and vermin | Annually | ☐ | ☐ | ☐ | |
| Eaves trough, Roof Drainage | Check for damage, broken downspouts | Annually | ☐ | ☐ | ☐ | |
| Attic Roof Sheathing | Inspect for water damage, mildew, condensation | Annually | ☐ | ☐ | ☐ | |
| Attic Insulation | Inspect for moisture, vermin, voids, compressed insulation | Annually | ☐ | ☐ | ☐ | |
| Attic Ventilation | Inspect for obstructions, rot, vermin | Annually | ☐ | ☐ | ☐ | |

| | Inspection/Maintenance Procedures | Frequenc | Yes | No | N/A | Comments |
|---|---|---|---|---|---|---|
| Vinyl Decks | Check for lifting, water damage, damaged flashing | Annually | ☐ | ☐ | ☐ | |
| Stucco | Check for signs of water leakage, mould, mildew and staining | Annually | ☐ | ☐ | ☐ | |
| Roof Shingles | Check for curled or missing shingles, excessive moss, damaged flashing, clean gutters | Annually | ☐ | ☐ | ☐ | |
| Vinyl Siding | Inspect for damaged siding and water damage | Annually | ☐ | ☐ | ☐ | |
| Steel Siding & Roofing | Inspect for water damage and damaged sheets | Annually | ☐ | ☐ | ☐ | |
| Flat Roofs | Inspect for ponding, loose flashing, plugged drains, air pockets, blisters, debris | Annually | ☐ | ☐ | ☐ | |
| Roof Hatch | Inspect for forced entry, hardware operation, leaks and weather stripping | Annually | ☐ | ☐ | ☐ | |
| Metal Doors and Frames | Inspect for forced entry, correct hardware operation, weather stripping and sealants | Annually | ☐ | ☐ | ☐ | |
| Wood Doors and Frames | Inspect for forced entry, correct hardware operation, weather stripping and sealants | Annually | ☐ | ☐ | ☐ | |
| Automatic Door Openers | Inspect for damage, forced entry, wear and test all safety features | Semi-Annually | ☐ | ☐ | ☐ | |
| Overhead Parkade Doors | Inspect for proper operation and damage to components, test safety features | Semi-Annually | ☐ | ☐ | ☐ | |
| Aluminum Entrances and Storefront | Inspect for forced entry, hardware operation, closer adjustment | Semi-Annually | ☐ | ☐ | ☐ | |
| Windows and Doors | Inspect for leaks, hardware operation, sealing | Annually | ☐ | ☐ | ☐ | |

| | Inspection/Maintenance Procedures | Frequenc | Yes | No | N/A | Comments |
|---|---|---|---|---|---|---|
| Hose Bibs | Inspect for damage and winterize in advance of freezing temperatures | Semi-Annually | ☐ | ☐ | ☐ | |
| Outdoor Outlets | Test ground fault plugs | Semi-Annually | ☐ | ☐ | ☐ | |
| Dryer Vents | Clean bird screens monthly and vents as required | Monthly | ☐ | ☐ | ☐ | |
| Floor and Trench Drains | Clean out drains and trenches | Annually | ☐ | ☐ | ☐ | |
| Chimneys | Clean and check for cracks, loose bricks, leaks or damage. Include fireplaces and woodstoves | Annually | ☐ | ☐ | ☐ | |
| Septic | Check for general condition of bed for break-outs.<br>Should tank be pumped? | Annually | ☐ | ☐ | ☐ | |
| Well / Water Source | Type of well | Dug<br>Drilled<br>Other | ☐<br>☐<br>☐ | | | |

## BUILDING INTERIOR & SERVICES

| | Inspection/Maintenance Procedures | Frequenc | Yes | No | N/A | Comments |
|---|---|---|---|---|---|---|
| Door Handles, Hinges and Closures | Check hardware for proper function, check and test fire exit hardware | Semi-Annually | ☐ | ☐ | ☐ | |
| Appliances | Check fridge seals and drain tubes. Check stove burners and wires for electrical shorting or grease building up. Check hood fans for filters, venting, grease building up and fire hazards | Semi-Annually | ☐ | ☐ | ☐ | |
| Walls and Ceilings | Inspect for mould, water damage, holes, cracking, paint and humidity levels | Annually | ☐ | ☐ | ☐ | |
| Carpets and Flooring | Inspect carpets for rips, tears and wear.<br>Inspect flooring for lifting and cracking | Annually | ☐ | ☐ | ☐ | |

| | Inspection/Maintenance Procedures | Frequenc | Yes | No | N/A | Comments |
|---|---|---|---|---|---|---|
| Cabinetry and fixed furniture | Inspect for chipped/broken finishes, broken drawers, shelves | Annually | ☐ | ☐ | ☐ | |
| Baseboard and Trim | Inspect for missing/broken trim | Annually | ☐ | ☐ | ☐ | |
| Plumbing | Inspect traps, faucets, toilets for wear, leaks | Annually | ☐ | ☐ | ☐ | |
| Elevators | Have an elevator contractor service and maintain the elevator equipment | Monthly/ Quarterly - Subject to licensing requirement | ☐ | ☐ | ☐ | |
| Boiler-Large Building | Service monthly, including circulating pumps. Adjust for seasonal temperatures | Monthly | ☐ | ☐ | ☐ | |
| Boiler/Furnace-Small Building | Service annually, plus filter changes 3 to 4 times per year. Adjust for seasonal temperatures | Annually | ☐ | ☐ | ☐ | |
| Air Conditioning | Inspect for damage, icing, noise, leaks. Clean condenser | Annually | ☐ | ☐ | ☐ | |
| Ductwork | Clean and inspect for rust or damage | Annually | ☐ | ☐ | ☐ | |
| Gas Piping | Inspect for leaks and clearance between gas fired fixtures and combustibles | Annually | ☐ | ☐ | ☐ | |
| Hot Water Tank | Open drain, inspect pressure reducer valve for leaks | Annually | ☐ | ☐ | ☐ | |
| Electrical Panel and Wiring | Inspect for loose, frayed, exposed or overloaded wires/plugs. Test ground fault plugs monthly | Monthly | ☐ | ☐ | ☐ | |
| Electrical Radiant Heater | Inspect for damage | Annually | ☐ | ☐ | ☐ | |

| | Inspection/Maintenance Procedures | Frequenc | Yes | No | N/A | Comments |
|---|---|---|---|---|---|---|
| Fire Alarm System, Extinguishers, Hoses, Sprinklers, Heat and Smoke Detectors | Inspect annually using a qualified a qualified inspection firm. Have staff conduct daily, weekly and monthly checks from Fire Safety Plan | Daily/ Weekly/ Monthly/ Annually | ☐ | ☐ | ☐ | |
| Emergency Generators | Run emergency generators once per week for 20 minutes, and have inspected by a qualified firm every 6 months. Maintain fuel supply | Weekly/ Semi-Annually | ☐ | ☐ | ☐ | |

## DOC S, WHARFS, PIERS & RAMPS

| | Inspection/Maintenance Procedures | Frequenc | Yes | No | N/A | Comments |
|---|---|---|---|---|---|---|
| Floating Docks | Inspect floatation devises for cracks, leaks and deterioration<br>Inspect for cracked, split or rotted decking | Annually | ☐ | ☐ | ☐ | |
| Walkways, Ramps including all decking surfaces | Inspect split, cracked, and rotted decking. Concrete surfaces for spalling and ramps for structural deterioration | Annually | ☐ | ☐ | ☐ | |
| Boat Launch Ramps | Inspect ramp surface for erosion, broken concrete.<br>Is fill required to level surface around ramp | Annually | ☐ | ☐ | ☐ | |