



**Class C Roads Ownership and
Management Feasibility Study**
Final Report

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Rural Community of Hanwell

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CLASS C ROADS OWNERSHIP AND MANAGEMENT FEASIBILITY STUDY

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CLASS C ROADS OWNERSHIP AND MANAGEMENT FEASIBILITY STUDY

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Executive Summary

The Rural Community of Hanwell is considering acquiring ownership of the Class C winter level of service roads within the community and taking responsibility for their future maintenance, both of which (ownership and maintenance) are presently under the jurisdiction of the Province of New Brunswick and the Department of Transportation and Infrastructure. Presently, revenue for provincial road maintenance in Hanwell is generated through a special provincial levy on owner-occupied residential properties as set out in the *Real Property Tax Act*. The present road maintenance cost structure and amounts levied has raised questions about the costs that could be saved or additionally spent by Hanwell from undertaking maintenance and service of the roads as a local service, in addition to facilitating a broader discussion on the fiscal imbalance and equitability of the tax structure used by the Province to generate revenue for the service as it is presently delivered.

Using data collected from multiple sources including Department of Transportation and Infrastructure (DTI) staff, Service New Brunswick, interviews with representatives from various local government entities in the Province, and Stantec databases using previous recent projects and experience, this study examines the feasibility of transferring ownership and maintenance of the Class C roads within Hanwell by analyzing relevant road ownership and management factors including transfer costs (assumed at \$6.75M), capital costs, winter and summer maintenance costs, tax considerations, and the ongoing discussions concerning municipal reform that may affect the Rural Community in the context of road ownership and maintenance.

The study examined and tested several potential options against each other as well as other potential option-specific advantages to each. The options examined are:

- Option 1 Status Quo, Province (DTI) maintains Ownership and Road Maintenance

- Option 2 Province (DTI) maintains Ownership, Hanwell assumes Road Maintenance

- Option 3a Hanwell assumes Road Ownership and Maintenance, paying \$6.75M to DTI for the roadways

- Option 3b Hanwell assumes Road Ownership and Maintenance, paying \$0 for the roadways



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- Option 4a(i) Hanwell assumes Road Ownership and Contracts Maintenance to DTI, paying \$6.75M to DTI for the roadways
- Option 4a(ii) Hanwell assumes Road Ownership and Contracts Maintenance to a contractor, paying \$6.75M to DTI for the roadways
- Option 4b(i) Hanwell assumes Road Ownership and Contracts Maintenance to DTI, paying \$0 for the roadways
- Option 4b(ii) Hanwell assumes Road Ownership and Contracts Maintenance to a contractor, paying \$0 for the roadways

Financial projections over 10-, 20-, and 60-year periods suggest that several options are feasible alternatives to the status quo (Option 1). Options 3b, 4a(i), 4b(i), and 4b(ii) have lower calculated net present costs than Option 1 for all three time periods. Options 3a and 4a(ii) are potentially superior over a 60-year period. Option 2 in which DTI maintains ownership and Hanwell assumes maintenance responsibility is inferior to the status quo in all circumstances.

Critical factors found to influence feasibility include the dollar amount to transfer the roads from DTI to Hanwell, the required investment estimate to establish internal capacity (\$4.25M), and the arrangement for maintenance through an external contractor (expected to be a more expensive provider of road maintenance services than DTI). Option 4b(i), where Hanwell assumes road ownership and contracts maintenance to DTI, paying \$0 for the roadways, was found to be the best of the eight listed because Hanwell avoids upfront payment to DTI while continuing to obtain road maintenance service in the most favourable manner available through the Department.

Stantec recommends several next steps for the Rural Community of Hanwell in the consideration of taking over the Class C roads, including the undertaking of an independent asset management and infrastructure condition assessment, obtaining additional information on DTI's valuation of Class C roads, and initiating discussions concerning road maintenance contracting options with DTI and external contractors.



Abbreviations

| | |
|-------|--|
| CLURE | Commission on Land Use and the Rural Environment |
| CSD | Census Subdivision |
| DELG | Department of Environment and Local Government |
| DTI | Department of Transportation and Infrastructure |
| GIS | Geographic Information System |
| LSD | Local Service District |
| NPC | Net Present Cost |
| RSC | Regional Service Commission |
| RTWC | Round Table Working Committee |



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Glossary

| | |
|------------------------|---|
| Hanwell | Rural Community of Hanwell |
| Summer Maintenance | 49.1(1) <i>Highway Act</i> |
| May 1 to November 30 | “summer maintenance” means: (a) pavement patching, (b) curb and gutter maintenance, (c) shoulder maintenance, (d) replacement of culverts under a local highway, (e) guide rail, guide posts, and delineator maintenance, (f) grading, (g) dust control on unpaved local highways, and (h) such other activities as are specified by regulation. |
| Winter Maintenance | 49.1(1) <i>Highway Act</i> |
| December 1 to April 30 | “winter maintenance” means: (a) ploughing of snow from curb to curb, edge of pavement to edge of pavement or shoulder to shoulder as the case may be, (b) salting, sanding, and scarifying, (c) patching pot holes, and (d) such other activities as specified by regulation. |



1.0 INTRODUCTION

1.1 STUDY OVERVIEW

Hanwell is a rural community in south-central New Brunswick in the southwest corner of the City of Fredericton. In addition to Fredericton, Hanwell is bordered to the east by the Village of New Maryland and to the west by the Kingsclear Local Service District (LSD). The community is accessed via Exit 280 from the Trans-Canada Highway, which joins to Hanwell Road. Hanwell Road connects the community directly to Fredericton.

The Rural Community of Hanwell is considering acquiring ownership of the Class C roads within the community and taking responsibility for their future maintenance. Class C roads refer to roads with a “winter level of service C”. These roads are typically low volume collectors and include most local highways¹ (i.e., “subdivision” roads), have a chip seal or aggregate (gravel) surface, and see typical traffic volumes of less than 500 vehicles per day. For winter level of service C, plowing typically commences after 8 cm of snow accumulation. Guidelines for winter levels of service obtained from the Department of Transportation and Infrastructure are included in Appendix A.

The Province of New Brunswick currently owns the Class C roads in Hanwell and maintains them through the Department of Transportation and Infrastructure (DTI). DTI is part of the Government of New Brunswick and is the department responsible for the maintenance of government facilities and the province’s highway network and other public roadways not managed by municipal governments. DTI operates and maintains approximately 18,000 kilometers of provincial highway and roadways.²

At present, revenues for the provision of road maintenance in Hanwell by DTI are generated through a “special provincial levy” of \$0.4115 per \$100 of assessment on owner-occupied properties as set out in Section 5(4.15) of the *Real Property Tax Act*. Non-owner-occupied properties and non-residential properties in Hanwell do not pay this special levy. This special provincial rate for roads is separate from the local government tax rate (\$0.3750 - \$0.3986 in 2022) and the rate for services provided by the Minister of Finance and Treasury Board (\$0.1727 in 2021). It is applied to all real property in areas of the province outside of municipalities (i.e., within Rural Communities and Local Service Districts).

Since transportation services in Hanwell are under the jurisdiction of the Province, the Rural Community does not carry an expense for maintenance in its annual budget. Based on 2021 Local Government

¹ DTI refers to all roads owned by the Province as “highways”.

² Province of New Brunswick, Department of Transportation and Infrastructure. *Winter Levels of Service*, https://www2.gnb.ca/content/dam/gnb/Departments/trans/pdf/en/winter_maintenance-e.pdf



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Statistics for New Brunswick (see **Table 1**), Hanwell had a total residential assessment of \$426.5M. The 2022 figures were unavailable at the time of writing this final report.

With authorization from Mayor Morrison, Stantec requested information from Service New Brunswick concerning the owner-occupied residential assessment in Hanwell for 2021 and 2022. The figures are \$382,961,800 and \$419,759,300, respectively. Applying the special provincial rate for roads to the total owner-occupied residential assessment base gives approximately \$1.6M being paid by residential owner occupants to the Province for transportation services provided by DTI in 2021 and in 2022, \$1.7M.

The \$1.6M-\$1.7M figure varies from the \$2.2M figure quoted in the Rural Community's RFP – "*Hanwell pays \$0.4115 per \$100 of the tax base (approx. \$2.2 million annually) for the Province of NB to own and manage the roads within Hanwell*". Our presumption is that Hanwell based the \$2.2M figure on the total 2021 assessment base (which was \$546.8M including adjustment for federal properties) instead of just the owner-occupied residential portion to which the special tax rate for roads applied (\$383M). The current cost to taxpayers for road and street maintenance in Hanwell, therefore, appears to be \$500,000 less than municipal staff have assumed.

Table 1: Rural Community of Hanwell Assessment and Tax Base, 2021

| Name | Total Residential Assessment | Total Non-Residential Assessment | Total Assessment Base | Total Tax Base |
|-----------------------|------------------------------|----------------------------------|-----------------------|--------------------|
| Hanwell | 234,344,200 | 78,060,500 | 312,404,700 | 351,434,950 |
| Hanwell Street Lights | 192,166,000 | 2,152,700 | 194,318,700 | 195,395,050 |
| TOTAL | 426,510,200 | 80,213,200 | 506,723,400 | 546,830,000 |

Source <https://www2.gnb.ca/content/dam/gnb/Departments/lg-gl/pdf/MunicipalStatistics-StatistiquesMunicipales/2021.pdf>

The possibility of Hanwell taking ownership of roads and assuming maintenance responsibility from the Province/DTI has been a topic of discussion since the Rural Community was incorporated in 2014. The key issue has been the value of tax revenue transferred to the Province for the maintenance and service of roads in Hanwell (\$1.7M in 2021). Essentially, the issue boils down to two possible outcomes for Hanwell and its residents:

1. Undertaking maintenance and service of the roads as a local service will result in direct cost savings for the community.
2. Accepting maintenance and service of the roads as a local service will cost the community more than it would save.

The purpose of the study is to examine the financial benefits and, therefore, the feasibility of transferring ownership and maintenance of the current Class C roads within Hanwell's boundaries from the Province to the Rural Community. This report analyzes relevant road ownership and management factors – including current state and existing road infrastructure, transfer costs, capital costs, winter and summer



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maintenance costs, tax implications, and current municipal reform implications for Hanwell to ascertain the feasibility of Hanwell assuming the responsibility of road ownership and maintenance. Our assessment also considers the implications of changes in Hanwell's jurisdiction and responsibilities that may result from Provincial restructuring of its municipalities, which was initiated after the commencement of the assignment by Stantec and potential qualitative benefits such as Hanwell's ability to vary the level of service to suit the priorities and financial capacity of residents.

1.2 METHODOLOGY

Data collection for this study was derived from multiple sources including DTI and other government departments, interviews with representatives from various local government entities in the Province, from Stantec databases using previous recent projects and experience, surveys, research, and other stakeholder input. Local government entities were selected based on proportionally similar Class C road estimates, population size, administrative structure, pattern of land use and development, and willingness/availability to respond to Stantec inquiries. **Table 2** identifies the consultation informants interviewed as part of this study.

Table 2: Feasibility Study Consultation Informants

| Role | Consultation Informant |
|--|---|
| Director of Public Works/Utilities | Municipal (External) Mike Raeburn – Town of Hampton |
| Chief Administrative Officer | Municipal (External) Nicole Lebrun – Village of Atholville |
| Chief Administrative Officer | Municipal (External) Robert White – Village of Gagetown |
| Councillor and President of the Union of Municipalities of New Brunswick | Municipal (External) Alex Scholten – Village of New Maryland |
| Director of Engineering and Infrastructure | Municipal (External) Phillipe Albert – Regional Municipality of Tracadie |
| Executive Director | RSC11 Don Fitzgerald |
| Maintenance Manager | Provincial (DTI) Ken Yvonne |
| Municipal Engineer | Provincial (DTI) Raymond Brun |
| District Engineer (District 5 – Fredericton) | Provincial (DTI) Kevin Richard |
| General Manager/Facility Manager | MRDC Operations Corporation Ed Donelan |
| GIS Lead | Provincial (DTI) Roger Dick |

To set the context for this report, the following section introduces the creation and growth of Hanwell as a Rural Community. Following this background information, we introduce municipal responsibilities of rural



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communities and of other local government entities, ending the Chapter with a particular focus on roads and related maintenance responsibilities.



2.0 SERVICE DELIVERY IN HANWELL

2.1 POPULATION AND GROWTH

The Census population of Hanwell recorded in 2011 was 4,740 or comfortably more than the 3,000-person threshold for creating a rural community. The 2016 Census shows a population of 4,750, but the Census record has a “use with caution” warning. Population estimates that correct for census errors and for estimated census undercount are available annually. Error! Reference source not found. provides estimates for Hanwell from 2010 to 2021. During the eleven-year period, Hanwell increased its population at roughly twice the rate of New Brunswick as a whole and considerably faster than other New Brunswick census subdivisions (CSDs) with populations under 5,000. From 2010 to 2021, Hanwell has grown out of the under 5,000-residents group, which includes many rural areas experiencing population declines. Over the period, the community has added 415 residents. Since its establishment as a rural community, the growth of Hanwell has accelerated from an average of approximately 20 people per year from 2010 to 2016, to nearly 60 annually from 2016 to 2021.

Table 3: Population Estimates, Hanwell, 2010-2021

| Year | New Brunswick | | NB CSDs with population under 5,000 | | Hanwell | |
|---------------|---------------|-----------------|-------------------------------------|-----------------|---------------|-----------------|
| | Number | % Change | Number | % Change | Number | % Change |
| 2010 | 753,035 | | 339,631 | | 4,690 | |
| 2011 | 755,705 | 0.4% | 338,373 | -0.4% | 4,767 | 1.6% |
| 2012 | 758,378 | 0.4% | 338,215 | 0.0% | 4,762 | -0.1% |
| 2013 | 758,544 | 0.0% | 336,900 | -0.4% | 4,785 | 0.5% |
| 2014 | 758,976 | 0.1% | 335,718 | -0.4% | 4,790 | 0.1% |
| 2015 | 758,842 | 0.0% | 334,068 | -0.5% | 4,788 | 0.0% |
| 2016 | 763,350 | 0.6% | 334,065 | 0.0% | 4,809 | 0.4% |
| 2017 | 766,621 | 0.4% | 334,211 | 0.0% | 4,868 | 1.2% |
| 2018 | 770,301 | 0.5% | 334,600 | 0.1% | 4,939 | 1.5% |
| 2019 | 777,128 | 0.9% | 334,141 | -0.1% | 5,013 | 1.5% |
| 2020 | 783,204 | 0.8% | 334,459 | 0.1% | 5,074 | 1.2% |
| 2021 | 789,225 | 0.8% | 336,551 | 0.6% | 5,105 | 0.6% |
| Period | Number | % Change | Number | % Change | Number | % Change |
| 2010-2021 | 36,190 | 4.8% | -3,080 | -0.9% | 415 | 8.7% |
| 2014-2021 | 30,249 | 4.0% | 833 | 0.2% | 315 | 6.6% |

Source <https://www150.statcan.gc.ca/t1/tbl1/en/cv.action?pid=1710014201>



2.2 COMMUNITY GOVERNANCE

Hanwell was incorporated as a rural community on May 23, 2014, under Regulation 2014-30 of the *Municipalities Act*.³ A rural community is an incorporated community that has a locally elected council to oversee the delivery of local services in a manner that reflects the community’s needs, wants, and ability to pay. The Province created the designation in 1995 following recommendations from the Commission on Land Use and the Rural Environment (the CLURE report) to provide a framework for Local Service Districts to amalgamate and collaborate on land use planning. LSDs are not municipalities. LSD residents may elect a Local Service District Advisory Committee, but the committees do not have decision making powers. They only advise the Province on local matters.

Only one rural community, Beaubassin East, was created in the ten years immediately following creation of the designation (Error! Reference source not found.). Since 2005, when the Province altered the specifications for the formation of rural communities to allow LSDs to join villages and towns and assume responsibilities in addition to land use planning, seven rural municipalities have been created, including Hanwell. The local governments joining together to become a rural community must have a population 3,000 and/or a \$200 million tax base.

Table 4: Rural Communities, New Brunswick, 2021

| Name | Incorporated | 2021 | 2016 | 2011 | Change, 2011-2021 | Area (km ²) | Density |
|-------------------|--------------|-------|-------|-------|----------------------|-------------------------|----------------------|
| Beaubassin East | 1995 | 6,718 | 6,376 | 6,200 | 8.4% | 291.08 | 21.9/km ² |
| Saint-André | 2006 | 1,794 | 1,901 | 819 | 119.0% | 8.04 | 96.0/km ² |
| Upper Miramichi | 2008 | 2,175 | 2,218 | 2,373 | -8.3% | 1,835.40 | 1.2/km ² |
| Campobello Island | 2010 | 949 | 872 | 925 | 2.6% | 39.67 | 22.0/km ² |
| Kedgwick | 2012 | 1,986 | 1,964 | 2,089 | -4.9% | 658.08 | 3.0/km ² |
| Cocagne | 2014 | 2,757 | 2,649 | 2,540 | 8.5% | 66.78 | 39.7/km ² |
| Hanwell | 2014 | 4,743 | 4,700 | 4,740 | 0.1% | 151.32 | 31.1/km ² |
| Haut-Madawaska | 2017 | 3,720 | 3,714 | — | — | — | — |

Source: Census of Canada 2011, 2016, and 2021

Hanwell did not amalgamate with any other area to become a rural community; it simply changed its status from LSD to rural community. In addition to expanding the range of service responsibilities, the community could take on, the primary impact of the change was to replace the advisory committee that represented the LSD of Hanwell with an elected council having decision-making powers. By becoming a rural community, therefore, Hanwell residents gained more control over the range of services that could be delivered locally. They also increased their say in those provisions through the election of responsible council members and participation in council meetings and related consultation process initiated by their local government.

³ The *Municipalities Act* was repealed and replaced by the *Local Governance Act* on May 5, 2017.



2.3 PROPOSED AMALGAMATION

The creation of the Rural Community of Hanwell followed a process initiated in 2005 to consider the formation of a Rural Community composed of Hanwell and Kingsclear. A Round Table Working Committee (RTWC) was formed in December 2007 to consider the possibility leading to a concerted process between 2011 and 2013 through which community members in both LSDs were consulted and a Feasibility Report was eventually produced.

The Feasibility Report summarized the consultation process, which included six community meetings between the two LSDs, a community survey conducted in association with the public sessions, and a sample survey conducted by telephone.⁴ Support for joining the two LSDs together in a rural community was not as strong in Kingsclear as in Hanwell and Hanwell subsequently determined to pursue the change in its municipal status alone.

The potential amalgamation of Hanwell and Kingsclear has re-emerged with the White Paper on municipal reform, which was issued in November 2021 by the Provincial Department of Environment and Local Government after Stantec began work on this assessment. The White Paper proposed 78 municipal changes across the province. Among the 78 in the initial White Paper was a proposal to amalgamate Hanwell with areas of Kingsclear occupied by 80% of the LSD's population to create an enlarged rural community (see Entity 62, one of 12 boundary changes proposed for Regional Service Commission 11 shown in **Figure 1**). The remainder of Kingsclear was to be added to the City of Fredericton.⁵

After the White Paper was released, the Province revised its proposals, which included increasing the portion of Kingsclear added to Hanwell to include 85% of Kingsclear's population. The remaining 15% of Kingsclear is now to be absorbed into Entity 59, consisting of the Village of Harvey, LSDs of Manners Sutton and Prince William, and portions of the LSD of Dumfries (5%).⁶ The Province has yet to publicize the boundaries of the new Hanwell-Kingsclear entity at a map scale that allows a precise look at the proposed restructuring.⁷

⁴ Hanwell-Kingsclear Rural Community Roundtable Committee, "Feasibility Study into local governance options for the Local Service Districts (LSDs) of Hanwell and Kingsclear," October 1, 2013.

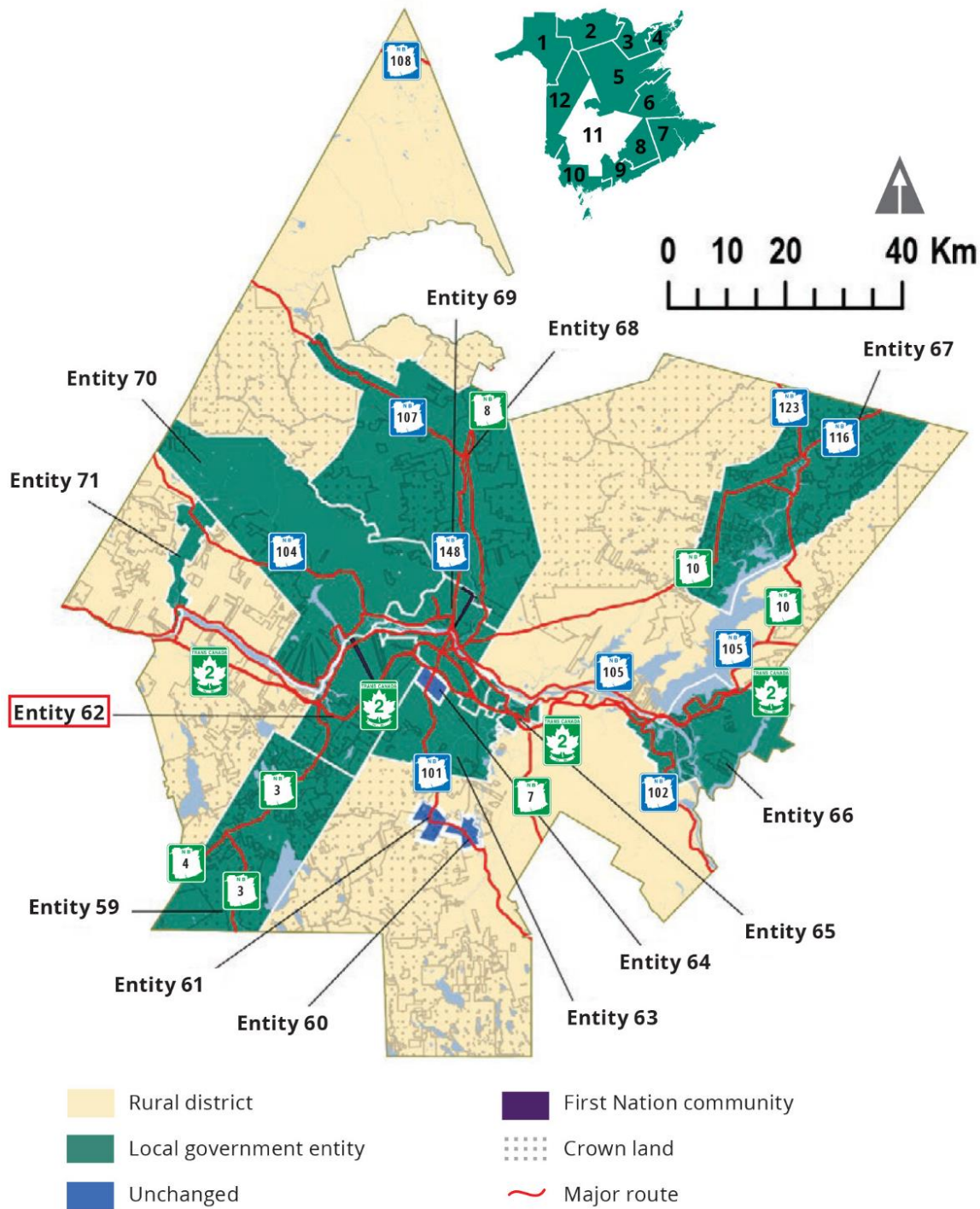
⁵ New Brunswick Environment and Local Government, *Working Together for Vibrant and Sustainable Communities: White Paper*, November 2021, p. 59.

⁶ Government of New Brunswick, "Adjustments made to local governance reforms after input from communities ...," December 21, 2021, <https://www2.gnb.ca/content/dam/gnb/Corporate/Promo/localgovreform/docs/Adjustments.pdf>.

⁷ Entity 62 in **Figure 1** shows the proposed boundaries of the new Hanwell-Kingsclear entity, but not either's current boundaries



Figure 1: New Municipal Boundaries, RSC 11, 2021



Source NBELG, *Working Together for Vibrant and Sustainable Communities*, p. 58



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Service Delivery in Hanwell

A new rural community incorporating Hanwell and 85% of Kingsclear will have a population of 7,099 according to the White Paper adjustments released in December 2021, which is 39% more than Statistics Canada's 2021 estimate of 5,105 for Hanwell presented in Error! Reference source not found., above.⁸ The \$783,336,423 tax base is 43.2% more than the \$546,830,000 tax base recorded for Hanwell in the 2021 edition of *Local Government Statistics for New Brunswick*.⁹

The length of the road network to be assumed by the expanded municipality will obviously increase and some features of roads may vary between Hanwell and Kingsclear. The road networks of the two communities are connected via Deerwood Drive and Mazerolle Settlement Road. While population density in Hanwell is higher (31.4 persons per km²) than in Kingsclear (18.6 persons per km²), development patterns appear to be similar with most housing concentrated in low density subdivisions reliant on onsite wells and wastewater disposal. The length of local roads, which Hanwell is considering taking over, is substantially more in the rural community compared to the portion of Kingsclear to be joined with it. Kingsclear, by contrast, has nearly 16 km classified as collector roads (e.g., Route 102), which, like Route 640 in Hanwell, is likely to remain provincial and unlikely to be assumed by the amalgamated community, whereas Hanwell has none (Error! Reference source not found.).

A larger local government should be able to manage increased services more effectively given more revenue from an increased tax base and other sources, and economies of scale in service provision; however, it is notable that the major nodes of development in Hanwell and Kingsclear are generally well-separated from each other. Population in Kingsclear is also less dense than in Hanwell, reflected in

Table 5: Roads (kms) by Type, Hanwell and Kingsclear, 2021¹⁰

| Road Type | Hanwell (kms) | Kingsclear (kms) |
|-----------------------------------|---------------|------------------|
| Expressway/highway | 6.3 | 0 |
| Freeway | 26.0 | 8.9 |
| Arterial | 0 | 0 |
| Collector | 0 | 15.7 |
| Local | 113.5 | 62.2 |
| Resource Roads | 6.7 | 2.4 |
| Ramps/Service Lanes/Weigh Station | 6.9 | 2.1 |
| TOTAL | 159.3 | 91.3 |

Source: New Brunswick Road Network (NBRN)

⁸ It is unclear whether the estimated population given in the White Paper is based on the census count or the Statistics Canada estimate for Kingsclear.

⁹ New Brunswick Local Government and Environment, *2021 Local Government Statistics for New Brunswick*, Section 1.2.

¹⁰ Error! Reference source not found. is based on the description and mapping for the proposed new local government Entity 62 composed of Hanwell and Kingsclear as described in the Province of New Brunswick's White Paper on Local Governance Reform update released on December 21, 2021. The road lengths describe the area of Kingsclear subject to merge with Hanwell.



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relatively more kilometres of road per capita. Roads in Kingsclear, consequently, may be more expensive to service than Hanwell's network.

The 2013 Feasibility Study, and related surveys, did not directly address roads. The breakdown of service provisions presented in the study report proposed that summer and winter road maintenance and capital upgrades to streets would remain the responsibility of the Department of Transportation and Infrastructure. DTI was expected to fund maintenance through a charge levied for each kilometre of road and deal with capital upgrades by tendering the work. DTI has retained both responsibilities in the Rural Community of Hanwell.

2.4 MUNICIPAL RESPONSIBILITIES

Rural communities are only *required* to provide administrative services, community planning, and emergency measures services. On its creation as a rural community through Regulation 2014-30, Hanwell was assigned responsibility for land use planning, community services, recreational and sports facilities, street lighting, and garbage and refuse collection and disposal "throughout the entire rural community." Under Regulation 2014-30, the Province of New Brunswick took explicit responsibility for only fire protection.

A local government in New Brunswick may take on other services prescribed for municipalities under Section 10(1) of the *Local Governance Act* by passing a bylaw. When a municipality passes a bylaw to take responsibility for a service, the Province is expected to stop providing that service. Through the gradual passage of bylaws committing to provision of specific services, local governments can transition flexibly to their new governance structure, expanding responsibilities in response to demands or needs, and within their capacities.¹¹ Among the services listed for provision by local governments in Section 10(1) are:

- (p) subject to the Highway Act,
- (i) the management and control of roads, streets and highways, sidewalks and boulevards and all property adjacent to roads, streets and highways, whether publicly or privately owned,
- (ii) the temporary and permanent opening and closing of roads, streets and highways, and
- (iii) the naming and lighting of roads, streets and highways.

Currently, as noted, roads in Hanwell are managed by the Province of New Brunswick through DTI, although the Rural Community takes care of street lighting, which was assigned to it at its inception by

¹¹ See:

https://www2.gnb.ca/content/gnb/en/departments/elg/local_government/content/community_restructuring/types.html. A rural community that includes a former village or town is responsible to provide all services that were previously provided by in the former municipality, a situation that does not apply to Hanwell.



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Regulation 2014-30. The Hanwell Rural Plan includes a brief section addressing transportation with the following policies:

It is a policy to require safe access for new development, and to work with Department of Transportation and Infrastructure to address areas of concern, and find solutions for traffic calming, where required.

It is a policy to encourage the provision of opportunities for active transportation, in conjunction with the Recreation and Leisure Master Plan.¹²

The first policy clearly acknowledges the primary responsibility of the DTI for transportation services, while the second is tied to the Rural Community's role in providing parks and recreation facilities and services, particularly the importance now attached to trails and similar facilities that provide active transportation options as well as recreation opportunities.

The White Paper does not set a clear path to the assumption of local roads by municipalities. It implies strongly that municipalities and LSDs have traditionally resisted taking over roads because of the cost,¹³ which suggests that Hanwell may have more leverage concerning their takeover than the RFP for this assignment suggests. Rather than paying the Province to acquire assets that will become an ongoing cost to the local community, the Rural Community may be able to negotiate takeover at a nominal cost (e.g., \$1) or, perhaps even with an indemnification from the Province for deficiencies or deferred maintenance on the roads Hanwell will assume.

2.5 REGIONAL SERVICE COMMISSION 11

The Hanwell Rural Plan, referenced in relation to transportation policies, is the product of Regional Service Commission 11 (RSC 11), which provides planning and solid waste management services to Hanwell and other local governments in the Capital Region centered by Fredericton (**Figure 2**). The RSC is one of 12 regional service commissions created as part of New Brunswick's ongoing municipal reform initiatives. The commissions cover the entire province. They have been created to deliver local services on behalf of or in partnership with LSDs, rural communities, and municipalities. The Commission is overseen by a Board composed of the mayors of the municipalities and rural communities as well as representatives of other areas (i.e., LSDs and unincorporated areas) within its jurisdiction.

The RSCs are mandated to provide planning and solid waste services to their entire jurisdictions, as RSC 11 does for Hanwell and other communities in the region around Fredericton. They can deliver other services to their region if all local governments request them to do so, or to one or more communities:

¹² Regional Service Commission 11, *Hanwell By-Law 11-2016 The rural Community of Hanwell Rural Plan*, <https://hanwell.nb.ca/wp-content/uploads/2019/01/HanwellPlan.pdf>, p. 8.

¹³ New Brunswick Local Government and Environment, *2021 Local Government Statistics for New Brunswick*, Section 1.3, p. 15.



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Regional Service Commissions will ... be able to provide other services as agreed to by their member communities on either a regional (all commission members) or sub-regional basis (one or more interested members, depending on the service). These services could include local planning services or corporate services, such as bulk purchasing, or purchasing equipment, for interested Municipalities and Rural Communities. Commissions will also continue to provide various land use planning services to individuals, such as issuing building permits.¹⁴

Figure 2: Municipalities and Local Entities, RSC 11, 2021



Source <https://www.rsc11.ca/planning/>

The RSCs also have an important role in facilitating partnerships between municipalities and other local entities to deliver other services:

¹⁴ Province of New Brunswick, *New Brunswick's Regional Service Commissions*, February 2012, p. 7.



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Based on the direction of each Commission's Board, the new Commissions will have the authority to facilitate and oversee arrangements and agreements between communities for cost-sharing on services and infrastructure. For example, there may be a need to build a new, renovate, or repair an existing, sports facility in an area within a given region. The community which is building, renovating or repairing this facility may be interested in having neighbouring communities which use the facility help pay for this facility. In these circumstances, the Commission could facilitate the dialogue between communities to determine interest, would develop any agreements which result from that exercise, and manage those agreements on behalf of, and under the direction of, those affected communities.¹⁵

According to the NBELG White Paper, RSCs are to be retained as a critical component of New Brunswick's local service delivery system with adjustments to their boundaries and a strengthened mandate. They are to be assigned additional service responsibilities including "economic development, community development, regional tourism promotion, regional transportation, and cost sharing on regional recreation infrastructure."¹⁶ RSCs will also continue to have the flexibility to take on "additional voluntary services" not mandated to them. Regional transportation refers to community transit and similar services. Roadways are not mentioned as a potential additional service but the idea of inter-municipal collaboration on road maintenance is realistic and could be brokered through RSC 11.

Stantec has discussed the possibility with Don Fitzgerald, Executive Director of the RSC. Although Mr. Fitzgerald acknowledged that RSC 11 is a potential option to provide road services to Hanwell or other municipalities within its jurisdiction, he said it is presently difficult for his organization to take on the responsibility. He noted that the Commission is adding the four new services mandated by the White Paper and most of the municipalities and other local entities within its jurisdiction are also dealing with major changes in the form of amalgamations, including Hanwell.

While the Commission has skilled staff, they do not have experience with roadway operations and maintenance. He added that it was unlikely the Commission could acquire and develop that capacity for one municipality when it must already expand to address additional mandated services. He also expressed the view that it is unlikely other municipalities would be interested in joining Hanwell in taking over and managing their own roads at a time when they are preoccupied with structural changes recommended by the White Paper.

While the RSC is not in a position to work with Hanwell to provide roadway operations and maintenance services, or to broker an arrangement between Hanwell and other local entities, Mr. Fitzgerald said there is nothing to prevent Hanwell from proceeding without the RSC. Hanwell can take over roadway operation and maintenance itself, partner with others without going through the RSC, or contract with DTI or a private provider without involving the RSC.

¹⁵ *Loc cit.*

¹⁶ *Ibid.*, p. 19.



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Given these provisions, should Hanwell decide to take over its roads from the Province, it may wish to arrange for their maintenance through RSC 11, with another community or group of communities within RSC 11, or with a private service provider engaged by the RSC or Hanwell and one or more neighbouring communities. A further option for Hanwell would be to develop its own capacity to maintain streets and roads, and sell its services to neighbouring communities through the RSC or contract with a service provider and then sell the services of that provider onto other communities through the RSC.

Mr. Fitzgerald also referred to the White Paper discussion of responsibility for roads. He noted that the report states that many municipalities have been reluctant to expand or change their classification for fear that they would become responsible for roads. He suggested the cost to municipalities of roads operation and maintenance is invariably more than the cost to the Province or the payments that municipalities make to the Province for DTI's operation and maintenance services. He cited his own experience on staff with the City of Fredericton, which maintains roads for which the Province compensates the City, stating that the City invariably spent more than they received from the Province.

2.6 IMPLICATIONS OF AMALGAMATION

Amalgamation with 85% of Kingsclear will significantly increase the infrastructure associated with Hanwell including the potential road network to be maintained. The amalgamation is, however, currently a proposal among many that the Province has made in the White Paper. Hanwell was not aware of the prospect when the terms of reference for this assignment were drafted. Although we feel it is essential to address the possible change, consideration of roads in Hanwell is beyond the scope of work for which we have been contracted.

The White Paper states that the work of restructuring local governments will begin in early 2022 with necessary elections or by-elections in November 2022 and the formal creation of new entities on January 1, 2023. The one-year period is both short and long in the context of this study. It is unlikely that Hanwell can take over its roads, if it decides it will be desirable, much sooner than 2023. On the other hand, although we acknowledge it is likely amalgamation will take place as planned, the year-long process may result in changes from alteration of the proposal to dropping it altogether.

The Province has declared its intention in the White Paper to establish "transition teams led by facilitators" to work with local entities. Facilitators will help stakeholders through discussions of:

- council composition and ward boundaries
- initial organizational structure and human resources matters
- change management processes
- legal considerations
- financial matters such as audits



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- the preparation of first budgets.¹⁷

The White Paper acknowledges that a wider scope of topics may well be addressed, and service responsibilities are an obvious topic of interest.

Above and following, we have alluded to the potential implications of amalgamation and other changes proposed in the White Paper. We have developed rough estimates of the influence of adding roads in Kingsclear to those that may be taken over in Hanwell. Precise evaluation is not however possible at the moment given that no map is available of the portion of Kingsclear that the Province is proposed to join to Hanwell and much of the information on Hanwell's roads used to develop our evaluation is not available to us for Kingsclear.

¹⁷ *Ibid.*, p. 13.



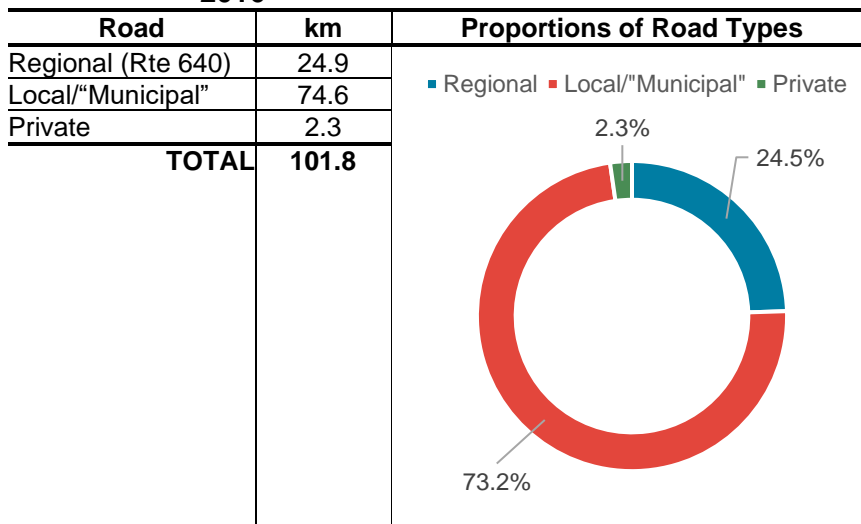
Current State

3.0 CURRENT STATE

3.1 HANWELL’S ROAD INFRASTRUCTURE

Based on tables provided to Hanwell from DTI (Appendix C), the community has 74.6 kilometres of “municipal” or local roads, the majority of which (93%) have a Class C winter level of service. The remainder are winter level of service B or higher. The majority (94%) of Class C road lengths have a chip seal surface type with the remaining Class C roads having asphalt (5%) or gravel (1%) surfaces. The average surface age of Class C roads in Hanwell is 12 years (i.e., average year of last (re)surfacing is 2010).

Figure 3: Roadways by Class, Rural Community of Hanwell, 2016



Source: Department of Transportation and Infrastructure

Stantec reviewed the tabular data provided by DTI against the open-source New Brunswick Road Network (NBRN) data. A map identifying the roads in Hanwell is shown in **Figure 4**. In addition to the Class C “municipal” or local roads documented in the tables from DTI, other streets found in Hanwell, though not considered part of the current feasibility study, include:

1. In addition to Route 640, 32 kilometers of portions of other regional roads (i.e., Route 2 and Route 8).
2. DTI owned roads in the industrial park area (Avery and Shelby Streets, 387m total), near the edge of the community boundary by Mazerolle Settlement (King Settlement Road, Lunn Lane, and Slipp Drive), and Pig Road, which extends into Hanwell from Route 3 in Newmarket.
3. Six kilometres of private streets including 2 kms of roads in the Maritime MHC Gp. Inc. mini-home park and four kilometres of other private streets/driveways, including two roads owned and maintained by road owners’ associations (Caleah Lane and Casewood Drive).
4. Ten kilometers of provincial resource roads.

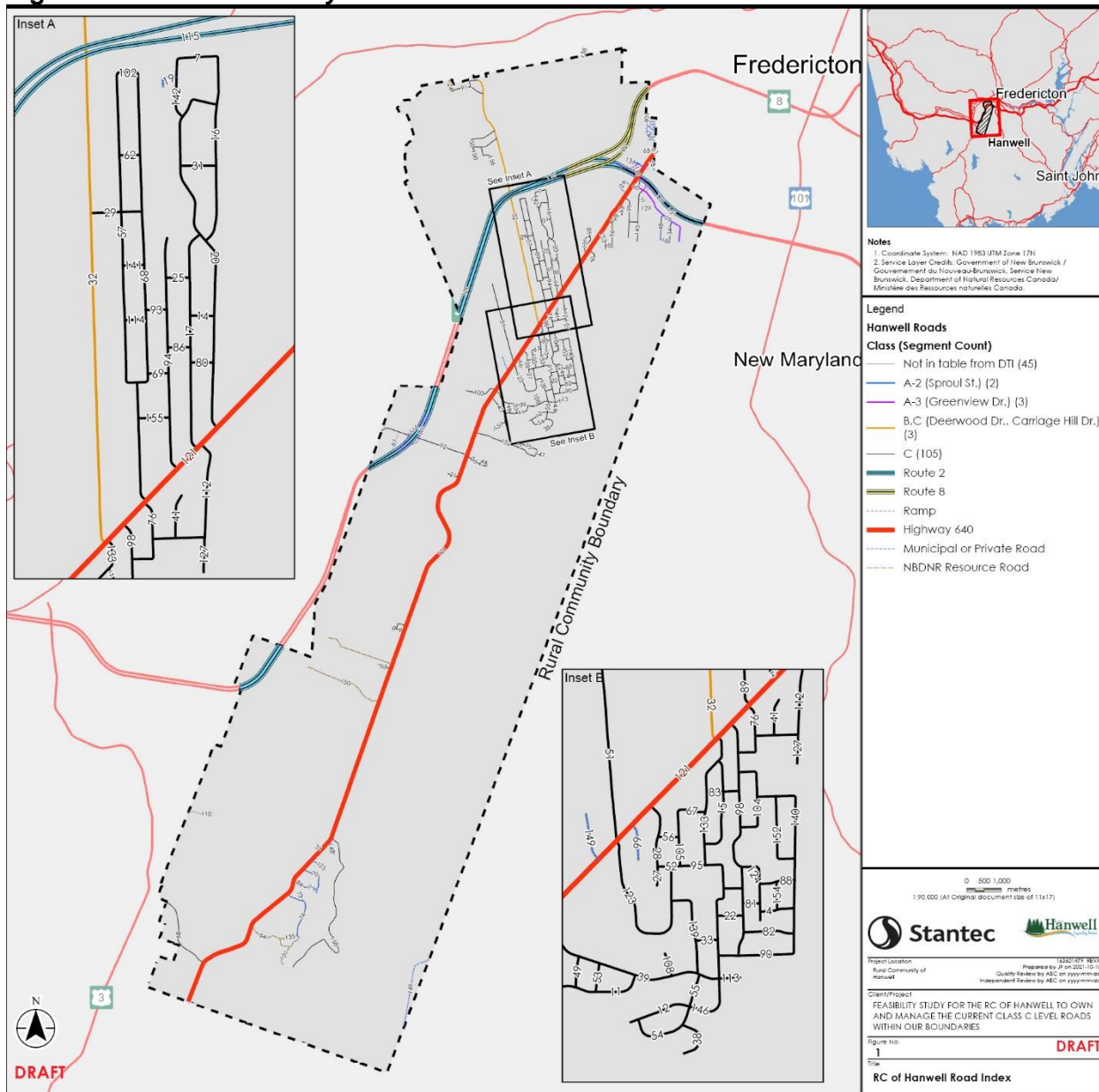
At present, no known new subdivision roads are planned in Hanwell.



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Figure 4: Rural Community of Hanwell Roads



3.1.1 GIS Inventory

Interviews with DTI informants determined that the Department has a GIS inventory of current information on roadway length, functional class, surface type, bridges, and culverts. DTI also has older data (15-20 years) on small culverts and catch basins and data on guide rail and signage from highways videos, which the Department acknowledged is not comprehensive and has not been kept up to date. DTI agreed



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to share the data with Stantec, which is summarized in **Table 6**. The data has been utilized to refine capital work estimates in the event of Hanwell assuming ownership of the Class C roads (see discussion in **Section 5.2.1**).

Table 6: NBDTI Dataset

| Description | DTI Comment | Stantec Comment | DTI Reference Source |
|-------------------------|--|---|------------------------------|
| Bridges | Current to 2020 network state. See note below. | 140m of bridge within 5m of Class C roads (metadata suggests year of documentation is 2001) | GISDW.AST_BRIDGE_CLN |
| Catch Basins | Data is out of date and not being maintained | None on Class C roads | catch_bas.shp |
| Extruded signs | Incomplete dataset | None on Class C roads | GISDW.AST_EXTRUDED_SIGNS_CPT |
| Guide rail | Data is not being maintained | 218m on Class C roads (metadata suggests year of documentation is 2007-2015) | GISDW.AST_GUIDE_RAIL_CLN |
| Schedule A Road Network | Current to 2020 network state | | GISDW.RAT_SCHEDULE_A_CLN |
| Signs | Data is out of date and not being maintained | 51 signs within 5m of Class C road (signs include stop signs, hazard markers, max. speed, etc.) | Signs_28_jul_2011.shp |
| Small culverts | Data is out of date and not being maintained | 105 small culverts within 5m of Class C road (sizes range from 375-2250mm) | GISDW.AST_SMALL_CULVERTS_CPT |
| Speed signs | Data is out of date and not being maintained | See entry for signs above | SNB_Speed_Signs_Tabs.shp |
| Road Network Surface | Current to 2020 network state | | GISDW.AST_SURFACE_CLN |

Source Department of Transportation and Infrastructure

3.2 DEFINING WINTER AND SUMMER ROAD MAINTENANCE RESPONSIBILITIES

To ascertain the feasibility of Hanwell assuming responsibility of road ownership and maintenance from the Province (DTI), it is necessary to define winter and summer maintenance and set out the maintenance responsibilities of local government entities in New Brunswick in addition to the unincorporated areas. An understanding of the differing responsibilities is critical when considering the road ownership and maintenance responsibility experiences of external communities documented by Stantec in this report.



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The *Highway Act* provides DTI and local governments with the legislative basis to regulate construction and maintenance of assets common to both parties including traffic, motor vehicle, and administrative responsibilities. Section 49.1 of the *Highway Act* contains definitions for summer and winter maintenance. The definitions are nuanced as they are used to set out the scope of work associated with each maintenance activity.

Summer maintenance means pavement patching, curb and gutter maintenance, shoulder maintenance, replacement of culverts under a local highway, guide rail, guide post, and delineator maintenance, grading, dust control on unpaved local highways, and other such activities as specified by regulation. Winter maintenance means ploughing of snow from curb to curb, from edge of pavement to edge of payment, or shoulder to shoulder, as the case may be, salting; sanding and scarifying; patching potholes, and such other activities as specified by regulation. Other responsibilities outside the defined maintenance terms set out by legislation are the responsibility of municipalities including maintaining driveway culverts; cleaning ditches and offtakes; maintaining catch basins and underground drainage; mowing grass; brush control and loading; and hauling and disposing of snow from the side of the highway, street, intersection, and sidewalk.

In municipalities, (i.e., cities, towns, and villages), DTI pays for 100% of winter and summer maintenance on provincial highways and 50% for regional highways. Maintenance work on provincial highways is carried out according to the Department's standards and to the satisfaction of the District Engineer employed by DTI. All municipal roads are 100% funded by the municipality in which they are located. Cities and towns are responsible for carrying out maintenance work on provincial highways and regional highways to the Department's standards and to the satisfaction of the Engineer.

Villages may maintain provincial and regional highways to DTI standards and to the satisfaction of the District Engineer. Municipal streets in a village are the municipality's responsibility and can be maintained with their own resources or by a private contractor hired to do the work. Where DTI is an agreement to do so, a village may hire a private contractor to do the work. In rural communities, maintenance is the responsibility of DTI, but as described in section 2.4 of this report, can become a responsibility of local government. Where the Department agrees to do so, a village or rural community may hire DTI as a contractor. All roads in unincorporated areas are the responsibility of the Provincial Government.



4.0 OPTIONS IDENTIFICATION AND DESCRIPTION

To examine the financial benefits and therefore feasibility of transferring ownership and maintenance of the current Class C roads within Hanwell's boundaries from the Province to the Rural Community, the study examines and tests four potential options against each other as well as other potential option-specific advantages and disadvantages. These options are:

1. *Status Quo*: The Province (DTI) owns and maintains the roads. Hanwell residents would continue to pay for maintenance by DTI by way of the special provincial levy of \$0.4115 per \$100 of assessment on owner-occupied properties as set out in Section 5(4.15) of the *Real Property Tax Act*. As described in Section 1.1, Hanwell residents pay approximately \$1.7M annually for the Province of NB to own and manage the roads within Hanwell.
2. *Province (DTI) Maintains Ownership*: Hanwell assumes road maintenance (after establishing internal capacity by investing in a maintenance building, staff, fleet, etc.). Option 2 is subject to an agreement with DTI pursuant to 49(1)(b) of the *Highways Act*. Revenue needed by the Rural Community to maintain roads would be obtained by reallocating municipal budget and/or increasing the property tax rate, offset by the cost for maintenance paid to Hanwell by DTI.

If Hanwell takes over maintenance, the special provincial levy will no longer apply. All property owners, including non-owner-occupied properties and non-residential properties would be taxed at the same rate, resulting in an increase in property tax obligations for those that currently do not pay the levy applied in Option 1. Under this scenario, Hanwell is not responsible for the capital improvement costs for larger upgrading and rehabilitation projects as ownership is maintained by DTI.

3. *Hanwell Assumes Both Road Ownership and Maintenance, paying either \$6.75M to DTI for the roadways or \$0*: Like Option 2, revenue for the provision of maintenance (and capital works projects) is obtained through municipal budget reallocation and/or property tax increases and/or redistribution. Under this scenario, Hanwell is responsible for the capital improvement costs for larger upgrading and rehabilitation projects. Option 3 has two sub-options for maintenance provision:
 - a. Hanwell pays \$6.75M to DTI for the transfer of road ownership and provides the maintenance service after establishing internal capacity, as described in Option 2.
 - b. Hanwell pays \$0 for the transfer of road ownership and provides the maintenance service after establishing internal capacity, as described in Option 2.
4. *Hanwell Assumes Road Ownership and Contracts Maintenance, paying either \$6.75M to DTI for the roadways or \$0*: Like Options 2 and 3, revenue for the provision of maintenance (and capital works projects) is obtained through municipal budget reallocation and/or property tax increases



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Options Identification and Description

and/or redistribution. Under this scenario, like Option 3, Hanwell is responsible for the capital improvement costs for larger upgrading and rehabilitation projects. Option 4 has the following sub-options for maintenance provision:

- a. Hanwell pays \$6.75M to DTI for the transfer of road ownership and contracts maintenance out to a third party
 - i. Hanwell contracts maintenance to DTI (“municipal agreement”).

Pursuant to 49(1)(b) of the *Highways Act*, Hanwell enters into an agreement with the Province, through which DTI will provide winter and summer maintenance on roads and streets within the Rural Community. The monthly cost for maintenance is currently set at \$331 per km for winter and \$101.50 for summer. These are rates set by the Province of New Brunswick that are applied uniformly to local entity and do not include rehabilitation cost.
 - ii. Hanwell contracts maintenance to an external contractor.
- b. Hanwell pays \$0 for the transfer of road ownership and contracts maintenance out to a third party
 - i. Hanwell contracts maintenance to DTI (municipal agreement) pursuant to 49(1)(b) of the *Highways Act*.
 - ii. Hanwell contracts maintenance to an external contractor.



5.0 OPTIONS ANALYSIS

5.1 OPTION 1: DTI OWNS AND MAINTAINS THE ROADS (STATUS QUO)

Under the status quo (Option 1), the Province through DTI will continue to own and maintain the Class C roads in Hanwell. Revenue for the provision of maintenance by DTI will be obtained through the special provincial levy of \$0.4115 per \$100 of assessment on owner-occupied properties as set out in Section 5(4.15) of the *Real Property Tax Act*. None of the New Brunswick communities interviewed by Stantec follow this model as it is unique to residents of rural communities and LSDs.

5.1.1 Payment of Special Provincial Levy

At present, revenues for the provision of maintenance by DTI are generated by the provincial levy of \$0.4115 per \$100 of assessment on owner-occupied properties as set out in Section 5(4.15) of the *Real Property Tax Act*. This special provincial rate for roads is separate from the local government tax and is applied to real property in areas of the province not within a municipality (i.e., LSDs and unorganized areas). The special provincial rate of 0.4115 per \$100 of assessment for roads does not apply to non-residential properties (commercial and industrial properties) or non-owner-occupied residential properties (cottages and apartments in buildings in which the owner does not reside). This tax structure results in a fiscal imbalance, whereby Hanwell residents are effectively subsidizing the cost of road maintenance for seasonal residents, residential landlords, and business operators.

Figure 5 shows the special provincial tax rate over time and the approximate amount of taxes drawn by the Province from Hanwell residents.¹⁸ The tax rate has been fixed at 0.4115 per \$100 of assessment since 2016 when it was reduced because the Province moved the cost of policing the areas covered by the special provincial levy to the local rate in LSDs and Rural Communities.¹⁹ While the rate has been constant since 2016, Hanwell's residential assessment base has increased, resulting in increased tax payments to the Province for roads.

¹⁸ The amount is approximate because it does not exclude the non-owner-occupied part of the residential assessment base.

¹⁹ Government of New Brunswick, *Add the Cost of Policing to the Local Rate in LSDs and Reduce the Special Provincial Levy on Homeowners in LSDs*, <https://www2.gnb.ca/content/dam/gnb/Departments/lg-gl/pdf/Policing.pdf>



Figure 5: Road Maintenance Tax Rate and Approx. Amounts Levied in Hanwell²⁰



Source: Annual Reports of Municipal Statistics, Real Property Tax Act, RSNB 1973, c R-2

5.1.2 Improving Hanwell’s Say on Capital Road Maintenance

Roads deteriorate over time. Regular maintenance and minor rehabilitation can slow this deterioration. DTI informants explained how treating an asset before major deterioration can help avoid costlier work later and offers the added benefit of providing a better, safer experience for the public. All DTI major capital infrastructure projects go through the following phases:

- Identification and prioritization
- Environmental and functional planning
- Design; and
- Construction.²¹

²⁰ See footnote 18.

²¹ Government of New Brunswick, *Long term strategic capital planning framework*, <https://www2.gnb.ca/content/dam/gnb/Departments/trans/pdf/en/Publications/LongTermStrategicCapitalPlanningFramework.pdf>, p. 7.



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Options Analysis

After projects are identified, they are prioritized under DTI's long term strategic capital planning framework.²²

DTI informants indicate that there is no set program for roads in rural communities but that discretionary funding for capital projects and road rehabilitation is available, whereas municipalities are required to submit a 5-year capital plan to their District Engineer and DTI's Asset Management Branch prioritizes requested projects. DTI informants said rural communities that want more say on the roads within their boundaries should bring projects and concerns to their District Engineer so that they can be considered and prioritized among other projects using the Department's specific asset management tools related to the asset and project type to plan for the maintenance, repair, rehabilitation, or decommissioning of the infrastructure asset.

5.1.3 Option 1 Financials

To estimate the Net Present Cost (NPC) to Hanwell over 10-, 20-, and 60-year periods, the following assumptions have been made (all values are 2022 CAD):

- Annual fees paid to DTI for complete roadway maintenance are assumed at \$1.7M
- Inflation is assumed at 2%, between Canada's target inflation range of 1% to 3%
- The discount rate is assumed at 5.5%.

The discount rate reflects the value of money over time which equates to expected return on investment or, alternatively, the cost of borrowing. It recognizes that money today has more value than money in the future because it can be invested or, alternatively, if money is not available, it will normally be borrowed and repaid with interest. When applied to Hanwell's annual \$1.7M payment to DTI, it means that \$1.7M spent in 2024 will be multiplied by 102% to account for inflation and then multiplied by 100% - 5.5% or 94.5% to get a value \$1,638,630. Each successive year is similarly discounted and the total discounted values are summed to obtain the NPC, which can be compared across all options without concern for the timing of expenditures or revenues.

Annual expenses assumed to Hanwell are as shown in **Table 7** and **Appendix E**.

Table 7: Option 1 Annual Expenses

| Description | Year: 2023 |
|----------------------------------|--------------------|
| Annual payments to DTI | \$1,700,000 |
| Hanwell Annual Investment | \$1,700,000 |

²² *Loc. cit.*



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Options Analysis

Over a 5-year period, the annual undiscounted expenses for the status quo option, Option 1, assumed to Hanwell are as shown in **Table 8**.

Table 8: Option 1 5-Year Pro Forma

| Description | 2023 | 2024 | 2025 | 2026 | 2027 |
|------------------------|--------------|--------------|--------------|--------------|--------------|
| Annual payments to DTI | \$ 1,700,000 | \$ 1,700,000 | \$ 1,700,000 | \$ 1,700,000 | \$ 1,700,000 |

Based on the above assumptions, the Net Present Costs (NPC) or the sum of discounted payments to DTI over planning horizons of 10-, 20-, and 60-years are given in **Table 9**.

Table 9: NPC for Option 1

| CURRENT ASSESSMENT YEAR | FY2022 |
|-------------------------------------|--------------|
| Net Present Cost over next 10 years | \$14,187,261 |
| Net Present Cost over next 20 years | \$24,311,809 |
| Net Present Cost over next 60 years | \$42,998,850 |

5.2 OPTION 2: DTI MAINTAINS OWNERSHIP, HANWELL ASSUMES MAINTENANCE

In Option 2, the Province through DTI will retain ownership of roads in Hanwell but the Rural Community, subject to agreement by DTI pursuant to 49(1)(b) of the *Highways Act*, will provide winter and summer road maintenance after establishing internal capacity to do so (i.e., Hanwell will be required to invest in maintenance building(s), staff, fleet, equipment, etc. needed to maintain roads). For communities that we spoke to that provide seasonal maintenance, the number of engineering, administration, work crew, etc., varies (e.g., 6 full-time in New Maryland). Equipment types and counts also varied. An assortment of half-ton pick-up trucks, plows, and tractors are utilized.

Under this option, and pursuant to the agreement, DTI will pay Hanwell to do required maintenance at the DTI-specified level of service. Option 2 assumes that Hanwell can negotiate satisfactory terms and conditions of an agreement with DTI under which it will carry out winter and summer maintenance.



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Consultation informants suggest that discussions concerning the agreement be initiated with the District Engineer to determine willingness and related terms and conditions.

Pursuant to 5(4.32) of the *Real Property Tax Act*, if Hanwell enacts a bylaw under Section 10 of the *Local Governance Act* with respect to the provision of the service of road and street maintenance, the need for the special provincial rate will be eliminated. Pursuant to 5(4.41) of the *Real Property Tax Act*, if the Province, by regulation under paragraph 32(1)(c) of the *Local Governance Act*, requires Hanwell to provide road and street maintenance service, the special provincial rate is also eliminated.

Revenue for the provision of maintenance by the Rural Community will be obtained by reallocating municipal budget and/or increasing property tax. Property tax revenue will immediately increase for some owners, particularly commercial and non-owner-occupied residential owners, because all property owners that do not contribute to roads in the status quo would become subject to local taxation for the service. Under this scenario, as well, Hanwell will not be responsible for the capital improvement costs for larger upgrading and rehabilitation projects as the Province will continue to own the roadway infrastructure.

5.2.1 Capital and Rehabilitation Costs

Like Scenario 1, Hanwell is not responsible for the capital improvement costs for larger upgrading and rehabilitation projects in Scenario 2. As owner of road within Hanwell, the Province (DTI) would be responsible for road rehabilitation. Refer to Section 5.1.2.

5.2.2 Summer and Winter Maintenance Costs

To implement Option 2 Hanwell would have to develop internal capacity to provide summer and winter maintenance at current service levels. Pursuant to 49(1)(b) of the *Highways Act*, Hanwell would be required to enter into an agreement with the Province to provide winter and summer maintenance on the DTI-owned roads. The current monthly rate for maintenance is \$331 per km for winter and \$101.50 per km for summer. Payment for the work is on a lane kilometre basis and in accordance with the terms specified in the Computation of Payment Form in the municipal agreement.

As mentioned, Option 2 assumes DTI will entertain Hanwell's interest in providing the service for the Department. The cost is based on a municipal rate formula that is updated annually based on costs across the Province set by DTI's Finance and Administrative Services Branch. Informants indicate that the Province has held the line on the rates for winter and summer maintenance for an extended period (one external community suggested the last 30 years). As illustrated in **Table 10**, the amount that Hanwell could expect to receive from DTI to perform the maintenance work, assuming a municipal agreement for full winter and summer maintenance of all Class C roads is roughly \$195,000/year. The service Hanwell would be required to provide under the legislation and agreement includes repair and maintenance of potholes, driveway culverts, etc., up to \$100,000. Projects over \$100,000 would fall within DTI's capital program.



Table 10: Estimated DTI amounts payable to Hanwell for Winter and Summer Maintenance

| Maintenance Type | Class C Road kms | Monthly Rate per km | Months of Service | Annual Cost |
|------------------|------------------|---------------------|-------------------|-------------|
| Winter | 75 | \$331 | 6 | \$148,950 |
| Summer | 75 | \$101.5 | 6 | \$45,675 |

Source Stantec Consulting Ltd.

5.2.3 Insurance

Where roads are owned by the Province, they are “self-insured”; however, local governments maintain their own insurance for assets they own (municipal buildings, recreation centres, etc.). Where roads are owned by a local government entity, insurance for roads is typically covered under the entity’s existing policy, which includes a public liability component. External community informants for the study indicate that insurance is a relatively low and manageable cost. DTI’s District Engineer suggested Stantec discuss Hanwell’s insurance with DELG. DTI requires their contractors to have a minimum of \$2M in liability insurance.

5.2.4 Option 2 Financials

To estimate the NPC to Hanwell over 10-, 20-, and 60-year periods, the following assumptions have been made (all values are 2022 CAD):

- DTI will continue to own the roads so Hanwell will not pay an upfront capital cost for transfer of road ownership.
- DTI will continue to be responsible for capital maintenance work including large-and small-diameter culvert replacement.
- DTI will continue to be responsible for chip seal application.
- DTI will continue to be responsible for guide rails maintenance.
- DTI will continue to be responsible for signage replacement.
- Hanwell will be responsible for small-diameter culvert replacements.
- DTI will pay Hanwell \$101.5/month/km (assuming 75km) for summer maintenance, assumed for 6 months per year.
- DTI will pay Hanwell \$331/month/km (assuming 75km) for winter maintenance, assumed for 6 months per year.
- Hanwell will perform summer maintenance including:
 - Street sweeping at a cost of \$40k annually
 - Maintenance staff expense of \$180k annually dedicated to roadway maintenance
 - Miscellaneous expenses of gas/ insurance/ general maintenance of \$350k annually
 - Brush cutting at a cost of \$15k annually
 - Pothole correction on an as-needed basis, allowing for \$15k annually
- Hanwell will perform winter maintenance including snow ploughing/ removal and salting/ sanding of roads.



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- Annual fees paid to DTI for capital roadway maintenance are assumed to be \$1.5M.
- Hanwell will construct maintenance facilities and purchase equipment to perform summer and winter maintenance activities as follows:
 - A maintenance building, at a cost of \$1M with a 50-year lifespan
 - A salt/sand storage building at a cost of \$1.5M with a 50-year lifespan
 - Property acquisition for a maintenance yard assumed at \$100k
 - Four trucks at \$50k each with a lifespan of 15 years and \$0 salvage value
 - Two tandem plow trucks (complete with plow and sand/salt spreader) at \$375k each with a lifespan of 15 years and \$0 salvage value
 - One front-end loader at \$300k with a lifespan of 15 years and \$0 salvage value
 - One rubber-tired backhoe at \$100k with a lifespan of 15 years and \$0 salvage value
- Inflation is assumed at 2%, between Canada's target inflation range of 1% to 3%
- The discount rate is assumed at 5.5%.

Annual expenses assumed to Hanwell are as shown in **Table 11** and **Appendix E**.

Table 11: Option 2 Annual Revenues and Expenses

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|
| Annual payments to DTI for capital renewal work | 2022 | 1 | 1 | 2023 | 1 | ea | \$ 1,500,000.00 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 |
| Equipment - Trucks | N/A | 15 | N/A | 2023 | 4 | ea | \$ 50,000.00 |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | N/A | 15 | N/A | 2023 | 2 | ea | \$ 375,000.00 |
| Equipment - Front end loader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 |
| Equipment - Grader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 |
| Equipment - Rubber tired backhoe | N/A | 15 | N/A | 2023 | 1 | ea | \$ 100,000.00 |
| Capital Costs | | | | | | | |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 |
| Salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 |
| Maintenance | | | | | | | |
| Province pays Hanwell for reg. maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,595.00 |
| Revenue | | | | | | | |



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Over a 5-year period, the annual expenses for Option 2 assumed to Hanwell are as shown in **Table 12**.

Table 12: Option 2 5-Year Pro Forma

| Description | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|------------------------|------------------------|------------------------|------------------------|------------------------|
| Annual payments to DTL for capital renewal work | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Maintenance Building | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Trucks | \$ 200,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | \$ 750,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | \$ 5,750,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Street Sweeping | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Salt/sand | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 |
| Province pays Hanwell for reg. maintenance | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Revenue | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Investment | \$ 6,175,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 |

Based on the above assumptions, the Net Present Costs (NPC) over planning horizons of 10-, 20-, and 60-years are given in **Table 13**.



Table 13: NPC for Option 2

| CURRENT ASSESSMENT YEAR | FY2022 |
|-------------------------------------|--------------|
| Net Present Cost over next 10 years | \$20,177,120 |
| Net Present Cost over next 20 years | \$32,605,633 |
| Net Present Cost over next 60 years | \$55,146,763 |

5.3 OPTIONS 3 AND 4: HANWELL ASSUMES OWNERSHIP, ASSUMES OR CONTRACTS MAINTENANCE

In Option 3, Hanwell will assume road ownership as well as maintenance responsibility. Option 4 is similar, though maintenance will not be performed by Hanwell; rather, it will be contracted to a third party (i.e., DTI or an external contractor). We assume that the Province (DTI) will agree to the transfer of roads. Both options consider paying either \$6.75M or \$0 to DTI for the transfer of the roadways. Like Option 2, revenue for the provision of maintenance and capital works projects under these scenarios would be obtained through municipal budget reallocation and/or property tax increases. Under these scenarios, Hanwell will be responsible for the capital improvement costs for larger upgrading and rehabilitation projects. Winter and summer maintenance provision could be provided by one or a combination of ways (multiple external communities interviewed utilize a combination of in-house and contracted services to execute winter and summer maintenance):

1. Hanwell provides maintenance service after establishing internal capacity (refer to **Section 5.2.2** concerning discussion on this matter).
2. Hanwell contracts maintenance to DTI (municipal agreement). Pursuant to 49(1)(b) of the *Highways Act*, Hanwell enters into an agreement with the Province for DTI to provide winter and summer maintenance on roads and streets within the Rural Community. Like Option 2, the cost for maintenance is reciprocal with the current rate set at \$331 per km for winter and \$101.50 for summer. These are the municipal rates, which apply provincially, and do not include rehabilitation cost, which would, in Options 3 and 4, become the responsibility of Hanwell.
3. Hanwell contracts maintenance to an external contractor. Some informants stated that it can be difficult to secure contractors to do maintenance work due to financial and time constraints. New Maryland, which contracts the service to private contractors every three years, provided an estimated snow removal/winter maintenance cost of \$240,000 for 23 kms of Class C road (27.971



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per municipal kilometrage report). The contract works out to approximately \$40,000 per month or \$1,740/km/month (\$1,430/km/month using municipal kilometrage report number).

5.3.1 Transfer/Capital Costs

The Class C roads in Hanwell are presently owned by the Province of New Brunswick. By various Orders-in-Council, administration, control, and ownership of the roads can be released to Hanwell from the Province by the Minister of Transportation and Infrastructure, subject to Section 32(2) of the *Highways Act*. Orders-in-Council are filed with the Clerk of the Executive Council and Secretary to Cabinet at the Executive Council Office. An example Order-in-Council under Section 32(2) of the *Highways Act* is attached in Appendix D. The discussion of transfer will need to be initiated by Hanwell through the Minister's Office.

Regarding the capital cost of transfer, the RFP suggested that DTI would have to calculate the net present value of the road infrastructure, which would be an upfront cost for Hanwell to take over. The current estimate that has been communicated by DTI would be \$6.5 to \$7M, assumed at \$6.75M, upfront as is where is. Stantec could not confirm this amount through DTI informant interviews. Informants said the Province would be unlikely to entertain transfer to Hanwell without compensation; however, we found no legislative basis for compensation to the Province in the event of a transfer in road ownership. In fact, our discussions with other communities and review of other road transfers and Orders in the province (e.g., the Village of New Maryland, City of Fredericton, and City of Miramichi) suggest they have paid no compensation. In the case of the Regional Municipality of Tracadie the Province has pays between \$1.2M and \$1.6M per year to offset the cost of managing roads that the Regional Municipality took over when it was formed in 2014.

Our informant interviews identified several instances of DTI having upgraded or committing to upgrade roads prior to the transfer to local government (City of Miramichi, Regional Municipality of Tracadie), noting that the work to complete the upgrades often took multiple construction seasons to complete. The District Engineer for the region said that the Province would likely consider transferring ownership of the roads within Hanwell, although it would involve a decision from government on the standards to be met. The informant further noted that DELG would be included in these discussions for input on the administration side of road ownership. DTI District Engineer responsible for Hanwell indicated the Province would not likely have any interest in upgrading roads to an acceptable condition prior to their transfer to Hanwell, which may open the door to a reduction or elimination of any obligation for Hanwell to pay the Province for transfer of the roads.

At any rate, Hanwell would be required to submit a request to the Minister to assume ownership through DTI, in conjunction with the District Engineer with the outcome of the request to be communicated to Hanwell by the Minister, along with the Province's terms and conditions.



5.3.2 Capital and Rehabilitation Costs

Under Options 3 and 4, Hanwell will be responsible for the capital improvement costs for larger upgrading and rehabilitation projects. As road owner, Hanwell would be responsible for ongoing maintenance of all assets within the right-of-way, including signage, guide rails, ditches, etc. Like other communities we interviewed (e.g., New Maryland and other municipalities that were required to prepare an asset management plan by 2018), Hanwell, though not a municipality, should undertake an asset management study to determine all their assets, material type, age, and condition to form the basis of their maintenance planning for capital projects and spending. The asset management plan would provide the framework for understanding which assets (in this case roads but also other assets like land, buildings, servicing infrastructure, vehicles, equipment, etc.) need to be replaced so that the community can budget for the work.

5.3.3 Hanwell Contracts Maintenance to DTI (Options 4ai and 4bi)

If Hanwell takes ownership of the Class C roads, the Rural Community could enter into an agreement with DTI to perform the maintenance. While Stantec identified examples of communities that have this type of arrangement (e.g., Village of Minto), DTI informants said the Department has discretion to enter into these agreements and there is no guarantee it would be willing to provide the service to Hanwell. For example, the Village of Rogersville tried, unsuccessfully, to have DTI provide winter and summer maintenance for their municipal streets. The reason DTI was unable maintain streets in Rogersville, however, was that the Department did not have sufficiently small equipment required to do the work on narrow roads in the village – an unlikely issue for Hanwell given DTI is already maintaining community's roads. More specifically, in the Rogersville example, DTI determined that the cost for the Department to do the work would be more than would be collected through the current maintenance rate (i.e., they would be performing the work at a loss). One DTI informant noted that there were no communities in their region (District 2, Miramichi) for which DTI does local road maintenance, citing equipment size as the main reason for their inability to do the work.

Winter and summer maintenance work by DTI is curb to curb/shoulder to shoulder. Other responsibilities outside the defined maintenance terms set out by legislation include maintaining driveway culverts; cleaning ditches and offtakes; maintaining catch basins and underground drainage; mowing grass; brush control and loading; and hauling and disposing of snow from the side of highways, streets, intersections, and sidewalks. In addition, winter and summer maintenance works exceeding \$100,000 are typically considered capital projects and would be outside the scope of services available from DTI. As such, if Hanwell contracts with DTI for maintenance, the Rural Community would be responsible for all large projects, large diameter culvert replacements, paving, chip sealing, etc., even if an agreement is made with the Province to provide regular maintenance. That being said, DTI will do “extra work” or work not included in normal winter and summer maintenance for villages by contract pursuant to a “Municipal Extra



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Work Order Form”) signed by the municipality²³ and may be willing to make similar arrangements with Hanwell. Stantec has not confirmed the possibility.

As in Option 2, the provincial maintenance rate would apply (\$331 per km for winter and \$101.50 for summer). As calculated in **Table 14**, the amount that Hanwell could expect to pay DTI to perform the maintenance work, assuming a municipal agreement for full winter and summer maintenance of all Class C roads is about \$180,000/year. The maintenance work DTI would be required to provide under the legislation and agreement includes repair of potholes, driveway culverts, etc. up to \$100,000. Projects over \$100,000 would be within the capital program.

Table 14: Estimated Hanwell amounts payable to DTI for Winter and Summer Maintenance

| Maintenance Type | Class C Road kms | Monthly Rate per km | Months of Service | Annual Cost |
|------------------|------------------|---------------------|-------------------|--------------|
| Winter | 69.378 | \$331 | 6 | \$137,784.71 |
| Summer | 69.378 | \$101.5 | 6 | \$42,251.20 |

Source Stantec Consulting Ltd.

5.3.4 Option 3a, b Financials

To estimate the NPC to Hanwell over 10-, 20-, and 60-year periods, the following assumptions have been made (all values are 2022 CAD):

- Hanwell will assume ownership and maintenance of roads, and provide maintenance after establishing it has the internal capacity to do so:
 - In Option 3a Hanwell will pay an upfront capital cost to DTI for transfer of road ownership of \$6.75M in the year 2022
 - In Option 3b Hanwell will not pay any upfront capital cost to DTI for transfer of road ownership.
- Hanwell will cover large diameter culvert replacements. There are an assumed 14 large diameter culverts, with an estimated replacement cost of \$500k each and a lifespan of 60 years. For this study, assuming one (1) replacement every four (4) years, with the next replacement in the year 2023.
- Hanwell will cover small diameter culvert replacements. There are an assumed 105 small diameter culverts, with an estimated replacement cost of \$20k each and a lifespan of 60 years. For the purpose of this study. Assuming two (2) small-diameter culvert replacements annually beginning in the year 2023.
- Hanwell will perform annual maintenance including:
 - Street sweeping at a cost of \$40k annually
 - Maintenance staff expense of \$180k annually dedicated to roadway maintenance
 - Misc. expenses of gas/ insurance/ general maintenance of \$350k annually

²³ Government of New Brunswick, *Department of Transportation and Infrastructure and New Brunswick Municipalities Reference Manual*, https://www2.gnb.ca/content/dam/gnb/Departments/trans/pdf/en/Publications/municipalities_manual-e.pdf, p. 14.



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- Brush cutting at a cost of \$15k annually
- Pothole correction on an as-needed basis, allowing for \$15k annually
- Snow ploughing/ removal and salting/ sanding of roads.
- Hanwell will purchase maintenance facilities and equipment to perform summer and winter maintenance activities as follows:
 - A maintenance building, at a cost of \$1M with a 50-year lifespan
 - A salt/sand storage building at a cost of \$1.5M with a 50-year lifespan
 - Property acquisition for a maintenance yard assumed at \$100k
 - Four trucks at \$50k each with a lifespan of 15 years and \$0 salvage value
 - Two tandem plow trucks (complete with plow and sand/salt spreader) at \$375k each with a lifespan of 15 years and \$0 salvage value
 - One front end loader at \$300k with a lifespan of 15 years and \$0 salvage value
 - One rubber-tired backhoe at \$100k with a lifespan of 15 years and \$0 salvage value.
- Hanwell will maintain guide rails every 25 years, next due in the year 2035, at a cost of \$100k/km for 0.22km of guide rail.
- Hanwell will apply chip seal to the roads, assuming \$44k/km over 75km, and assuming annual chip seal application to 5km of roadway annually beginning in the year 2023.
- Hanwell will replace signage, assuming \$1k/sign for 51 signs, with an assumed replacement schedule of one sign per year.
- Inflation is assumed at 2%, between Canada's target inflation range of 1% to 3%.
- The discount rate is assumed at 5.5%.

Annual expenses assumed to Hanwell for Options 3a and 3b are as shown in **Table 15** and **Table 18** and in **Appendix E**.



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Table 15: Option 3a Annual revenues and expenses, with \$6.75M for transfer of road ownership. Hanwell owns and maintains roads

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000 |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000 |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000 |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000 |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000 |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000 |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000 |
| Capital Costs | | | | | | | |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 |
| Maintenance staff | N/A | 1 | N/A | | 1 | year | \$ 180,000 |
| Salt/sand storage building | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 |
| salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000 |
| Maintenance | | | | | | | |

Over a 5-year period, the annual expenses for Option 3a assumed to Hanwell are as shown in **Table 16**.



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Table 16: Option 3a 5-Year Pro Forma

| Description | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|-------------------------|----------------------|----------------------|----------------------|------------------------|
| Initial transfer of roads | \$ 6,750,000 | \$ - | \$ - | \$ - | \$ - |
| Culvert replacements - large diameter | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Maintenance Building | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Chip seal | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | \$ 200,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | \$ 750,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | \$ 11,721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Street Sweeping | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Salt/sand storage building | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/sand | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | \$ 12,381,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 1,381,000.00 |

Based on the above assumptions, the Net Present Costs (NPC) over planning horizons of 10-, 20-, and 60-years are given in **Table 17**.



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Table 17: NPC for Option 3a – Hanwell owns and maintains roads and pays \$6.75M for transfer of road ownership

| CURRENT ASSESSMENT YEAR | Option 3a |
|-------------------------------------|--------------|
| Net Present Cost over next 10 years | \$19,262,270 |
| Net Present Cost over next 20 years | \$26,089,177 |
| Net Present Cost over next 60 years | \$38,600,537 |

Table 18: Option 3b Annual revenues and expenses, with \$0 for transfer of road ownership. Hanwell owns and maintains roads

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000.00 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000.00 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000.00 |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000.00 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000.00 |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000.00 |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000.00 |
| Capital Costs | | | | | | | |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000.00 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 |
| salt/ sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 |
| Maintenance | | | | | | | |



CLASS C ROADS OWNERSHIP AND MANAGEMENT FEASIBILITY STUDY

Options Analysis

Over a 5-year period, the annual expenses for Option 3b assumed to Hanwell are as shown in **Table 19**.

Table 19: Option 3b 5-Year Pro Forma

| Description | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|------------------------|----------------------|----------------------|----------------------|------------------------|
| Culvert replacements - large diameter | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Maintenance Building | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Chip seal | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | \$ 200,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | \$ 750,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | \$ 4,971,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Street Sweeping | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/ sand | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | \$ 5,631,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 1,381,000.00 |

Based on the above assumptions, the Net Present Costs (NPC) over planning horizons of 10-, 20-, and 60-years are given in **Table 20**.



Table 20: NPC for Option 3b – Hanwell owns and maintains roads and pays \$0 for transfer of road ownership

| CURRENT ASSESSMENT YEAR | Option 3b |
|-------------------------------------|--------------|
| Net Present Cost over next 10 years | \$12,736,203 |
| Net Present Cost over next 20 years | \$19,563,110 |
| Net Present Cost over next 60 years | \$32,074,471 |

5.3.5 Option 4a(i, ii) Financials

To estimate the NPC to Hanwell over 10-, 20-, and 60-year periods, the following assumptions have been made (all values are 2022 CAD):

- Hanwell will assume ownership and maintenance of roads, and engage a contractor to provide maintenance:
 - In Option 4a(i) Hanwell will pay an upfront capital cost to DTI for transfer of road ownership of \$6.75M in the year 2023 and will contract with DTI to maintain the roads for \$101.5/km/month for summer maintenance, and \$331/km/month for winter maintenance, assuming 75km of roadway and summer is 6 months/year and winter is 6 months/year.
 - In Option 4a(ii) Hanwell will pay an upfront capital cost to an external contractor for transfer of road ownership of \$6.75M in the year 2023 and will contract maintenance to an external contractor for \$400/km/month for summer maintenance, and \$1,600/km/month for winter maintenance, assuming 75km of roadway and summer is 6 months/year and winter is 6 months/year.
- Hanwell will cover large diameter culvert replacements. There are an assumed 14 large diameter culverts, with an estimated replacement cost of \$500k each and a lifespan of 60 years. For this study, one (1) large-diameter culvert is replaced every four (4) years, with the next replacement in the year 2023.
- Hanwell will cover small diameter culvert replacements. There are an assumed 105 small diameter culverts, with an estimated replacement cost of \$20k each and a lifespan of 60 years. For the purpose of this study, two (2) are assumed to be replaced annually, beginning in the year 2023.
- Hanwell will maintain guide rails every 25 years, next due in the year 2035, at a cost of \$100k/km for 0.22km of guide rail.
- Hanwell will apply chip seal to the roads, assuming \$44k/km over 75km, and assuming annual chip seal application to 5km of roadway annually beginning in the year 2023.



CLASS C ROADS OWNERSHIP AND MANAGEMENT FEASIBILITY STUDY

Options Analysis

- Hanwell will replace signage, assuming \$1k/sign for 51 signs, with an assumed replacement schedule of one sign per year.
- Inflation is assumed at 2%, between Canada's target inflation range of 1% to 3%.
- The discount rate is assumed at 5.5%.

Annual expenses assumed to Hanwell are as shown in **Table 21** and **Table 24** and in **Appendix E**.

Table 21: Option 4a(i) Annual Revenues and Expenses, with \$6.75M for transfer of road ownership and maintenance contract to DTI

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 |
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 |
| Chip seal | 2000 | 1 | 2001 | 2023 | 5 | km | \$ 44,000.00 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 |
| Capital Costs | | | | | | | |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 609 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 1,986 |
| Maintenance | | | | | | | |

Over a 5-year period, the annual expenses for Option 4a(i) assumed to Hanwell are as shown in **Table 22**.



CLASS C ROADS OWNERSHIP AND MANAGEMENT FEASIBILITY STUDY

Options Analysis

Table 22: Option 4a(i) 5-Year Pro Forma

| Description | 2023 | 2024 | 2025 | 2026 | 2027 |
|---------------------------------------|------------------------|----------------------|----------------------|----------------------|----------------------|
| Initial transfer of roads | \$ 6,750,000 | \$ - | \$ - | \$ - | \$ - |
| Guide rails | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Capital Costs | \$ 7,471,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Summer maintenance | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | \$ 7,705,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 |

Based on the above assumptions, the Net Present Costs (NPC) over planning horizons of 10-, 20-, and 60-years are given in **Table 23**.

Table 23: Option 4a(i) Annual Revenues and Expenses, with \$6.75M for transfer of road ownership and maintenance contract to DTI

| CURRENT ASSESSMENT YEAR | Option 4a(i) |
|-------------------------------------|---------------|
| Net Present Cost over next 10 years | \$ 11,603,320 |
| Net Present Cost over next 20 years | \$ 14,935,140 |
| Net Present Cost over next 60 years | \$ 21,393,936 |



CLASS C ROADS OWNERSHIP AND MANAGEMENT FEASIBILITY STUDY

Options Analysis

Table 24: Option 4a(ii) Annual Revenues and Expenses, with \$6.75M for transfer of road ownership and maintenance contract to external contractor

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 |
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 |
| Chip seal | 2000 | 1 | 2001 | 2023 | 5 | km | \$ 44,000.00 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 |
| Capital Costs | | | | | | | |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 |
| Maintenance | | | | | | | |

Over a 5-year period, the annual expenses for Option 4a(ii) assumed to Hanwell are as shown in **Table 25**.

Table 25: Option 4a(ii) 5-Year Pro Forma

| Description | 2023 | 2024 | 2025 | 2026 | 2027 |
|---------------------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Initial transfer of roads | \$ 6,750,000 | \$ - | \$ - | \$ - | \$ - |
| Guide rails | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Capital Costs | \$ 7,471,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Summer maintenance | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | \$ 8,411,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 |

Based on the above assumptions, the Net Present Cost (NPC) over planning horizons of 10-, 20-, and 60-years are given in **Table 26**.



Table 26: NPC for Option 4a(ii) – Hanwell owns roads and pays \$6.75M for transfer of road ownership and maintenance contract to external contractor

| CURRENT ASSESSMENT YEAR | Option 4a(ii) |
|-------------------------------------|---------------|
| Net Present Cost over next 10 years | \$17,489,990 |
| Net Present Cost over next 20 years | \$25,022,753 |
| Net Present Cost over next 60 years | \$39,235,297 |

5.3.6 Option 4b(i, ii) Financials

To estimate the NPC to Hanwell over 10-, 20-, and 60-year periods, the following assumptions have been made (all values are 2022 CAD):

- Hanwell will assume ownership and maintenance of roads, and engage a contractor to provide maintenance:
 - In Option 4b(i) Hanwell will not pay any upfront capital cost to DTI for transfer of road ownership and will contract maintenance to DTI to maintain the roads for \$101.5/km/month for summer maintenance, and \$331/km/month for winter maintenance, assuming 75km of roadway and summer is 6 months/year and winter is 6 months/year.
 - In Option 4b(ii) Hanwell will not pay any upfront capital cost to DTI for transfer of road ownership and will contract maintenance to an external contractor for \$400/km/month for summer maintenance, and \$1,600/km/month for winter maintenance, assuming 75km of roadway and summer is 6 months/year and winter is 6 months/year.
- Hanwell will cover large diameter culvert replacements. There are an assumed 14 large diameter culverts, with an estimated replacement cost of \$500k each and a lifespan of 60 years. For this study, one (1) large-diameter culvert is replaced every four (4) years, with the next replacement in the year 2023.
- Hanwell will cover small diameter culvert replacements. There are an assumed 105 small diameter culverts, with an estimated replacement cost of \$20k each and a lifespan of 60 years. For this study, two (2) are assumed to be replaced annually, beginning in the year 2023.
- Hanwell will maintain guide rails every 25 years, next due in the year 2035, at a cost of \$100k/km for 0.22km of guide rail.
- Hanwell will apply chip seal to the roads, assuming \$44k/km over 75km, and assuming annual chip seal application to 5km of roadway annually beginning in the year 2023.



CLASS C ROADS OWNERSHIP AND MANAGEMENT FEASIBILITY STUDY

Options Analysis

- Hanwell will replace signage, assuming \$1k/sign for 51 signs, with an assumed replacement schedule of one sign per year.
- Inflation is assumed at 2%, between Canada's target inflation range of 1% to 3%.
- The discount rate is assumed at 5.5%.

Annual expenses assumed to Hanwell for Options 4b(i) and 4b(ii) are as shown in **Table 27** and **Table 30** and in **Appendix E**.

Table 27: 4b(i) Annual revenues and expenses, with \$0M for transfer of road ownership and maintenance contract to DTI

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 |
| Capital Costs | | | | | | | |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 609 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 1,986 |
| Maintenance | | | | | | | |

Over a 5-year period, the annual expenses for Option 4b(i) assumed to Hanwell are as shown in **Table 28**.



CLASS C ROADS OWNERSHIP AND MANAGEMENT FEASIBILITY STUDY

Options Analysis

Table 28: Option 4b(i) 5-Year Pro Forma

| Description | 2023 | 2024 | 2025 | 2026 | 2027 |
|---------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Guide rails | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Capital Costs | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Summer maintenance | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | \$ 955,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 |

Based on the above assumptions, the Net Present Costs (NPC) over planning horizons of 10-, 20-, and 60-years are given in **Table 29**.

Table 29: NPC for Option 4b(i)– Hanwell owns roads, and pays \$0 for transfer of road ownership and maintenance contract to DTI

| CURRENT ASSESSMENT YEAR | FY2022 |
|-------------------------------------|---------------|
| Net Present Cost over next 10 years | \$ 5,077,254 |
| Net Present Cost over next 20 years | \$ 8,409,073 |
| Net Present Cost over next 60 years | \$ 14,867,870 |



CLASS C ROADS OWNERSHIP AND MANAGEMENT FEASIBILITY STUDY

Options Analysis

Table 30: 4b(ii) Annual Revenues and Expenses, with \$0M for transfer of road ownership and maintenance contract to external contractor

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 |
| Capital Costs | | | | | | | |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 |
| Maintenance | | | | | | | |

Over a 5-year period, the annual expenses for Option 4b(ii) assumed to Hanwell are as shown in **Table 31**.

Table 31: Option 4b(ii) 5-Year Pro Forma

| Description | 2023 | 2024 | 2025 | 2026 | 2027 |
|---------------------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Guide rails | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Capital Costs | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Summer maintenance | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | \$ 1,661,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 |

Based on the above assumptions, the Net Present Costs (NPC) over planning horizons of 10-, 20-, and 60-years are given in **Table 32**.



CLASS C ROADS OWNERSHIP AND MANAGEMENT FEASIBILITY STUDY

Options Analysis

Table 32: NPC for Option 4b(ii)– Hanwell owns roads, and pays \$0 for transfer of road ownership and maintenance contract to external contractor

| CURRENT ASSESSMENT YEAR | FY2022 |
|-------------------------------------|--------------|
| Net Present Cost over next 10 years | \$10,963,924 |
| Net Present Cost over next 20 years | \$18,496,687 |
| Net Present Cost over next 60 years | \$32,709,231 |



6.0 RECOMMENDATIONS AND CONCLUSIONS

Table 33 summarizes the NPC calculations for 10-, 20- and 60-year horizons. Cells highlighted in green indicate options that are superior to Option 1 (the Status Quo) within that timeframe (i.e., they have a lower NPC than Option 1). Options 3b, 4a(i), 4b(i), and 4b(ii) have lower calculated NPCs than Option 1 for all three time periods. Options 3a and 4a(ii) are potentially superior over a 60-year period. Option 2 in which DTI maintains ownership, Hanwell assumes maintenance responsibility is inferior to the Status Quo in all circumstances.

Table 33: Comparison of Options

| Option | Description | NPC over next 10 years | NPC over next 20 years | NPC over next 60 years |
|--------|--|------------------------|------------------------|------------------------|
| 1 | Status Quo, Province (DTI) maintains Ownership and Road Maintenance | \$14,187,261 | \$24,311,809 | \$42,998,850 |
| 2 | Province (DTI) maintains Ownership, Hanwell assumes Road Maintenance | \$20,177,120 | \$32,605,633 | \$55,146,763 |
| 3a | Hanwell assumes Road Ownership and Maintenance, paying \$6.75M to DTI for the roadways | \$19,262,270 | \$26,089,177 | \$38,600,537 |
| 3b | Hanwell assumes Road Ownership and Maintenance, paying \$0 for the roadways | \$12,736,203 | \$19,563,110 | \$32,074,471 |
| 4a(i) | Hanwell assumes Road Ownership and Contracts Maintenance to DTI, paying \$6.75M to DTI for the roadways | \$11,603,320 | \$14,935,140 | \$21,393,936 |
| 4a(ii) | Hanwell assumes Road Ownership and Contracts Maintenance to a contractor, paying \$6.75M to DTI for the roadways | \$17,489,990 | \$25,022,753 | \$39,235,297 |
| 4b(i) | Hanwell assumes Road Ownership and Contracts Maintenance to DTI, paying \$0 for the roadways | \$5,077,524 | \$8,409,073 | \$14,867,870 |
| 4b(ii) | Hanwell assumes Road Ownership and Contracts Maintenance to a contractor, paying \$0 for the roadways | \$10,963,924 | \$18,496,687 | \$32,709,231 |

Based on the numbers represented in **Table 33**, several options are feasible alternatives to Option 1. Four are superior to the Status Quo across all three time periods presented, while two show lower NPCs in the final period. In order, the relative strengths and disadvantages of the seven alternative options are as follows:



CLASS C ROADS OWNERSHIP AND MANAGEMENT FEASIBILITY STUDY

Recommendations and Conclusions

- **Option 2** is less desirable than the Status Quo because Hanwell incurs significant costs to develop its capacity to maintain roads (i.e., development of municipal transportation buildings and acquisition of equipment).
- In **Option 3a** Hanwell incurs significant front-end expenditures to acquire the roads (\$6.75M transfer payment to DTI) and develop the capacity to maintain them. Substantial time is required to absorb those costs.
- **Option 3b** is better than 3a because Hanwell will avoid the \$6.75M transfer payment to DTI.
- **Option 4(a)(i)** is better than 3b because Hanwell avoids upfront costs to develop road maintenance capacity and continues a favourable maintenance arrangement with DTI even though it will pay DTI \$6.75M to acquire the roads.
- **Option 4(a)(ii)** is inferior to 3b because Hanwell will incur the \$6.75M transfer payment to DTI. It is less desirable than Option 4(a)(i) because of the higher cost of engaging an external contractor relative to contracting with DTI.
- **Option 4b(i)** is the best of the eight listed because Hanwell avoids upfront payment to DTI while continuing to obtain road maintenance service in the most favourable manner available through the Department.
- **Option 4b(ii)** is the second-best option because it avoids upfront expenditures to acquire the roads and develop road maintenance capacity. It is inferior to 4b(i) because an external contractor is expected to be a more expensive provider of road maintenance services than DTI.

The most critical factors that are influencing feasibility are the transfer payment to DTI to acquire the roads (incurred in Options 3a, 4a(i), 4a(ii)); investment in a new maintenance building, maintenance fleet of vehicles and associated staffing requirements required to support in-house road maintenance (Options 2, 3a, 3b); and arrangement for maintenance through an external contractor as opposed to DTI (Options 4a(ii) and 4b(ii)).

Our consultation with other municipalities that have acquired their roads, including New Maryland, has found that none have paid for the transfer of roadway infrastructure. Also based on comparisons with similar communities like New Maryland, we have found in-house provision of road maintenance requires significant investment. Municipalities that own their roads either contract with the Province or local contractors for the winter and summer maintenance services. Municipalities that obtain winter and summer maintenance from the Province through DTI, pay much less than they would contracting with private providers. Although we cannot guarantee that the Province would agree with the terms, we would recommend that Hanwell pursue an arrangement with DTI to continue maintaining the community's roads.



CLASS C ROADS OWNERSHIP AND MANAGEMENT FEASIBILITY STUDY

Recommendations and Conclusions

In the consideration of taking over the Class C roads, the following are the recommended next steps for the Rural Community of Hanwell:

- Conduct an independent comprehensive asset management and infrastructure condition assessment study for all 75 km (plus Kingsclear portion). Study to include cost estimate to bring current roads up to NBDTI standards. Upgrading costs to be leveraged against paying NBDTI's valuation of \$6.5-7.0M. For instance, if it is going to cost Hanwell \$10M to upgrade to current standards, it may help reduce the asset transfer cost. *(It should be noted that this report does not include or consider any upgrading costs that Hanwell would incur if they took over the Class C Roads. The asset management study would provide the necessary information needed to develop the estimated costs to bring the roads to current standards).*
- Request from the Province (NBDTI) supporting information that comprised their valuation of the Class C Roads (\$6.5-7.0M). Right to Information Act may be necessary. Hanwell to undertake their own independent valuation, based on the asset management and assessment study.
- Initiate discussions with DTI to determine whether they would be willing to provide road maintenance services to Hanwell in the event of Hanwell assuming road ownership and at what rate (\$331/km/month for winter and \$101.50/km/month for summer maintenance).
- Talk to local contractors to get an idea on the annual winter maintenance costs for the 75 km (plus Kingsclear portion).
- The asset management and infrastructure condition assessment study to capture the location, age, condition, and physical characteristics of the various assets, including but not limited to size, length, width, quantity, material type, etc. A thorough asset management assessment will provide the basis of Hanwell's future annual capital infrastructure investment program so that capital and maintenance projects can be established and included in annual municipal budgets. The study will also form the basis for providing an independent valuation of the Class C roads in Hanwell.



APPENDIX A

Winter Levels of Service Guidelines

CLASS C ROADS OWNERSHIP AND MANAGEMENT FEASIBILITY STUDY

Appendix A Winter Levels of Service Guidelines

Appendix A WINTER LEVELS OF SERVICE GUIDELINES

| Winter Levels of Service Guidelines | | | | | | |
|-------------------------------------|--|--------------------------------|-----------------------------------|---------------------------------|---|------------------------------|
| Winter Level of Service | Typical Highway Classifications | Typical Surface type | Typical Traffic Volumes | Typical Commencement of Plowing | Surface Conditions following storm | Salt or Abrasives to be used |
| "A-1" | 4-Lane Arterials and all of Route # 2 | Asphalt Concrete | Greater than 4000 vehicles/day | 2 cm. accumulation * | Driving lanes bare within 24 hours after end of storm | Salt** |
| "A-2" | Remaining Arterials and high volume Collectors | Asphalt Concrete | Greater than 2000 vehicles/day | After 2 cm. accumulation | Driving lanes bare within 24 hours after end of storm | Salt** |
| "B" | Medium volume Collectors, selected Locals | Asphalt Concrete or Chipseal | Between 500 and 2000 vehicles/day | After 2-8 cm of accumulation | Bare center strip within 48 hours after end of storm | Salt or Abrasives (sand) |
| "C" | Low volume Collectors, most Local Highways | Chipseal or Aggregate (gravel) | Less than 500 vehicles/day | After 8 cm of accumulation | Snow packed condition. Abrasives applied on hills, | Abrasives (sand) |



CLASS C ROADS OWNERSHIP AND MANAGEMENT FEASIBILITY STUDY

Appendix A Winter Levels of Service Guidelines

| | | | | | | |
|-----|---|--------------------------------|----------------------------|--|--|------------------|
| | | | | | curves and intersections | |
| "D" | Low Volume Local Highways without permanent residents | Aggregate (gravel) or Chipseal | Less than 100 vehicles/day | During regular working hours and as directed by the District Transportation Engineer | Snow packed conditions. May not receive service for extended periods of time | Abrasives (sand) |

* Between the hours of 5:00 A.M. and 11:00 P.M. - Typical Commencement of Plowing for LOS "A-I" will begin after 2 cm of accumulation. Between the hours of 11:00 P.M. and 5:00 A.M. - Typical Commencement of Plowing for LOS "A-I" will begin after 2-8 cm of accumulation.

** Road surface temperatures (less than -10 C), limits the effectiveness of de-icing chemicals (i.e. salt). Abrasives (sand) may be used in these situations.



Winter Levels of Service

Winter Service Category "A-1"

(4 Lane Arterials)

Traffic Count > 4000



Objective: Bare driving lanes within 24 hours after end of storm

Winter Service Category "A-2"

(Remaining Arterials and high volume collectors)

Traffic Count > 2000

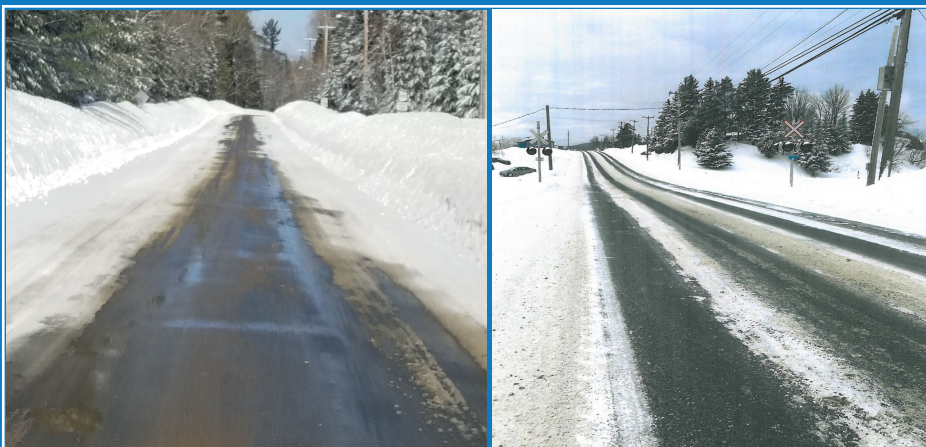


Objective: Bare driving lanes within 24 hours after end of storm

Winter Service Category "B"

(Medium volume Collectors & selected Locals)

Traffic Count = 500 to 2000



Objective: Bare center strip or bare wheel path within 48 hours after end of storm

Winter Service Category "C"

(Low Volume Collectors, most local highways)

Traffic Count < 500

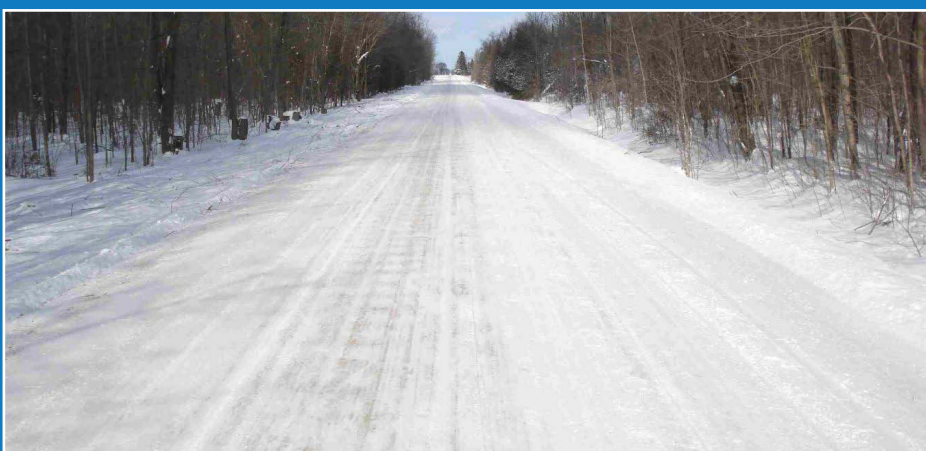


Objective: Snow packed condition with hills, curves and intersections treated with sand

Winter Service Category "D"

(Local Highways)

Traffic Count < 100



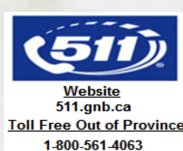
Objective: Snow packed condition. May not receive service for extended periods of time

- DTI operates and maintains approximately 18,000 kms of provincial highway and road ways.
- DTI monitors roads during winter storms, with plowing operations typically running from 5 a.m. to 11 p.m. on most provincial roads. From 11 p.m. to 5 a.m., services are typically reduced to emergency only response. DTI is available to respond to emergencies around the clock.
- **Levels of service may be reduced due to the following:**
 - Length and severity of storm
 - Limited visibility for operators, compromising the safety of maintenance personnel and/or the traveling public
 - Equipment, material and staff availability
 - Winds causing drifting
 - Freezing rain or sleet
 - Road surface temperatures (less than -10C) which limit the effectiveness of de-icing chemicals (i.e. salt)
 - Recovery time for operators during extended winter storm conditions

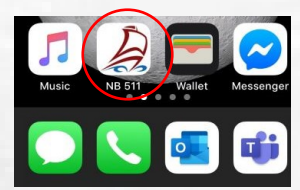
REMINDER - Give plowing equipment space. Keep back 30m so they can see you.



@Gov_NB
@Gouv_NB
@NewBrunswick511

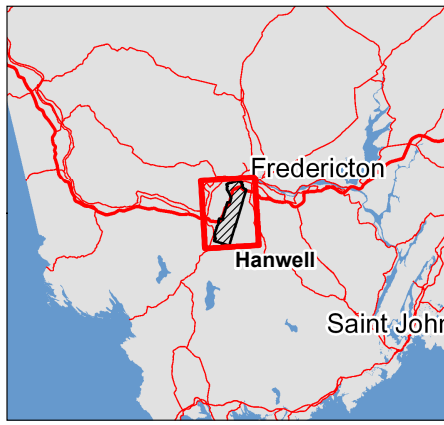
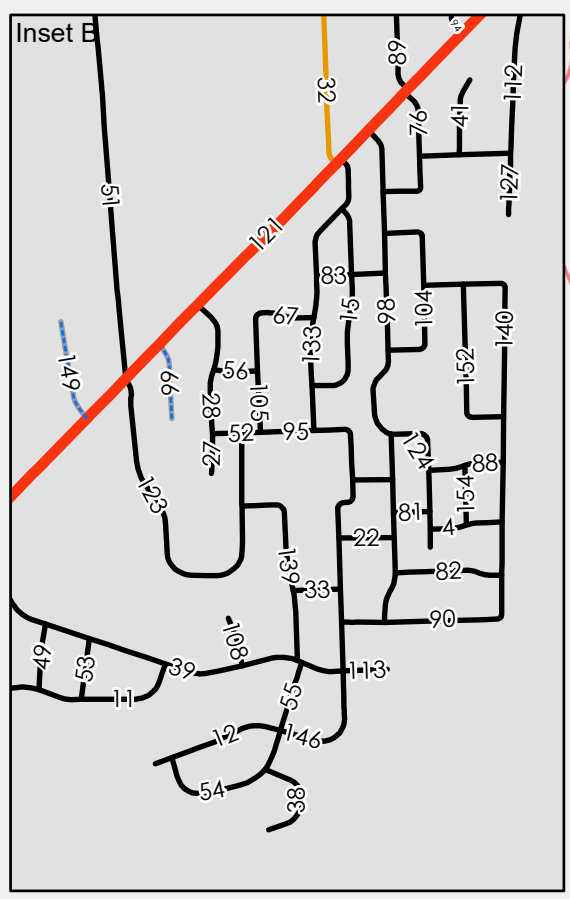
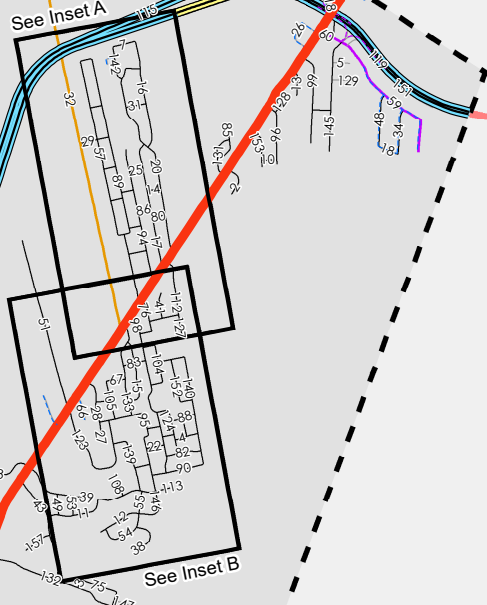
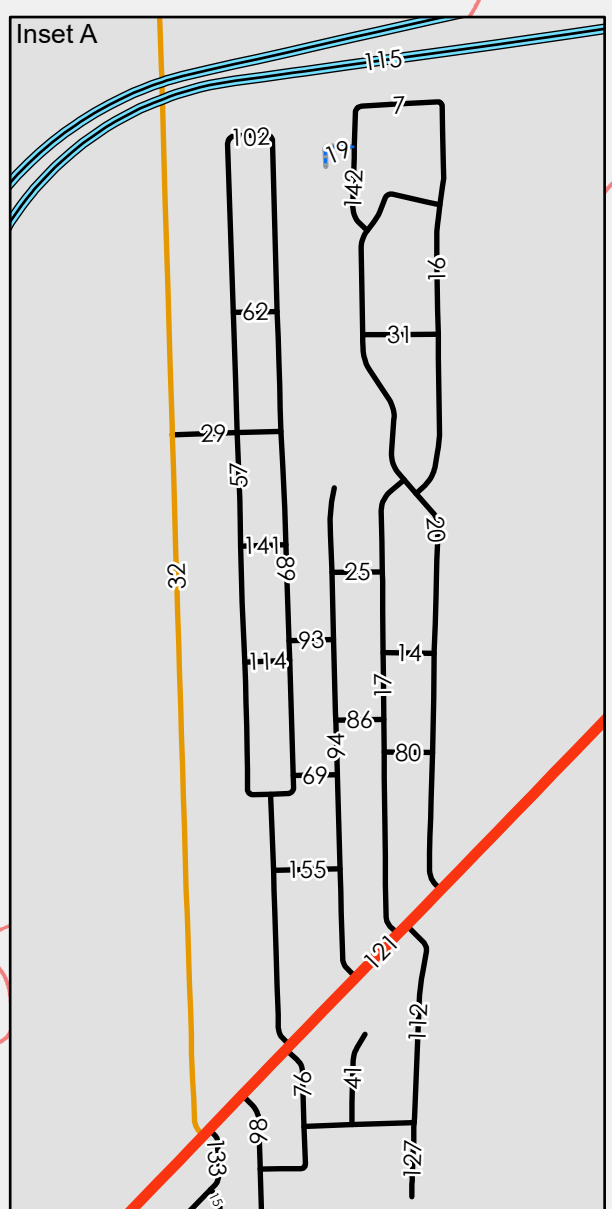
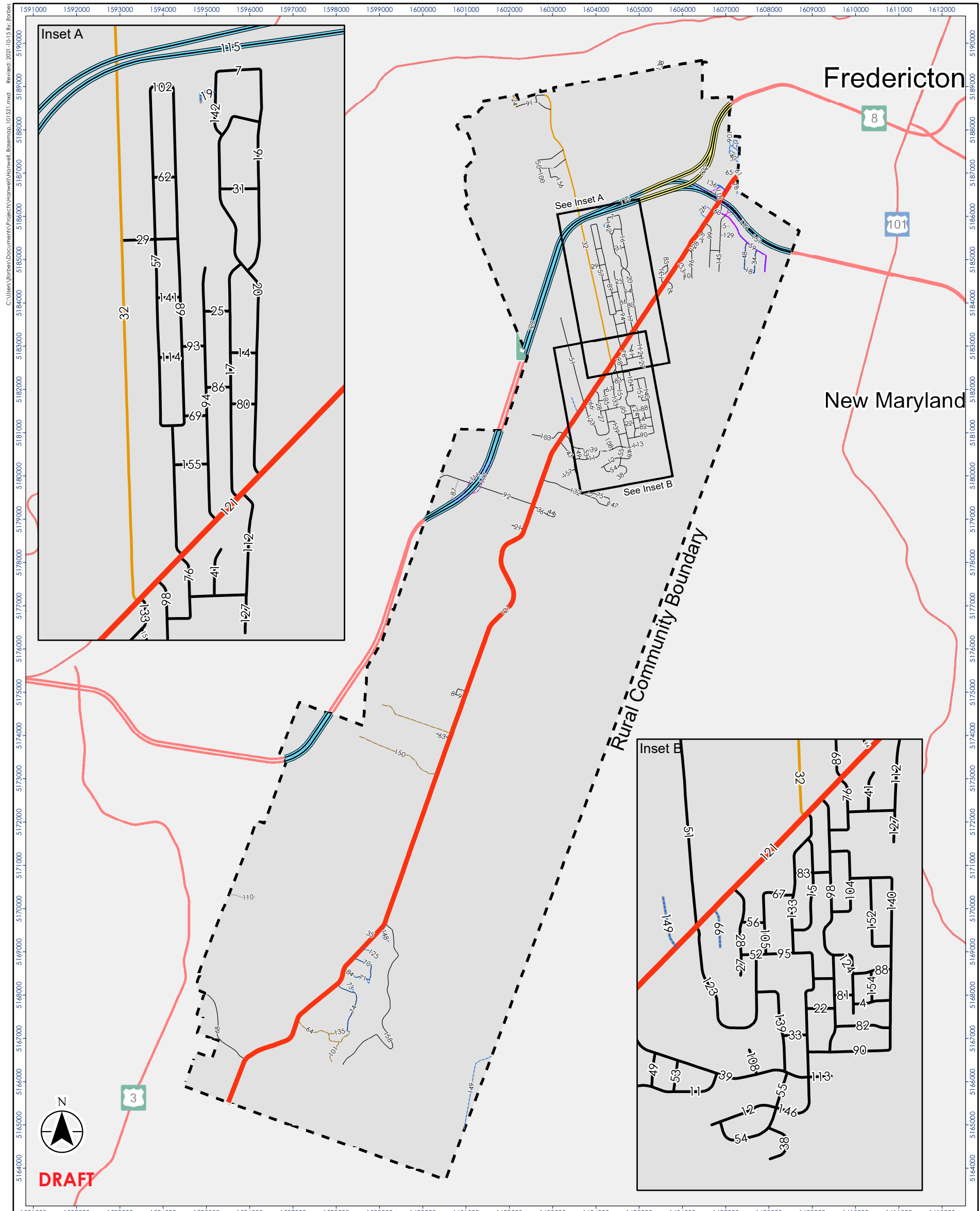


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APPENDIX B

Rural Community of Hanwell Road Map and Index



Legend

Hanwell Roads

Class (Segment Count)

- Not in table from DTI (45)
- A-2 (Sproul St.) (2)
- A-3 (Greenview Dr.) (3)
- B,C (Deerwood Dr., Carriage Hill Dr.) (3)
- C (105)
- Route 2
- Route 8
- Ramp
- Highway 640
- Municipal or Private Road
- NBDNR Resource Road

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Service Layer Credits: Government of New Brunswick / Gouvernement du Nouveau-Brunswick, Service New Brunswick, Department of Natural Resources Canada / Ministère des Ressources naturelles Canada.

0 500 1,000 metres
1:90,000 (At Original document size of 11x17)



Project Location: Rural Community of Hanwell
 Prepared by JF on 2021-10-15
 Quality Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

Client/Project: FEASIBILITY STUDY FOR THE RC OF HANWELL TO OWN AND MANAGE THE CURRENT CLASS C LEVEL ROADS WITHIN OUR BOUNDARIES

Figure No. 1

RC of Hanwell Road Index

DRAFT

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.

| Label ID | Street Name | DTI Class | DTI Classification | NBRN Classification | Length GIS (m) | Length DTI (km) | Surface Type (DTI) | Surface Age (DTI) | Surface Age (2nd table) | Surface Age (calc.) | DOT Maintains Summer | DOT Maintains Winter | Comments (DTI) | Comments (age, 2nd table) |
|----------|-----------------------|---|--------------------|--------------------------|----------------|-----------------|--------------------|-------------------|-------------------------|---------------------|----------------------|----------------------|--|---------------------------|
| 1 | ABRAHAM Drive | Mini-home park (Private) | Not in table | Local/street | 202 | Not in table | Not in table | Not in table | | | Not in table | Not in table | | |
| 2 | ALPHONSO Drive | Municipal | C | NBDOT Local Named | 365 | 0.365 | Chipseal | 2014 | | | 2014 X | X | | |
| 3 | AMELIA Street | Municipal | C | NBDOT Local Named | 108 | 0.082 | Chipseal | ? | | | X | X | surface - gravel - public not maintain | |
| 4 | ARIES Lane | Municipal | C | NBDOT Local Named | 278 | 0.278 | Chipseal | 1992 | | 2019 | 2019 X | X | | reseal |
| 5 | AVERY Street | Industrial park area (DTI) | Not in table | NBDOT Local Named | 200 | Not in table | Not in table | Not in table | | | Not in table | Not in table | | |
| 6 | BASHA Drive | Mini-home park (Private) | Not in table | Local/street | 150 | Not in table | Not in table | Not in table | | | Not in table | Not in table | | |
| 7 | BEAVER Lane | Municipal | C | NBDOT Local Named | 268 | 0.279 | Chipseal | 2000 | | | 2000 X | X | | |
| 8 | BERNADETTE Lane | Municipal | C | Local/unknown | 105 | 0.218 | Chipseal | 2003 | | | 2003 X | X | 2003 - asphalt | |
| 9 | BERNADETTE Lane | Municipal | C | NBDOT Local Named | 218 | 0.218 | Chipseal | 2003 | | | 2003 X | X | 2003 - asphalt | |
| 10 | BETTY Street | Municipal | C | NBDOT Local Named | 177 | 0.175 | Chipseal | 2006 | | | 2006 X | X | | |
| 11 | BLUE HERON Drive | Municipal | C | NBDOT Local Named | 706 | 0.703 | Chipseal | 2003 | | | 2003 X | X | | |
| 12 | BLUE JAY Court | Municipal | C | DOT Local Named (Gravel) | 510 | 0.489 | Chipseal | ? | | | X | X | surface - gravel - length - 0.516 km | |
| 13 | BRIAN Drive | Municipal | C | NBDOT Local Named | 300 | 0.3 | Chipseal | 2015 | | | 2015 X | X | | |
| 14 | BRIDGES Street | Municipal | C | NBDOT Local Named | 162 | 0.162 | Chipseal | 2006 | | | 2006 X | X | | |
| 15 | BROMLEY Avenue | Municipal | C | NBDOT Local Named | 801 | 0.802 | Chipseal | 2014 | | 2019 | 2019 X | X | | reseal |
| 16 | BROOKDALE Drive | Municipal | C | NBDOT Local Named | 1265 | 1.267 | Chipseal | 2015 | | | 2015 X | X | | |
| 17 | BURNETT Drive | Municipal | C | NBDOT Local Named | 1486 | 1.484 | Chipseal | 2006 | | | 2006 X | X | | |
| 18 | CADDIE Street | Municipal | C | Local/street | 243 | 0.242 | Gravel | - | | | X | X | | |
| 19 | CALEAH Lane | Subdivision Road (Private - Road Associatio | Not in table | Local/unknown | 154 | Not in table | Not in table | Not in table | | | Not in table | Not in table | | |
| 20 | CAMBER Drive | Municipal | C | NBDOT Local Named | 2489 | 2.487 | Chipseal | 2007 | | 2015 | 2015 X | X | reseal - 2007, reseal - 2015 | eseal |
| 21 | CAMERON Road | Municipal | C | DOT Local Named (Gravel) | 312 | 0.312 | Chipseal | ? | | | X | X | surface - gravel | |
| 22 | CARINA Lane | Municipal | C | NBDOT Local Named | 213 | 0.213 | Chipseal | 1992 | | 2019 | 2019 X | X | | reseal |
| 23 | CARRIAGE HILL Drive | Municipal | B,C | Local/unknown | 38 | 0.28 | Chipseal | 2007 | | 2019 | 2019 X | X | reseal | reseal |
| 24 | CARRIAGE HILL Drive | Municipal | B,C | NBDOT Local Named | 240 | 0.28 | Chipseal | 2007 | | 2019 | 2019 X | X | reseal | reseal |
| 25 | CARVILL Lane | Municipal | C | NBDOT Local Named | 160 | 0.159 | Chipseal | 2007 | | | 2007 X | X | | |
| 26 | CASEWOOD Drive | Industrial park area (Road Association) | Not in table | Local/street | 627 | Not in table | Not in table | Not in table | | | Not in table | Not in table | | |
| 27 | COBBLESTONE Court | Municipal | C | NBDOT Local Named | 151 | 0.167 | Chipseal | 2004 | | | 2004 X | X | | |
| 28 | COBBLESTONE Drive | Municipal | C | NBDOT Local Named | 529 | 0.527 | Chipseal | 2002 | | | 2002 X | X | 2002 - asphalt | |
| 29 | CORNELIUS Lane | Municipal | C | NBDOT Local Named | 345 | 0.346 | Chipseal | 2008 | | | 2008 X | X | | |
| 30 | CRYSTAL DALE BYE Road | Municipal | C | NBDOT Local Named | 141 | 0.149 | Chipseal | 2003 | | | 2003 X | X | 2003 - asphalt | |
| 31 | CYPHER Lane | Municipal | C | NBDOT Local Named | 240 | 0.24 | Chipseal | 2007 | | | 2007 X | X | | |
| 32 | DEERWOOD Drive | Municipal | B,C | NBDOT Local Named | 6394 | 6.41 | Chipseal | 1999 | | 2019 | 2019 X | X | | reseal & second seal |
| 33 | DIPPER Lane | Municipal | C | NBDOT Local Named | 181 | 0.18 | Chipseal | 2003 | | | 2003 X | X | 2003 - asphalt | |
| 34 | DIVOT Drive | Municipal | C | Local/unknown | 525 | 0.187 | Gravel, Asphalt | 2016 | | | 2016 X | X | | |
| 35 | DONNIE GREER'S Way | Private | Not in table | Local/unknown | 93 | Not in table | Not in table | Not in table | | | Not in table | Not in table | | |
| 36 | DOOHAN Road | Municipal | C | NBDOT Local Named | 557 | 0.561 | Chipseal | 2015 | | | 2015 X | X | | |
| 37 | DUSTIN Lane | Private | Not in table | Local/unknown | 46 | Not in table | Not in table | Not in table | | | Not in table | Not in table | | |
| 38 | EAGLE RIDGE Court | Municipal | C | NBDOT Local Named | 388 | 0.4 | Chipseal | 2011 | | | 2011 X | X | 2011 - asphalt | |
| 39 | EAGLEWOOD Drive | Municipal | C | NBDOT Local Named | 1661 | 1.661 | Chipseal | 2003 | | | 2003 X | X | | |
| 40 | EASTWOOD Street | Mini-home park (Private) | Not in table | Local/street | 472 | Not in table | Not in table | Not in table | | | Not in table | Not in table | | |
| 41 | EATON Court | Municipal | C | NBDOT Local Named | 297 | 0.311 | Chipseal | 2014 | | 2019 | 2019 X | X | | reseal |
| 42 | EDDINGTON Road | Municipal | C | DOT Local Named (Gravel) | 185 | 0.931 | Chipseal | ? | | | X | X | asphalt - 0.078 km | chipseal - 0.851 |
| 43 | EDDINGTON Road | Municipal | C | NBDOT Local Named | 746 | 0.931 | Chipseal | ? | | | X | X | asphalt - 0.078 km | chipseal - 0.851 km |
| 44 | ELLEN Crescent | Municipal | C | NBDOT Local Named | 344 | 0.348 | Chipseal | 2015 | | | 2015 X | X | | |
| 45 | ELMDALE Crescent | Mini-home park (Private) | Not in table | Local/street | 233 | Not in table | Not in table | Not in table | | | Not in table | Not in table | | |
| 46 | ETA | Service Lane (DTI) | Not in table | Service Lane | 226 | Not in table | Not in table | Not in table | | | Not in table | Not in table | | |
| 47 | EVERGREEN Crescent | Mini-home park (Private) | Not in table | Local/street | 235 | Not in table | Not in table | Not in table | | | Not in table | Not in table | | |
| 48 | FAIRWAY Drive | Municipal | C | Local/unknown | 612 | 0.072 | Gravel, Asphalt | 2016 | | | 2016 X | X | | |
| 49 | FALCON Lane | Municipal | C | NBDOT Local Named | 253 | 0.256 | Chipseal | 2000 | | | 2000 X | X | | |
| 50 | FAWN Crescent | Municipal | C | NBDOT Local Named | 1488 | 1.486 | Chipseal | 2008 | | 2019 | 2019 X | X | | reseal |
| 51 | FERGUSON Road | Municipal | C | NBDOT Local Named | 2062 | 2.06 | Chipseal | 2013 | | | 2013 X | X | | |
| 52 | FLAGSTONE Street | Municipal | C | NBDOT Local Named | 185 | 0.185 | Chipseal | 2002 | | | 2002 X | X | 2002 - asphalt | |
| 53 | FLAMINGO Lane | Municipal | C | NBDOT Local Named | 236 | 0.238 | Chipseal | 2003 | | | 2003 X | X | | |
| 54 | GOLDEN EAGLE Drive | Municipal | C | DOT Local Named (Gravel) | 466 | 0.901 | Chipseal | 2011 | | | 2011 X | X | 2011 -asphalt - 0.447 km | gravel - 0.455 k |
| 55 | GOLDEN EAGLE Drive | Municipal | C | NBDOT Local Named | 435 | 0.901 | Chipseal | 2011 | | | 2011 X | X | 2011 -asphalt - 0.447 km | gravel - 0.455 km |
| 56 | GRANITE Drive | Municipal | C | NBDOT Local Named | 169 | 0.17 | Chipseal | 2002 | | | 2002 X | X | 2002 - asphalt | |
| 57 | GREEN Avenue | Municipal | C | NBDOT Local Named | 2154 | 2.156 | Chipseal | 2005 | | | 2007 X | X | | |
| 58 | GREENVIEW Drive | Municipal | A-3, C | DOT Local Named (Gravel) | 32 | 0.292 | Asphalt, Gravel | ? | | | X | X | surface - gravel - 1.244 km | |
| 59 | GREENVIEW Drive | Municipal | A-3, C | Local/unknown | 1313 | 0.292 | Asphalt, Gravel | ? | | | X | X | surface - gravel - 1.244 km | |
| 60 | GREENVIEW Drive | Municipal | A-3, C | NBDOT Local Named | 648 | 0.292 | Asphalt, Gravel | ? | | | X | X | surface - gravel - 1.244 km | |
| 61 | GREYSTONE Court | Mini-home park (Private) | Not in table | Local/street | 59 | Not in table | Not in table | Not in table | | | Not in table | Not in table | | |
| 62 | HAILEY Avenue | Municipal | C | NBDOT Local Named | 139 | 0.137 | Chipseal | 2007 | | | 2007 X | X | | |
| 63 | HAILEY Court | Municipal | C | NBDOT Local Named | 368 | 0.365 | Chipseal | 2010 | | | 2010 X | X | 2010 - asphalt | |
| 64 | HANSON Road | Resource road | Not in table | NBDNR Resource Road F2 | 1596 | Not in table | Not in table | Not in table | | | Not in table | Not in table | | |
| 65 | HEDGEVIEW Drive | Mini-home park (Private) | Not in table | Local/street | 217 | Not in table | Not in table | Not in table | | | Not in table | Not in table | | |
| 66 | HETHERINGTON Lane | Private | Not in table | Local/street | 295 | Not in table | Not in table | Not in table | | | Not in table | Not in table | | |
| 67 | HOPTON Lane | Municipal | C | NBDOT Local Named | 216 | 0.225 | Chipseal | 1997 | | | 1997 X | X | | |
| 68 | HUNTER Road | Municipal | C | NBDOT Local Named | 1934 | 2.222 | Chipseal | 1993 | | | 1993 X | X | length - 2.442 km | |
| 69 | ISAAC ALLEN Lane | Municipal | C | NBDOT Local Named | 140 | 0.143 | Chipseal | 2007 | | | 2007 X | X | | |

| | | | | | | | | | | | | | | | |
|-----|------------------------------|----------------------------|--------------|--------------------------|-------|--------------|--------------|----------------------|------|------|--|--------------|-------------------------|---|--------|
| 70 | JERRY CHESSIE Road | Private | C | Local/street | 746 | 0.95 | Gravel | - | | | | X | Grade once if necessary | | |
| 71 | JERRY CHESSIE Road | Private | C | Local/unknown | 369 | 0.95 | Gravel | - | | | | X | Grade once if necessary | | |
| 72 | JERRY Crescent | Private | Not in table | Local/street | 238 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 73 | JOHN'S Way | Private | Not in table | Local/street | 157 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 74 | JOHN CHESSIE Drive | Private | C | Local/street | 1373 | | 1.36 Gravel | - | | | | X | Grade once if necessary | | |
| 75 | JORDAN Drive | Municipal | C | NBDOT Local Named | 435 | 0.449 | Chipseal | 2002 2003 2011 | | | | 2011 X | X | | |
| 76 | JUPITER Crescent | Municipal | C | NBDOT Local Named | 536 | 0.538 | Chipseal | | 2014 | 2019 | | 2019 X | X | reseal | |
| 77 | KING SETTLEMENT Road | Provincial | Not in table | NBDOT Road Public Access | 8 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 78 | KINGSWOOD Way | Private | Not in table | Local/unknown | 223 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 79 | LEAFWOOD Crescent | Mini-home park (Private) | Not in table | Local/street | 22 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 80 | LEEK Street | Municipal | C | NBDOT Local Named | 154 | 0.154 | Chipseal | | 2006 | | | 2006 X | X | | |
| 81 | LEO Lane | Municipal | C | NBDOT Local Named | 140 | 0.14 | Chipseal | | 2000 | 2019 | | 2019 X | X | reseal | |
| 82 | LIBRA Lane | Municipal | C | NBDOT Local Named | 412 | 0.412 | Chipseal | | 1998 | 2019 | | 2019 X | X | reseal | |
| 83 | LINFIELD Lane | Municipal | C | NBDOT Local Named | 265 | 0.265 | Chipseal | | 2014 | 2019 | | 2019 X | X | reseal | |
| 84 | LITTLE Lane | Private | Not in table | Local/unknown | 327 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 85 | LLOYD Street | Municipal | C | NBDOT Local Named | 378 | 0.386 | Chipseal | | 2007 | | | 2007 X | X | | |
| 86 | LUDLOW Lane | Municipal | C | NBDOT Local Named | 152 | 0.15 | Chipseal | | 1992 | | | 1992 X | X | | |
| 87 | LUNN Lane | Provincial | Not in table | NBDOT Road Public Access | 615 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 88 | LYNX Lane | Municipal | C | NBDOT Local Named | 288 | 0.288 | Chipseal | | 1992 | 2019 | | 2019 X | X | reseal | |
| 89 | MARLOW Road | Municipal | C | NBDOT Local Named | 2966 | 2.968 | Chipseal | | 2000 | | | 2000 X | X | reseal & second seal - various years | |
| 90 | MARS Lane | Municipal | C | NBDOT Local Named | 611 | 0.612 | Chipseal | | 1998 | 2019 | | 2019 X | X | reseal | |
| 91 | MARY ELLEN Drive | Municipal | C | NBDOT Local Named | 844 | 0.86 | Chipseal | | 2007 | 2019 | | 2019 X | X | reseal | |
| 92 | MAZEROLLE SETTLEMENT Road | Municipal | C | NBDOT Local Named | 2266 | 1.548 | Chipseal | | 1999 | | | 1999 X | X | 1999 - asphalt - 0.450 km, part of portion is outside Hanwell | |
| 93 | MCBAIN Road | Municipal | C | NBDOT Local Named | 141 | 0.142 | Chipseal | | 2000 | | | 2000 X | X | | |
| 94 | MENZIES Drive | Municipal | C | NBDOT Local Named | 1572 | 1.422 | Chipseal | 2007 2019 | | | | 2019 X | X | 2007 - reseal - 1.398 km 2019 - second seal (1.398 to 1.591) | |
| 95 | MERCURY Lane | Municipal | C | NBDOT Local Named | 683 | 0.683 | Chipseal | | 1997 | 2019 | | 2019 X | X | reseal | |
| 96 | MICHAEL Avenue | Municipal | C | NBDOT Local Named | 715 | 0.717 | Chipseal | | 2006 | | | 2006 X | X | | |
| 97 | MIKAYLA Street | Municipal | C | NBDOT Local Named | 171 | 0.18 | Chipseal | | 2011 | | | 2011 X | X | | |
| 98 | MILKY WAY Drive | Municipal | C | NBDOT Local Named | 1962 | 1.962 | Chipseal | | 2008 | 2019 | | 2019 X | X | reseal | |
| 99 | MILLENNIUM Drive | Municipal | C | NBDOT Local Named | 1062 | 1.062 | Asphalt | | 2006 | | | 2006 X | X | | |
| 100 | MOOSEWOOD Drive | Municipal | C | NBDOT Local Named | 344 | 0.355 | Chipseal | | 2008 | | | 2019 X | X | reseal | |
| 101 | NAN'S PROMENADE Park | Private | Not in table | NBDNR Resource Road F4 | 530 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 102 | NANCY Avenue | Municipal | C | NBDOT Local Named | 133 | 0.142 | Chipseal | | 2009 | | | 2009 X | X | | |
| 103 | NATURE PARK Drive | Municipal | C | NBDOT Local Named | 813 | 0.247 | Asphalt | ? | | | | X | X | 1504 Access Rd - gravel - 0.810 km | |
| 104 | NEPTUNE Crescent | Municipal | C | NBDOT Local Named | 719 | 0.722 | Chipseal | | 2008 | 2019 | | 2019 X | X | reseal | |
| 105 | NORMANDY Drive | Municipal | C | NBDOT Local Named | 458 | 0.458 | Chipseal | | 1997 | | | 1997 X | X | | |
| 106 | NORTHWOOD Street | Mini-home park (Private) | Not in table | Local/street | 375 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 107 | OAKDALE Avenue | Mini-home park (Private) | Not in table | Local/street | 164 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 108 | PELICAN Court | Municipal | C | NBDOT Local Named | 191 | 0.191 | Chipseal | | 2003 | | | 2003 X | X | | |
| 109 | PERFECTION Lane | Municipal | C | NBDOT Local Named | 216 | 0.217 | Chipseal | | 2006 | | | 2006 X | X | | |
| 110 | PIG Road | Provincial | Not in table | NBDOT Road Public Access | 608 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 111 | PINECONE Street | Municipal | C | NBDOT Local Named | 217 | 0.22 | Chipseal | | 2014 | | | 2014 X | X | length - 0.218 km | |
| 112 | PINECREST Drive | Municipal | C | NBDOT Local Named | 1003 | 1.004 | Chipseal | | 2014 | 2019 | | 2019 X | X | reseal | |
| 113 | PLUTO Court | Municipal | C | NBDOT Local Named | 170 | 0.185 | Chipseal | | 1999 | 2019 | | 2019 X | X | reseal | |
| 114 | ROBINSON Lane | Municipal | C | NBDOT Local Named | 143 | 0.142 | Chipseal | | 2007 | | | 2007 X | X | | |
| 115 | ROUTE 2 Highway | Regional (DTI) | Not in table | Freeway | 25972 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 116 | ROUTE 2 HY EXIT 271 OFF Ramp | Regional (DTI) | Not in table | Ramp | 1271 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 117 | ROUTE 2 HY EXIT 271 ON Ramp | Regional (DTI) | Not in table | Ramp | 1278 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 118 | ROUTE 2 HY EXIT 281 OFF Ramp | Regional (DTI) | Not in table | Ramp | 1389 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 119 | ROUTE 2 HY EXIT 281 ON Ramp | Regional (DTI) | Not in table | Ramp | 1409 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 120 | ROUTE 2 SCALE SITE | Regional (DTI) | Not in table | Weigh Station | 1188 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 121 | ROUTE 640 Highway | Regional | Not in table | NBDOT Local Numbered | 24990 | Not in table | Asphalt | | 2015 | | | 2015 | length - 0.706 km | | |
| 122 | ROUTE 8 Highway | Regional (DTI) | Not in table | Expressway/highway | 6295 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 123 | SANDSTONE Drive | Municipal | C | NBDOT Local Named | 1543 | 0.675 | Chipseal | 2005 2007 | | | | 2007 X | X | 2005 - asphalt - 0.280 km 2007 - asphalt - 0.395 km | |
| 124 | SATURN Crescent | Municipal | C | NBDOT Local Named | 564 | 0.576 | Chipseal | | 2019 | | | 2019 X | X | Reseal | |
| 125 | SCOTT Road | Private | Not in table | Local/unknown | 253 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 126 | SELENA Lane | Municipal | C | NBDOT Local Named | 209 | 0.212 | Chipseal | | 2003 | | | 2003 X | X | 2003 - asphalt | |
| 127 | SEQUOIA Drive | Municipal | C | NBDOT Local Named | 236 | 0.236 | Chipseal | | 2014 | 2019 | | 2019 X | X | reseal | |
| 128 | SHARON Court | Municipal | C | NBDOT Local Named | 236 | 0.248 | Chipseal | | 2006 | | | 2006 X | X | | |
| 129 | SHELBY Street | Industrial park road (DTI) | Not in table | NBDOT Local Named | 187 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 130 | SLIPP Drive | Subdivision Road (DTI) | Not in table | NBDOT Local Named | 116 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 131 | SLOAT Street | Municipal | C | NBDOT Local Named | 532 | 0.554 | Chipseal | | 2007 | | | 2007 X | X | | |
| 132 | SMITH Road | Municipal | C | NBDOT Local Named | 1606 | 1.611 | Chipseal | 2008 2011 | | | | 2011 X | X | 2008 - reseal - 1.146 km 2011 - second seal - 0.465 km | |
| 133 | SOMERSET Drive | Municipal | C | NBDOT Local Named | 1102 | 1.11 | Chipseal | | 1999 | 2019 | | 2019 X | X | 1999 - reseal - 0.600 km | reseal |
| 134 | SPRING Road | Private | Not in table | Local/unknown | 59 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 135 | SPRING Road | Private | Not in table | NBDNR Resource Road F6 | 472 | Not in table | Not in table | Not in table | | | | Not in table | Not in table | | |
| 136 | SPOULE Street | Municipal | A-2 | NBDOT Local Named | 283 | 0.283 | Asphalt | | 2006 | | | 2006 X | X | | |

| | | | | | | | | | | | | |
|--------------------------|---------------------|--------------|--------------------------|------|--------------|--------------|------------------|--------------|--------------|--------------|-------------------------------|-------------|
| 137 SPROULE Street | Municipal | A-2 | Ramp | 174 | 0.283 | Asphalt | 2006 | 2006 | X | X | | |
| 138 STAPLETON Street | City of Fredericton | Not in table | Local/unknown | 23 | Not in table | Not in table | Not in table | Not in table | Not in table | Not in table | | |
| 139 STARLING Crescent | Municipal | C | NBDOT Local Named | 751 | 0.743 | Chipseal | 2004 | 2004 | X | X | 2004 - asphalt | |
| 140 TAURUS Drive | Municipal | C | NBDOT Local Named | 1589 | 1.596 | Chipseal | 2019, 2008, 1998 | 2019 | X | X | 2008 - reseal - 0.313 km | reseal |
| 141 TAYCE Road | Municipal | C | NBDOT Local Named | 143 | 0.142 | Chipseal | 2000 | 2000 | X | X | | |
| 142 TAYLOR Drive | Municipal | C | NBDOT Local Named | 406 | 0.409 | Chipseal | 2000 | 2000 | X | X | | |
| 143 TEAM Drive | Municipal | C | NBDOT Local Named | 324 | 0.322 | Chipseal | 2018 | 2019 | X | X | | second seal |
| 144 TIMOTHY Avenue North | Municipal | C | NBDOT Local Named | 205 | 0.205 | Chipseal | 2005 | 2005 | X | X | | |
| 145 TIMOTHY Avenue South | Municipal | C | NBDOT Local Named | 1313 | 1.068 | Asphalt | 2000 | 2000 | X | X | | |
| 146 TUCANA Drive | Municipal | C | NBDOT Local Named | 1255 | 1.253 | Chipseal | 1999, 2011, 2019 | 2019 | X | X | 1999 - second seal - 0.812 km | 2019 |
| 147 Unnamed | Class D? | Not in table | DOT Local Named (Gravel) | 250 | Not in table | Not in table | Not in table | Not in table | Not in table | Not in table | | |
| 148 Unnamed | Boy Scouts of NB | Not in table | Local/street | 467 | Not in table | Not in table | Not in table | Not in table | Not in table | Not in table | | |
| 149 Unnamed | DNR | Not in table | Local/unknown | 2312 | Not in table | Not in table | Not in table | Not in table | Not in table | Not in table | | |
| 150 Unnamed | DNR | Not in table | NBDNR Resource Road F2 | 4065 | Not in table | Not in table | Not in table | Not in table | Not in table | Not in table | | |
| 151 Unnamed | DNR | Not in table | NBDOT Road Public Access | 1338 | Not in table | Not in table | Not in table | Not in table | Not in table | Not in table | | |
| 152 VENUS Crescent | Municipal | C | NBDOT Local Named | 643 | 0.644 | Chipseal | 1997 | 2019 | X | X | | reseal |
| 153 VIOLETA Avenue | Municipal | C | NBDOT Local Named | 461 | 0.464 | Chipseal | 2006 | 2006 | X | X | | |
| 154 VIRGO Street | Municipal | C | NBDOT Local Named | 229 | 0.226 | Chipseal | 1992 | 1992 | X | X | | |
| 155 WALLACE Lane | Municipal | C | NBDOT Local Named | 212 | 0.212 | Chipseal | 1995 | 1995 | X | X | | |
| 156 WHITE FOX Drive | Municipal | C | NBDOT Local Named | 226 | 0.23 | Chipseal | 2014 | 2014 | X | X | length - 0.225 km | |
| 157 WILLOW Court | Municipal | C | DOT Local Named (Gravel) | 333 | 0.333 | Chipseal | 2013 | 2013 | X | X | 2013 - asphalt | |
| 158 YOHO LAKE Road | Municipal | C | NBDOT Local Named | 4708 | 4.701 | Chipseal | 2000 | 2000 | X | X | | |

APPENDIX C

Class C Roads Table (DTI)

Hanwell Rural Community

| Road | | Lane | Surface | | LOS | DOT Maintains | | Rural Com. Maint | | Comments |
|---|----------|--------|----------|------|-----|---------------|--------|------------------|--------|-----------------------------------|
| Name | Code | (Km) | Type | Age | LOS | Summer | Winter | Summer | Winter | |
| Provincial | | | | | | | | | | |
| Regional Rte 640 (Hanwell Rd.) | | 9.609 | Asphalt | | A-2 | X | X | | | your data revised |
| Total = | | 15.339 | Chipseal | | B | X | X | | | unknown data added information |
| 24.948 | | | | | | | | | | |
| Municipal | | | | | | | | | | |
| Sprole St | 09681001 | 0.283 | Asphalt | 2006 | A-2 | X | X | | | |
| Greenview Dr | 03295001 | 0.292 | Asphalt | ? | A-3 | X | X | | | |
| Greenview Dr | 03295001 | 1.157 | Asphalt | ? | C | X | X | | | surface - gravel - 1.244 km |
| Greenview Dr | 03295001 | 0.158 | Gravel | - | C | X | X | | | |
| Timothy North Ave | 08836001 | 0.205 | Chipseal | 2005 | C | X | X | | | |
| Timothy South Ave | 08837001 | 1.068 | Asphalt | 2000 | C | X | X | | | |
| Perfection Lane | 09571001 | 0.217 | Chipseal | 2006 | C | X | X | | | |
| Millennium Dr | 08758001 | 1.062 | Asphalt | 2006 | C | X | X | | | |
| Brian Dr | 02808001 | 0.300 | Chipseal | 2015 | C | X | X | | | |
| Michael Ave | 03094001 | 0.717 | Chipseal | 2006 | C | X | X | | | |
| Sharon Ct | 03220001 | 0.248 | Chipseal | 2006 | C | X | X | | | |
| Violeta Ave | 03274001 | 0.464 | Chipseal | 2006 | C | X | X | | | |
| Betty St | 02798001 | 0.175 | Chipseal | 2006 | C | X | X | | | |
| Alphonso Dr | 10155001 | 0.365 | Chipseal | 2014 | C | X | X | | | |
| Pinecrest Dr | 03168001 | 1.004 | Chipseal | 2014 | C | X | X | | | |
| Sequoia Dr | 05234001 | 0.236 | Chipseal | 2014 | C | X | X | | | |
| Eaton Ct | 05233001 | 0.311 | Chipseal | 2014 | C | X | X | | | |
| Jupiter Cres | 03007001 | 0.538 | Chipseal | 2014 | C | X | X | | | |
| Milky Way Dr | 03098001 | 1.962 | Chipseal | 2008 | C | X | X | | | |
| Neptune Cres | 03127001 | 0.722 | Chipseal | 2008 | C | X | X | | | |
| Taurus Dr | 06353001 | 1.596 | Chipseal | 2008 | C | X | X | | | 2008 - resal - 0.313 km |
| Venus Cres | 06651001 | 0.644 | Chipseal | 1998 | C | X | X | | | 1998 - second seal - 1.283 km |
| Saturn Cres | 05218001 | 0.576 | Chipseal | 1997 | C | X | X | | | resal |
| Lynx Lane | 06352001 | 0.288 | Chipseal | 2019 | C | X | X | | | |
| | | | | 1992 | C | X | X | | | |

Hanwell Rural Community

| Name | Road | | Lane (Km) | Surface | | LOS | DOT Maintains | | Rural Com. Maint | | Comments |
|-----------------|----------|-------|-----------|---------|-----|-----|---------------|--------|------------------|--------|--------------------------------------|
| | Code | (Km) | | Type | Age | | Summer | Winter | Summer | Winter | |
| Virgo St | 06351001 | 0.226 | Chipseal | 1992 | C | X | X | | | | |
| Aries Lane | 06350001 | 0.278 | Chipseal | 1992 | C | X | X | | | | |
| Leo Lane | 05219001 | 0.140 | Chipseal | 2000 | C | X | X | | | | |
| Libra Lane | 06803001 | 0.412 | Chipseal | 1998 | C | X | X | | | | |
| Mars Lane | 06802001 | 0.612 | Chipseal | 1998 | C | X | X | | | | |
| Somerset Dr | 03234001 | 1.110 | Chipseal | 1999 | C | X | X | | | | 1999 - reseal - 0.600 km |
| Bromley Ave | 02812001 | 0.802 | Chipseal | 2014 | C | X | X | | | | |
| Linfield Lane | 02762001 | 0.265 | Chipseal | 2014 | C | X | X | | | | |
| Hopton Lane | 06654001 | 0.225 | Chipseal | 1997 | C | X | X | | | | |
| Normandy Dr | 06653001 | 0.458 | Chipseal | 1997 | C | X | X | | | | |
| Granite Dr | 09110001 | 0.170 | Chipseal | 2002 | C | X | X | | | | 2002 - asphalt |
| Flagstone St | 09124001 | 0.185 | Chipseal | 2002 | C | X | X | | | | 2002 - asphalt |
| Mercury Lane | 05220001 | 0.683 | Chipseal | 1997 | C | X | X | | | | |
| Cobblestone Dr | 09111001 | 0.527 | Chipseal | 2002 | C | X | X | | | | 2002 - asphalt |
| Cobblestone Ct | 09369001 | 0.167 | Chipseal | 2004 | C | X | X | | | | |
| Sandstone | | 0.560 | Asphalt | | C | X | X | | | | |
| Sandstone Dr | 09368001 | 0.675 | Chipseal | 2005 | C | X | X | | | | 2005 - asphalt - 0.280 km |
| Starling Cres | 09189001 | 0.743 | Chipseal | 2007 | C | X | X | | | | 2007 - asphalt - 0.395 km |
| Dipper Lane | 09188001 | 0.180 | Chipseal | 2004 | C | X | X | | | | 2004 - asphalt |
| Tucana Dr | 02747001 | 1.253 | Chipseal | 2003 | C | X | X | | | | 2003 - asphalt |
| Pluto Ct | 08510001 | 0.185 | Chipseal | 1999 | C | X | X | | | | 1999 - second seal - 0.812 km |
| Carina Lane | 06349001 | 0.213 | Chipseal | 2011 | C | X | X | | | | 2011 - asphalt - 0.441 km |
| Golden Eagle Dr | 10032001 | 0.901 | Chipseal | 2011 | C | X | X | | | | 2011 -asphalt - 0.447 km |
| Eagle Ridge Ct | 10086001 | 0.400 | Chipseal | ? | C | X | X | | | | gravel - 0.455 km |
| Blue Jay Ct | 10180001 | 0.489 | Chipseal | 2011 | C | X | X | | | | 2011 - asphalt |
| Pelican Ct | 08834001 | 0.191 | Chipseal | ? | C | X | X | | | | surface - gravel - length - 0.516 km |
| Eaglewood Dr | 08834001 | 0.191 | Chipseal | 2003 | C | X | X | | | | |
| Blue Herron Dr | 08657001 | 1.661 | Chipseal | 2003 | C | X | X | | | | |
| Blue Herron Dr | 08656001 | 0.703 | Chipseal | 2003 | C | X | X | | | | |
| Flamingo Lane | 08833001 | 0.238 | Chipseal | 2003 | C | X | X | | | | |
| Falcon Lane | 08658001 | 0.256 | Chipseal | 2000 | C | X | X | | | | |

Hanwell Rural Community

| Name | Road | | Lane (Km) | Surface | | LOS | DOT Maintains | | Rural Com. Maint | | Comments |
|---------------------|----------|-------|-----------|---------|-----|-----|---------------|--------|------------------|---|----------|
| | Code | (Km) | | Type | Age | | Summer | Winter | Summer | Winter | |
| Eddington Rd | 02909001 | 0.931 | Chipseal | ? | C | X | X | | | asphalt - 0.078 km chipseal - 0.851 km | |
| Willow Ct | 10113001 | 0.333 | Chipseal | 2013 | C | X | X | | | 2013 - asphalt | |
| Smith Rd | 03231001 | 1.611 | Chipseal | 2008 | C | X | X | | | 2008 - reseal - 1.146 km | |
| Amelia St | 08768002 | 0.082 | Chipseal | ? | C | X | X | | | 2011 - second seal - 0.465 km | |
| Jordan Dr | 08769001 | 0.449 | Chipseal | 2002 | C | X | X | | | surface - gravel - public not maintain | |
| Mikayla St | 10024001 | 0.180 | Chipseal | 2003 | C | X | X | | | | |
| Doochan Rd | 02898001 | 0.561 | Chipseal | 2011 | C | X | X | | | | |
| Ellen Cres | 00493001 | 0.348 | Chipseal | 2015 | C | X | X | | | | |
| Yoho Lake Rd | 03297001 | 4.701 | Chipseal | 2000 | C | X | X | | | | |
| Hunter Rd | 02990001 | 2.222 | Chipseal | 1993 | C | X | X | | | length - 2.442 km | |
| Hailey Ct | 10006001 | 0.365 | Chipseal | 2010 | C | X | X | | | 2010 - asphalt | |
| Crystal Dale Bye Rd | 09122001 | 0.149 | Chipseal | 2003 | C | X | X | | | 2003 - asphalt | |
| Selena Lane | 09123001 | 0.212 | Chipseal | 2003 | C | X | X | | | 2003 - asphalt | |
| Bernadette Lane | 09121001 | 0.218 | Chipseal | 2003 | C | X | X | | | 2003 - asphalt | |
| Cameron Rd | 02819001 | 0.312 | Chipseal | ? | C | X | X | | | surface - gravel | |
| Ann Ct | 08835001 | 0.358 | Chipseal | 2003 | C | X | X | | | length - 0.373 km | |
| Ferguson Rd | 02922001 | 2.060 | Chipseal | 2013 | C | X | X | | | | |
| Deerwood Dr | 02889001 | 6.410 | Chipseal | 2008 | B | X | X | | | | |
| Pinecone St | 10205001 | 0.220 | Chipseal | 1999 | B | X | X | | | | |
| White Fox Dr | 10206001 | 0.230 | Chipseal | 2018 | C | X | X | | | length - 0.218 km | |
| Fawn Cres | 02921001 | 1.486 | Chipseal | 2014 | C | X | X | | | length - 0.225 km | |
| Moosewood Dr | 03109001 | 0.355 | Chipseal | 2008 | C | X | X | | | | |
| Team Dr | 03256001 | 0.322 | Chipseal | 2008 | C | X | X | | | | |
| Mary Ellen Dr | 03069001 | 0.860 | Chipseal | 2018 | C | X | X | | | | |
| Carriage Hill Dr | 02824001 | 0.280 | Chipseal | 2007 | C | X | X | | | | |
| Cornelius Lane | 06652001 | 0.346 | Chipseal | 2007 | B | X | X | | | | |
| | | | Chipseal | 2008 | C | X | X | | | | |

Hanwell Rural Community

| Name | Road | | Lane (Km) | Surface | | LOS | DOT Maintains | | Rural Com. Maint | | Comments |
|------------------|----------|-------|-----------|---------|-----|-----|---------------|--------|------------------|--------|------------------------------|
| | Code | (Km) | | Type | Age | | Summer | Winter | Summer | Winter | |
| Green Ave | 06345001 | 2.156 | Chipseal | 2008 | C | X | X | | | | |
| | | | Chipseal | 2005 | | | | | | | |
| | | | Chipseal | 2007 | | | | | | | |
| | | | Chipseal | 2009 | | | | | | | |
| | | | Chipseal | 2008 | | | | | | | |
| Marlow Rd | 05230001 | 2.968 | Chipseal | ? | C | X | X | | | | |
| | | | Chipseal | 2000 | | | | | | | |
| | | | Chipseal | 2007 | | | | | | | |
| | | | Chipseal | 2009 | | | | | | | |
| Nancy Ave | 09889001 | 0.142 | Chipseal | 2009 | C | X | X | | | | |
| Hailey Ave | 09370001 | 0.137 | Chipseal | 2007 | C | X | X | | | | |
| Tayce Rd | 08650001 | 0.142 | Chipseal | 2000 | C | X | X | | | | |
| Robinson Lane | 06346001 | 0.142 | Chipseal | 2007 | C | X | X | | | | |
| Menzies Dr | 05185001 | 1.422 | Chipseal | 2007 | C | X | X | | | | |
| Wallace Lane | 05232001 | 0.212 | Chipseal | 1995 | C | X | X | | | | length - 1.400 km |
| Isaac Allen Lane | 06347001 | 0.143 | Chipseal | 2007 | C | X | X | | | | |
| McBain Rd | 08649001 | 0.142 | Chipseal | 2000 | C | X | X | | | | |
| Burnett Dr | 02814001 | 1.484 | Chipseal | 2006 | C | X | X | | | | |
| Camber Dr | 02818001 | 2.487 | Chipseal | 2007 | C | X | X | | | | |
| | | | Chipseal | 2015 | | | | | | | reseal - 2007, reseal - 2015 |
| Brookdale Dr | 05635001 | 1.267 | Chipseal | 2015 | C | X | X | | | | |
| Taylor Dr | 06869001 | 0.409 | Chipseal | 2000 | C | X | X | | | | |
| Beaver Lane | 06868001 | 0.279 | Chipseal | 2000 | C | X | X | | | | |
| Cyphers Lane | 05636001 | 0.240 | Chipseal | 2007 | C | X | X | | | | |
| Carvill Lane | 06348001 | 0.159 | Chipseal | 2007 | C | X | X | | | | |
| Bridges St | 02810001 | 0.162 | Chipseal | 2006 | C | X | X | | | | |
| Ludlow Lane | 05184001 | 0.150 | Chipseal | 1992 | C | X | X | | | | |
| Leek St | 03034001 | 0.154 | Chipseal | 2006 | C | X | X | | | | |
| Sloat St | 03230001 | 0.554 | Chipseal | 2007 | C | X | X | | | | |
| Lloyd St | 03041001 | 0.386 | Chipseal | 2007 | C | X | X | | | | |
| Wedge St | 10346001 | 0.583 | Gravel | - | C | X | X | | | | |
| Divot Dr | 10349001 | 0.187 | Asphalt | 2016 | C | X | X | | | | |
| Divot Dr | 10349001 | 0.340 | Gravel | - | C | X | X | | | | |
| Fairway Dr | 10348001 | 0.072 | Asphalt | 2016 | C | X | X | | | | |

Hanwell Rural Community

| Road | | Code | (Km) | Lane (Km) | Surface | | LOS | DOT Maintains | | Rural Com. Maint. | | Comments |
|-------------------|----------|----------|---------------|-----------|---------|--------|-----|---------------|--------|-------------------|--|---|
| Name | Type | | | | Age | Summer | | Winter | Summer | Winter | | |
| Fairway Dr | Gravel | 10348001 | 0.543 | - | C | X | X | | | | | |
| Caddie St | Gravel | 10347001 | 0.242 | - | C | X | X | | | | | |
| Mazerolle Sett Rd | Chipseal | 03073001 | 1.548 | 2017 | C | X | X | | | | | 2017 - reseal - 8.700 km 1999 - asphalt - 0.450 km 2017 - reseal - 1.153 km |
| Timberland Ct | Asphalt | 10327001 | 0.395 | 2015 | C | X | X | | | | | |
| Nature Park Dr | Asphalt | 09133001 | 0.247 | ? | C | X | X | | | | | 1501 Access Rd - gravel - 0.810 km |
| Total = | | | 74.591 | | | | | | | | | |
| <u>Private</u> | | | | | | | | | | | | |
| Jerry Chessie Rd | Gravel | | 0.950 | - | C | | X | | | | | Grade once if necessary |
| John Chessie Dr | Gravel | | 1.360 | - | C | | X | | | | | Grade once if necessary |
| Total = | | | 2.310 | | | | | | | | | |

Hanwell Rural Community

| Road | | Lane (Km) | Surface | | LOS | DOT Maintains | | Rural Com. Maint | | Comments |
|--------------------------|----------|-----------|----------|------|-----|---------------|--------|------------------|--------|-----------------------------|
| Name | Code | | (Km) | Type | | Age | Summer | Winter | Summer | |
| Provincial | | | | | | | | | | |
| Regional | | | | | | | | | | |
| Rte 640 (Hanwell Rd.) | R0640001 | 9.609 | Asphalt | 2015 | A-2 | X | X | | | your data revised |
| | R0640002 | | Asphalt | 2015 | A-2 | X | X | | | unknown data |
| | R0640002 | | Chipseal | 2016 | | | | | | added information |
| | R0640003 | 15.339 | Chipseal | 2015 | B | X | X | | | length - 8.856 km |
| Total = | | 24.948 | | | | | | | | length - 0.706 km |
| | | | | | | | | | | length - 9.777 km |
| | | | | | | | | | | length - ? km |
| Municipal | | | | | | | | | | |
| Sproule St | 09681001 | 0.283 | Asphalt | 2006 | A-2 | X | X | | | |
| Greenview Dr | 03295001 | 0.292 | Asphalt | ? | A-3 | X | X | | | |
| Greenview Dr | 03295001 | 1.157 | Asphalt | ? | C | X | X | | | surface - gravel - 1.244 km |
| Greenview Dr | 03295001 | 0.158 | Gravel | - | C | X | X | | | |
| Timothy North Ave | 08836001 | 0.205 | Chipseal | 2005 | C | X | X | | | |
| Timothy South Ave | 08837001 | 1.068 | Asphalt | 2000 | C | X | X | | | |
| Perfection Lane | 09571001 | 0.217 | Chipseal | 2006 | C | X | X | | | |
| Millennium Dr | 08758001 | 1.062 | Asphalt | 2006 | C | X | X | | | |
| Brian Dr | 02808001 | 0.300 | Chipseal | 2015 | C | X | X | | | |
| Michael Ave | 03094001 | 0.717 | Chipseal | 2006 | C | X | X | | | |
| Sharon Ct | 03220001 | 0.248 | Chipseal | 2006 | C | X | X | | | |
| Violeta Ave | 03274001 | 0.464 | Chipseal | 2006 | C | X | X | | | |
| Bety St | 02798001 | 0.175 | Chipseal | 2006 | C | X | X | | | |
| Alphonso Dr | 10155001 | 0.365 | Chipseal | 2014 | C | X | X | | | |
| Pinecrest Dr | 03168001 | 1.004 | Chipseal | 2019 | C | X | X | | | reseal |
| Sequoia Dr | 05234001 | 0.236 | Chipseal | 2019 | C | X | X | | | reseal |
| Eaton Ct | 05233001 | 0.311 | Chipseal | 2019 | C | X | X | | | reseal |
| Jupiter Cres | 03007001 | 0.538 | Chipseal | 2019 | C | X | X | | | reseal |
| Milky Way Dr | 03098001 | 1.962 | Chipseal | 2019 | C | X | X | | | reseal |
| Neptune Cres | 03127001 | 0.722 | Chipseal | 2019 | C | X | X | | | reseal |
| Taurus Dr | 06353001 | 1.596 | Chipseal | 2019 | C | X | X | | | reseal |
| Venus Cres | 06651001 | 0.644 | Chipseal | 2019 | C | X | X | | | reseal |
| Saturn Cres | 05218001 | 0.576 | Chipseal | 2019 | C | X | X | | | reseal |

Hanwell Rural Community

| Road | | Lane (Km) | Surface | | LOS | DOT Maintains | | Rural Com. Maint | | Comments |
|-----------------|----------|-----------|----------|--------------|-----|---------------|--------|------------------|--------|--|
| Name | Code | | (Km) | Type | | Age | Summer | Winter | Summer | |
| Lynx Lane | 06352001 | 0.288 | Chipseal | 2019 | C | X | X | | | reseal |
| Virgo St | 06351001 | 0.226 | Chipseal | 2019 | C | X | X | | | reseal |
| Aries Lane | 06350001 | 0.278 | Chipseal | 2019 | C | X | X | | | reseal |
| Leo Lane | 05219001 | 0.140 | Chipseal | 2019 | C | X | X | | | reseal |
| Libra Lane | 06803001 | 0.412 | Chipseal | 2019 | C | X | X | | | reseal |
| Mars Lane | 06802001 | 0.612 | Chipseal | 2019 | C | X | X | | | reseal |
| Somerset Dr | 03234001 | 1.110 | Chipseal | 2019 | C | X | X | | | reseal |
| Bromley Ave | 02812001 | 0.802 | Chipseal | 2019 | C | X | X | | | reseal |
| Linfield Lane | 02762001 | 0.265 | Chipseal | 2019 | C | X | X | | | reseal |
| Hopton Lane | 06654001 | 0.225 | Chipseal | 1997 | C | X | X | | | reseal |
| Normandy Dr | 06653001 | 0.458 | Chipseal | 1997 | C | X | X | | | reseal |
| Granite Dr | 09110001 | 0.170 | Chipseal | 2002 | C | X | X | | | 2002 - asphalt |
| Flagstone St | 09124001 | 0.185 | Chipseal | 2002 | C | X | X | | | 2002 - asphalt |
| Mercury Lane | 05220001 | 0.683 | Chipseal | 2019 | C | X | X | | | reseal |
| Cobblestone Dr | 09111001 | 0.527 | Chipseal | 2002 | C | X | X | | | 2002 - asphalt |
| Cobblestone Ct | 09369001 | 0.167 | Chipseal | 2004 | C | X | X | | | |
| Sandstone | | 0.560 | Asphalt | | C | X | X | | | |
| Sandstone Dr | 09368001 | 0.675 | Chipseal | 2005 2007 | C | X | X | | | 2005 - asphalt - 0.280 km 2007 - asphalt - 0.395 km |
| Starling Cres | 09189001 | 0.743 | Chipseal | 2004 | C | X | X | | | 2004 - asphalt |
| Dipper Lane | 09188001 | 0.180 | Chipseal | 2003 | C | X | X | | | 2003 - asphalt |
| Tucana Dr | 02747001 | 1.253 | Chipseal | 2019 | C | X | X | | | reseal |
| Pluto Ct | 08510001 | 0.185 | Chipseal | 2019 | C | X | X | | | reseal |
| Carina Lane | 06349001 | 0.213 | Chipseal | 2019 | C | X | X | | | reseal |
| Golden Eagle Dr | 10032001 | 0.901 | Chipseal | 2011 ? | C | X | X | | | 2011 -asphalt - 0.447 km gravel - 0.455 km |
| Eagle Ridge Ct | 10086001 | 0.400 | Chipseal | 2011 | C | X | X | | | 2011 - asphalt |
| Blue Jay Ct | 10180001 | 0.489 | Chipseal | ? | C | X | X | | | surface - gravel - length - 0.516 km |
| Pelican Ct | 08834001 | 0.191 | Chipseal | 2003 | C | X | X | | | |
| Eaglewood Dr | 08657001 | 1.661 | Chipseal | 2003 | C | X | X | | | |
| Blue Herron Dr | 08656001 | 0.703 | Chipseal | 2003 | C | X | X | | | |
| Flamingo Lane | 08833001 | 0.238 | Chipseal | 2003 | C | X | X | | | |
| Falcon Lane | 08658001 | 0.256 | Chipseal | 2000 | C | X | X | | | |

Hanwell Rural Community

| Name | Road | | Lane (Km) | Surface | | LOS | DOT Maintains | | Rural Com. Maint | | Comments |
|---------------------|----------|-------|-----------|----------|------------------------------|-----|---------------|--------|------------------|--------|---|
| | Code | (Km) | | Type | Age | | Summer | Winter | Summer | Winter | |
| Eddington Rd | 02909001 | 0.931 | | Chipseal | ? | C | X | X | | | asphalt - 0.078 km chipseal - 0.851 km |
| Willow Ct | 10113001 | 0.333 | | Chipseal | 2013 | C | X | X | | | 2013 - asphalt |
| Smith Rd | 03231001 | 1.611 | | Chipseal | 2008 2011 | C | X | X | | | 2008 - reseal - 1.146 km 2011 - second seal - 0.465 km |
| Amelia St | 08768002 | 0.082 | | Chipseal | ? | C | X | X | | | surface - gravel - public not maintain |
| Jordan Dr | 08769001 | 0.449 | | Chipseal | 2002 2003 2011 | C | X | X | | | |
| Mikayla St | 10024001 | 0.180 | | Chipseal | 2011 | C | X | X | | | |
| Doohan Rd | 02898001 | 0.561 | | Chipseal | 2015 | C | X | X | | | |
| Ellen Cres | 00493001 | 0.348 | | Chipseal | 2015 | C | X | X | | | |
| Yoho Lake Rd | 03297001 | 4.701 | | Chipseal | 2000 | C | X | X | | | |
| Hunter Rd | 02990001 | 2.222 | | Chipseal | 1993 | C | X | X | | | length - 2.442 km |
| Hailey Ct | 10006001 | 0.365 | | Chipseal | 2010 | C | X | X | | | 2010 - asphalt |
| Crystal Dale Bye Rd | 09122001 | 0.149 | | Chipseal | 2003 | C | X | X | | | 2003 - asphalt |
| Selena Lane | 09123001 | 0.212 | | Chipseal | 2003 | C | X | X | | | 2003 - asphalt |
| Bernadette Lane | 09121001 | 0.218 | | Chipseal | 2003 | C | X | X | | | 2003 - asphalt |
| Cameron Rd | 02819001 | 0.312 | | Chipseal | ? | C | X | X | | | surface - gravel |
| Ann Ct | 08835001 | 0.358 | | Chipseal | 2003 | C | X | X | | | length - 0.373 km |
| Ferguson Rd | 02922001 | 2.060 | | Chipseal | 2013 | C | X | X | | | |
| Deerwood Dr | 02889001 | 6.410 | | Chipseal | 2019 | B | X | X | | | reseal & second seal |
| Pinecone St | 10205001 | 0.220 | | Chipseal | 2014 | C | X | X | | | length - 0.218 km |
| White Fox Dr | 10206001 | 0.230 | | Chipseal | 2014 | C | X | X | | | length - 0.225 km |
| Fawn Cres | 02921001 | 1.486 | | Chipseal | 2019 | C | X | X | | | reseal |
| Moosewood Dr | 03109001 | 0.355 | | Chipseal | 2019 | C | X | X | | | reseal |
| Team Dr | 03256001 | 0.322 | | Chipseal | 2019 | C | X | X | | | second seal |
| Mary Ellen Dr | 03069001 | 0.860 | | Chipseal | 2019 | C | X | X | | | reseal |
| Carriage Hill Dr | 02824001 | 0.280 | | Chipseal | 2019 | B | X | X | | | reseal |
| Cornelius Lane | 06652001 | 0.346 | | Chipseal | 2008 | C | X | X | | | |
| Green Ave | 06345001 | 2.156 | | Chipseal | 2008 2005 2007 2009 | C | X | X | | | reseal & second seal - various years |

Hanwell Rural Community

| Name | Road | | Lane (Km) | Surface | | LOS | DOT Maintains | | Rural Com. Maint | | Comments |
|------------------|----------|-------|-----------|-----------------------------------|-----|-----|---------------|--------|------------------|---|----------|
| | Code | (Km) | | Type | Age | | Summer | Winter | Summer | Winter | |
| Marlow Rd | 05230001 | 2.968 | Chipseal | 2008 ? 2000 2007 2009 | C | X | X | | | reseal & second seal - Various years | |
| Nancy Ave | 09889001 | 0.142 | Chipseal | 2009 | C | X | X | | | | |
| Hailey Ave | 09370001 | 0.137 | Chipseal | 2007 | C | X | X | | | | |
| Tayce Rd | 08650001 | 0.142 | Chipseal | 2000 | C | X | X | | | | |
| Robinson Lane | 06346001 | 0.142 | Chipseal | 2007 | C | X | X | | | | |
| Menzies Dr | 05185001 | 1.422 | Chipseal | 2007 2019 | C | X | X | | | 2007 - reseal - 1.398 km 2019 - second seal (1.398 to 1.591) | |
| Wallace Lane | 05232001 | 0.212 | Chipseal | 1995 | C | X | X | | | | |
| Isaac Allen Lane | 06347001 | 0.143 | Chipseal | 2007 | C | X | X | | | | |
| McBain Rd | 08649001 | 0.142 | Chipseal | 2000 | C | X | X | | | | |
| Burnett Dr | 02814001 | 1.484 | Chipseal | 2006 | C | X | X | | | | |
| Camber Dr | 02818001 | 2.487 | Chipseal | 2007 2015 | C | X | X | | | reseal - 2007, reseal - 2015 | |
| Brookdale Dr | 05635001 | 1.267 | Chipseal | 2015 | C | X | X | | | | |
| Taylor Dr | 06869001 | 0.409 | Chipseal | 2000 | C | X | X | | | | |
| Beaver Lane | 06868001 | 0.279 | Chipseal | 2000 | C | X | X | | | | |
| Cyphers Lane | 05636001 | 0.240 | Chipseal | 2007 | C | X | X | | | | |
| Carvill Lane | 06348001 | 0.159 | Chipseal | 2007 | C | X | X | | | | |
| Bridges St | 02810001 | 0.162 | Chipseal | 2006 | C | X | X | | | | |
| Ludlow Lane | 05184001 | 0.150 | Chipseal | 1992 | C | X | X | | | | |
| Leek St | 03034001 | 0.154 | Chipseal | 2006 | C | X | X | | | | |
| Sloat St | 03230001 | 0.554 | Chipseal | 2007 | C | X | X | | | | |
| Lloyd St | 03041001 | 0.386 | Chipseal | 2007 | C | X | X | | | | |
| Wedge St | 10346001 | 0.583 | Gravel | - | C | X | X | | | | |
| Divot Dr | 10349001 | 0.187 | Asphalt | 2016 | C | X | X | | | | |
| Divot Dr | 10349001 | 0.340 | Gravel | - | C | X | X | | | | |
| Fairway Dr | 10348001 | 0.072 | Asphalt | 2016 | C | X | X | | | | |
| Fairway Dr | 10348001 | 0.543 | Gravel | - | C | X | X | | | | |
| Caddie St | 10347001 | 0.242 | Gravel | - | C | X | X | | | | |

Hanwell Rural Community

| Road | | Lane (Km) | Surface | | LOS | DOT Maintains | | Rural Com. Maint | | Comments |
|-------------------|----------|---------------|----------|----------------------|-----|---------------|--------|------------------|--------|---|
| Name | Code | | (Km) | Type | | Age | Summer | Winter | Summer | |
| Mazerolle Sett Rd | 03073001 | 1.548 | Chipseal | 2017 1999 2017 | C | X | X | | | 2017 - reseal - 8.700 km part of portion is outside Hanwell 1999 - asphalt - 0.450 km 2017 - reseal - 1.153 km |
| Timberland Ct | 10327001 | 0.395 | Asphalt | 2015 | C | X | X | | | 1501 Access Rd - gravel - 0.810 km |
| Nature Park Dr | 09133001 | 0.247 | Asphalt | ? | C | X | X | | | |
| Total = | | 74.591 | | | | | | | | |
| Private | | | | | | | | | | |
| Jerry Chessie Rd | | 0.950 | Gravel | - | C | | X | | | Grade once if necessary Grade once if necessary |
| John Chessie Dr | | 1.360 | Gravel | - | C | | X | | | |
| Total = | | 2.310 | | | | | | | | |

APPENDIX D

Highways Act Order-in-Council Example

FEBRUARY 8, 2019

2019-26

Under subsection 32(2) of the Highway Act, the Lieutenant-Governor in Council orders a Proclamation to be issued declaring that the highways (or highway sections) below cease to be under the control of the Minister of Transportation and Infrastructure on February 8, 2019, and after that date, shall be under the jurisdiction of the City of Fredericton:

- Chateau Drive, a 0.983 km road as described in Attachment A hereto;
- Citation Avenue, a 0.359 km road as described in Attachment A hereto;
- Crestline Drive, a 0.850 km road as described in Attachment A hereto;
- Fallow Lane, a 0.222 km road as described in Attachment A hereto;
- Frontenac Drive, a 0.483 km road as described in Attachment A hereto;
- Glendale Road, a 0.295 km road as described in Attachment A hereto;
- Habitat Lane, a 0.156 km road as described in Attachment A hereto;
- Hillview Drive, a 0.393 km road as described in Attachment A hereto;
- Sunset Boulevard, a 1.070 km road as described in Attachment A hereto;
- Vista Lane, a 0.392 km road as described in Attachment A hereto;
- a 0.055 km segment of Lint Drive from 0.000 km to 0.055 km as described in Attachment A hereto;
- a 0.047 km segment of Corey Street from 0.000 km to 0.047 km as described in Attachment A hereto; and

- 2 -

- a 1.195 km segment of McLeod Hill Road from 0.919 km to 2.114 km as described in Attachment A hereto.



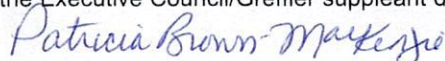
Jocelyne Roy Vienneau
Lieutenant-Governor

This is to certify that the foregoing is a true copy of an Order of the Lieutenant-Governor in Council of the
Je certifie que le document qui précède est une copie conforme d'un décret du lieutenant-gouverneur en conseil

Province of New Brunswick, made on the
de la province du Nouveau-Brunswick, pris le

8 February 2019.

Deputy Clerk of the Executive Council/Greffier suppléant du Conseil exécutif



PROCLAMATION

Pursuant to subsection 32(2) of the Highway Act and Order in Council 2019-26, the highways (or highway sections) below cease to be under the control of the Minister of Transportation and Infrastructure on February 8, 2019, and after that date, shall be under the jurisdiction of the City of Fredericton:

- Chateau Drive, a 0.983 km road as described in Attachment A hereto;
- Citation Avenue, a 0.359 km road as described in Attachment A hereto;
- Crestline Drive, a 0.850 km road as described in Attachment A hereto;
- Fallow Lane, a 0.222 km road as described in Attachment A hereto;
- Frontenac Drive, a 0.483 km road as described in Attachment A hereto;
- Glendale Road, a 0.295 km road as described in Attachment A hereto;
- Habitat Lane, a 0.156 km road as described in Attachment A hereto;
- Hillview Drive, a 0.393 km road as described in Attachment A hereto;
- Sunset Boulevard, a 1.070 km road as described in Attachment A hereto;
- Vista Lane, a 0.392 km road as described in Attachment A hereto;
- a 0.055 km segment of Lint Drive from 0.000 km to 0.055 km as described in Attachment A hereto;
- a 0.047 km segment of Corey Street from 0.000 km to 0.047 km as described in Attachment A hereto; and
- a 1.195 km segment of McLeod Hill Road from 0.919 km to 2.114 km as described in Attachment A hereto.

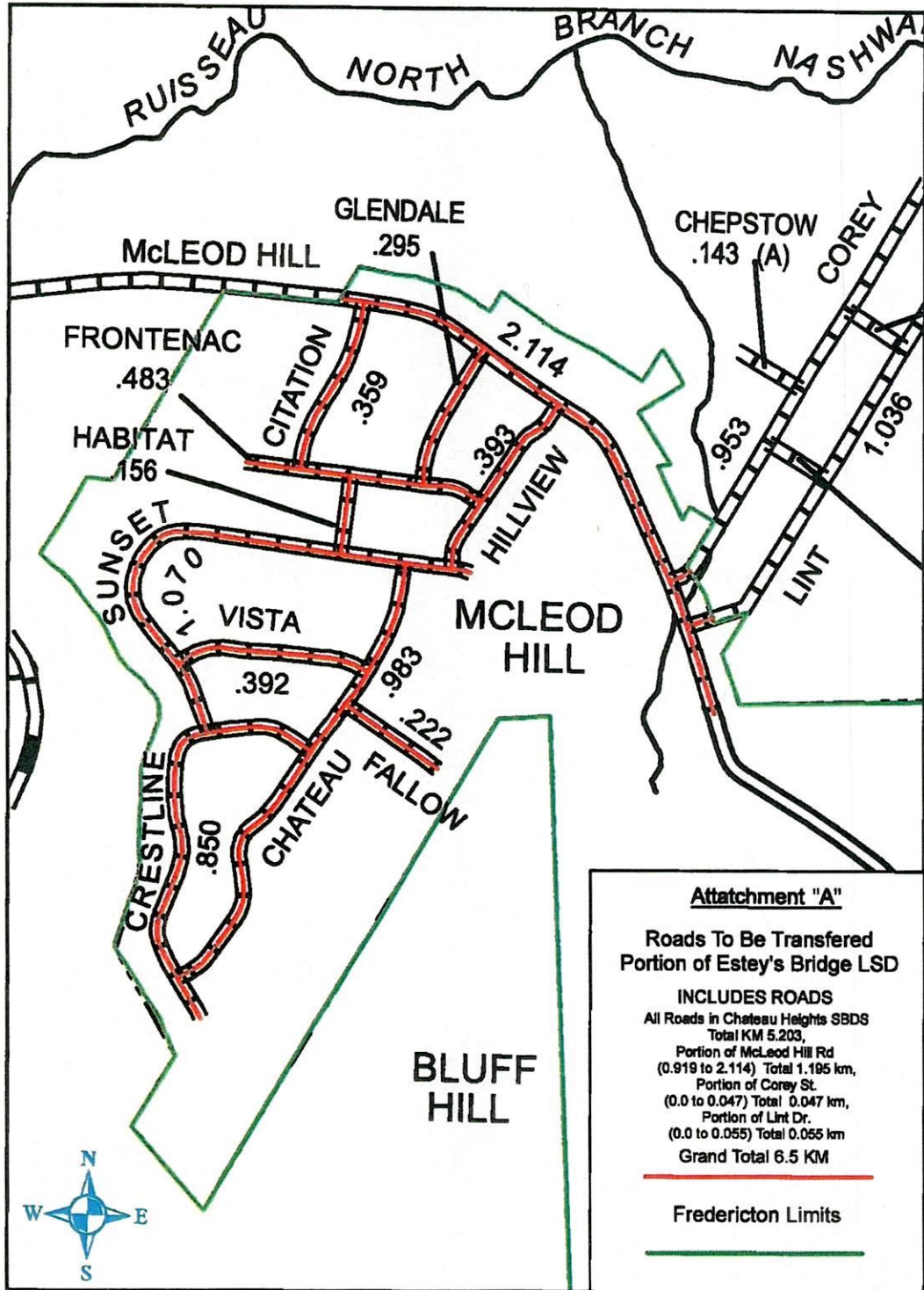
This Proclamation is given under my hand and the Great Seal of the Province at Fredericton on February 8, 2019.



Andrea Anderson-Mason, Q.C.
Attorney General



Jocelyne Roy Vienneau
Lieutenant-Governor



ATTACHMENT A

APPENDIX E

Financials

Option 2

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Annual payments to DTL for capital renewal work | 2022 | 1 | 1 | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000.00 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Trucks | N/A | 15 | N/A | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000.00 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | N/A | 15 | N/A | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000.00 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | N/A | 15 | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 5,750,000.00 | \$ 5,750,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 620,000.00 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 |
| Province pays Hanwell for reg. maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,595.00 | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Revenue | | | | | | | | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Investment | | | | | | | | \$ 6,175,375.00 | \$ 6,175,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2028 | 2029 | 2030 | 2031 | 2032 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Annual payments to DTI for capital renewal work | 2022 | 1 | 1 | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Trucks | N/A | 15 | N/A | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | N/A | 15 | N/A | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | N/A | 15 | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 5,750,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 620,000.00 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 |
| Province pays Hanwell for reg. maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,595.00 | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Revenue | | | | | | | | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Investment | | | | | | | | \$ 6,175,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2033 | 2034 | 2035 | 2036 | 2037 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Annual payments to DTL for capital renewal work | 2022 | 1 | 1 | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Trucks | N/A | 15 | N/A | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | N/A | 15 | N/A | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | N/A | 15 | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 5,750,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 620,000.00 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 |
| Province pays Hanwell for reg. maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,595.00 | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Revenue | | | | | | | | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Investment | | | | | | | | \$ 6,175,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2038 | 2039 | 2040 | 2041 | 2042 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Annual payments to DTL for capital renewal work | 2022 | 1 | 1 | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Trucks | N/A | 15 | N/A | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000.00 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | N/A | 15 | N/A | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000.00 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | N/A | 15 | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 5,750,000.00 | \$ 3,150,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 620,000.00 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 |
| Province pays Hanwell for reg. maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,595.00 | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Revenue | | | | | | | | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Investment | | | | | | | | \$ 6,175,375.00 | \$ 3,575,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2043 | 2044 | 2045 | 2046 | 2047 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Annual payments to DTL for capital renewal work | 2022 | 1 | 1 | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Trucks | N/A | 15 | N/A | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | N/A | 15 | N/A | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | N/A | 15 | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 5,750,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 620,000.00 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 |
| Province pays Hanwell for reg. maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,595.00 | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Revenue | | | | | | | | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Investment | | | | | | | | \$ 6,175,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2048 | 2049 | 2050 | 2051 | 2052 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Annual payments to DTL for capital renewal work | 2022 | 1 | 1 | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Trucks | N/A | 15 | N/A | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | N/A | 15 | N/A | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | N/A | 15 | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 5,750,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 620,000.00 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 |
| Province pays Hanwell for reg. maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,595.00 | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Revenue | | | | | | | | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Investment | | | | | | | | \$ 6,175,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2053 | 2054 | 2055 | 2056 | 2057 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Annual payments to DTL for capital renewal work | 2022 | 1 | 1 | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Trucks | N/A | 15 | N/A | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000.00 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | N/A | 15 | N/A | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000.00 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | N/A | 15 | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 5,750,000.00 | \$ 3,150,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 620,000.00 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 |
| Province pays Hanwell for reg. maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,595.00 | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Revenue | | | | | | | | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Investment | | | | | | | | \$ 6,175,375.00 | \$ 3,575,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2058 | 2059 | 2060 | 2061 | 2062 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Annual payments to DTL for capital renewal work | 2022 | 1 | 1 | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Trucks | N/A | 15 | N/A | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | N/A | 15 | N/A | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | N/A | 15 | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 5,750,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 620,000.00 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 |
| Province pays Hanwell for reg. maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,595.00 | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Revenue | | | | | | | | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Investment | | | | | | | | \$ 6,175,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2063 | 2064 | 2065 | 2066 | 2067 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Annual payments to DTL for capital renewal work | 2022 | 1 | 1 | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Trucks | N/A | 15 | N/A | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | N/A | 15 | N/A | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | N/A | 15 | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 5,750,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 620,000.00 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 |
| Province pays Hanwell for reg. maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,595.00 | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Revenue | | | | | | | | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Investment | | | | | | | | \$ 6,175,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2068 | 2069 | 2070 | 2071 | 2072 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Annual payments to DTL for capital renewal work | 2022 | 1 | 1 | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Trucks | N/A | 15 | N/A | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000.00 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | N/A | 15 | N/A | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000.00 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | N/A | 15 | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 5,750,000.00 | \$ 3,150,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 620,000.00 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 |
| Province pays Hanwell for reg. maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,595.00 | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Revenue | | | | | | | | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Investment | | | | | | | | \$ 6,175,375.00 | \$ 3,575,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2073 | 2074 | 2075 | 2076 | 2077 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Annual payments to DTL for capital renewal work | 2022 | 1 | 1 | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000.00 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Trucks | N/A | 15 | N/A | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | N/A | 15 | N/A | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | N/A | 15 | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 5,750,000.00 | \$ 4,000,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 620,000.00 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 |
| Province pays Hanwell for reg. maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,595.00 | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Revenue | | | | | | | | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Investment | | | | | | | | \$ 6,175,375.00 | \$ 4,425,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2078 | 2079 | 2080 | 2081 | 2082 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Annual payments to DTL for capital renewal work | 2022 | 1 | 1 | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Trucks | N/A | 15 | N/A | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | N/A | 15 | N/A | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | N/A | 15 | N/A | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | N/A | 15 | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 5,750,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 | \$ 1,500,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 620,000.00 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 | \$ 620,000 |
| Province pays Hanwell for reg. maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,595.00 | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Revenue | | | | | | | | \$ 194,625.00 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 | \$ 194,625 |
| Investment | | | | | | | | \$ 6,175,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 | \$ 1,925,375.00 |

Option 3a

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|-------------------------|----------------------|----------------------|----------------------|------------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ 6,750,000 | \$ - | \$ - | \$ - | \$ - |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000 | \$ 1,000,000.00 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000 | \$ 1,500,000.00 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000 | \$ 200,000.00 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000 | \$ 750,000.00 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 11,742,800.00 | \$ 11,721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | | 1 | year | \$ 180,000 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Salt/sand storage building | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000.00 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 12,402,800.00 | \$ 12,381,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 1,381,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2028 | 2029 | 2030 | 2031 | 2032 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|----------------------|----------------------|----------------------|------------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000 | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000 | \$ 750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 11,742,800.00 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | | 1 | year | \$ 180,000 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Salt/sand storage building | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000.00 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 12,402,800.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 1,381,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2033 | 2034 | 2035 | 2036 | 2037 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|----------------------|----------------------|------------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ 21,800 | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000 | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000 | \$ 750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 11,742,800.00 | \$ 221,000 | \$ 221,000 | \$ 742,800 | \$ 221,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | | 1 | year | \$ 180,000 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Salt/sand storage building | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000.00 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 12,402,800.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 1,402,800.00 | \$ 881,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2038 | 2039 | 2040 | 2041 | 2042 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|------------------------|----------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000 | \$ 200,000.00 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000 | \$ 750,000.00 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 11,742,800.00 | \$ 1,871,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | | 1 | year | \$ 180,000 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Salt/sand storage building | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000.00 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 12,402,800.00 | \$ 2,531,000.00 | \$ 1,381,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2043 | 2044 | 2045 | 2046 | 2047 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|----------------------|----------------------|----------------------|------------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000 | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000 | \$ 750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 11,742,800.00 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | | 1 | year | \$ 180,000 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Salt/sand storage building | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000.00 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 12,402,800.00 | \$ 1,381,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 1,381,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2048 | 2049 | 2050 | 2051 | 2052 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|----------------------|----------------------|----------------------|------------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000 | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000 | \$ 750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 11,742,800.00 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | | 1 | year | \$ 180,000 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Salt/sand storage building | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000.00 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 12,402,800.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 1,381,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2053 | 2054 | 2055 | 2056 | 2057 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000 | \$ 200,000.00 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000 | \$ 750,000.00 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 11,742,800.00 | \$ 1,871,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | | 1 | year | \$ 180,000 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Salt/sand storage building | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000.00 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 12,402,800.00 | \$ 2,531,000.00 | \$ 881,000.00 | \$ 1,381,000.00 | \$ 881,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2058 | 2059 | 2060 | 2061 | 2062 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|----------------------|------------------------|----------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ 21,800 | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000 | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000 | \$ 750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 11,742,800.00 | \$ 221,000 | \$ 721,000 | \$ 242,800 | \$ 221,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | | 1 | year | \$ 180,000 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Salt/sand storage building | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000.00 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 12,402,800.00 | \$ 881,000.00 | \$ 1,381,000.00 | \$ 902,800.00 | \$ 881,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2063 | 2064 | 2065 | 2066 | 2067 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|----------------------|----------------------|----------------------|------------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000 | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000 | \$ 750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 11,742,800.00 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | | 1 | year | \$ 180,000 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Salt/sand storage building | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000.00 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 12,402,800.00 | \$ 1,381,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 1,381,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2068 | 2069 | 2070 | 2071 | 2072 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|----------------------|----------------------|------------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000 | \$ 200,000.00 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000 | \$ 750,000.00 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 11,742,800.00 | \$ 1,871,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | | 1 | year | \$ 180,000 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Salt/sand storage building | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000.00 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 12,402,800.00 | \$ 2,531,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 1,381,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2073 | 2074 | 2075 | 2076 | 2077 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000 | \$ 1,000,000.00 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000 | \$ 1,500,000.00 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000 | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000 | \$ 750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 11,742,800.00 | \$ 2,721,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | | 1 | year | \$ 180,000 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Salt/sand storage building | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000.00 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 12,402,800.00 | \$ 3,381,000.00 | \$ 881,000.00 | \$ 1,381,000.00 | \$ 881,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2078 | 2079 | 2080 | 2081 | 2082 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|----------------------|------------------------|----------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000 | \$ 1,000,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000 | \$ 1,500,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000 | \$ 200,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000 | \$ 750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000 | \$ 300,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000 | \$ 100,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 11,742,800.00 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | | 1 | year | \$ 180,000 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Salt/sand storage building | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000 | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000 | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000 | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000.00 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 12,402,800.00 | \$ 881,000.00 | \$ 1,381,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|----------------------|----------------------|----------------------|------------------------|
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000.00 | \$ 500,000 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000.00 | \$ 21,800 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 4,992,800.00 | \$ 4,971,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/ sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 5,652,800 | \$ 5,631,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 1,381,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2028 | 2029 | 2030 | 2031 | 2032 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|----------------------|----------------------|----------------------|------------------------|----------------------|
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000.00 | \$ 21,800 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 4,992,800.00 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/ sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 5,652,800 | \$ 881,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 1,381,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2033 | 2034 | 2035 | 2036 | 2037 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|----------------------|----------------------|------------------------|----------------------|----------------------|
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000.00 | \$ 21,800 | \$ - | \$ - | \$ 21,800 | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 4,992,800.00 | \$ 221,000 | \$ 221,000 | \$ 742,800 | \$ 221,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/ sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 5,652,800 | \$ 881,000.00 | \$ 881,000.00 | \$ 1,402,800.00 | \$ 881,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2038 | 2039 | 2040 | 2041 | 2042 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|------------------------|----------------------|----------------------|----------------------|
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000.00 | \$ 500,000 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000.00 | \$ 21,800 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 4,992,800.00 | \$ 1,871,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/ sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 5,652,800 | \$ 2,531,000.00 | \$ 1,381,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2043 | 2044 | 2045 | 2046 | 2047 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|----------------------|----------------------|----------------------|------------------------|
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000.00 | \$ 500,000 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000.00 | \$ 21,800 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber fired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 4,992,800.00 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/ sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 5,652,800 | \$ 1,381,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 1,381,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2048 | 2049 | 2050 | 2051 | 2052 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|----------------------|----------------------|----------------------|------------------------|----------------------|
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000.00 | \$ 21,800 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber fired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 4,992,800.00 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/ sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 5,652,800 | \$ 881,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 1,381,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2053 | 2054 | 2055 | 2056 | 2057 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000.00 | \$ 21,800 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber fired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 4,992,800.00 | \$ 1,871,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/ sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 5,652,800 | \$ 2,531,000.00 | \$ 881,000.00 | \$ 1,381,000.00 | \$ 881,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2058 | 2059 | 2060 | 2061 | 2062 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|----------------------|------------------------|----------------------|----------------------|----------------------|
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000.00 | \$ 500,000 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000.00 | \$ 21,800 | \$ - | \$ - | \$ 21,800 | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber fired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 4,992,800.00 | \$ 221,000 | \$ 721,000 | \$ 242,800 | \$ 221,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/ sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 5,652,800 | \$ 881,000.00 | \$ 1,381,000.00 | \$ 902,800.00 | \$ 881,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2063 | 2064 | 2065 | 2066 | 2067 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|----------------------|----------------------|----------------------|------------------------|
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000.00 | \$ 500,000 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000.00 | \$ 21,800 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber fired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 4,992,800.00 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/ sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 5,652,800 | \$ 1,381,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 1,381,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2068 | 2069 | 2070 | 2071 | 2072 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|----------------------|----------------------|------------------------|----------------------|
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000.00 | \$ 21,800 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber fired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 4,992,800.00 | \$ 1,871,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/ sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 5,652,800 | \$ 2,531,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 1,381,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2073 | 2074 | 2075 | 2076 | 2077 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|------------------------|----------------------|------------------------|----------------------|----------------------|
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000.00 | \$ 21,800 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber tired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 4,992,800.00 | \$ 2,721,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/ sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 5,652,800 | \$ 3,381,000.00 | \$ 881,000.00 | \$ 1,381,000.00 | \$ 881,000.00 | \$ 881,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2078 | 2079 | 2080 | 2081 | 2082 |
|---|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|-----------------|--------------------------|----------------------|------------------------|----------------------|----------------------|----------------------|
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000.00 | \$ 500,000 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Maintenance Building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,000,000.00 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Salt/sand storage building | N/A | 50 | N/A | 2023 | 1 | ea | \$ 1,500,000.00 | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Property acquisition for maintenance yard | N/A | N/A | N/A | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Chip seal | 2000 | 1 | 0 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Guide rails | 2010 | 25 | 13 | 2035 | 0.22 | km | \$ 100,000.00 | \$ 21,800 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 0 | 2022 | 1 | ea | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Equipment - Trucks | 2008 | 15 | 1 | 2023 | 4 | ea | \$ 50,000.00 | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Tandem Plow Truck (c/w plow & sand/salt spreader) | 2008 | 15 | 1 | 2023 | 2 | ea | \$ 375,000.00 | \$ 750,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Front end loader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Grader | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 300,000.00 | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Equipment - Rubber fired backhoe | 2008 | 15 | 1 | 2023 | 1 | ea | \$ 100,000.00 | \$ 100,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 4,992,800.00 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 |
| Street Sweeping | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Maintenance staff | N/A | 1 | N/A | 2023 | 1 | year | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Gas/ insurance/ general maintenance | N/A | 1 | N/A | 2023 | 1 | year | \$ 350,000.00 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 | \$ 350,000 |
| Brush cutting | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Potholes | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 15,000.00 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| salt/ sand | 2022 | 1 | 1 | 2023 | 1 | R.C. | \$ 20,000.00 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| Maintenance | | | | | | | | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 | \$ 660,000 |
| Investment | | | | | | | | \$ 5,652,800 | \$ 881,000.00 | \$ 1,381,000.00 | \$ 881,000.00 | \$ 881,000.00 | \$ 881,000.00 |

Option 4a(i)

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2023 | 2024 | 2025 | 2026 | 2027 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|----------------------|----------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ 6,750,000 | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2034 | 2034 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1980 | 1980 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 1926 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 1909 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 7,471,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Summer maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 1906 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 7,727,425.00 | \$ 7,705,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2028 | 2029 | 2030 | 2031 | 2032 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2034 | 2034 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1980 | 1980 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 1926 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 1909 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 1906 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 7,727,425.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 | \$ 455,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2033 | 2034 | 2035 | 2036 | 2037 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2034 | 2034 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ 21,800 | \$ - | \$ - |
| Signage | 1980 | 1 | 1980 | 1980 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 1926 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 1909 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 221,000 | \$ 742,800 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 1906 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 7,727,425.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 977,425.00 | \$ 455,625.00 | \$ 455,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2038 | 2039 | 2040 | 2041 | 2042 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2034 | 2034 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1980 | 1980 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 1926 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 1909 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 1906 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 7,727,425.00 | \$ 455,625.00 | \$ 955,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2043 | 2044 | 2045 | 2046 | 2047 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2034 | 2034 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1980 | 1980 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 1926 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 1909 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Summer maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 1906 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 7,727,425.00 | \$ 955,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2048 | 2049 | 2050 | 2051 | 2052 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2034 | 2034 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1980 | 1980 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 1926 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 1909 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 1906 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 7,727,425.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 | \$ 455,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2053 | 2054 | 2055 | 2056 | 2057 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2034 | 2034 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1980 | 1980 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 1926 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 1909 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 1906 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 7,727,425.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 | \$ 455,625.00 | \$ 455,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2058 | 2059 | 2060 | 2061 | 2062 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2034 | 2034 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ 21,800 | \$ - | \$ - |
| Signage | 1980 | 1 | 1980 | 1980 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 1926 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 1909 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 721,000 | \$ 242,800 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 1906 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 7,727,425.00 | \$ 455,625.00 | \$ 955,625.00 | \$ 477,425.00 | \$ 455,625.00 | \$ 455,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2063 | 2064 | 2065 | 2066 | 2067 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2034 | 2034 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1980 | 1980 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 1926 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 1909 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Summer maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 1906 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 7,727,425.00 | \$ 955,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2068 | 2069 | 2070 | 2071 | 2072 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2034 | 2034 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1980 | 1980 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 1926 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 1909 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 1906 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 7,727,425.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 | \$ 455,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2073 | 2074 | 2075 | 2076 | 2077 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2034 | 2034 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1980 | 1980 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 1926 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 1909 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 1906 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 7,727,425.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 | \$ 455,625.00 | \$ 455,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2078 | 2079 | 2080 | 2081 | 2082 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2034 | 2034 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1980 | 1980 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 1926 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 1909 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 1906 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1948 | 1948 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 7,727,425.00 | \$ 455,625.00 | \$ 955,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 |

Option 4a(ii)

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2023 | 2024 | 2025 | 2026 | 2027 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ 6,750,000 | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 2001 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 7,471,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 8,432,800.00 | \$ 8,411,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2028 | 2029 | 2030 | 2031 | 2032 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 2001 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 8,432,800.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 | \$ 1,161,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2033 | 2034 | 2035 | 2036 | 2037 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ 21,800 | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 2001 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 221,000 | \$ 742,800 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 8,432,800.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,682,800.00 | \$ 1,161,000.00 | \$ 1,161,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2038 | 2039 | 2040 | 2041 | 2042 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 2001 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 8,432,800.00 | \$ 1,161,000.00 | \$ 1,661,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2043 | 2044 | 2045 | 2046 | 2047 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 2001 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 8,432,800.00 | \$ 1,661,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2048 | 2049 | 2050 | 2051 | 2052 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 2001 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 8,432,800.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 | \$ 1,161,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2053 | 2054 | 2055 | 2056 | 2057 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 2001 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 8,432,800.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2058 | 2059 | 2060 | 2061 | 2062 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ 21,800 | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 2001 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 721,000 | \$ 242,800 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 8,432,800.00 | \$ 1,161,000.00 | \$ 1,661,000.00 | \$ 1,182,800.00 | \$ 1,161,000.00 | \$ 1,161,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2063 | 2064 | 2065 | 2066 | 2067 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 2001 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 8,432,800.00 | \$ 1,661,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2068 | 2069 | 2070 | 2071 | 2072 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 2001 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 8,432,800.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 | \$ 1,161,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2073 | 2074 | 2075 | 2076 | 2077 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 2001 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 8,432,800.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2078 | 2079 | 2080 | 2081 | 2082 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|--------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Initial transfer of roads | N/A | N/A | N/A | 2023 | 1 | ea | \$ 6,750,000 | \$ 6,750,000.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2000 | 1 | 2001 | 2023 | 5 | km | \$ 44,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 7,492,800.00 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 8,432,800.00 | \$ 1,161,000.00 | \$ 1,661,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 |

Option 4b(i)

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2023 | 2024 | 2025 | 2026 | 2027 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 977,425.00 | \$ 955,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2028 | 2029 | 2030 | 2031 | 2032 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 977,425.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 | \$ 455,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2033 | 2034 | 2035 | 2036 | 2037 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ 21,800 | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 221,000 | \$ 742,800 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 977,425.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 977,425.00 | \$ 455,625.00 | \$ 455,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2038 | 2039 | 2040 | 2041 | 2042 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 977,425.00 | \$ 455,625.00 | \$ 955,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2043 | 2044 | 2045 | 2046 | 2047 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 977,425.00 | \$ 955,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2048 | 2049 | 2050 | 2051 | 2052 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 977,425.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 | \$ 455,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2053 | 2054 | 2055 | 2056 | 2057 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 977,425.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 | \$ 455,625.00 | \$ 455,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2058 | 2059 | 2060 | 2061 | 2062 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ 21,800 | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 721,000 | \$ 242,800 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 977,425.00 | \$ 455,625.00 | \$ 955,625.00 | \$ 477,425.00 | \$ 455,625.00 | \$ 455,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2063 | 2064 | 2065 | 2066 | 2067 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 977,425.00 | \$ 955,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2068 | 2069 | 2070 | 2071 | 2072 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 977,425.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 | \$ 455,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2073 | 2074 | 2075 | 2076 | 2077 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 977,425.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 955,625.00 | \$ 455,625.00 | \$ 455,625.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2078 | 2079 | 2080 | 2081 | 2082 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 609 | \$ 45,675.00 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 | \$ 45,675 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 1,986 | \$ 148,950.00 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 | \$ 148,950 |
| Maintenance | | | | | | | | \$ 234,625.00 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 | \$ 234,625 |
| Investment | | | | | | | | \$ 977,425.00 | \$ 455,625.00 | \$ 955,625.00 | \$ 455,625.00 | \$ 455,625.00 | \$ 455,625.00 |

Option 4b(ii)

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2023 | 2024 | 2025 | 2026 | 2027 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 1,682,800.00 | \$ 1,661,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2028 | 2029 | 2030 | 2031 | 2032 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 1,682,800.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 | \$ 1,161,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2033 | 2034 | 2035 | 2036 | 2037 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ 21,800 | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 221,000 | \$ 742,800 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 1,682,800.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,682,800.00 | \$ 1,161,000.00 | \$ 1,161,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2038 | 2039 | 2040 | 2041 | 2042 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 1,682,800.00 | \$ 1,161,000.00 | \$ 1,661,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2043 | 2044 | 2045 | 2046 | 2047 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 1,682,800.00 | \$ 1,661,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2048 | 2049 | 2050 | 2051 | 2052 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 1,682,800.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 | \$ 1,161,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2053 | 2054 | 2055 | 2056 | 2057 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 1,682,800.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2058 | 2059 | 2060 | 2061 | 2062 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ 21,800 | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 721,000 | \$ 242,800 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 1,682,800.00 | \$ 1,161,000.00 | \$ 1,661,000.00 | \$ 1,182,800.00 | \$ 1,161,000.00 | \$ 1,161,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2063 | 2064 | 2065 | 2066 | 2067 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 1,682,800.00 | \$ 1,661,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2068 | 2069 | 2070 | 2071 | 2072 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ - | \$ 500,000 | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 1,682,800.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 | \$ 1,161,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2073 | 2074 | 2075 | 2076 | 2077 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ - | \$ 500,000 | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 1,682,800.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,661,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 |

| Description | Construction Year | Maintenance Interval | Estimated Remaining Life | Replacement Year | Quantity Per Interval | Units | Unit Cost | Capital Replacement Cost | 2078 | 2079 | 2080 | 2081 | 2082 |
|---------------------------------------|-------------------|----------------------|--------------------------|------------------|-----------------------|-------|------------|--------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| Guide rails | 2010 | 25 | 2035 | 2035 | 0.22 | km | \$ 100,000 | \$ 21,800.00 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Signage | 1980 | 1 | 1981 | 1981 | 1 | ea | \$ 1,000 | \$ 1,000.00 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Chip seal | 2021 | 1 | 0 | 2022 | 5 | km | \$ 44,000 | \$ 220,000.00 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 | \$ 220,000 |
| Culvert replacements - large diameter | 1980 | 4 | 0 | 2023 | 1 | ea | \$ 500,000 | \$ 500,000.00 | \$ - | \$ 500,000 | \$ - | \$ - | \$ - |
| Capital Costs | | | | | | | | \$ 742,800.00 | \$ 221,000 | \$ 721,000 | \$ 221,000 | \$ 221,000 | \$ 221,000 |
| Summer maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 2,400 | \$ 180,000.00 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 | \$ 180,000 |
| Culvert replacements - small diameter | 1980 | 1 | 0 | 2023 | 2 | ea | \$ 20,000 | \$ 40,000.00 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 | \$ 40,000 |
| Winter maintenance | 2022 | 1 | 1 | 2023 | 75 | km | \$ 9,600 | \$ 720,000.00 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 | \$ 720,000 |
| Maintenance | | | | | | | | \$ 940,000.00 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 | \$ 940,000 |
| Investment | | | | | | | | \$ 1,682,800.00 | \$ 1,161,000.00 | \$ 1,661,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 | \$ 1,161,000.00 |