



Date	Monday, June 06, 2016
From	Darcy Chapman, Treasurer, Director of Financial Services and Infrastructure Management
Subject	State of the Infrastructure Report – Municipal Bridges and Culverts
Report No. FIM2016-19	Roll No. N/A

Recommendation

That Committee of the Whole recommend Council of the Municipality of Meaford:

- 1) Adopt the State of the Infrastructure Report – Municipal Bridges and Culverts, as a guiding document in the creation of long term capital plans and annual budgets;
- 2) Direct staff to develop the preliminary draft of the 2017 budget to include the recommended increase in bridge funding from the current \$60,000 annually to \$360,000;
- 3) Direct staff to develop the preliminary draft of the 2017 budget to include the recommended 1% dedicated tax rate increase to support additional bridge funding;
- 4) Direct staff to draft a by-law establishing a separate and specific Reserve Fund for bridge rehabilitation, reconstruction and major maintenance.
- 5) Authorize the transfer of \$10,000 from the General Infrastructure Reserve Fund for staff to retain a consulting engineer to proceed with a Municipal Class EA – Phase 1 approach for the permanent closure of Bridge 010 and subsequent road allowance closure and sale;
- 6) Authorize the transfer of \$25,000 from the General Infrastructure Reserve Fund for staff to retain a consulting engineer to proceed with a Municipal Class EA – Phase 1 and Phase 2 approach for Bridge 021 and Bridge 022 to identify alternatives to address the emergency bridge closure that is in effect on these structures; and
- 7) Authorize the transfer of \$25,000 from the General Infrastructure Reserve Fund for staff to retain a consulting engineer to complete a Municipal Class EA – Phase 1 and Phase 2, and possible hydraulic

analysis approach for Bridge 028 to identify rehabilitation/replacement alternatives.

- 8) Authorize the transfer of \$48,000 from the General Infrastructure Reserve Fund for staff to retain a consulting engineer to provide engineering services for rehabilitation activities on Bridge 030
- 9) Authorize the transfer of \$63,700 from the Roads and Bridges Reserve for staff to retain a consulting engineer to provide engineering services for rehabilitation activities on the following Bridges; 001, 003, 006, 017, 019, 025, 031, 039, 044, 045, 046, 047, 049, 051, 058, 064, 065, 074, 075, 081, and 082.

Background

A State of the Infrastructure Report for Municipal Bridges and Culverts was included in the 2015 tax supported Operating Budget, as an enhancement to the Municipality's Asset Management program. The Municipality of Meaford procured the services of the Ainley Group to complete a State of the Infrastructure Report for the Municipal Bridge and Culvert Network for structures exceeding 3m in length.

The scope of the State of the Infrastructure Report (SOTI) included the following tasks:

1. State of Bridge and Culvert Infrastructure, completing a review of the 2014 and completing the 2015 Ontario Structure Inspection Manual (OSIM) Reports for eligible bridges and culverts;
2. Desired Levels of Services Review, including a presentation to Council on September 28th, 2015;
3. Asset Management Strategy, to combine the findings of task 1 and 2 and including, but not limited to, the maintenance, replacement, rehabilitation, or closure of bridge and culvert structures;
4. Financing Strategy, to develop a financial model based on the asset management strategy, within the limitations of the municipality's financial resources and to propose additional funding required; and
5. Development and Presentation of the SOTI Report for Council and Staff to use as a guiding document in the creation of long term capital plans and annual budgets

The finalized SOTI document (Appendix 1) meets the requirements of the Public Transportation and Highway Improvement Act with regards to completing OSIM inspections on half of the municipal bridges and culverts on a bi-annual program, and has been developed in accordance to the Ministry of Infrastructures Building Together: Guide for Municipal Asset Management Plans document.

In addition to the requirements of the SOTI Report, and upon completion of the 2015 OSIM Inspections for Bridges 10, 21, and 22, the consulting engineer contacted the Municipality to recommend immediate bridge closures for these structures due to safety concerns for users. On January 29th, 2016, the Municipality closed the three structures until further notice with staff communicating to Council that a report on the future status of these structures would be provided once the SOTI Report was received and with preliminary opinions of cost for Municipal Class EA's for these structures. This approach would allow staff to make a recommendation to Council once it had been provided with more information and not make a reactionary recommendation based solely on the emergency bridge closures.

Analysis

State of the Infrastructure – 2014/15 OSIM Inspections

The SOTI Report for Municipal Bridges and Culverts confirmed the Municipality's ownership stake in 80 structures, with 79 structures being 100% ownership, and 1 structure being 50% ownership between Meaford and Grey Highlands, to determine that the current value of the Municipality's bridge and culvert structures is \$53,300,000 and the replacement value of these structures is \$80,000,000. Both of these numbers have been determined in 2015 dollars.

The Municipality was provided with a comprehensive Bridge Needs Forecast based on the OSIM Inspection Reports.

Level of Service Review

As confirmed at the SOTI State of the Infrastructure update and Levels of Service (LOS) special education session on September 28th, 2015, the Municipality's LOS for municipal bridges and culverts for this project was established as the following:

- To have no bridge or culvert structures with Maintenance or Recommended Work Needs (as identified on the OSIM inspection reports) falling into the "Urgent" or "1 – 2 Years" timing windows
- Development of an annual bridge & culvert maintenance program to extend the life of existing structures, with approximately half of the structures completed each year on a rotating basis similar to inspection program (biennial maintenance)

Asset Management Strategies

Utilizing the data collected through the OSIM Inspections and establishment of the LOS the Consultant prepared four (4) asset management strategies based on the following criteria:

Strategy No.	Proposed Asset Management Strategy
1	• Maintenance of all 86 Structures previously monitored by the Municipality
2	• Maintenance of 80 Structures owned, partially or wholly, by the Municipality • Elimination of Installation of Guardrails on structures requiring replacement within initial 10 year period
3	• Maintenance of 77 Structures • Permanent closure of 3 structures (Bridges 010, 021, and 022) including EA's and Demolition • Elimination of Installation of Guardrails on structures requiring replacement within initial 10 year period
4	• Maintenance of 72 Structures • Permanent closure of 8 structures (Bridges 010, 015, 020, 022, 046, 059, 062 and 133) at the end of their service life, including EA's and Demolition • Downloading of 1 structure (Bridge 113) to Developer • Elimination of Installation of Guardrails on structures requiring replacement within initial 10 year period

Financing Strategies

Each of the strategies were evaluated against 2 financing alternatives, based on a review of the Municipality's current financial landscape, debt policy, and other financial plans. The two options presented to the Municipality are as follows:

Option A – Base Funding Only

This strategy is intended to assess how far the baseline funding provided by the Municipality would go towards financing each Asset Management Strategy.

It includes several assumptions:

- Debt will be maximized due to low interest rates and available debt capacity.
- Debt will be incurred as needed and may exceed the Municipality's Debt Management Policy limits.
- Debt allocation will be focused on Bridges and Culverts only.
- The debt term will be 20 years at an assumed 4% interest rate.
- Some existing capital related funds will be redirected to bridges and culverts beginning in 2018 as follows: \$236,000 in 2018, \$285,000 in 2019, \$290,700 in 2020 and beyond.
- A separate tax levy dedicated to bridges and culverts will be implemented beginning in 2017. This will be 1% of the tax levy and will continue indefinitely.
- An additional capital amount of \$300,000 will be added in 2017 from the tax levy over and above the 1% annual levy allocation.
- A bridge and culvert capital reserve fund will be established.
- Current maintenance budgets will continue to be available in future years.

Option B – Tax Increases

This strategy is designed to fully fund each Asset Management Strategy over the 51-year period while remaining within the Municipality's Debt Management Policy limits.

It includes the same assumptions as Financing Strategy A, with the following exceptions:

- All funding, including additional funding over and above the base funding, will be raised through the tax levy (i.e. higher tax increases).
- The funding will be such that the Municipality's outstanding debt would be in accordance with the Municipality's Current Debt Management Policy limit.
- Building a capital reserve will not be a focus because all funding will be from taxes.

Recommendations from SOTI Report

Based on the completion of the review of the 2014 and 2015 OSIM Inspections, the LOS review, the Asset Management Strategies, and the Financing Strategies, the consultant has made the following recommendations:

1. Asset Management Strategy No. 4, which includes closure, elimination or download of 9 structures, offers the best opportunity for lowering overall costs

The cost of the implementation strategy is as follows:

CAPITAL COST	MAINTENANCE COST	TOTAL COST	AVE. COST / YR (Over 51 Years)
\$69,537,441	\$6,652,556	\$76,189,997	\$1,493,922

- Financing Strategy A (using Base Funding Only) is insufficient in the Long Term, but is sufficient in the Short Term (between 2016 and 2024) to fund the structure needs and repay debt.
 - Financing Strategy B (using Tax Increases) is sufficient, but would require annual tax increases over the next ten years ranging from 3.7% to 17.6% per year, plus additional tax increases beyond that, dedicated solely to bridges and culverts.
2. Review the Municipality's Debt Policy
 3. Develop and implement a maintenance program for its bridges and culverts.
 4. Explore other opportunities for funding, including government grant programs (e.g. Connecting Link, OCIF, etc.).
 5. Investigate download/privatization or closure of additional structures, specifically on dead end roads

Action Plan

In response to the SOTI Report and recommendations, staff have completed internal discussions to commence an action plan based on the following projects:

Bridge 010 (Concession B between Queen's Bush Road and Harbour Drive)

Financial Services & Infrastructure Management (FIM) and Development and Environmental Services (DES) staff have reviewed the location of this structure, its road allowance, and surrounding property owner's to review the past, current, and future needs of this structure, as well as the future maintenance and rehabilitation/replacement needs. Staff have also been in contact with the surrounding property owner who owns all properties surrounding this structure to discuss potential closure of the structure and the road allowance. As a result of this review, staff are recommending the permanent closure of this structure and road allowance closure. In accordance with the Municipal Class EA process, a Phase 1 approach will be required. This approach will confirm the Municipality's mandate to close the bridge and will ensure that the proper consultation has been completed. Additional legal consultation related to the possible closure of the bridge and associated sale of the road allowance and the associated fees have been added to the proposed budget.

Bridge 021 and Bridge 022 (Holland-Sydenham Townline between Grey Road 29 and 2nd Concession South)

FIM and DES staff have reviewed the location of this structure, its road allowance, and surrounding property owner's to review the past, current, and future needs of this structure, as well as the future maintenance and rehabilitation/replacement needs. Staff have also been in contact with surrounding property owners and other users of this road section to discuss the future of these structures. As a result of this review, staff are recommending that further analysis of these structures are completed. In accordance with the Municipal Class EA process, a Phase 1 and Phase 2 approach will be required. This approach will consider alternatives such as "do nothing", replace the existing structures, and investigate new structure types, permanent closure and removal, as well as other traffic movement alternatives. This approach will confirm the Municipality's mandate to ensure that assets and their levels of services are rationalized, in recognition of the SOTI Report for Municipal Bridges and Culverts.

Bridge 028 (Woodford Crescent)

As identified in the 2014 OSIM Report, Bridge 030 requires replacement of the existing bridge with a concrete box culvert at an estimated cost of \$40,000 for engineering and rehabilitation construction of \$200,000. Staff are proposing to transfer \$25,000 to complete the hydraulic analysis and design works in 2016 to confirm if a smaller structure, possibly with less than a 3m span, can be installed and removed from future needs.

Bridge 030 (Edwin Street between Miller Street and Lorne Street)

As identified in the 2015 OSIM Report, Bridge 030 requires rehabilitation works consisting of concrete repairs, sealing, expansion joint replacement or alteration, additional drains, and deck waterproofing and repaving at an estimated cost of \$71,500 for engineering and rehabilitation construction of \$408,000. Staff are proposing to transfer \$48,000 to complete the engineering and design works in 2016, with remaining \$23,500 to be dedicated to contract administration, with the construction cost of \$408,000, to be funded in the 2017 Capital Budget.

Bridges 001, 003, 006, 017, 019, 025, 031, 039, 044, 045, 046, 047, 049, 051, 058, 064, 065, 074, 075, 081, and 082

As identified in the 2014 & 2015 OSIM Reports, the 21 Bridges identified above require rehabilitation works consisting of guiderail installation, abutment repairs, wingwall repairs, concrete surface repairs, sealing, expansion joint replacement or alteration, additional drains, and deck waterproofing and repaving at an estimated cost of \$95,500 for engineering and rehabilitation construction of \$752,630. Staff are proposing to transfer \$63,700 to complete the engineering and design works in 2016, with remaining \$31,800 to be dedicated to contract administration, with the construction cost of \$752,630, to be funded in the 2017 Capital Budget.

Financial Impact

The SOTI Report for Municipal Bridges and Culverts provides a great deal of financial analysis that will assist in determining the best investments moving forward. This information will be incorporated into the overall municipal Asset Management Plan.

Utilizing the preferred recommendation of Option 4 will ensure that a financial program gets established and would provide a funding envelope of more than \$1M per year by 2021. This will provide a stable base of funding, allow the municipality time to understand all of the corporate asset needs, establish an overall funding plan and begin to use debt effectively. More importantly, this medium term solution will prove flexibility to allow future plan changes once more is known regarding the Provincial and Federal Governments development of stable core infrastructure funding programs.

Although the values seem daunting, staff and council were somewhat aware of the pending needs and as such the 2017 forecasted budget included a \$300,000 initial capital investment in a bridge rehabilitation/reconstruction program. As well, Council budgeted an additional \$100,000 in 2016 that was set aside into the General Infrastructure Reserve Fund to provide a financial placeholder until the SOTI was completed.

In addition to the SOTI Report and recommendations, staff have also proceeded with further consideration to address problems with the following structures and are requesting the following projects to be funded in 2016 as identified below:

Project	Required Funding	Funding Source
Bridge 010 Municipal Class EA – Phase 1 and Legal Costs	\$10,000	General Infrastructure Reserve Fund
Bridge 021 & Bridge 022 Municipal Class EA – Phase 1 and 2	\$25,000	General Infrastructure Reserve Fund
Bridge 028 Engineering Analysis	\$25,000	General Infrastructure Reserve Fund
Bridge 030 Engineering and Rehabilitation	48,000 (2016)	General Infrastructure Reserve Fund
	23,500 (2017) \$408,000 (2017)	To be funded in 2017 Capital Budget
Bridges 001, 003, 006, 017, 019, 025, 031, 039, 044, 045, 046, 047, 049, 051, 058, 064, 065, 074, 075, 081, and 082 Engineering and Rehabilitation	\$63,700 (2016)	Roads, Bridges, Drainage and Sidewalk Reserve Fund
	\$31,800 (2017) \$752,630 (2017)	To be funded in 2017 Capital Budget

Implications

If the Municipality does not implement bridge and culvert maintenance, replacement, rehabilitation programs or rationalization strategies, the Municipality risks further deterioration to these assets and emergency or permanent closures. The deterioration of these structures results in the

Municipality's inability to provide service with these assets and leads to increased maintenance and reconstruction costs.

Strategic Priorities

This report supports the mission, vision and values of the Municipality of Meaford, as well as the goals and objectives set out in Council's Strategic Priorities 2015-2018, particularly with respect to:

Focus Area: Investing In Infrastructure
Objective: Focus on Asset Management

- A.** Complete and implement a comprehensive asset management plan that includes all corporate tangible assets, including:
 - Buildings
 - Linear assets (roads, water and wastewater, etc.)
 - Fleet
 - Land and land improvements
 - Machinery and equipment
- B.** Incorporate annual operations and maintenance needs within the Asset Management Plan to ensure the lifespan and usefulness of assets is maximized, and accelerated degradation is avoided.
- D.** Invest in the best technologies to ensure the most effective delivery of all services related to tangible assets.

Focus Area: Investing In Infrastructure
Objective: Fund Assets Responsibly

- A.** Investigate and review all funding models and opportunities to support infrastructure needs, including long term debt.
- B.** Evaluate funding opportunities to support one-time capital needs.

Focus Area: Investing In Infrastructure
Objective: Balance Rehabilitation, Construction, Maintenance

- A.** Adopt and implement a rationalization approach to asset management.
- B.** Evaluate and identify how the existing service levels can be maintained.

Consultation and Communications

As required in Task 2 of the SOTI Report project, there was a Council session to review the levels of services for Municipal Bridges and Culverts. The Municipality and the consulting engineer did not receive any public feedback from this session or throughout this project.

The future Municipal Class EA projects for the bridges and culverts discussed within this report will include the opportunity for comment from the public, as well as other agencies and groups.

Conclusion

The State of the Infrastructure Report for Municipal Bridges and Culverts has been developed as a tool for future budget development, and as a supporting document to the Municipality's Asset Management Plan. It is recommended that the State of the Infrastructure Report – Bridges and Culverts be adopted as a guiding document in the creation of long term capital plans and that the rehabilitation and replacement principles be entrenched within the annual budget process.

Supporting Documentation

Appendix 1 – State of the Infrastructure Report for Municipal Bridges and Culverts

Respectfully Submitted:

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STATE OF THE INFRASTRUCTURE REPORT

Municipal Bridges & Large Span Culverts



MAY 2016

AINLEY FILE #215093

STATEMENT OF LIMITATIONS

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This report shall not be relied upon for any purpose other than as agreed with the client named without the written consent of Ainley. A portion of this report may not be used as a separate entity: that is to say the report is to be read in its entirety at all times.

The report is based solely on the scope of services which are specifically referred to in this report. No physical or intrusive testing has been performed. This report is not a certification of compliance with past or present regulations, codes, guidelines and policies.

The findings and comments made by Ainley in this report are based on the conditions observed at the time of Ainley’s site investigations. No assurances can be made and no assurances are given with respect to any potential changes in site conditions following the time of completion of Ainley’s field work. Furthermore, regulations, codes and guidelines may change at any time subsequent to the date of this report and these changes may affect the validity of the findings and recommendations given in this report.

Budget estimates contained in this report are to be viewed as an engineering estimate of probable costs and provided solely for the purposes of assisting the client in its budgeting process. It is understood and agreed that Ainley will not in any way be held liable as a result of any budget figures provided.

Table of Contents

1. EXECUTIVE SUMMARY	1
2. INTRODUCTION	3
3. STATE OF THE INFRASTRUCTURE	4
4. DESIRED LEVELS OF SERVICE	6
5. ASSET MANAGEMENT STRATEGY	7
5.1 Asset Management Strategy No. 1	8
5.2 Asset Management Strategy No. 2	8
5.3 Asset Management Strategy No. 3	10
5.4 Asset Management Strategy No. 4	11
6. FINANCING STRATEGIES.....	13
6.1 Financing Strategy A.....	13
6.2 Financing Strategy B.....	14
6.3 Assessment of the Financing Strategies.....	15
6.4 Assessment of the Financing Strategy No.2A (FS2A).....	16
6.5 Assessment of the Financing Strategy No.2B (FS2B).....	20
6.6 Assessment of the Financing Strategy No.3A (FS3A).....	25
6.7 Assessment of the Financing Strategy No.3B (FS3B).....	29
6.8 Assessment of the Financing Strategy No.4A (FS4A).....	34
6.9 Assessment of the Financing Strategy No.4B (FS4B).....	39
7. CONCLUSIONS & RECOMMENDATIONS.....	44
7.1 Conclusions.....	44
7.2 Recommendations	44

Appendices

Appendix A	Bridge Needs Forecast Based on 2014 and 2015 OSIM Inspections
Appendix B	Asset Management Strategy No. 1 Capital and Maintenance Costs Projections
Appendix C	Asset Management Strategy No. 2 Capital and Maintenance Costs Projections
Appendix D	Asset Management Strategy No. 3 Capital and Maintenance Costs Projections
Appendix E	Asset Management Strategy No. 4 Capital and Maintenance Costs Projections

1. EXECUTIVE SUMMARY

The Municipality of Meaford (“Municipality”) retained the Ainley Group, in partnership with DFA Infrastructure International Inc., to prepare a State of the Infrastructure Report, including the required 2015 Ontario Structure Inspection Manual inspections, for the Municipality’s bridges and large span culverts (≥ 3 metre span). The commissioning of the State of the Infrastructure Report was due to the findings of the Municipality’s Asset Management Plan which identified a large number of the Municipality’s roads, bridges and culverts being in fair to poor condition. The State of the Infrastructure Report is intended to be considered supplemental to the overall Asset Management Plan. The development and maintenance of a comprehensive Asset Management Plan will become a minimum requirement for any municipality seeking future government funding. Similar to the Asset Management Plan, the State of the Infrastructure Report is delivered in the format outlined within the Ministry of Infrastructure “*Building Together: Guide for Municipal Asset Management Plans*” document and includes the specific requirements of the Municipality’s Request for Proposal Document.

The Municipality has 79 wholly owned bridges and large span culverts and one (1) boundary structure, which has a 50/50 cost sharing arrangement with the Municipality of Grey Highlands. The Municipality’s bridges and culverts are declining with many structures nearing the end of their useful life due to age and extended shortfalls in funding. The Municipality’s current annual investment in their bridges and large span culverts is severely inadequate in allowing proper maintenance while also severely limiting any opportunity for renewals, upgrades or replacements of structures. As such three (3) structures were closed in January 2016 due to their level of deterioration and concerns for public safety and an additional 13 structures require load limit postings due to ongoing deterioration. Continuing to under fund bridges and large span culverts will result in missed windows for economic rehabilitation, continued closures, load limit reductions and significant capital cost requirement increases.

On September 28, 2015, Council was presented and endorsed the recommendation to use a “Needs Timing” approach to determine the Desired Level of Service rather than a “Bridge Condition Index” approach. The Desired Level of Service objectives were established as follows:

- To have no bridge or culvert structures with Maintenance or Recommended Work Needs falling into the “Urgent” or “1 – 2 Years” timing windows
- Development of annual bridge & culvert maintenance program to extend the life of existing structures, with approximately half of the structures completed each year on a rotating basis similar to inspection program (biennial maintenance)

The Municipality should also ensure their continued compliance with the Public Transportation and Highway Improvement Act, 1990 and O. Reg. 104/97 which requires Ontario Structure Inspection Manual inspections of bridges and large span culverts at least once every second calendar year.

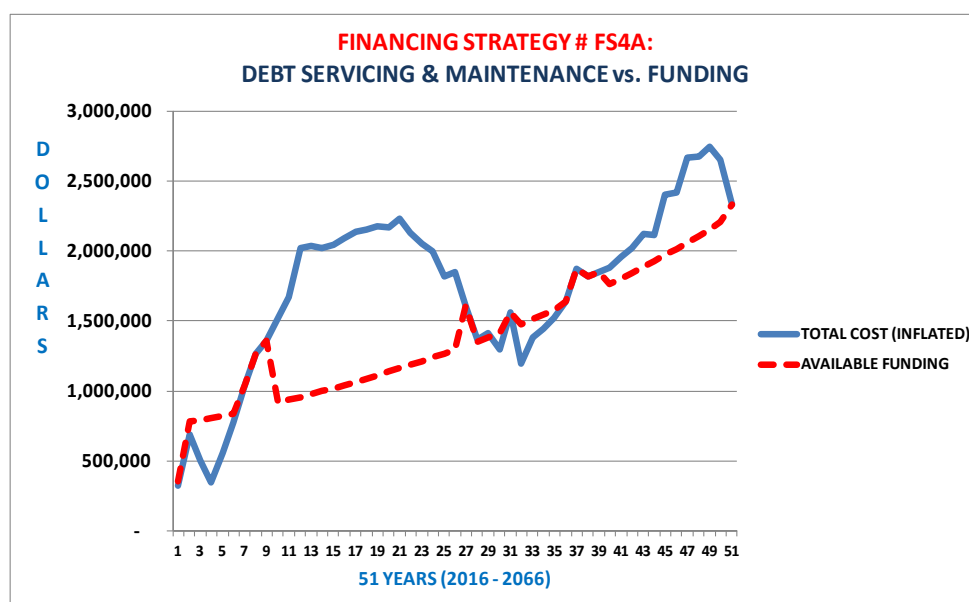
Four (4) Asset Management Strategies were developed and range from the status quo to additional closure of six (6) structures over and above the three (3) structures already closed. The Asset Management Strategies provide an overview of costs over a 51-year period from 2016 to 2066 inclusive. Alternative approaches to extend structure life and reduce capital costs were investigated; although they were either rejected or did not yield tangible savings.

The two (2) Financing Strategies considered generally are as follows:

- The Financing Strategy A: Base Funding Only
- Financing Strategy B: Tax Increases sufficient to fund the capital and maintenance requirements of each strategy while remaining within the Municipality's debt policy limits

These Financing Strategies were applied to three (3) Asset Management Strategies; Asset Management Strategy No. 1 does not have any accompanying Financing Strategies as it maintains the status quo which was excluded as it is not be in the best interests of the Municipality.

Financing Strategy A is insufficient, in both the short term and long term, to service debt repayment and fund maintenance requirements for all Asset Management Strategies except Strategy 4; where it is sufficient, but only from 2016 to 2024. Financing Strategy A exceeds the Municipality's current debt policy, in all cases; however, the Provincial Approved Repayment Limit would be met.



Financing Strategy B is sufficient for all Asset Management Strategies, but requires substantial tax increases well in excess of 10% annually for multiple years.

As a result of these findings, the most attractive Asset Management Strategy is Strategy No. 4; which includes closure, elimination or download of a total of nine (9) structures. Asset Management Strategy No. 4 also offers the best opportunity for lowering overall costs. Further, Financing Strategy 4A is the most financially feasible while allowing the Municipality time to re-assess their bridge and culvert needs.

The Municipality is recommended to adopt Asset Management Strategy 4, including its related Financing Strategy 4A.

It is also recommended the Municipality of Meaford continually explore government funding and grant opportunities while further investigating the possibility and feasibility to download/privatize or close additional structures, specifically on dead end roads. Additional recommendations are listed in Section 7.2 of this report.

2. INTRODUCTION

The Province of Ontario recently introduced the requirement for any municipality seeking infrastructure funding for capital projects to have an approved Asset Management Plan in place. Subsequently the Province announced the creation of a \$100 million dollar Infrastructure Fund for small, rural, and northern municipalities. In response to this, the Municipality of Meaford (“Municipality”) embarked on the development of an Asset Management Plan. The Asset Management Plan identified that approximately 41% of the roads network is in fair or poor condition. This includes 40 bridges and 8 culverts. The report further states that the high percentage of assets in fair to poor condition is due to a deficit in investment over many years.

Due to the findings of the Asset Management Plan and the Municipality's relatively large number of bridges and large span culverts (≥ 3 metre span); the Municipality retained the Ainley Group (Ainley) and DFA Infrastructure International Inc. (DFA) to develop a State of the Infrastructure Report (SOTI) for their bridges and large span culverts. The SOTI report is to be considered supplemental to and a vital document in the maintenance of the overall Asset Management Plan. The development and maintenance of a comprehensive Asset Management Plan is becoming a minimum requirement for any municipality seeking future provincial funding for capital infrastructure projects.

The SOTI report is presented in much the same format as the Municipalities Asset Management Plan. This format is outlined, in detail, within the “Building Together: Guide for Municipal Asset Management Plans” (Guide) prepared by the Ministry of Infrastructure. The Municipality has further requested that the following tasks be considered during the course of this assignment for their bridges and large span culverts:

- State of the Infrastructure
- Desired Levels of Service
- Asset Management Strategy
- Financing Strategy

The SOTI report, including the asset management strategies and the financing strategies, is based on the findings and recommendations outlined within the 2014 and 2015 Ontario Structure Inspection Manual (OSIM) inspections. This project required Ainley to complete the 2015 OSIM inspections for the structures identified by the Municipality. Ainley previously completed the 2014 OSIM inspection under a different assignment. The 2014 and 2015 OSIM reports have been submitted to the Municipality for their records and are summarized within the Bridge Needs Forecast; included in Appendix A. All costs relating to maintenance, rehabilitation and replacement outlined within the OSIM reports, including the Capital and Maintenance projections beyond the timeline limits of the OSIM reports for all of the Municipality's structures, are based on order of magnitude cost estimates using engineering judgement and past project experience and are stated in 2015 dollars.

3. STATE OF THE INFRASTRUCTURE

The Municipality has 87 bridges and large span culverts within their roads and trails network; 79 of which are wholly owned by the Municipality. The remaining eight (8) are either owned by the upper tier, the County of Grey, or are jointly owned by the Municipality with capital cost sharing. Table 5-2 identifies these structures as well as the percentage that the Municipality is responsible for. It should be noted that past cost sharing agreements associated with structures on the Georgian Trail will soon terminate and as such the trail structures will become entirely the responsibility of the Municipality. For the purposes of this report all structures on the Georgian Trail, within the municipal boundaries, are being considered fully the Municipality's responsibility with all associated costs accounted for herein.

The state of the Municipality's bridges and culverts is declining with many structures nearing the end of their useful life due to age and shortfalls in funding over many years. To address safety concerns noted in the Ontario Structure Inspection Manual inspections a number of load limit reductions are required. These load limit postings are not optional and require the passage of a by-law to make the load limit postings recognized/enforceable (Highway Traffic Act, R.S.O. 1990, c. H.8, s. 123 (2)). The required load limits are listed in Table 3-1.

Table 3-1: Required Load Limit Postings

Structure No.	Recommended Load Posting (t)
2	8
9	15
13	8
15	12
27	10
43	15
54	15
59	15
62	10
66	15
70	5
133	12
145*	5

*Structure No. 145 is a jointly owned boundary bridge with Grey Highlands

Currently the Municipality is allocating approximately \$60,000 per year for their bridges and large span culverts. This allocation is being spent on maintenance and OSIM inspections, which are a requirement under Regulation 104/97, under the Public Transportation and Highway Improvement Act.

This level of spending is severely inadequate in allowing the Municipality to adequately maintain the condition of their bridges and large span culverts and does not allow for any renewals, upgrades or replacements of the already heavily deteriorated structures. Currently, there are a number of structures

in urgent need of replacement and/or rehabilitation. As a result of the limited investment in the Municipality's structures, over an extended period, the Municipality was advised to close three (3) bridges due to their level of deterioration and concerns related to public safety; these closures took place in January of 2016.

Consequently, if the current level of spending is not significantly increased in the very near future, additional bridge closures should be expected in subsequent years and may include Bridge No. 15 (Gialles' Bridge) and Bridge No. 31 (Trowbridge Street) to name a few. Bridges on dead end roads, such as Bridge No. 2 Prosje's Bridge, may also require closure, which would effectively eliminate access for residents, property owners and emergency services. Additionally, the window of opportunity for economic rehabilitation may be missed on a number of the Municipality's largest single span and multi span bridges. The window for economic rehabilitation is essentially the timing window in which it is economically viable to rehabilitate a structure to provide an acceptable useful life extension. If this window is missed, replacement of the structure would generally become the most appropriate renewal approach; this can cause a structure with an approximate \$500,000 rehabilitation recommendation to become a multimillion dollar replacement.

4. DESIRED LEVELS OF SERVICE

A number of documents were reviewed during the development of the Desired Level of Service. Although these documents are a useful tool, they are also flawed in their own respect when used solely in establishing a Desired Level of Service. Documents such as the: Municipality of Meaford Service Delivery Standards 2011 Manual, Minimum Maintenance Standards for Municipal Highways and the Ontario Structure Inspection Manual 2008 were referenced. Beyond O. Reg. 104/97, where the OSIM manual is referenced, specifically stating “every bridge shall be kept safe and in good repair” these documents provide little with respect to recommended levels of service or minimum conditions for bridges and culverts. Additionally, these documents do not specifically apply to Class 6 Highways, which make up 23% of the Municipality’s road network inventory, including ten (10) owned structures or approximately 13% of the wholly owned bridges/large span culverts.

As presented to Council on September 28, 2015, the use of the Bridge Condition Index (BCI), as established by the Ministry of Transportation Ontario (MTO), as the defining factor for Desired Level of Service was cautioned. There are several issues associated with using BCI to define Level of Service for structures and by itself is not in the best interest of the Municipality:

- BCI does not indicate the overall safety of the structure (a structure can have a high BCI and be unsafe)
- The window of opportunity for economical rehabilitation may be missed while addressing needs of a structure with a lower BCI
- BCI does not account for the rate of change of a structure’s condition nor the volume or weight of traffic using the structure

Due to these issues it was recommended that the Municipality adopt a “Needs Timing” approach, rather than the use of BCI, to define the Desired Level of Service as it identifies and prioritizes when work should be completed to be the most economical and ensure that the structures remain safe for use. The “Needs Timing” approach will implement two main objectives:

- To have no bridge or culvert structures with Maintenance or Recommended Work Needs falling into the “Urgent” or “1 – 2 Years” timing windows
- Development of annual bridge & culvert maintenance program to extend the life of existing structures, with approximately half of the structures completed each year on a rotating basis similar to inspection program (biennial maintenance)

Additionally the Desired Level of Service shall ensure continued compliance with the Public Transportation and Highway Improvement Act, 1990 and O. Reg. 104/97 which mandates “The structural integrity, safety and condition of every bridge shall be determined through the performance of at least one inspection in every second calendar year under the direction of a professional engineer and in accordance with the Ontario Structure Inspection Manual.” Further, the Maintenance and Recommended Work Needs are directly identified in the biennial OSIM inspection reports and as such are easily extracted by the Municipality.

5. ASSET MANAGEMENT STRATEGY

The alternative Asset Management Strategies for Bridges and Culverts all include the following key components:

A Fifty (51)-Year Outlook:

- This is intended to cover a major portion of the life cycle of bridges and culverts which may last 75 years or more and to project costs over the 51-year period from 2016 to 2066 inclusive

Prioritization of Structures:

- The work to be done on the bridges will be based on the following:
 - o Results of the biennial OSIM inspections of the bridges and culverts conducted in 2014 and 2015 and the interpretation of those results
 - o Public safety related to use of the structure

Note that the priority of structures and timing of work to be done could change over the period depending on the results of future OSIM inspections.

Annual Maintenance:

- There will be an annual maintenance component that will include both reactive and preventative maintenance to:
 - o Perform the biennial OSIM inspections
 - o Correct deficiencies identified from the inspections
 - o Prevent deterioration of structures that are in good condition
 - o Address safety

Four (4) alternative strategies were identified based on different approaches as noted below.

Several alternative approaches were investigated in an effort to maximize the life of the existing structures or reduce the replacement costs of structures. These approaches included:

- Implement load limits to extend structure life

Utilizing load limits to extend structure life was quickly rejected as a viable option as much of a structure's deterioration is caused by environmental factors, including the application of deicing salt, and load limiting a large number of structures may cause significant traffic flow issues. Further, enforcing load limits is very difficult and most farm equipment is exempt from road and bridge load limits (Highway Traffic Act, R.S.O. 1990, c. H.8, s. 114 (3)). Load limiting through reduction of a structure's width, reducing a two lane structure to one lane, will also have little effect on a structure's life as it would not reduce the number of cyclic loads on a structure and the traffic barriers required to reduce the travel width would result in additional dead load on a structure.

- Reduction of replacement structure size to reduce costs (i.e. replace bridges with culverts)

Replacing bridges with culverts was also reviewed. Below is a list of structures which might be able to be replaced with smaller structures; however, this would need to be confirmed through hydrologic and hydraulic modelling during the preliminary design stage:

- No. 2 (Prosje's Bridge)
- No. 10 (Fraser's Bridge)
- No. 28 (Palmer's Driveway Bridge)
- No. 35
- No. 41
- No. 50 (Bullsink's Bridge)
- No. 53
- No. 54
- No. 62
- No. 70
- No. 112
- No. 133

No cost savings have been incorporated into the financial aspect of this report as the true feasibility of replacing bridges with culverts is unknown until modelling is complete. Modelling is generally a requirement of any local Conservation Authority prior to obtaining a permit to complete the replacement of a structure and, as such, modelling should be utilized to optimize any proposed design in the most cost effective manner for the Municipality. It may also be found, through modeling, that some structure replacements will require increases to their size to accommodate the required flow. Furthermore, any cost savings associated with culvert construction in lieu of a bridge may also be offset due to the requirement of large embankment construction to support the roadway.

5.1 Asset Management Strategy No. 1

This strategy includes the above noted items, plus the approach that:

- All structures would be kept in service (i.e. no closures)
- All costs would be the responsibility of the Municipality regardless of full or partial ownership by the County of Grey or neighbouring municipalities (i.e. current status quo).

The Capital and Maintenance funding (inflated dollars) to address the needs of this strategy total \$98.9 million as noted in Table 5-1 below. Note these projections are based on the results of the 2014 and 2015 OSIM inspections and the timing of needs would change in the future depending on the results of future OSIM inspections. The capital and maintenance costs projections over the 51-year period are provided in Appendix B.

Table 5-1: Capital & Maintenance Costs by Strategy (2015 Dollars Inflated)

Asset Management Strategy	Capital Cost	Maintenance Cost	Total Costs	Average Annual Cost over 51 Years
1	\$90,986,979	\$7,938,373	\$98,925,352	\$1,939,713
2	\$82,431,038	\$7,374,565	\$89,805,603	\$1,760,894
3	\$77,727,403	\$7,115,035	\$84,842,438	\$1,663,577
4	\$69,537,441	\$6,652,556	\$76,189,997	\$1,493,922

5.2 Asset Management Strategy No. 2

This strategy also includes the above noted components, plus the following:

- All structures would be kept in service (i.e. no closures)

- Responsibility for the capital and maintenance costs would rest with the respective owners (i.e. County of Grey and Grey Highlands) as the case may be. Accordingly, the capital cost related to the structures noted in Table 5-2 would be the full or partial responsibility of others as shown. *Meaford would continue to be responsible for maintenance of Structure 145.*
- Guide rail rehabilitation works would be eliminated for structures where replacements would occur within ten (10) years of the proposed guide rail works. These structures and the costs to be eliminated are as shown in Table 5-3. In these cases the guide rail costs would be included in the cost of replacing the structure.

Table 5-2: Structures with Responsibility for Capital Costs by Others

Municipality's Structure No.	Owner / Authority	Owners Structure No.	Municipality's Responsibility for Capital Cost
N/A	County of Grey	900052	0%
20	County of Grey	900022	0%
23	County of Grey	900390 (57)	0%
29	County of Grey	900908	0%
60	County of Grey	900049	0%
61	County of Grey	900045 (67)	0%
85	County of Grey	900363	0%
145	Grey Highlands / Meaford	E-13	50%

Table 5-3: Structures with Guide Rail Costs Eliminated

Structure No.	Guide Rail Cost Eliminated
5	\$27,500
27	\$40,000
42	\$44,000
52/67	\$42,500
66	\$42,500
69	\$47,500
133	\$42,500

The capital and maintenance requirements are the same as under Asset Management Strategy No.1. However, the capital costs for which the Municipality is responsible are reduced based on the percentage ownership and removal of guiderail costs noted in Table 5-2 and 5-3 respectively.

The Capital & Maintenance funding (inflated 2015 dollars) to address the needs of this strategy total approximately \$89.8 million as noted in Table 5-1. These projections are also based on the results of the 2014 and 2015 OSIM inspections. Similar to the projections under Asset Management Strategy No.1, the requirements and timing are expected to change depending on the results of the future

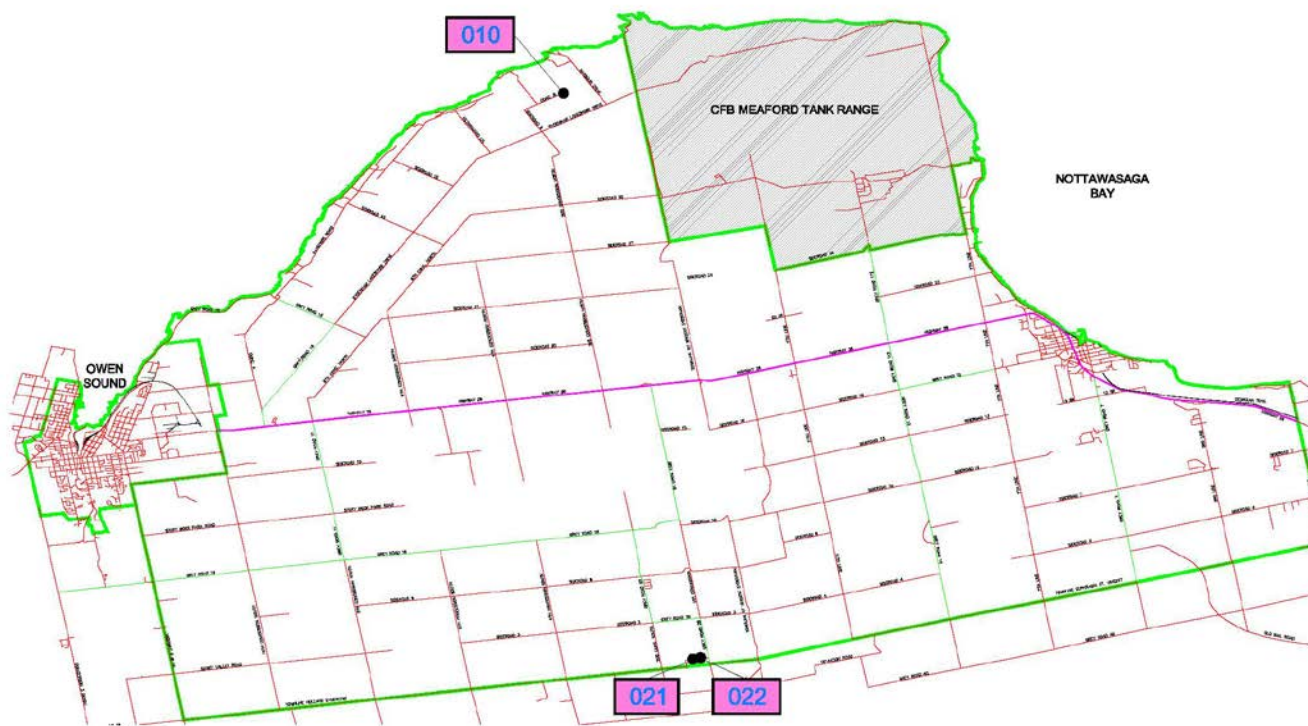
inspections. The capital and maintenance costs projections over the 51-year period are provided in Appendix C.

5.3 Asset Management Strategy No. 3

This strategy is the same as Asset Management Strategy No.2 except for the following:

- Permanent closure of only the following structures; effective January 2016 due to safety concerns coupled with low traffic counts (See Figure 5-1 below for structure locations):
 - o Structure No.10
 - o Structure No.21
 - o Structure No.22
- Undertaking Environmental Assessments (EA) and demolition of the closed structures listed.

Figure 5-1: Asset Management Strategy No. 3 – Current Closures



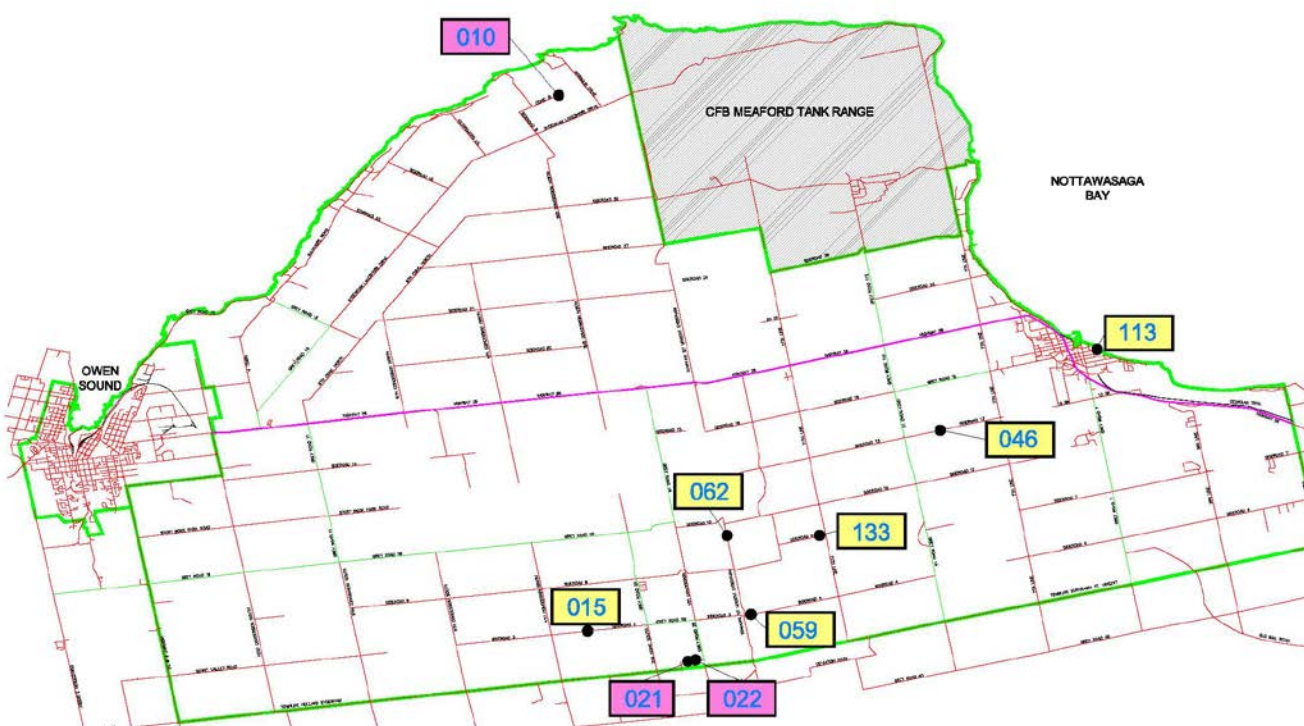
The Capital & Maintenance funding (inflated 2015 dollars) to address the needs of this strategy total approximately \$84.8 million as noted in Table 5-1. These projections are also based on the results of the 2014 and 2015 OSIM inspections. Similar to the projections under the other asset management strategies, the requirements and timing are expected to change depending on the results of the future inspections. The capital and maintenance costs projections over the 51-year period are provided in Appendix D.

5.4 Asset Management Strategy No. 4

This strategy is the same as Asset Management Strategy No.3 except for the following:

- Permanent closure of the additional structures shown in Table 5-4 (i.e. in addition to structures 10, 21 and 22) (See Figure 5-2 for structure locations):
- Undertaking Environmental Assessments (EA) and demolition of the additional closed structures.

Figure 5-2: Asset Management Strategy No. 4 – Additional Closures



The selection of additional structures for closure was a difficult process and required a number of iterations as well as input from Municipal Staff. It was apparent through the initial financial modelling that there needed to be a significant reduction in the upfront financial burden in an effort to achieve a strategy which was viable, if even in the short term. The final selection process primarily included the following elements:

- Structures with rehabilitation/replacement identified in the Urgent to five (5) year time frame were considered first;
- Then structures with values for capital works $\geq \$250,000$;
- Structures within the Meaford urban area were removed from consideration (i.e. 30, 31, 35, & 38) due to higher level of use/need;
- Structures on dead end roads were removed from consideration as they would isolate property owners (i.e. 2, 9, & 70); and
- Structures that were already closed were removed from consideration (i.e. 10, 21, & 22);

- Structures that are on Class 3 roadways or directly adjoining Class 3 roadways were removed from consideration (i.e. 7th Line).

Following the selection of the additional closure candidates, based on the criteria above, the Municipality's remaining inventory of structures was reviewed on an individual bases in an attempt to identify further possible structures for closure.

It is essential that maintenance activities be continued on the structures recommended for additional closure as this will reduce future deterioration and potentially extend the useful life of these structures. Additionally, as many of the structures being recommended for closure have estimated years of closure beyond the term of the current sitting Council, it is imperative that this style of Asset Management Strategy be meticulously documented by the current Council and Municipal Staff. This is vital to inhibit future Councils from overturning the recommendations, resulting in increased capital costs due to missed windows for economic rehabilitation.

The Capital & Maintenance funding to address the needs of this strategy are the lowest of the four (4) strategies and total approximately \$76.2 million (inflated dollars) as noted in Table 5-1. These projections are also based on the results of the 2014 and 2015 OSIM inspections. Similar to the projections under the other asset management strategies, the requirements and timing are expected to change depending on the results of the future inspections. The capital and maintenance costs projections over the 51-year period are provided in Appendix E.

Table 5-4: Recommended Structures to be Closed

Structure No.	Estimated Construction & Engineering Cost Savings	Estimated Year of Closure	Estimated EA & Demolition Costs at Closure
10	\$1,227,500	2017**	\$150,000
15	\$1,660,000	2018	\$150,000
21	\$985,000	2017**	\$75,000
22	\$1,015,000	2017**	\$75,000
46	\$505,000	2035	\$225,000
59	\$1,075,000	2022	\$100,000
62	\$1,020,000	2025***	\$100,000
113	\$145,000	2026*	\$10,000
133	\$940,000	2025	\$300,000

*Structure to be removed from Municipal Asset Inventory through transfer to Developer, not to be closed

**Structures already closed. EA & Demolition in 2017

***Structure appears to be for overflow only, may be removed and road reconstructed (will not create dead end)

6. FINANCING STRATEGIES

There is no financing strategy for Asset Management Strategy No.1 as it would not be in the best interests of the Municipality to maintain the status quo as it was apparent that a number of the structures in the Municipality's inventory were most likely owned in whole or in part by other Municipalities or the County. It was decided that ownership of the structures in question should be clarified before proceeding further. However, there are two (2) financing strategies for each of the other three (3) Asset Management Strategies as follows:

- Financing Strategy A: Base Funding Only
- Financing Strategy B: Tax Increases sufficient to fund the capital and maintenance requirements of each strategy while remaining within the Municipality's debt policy limits

Both financing strategies are based on the following approach:

- The capital needs of structures that are wholly or partially owned by others would be met by the respective owners in proportion to their percentage of ownership.
- Utilizing debt (as opposed to cash or reserve funding) as the primary source of financing for capital projects.
- Using the funding from annual tax levy allocations to repay debt and fund the annual maintenance requirements.
- Transferring any surplus funding to a dedicated capital reserve fund at year-end.
- Utilizing reserve fund balances as available in the future to fully or partially fund projects and reduce the amount to be financed through debt.
- Reserve balances would be targeted to range between a minimum of 1% and maximum of 2% of the asset value i.e. the total replacement value of the structures based on the 2015 value of \$80 million inflated annually at 2%.
- All funding from the tax levy in a given year will become part of the base levy in the following year.
- Considering the Municipality's Debt Policy which limits the outstanding debt to half of 75% of the tax supported own source revenues (i.e. an outstanding debt limit of 37.5% of tax supported own source revenues).
- Considering the Provincial Approved Repayment Limit (ARL) of 25% of tax supported Own source revenues and applying the Municipal Debt Policy allocation of 50% to roads, bridges and related infrastructure (i.e. a debt repayment limit of 12.5% of tax supported own source revenues)

6.1 Financing Strategy A

This financing strategy is intended to assess how far the baseline funding noted by the Municipality would go towards financing each Asset Management Strategy and includes the following assumptions:

- *Maximize Debt.* Debt will be maximized due to low interest rates and available debt capacity.
- *Debt Limit.* Debt will be incurred as needed and may exceed the limits set by the Municipality's Debt Management Policy, which requires the following:

- o The annual outstanding debt for tax supported services shall not exceed 75% of the Tax Supported Services Own Annual Revenue
- o The outstanding debt for tax supported infrastructure (i.e. roads, bridges, culverts, etc.) shall not exceed 50% of the 75% maximum (i.e. outstanding debt shall not exceed 37.5% of the Tax Supported Services Own Annual Revenue). This is intended to leave debt room for other tax supported services.
- *Tax Supported Infrastructure Debt.* This debt allocation will be focused on Bridges and Culverts only and not on Roads (i.e. the roads needs will continue to be addressed through the recently established tax levy allocation).
- *Debt Term & Interest.* The debt term shall be 20 years at 4% interest.
- *Redirection of Existing Capital Related Funds.* An existing roads related debt is scheduled to be fully repaid by 2018. These funds will be redirected to bridges and culverts beginning in 2018 as follows:
 - o 2018: \$236,000
 - o 2019: \$285,000
 - o 2020 & Beyond: \$290,700
- *New Dedicated Tax Levy Allocation.* A separate tax levy dedicated to bridges and culverts will be implemented beginning in 2017. This will be 1% of the tax levy and continue indefinitely under this financing strategy.
- *Additional Capital Allocations.* An additional capital amount of \$300,000 will be added in 2017 from the tax levy over and above the 1% annual levy allocation. This capital amount will form part of the base levy for future years.
- *Establish a Dedicated Reserve Fund.* A bridge and culvert capital reserve fund shall be established to receive any surplus that may occur annually. The accumulated funds may be used in any year to offset the debt financing requirements if sufficient balances are available.
- *Existing Maintenance Budgets.* The amounts included in the 2016 budgets will continue to be available in future years as follows:
 - o OSIM Inspections: \$25,000
 - o Maintenance: \$35,000
- Other Assumptions include the following:
 - o The revenues from the Tax Levy in 2016 are \$12,650,045. These would increase by a minimum of 2% per year over the study period
 - o The operating revenues from tax supported services in 2016 are \$4,349,955. This gives total own source revenues of \$17,000,000 for the tax supported services and would increase by inflation each year (estimated to be 2%)

6.2 Financing Strategy B

This strategy is designed to fully fund the needs of each Asset Management Strategy over the 51-year period while remaining within the Debt Management Policy limits. The assumptions for this strategy are the same as those for Financing Strategy A, with the following differences:

- *Full Program Funding.* All funding including additional funding over and above the base funding will be raised through the tax levy (i.e. higher tax increases) such that the program is fully funded through the annual taxes.
- *Debt Policy Limitations.* The funding shall be such that the Municipality's outstanding debt would be in accordance with the Debt Management Policy Limit. This means that the outstanding debt related to bridges and culverts shall not exceed 50% of the 75% maximum (or 37.5%) of the Tax Supported Services Own Annual Revenue.
- *Reserve Contributions.* Building a capital reserve is not a focus because all funding will be from taxes. Only minor contributions to the reserve would be made based on annual surpluses.

6.3 Assessment of the Financing Strategies

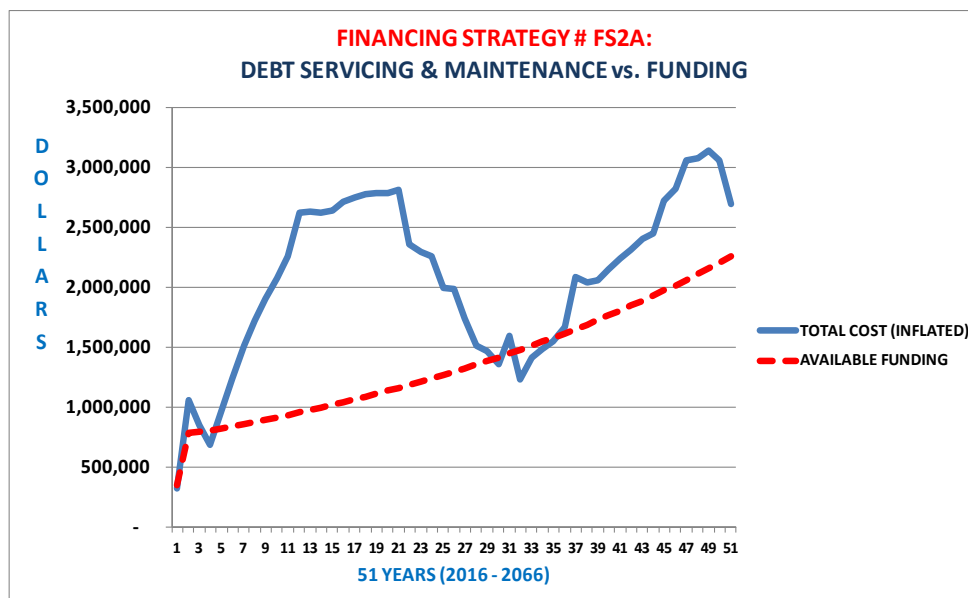
The following outlines how well each financing strategy meets the needs of the respective asset management strategy and the Municipality's debt policy. The Financing Strategies for each Asset Management Strategy are as follows:

- Asset Management Strategy No.2:
 - o Financing Strategy No.2A (FS2A)
 - o Financing Strategy No.2B (FS2B)
- Asset Management Strategy No.3:
 - o Financing Strategy No.3A (FS3A)
 - o Financing Strategy No.3B (FS3B)
- Asset Management Strategy No.4:
 - o Financing Strategy No.4A (FS4A)
 - o Financing Strategy No.4B (FS4B)

6.4 Assessment of the Financing Strategy No.2A (FS2A)

- The base funding that the Municipality indicated would be available is insufficient to service the debt repayment and fund maintenance requirements over the short and long-term (See Figure 6-1).
- Only minor contributions to the capital reserve are projected and are insufficient to offset any deficits.
- Funding shortfall is expected to rise from approximately \$0.27 million in 2017 to \$1.66 million by 2027.
- There is a period of lower deficits and some surplus between 2045 and 2050 but higher deficits of approximately \$350,000 to \$980,000 are projected beyond 2050.

Figure 6-1: Total Costs vs. Funding – FS2A



- The debt to be incurred in order to fund the work recommended from the inspections would mean that the outstanding debt would exceed the Municipality's debt policy limit (See Figure 6-2). The outstanding debt is projected to exceed the maximum limit of 37.5% of own tax supported revenue from 2017 to 2036 well as between 2051 to 2054, and 2060 to 2062 as shown in Table 6-1.

Figure 6-2: Outstanding Debt vs. Policy Debt Limit – FS2A

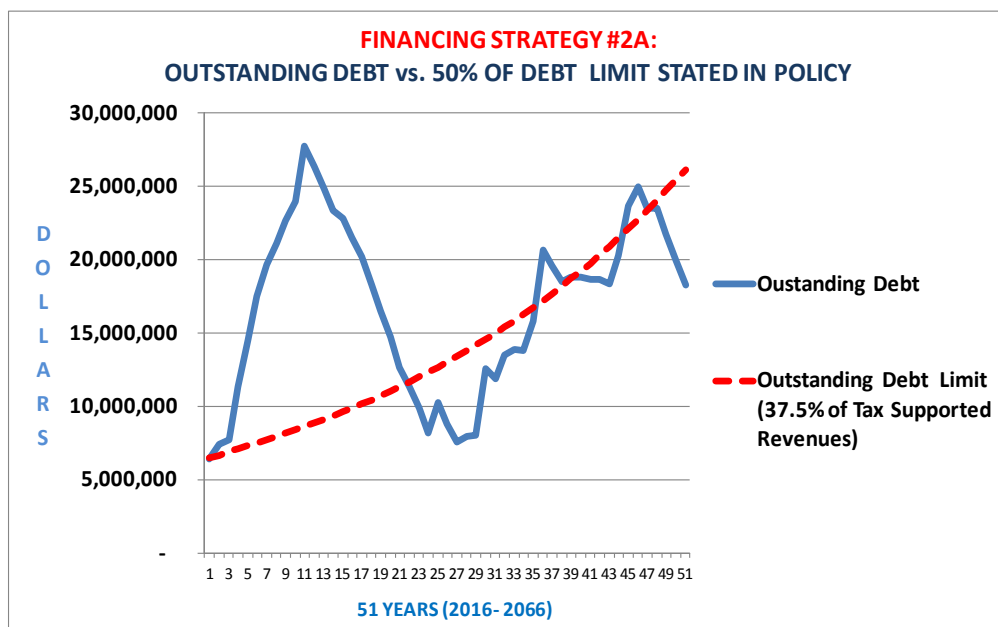
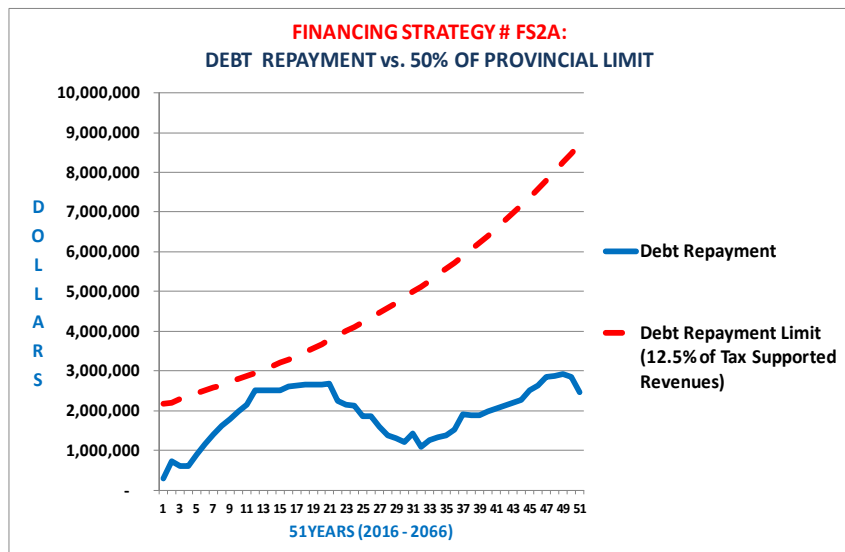


Table 6-1: Debt Requirements vs. Debt Capacity (FS2A)

YEAR	Tax Supported Revenues	Outstanding Debt (\$)	Outstanding Debt (%)	Debt Limit (\$)	Debt Limit (%)	Available Debt Capacity (Exceedance) (\$)
2016	17,332,795	6,413,253	37.00%	6,499,798	37.50%	86,545
2017	17,679,450	7,425,597	42.00%	6,629,794	37.50%	(795,803)
2018	18,473,208	7,744,530	41.92%	6,927,453	37.50%	(817,077)
2019	18,984,013	11,324,669	59.65%	7,119,005	37.50%	(4,205,664)
2020	19,509,304	14,505,870	74.35%	7,315,989	37.50%	(7,189,881)
2021	20,049,497	17,464,513	87.11%	7,518,561	37.50%	(9,945,951)
2022	20,605,024	19,688,208	95.55%	7,726,884	37.50%	(11,961,324)
2023	21,176,329	21,135,019	99.80%	7,941,124	37.50%	(13,193,896)
2024	21,763,869	22,623,898	103.95%	8,161,451	37.50%	(14,462,448)
2025	22,368,112	23,931,671	106.99%	8,388,042	37.50%	(15,543,629)
2026	22,989,543	27,731,630	120.63%	8,621,078	37.50%	(19,110,552)
2027	23,628,659	26,317,434	111.38%	8,860,747	37.50%	(17,456,687)
2028	24,285,973	24,846,671	102.31%	9,107,240	37.50%	(15,739,431)
2029	24,962,013	23,317,077	93.41%	9,360,755	37.50%	(13,956,322)
2030	25,657,321	22,827,219	88.97%	9,621,495	37.50%	(13,205,724)
2031	26,372,456	21,499,627	81.52%	9,889,671	37.50%	(11,609,956)
2032	27,107,995	20,162,450	74.38%	10,165,498	37.50%	(9,996,953)
2033	27,864,528	18,305,772	65.70%	10,449,198	37.50%	(7,856,574)
2034	28,642,666	16,465,148	57.48%	10,741,000	37.50%	(5,724,148)
2035	29,443,037	14,721,402	50.00%	11,041,139	37.50%	(3,680,263)
2036	30,266,285	12,620,754	41.70%	11,349,857	37.50%	(1,270,897)
2037	31,113,078	11,331,658	36.42%	11,667,404	37.50%	335,747
2038	31,984,098	9,911,983	30.99%	11,994,037	37.50%	2,082,054
2039	32,880,052	8,168,713	24.84%	12,330,019	37.50%	4,161,307
2040	33,801,664	10,266,548	30.37%	12,675,624	37.50%	2,409,076
2041	34,749,681	8,821,953	25.39%	13,031,130	37.50%	4,209,178
2042	35,724,873	7,579,604	21.22%	13,396,827	37.50%	5,817,223
2043	36,728,030	7,948,988	21.64%	13,773,011	37.50%	5,824,023
2044	37,759,968	8,060,261	21.35%	14,159,988	37.50%	6,099,727
2045	38,821,526	12,562,101	32.36%	14,558,072	37.50%	1,995,971
2046	39,913,567	11,846,040	29.68%	14,967,587	37.50%	3,121,548
2047	41,036,980	13,511,394	32.92%	15,388,867	37.50%	1,877,474
2048	42,192,680	13,881,341	32.90%	15,822,255	37.50%	1,940,915
2049	43,381,611	13,798,111	31.81%	16,268,104	37.50%	2,469,993
2050	44,604,741	15,794,035	35.41%	16,726,778	37.50%	932,743
2051	45,863,070	20,663,070	45.05%	17,198,651	37.50%	(3,464,419)
2052	47,157,626	19,577,875	41.52%	17,684,110	37.50%	(1,893,766)
2053	48,489,467	18,481,212	38.11%	18,183,550	37.50%	(297,662)
2054	49,859,683	18,780,238	37.67%	18,697,381	37.50%	(82,857)
2055	51,269,397	18,788,893	36.65%	19,226,024	37.50%	437,131
2056	52,719,763	18,627,450	35.33%	19,769,911	37.50%	1,142,461
2057	54,211,971	18,658,196	34.42%	20,329,489	37.50%	1,671,293
2058	55,747,245	18,358,880	32.93%	20,905,217	37.50%	2,546,337
2059	57,326,845	20,265,508	35.35%	21,497,567	37.50%	1,232,059
2060	58,952,071	23,660,784	40.14%	22,107,026	37.50%	(1,553,758)
2061	60,624,257	24,934,619	41.13%	22,734,096	37.50%	(2,200,522)
2062	62,344,779	23,539,147	37.76%	23,379,292	37.50%	(159,855)
2063	64,115,055	23,525,090	36.69%	24,043,146	37.50%	518,056
2064	65,936,543	21,711,219	32.93%	24,726,204	37.50%	3,014,985
2065	67,810,744	19,973,060	29.45%	25,429,029	37.50%	5,455,969
2066	69,739,204	18,302,491	26.24%	26,152,201	37.50%	7,849,710

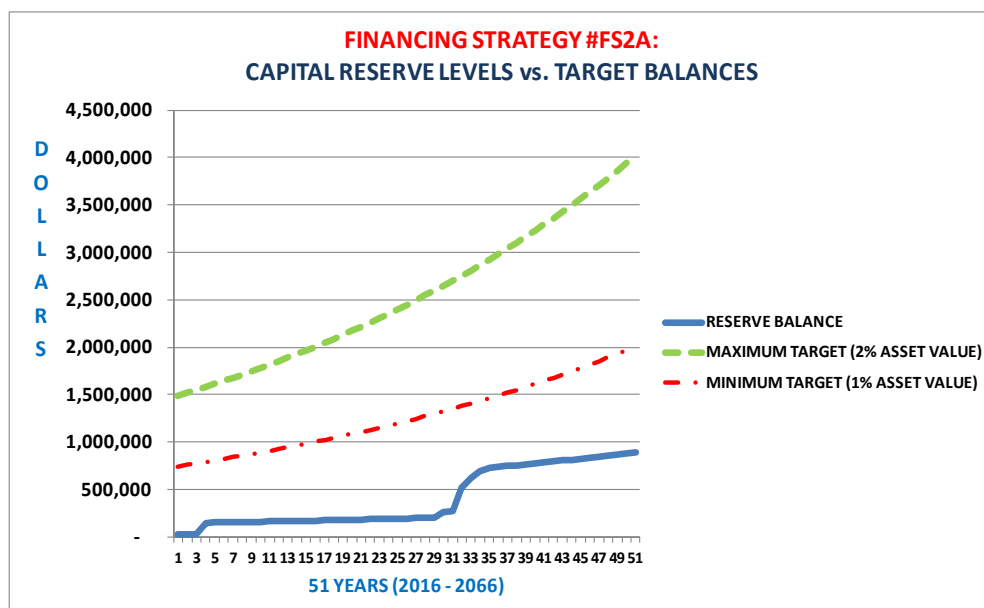
- The debt repayment amounts are projected to fall within 50% of the Provincial Approved Repayment Limit of 25% of own tax supported revenues (i.e.12.5%) (See Figure 6-3).

Figure 6-3: Debt Repayment vs. Provincial Limit – FS2A



- The ability to build the capital reserve would be severely limited. Reserve balances would be well below the minimum target of 1% of the asset value as shown in Figure 6-4.

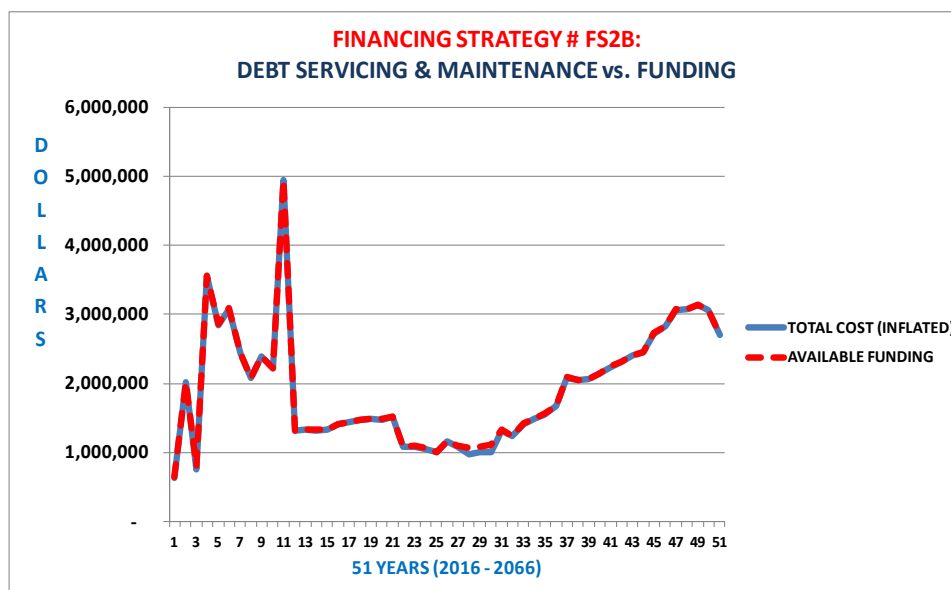
Figure 6-4: Capital Reserve Balances vs. Targets – FS2A



6.5 Assessment of the Financing Strategy No.2B (FS2B)

- The funding assumed under this strategy *is sufficient* to cover the full program cost including debt repayment; capital needs not debentured and annual maintenance (See Figure 6-5). Capital contributions are limited to any minor annual surpluses that may occur.

Figure 6-5: Total Cost vs. Funding – FS2B



- The total annual funding required from taxes is shown in Table 6-2. The annual funding required between 2016 and 2026 generally ranges between \$2.5 million to \$3.5 million with approximately \$5 million needed in 2026. Between 2027 and 2051 the annual requirement ranges between \$1 million and \$1.5 million. Approximately \$2 million to \$3 million is required annually from 2052 onward.
- This financing strategy will require significant tax increases especially over the next 10 years as noted in Table 6-2.

Table 6-2: Summary of Funding (FS2B) – Inflated

YEAR	Debt Servicing Costs (\$)	Capital Funding from Taxes (\$)	Maintenance Costs (\$)	Annual Surplus (Reserve Contributions) (\$)	Total Cost (\$)	Projected Tax Levy (\$)	Projected Tax Levy Increase (%)	Total Cost as a % of Tax Levy
2015	291,810		25,000	-	316,810	12,650,045		2.5%
2016	291,810	317,127	29,070	3,803	641,810	13,185,840	4.2%	4.9%
2017	715,719	986,632	315,033	122	2,017,506	14,679,557	11.3%	13.7%
2018	510,454	-	241,796	50,746	802,996	14,973,148	2.0%	5.4%
2019	507,996	2,969,594	81,724	4,205	3,563,519	18,022,611	20.4%	19.8%
2020	570,839	2,186,191	91,087	9,722	2,857,839	20,383,064	13.1%	14.0%
2021	675,802	2,316,700	85,025	7,868	3,085,396	22,980,725	12.7%	13.4%
2022	764,646	1,576,190	94,767	39	2,435,642	24,940,339	8.5%	9.8%
2023	864,457	1,118,732	88,460	8,005	2,079,654	26,549,146	6.5%	7.8%
2024	950,717	1,332,886	98,595	8,171	2,390,370	28,470,129	7.2%	8.4%
2025	1,031,883	1,096,117	92,034	4,521	2,224,555	30,229,532	6.2%	7.4%
2026	1,125,975	3,716,973	102,578	1,858	4,947,384	34,714,122	14.8%	14.3%
2027	1,219,922	-	95,752	2,633	1,318,308	35,598,405	2.5%	3.7%
2028	1,219,922	-	106,723	6,167	1,332,812	36,490,373	2.5%	3.7%
2029	1,219,922	-	99,621	8,161	1,327,704	37,370,180	2.4%	3.6%
2030	1,219,922	-	111,034	1,832	1,332,788	38,247,584	2.3%	3.5%
2031	1,300,930	-	103,645	3,595	1,408,170	39,192,536	2.5%	3.6%
2032	1,327,698	-	115,520	1,352	1,444,569	40,166,386	2.5%	3.6%
2033	1,359,638	-	107,833	4,128	1,471,599	41,159,714	2.5%	3.6%
2034	1,359,638	-	120,187	9,344	1,489,169	42,162,908	2.4%	3.5%
2035	1,366,284	-	112,189	8,715	1,487,188	43,156,166	2.4%	3.4%
2036	1,385,965	-	125,042	4,455	1,515,462	44,169,290	2.3%	3.4%
2037	962,057	-	116,721	4,996	1,083,774	45,192,676	2.3%	2.4%
2038	957,341	-	130,094	5,215	1,092,650	46,226,529	2.3%	2.4%
2039	932,424	-	121,437	8,042	1,061,903	47,231,060	2.2%	2.2%
2040	869,581	-	135,350	6,610	1,011,541	48,185,681	2.0%	2.1%
2041	1,031,406	-	126,343	3,823	1,161,572	49,289,394	2.3%	2.4%
2042	942,562	-	140,818	8,623	1,092,003	50,325,182	2.1%	2.2%
2043	842,752	-	131,447	88,644	1,062,843	51,331,686	2.0%	2.1%
2044	862,820	-	146,507	74,773	1,084,100	52,358,320	2.0%	2.1%
2045	863,323	-	136,758	105,701	1,105,782	53,405,486	2.0%	2.1%
2046	1,166,415	-	152,426	9,057	1,327,898	54,673,596	2.4%	2.4%
2047	1,088,782	-	142,283	9,391	1,240,456	55,857,068	2.2%	2.2%
2048	1,256,570	-	158,584	8,311	1,423,465	57,224,209	2.4%	2.5%
2049	1,336,484	-	148,031	2,419	1,486,934	58,658,693	2.5%	2.5%
2050	1,387,844	-	164,991	8,038	1,560,873	60,171,867	2.6%	2.6%
2051	1,515,208	-	154,011	6,070	1,675,290	61,805,304	2.7%	2.7%
2052	1,911,718	-	171,657	6,822	2,090,196	63,861,411	3.3%	3.3%
2053	1,879,778	-	160,234	5,589	2,045,600	65,888,639	3.2%	3.1%
2054	1,879,778	-	178,591	3,143	2,061,512	67,946,412	3.1%	3.0%
2055	1,979,057	-	166,707	2,178	2,147,942	70,105,340	3.2%	3.1%
2056	2,050,360	-	185,807	8,735	2,244,901	72,377,447	3.2%	3.1%
2057	2,134,049	-	173,442	4,908	2,312,399	74,734,996	3.3%	3.1%
2058	2,205,523	-	193,313	1,610	2,400,447	77,199,695	3.3%	3.1%
2059	2,269,404	-	180,449	9,203	2,459,056	79,743,689	3.3%	3.1%
2060	2,522,648	-	201,123	4,466	2,728,237	82,578,563	3.6%	3.3%
2061	2,631,664	-	187,739	8,598	2,828,002	85,540,134	3.6%	3.3%
2062	2,849,398	-	209,248	9,716	3,068,362	88,770,937	3.8%	3.5%
2063	2,882,991	-	195,324	1,014	3,079,329	92,046,356	3.7%	3.3%
2064	2,918,481	-	217,702	4,733	3,140,916	95,417,283	3.7%	3.3%
2065	2,848,851	-	203,215	1,069	3,053,134	98,735,629	3.5%	3.1%
2066	2,469,491	-	226,497	8	2,695,997	101,730,341	3.0%	2.7%

- The debt to be incurred in order to fund the work recommended from the inspections would remain well within the Municipality's debt policy limit. (See Figure 6-6 and Table 6-3).

Figure 6-6: Outstanding Debt vs. Policy Debt Limit – FS2B

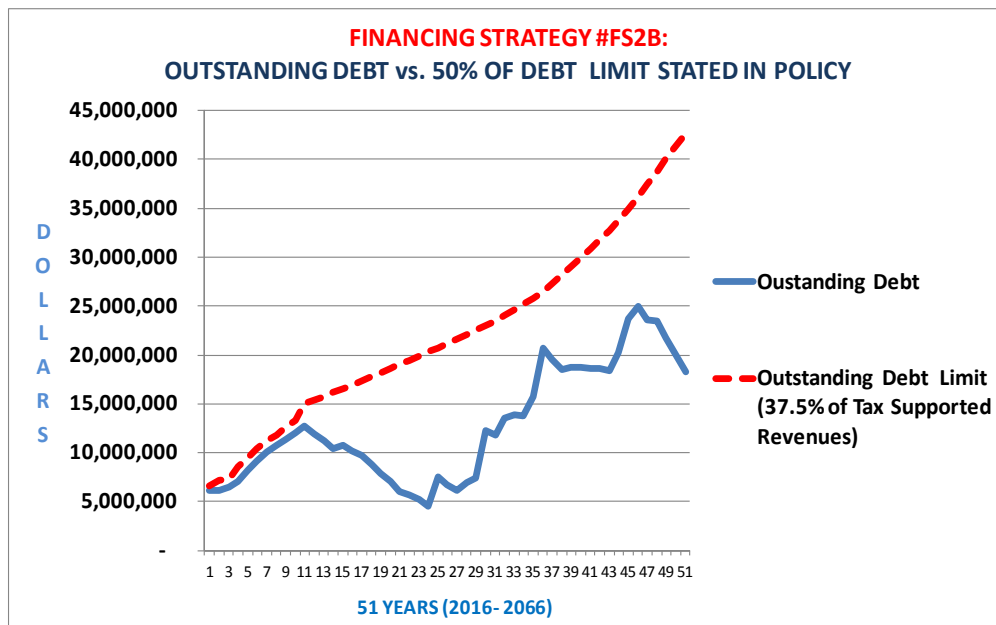
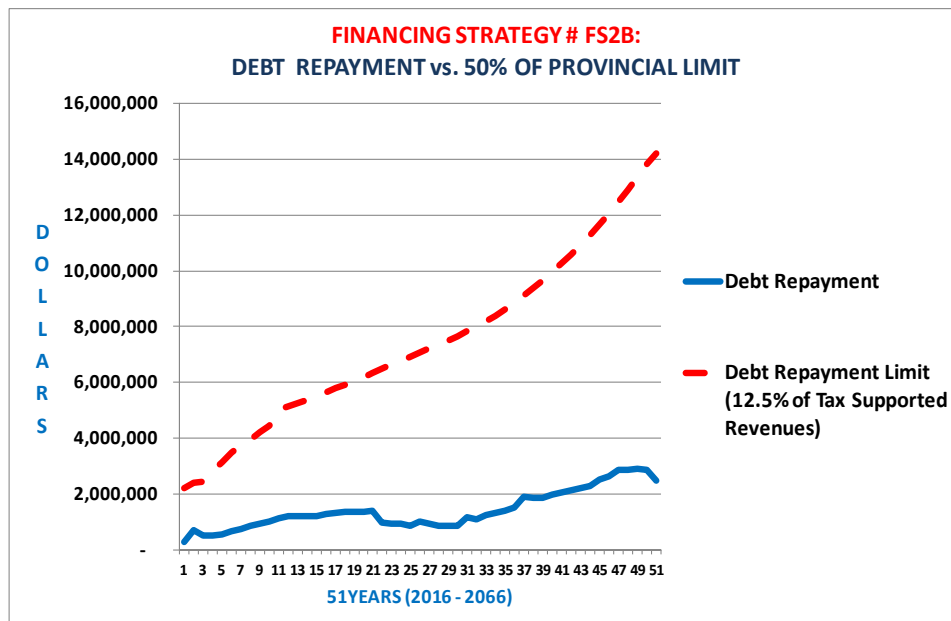


Table 6-3: Debt Requirements vs. Debt Capacity (FS2B)

YEAR	Tax Supported Revenues	Outstanding Debt (\$)	Outstanding Debt (%)	Debt Limit (\$)	Debt Limit (%)	Available Debt Capacity (Exceedance) (\$)
2016	17,622,795	6,096,125	34.59%	6,608,548	37.50%	512,422
2017	19,205,250	6,128,685	31.91%	7,201,969	37.50%	1,073,284
2018	19,589,355	6,491,954	33.14%	7,346,008	37.50%	854,055
2019	22,731,143	7,097,690	31.22%	8,524,178	37.50%	1,426,488
2020	25,185,765	8,237,247	32.71%	9,444,662	37.50%	1,207,415
2021	27,879,481	9,098,349	32.63%	10,454,805	37.50%	1,356,456
2022	29,937,070	10,054,093	33.58%	11,226,401	37.50%	1,172,308
2023	31,645,812	10,764,109	34.01%	11,867,179	37.50%	1,103,071
2024	33,668,728	11,347,027	33.70%	12,625,773	37.50%	1,278,746
2025	35,532,103	12,047,771	33.91%	13,324,538	37.50%	1,276,767
2026	40,122,745	12,680,474	31.60%	15,046,029	37.50%	2,365,555
2027	41,115,199	11,967,771	29.11%	15,418,200	37.50%	3,450,429
2028	42,117,503	11,226,560	26.66%	15,794,064	37.50%	4,567,504
2029	43,109,854	10,455,700	24.25%	16,166,195	37.50%	5,710,495
2030	44,102,051	10,754,926	24.39%	16,538,269	37.50%	5,783,343
2031	45,164,092	10,247,982	22.69%	16,936,534	37.50%	6,688,553
2032	46,257,373	9,764,278	21.11%	17,346,515	37.50%	7,582,237
2033	47,372,521	8,795,211	18.57%	17,764,695	37.50%	8,969,484
2034	48,499,971	7,877,704	16.24%	18,187,489	37.50%	10,309,785
2035	49,619,971	7,093,999	14.30%	18,607,489	37.50%	11,513,490
2036	50,762,370	5,991,794	11.80%	19,035,889	37.50%	13,044,095
2037	51,917,618	5,717,743	11.01%	19,469,107	37.50%	13,751,363
2038	53,085,970	5,280,839	9.95%	19,907,239	37.50%	14,626,400
2039	54,227,689	4,559,648	8.41%	20,335,383	37.50%	15,775,735
2040	55,322,243	7,498,193	13.55%	20,745,841	37.50%	13,247,648
2041	56,568,688	6,766,715	11.96%	21,213,258	37.50%	14,446,543
2042	57,750,062	6,094,822	10.55%	21,656,273	37.50%	15,561,452
2043	58,905,063	6,940,913	11.78%	22,089,399	37.50%	15,148,486
2044	60,083,164	7,465,632	12.43%	22,531,187	37.50%	15,065,555
2045	61,284,827	12,298,792	20.07%	22,981,810	37.50%	10,683,019
2046	62,710,524	11,846,040	18.89%	23,516,447	37.50%	11,670,407
2047	64,054,735	13,511,394	21.09%	24,020,525	37.50%	10,509,132
2048	65,585,829	13,881,341	21.17%	24,594,686	37.50%	10,713,345
2049	67,187,546	13,798,111	20.54%	25,195,330	37.50%	11,397,219
2050	68,871,297	15,794,035	22.93%	25,826,736	37.50%	10,032,701
2051	70,678,723	20,663,070	29.24%	26,504,521	37.50%	5,841,451
2052	72,912,297	19,577,875	26.85%	27,342,111	37.50%	7,764,236
2053	75,120,543	18,481,212	24.60%	28,170,204	37.50%	9,688,991
2054	77,362,954	18,780,238	24.28%	29,011,108	37.50%	10,230,869
2055	79,710,213	18,788,893	23.57%	29,891,330	37.50%	11,102,437
2056	82,174,417	18,627,450	22.67%	30,815,406	37.50%	12,187,956
2057	84,727,906	18,658,196	22.02%	31,772,965	37.50%	13,114,768
2058	87,392,464	18,358,880	21.01%	32,772,174	37.50%	14,413,294
2059	90,140,313	20,265,508	22.48%	33,802,617	37.50%	13,537,110
2060	93,183,119	23,660,784	25.39%	34,943,670	37.50%	11,282,886
2061	96,356,782	24,934,619	25.88%	36,133,793	37.50%	11,199,175
2062	99,803,917	23,539,147	23.59%	37,426,469	37.50%	13,887,322
2063	103,299,996	23,525,090	22.77%	38,737,498	37.50%	15,212,409
2064	106,895,996	21,711,219	20.31%	40,085,998	37.50%	18,374,779
2065	110,443,915	19,973,060	18.08%	41,416,468	37.50%	21,443,408
2066	113,672,794	18,302,491	16.10%	42,627,298	37.50%	24,324,806

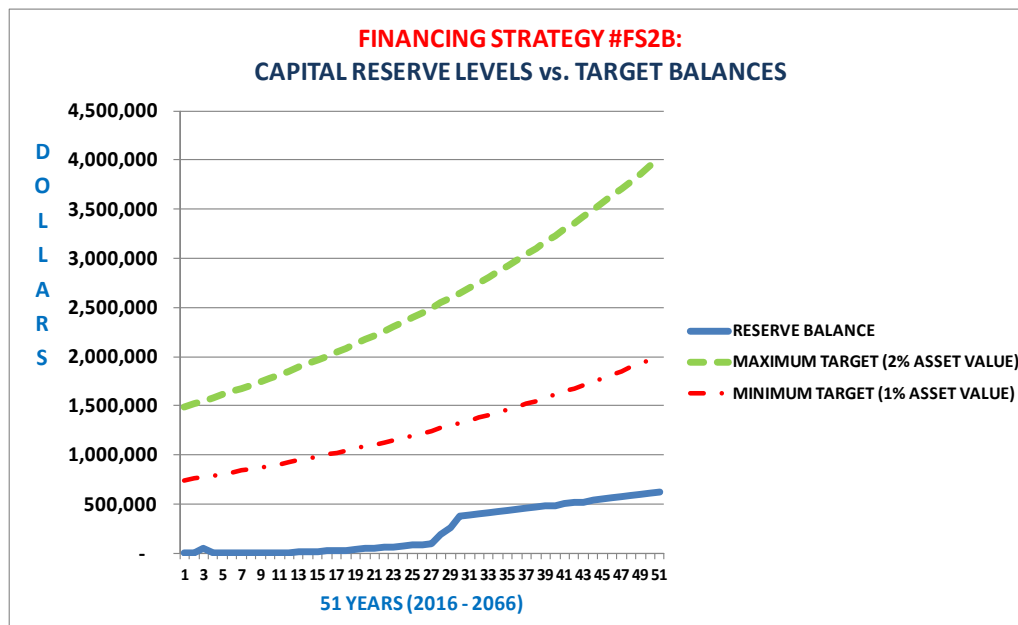
- The debt repayment amounts are projected to fall within 50% of the Provincial Approved Repayment Limit of 25% of own tax supported revenues (i.e.12.5%). (See Figure 6-7)

Figure 6-7: Debt Repayment vs. Provincial Limit – FS2B



- This strategy would not facilitate building a capital reserve. Reserve balances would be well below the target levels as shown in Figure 6-8.

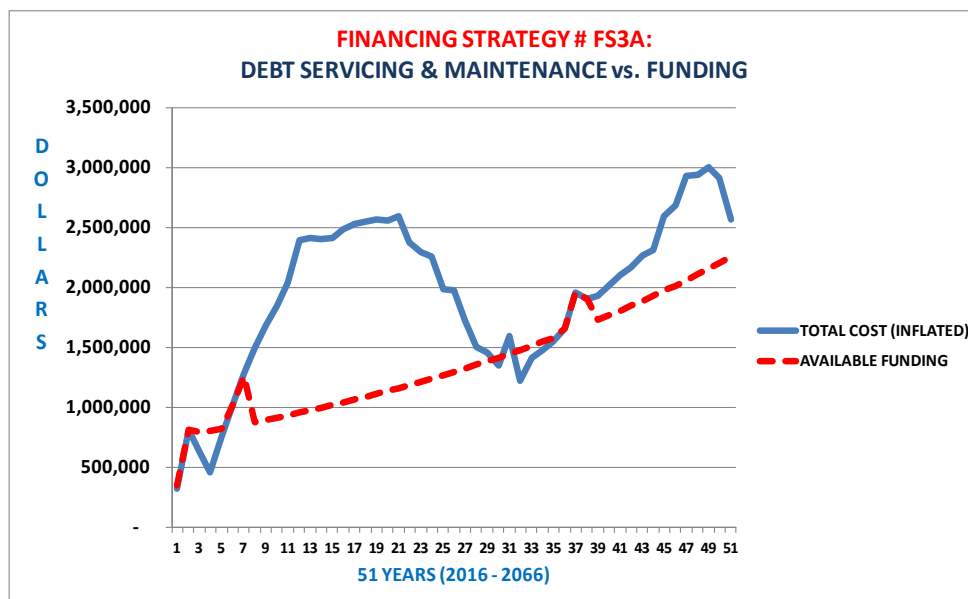
Figure 6-8: Capital Reserve Balances vs. Targets – FS2B



6.6 Assessment of the Financing Strategy No.3A (FS3A)

- The base funding that the Municipality indicated would be available is insufficient to service the debt repayment and fund maintenance requirements over the long-term. (See Figure 6-9)
- There is some surplus totaling \$0.57 million between 2016 and 2020, which can be used to offset deficits in 2017, 2021 and partially in 2022. However, this would deplete the reserve to approximately \$17,000 in 2022, which is well below the minimum target (see Figure 6-12).
- A similar situation is projected for the period of 2045 to 2050 when approximately \$0.52 million accumulated surplus funds would be used to offset deficits in 2051 to 2053, but again the reserve would be fully depleted at approximately \$19,000.
- In 2022 and beyond, higher levels of annual funding will be required to fully meet the asset investment needs; therefore, this financing strategy is not sustainable beyond 2021. The projected funding shortfalls are as follows:
 - o 2022: \$31,000
 - o 2023 to 2036: Ranging between \$620,00 and \$1,460,000
 - o 2037 to 2044: Declining to approximately \$75,000 by 2044
- There is a period of lower deficits and some surplus between 2045 and 2053; however, higher deficits of approximately \$200,000 to \$860,000 are projected beyond 2053.

Figure 6-9: Total Costs vs. Funding – FS3A



- The debt to be incurred in order to fund the work recommended from the inspections would mean that the outstanding debt would exceed the Municipality's debt policy limit (See Figure 6-10). The outstanding debt is projected to exceed the maximum limit of 37.5% of own tax supported revenue from 2019 to 2036, well as between 2051 to 2052, and 2060 to 2061 as shown in Table 6-4.

Figure 6-10: Outstanding Debt vs. Policy Debt Limit – FS3A

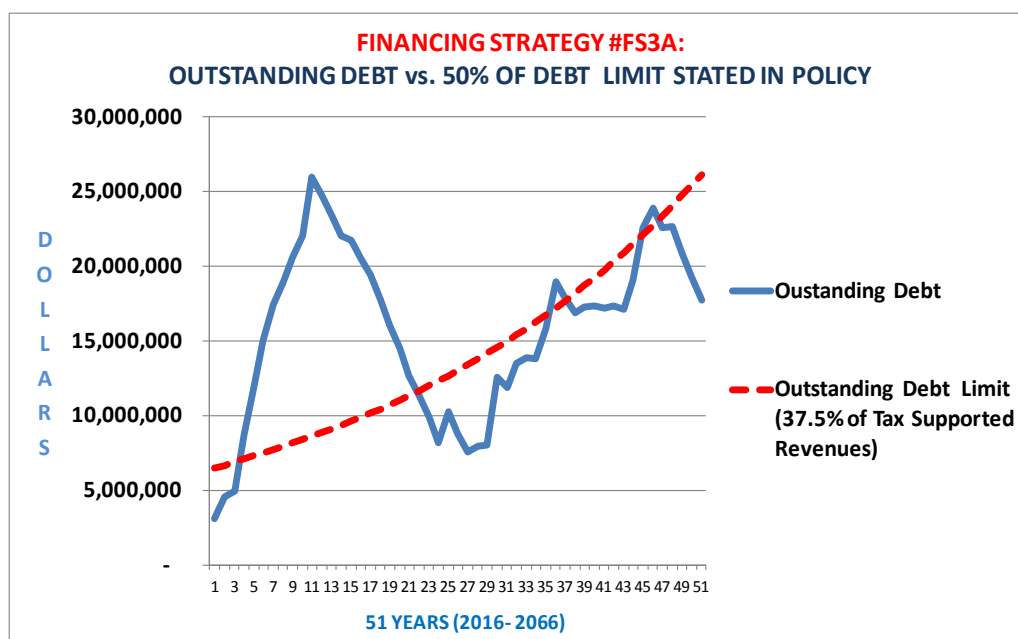
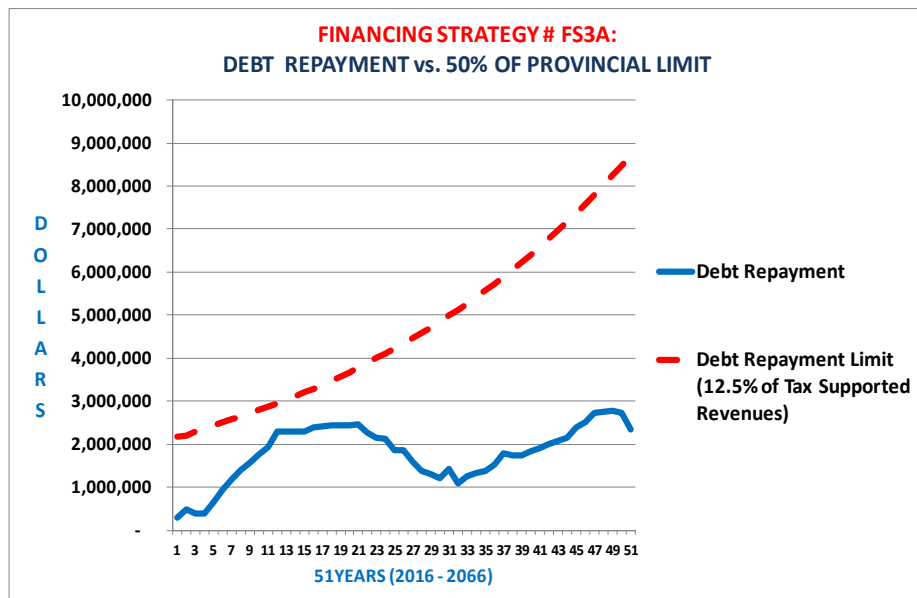


Table 6-4: Debt Requirements vs. Debt Capacity (FS3A)

YEAR	Tax Supported Revenues	Outstanding Debt (\$)	Outstanding Debt (%)	Debt Limit (\$)	Debt Limit (%)	Available Debt Capacity (Exceedance) (\$)
2016	17,332,795	3,121,203	18.01%	6,499,798	37.50%	3,378,595
2017	17,679,450	4,556,220	25.77%	6,629,794	37.50%	2,073,574
2018	18,473,208	4,979,646	26.96%	6,927,453	37.50%	1,947,806
2019	18,984,013	8,668,458	45.66%	7,119,005	37.50%	(1,549,453)
2020	19,509,304	11,962,679	61.32%	7,315,989	37.50%	(4,646,690)
2021	20,049,497	15,038,863	75.01%	7,518,561	37.50%	(7,520,301)
2022	20,605,024	17,384,801	84.37%	7,726,884	37.50%	(9,657,917)
2023	21,176,329	18,958,744	89.53%	7,941,124	37.50%	(11,017,621)
2024	21,763,869	20,579,841	94.56%	8,161,451	37.50%	(12,418,390)
2025	22,368,112	22,025,119	98.47%	8,388,042	37.50%	(13,637,078)
2026	22,989,543	25,968,085	112.96%	8,621,078	37.50%	(17,347,006)
2027	23,628,659	24,702,616	104.55%	8,860,747	37.50%	(15,841,869)
2028	24,285,973	23,386,528	96.30%	9,107,240	37.50%	(14,279,288)
2029	24,962,013	22,017,797	88.21%	9,360,755	37.50%	(12,657,042)
2030	25,657,321	21,695,236	84.56%	9,621,495	37.50%	(12,073,741)
2031	26,372,456	20,541,634	77.89%	9,889,671	37.50%	(10,651,963)
2032	27,107,995	19,385,406	71.51%	10,165,498	37.50%	(9,219,908)
2033	27,864,528	17,716,913	63.58%	10,449,198	37.50%	(7,267,716)
2034	28,642,666	16,072,004	56.11%	10,741,000	37.50%	(5,331,004)
2035	29,443,037	14,531,800	49.36%	11,041,139	37.50%	(3,490,662)
2036	30,266,285	12,642,837	41.77%	11,349,857	37.50%	(1,292,980)
2037	31,113,078	11,331,658	36.42%	11,667,404	37.50%	335,747
2038	31,984,098	9,911,983	30.99%	11,994,037	37.50%	2,082,054
2039	32,880,052	8,168,713	24.84%	12,330,019	37.50%	4,161,307
2040	33,801,664	10,266,548	30.37%	12,675,624	37.50%	2,409,076
2041	34,749,681	8,821,953	25.39%	13,031,130	37.50%	4,209,178
2042	35,724,873	7,579,604	21.22%	13,396,827	37.50%	5,817,223
2043	36,728,030	7,948,988	21.64%	13,773,011	37.50%	5,824,023
2044	37,759,968	8,060,261	21.35%	14,159,988	37.50%	6,099,727
2045	38,821,526	12,562,101	32.36%	14,558,072	37.50%	1,995,971
2046	39,913,567	11,846,040	29.68%	14,967,587	37.50%	3,121,548
2047	41,036,980	13,511,394	32.92%	15,388,867	37.50%	1,877,474
2048	42,192,680	13,881,341	32.90%	15,822,255	37.50%	1,940,915
2049	43,381,611	13,798,111	31.81%	16,268,104	37.50%	2,469,993
2050	44,604,741	15,794,035	35.41%	16,726,778	37.50%	932,743
2051	45,863,070	18,939,366	41.30%	17,198,651	37.50%	(1,740,714)
2052	47,157,626	17,912,056	37.98%	17,684,110	37.50%	(227,946)
2053	48,489,467	16,875,593	34.80%	18,183,550	37.50%	1,307,957
2054	49,859,683	17,237,227	34.57%	18,697,381	37.50%	1,460,154
2055	51,269,397	17,310,995	33.76%	19,226,024	37.50%	1,915,029
2056	52,719,763	17,217,269	32.66%	19,769,911	37.50%	2,552,642
2057	54,211,971	17,318,442	31.95%	20,329,489	37.50%	3,011,048
2058	55,747,245	17,092,368	30.66%	20,905,217	37.50%	3,812,849
2059	57,326,845	19,075,168	33.27%	21,497,567	37.50%	2,422,399
2060	58,952,071	22,549,665	38.25%	22,107,026	37.50%	(442,638)
2061	60,624,257	23,905,888	39.43%	22,734,096	37.50%	(1,171,791)
2062	62,344,779	22,596,100	36.24%	23,379,292	37.50%	783,192
2063	64,115,055	22,671,154	35.36%	24,043,146	37.50%	1,371,992
2064	65,936,543	20,949,959	31.77%	24,726,204	37.50%	3,776,244
2065	67,810,744	19,308,183	28.47%	25,429,029	37.50%	6,120,846
2066	69,739,204	17,737,852	25.43%	26,152,201	37.50%	8,414,349

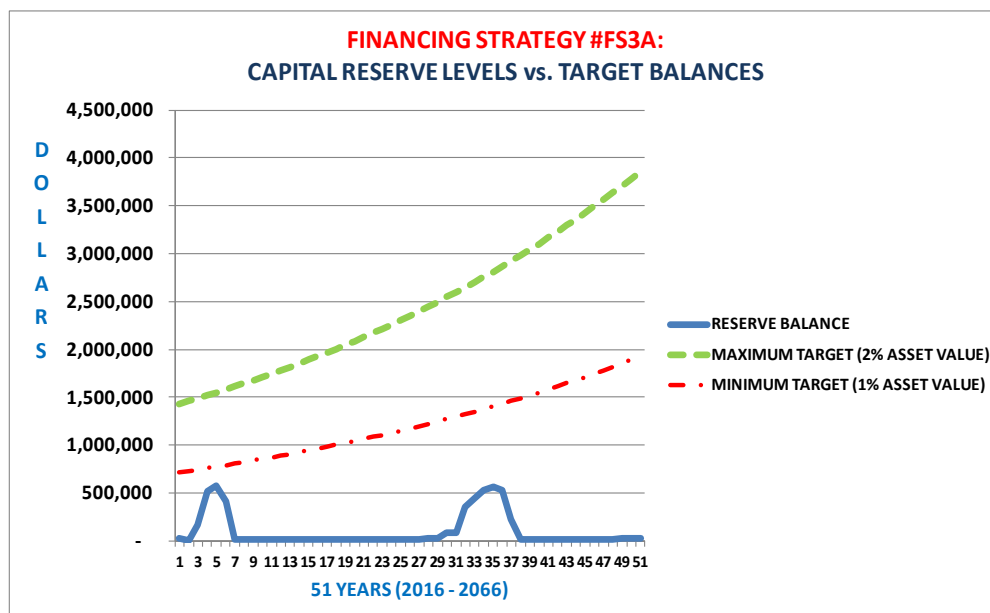
- The debt repayment amounts are projected to fall within 50% of the Provincial Approved Repayment Limit of 25% of own tax supported revenues (i.e.12.5%). (See Figure 6-11)

Figure 6-11: Debt Repayment vs. Provincial Limit – FS3A



- The ability to build the capital reserve would be severely limited. Reserve balances would be below the minimum target of 1% of the asset value as shown in Figure 6-12.

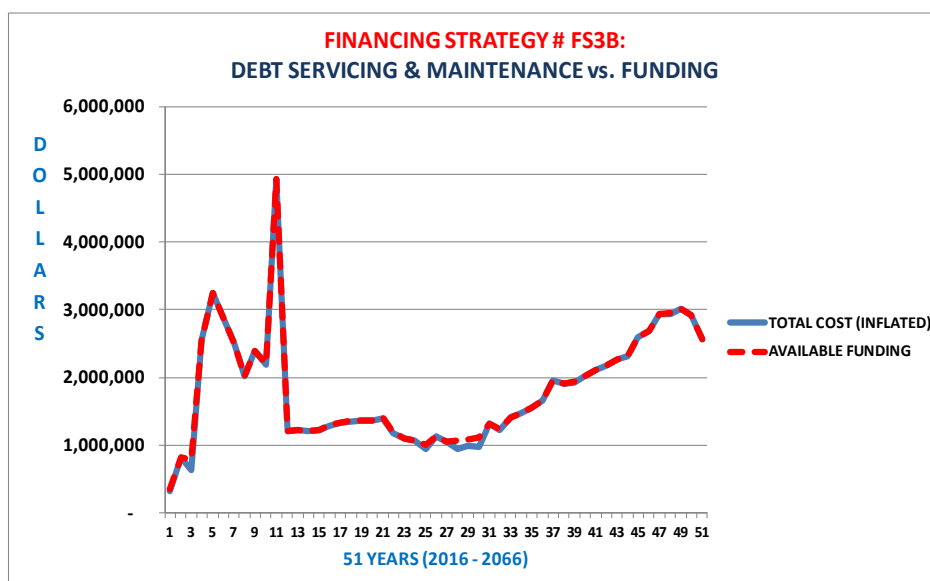
Figure 6-12: Capital Reserve Balances vs. Targets – FS3A



6.7 Assessment of the Financing Strategy No.3B (FS3B)

- The funding assumed under this strategy *is sufficient* to cover the full program cost including debt repayment; capital needs not debentured and annual maintenance (See Figure 6-13).
- Annual surpluses that may occur would allow for contributions to a capital reserve to slowly build the reserve over time.

Figure 6-13: Total Cost vs. Funding – FS3B



- The total annual funding required from taxes is shown in Table 6-5. The annual funding required between 2016 and 2018 ranges between approximately \$350,000 and \$800,000. Between 2019 and 2026 the annual funding need ranges between \$2 million to \$3 million with approximately \$5 million needed in 2026.
- Between 2027 and 2051 the annual requirement ranges between \$1 million and \$1.5 million. Approximate \$2 million to \$3 million is required annually from 2052 onward.
- Similar to FS2B, this financing strategy will also require significant tax increases especially over the next 10 years as noted in Table 6-5.

Table 6-5: Summary of Funding (FS3B) – Inflated

YEAR	Debt Servicing Costs (\$)	Capital Funding from Taxes (\$)	Maintenance Costs (\$)	Annual Surplus (Reserve Contributions) (\$)	Total Cost (\$)	Projected Tax Levy (\$)	Projected Tax Levy Increase (%)	Total Cost as a % of Tax Levy
2015	291,810		25,000	-	316,810	12,650,045		2.5%
2016	291,810	-	27,540	32,460	351,810	12,895,840	1.9%	2.7%
2017	496,819	-	315,033	2,696	814,548	13,183,757	2.2%	6.2%
2018	387,398	-	240,204	160,136	787,739	13,447,432	2.0%	5.9%
2019	384,940	2,080,348	76,853	5,816	2,547,956	15,466,381	15.0%	16.5%
2020	516,962	2,640,039	89,431	5,334	3,251,765	18,195,709	17.6%	17.9%
2021	588,887	2,221,648	79,958	2,592	2,893,085	20,579,623	13.1%	14.1%
2022	685,445	1,714,246	93,044	8,416	2,501,150	22,581,215	9.7%	11.1%
2023	775,684	1,151,518	83,188	5,202	2,015,591	24,102,840	6.7%	8.4%
2024	859,543	1,428,278	96,802	794	2,385,417	25,994,896	7.8%	9.2%
2025	934,279	1,173,210	86,549	5,270	2,199,308	27,704,794	6.6%	7.9%
2026	1,023,307	3,803,390	100,713	4,221	4,931,632	32,148,890	16.0%	15.3%
2027	1,111,235	-	90,045	2,943	1,204,224	33,221,868	3.3%	3.6%
2028	1,111,235	-	104,782	3,691	1,219,708	34,316,305	3.3%	3.6%
2029	1,111,235	-	93,683	584	1,205,502	35,402,631	3.2%	3.4%
2030	1,111,235	-	109,015	1,362	1,221,612	36,510,684	3.1%	3.3%
2031	1,192,243	-	97,468	8,334	1,298,045	37,700,898	3.3%	3.4%
2032	1,219,011	-	113,420	2,375	1,334,806	38,934,916	3.3%	3.4%
2033	1,250,951	-	101,405	9,545	1,361,902	40,203,614	3.3%	3.4%
2034	1,250,951	-	118,002	387	1,369,340	41,487,686	3.2%	3.3%
2035	1,257,597	-	105,502	4,027	1,367,126	42,777,440	3.1%	3.2%
2036	1,277,278	-	122,769	5,222	1,405,269	44,112,989	3.1%	3.2%
2037	1,072,270	-	109,765	1,740	1,183,774	45,235,249	2.5%	2.6%
2038	971,710	-	127,729	3,211	1,102,650	46,279,954	2.3%	2.4%
2039	946,793	-	114,199	911	1,061,903	47,285,553	2.2%	2.2%
2040	814,771	-	132,889	53,881	1,001,541	48,231,264	2.0%	2.1%
2041	1,009,634	-	118,813	3,125	1,131,572	49,305,889	2.2%	2.3%
2042	913,077	-	138,258	669	1,052,003	50,302,007	2.0%	2.1%
2043	822,837	-	123,613	116,394	1,062,843	51,308,047	2.0%	2.1%
2044	845,308	-	143,843	94,949	1,084,100	52,334,208	2.0%	2.1%
2045	852,241	-	128,607	124,935	1,105,782	53,380,892	2.0%	2.1%
2046	1,160,396	-	149,655	7,847	1,317,898	54,638,510	2.4%	2.4%
2047	1,088,782	-	133,802	7,872	1,230,456	55,811,280	2.1%	2.2%
2048	1,256,570	-	155,701	1,194	1,413,465	57,167,506	2.4%	2.5%
2049	1,336,484	-	139,208	1,242	1,476,934	58,590,856	2.5%	2.5%
2050	1,387,844	-	161,991	1,038	1,550,873	60,092,673	2.6%	2.6%
2051	1,515,208	-	144,832	5,250	1,665,290	61,714,526	2.7%	2.7%
2052	1,784,885	-	168,535	6,776	1,960,196	63,638,817	3.1%	3.1%
2053	1,752,945	-	150,683	1,972	1,905,600	65,521,593	3.0%	2.9%
2054	1,752,945	-	175,344	3,223	1,931,512	67,442,025	2.9%	2.9%
2055	1,852,224	-	156,771	8,948	2,017,942	69,460,866	3.0%	2.9%
2056	1,923,527	-	182,428	8,946	2,114,901	71,590,083	3.1%	3.0%
2057	2,007,216	-	163,104	2,079	2,172,399	73,791,885	3.1%	2.9%
2058	2,078,690	-	189,798	1,958	2,270,447	76,107,722	3.1%	3.0%
2059	2,142,570	-	169,694	6,792	2,319,056	78,489,877	3.1%	3.0%
2060	2,395,815	-	197,466	4,956	2,598,237	81,169,674	3.4%	3.2%
2061	2,504,831	-	176,549	6,621	2,688,002	83,963,068	3.4%	3.2%
2062	2,722,565	-	205,444	354	2,928,362	87,022,329	3.6%	3.4%
2063	2,756,158	-	183,682	9,489	2,949,329	90,132,776	3.6%	3.3%
2064	2,791,647	-	213,744	5,525	3,010,916	93,335,431	3.6%	3.2%
2065	2,722,017	-	191,103	14	2,913,134	96,472,140	3.4%	3.0%
2066	2,342,658	-	222,379	960	2,565,997	99,291,583	2.9%	2.6%

- The debt to be incurred in order to fund the work recommended from the inspections would remain well within the Municipality's debt policy limit. (See Figure 6-14 and Table 6-6).

Figure 6-14: Outstanding Debt vs. Policy Debt Limit – FS3B

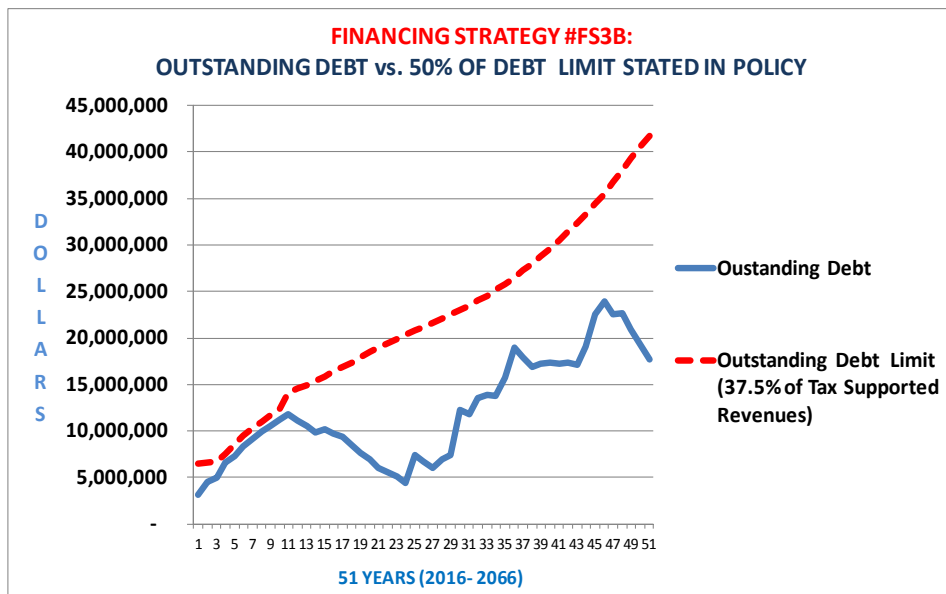
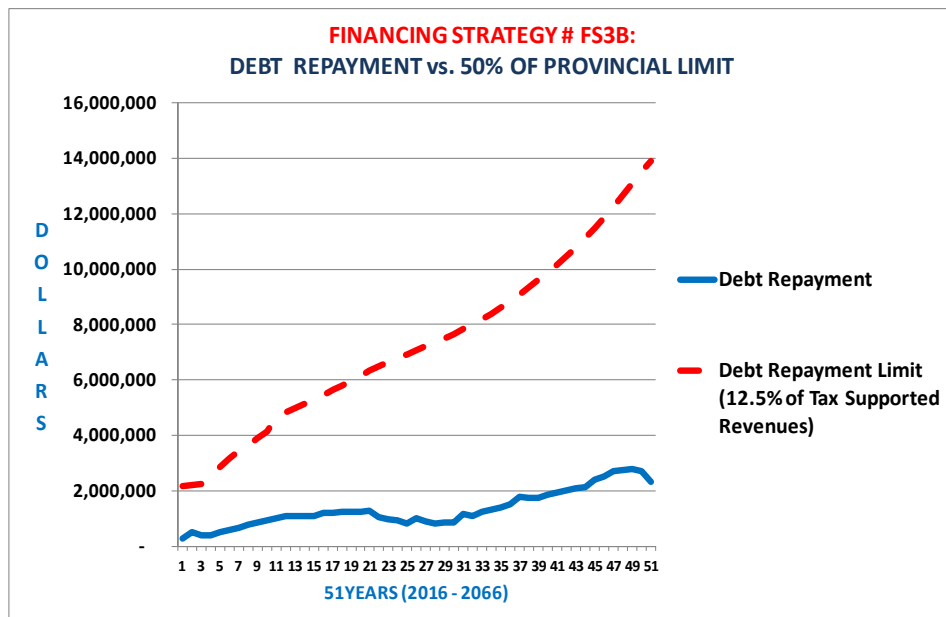


Table 6-6: Debt Requirements vs. Debt Capacity (FS3B)

YEAR	Tax Supported Revenues	Outstanding Debt (\$)	Outstanding Debt (%)	Debt Limit (\$)	Debt Limit (%)	Available Debt Capacity (Exceedance) (\$)
2016	17,332,795	3,121,203	18.01%	6,499,798	37.50%	3,378,595
2017	17,709,450	4,556,220	25.73%	6,641,044	37.50%	2,084,824
2018	18,063,639	4,979,646	27.57%	6,773,865	37.50%	1,794,218
2019	20,174,912	6,588,110	32.65%	7,565,592	37.50%	977,482
2020	22,998,410	7,312,154	31.79%	8,624,404	37.50%	1,312,250
2021	25,478,379	8,328,003	32.69%	9,554,392	37.50%	1,226,389
2022	27,577,946	9,202,068	33.37%	10,341,730	37.50%	1,139,662
2023	29,199,505	9,934,128	34.02%	10,949,814	37.50%	1,015,686
2024	31,193,495	10,487,637	33.62%	11,697,561	37.50%	1,209,924
2025	33,007,365	11,182,788	33.88%	12,377,762	37.50%	1,194,974
2026	37,557,512	11,801,766	31.42%	14,084,067	37.50%	2,282,301
2027	38,738,663	11,162,602	28.82%	14,526,999	37.50%	3,364,397
2028	39,943,436	10,497,871	26.28%	14,978,788	37.50%	4,480,918
2029	41,142,305	9,806,550	23.84%	15,428,364	37.50%	5,621,814
2030	42,365,151	10,188,497	24.05%	15,886,932	37.50%	5,698,435
2031	43,672,454	9,767,582	22.37%	16,377,170	37.50%	6,609,588
2032	45,025,903	9,373,349	20.82%	16,884,714	37.50%	7,511,365
2033	46,416,421	8,497,332	18.31%	17,406,158	37.50%	8,908,826
2034	47,824,749	7,676,596	16.05%	17,934,281	37.50%	10,257,685
2035	49,241,244	6,993,534	14.20%	18,465,467	37.50%	11,471,933
2036	50,706,069	5,995,997	11.83%	19,014,776	37.50%	13,018,779
2037	51,960,191	5,611,901	10.80%	19,485,071	37.50%	13,873,171
2038	53,139,394	5,156,393	9.70%	19,927,273	37.50%	14,770,879
2039	54,282,182	4,415,857	8.14%	20,355,818	37.50%	15,939,962
2040	55,367,826	7,403,459	13.37%	20,762,935	37.50%	13,359,476
2041	56,585,183	6,689,963	11.82%	21,219,443	37.50%	14,529,480
2042	57,726,886	6,044,485	10.47%	21,647,582	37.50%	15,603,098
2043	58,881,424	6,908,477	11.73%	22,080,534	37.50%	15,172,057
2044	60,059,052	7,449,411	12.40%	22,522,145	37.50%	15,072,733
2045	61,260,233	12,293,005	20.07%	22,972,588	37.50%	10,679,583
2046	62,675,438	11,846,040	18.90%	23,503,289	37.50%	11,657,250
2047	64,008,947	13,511,394	21.11%	24,003,355	37.50%	10,491,961
2048	65,529,126	13,881,341	21.18%	24,573,422	37.50%	10,692,082
2049	67,119,708	13,798,111	20.56%	25,169,891	37.50%	11,371,780
2050	68,792,102	15,794,035	22.96%	25,797,038	37.50%	10,003,003
2051	70,587,944	18,939,366	26.83%	26,470,479	37.50%	7,531,114
2052	72,689,703	17,912,056	24.64%	27,258,639	37.50%	9,346,583
2053	74,753,497	16,875,593	22.57%	28,032,562	37.50%	11,156,968
2054	76,858,567	17,237,227	22.43%	28,821,963	37.50%	11,584,735
2055	79,065,739	17,310,995	21.89%	29,649,652	37.50%	12,338,657
2056	81,387,054	17,217,269	21.15%	30,520,145	37.50%	13,302,876
2057	83,784,795	17,318,442	20.67%	31,419,298	37.50%	14,100,856
2058	86,300,490	17,092,368	19.81%	32,362,684	37.50%	15,270,316
2059	88,886,500	19,075,168	21.46%	33,332,438	37.50%	14,257,269
2060	91,774,230	22,549,665	24.57%	34,415,336	37.50%	11,865,672
2061	94,779,715	23,905,888	25.22%	35,542,393	37.50%	11,636,506
2062	98,055,309	22,596,100	23.04%	36,770,741	37.50%	14,174,641
2063	101,386,415	22,671,154	22.36%	38,019,906	37.50%	15,348,752
2064	104,814,144	20,949,959	19.99%	39,305,304	37.50%	18,355,345
2065	108,180,427	19,308,183	17.85%	40,567,660	37.50%	21,259,477
2066	111,234,035	17,737,852	15.95%	41,712,763	37.50%	23,974,911

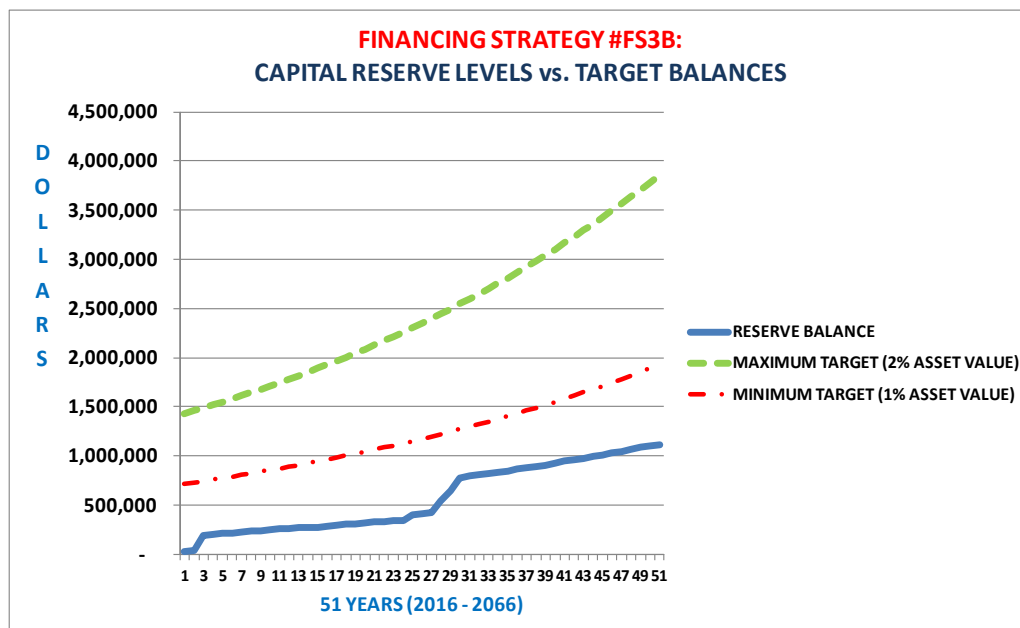
- The debt repayment amounts are projected to fall within 50% of the Provincial Approved Repayment Limit of 25% of own tax supported revenues (i.e.12.5%). (See Figure 6-15)

Figure 6-15: Debt Repayment vs. Provincial Limit – FS3B



- This strategy would facilitate building the capital reserve over the long-term. However reserve balances still fall short of the target range as shown in Figure 6-16.

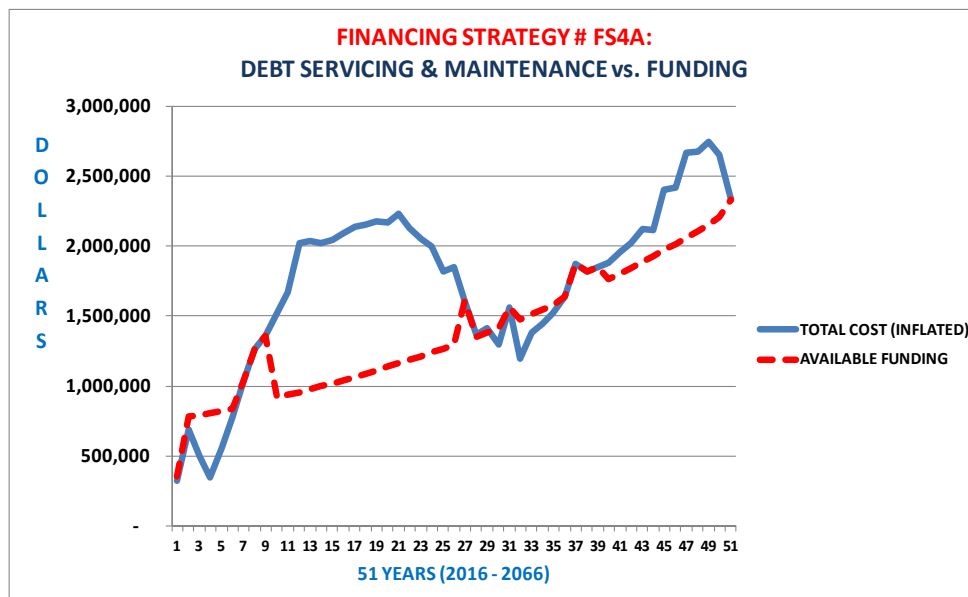
Figure 6-16: Capital Reserve Balances vs. Targets – FS3B



6.8 Assessment of the Financing Strategy No.4A (FS4A)

- The base funding that the Municipality indicated would be available is insufficient to service the debt repayment and fund maintenance requirements over the long-term. (See Figure 6-17)
- However, an annual surplus is projected each year over the short-term between 2016 and 2021 totaling approximately \$1.2 million by 2021. The annual surplus would be transferred each year to the capital reserve fund.
- Between 2022 and 2024, there will be a funding shortfall from the taxes of approximately \$1.04 million. The capital reserve funds are be used to offset the shortfall, but becomes depleted by 2024 with a projected balance of approximately \$0.23 million, which is well below the projected minimum target of approximately \$0.75 million.
- In 2025 and beyond, higher levels of annual funding will be required to fully meet the asset investment needs; therefore, this financing strategy is not sustainable beyond 2024. The projected shortfalls are as follows:
 - o 2025: \$610,000
 - o 2026: \$732,000
 - o 2027 to 2036: Ranging between \$1,025,000 and \$1,064,000
 - o 2037 to 2041: Declining to approximately \$550,000 by 2041
- There is a period of lower deficits and some surplus between 2042 and 2054; however, higher deficits of approximately \$400,000 to \$600,000 are projected beyond 2054.

Figure 6-17: Total Costs vs. Funding – FS4A



- The debt to be incurred in order to fund the work recommended from the inspections would mean that the outstanding debt would exceed the Municipality's debt policy limit (See Figure 6-18). The outstanding debt is projected to exceed the maximum limit of 37.5% of own tax supported revenue between 2020 and 2036 and again in 2051 as shown in Table 6-7.

Figure 6-18: Outstanding Debt vs. Policy Debt Limit – FS4A

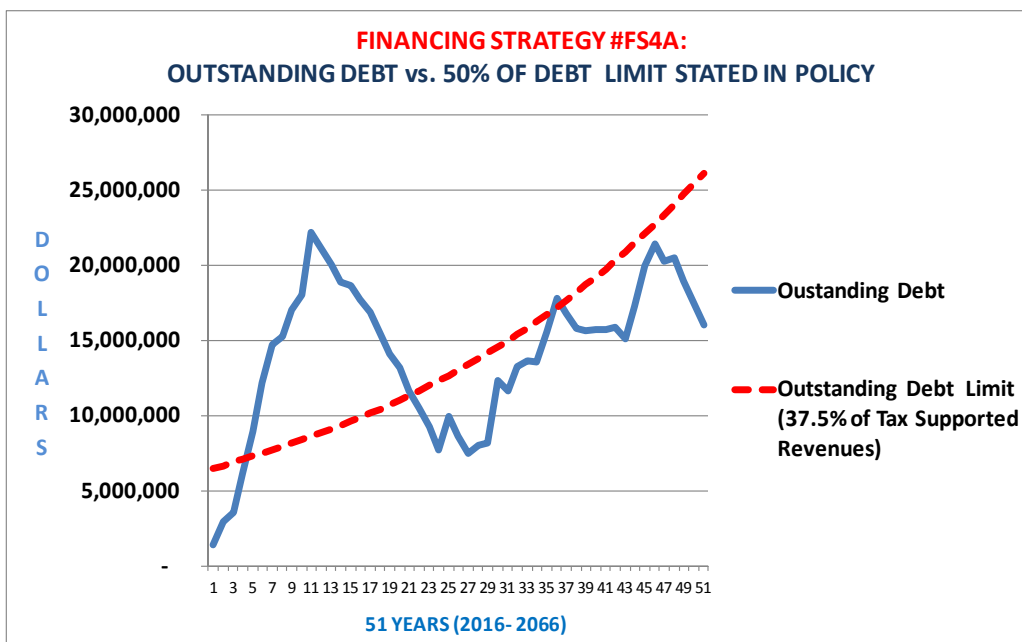
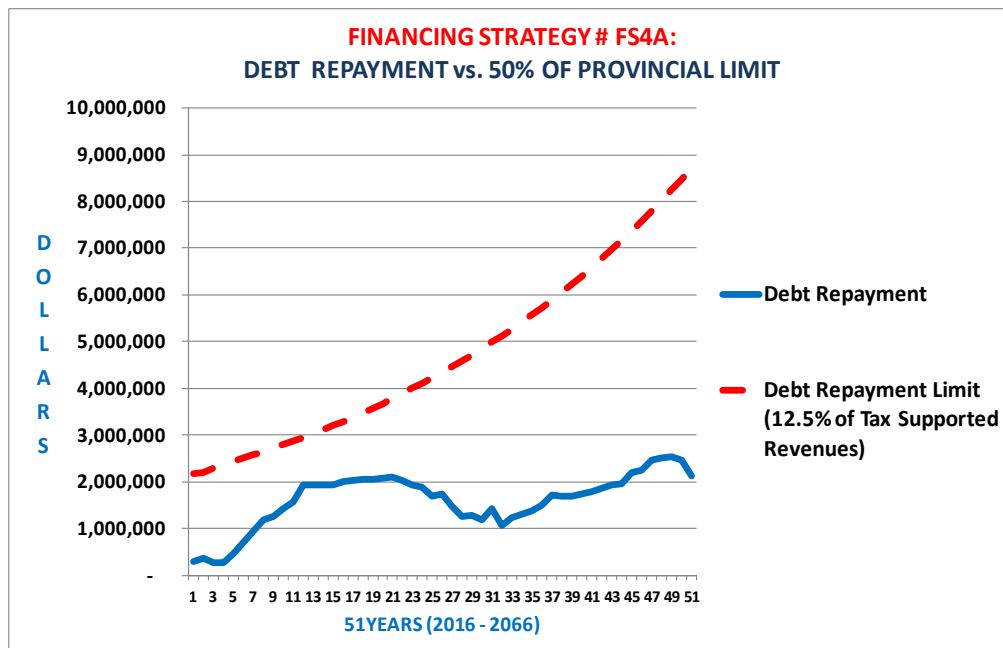


Table 6-7: Debt Requirements vs. Debt Capacity (FS4A)

YEAR	Tax Supported Revenues	Outstanding Debt (\$)	Outstanding Debt (%)	Debt Limit (\$)	Debt Limit (%)	Available Debt Capacity (Exceedance) (\$)
2016	17,332,795	1,428,003	8.24%	6,499,798	37.50%	5,071,795
2017	17,679,450	2,919,881	16.52%	6,629,794	37.50%	3,709,913
2018	18,473,208	3,561,623	19.28%	6,927,453	37.50%	3,365,830
2019	18,984,013	6,142,975	32.36%	7,119,005	37.50%	976,030
2020	19,509,304	8,977,113	46.01%	7,315,989	37.50%	(1,661,124)
2021	20,049,497	12,173,397	60.72%	7,518,561	37.50%	(4,654,835)
2022	20,605,024	14,759,108	71.63%	7,726,884	37.50%	(7,032,224)
2023	21,176,329	15,264,001	72.08%	7,941,124	37.50%	(7,322,878)
2024	21,763,869	17,056,316	78.37%	8,161,451	37.50%	(8,894,865)
2025	22,368,112	18,021,404	80.57%	8,388,042	37.50%	(9,633,362)
2026	22,989,543	22,184,098	96.50%	8,621,078	37.50%	(13,563,020)
2027	23,628,659	21,133,798	89.44%	8,860,747	37.50%	(12,273,051)
2028	24,285,973	20,041,486	82.52%	9,107,240	37.50%	(10,934,246)
2029	24,962,013	18,905,481	75.74%	9,360,755	37.50%	(9,544,726)
2030	25,657,321	18,629,806	72.61%	9,621,495	37.50%	(9,008,310)
2031	26,372,456	17,734,474	67.25%	9,889,671	37.50%	(7,844,803)
2032	27,107,995	16,846,848	62.15%	10,165,498	37.50%	(6,681,350)
2033	27,864,528	15,457,701	55.47%	10,449,198	37.50%	(5,008,503)
2034	28,642,666	14,103,311	49.24%	10,741,000	37.50%	(3,362,311)
2035	29,443,037	13,199,586	44.83%	11,041,139	37.50%	(2,158,447)
2036	30,266,285	11,613,621	38.37%	11,349,857	37.50%	(263,764)
2037	31,113,078	10,492,971	33.73%	11,667,404	37.50%	1,174,433
2038	31,984,098	9,271,447	28.99%	11,994,037	37.50%	2,722,589
2039	32,880,052	7,745,967	23.56%	12,330,019	37.50%	4,584,053
2040	33,801,664	9,984,682	29.54%	12,675,624	37.50%	2,690,942
2041	34,749,681	8,645,576	24.88%	13,031,130	37.50%	4,385,554
2042	35,724,873	7,512,936	21.03%	13,396,827	37.50%	5,883,891
2043	36,728,030	8,004,870	21.79%	13,773,011	37.50%	5,768,141
2044	37,759,968	8,155,657	21.60%	14,159,988	37.50%	6,004,331
2045	38,821,526	12,318,206	31.73%	14,558,072	37.50%	2,239,866
2046	39,913,567	11,609,222	29.09%	14,967,587	37.50%	3,358,365
2047	41,036,980	13,282,851	32.37%	15,388,867	37.50%	2,106,016
2048	42,192,680	13,661,404	32.38%	15,822,255	37.50%	2,160,851
2049	43,381,611	13,587,125	31.32%	16,268,104	37.50%	2,680,979
2050	44,604,741	15,592,357	34.96%	16,726,778	37.50%	1,134,420
2051	45,863,070	17,835,459	38.89%	17,198,651	37.50%	(636,808)
2052	47,157,626	16,833,424	35.70%	17,684,110	37.50%	850,686
2053	48,489,467	15,823,248	32.63%	18,183,550	37.50%	2,360,302
2054	49,859,683	15,616,915	31.32%	18,697,381	37.50%	3,080,466
2055	51,269,397	15,739,106	30.70%	19,226,024	37.50%	3,486,918
2056	52,719,763	15,720,341	29.82%	19,769,911	37.50%	4,049,570
2057	54,211,971	15,899,472	29.33%	20,329,489	37.50%	4,430,017
2058	55,747,245	15,145,247	27.17%	20,905,217	37.50%	5,759,970
2059	57,326,845	17,232,827	30.06%	21,497,567	37.50%	4,264,740
2060	58,952,071	19,950,856	33.84%	22,107,026	37.50%	2,156,171
2061	60,624,257	21,449,471	35.38%	22,734,096	37.50%	1,284,625
2062	62,344,779	20,287,772	32.54%	23,379,292	37.50%	3,091,520
2063	64,115,055	20,516,838	32.00%	24,043,146	37.50%	3,526,308
2064	65,936,543	18,955,815	28.75%	24,726,204	37.50%	5,770,388
2065	67,810,744	17,480,619	25.78%	25,429,029	37.50%	7,948,410
2066	69,739,204	16,055,541	23.02%	26,152,201	37.50%	10,096,661

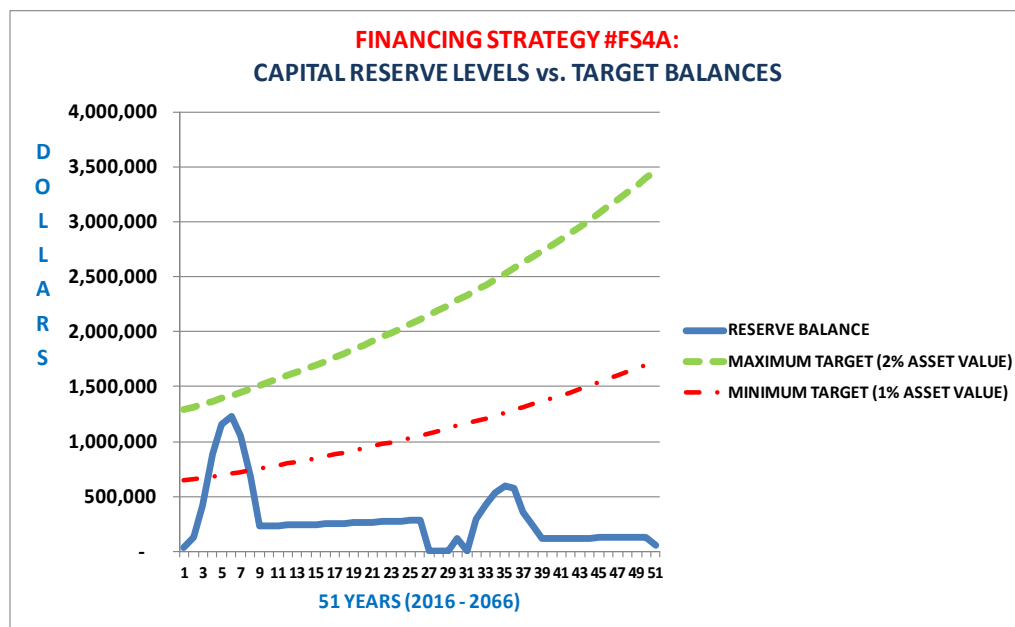
- The debt repayment amounts are projected to fall within 50% of the Provincial Approved Repayment Limit of 25% of own tax supported revenues (i.e.12.5%). (See Figure 6-19)

Figure 6-19: Debt Repayment vs. Provincial Limit – FS4A



- The ability to build the capital reserve over the long-term would be severely limited. Balances would be well below the minimum target of 1% of the asset value as shown in Figure 6-20. However, reserve balances in the short-term (2016 -2022) are projected to be within the target levels.

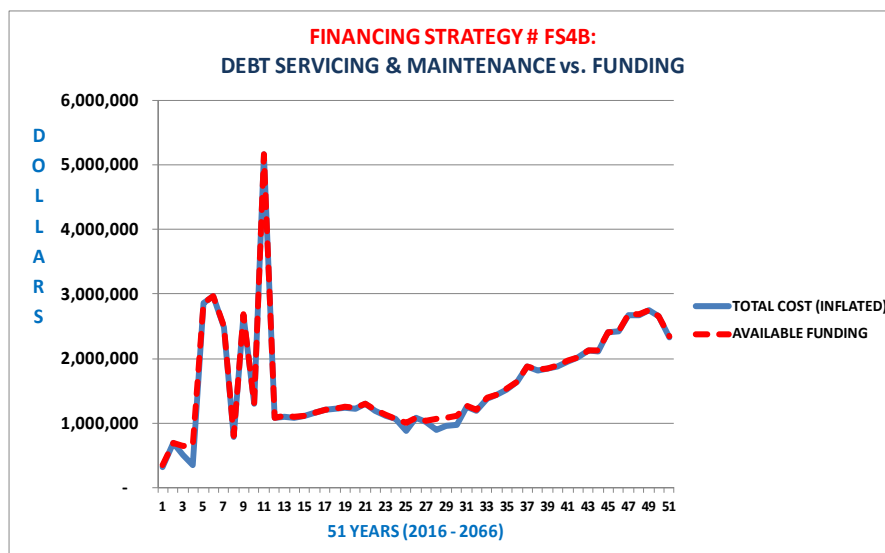
Figure 6-20: Capital Reserve Balances vs. Targets – FS4A



6.9 Assessment of the Financing Strategy No.4B (FS4B)

- The funding assumed under this strategy *is sufficient* to cover the full program cost including debt repayment; capital needs not debentured and annual maintenance (See Figure 6-21).
- As debt repayment declines annual surpluses would allow for contributions to a capital reserve to build the reserve over time and exceed the minimum target.

Figure 6-21: Total Cost vs. Funding – FS4B



- The total annual funding required from taxes is shown in Table 6-7. The annual funding required between 2017 and 2019 is between \$650,000 and \$690,000. Between 2020 and 2025, the annual funding is approximately \$2.5 million to \$3 million with approximately \$5.1 million needed in 2026. Between 2027 and 2050 the annual requirement ranges between \$1 million and \$1.5 million. Approximate \$2 million to \$3 million is required annually from 2052 onward.
- Similar to the other full funding strategies, the financing strategy will require significant tax increases especially over the next 10 years as noted in Table 6-7.

Table 6-7: Summary of Funding (FS4B) – Inflated

YEAR	Debt Servicing Costs (\$)	Capital Funding from Taxes (\$)	Maintenance Costs (\$)	Annual Surplus (Reserve Contributions) (\$)	Total Cost (\$)	Projected Tax Levy (\$)	Projected Tax Levy Increase (%)	Total Cost as a % of Tax Levy
2015	291,810		25,000	-	316,810	12,650,045		2.5%
2016	291,810	-	27,540	32,460	351,810	12,895,840	1.9%	2.7%
2017	372,230	-	315,033	5,747	693,010	13,193,757	2.3%	5.3%
2018	262,809	-	240,204	150,251	653,265	13,457,632	2.0%	4.9%
2019	272,065	-	75,229	313,499	660,792	13,726,785	2.0%	4.8%
2020	471,541	2,289,691	88,879	3,897	2,854,008	16,181,321	17.9%	17.6%
2021	528,219	2,352,311	78,268	8,691	2,967,488	18,784,947	16.1%	15.8%
2022	615,162	1,782,402	92,469	1,205	2,491,238	20,950,646	11.5%	11.9%
2023	708,839	-	79,673	6,751	795,263	21,449,659	2.4%	3.7%
2024	789,491	1,789,721	95,607	4,749	2,679,568	23,828,652	11.1%	11.2%
2025	837,632	377,064	82,892	6,573	1,304,160	24,865,225	4.4%	5.2%
2026	936,806	4,126,959	98,227	7,051	5,169,043	29,772,530	19.7%	17.4%
2027	1,001,841	-	81,802	582	1,084,224	30,677,980	3.0%	3.5%
2028	1,001,841	-	100,255	7,613	1,109,708	31,611,540	3.0%	3.5%
2029	1,001,841	-	85,106	8,555	1,095,502	32,533,771	2.9%	3.4%
2030	1,001,841	-	104,305	5,467	1,111,612	33,474,446	2.9%	3.3%
2031	1,068,489	-	88,545	1,011	1,158,045	34,463,935	3.0%	3.4%
2032	1,095,257	-	108,519	1,030	1,204,806	35,503,214	3.0%	3.4%
2033	1,127,197	-	92,122	2,583	1,221,902	36,563,278	3.0%	3.3%
2034	1,127,197	-	112,903	9,240	1,249,340	37,654,544	3.0%	3.3%
2035	1,133,843	-	95,844	7,440	1,237,126	38,737,634	2.9%	3.2%
2036	1,178,125	-	115,191	1,953	1,295,269	39,882,387	3.0%	3.2%
2037	1,097,705	-	98,943	7,126	1,203,774	40,940,035	2.7%	2.9%
2038	997,145	-	119,844	5,660	1,122,650	41,918,836	2.4%	2.7%
2039	960,515	-	102,940	8,448	1,071,903	42,847,212	2.2%	2.5%
2040	761,039	-	124,686	115,816	1,001,541	43,704,157	2.0%	2.3%
2041	971,149	-	107,099	3,324	1,081,572	44,638,240	2.1%	2.4%
2042	884,206	-	129,723	28,074	1,042,003	45,531,005	2.0%	2.3%
2043	790,529	-	111,426	160,889	1,062,843	46,441,625	2.0%	2.3%
2044	816,206	-	134,964	132,930	1,084,100	47,370,457	2.0%	2.3%
2045	849,735	-	115,927	140,120	1,105,782	48,317,866	2.0%	2.3%
2046	1,119,754	-	140,417	7,727	1,267,898	49,424,224	2.3%	2.6%
2047	1,071,034	-	120,611	8,811	1,200,456	50,462,708	2.1%	2.4%
2048	1,238,822	-	146,090	8,553	1,393,465	51,691,962	2.4%	2.7%
2049	1,318,736	-	125,483	2,715	1,446,934	52,975,801	2.5%	2.7%
2050	1,370,096	-	151,992	8,785	1,530,873	54,345,317	2.6%	2.8%
2051	1,511,820	-	130,553	2,917	1,645,290	55,832,224	2.7%	2.9%
2052	1,715,453	-	158,132	6,611	1,880,196	57,558,868	3.1%	3.3%
2053	1,683,513	-	135,827	6,260	1,825,600	59,240,046	2.9%	3.1%
2054	1,683,513	-	164,521	3,478	1,851,512	60,954,847	2.9%	3.0%
2055	1,738,988	-	141,315	7,639	1,887,942	62,713,944	2.9%	3.0%
2056	1,785,690	-	171,167	8,044	1,964,901	64,558,222	2.9%	3.0%
2057	1,869,379	-	147,024	5,996	2,022,399	66,469,387	3.0%	3.0%
2058	1,940,854	-	178,082	1,511	2,120,447	68,488,775	3.0%	3.1%
2059	1,959,906	-	152,963	6,187	2,119,056	70,518,550	3.0%	3.0%
2060	2,213,151	-	185,277	9,810	2,408,237	72,848,921	3.3%	3.3%
2061	2,258,486	-	159,143	373	2,418,002	75,205,899	3.2%	3.2%
2062	2,476,220	-	192,762	9,380	2,678,362	77,840,017	3.5%	3.4%
2063	2,509,813	-	165,573	3,944	2,679,329	80,496,818	3.4%	3.3%
2064	2,545,302	-	200,550	5,064	2,750,916	83,246,754	3.4%	3.3%
2065	2,475,672	-	172,262	5,200	2,653,134	85,921,689	3.2%	3.1%
2066	2,124,303	-	208,652	3,042	2,335,997	88,300,123	2.8%	2.6%

- The debt to be incurred in order to fund the work recommended from the inspections would be within the Municipality's debt policy limit. (See Figure 6-22 and Table 6-8).

Figure 6-22: Outstanding Debt vs. Policy Debt Limit – FS4B

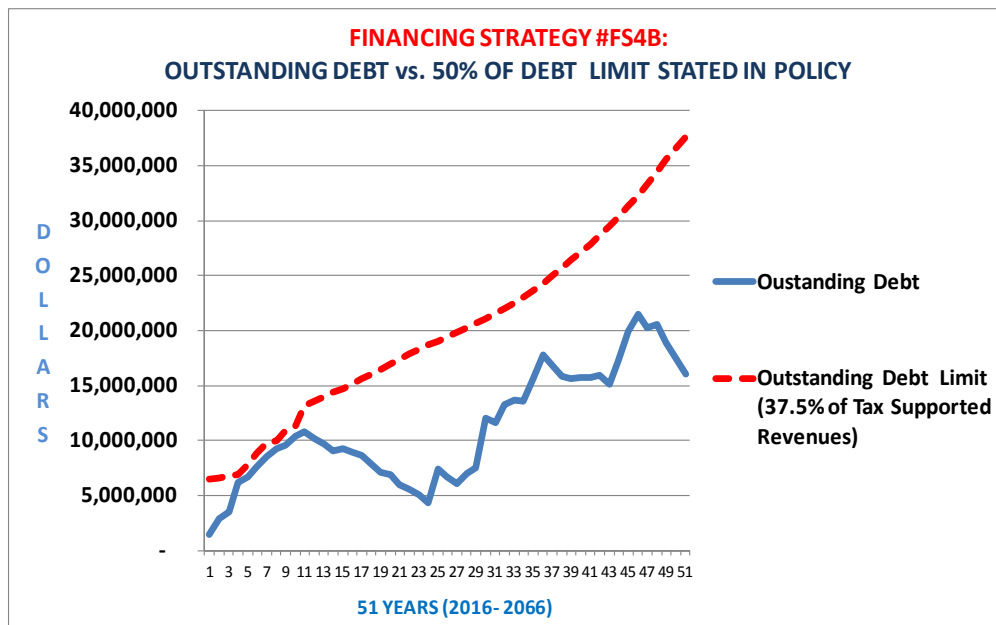
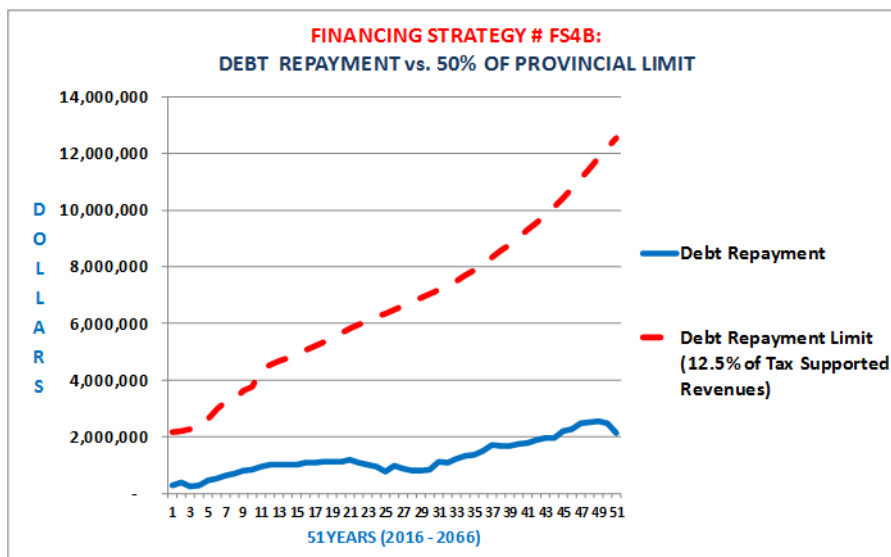


Table 6-8: Debt Requirements vs. Debt Capacity (FS2B)

YEAR	Tax Supported Revenues	Outstanding Debt (\$)	Outstanding Debt (%)	Debt Limit (\$)	Debt Limit (%)	Available Debt Capacity (Exceedance) (\$)
2016	17,332,795	1,428,003	8.24%	6,499,798	37.50%	5,071,795
2017	17,719,450	2,919,881	16.48%	6,644,794	37.50%	3,724,913
2018	18,073,839	3,561,623	19.71%	6,777,690	37.50%	3,216,066
2019	18,435,316	6,142,975	33.32%	6,913,244	37.50%	770,269
2020	20,984,023	6,687,421	31.87%	7,869,008	37.50%	1,181,587
2021	23,683,703	7,608,286	32.12%	8,881,389	37.50%	1,273,102
2022	25,947,377	8,570,558	33.03%	9,730,266	37.50%	1,159,708
2023	26,546,325	9,300,629	35.04%	9,954,872	37.50%	654,243
2024	29,027,251	9,537,406	32.86%	10,885,219	37.50%	1,347,813
2025	30,167,796	10,429,084	34.57%	11,312,924	37.50%	883,840
2026	35,181,152	10,793,281	30.68%	13,192,932	37.50%	2,399,651
2027	36,194,775	10,223,172	28.24%	13,573,041	37.50%	3,349,869
2028	37,238,671	9,630,258	25.86%	13,964,501	37.50%	4,334,244
2029	38,273,444	9,013,628	23.55%	14,352,541	37.50%	5,338,914
2030	39,328,913	9,278,102	23.59%	14,748,342	37.50%	5,470,241
2031	40,435,491	8,944,525	22.12%	15,163,309	37.50%	6,218,784
2032	41,594,201	8,641,125	20.77%	15,597,825	37.50%	6,956,701
2033	42,776,085	7,859,573	18.37%	16,041,032	37.50%	8,181,459
2034	43,991,607	7,137,081	16.22%	16,496,852	37.50%	9,359,771
2035	45,201,439	6,890,530	15.24%	16,950,540	37.50%	10,060,009
2036	46,475,468	5,988,027	12.88%	17,428,300	37.50%	11,440,274
2037	47,664,977	5,578,176	11.70%	17,874,366	37.50%	12,296,190
2038	48,778,276	5,095,885	10.45%	18,291,854	37.50%	13,195,969
2039	49,843,842	4,339,205	8.71%	18,691,441	37.50%	14,352,236
2040	50,840,719	7,377,473	14.51%	19,065,270	37.50%	11,687,796
2041	51,917,533	6,701,423	12.91%	19,469,075	37.50%	12,767,652
2042	52,955,884	6,085,274	11.49%	19,858,456	37.50%	13,773,183
2043	54,015,002	6,983,206	12.93%	20,255,626	37.50%	13,272,420
2044	55,095,302	7,556,231	13.71%	20,660,738	37.50%	13,104,507
2045	56,197,208	12,026,217	21.40%	21,073,953	37.50%	9,047,736
2046	57,461,152	11,609,222	20.20%	21,547,932	37.50%	9,938,710
2047	58,660,375	13,282,851	22.64%	21,997,641	37.50%	8,714,789
2048	60,053,582	13,661,404	22.75%	22,520,093	37.50%	8,858,689
2049	61,504,654	13,587,125	22.09%	23,064,245	37.50%	9,477,120
2050	63,044,747	15,592,357	24.73%	23,641,780	37.50%	8,049,423
2051	64,705,642	17,835,459	27.56%	24,264,616	37.50%	6,429,157
2052	66,609,755	16,833,424	25.27%	24,978,658	37.50%	8,145,234
2053	68,471,950	15,823,248	23.11%	25,676,981	37.50%	9,853,733
2054	70,371,389	15,616,915	22.19%	26,389,271	37.50%	10,772,356
2055	72,318,817	15,739,106	21.76%	27,119,556	37.50%	11,380,451
2056	74,355,193	15,720,341	21.14%	27,883,197	37.50%	12,162,857
2057	76,462,297	15,899,472	20.79%	28,673,361	37.50%	12,773,889
2058	78,681,543	15,145,247	19.25%	29,505,579	37.50%	14,360,332
2059	80,915,174	17,232,827	21.30%	30,343,190	37.50%	13,110,363
2060	83,453,477	19,950,856	23.91%	31,295,054	37.50%	11,344,198
2061	86,022,547	21,449,471	24.93%	32,258,455	37.50%	10,808,984
2062	88,872,998	20,287,772	22.83%	33,327,374	37.50%	13,039,602
2063	91,750,458	20,516,838	22.36%	34,406,422	37.50%	13,889,583
2064	94,725,467	18,955,815	20.01%	35,522,050	37.50%	16,566,235
2065	97,629,976	17,480,619	17.90%	36,611,241	37.50%	19,130,622
2066	100,242,576	16,055,541	16.02%	37,590,966	37.50%	21,535,425

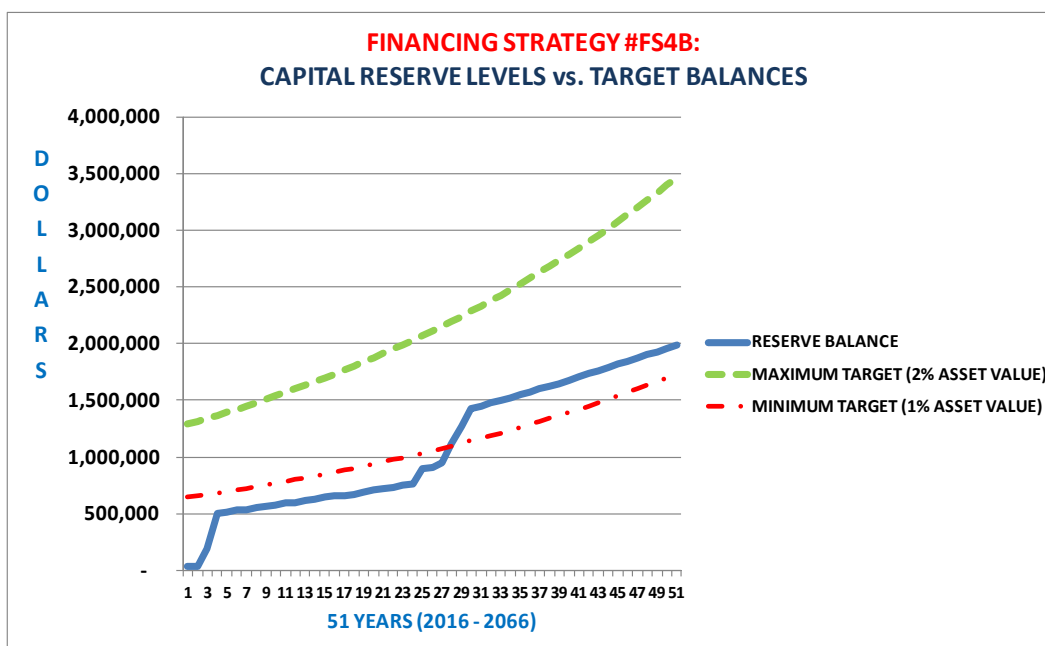
- The debt repayment amounts are projected to fall within 50% of the Provincial Approved Repayment Limit of 25% of own tax supported revenues (i.e.12.5%). (See Figure 6-23)

Figure 6-23: Debt Repayment vs. Provincial Limit – FS4B



- This strategy would facilitate building the capital reserve. Reserve balances would begin to fall within the target range from 2043 onward as shown in Figure 6-24.

Figure 6-24: Capital Reserve Balances vs. Targets – FS4B



7. CONCLUSIONS & RECOMMENDATIONS

7.1 Conclusions

Based on the information reviewed and the analyses completed, the following are the main conclusions:

- The state of the Municipality's bridges and large span culverts is declining, resulting in structure closures and load limit postings.
- The Municipality cannot financially support or maintain the current number of bridges and large span culverts without continual substantial tax increases.
- Four (4) Asset Management Strategies have been identified and are intended to address the Municipality's bridge and large span culvert needs over the next 51 years, based on the results of the 2014 and 2015 OSIM inspections.
- Asset Management Strategy No. 4, which includes closure, elimination or download of nine (9) structures, offers the best opportunity for lowering overall costs.
- If the Municipality is guided by base funding and is willing to accept exceedances of its debt policy limit over the short term, then Financing Strategy 4A offers the most realistic funding option for the next eight years (i.e. 2016 and 2024). During this period, the Municipality can re-assess the bridge and culvert needs based on future OSIM inspections and refine the financing strategy.
- If the Municipality is guided by full funding of the needs, then Financing Strategy 4B would offer the most economical solution. However, the tax increases would be significant.
- The Provincial Approved Repayment Limit would be met under all financial strategies.

7.2 Recommendations

Considering the results of the 2014 and 2015 OSIM inspections and the findings of this report, the following are the recommendations which should be adopted and implemented by the Municipality:

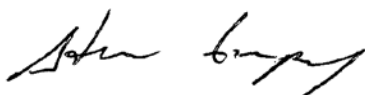
- Municipality must develop and implement a maintenance program for its bridges and culverts to ensure each structure's useful life is maximized.
- Municipality must continually explore other opportunities for funding, including government grant programs (e.g. Connecting Link, OCIF, etc.) to ease the financial burden associated with the bridges and large span culverts financial requirements.
- Municipality must investigate download/privatization or closure of additional structures, specifically on dead end roads. Dead end road structures make up approximately 13% of the Municipality's bridge and large span culvert inventory while servicing the least number of citizens.
- Municipality must develop, pass by-law, and post the required load limits for the structures requiring such.
- Municipality is recommended to adopt Asset Management Strategy 4, including Financing Strategy 4A.

- Municipality must discuss ownership of County of Grey structures on Municipal roads, including future ownership and ongoing responsibility (See Table 5-2 for structures list).
- Municipality must formalize agreement with Municipality of Grey Highlands regarding ownership; lead responsibility and cost sharing associated with boundary structure No. 145.

We trust that the above meets your needs; however, if you have any questions please do not hesitate to contact the undersigned.

Yours truly,

AINLEY & ASSOCIATES LIMITED



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Structural Technologist



Brian R. Wickenheiser, P.Eng, P.E.
Senior Structural Engineer

Appendix A

Bridge Needs Forecast

Based on 2014 and 2015 OSIM Inspections



Municipality of Meaford
BRIDGE NEEDS FORECAST
 (Based on 2014 & 2015 OSIM Inspections)

MEAFORD STRUCTURES

Rev. February 2016, Ainley Group

Structure		Location	Construction Year	Inspection Year	BCI	Work Description	Total Cost	Timing			
No.	Name							Urgent	1 to 2 Years	3 to 5 Years	6 to 10 Years
1	Cornfield's Bridge	Sideroad 21, west of Concession A, conveying Bothwell's Creek	2003	2014	69.2	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Guide Rail + Rehabilitation	\$40,000.00	\$15,000.00		\$25,000.00	
						Engineering	\$5,000.00			\$5,000.00	
2	Prosje's Bridge	Sideroad 24, west of Concession A, over Bothwell's Creek	1925	2014	43.6	Additional Investigations	\$0.00				
						Maintenance - Clean/Remove Veg.	\$5,000.00		\$5,000.00		
						Construction - Replacement	\$1,005,000.00			\$1,005,000.00	
						Engineering	\$150,000.00			\$150,000.00	
3	Price's Bridge	Concession 6, north of Sideroad 24, over Keefer Creek	1985	2014	75.0	Additional Investigations	\$0.00				
						Maintenance - Clean/Sweep	\$2,000.00		\$2,000.00		
						Construction - Guide Rail + Paving	\$95,000.00	\$45,000.00		\$50,000.00	
						Engineering	\$14,000.00	\$8,000.00		\$6,000.00	
4	MacQueen's Bridge	Sideroad 24, east of Concession 6, over Keefer Creek	2002	2014	82.1	Additional Investigations	\$0.00				
						Maintenance - Remove Formwork	\$2,000.00		\$2,000.00		
						Construction	\$0.00				
						Engineering	\$0.00				
5	Cupsky's Bridge	2nd Concession, north of Hwy 26, over Waterton Creek	1945	2014	63.6	Additional Investigations	\$0.00				
						Maintenance - Guide Rail	\$1,000.00		\$1,000.00		
						Construction - Replacement	\$825,000.00				\$825,000.00
						Engineering	\$135,000.00				\$135,000.00
6	Duggin's Gulley	Sideroad 27, west of 2nd Concession, over Waterton Creek	1975	2014	80.0	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Guide Rail	\$15,000.00	\$15,000.00			
						Engineering	\$0.00				
7	MacJohnson's Bridge	Sideroad 30, west of 2nd Concession, over Waterton Creek	1925	2015	86.5	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction	\$0.00				
						Engineering	\$0.00				
8	Fettes' Bridge	Lakeshore Drive, west of 2nd Concession, over Waterton Creek	1982	2014	82.0	Additional Investigations	\$0.00				
						Maintenance - Remove Veg.	\$2,000.00		\$2,000.00		
						Construction - Guide Rail	\$35,000.00		\$35,000.00		
						Engineering	\$6,500.00		\$6,500.00		
9	Struyk's Bridge	Lakeshore Drive, east of 2nd Concession, over Johnson Creek		2014	57.6	Additional Investigations	\$0.00				
						Maintenance - Clean/Remove Veg. + Guide Rail + Washouts	\$31,500.00		\$31,500.00		
						Construction - Rehabilitation	\$350,000.00		\$350,000.00		
						Engineering	\$65,000.00		\$65,000.00		



Municipality of Meaford
BRIDGE NEEDS FORECAST
 (Based on 2014 & 2015 OSIM Inspections)

MEAFORD STRUCTURES

Rev. February 2016, Ainley Group

Structure		Location	Construction Year	Inspection Year	BCI	Work Description	Total Cost	Timing			
No.	Name							Urgent	1 to 2 Years	3 to 5 Years	6 to 10 Years
10	Fraser's Bridge	Concession B, over Johnson Creek	1925	2014	21.4	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Replacement	\$1,067,500.00	\$1,067,500.00			
						Engineering	\$160,000.00	\$160,000.00			
11	Waterton Bridge	Sideroad 22, east of 6th Concession, over Keefer Creek	1981	2014	75.0	Additional Investigations	\$0.00				
						Maintenance - Clean + Barrier	\$10,000.00		\$10,000.00		
						Construction	\$0.00				
						Engineering	\$0.00				
12	Bognor Bridge	Sideroad 6, east of Grey Road 29, over Walter's Creek	2009	2014	92.5	Additional Investigations	\$0.00				
						Maintenance - Crack Injection + Railing Bolts	\$4,800.00		\$4,800.00		
						Construction	\$0.00				
						Engineering	\$1,000.00		\$1,000.00		
13	Reid's Bridge	Sideroad 6, west of 1st Concession, over Rocklyn Creek	1960	2014	62.2	Additional Investigations	\$0.00				
						Maintenance - Clean/Remove Veg. + Guide Rail	\$22,500.00		\$22,500.00		
						Construction - Replacement	\$940,000.00				\$940,000.00
						Engineering	\$147,500.00		\$2,500.00		\$145,000.00
14	Thomson Bridge	Sideroad 6, west of Grey Road 29, over the Big Head River	1987	2014	81.3	Additional Investigations	\$0.00				
						Maintenance - Clean + Guide Rail + Seal Exp. Jts.	\$16,000.00		\$16,000.00		
						Construction - Rehabilitation	\$60,000.00			\$60,000.00	
						Engineering	\$11,500.00		\$1,500.00	\$10,000.00	
15	Gialles' Bridge	Sideroad 3, west of Grey Road 29, over the Big Head River	1940	2014	25.4	Additional Investigations	\$0.00				
						Maintenance - Clean/Remove Veg.	\$5,000.00	\$5,000.00			
						Construction - Replacement	\$1,470,000.00	\$1,470,000.00			
						Engineering	\$190,000.00	\$190,000.00			
16	5th Line Bridge	4th Concession South, north of Townline Holland Sydenham, over the Big Head River	1960	2014	62.2	Additional Investigations	\$0.00				
						Maintenance - Guide Rail + Scour Protection	\$6,500.00		\$6,500.00		
						Construction - Replacement	\$925,000.00				\$925,000.00
						Engineering	\$145,000.00				\$145,000.00
17	Shields Bridge	1st Concession, north of Sideroad 6, over the Big Head River	1970	2014	64.8	Additional Investigations	\$0.00				
						Maintenance - Signage + Clean/Remove Veg. + Snow Fence + Seal Exp. Jts.	\$16,000.00		\$16,000.00		
						Construction - Guide Rail + Rehabilitation	\$415,000.00	\$35,000.00	\$380,000.00		
						Engineering	\$68,500.00	\$3,500.00	\$65,000.00		
18	Medley's Bridge	Lakeshore Drive, north of County Road 15, conveying Keefer Creek	1983	2014	69.0	Additional Investigations	\$0.00				
						Maintenance - Remove Veg. + Crack Injection	\$9,500.00		\$9,500.00		
						Construction - Guide Rail	\$25,000.00		\$25,000.00		
						Engineering	\$2,500.00		\$2,500.00		



Municipality of Meaford
BRIDGE NEEDS FORECAST
 (Based on 2014 & 2015 OSIM Inspections)

MEAFORD STRUCTURES

Rev. February 2016, Ainley Group

Structure		Location	Construction Year	Inspection Year	BCI	Work Description	Total Cost	Timing			
No.	Name							Urgent	1 to 2 Years	3 to 5 Years	6 to 10 Years
19		Sideroad 21, west of Irish Block Road	1983	2014	71.4	Additional Investigations	\$0.00				
						Maintenance - Remove Veg. + Erosion Protection	\$6,000.00		\$6,000.00		
						Construction - Guide Rail	\$25,000.00	\$25,000.00			
						Engineering	\$0.00				
20	Keefer's Creek Bridge	Bayshore Road, north of County Road 15, over Keefer Creek	1988	2014	72.0	Additional Investigations	\$0.00	Grey County Structure			
						Maintenance	\$0.00				
						Construction	\$0.00				
						Engineering	\$0.00				
21	Twin Bridges	Holland-Sydenham Townline, east of 2nd Concession South, over Walter's Creek		2014	48.6	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Replacement	\$875,000.00	\$875,000.00			
						Engineering	\$110,000.00	\$110,000.00			
22	Twin Bridges	Holland-Sydenham Townline, east of 2nd Concession South, over Walter's Creek		2014	30.6	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Replacement	\$900,000.00	\$900,000.00			
						Engineering	\$115,000.00	\$115,000.00			
23	Grey County Bridge #57	Holland-Sydenham Townline, west of 4th Concession, over the Big Head River	1983	2014	82.6	Additional Investigations	\$0.00	Grey County Structure			
						Maintenance	\$0.00				
						Construction	\$0.00				
						Engineering	\$0.00				
25		2nd Concession North, south of Lakeshore Drive, over a tributary to Waterton Creek	1968	2014	64.0	Additional Investigations	\$0.00				
						Maintenance - Remove Veg. + Scour Protection	\$8,000.00		\$8,000.00		
						Construction - Guide Rail + Undermining	\$80,000.00	\$80,000.00			
						Engineering	\$12,500.00	\$12,500.00			
27	Wood's Bridge	Sideroad 24, west of 2nd Concession North, over a tributary to Waterton Creek	1945	2014	60.0	Additional Investigations	\$0.00				
						Maintenance - Remove Veg.	\$2,500.00		\$2,500.00		
						Construction - Replacement	\$495,000.00				\$495,000.00
						Engineering	\$90,000.00				\$90,000.00
28	Palmer's Driveway Bridge	Woodford Crescent, Driveway to House # 112	1965	2014	55.0	Additional Investigations	\$0.00				
						Maintenance - Remove Veg.	\$2,000.00	\$2,000.00			
						Construction - Replace with Box Culvert	\$200,000.00	\$200,000.00			
						Engineering	\$40,000.00	\$40,000.00			
29		7th Line, north of Hwy 26, conveying Centreville Creek	1988	2015	72.2	Additional Investigations	\$0.00	Grey County Structure			
						Maintenance	\$0.00				
						Construction	\$0.00				
						Engineering	\$0.00				



Municipality of Meaford
BRIDGE NEEDS FORECAST
 (Based on 2014 & 2015 OSIM Inspections)

MEAFORD STRUCTURES

Rev. February 2016, Ainley Group

Structure		Location	Construction Year	Inspection Year	BCI	Work Description	Total Cost	Timing			
No.	Name							Urgent	1 to 2 Years	3 to 5 Years	6 to 10 Years
30	Bakeshop Bridge	Edwin Street, south of Miller Street, over the Big Head River	1981	2015	65.7	Additional Investigations	\$0.00				
						Maintenance - Clean + Seal Jts. + Asphalt Cracks	\$11,500.00		\$11,500.00		
						Construction - Rehabilitation	\$400,000.00		\$400,000.00		
						Engineering	\$70,000.00		\$70,000.00		
31	Trowbridge Street Bridge	Trowbridge St., east of Sykes St, over the Big Head River	1958	2015	67.1	Additional Investigations	\$0.00				
						Maintenance - Asphalt Cracks	\$7,500.00		\$7,500.00		
						Construction - Undermining + Rehabilitation	\$495,000.00	\$70,000.00		\$425,000.00	
						Engineering	\$85,000.00	\$10,000.00		\$75,000.00	
32	Cemetery Road Bridge	Graham Street, south of Aiken Street, over Cemetery Creek	1965	2015	69.6	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Rehabilitation	\$65,000.00			\$65,000.00	
						Engineering	\$12,000.00			\$12,000.00	
35		Lakeshore Road South, immediately south of Centreville Road, over Centreville Creek	1945	2015	65.6	Additional Investigations	\$0.00				
						Maintenance - Remove Vegetation	\$3,000.00		\$3,000.00		
						Construction - Rehabilitation	\$275,000.00			\$275,000.00	
						Engineering	\$45,000.00			\$45,000.00	
37		Sykes Street, south of Susan Street, conveying Petes Creek	1975	2015	64.5	Additional Investigations	\$0.00				
						Maintenance - CB's + Scour Protection + Railing	\$27,500.00		\$27,500.00		
						Construction - Rehabilitation	\$220,000.00			\$220,000.00	
						Engineering	\$42,500.00		\$2,500.00	\$40,000.00	
38		Sykes Street, south of Trowbridge Street, over the Big Head River	1965	2015	67.5	Additional Investigations - Enhanced OSIM	\$5,000.00		\$5,000.00		
						Maintenance - Clean + Asphalt Cracks + Seal Jts. + Remove Veg. + Deck Drains + Railing	\$19,600.00		\$19,600.00		
						Construction - Rehabilitation	\$470,000.00			\$470,000.00	
						Engineering	\$86,500.00		\$6,500.00	\$80,000.00	
39	Bishop Bridge	7th Line South, south of Grey Road 13, over the Big Head River	1964	2015	72.7	Additional Investigations	\$0.00				
						Maintenance - Remove Veg. + Seal Jts.	\$7,500.00		\$7,500.00		
						Construction - Guide Rail + Rehabilitation	\$330,000.00	\$30,000.00	\$300,000.00		
						Engineering	\$57,500.00	\$2,500.00	\$55,000.00		
40		Marshall Street East, west of St. Vincent Street, over Meaford Creek		2015	80.0	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Rehabilitation	\$18,000.00		\$18,000.00		
						Engineering	\$3,500.00		\$3,500.00		
41		7th Line South, south of Sideroad 13, over East Minniehill Creek	1960	2015	62.5	Additional Investigations	\$0.00				
						Maintenance - Remove Veg. + Scour Protection	\$18,000.00		\$18,000.00		
						Construction - Rehabilitation	\$470,000.00			\$470,000.00	
						Engineering	\$83,500.00		\$3,500.00	\$80,000.00	



Municipality of Meaford
BRIDGE NEEDS FORECAST
 (Based on 2014 & 2015 OSIM Inspections)

MEAFORD STRUCTURES

Rev. February 2016, Ainley Group

Structure		Location	Construction Year	Inspection Year	BCI	Work Description	Total Cost	Timing			
No.	Name							Urgent	1 to 2 Years	3 to 5 Years	6 to 10 Years
42		Sideroad 10, immediately east of the 7th Line, over East Minniehill Creek	1940	2015	61.5	Additional Investigations	\$0.00				
						Maintenance - Washout Repair + Remove Veg.	\$6,000.00		\$6,000.00		
						Construction - Replacement	\$870,000.00				\$870,000.00
						Engineering	\$130,000.00				\$130,000.00
43		7th Line, 58 m south of 10th Sideroad, over East Minniehill Creek	1945	2015	50.8	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Replacement	\$885,000.00			\$885,000.00	
						Engineering	\$140,000.00			\$140,000.00	
44		Sideroad 10, east of Grey Road 12, over Minniehill Creek	1965	2015	76.5	Additional Investigations	\$0.00				
						Maintenance - Remove Veg.	\$3,000.00		\$3,000.00		
						Construction - Guide Rail	\$30,000.00	\$30,000.00			
						Engineering	\$2,500.00	\$2,500.00			
45	Campbell Bridge	Sideroad 13, east of Grey Road 12, over the Big Head River	1965	2015	69.8	Additional Investigations	\$0.00				
						Maintenance - Clean + Paint	\$32,500.00		\$32,500.00		
						Construction - Guide Rail + Rehabilitation	\$405,000.00	\$30,000.00		\$375,000.00	
						Engineering	\$67,500.00	\$2,500.00		\$65,000.00	
46		Sideroad 13, east of Grey Road 12, over the Big Head River	1970	2015	69.1	Additional Investigations - Enhanced OSIM	\$5,000.00		\$5,000.00		
						Maintenance - Clean + Seal Jts.	\$7,500.00		\$7,500.00		
						Construction - Guide Rail + Rehabilitation	\$465,000.00	\$35,000.00		\$430,000.00	
						Engineering	\$80,000.00	\$2,500.00	\$2,500.00	\$75,000.00	
47	Ambercrombie #1	Sideroad 13, east of the 11th Line, over a tributary to the Big Head River	1960	2014	68.0	Additional Investigations	\$0.00				
						Maintenance - Remove Veg.	\$3,000.00		\$3,000.00		
						Construction - Guide Rail + Rehabilitation	\$95,000.00	\$35,000.00		\$60,000.00	
						Engineering	\$17,500.00	\$7,500.00		\$10,000.00	
48	Ambercrombie #2	Sideroad 13, east of the 11th Line, over a tributary to the Big Head River	1975	2014	75.9	Additional Investigations	\$0.00				
						Maintenance - Remove Veg. + Crack Injection	\$12,000.00		\$12,000.00		
						Construction	\$0.00				
						Engineering	\$2,000.00		\$2,000.00		
49		Sideroad 13, west of Grey Road 12, over a tributary to the Big Head River	1960	2014	69.2	Additional Investigations	\$0.00				
						Maintenance - Remove Veg. + Crack Injection	\$10,500.00		\$10,500.00		
						Construction - Guide Rail + Rehabilitation	\$70,000.00	\$35,000.00		\$35,000.00	
						Engineering	\$16,500.00	\$7,500.00	\$1,500.00	\$7,500.00	
50	Bullsink's Bridge	11th Line, north of Sideroad 13, over a tributary to the Big Head River	1975	2014	67.6	Additional Investigations	\$0.00				
						Maintenance - Remove Veg. + Erosion Protection	\$12,500.00		\$12,500.00		
						Construction - Rehabilitation	\$135,000.00			\$135,000.00	
						Engineering	\$31,500.00		\$1,500.00	\$30,000.00	



Municipality of Meaford
BRIDGE NEEDS FORECAST
 (Based on 2014 & 2015 OSIM Inspections)

MEAFORD STRUCTURES

Rev. February 2016, Ainley Group

Structure		Location	Construction Year	Inspection Year	BCI	Work Description	Total Cost	Timing			
No.	Name							Urgent	1 to 2 Years	3 to 5 Years	6 to 10 Years
51	Doherty Bridge	11th Line, south of Sideroad 13, over the Big Head River	1973	2014	71.2	Additional Investigations	\$0.00				
						Maintenance - Remove Veg. + Crack Injection. + Seal Exp. Jts.	\$18,000.00		\$18,000.00		
						Construction - Guide Rail + Rehabilitation	\$170,000.00	\$35,000.00	\$135,000.00		
						Engineering	\$33,500.00	\$3,500.00	\$30,000.00		
52/67		11th Line, 0.2 km south of 10th Sideroad, over a tributary to the Big Head River	1943	2014	62.5	Additional Investigations	\$0.00				
						Maintenance - Remove Veg.	\$2,500.00		\$2,500.00		
						Construction - Replacement	\$805,000.00				\$805,000.00
						Engineering	\$130,000.00				\$130,000.00
53		Sideroad 10, east of the 7th Line, over a tributary to the Big Head River	1965	2015	66.7	Additional Investigations	\$0.00				
						Maintenance - Signage + Remove Veg.	\$4,500.00	\$1,500.00	\$3,000.00		
						Construction - Rehabilitation	\$240,000.00			\$240,000.00	
						Engineering	\$40,000.00			\$40,000.00	
54		10th Sideroad, east of 7th Line, over a tributary to the Big Head River	1970	2015	59.5	Additional Investigations	\$0.00				
						Maintenance - Remove Veg.	\$1,500.00		\$1,500.00		
						Construction - Replace	\$1,050,000.00				\$1,050,000.00
						Engineering	\$160,000.00				\$160,000.00
58		11th Line South, south of Sideroad 6, conveying Rocklyn Creek	1973	2014	82.4	Additional Investigations	\$0.00				
						Maintenance - Remove Veg. + Debris + Patching	\$6,500.00		\$6,500.00		
						Construction - Guide Rail	\$35,000.00	\$35,000.00			
						Engineering	\$6,500.00	\$6,500.00			
59		Sideroad 4, west of the 11th Line, over Rocklyn Creek	1960	2014	62.2	Additional Investigations	\$0.00				
						Maintenance - Remove Veg. + Guide Rail	\$4,000.00	\$1,000.00	\$3,000.00		
						Construction - Replacement	\$930,000.00			\$930,000.00	
						Engineering	\$145,000.00			\$145,000.00	
60		Townline St. Vincent-Sydenham, north of Sideroad 4, over the Rocklyn Creek	1981	2014	71.4	Additional Investigations	\$0.00	Grey County Structure			
						Maintenance	\$0.00				
						Construction	\$0.00				
						Engineering	\$0.00				
61	Grey County Bridge #67	Townline St. Vincent-Sydenham, north of Sideroad 6, over the Big Head River	1981	2014	75.8	Additional Investigations	\$0.00	Grey County Structure			
						Maintenance	\$0.00				
						Construction	\$0.00				
						Engineering	\$0.00				
62		St. Vincent-Sydenham Townline, north of Sideroad 6, over a tributary to the Big Head River		2014	60.0	Additional Investigations	\$0.00				
						Maintenance - Signage + Remove Veg.	\$3,000.00	\$1,000.00	\$2,000.00		
						Construction - Replacement	\$880,000.00				\$880,000.00
						Engineering	\$140,000.00				\$140,000.00



Municipality of Meaford
BRIDGE NEEDS FORECAST
 (Based on 2014 & 2015 OSIM Inspections)

MEAFORD STRUCTURES

Rev. February 2016, Ainley Group

Structure		Location	Construction Year	Inspection Year	BCI	Work Description	Total Cost	Timing			
No.	Name							Urgent	1 to 2 Years	3 to 5 Years	6 to 10 Years
64		10th Sideroad, east of Townline St. Vincent-Sydenham, over a tributary to the Big Head River	1973	2014	69.4	Additional Investigations	\$0.00				
						Maintenance - Remove Veg. + Formwork + Patching	\$13,500.00		\$13,500.00		
						Construction - Guide Rail + Rehabilitation	\$125,000.00	\$35,000.00		\$90,000.00	
						Engineering	\$27,500.00	\$7,500.00		\$20,000.00	
65	Sewell Bridge	Sideroad 10, west of the 12th Line, over the Big Head River	1966	2014	68.4	Additional Investigations	\$0.00				
						Maintenance - Clean/Remove Veg. + Seal Exp. Jts. + Asphalt Repair	\$16,000.00		\$16,000.00		
						Construction - Guide Rail + Rehabilitation	\$391,000.00	\$31,000.00		\$360,000.00	
						Engineering	\$69,500.00	\$3,000.00	\$1,500.00	\$65,000.00	
66		Sideroad 10, west of the 11th Line, over a tributary to the Big Head River	1960	2014	61.8	Additional Investigations	\$0.00				
						Maintenance - Remove Veg.	\$3,000.00		\$3,000.00		
						Construction - Replacement	\$840,000.00				\$840,000.00
						Engineering	\$135,000.00				\$135,000.00
69		7th Line, south of Sideroad 4, over East Minniehill Creek		2015	61.7	Additional Investigations	\$0.00				
						Maintenance - Remove Veg.	\$3,000.00		\$3,000.00		
						Construction - Replacement	\$875,000.00				\$875,000.00
						Engineering	\$140,000.00				\$140,000.00
70		Sideroad 4, west of 7th Line, over East Minniehill Creek	1960	2015	38.7	Additional Investigations	\$0.00				
						Maintenance - Clean	\$3,500.00		\$3,500.00		
						Construction - Replacement	\$710,000.00			\$710,000.00	
						Engineering	\$125,000.00			\$125,000.00	
74		Sideroad 4, east of Grey Road 7, over Grier Creek	1960	2015	69.7	Additional Investigations	\$0.00				
						Maintenance - Remove Veg.	\$3,000.00		\$3,000.00		
						Construction - Guide Rail + Rehabilitation	\$115,000.00	\$35,000.00		\$80,000.00	
						Engineering	\$21,000.00	\$6,000.00		\$15,000.00	
75		Sideroad 4, west of the 3rd Line, over Grier Creek	1960	2015	75.8	Additional Investigations	\$0.00				
						Maintenance - Signage + Remove Veg.	\$4,000.00		\$4,000.00		
						Construction - Guide Rail	\$30,000.00	\$30,000.00			
						Engineering	\$6,000.00	\$6,000.00			
80		3rd Line, north of Sideroad 7, over Workman's Creek	1950	2015	67.6	Additional Investigations	\$0.00				
						Maintenance - Remove Veg. + Formwork	\$5,500.00		\$5,500.00		
						Construction - Rehabilitation	\$50,000.00			\$50,000.00	
						Engineering	\$8,000.00			\$8,000.00	
81		3rd Line, south of Sideroad 4, conveying Grier Creek	1980	2015	78.9	Additional Investigations	\$0.00				
						Maintenance - Clean + Guide Rail	\$3,000.00		\$3,000.00		
						Construction - Guide Rail	\$25,000.00	\$25,000.00			
						Engineering	\$1,500.00	\$1,500.00			



Municipality of Meaford
BRIDGE NEEDS FORECAST
 (Based on 2014 & 2015 OSIM Inspections)

MEAFORD STRUCTURES

Rev. February 2016, Ainley Group

Structure		Location	Construction Year	Inspection Year	BCI	Work Description	Total Cost	Timing			
No.	Name							Urgent	1 to 2 Years	3 to 5 Years	6 to 10 Years
82		3rd Line, south of Sideroad 4, conveying a tributary to Grier Creek	1980	2015	77.8	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Guide Rail	\$30,000.00	\$30,000.00			
						Engineering	\$2,500.00	\$2,500.00			
85		Euphrasia-St. Vincent Townline, west of Townline The Blue Mountains Meaford, over Grier Creek	1940	2015	57.7	Additional Investigations	\$0.00	Grey County Structure			
						Maintenance	\$0.00				
						Construction	\$0.00				
						Engineering	\$0.00				
109		Ridge Creek Drive, immediately west of Meadow Lane, conveying Ridge Creek	1990	2015	81.5	Additional Investigations	\$0.00				
						Maintenance - Patching	\$2,500.00		\$2,500.00		
						Construction	\$0.00				
						Engineering	\$0.00				
110		Meadow Lane, immediately south of Ridge Creek Drive, conveying Ridge Creek	1990	2015	77.8	Additional Investigations	\$0.00				
						Maintenance - Patching	\$2,000.00		\$2,000.00		
						Construction - Rehabilitation	\$15,000.00			\$15,000.00	
						Engineering	\$2,500.00			\$2,500.00	
111		Ridge Road, immediately south of Ridge Creek Drive, conveying Ridge Creek	1990	2015	77.8	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Rehabilitation	\$15,000.00			\$15,000.00	
						Engineering	\$2,500.00			\$2,500.00	
112		Thompson Street, south of Susan Street, over Petes Creek	1975	2015	70.0	Additional Investigations	\$0.00				
						Maintenance - Remove Veg. + Railing + Painting	\$7,000.00		\$7,000.00		
						Construction - Rehabilitation	\$50,000.00			\$50,000.00	
						Engineering	\$9,500.00		\$1,500.00	\$8,000.00	
113		Boucher Street, east of St. Vincent Street, over Meaford Creek	1985	2015	73.3	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Guide Rail/Barriers	\$35,000.00		\$35,000.00		
						Engineering	\$6,500.00		\$6,500.00		
114		St. Vincent Street, at the intersection of Margaret Street, conveying Meaford Creek	2000	2015	75.7	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Rehabilitation	\$20,000.00			\$20,000.00	
						Engineering	\$4,500.00			\$4,500.00	
115		Denmark Street, north of Edwin Street, conveying Meaford Creek	1985	2015	71.4	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Rehabilitation	\$95,000.00			\$95,000.00	
						Engineering	\$18,000.00			\$18,000.00	



Municipality of Meaford
BRIDGE NEEDS FORECAST
 (Based on 2014 & 2015 OSIM Inspections)

MEAFORD STRUCTURES

Rev. February 2016, Ainley Group

Structure		Location	Construction Year	Inspection Year	BCI	Work Description	Total Cost	Timing			
No.	Name							Urgent	1 to 2 Years	3 to 5 Years	6 to 10 Years
116		Edwin Street, east of Sykes Street, conveying Meaford Creek	1965	2015	76.5	Additional Investigations	\$0.00				
						Maintenance - Patching + Railing	\$5,250.00		\$5,250.00		
						Construction	\$0.00				
						Engineering	\$0.00				
118		Sykes St. north of Ivan St., conveying Meaford Creek	1966	2015	72.5	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Rehabilitation	\$15,000.00			\$15,000.00	
						Engineering	\$4,000.00			\$4,000.00	
119		Sideroad 13, immediately west of Highway 26 over Whitelaw’s Creek	2010	2015	95.0	Additional Investigations	\$0.00				
						Maintenance - Remove Veg.	\$1,000.00		\$1,000.00		
						Construction	\$0.00				
						Engineering	\$0.00				
120		Sideroad 13, west of Grey Road 7, conveying Meaford Creek	1980	2015	76.9	Additional Investigations	\$0.00				
						Maintenance - Remove Vegetation	\$2,000.00		\$2,000.00		
						Construction	\$0.00				
						Engineering	\$0.00				
131		Adjacent to Intersection of Stewart Street and Helen Street, conveying Ridge Creek	1995	2015	64.0	Additional Investigations	\$0.00				
						Maintenance - Approaches + Railing	\$4,000.00		\$4,000.00		
						Construction - Rehabilitation	\$40,000.00		\$40,000.00		
						Engineering	\$7,000.00		\$7,000.00		
132		On path between Susan Street and Victoria Street, conveying Petes Creek	1995	2015	77.8	Additional Investigations	\$0.00				
						Maintenance - Approaches + Patching	\$5,500.00		\$5,500.00		
						Construction	\$0.00				
						Engineering	\$1,500.00		\$1,500.00		
133		Sideroad 8, immediately east of the 11th Line, over a tributary to the Big Head River		2014	62.5	Additional Investigations	\$0.00				
						Maintenance - Remove Veg.	\$3,000.00		\$3,000.00		
						Construction - Replacement	\$805,000.00				\$805,000.00
						Engineering	\$135,000.00				\$135,000.00
136		Hwy 26, north of Sideroad 13, over Whitelaw’s Creek		2015	69.0	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Rehabilitation	\$7,500.00		\$7,500.00		
						Engineering	\$2,000.00		\$2,000.00		
145		Euphrasia-St. Vincent Townline, immediately west of Deviation Road, over Rocklyn Creek		2015	28.4	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Replacement	\$440,000.00			\$440,000.00	
						Engineering	\$70,000.00			\$70,000.00	
						Total - Additional Investigations:	\$10,000.00	\$0.00	\$10,000.00	\$0.00	\$0.00
						Total - Maintenance:	\$460,650.00	\$10,500.00	\$450,150.00	\$0.00	\$0.00
						Total - Construction:	\$24,379,000.00	\$5,248,500.00	\$1,725,500.00	\$8,095,000.00	\$9,310,000.00
						Total - Engineering:	\$3,826,000.00	\$710,500.00	\$342,500.00	\$1,358,000.00	\$1,485,000.00
						Total:	\$28,675,650.00	\$5,969,500.00	\$2,528,150.00	\$9,453,000.00	\$10,795,000.00



Municipality of Meaford
BRIDGE NEEDS FORECAST
(Based on 2014 & 2015 OSIM Inspections)

GEORGIAN TRAIL STRUCTURES

Rev. February 2016, Ainley Group

Structure		Location	Construction Year	Inspection Year	BCI	Work Description	Total Cost	Timing			
No.	Name							Urgent	1 to 2 Years	3 to 5 Years	6 to 10 Years
125		Georgian Trail, immediately north of Edwin Street, over Meaford Creek	1920	2015	50.0	Additional Investigations	\$0.00				
						Maintenance - Remove Veg.	\$1,500.00		\$1,500.00		
						Construction - Replacement	\$200,000.00			\$200,000.00	
						Engineering	\$30,000.00			\$30,000.00	
127		Georgian Trail, north of Swathmore Drive, over Whitelaw's Creek	1920	2015	53.3	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Replacement	\$225,000.00			\$225,000.00	
						Engineering	\$35,000.00			\$35,000.00	
129		Georgian Trail, west of Swathmore Drive, conveying Workman's Creek	1923	2015	43.7	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Replacement	\$1,500,000.00				\$1,500,000.00
						Engineering	\$240,000.00				\$240,000.00
134		Georgian Trail over Whitelaw's Creek	1920	2015	69.1	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Rehabilitation	\$21,000.00			\$21,000.00	
						Engineering	\$4,500.00			\$4,500.00	
135		Georgian Trail over Whitelaw's Creek	1920	2015	69.1	Additional Investigations	\$0.00				
						Maintenance	\$0.00				
						Construction - Rehabilitation	\$21,000.00			\$21,000.00	
						Engineering	\$4,500.00			\$4,500.00	
						Total - Additional Investigations:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
						Total - Maintenance:	\$1,500.00	\$0.00	\$1,500.00	\$0.00	\$0.00
						Total - Construction:	\$1,967,000.00	\$0.00	\$0.00	\$467,000.00	\$1,500,000.00
						Total - Engineering:	\$314,000.00	\$0.00	\$0.00	\$74,000.00	\$240,000.00
						Total:	\$2,282,500.00	\$0.00	\$1,500.00	\$541,000.00	\$1,740,000.00

Appendix B

Asset Management Strategy No. 1

Capital and Maintenance Costs Projections

ASSET MANAGEMENT STRATEGY 1

CAPITAL COST SUMMARY		INFLATED								
Bridge/Culvert ID	Bridge/Culvert Name	2015	2016	2017	2018	2019	2020	2021	2022	2023
BR-001	Cornfield's Bridge	-	15,300	-	-	32,473	-	-	-	-
BR-002	Prosje's Bridge	-	-	-	-	-	-	1,300,718	-	-
BR-003	Price's Bridge	-	54,060	-	-	-	61,829	-	-	-
BR-004	MacQueen's Bridge	-	-	-	-	-	-	-	-	-
BR-005	Cupsky's Bridge	-	28,050	-	-	-	-	-	-	-
BR-006	Duggin's Gulley	-	15,300	-	-	-	-	-	-	-
BR-007	MacJohnson's Bridge	-	-	-	-	-	-	-	-	-
BR-008	Fettes' Bridge	-	-	-	44,040	-	-	-	-	-
BR-009	Struyk's Bridge	-	-	-	440,401	-	-	-	-	-
BR-010	Fraser's Bridge	-	1,252,050	-	-	-	-	-	-	-
BR-011	Waterton Bridge	-	-	-	-	-	-	-	-	-
BR-012	Bognor Bridge	-	-	-	-	-	-	-	-	-
BR-013	Reid's Bridge	-	-	-	-	-	-	-	-	-
BR-014	Thomson Bridge	-	-	-	-	-	-	78,831	-	-
BR-015	Gialles' Bridge	-	1,693,200	-	-	-	-	-	-	-
BR-016	5th Line Bridge	-	-	-	-	-	-	-	-	-
BR-017	Shields Bridge	-	39,270	462,978	-	-	-	-	-	-
BR-018	Medley's Bridge	-	-	-	29,183	-	-	-	-	-
BR-019	Name Missing	-	25,500	-	-	-	-	-	-	-
BR-020	Keefer's Creek Bridge	-	40,800	-	76,938	-	-	-	-	-
BR-021	Twin Bridges	-	1,004,700	-	-	-	-	-	-	-
BR-022	Twin Bridges	-	1,035,300	-	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	28,050	-	-	-	-	-	-	-
BR-025	Name Missing	-	94,350	-	-	-	-	-	-	-
BR-027	Wood's Bridge	-	40,800	-	-	-	-	-	671,981	-
BR-028	Palmer's Driveway Bridge	-	244,800	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	-	-	488,988	-	-	-	-	-	-
BR-031	Trowbridge Street Bridge	-	81,600	-	-	-	552,040	-	-	-
BR-032	Cemetery Road Bridge	-	-	-	-	-	-	86,715	-	-
BR-035	Name Missing	-	-	-	-	-	353,306	-	-	-
BR-037	Name Missing	-	-	-	-	281,432	-	-	-	-
BR-038	Name Missing	-	-	-	-	-	-	619,389	-	-
BR-039	Bishop Bridge	-	33,150	369,342	-	-	-	-	-	-
BR-040	Name Missing	-	-	-	22,816	-	-	-	-	-
BR-041	Name Missing	-	-	-	-	595,338	-	-	-	-
BR-042	Name Missing	-	44,880	-	-	-	-	-	1,148,686	-
BR-043	Name Missing	-	-	-	-	1,109,493	-	-	-	-
BR-044	Name Missing	-	33,150	-	-	-	-	-	-	-
BR-045	Campbell Bridge	-	33,150	-	-	-	485,796	-	-	-
BR-046	Name Missing	-	38,250	-	-	-	557,561	-	-	-
BR-047	Ambercrombie #1	-	43,350	-	-	-	77,286	-	-	-
BR-048	Ambercrombie #2	-	-	-	-	-	-	-	-	-
BR-049	Name Missing	-	43,350	-	-	-	46,923	-	-	-
BR-050	Bullsink's Bridge	-	-	-	-	-	182,173	-	-	-
BR-051	Doherty Bridge	-	39,270	171,666	-	-	-	-	-	-
BR-052	Name Missing	-	43,350	-	-	-	-	-	-	1,096,087

ASSET MANAGEMENT STRATEGY 1

[illegible]

ASSET MANAGEMENT STRATEGY 1

CAPITAL COST SUMMARY							
Bridge/Culvert ID	Bridge/Culvert Name	2060	2061	2062	2063	2064	2065
BR-001	Cornfield's Bridge	-	-	-	1,927,367	-	-
BR-002	Prosje's Bridge	-	-	-	-	-	-
BR-003	Price's Bridge	353,489	-	-	-	-	-
BR-004	MacQueen's Bridge	-	-	-	-	-	-
BR-005	Cupsky's Bridge	-	-	-	-	-	-
BR-006	Duggin's Gulley	-	-	-	-	-	-
BR-007	MacJohnson's Bridge	-	-	-	-	-	-
BR-008	Fettes' Bridge	-	-	456,542	-	-	-
BR-009	Struyk's Bridge	-	-	-	-	-	-
BR-010	Fraser's Bridge	-	-	-	-	-	-
BR-011	Waterton Bridge	-	447,590	-	-	-	-
BR-012	Bognor Bridge	-	-	-	-	-	-
BR-013	Reid's Bridge	-	-	-	-	-	-
BR-014	Thomson Bridge	-	-	-	-	-	-
BR-015	Gialles' Bridge	-	-	-	-	-	-
BR-016	5th Line Bridge	-	696,251	-	-	-	-
BR-017	Shields Bridge	-	-	-	-	-	-
BR-018	Medley's Bridge	-	-	-	-	-	-
BR-019	Name Missing	-	-	-	-	-	-
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-
BR-021	Twin Bridges	-	-	-	-	-	-
BR-022	Twin Bridges	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	-	-	607,962	-	-
BR-025	Name Missing	-	-	-	-	-	-
BR-027	Wood's Bridge	-	-	-	-	-	-
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-
BR-030	Bakeshop Bridge	-	-	-	-	-	-
BR-031	Trowbridge Street Bridge	-	-	-	-	-	-
BR-032	Cemetery Road Bridge	-	-	-	-	-	-
BR-035	Name Missing	-	-	-	-	-	-
BR-037	Name Missing	-	-	-	-	-	-
BR-038	Name Missing	-	-	-	-	-	-
BR-039	Bishop Bridge	-	-	-	-	-	-
BR-040	Name Missing	-	-	-	-	-	-
BR-041	Name Missing	-	-	-	-	-	-
BR-042	Name Missing	-	-	-	-	-	-
BR-043	Name Missing	-	-	-	-	-	-
BR-044	Name Missing	292,543	-	-	-	-	-
BR-045	Campbell Bridge	-	-	-	-	-	-
BR-046	Name Missing	-	-	-	-	-	-
BR-047	Ambercrombie #1	-	-	-	-	-	-
BR-048	Ambercrombie #2	292,543	-	-	-	-	-
BR-049	Name Missing	-	-	-	-	-	-
BR-050	Bullsink's Bridge	-	-	-	-	-	-
BR-051	Doherty Bridge	-	-	-	-	-	-
BR-052	Name Missing	-	-	-	-	-	-

ASSET MANAGEMENT STRATEGY 1

CAPITAL COST SUMMARY		INFLATED								
Bridge/Culvert ID	Bridge/Culvert Name	2015	2016	2017	2018	2019	2020	2021	2022	2023
BR-053	Name Missing	-	-	-	-	-	-	315,325	-	-
BR-054	Name Missing	-	-	-	-	-	-	-	-	-
BR-058	Name Missing	-	42,330	-	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	1,163,615	-	-	-	-
BR-060	Name Missing	-	43,350	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	37,142	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	1,195,093
BR-064	Name Missing	-	43,350	-	-	-	121,449	-	-	-
BR-065	Sewell Bridge	-	34,680	-	-	-	469,234	-	-	-
BR-066	Name Missing	-	43,350	-	-	-	-	-	1,119,969	-
BR-069	Name Missing	-	48,450	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	940,346	-	-
BR-074	Name Missing	-	41,820	-	-	-	104,888	-	-	-
BR-075	Name Missing	-	36,720	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	-	-	64,037	-	-	-
BR-081	Name Missing	-	27,030	-	-	-	-	-	-	-
BR-082	Name Missing	-	33,150	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	667,969	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	-	-	18,943	-	-	-	-
BR-111	Name Missing	-	-	-	-	18,943	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	65,317	-	-
BR-113	Name Missing	-	-	-	44,040	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	26,520	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	127,256	-	-
BR-116	Name Missing	-	-	-	-	-	-	-	-	-
BR-118	Name Missing	-	-	-	-	20,566	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	253,939	-	-	-
BR-127	Name Missing	-	-	-	-	-	287,061	-	-	-
BR-129	Name Missing	-	-	-	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	49,877	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	-	-	-	-	-
BR-133	Name Missing	-	43,350	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	27,602	-	-	-	-
BR-135	Name Missing	-	-	-	-	27,602	-	-	-	-
BR-136	Name Missing	-	-	9,884	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	1,104,081	-	-	-	-
Total Inflated Capital		-	6,482,610	1,502,858	744,437	4,426,606	4,285,490	3,533,898	2,940,635	2,291,180

ASSET MANAGEMENT STRATEGY 1

CAPITAL COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2024	2025	2026	2027	2028	2029	2030	2031	2032
BR-053	Name Missing	-	-	-	-	-	-	-	-	-
BR-054	Name Missing	-	-	1,504,483	-	-	-	-	-	-
BR-058	Name Missing	-	-	-	-	-	-	235,527	-	-
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	207,937	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	-
BR-064	Name Missing	-	-	-	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	-	-	-
BR-069	Name Missing	-	1,237,279	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	-	-	-
BR-074	Name Missing	-	-	-	-	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	-	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-	-	-
BR-082	Name Missing	-	-	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	-	-	-	-	-	-	-
BR-111	Name Missing	-	-	-	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	-	-	-
BR-113	Name Missing	-	-	-	-	-	-	195,151	-	-
BR-114	Name Missing	-	-	-	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	-	-	-
BR-116	Name Missing	-	-	-	-	-	-	-	-	-
BR-118	Name Missing	-	-	-	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	-	-	-	-
BR-127	Name Missing	-	-	-	-	-	-	-	-	-
BR-129	Name Missing	-	-	2,163,471	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	-	-	57,872	-	-
BR-133	Name Missing	-	1,145,855	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	-	-	-	-	-
BR-135	Name Missing	-	-	-	-	-	-	-	-	-
BR-136	Name Missing	-	-	-	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	-	-	-	-	-
Total Inflated Capital		2,443,964	2,383,134	4,998,365	-	-	-	1,308,857	363,788	434,075

ASSET MANAGEMENT STRATEGY 1

CAPITAL COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2033	2034	2035	2036	2037	2038	2039	2040	2041
BR-053	Name Missing	-	-	-	-	-	-	-	-	-
BR-054	Name Missing	-	-	-	-	-	-	-	-	-
BR-058	Name Missing	-	-	-	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	-
BR-064	Name Missing	-	-	-	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	-	-	-
BR-069	Name Missing	-	-	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	-	-	-
BR-074	Name Missing	-	-	-	-	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	291,726	-	-	-
BR-080	Name Missing	-	-	-	-	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-	902,333	-
BR-082	Name Missing	-	-	-	-	-	-	-	861,318	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	221,482	-
BR-110	Name Missing	-	-	-	-	-	-	-	-	-
BR-111	Name Missing	-	-	-	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	-	-	-
BR-113	Name Missing	-	-	-	-	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	-	-	-
BR-116	Name Missing	-	-	267,471	-	-	-	-	-	-
BR-118	Name Missing	-	-	-	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	623,430	-
BR-125	Name Missing	-	-	-	-	-	-	-	-	-
BR-127	Name Missing	-	-	-	-	-	-	-	-	-
BR-129	Name Missing	-	-	-	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	-	-	-	-	-
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	-	45,161	-	-	-	-	-	-	-
BR-135	Name Missing	-	45,161	-	-	-	-	-	-	-
BR-136	Name Missing	-	-	-	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	-	-	-	-	-
Total Inflated Capital		492,745	90,322	267,471	-	448,334	291,726	-	3,625,739	-

ASSET MANAGEMENT STRATEGY 1

CAPITAL COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2042	2043	2044	2045	2046	2047	2048	2049	2050
BR-053	Name Missing	-	-	-	-	-	-	-	-	-
BR-054	Name Missing	-	-	-	-	-	-	-	-	-
BR-058	Name Missing	-	-	-	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	409,141	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	-
BR-064	Name Missing	-	-	-	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-	-	649,964
BR-066	Name Missing	-	-	-	-	-	-	-	-	-
BR-069	Name Missing	-	-	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	-	-	-
BR-074	Name Missing	-	-	-	172,079	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	271,704	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-	-	-
BR-082	Name Missing	-	-	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	2,939,838
BR-109	Name Missing	-	-	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	106,551	-	-	-	-	-	-
BR-111	Name Missing	-	-	106,551	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	221,711	-	-	-	-
BR-113	Name Missing	-	-	-	-	-	-	-	-	-
BR-114	Name Missing	-	-	106,551	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	1,449,089	-	-	-	-	-
BR-116	Name Missing	-	-	-	-	-	-	-	-	-
BR-118	Name Missing	-	-	266,377	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	-	-	-	95,995
BR-127	Name Missing	-	-	-	-	-	-	-	-	115,994
BR-129	Name Missing	-	-	-	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	288,335	-	-
BR-132	Name Missing	-	-	-	-	-	-	-	-	-
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	-	-	-	59,801	-
BR-135	Name Missing	-	-	-	-	-	-	-	59,801	-
BR-136	Name Missing	-	-	-	1,575,885	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	-	-	-	-	-
Total Inflated Capital		-	1,854,191	1,109,903	5,397,858	221,711	2,280,294	2,671,902	698,001	5,771,681

ASSET MANAGEMENT STRATEGY 1

CAPITAL COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2051	2052	2053	2054	2055	2056	2057	2058	2059
BR-053	Name Missing	183,590	-	-	-	-	-	-	-	-
BR-054	Name Missing	-	-	-	-	-	-	-	-	-
BR-058	Name Missing	-	-	-	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	595,305	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	609,229	-
BR-064	Name Missing	-	-	-	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	574,311	-	-
BR-069	Name Missing	-	-	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	472,962	-	-	-
BR-074	Name Missing	-	-	-	-	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	-	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-	-	-
BR-082	Name Missing	-	-	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	-	-	-	-	-	-	-
BR-111	Name Missing	-	-	-	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	-	-	-
BR-113	Name Missing	-	-	-	-	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	-	-	-
BR-116	Name Missing	-	-	-	-	-	-	-	-	-
BR-118	Name Missing	-	-	-	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	331,206	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	-	-	-	-
BR-127	Name Missing	-	-	-	-	-	-	-	-	-
BR-129	Name Missing	-	-	-	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	574,090	-	-	-	-
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	-	-	-	-	-
BR-135	Name Missing	-	-	-	-	-	-	-	-	-
BR-136	Name Missing	-	-	-	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	562,834	-	-	-	-	-
Total Inflated Capital		5,752,482	-	-	1,720,972	1,236,502	1,137,361	1,419,697	1,159,879	3,441,677

ASSET MANAGEMENT STRATEGY 1

CAPITAL COST SUMMARY							
Bridge/Culvert ID	Bridge/Culvert Name	2060	2061	2062	2063	2064	2065
BR-053	Name Missing	-	-	-	-	-	-
BR-054	Name Missing	-	783,283	-	-	-	-
BR-058	Name Missing	146,271	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	-	-
BR-060	Name Missing	292,543	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-
BR-064	Name Missing	2,523,179	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-
BR-066	Name Missing	-	-	-	-	-	-
BR-069	Name Missing	633,842	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-
BR-074	Name Missing	-	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-
BR-082	Name Missing	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-
BR-110	Name Missing	-	-	-	-	-	-
BR-111	Name Missing	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-
BR-113	Name Missing	292,543	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-
BR-116	Name Missing	-	-	-	-	-	242,243
BR-118	Name Missing	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	-
BR-127	Name Missing	-	-	-	-	-	-
BR-129	Name Missing	-	1,031,944	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	-	-
BR-133	Name Missing	572,896	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	81,803	-
BR-135	Name Missing	-	-	-	-	81,803	-
BR-136	Name Missing	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	-	-
Total Inflated Capital		5,399,847	2,959,067	456,542	2,535,329	163,606	242,243

ASSET MANAGEMENT STRATEGY 1

O&M COST SUMMARY		INFLATED								
Bridge/Culvert ID	Bridge/Culvert Name	2015	2016	2017	2018	2019	2020	2021	2022	2023
BR-001	Cornfield's Bridge	-	510	-	531	1,624	552	1,689	574	1,757
BR-002	Prosje's Bridge	-	510	5,202	531	1,624	552	1,689	574	1,757
BR-003	Price's Bridge	-	510	2,081	531	1,624	552	1,689	574	1,757
BR-004	MacQueen's Bridge	-	510	2,081	531	1,624	552	1,689	574	1,757
BR-005	Cupsky's Bridge	-	510	1,040	531	1,624	552	1,689	574	1,757
BR-006	Duggin's Gulley	-	510	-	531	1,624	552	1,689	574	1,757
BR-007	MacJohnson's Bridge	-	510	-	531	1,624	552	1,689	574	1,757
BR-008	Fettes' Bridge	-	510	2,081	531	1,624	552	1,689	574	1,757
BR-009	Struyk's Bridge	-	510	32,773	531	1,624	552	1,689	574	1,757
BR-010	Fraser's Bridge	-	510	-	531	1,624	552	1,689	574	1,757
BR-011	Waterton Bridge	-	510	10,404	531	1,624	552	1,689	574	1,757
BR-012	Bognor Bridge	-	510	6,034	531	1,624	552	1,689	574	1,757
BR-013	Reid's Bridge	-	510	26,010	531	1,624	552	1,689	574	1,757
BR-014	Thomson Bridge	-	510	18,207	531	1,624	552	1,689	574	1,757
BR-015	Gialles' Bridge	-	5,610	-	531	1,624	552	1,689	574	1,757
BR-016	5th Line Bridge	-	510	6,763	531	1,624	552	1,689	574	1,757
BR-017	Shields Bridge	-	510	16,646	531	1,624	552	1,689	574	1,757
BR-018	Medley's Bridge	-	510	9,884	531	1,624	552	1,689	574	1,757
BR-019	Name Missing	-	510	6,242	531	1,624	552	1,689	574	1,757
BR-020	Keefer's Creek Bridge	-	510	14,566	531	1,624	552	1,689	574	1,757
BR-021	Twin Bridges	-	510	-	531	1,624	552	1,689	574	1,757
BR-022	Twin Bridges	-	510	-	531	1,624	552	1,689	574	1,757
BR-023	Grey County Bridge #57	-	510	3,641	531	1,624	552	1,689	574	1,757
BR-025	Name Missing	-	510	8,323	531	1,624	552	1,689	574	1,757
BR-027	Wood's Bridge	-	510	2,601	531	1,624	552	1,689	574	1,757
BR-028	Palmer's Driveway Bridge	-	2,040	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	520	796	541	1,656	563	1,723	586
BR-030	Bakeshop Bridge	-	-	12,485	-	541	1,656	563	1,723	586
BR-031	Trowbridge Street Bridge	-	-	520	7,959	541	1,656	563	1,723	586
BR-032	Cemetery Road Bridge	-	-	520	-	541	1,656	563	1,723	586
BR-035	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-037	Name Missing	-	-	520	31,836	541	1,656	563	1,723	586
BR-038	Name Missing	-	-	520	33,004	541	1,656	563	1,723	586
BR-039	Bishop Bridge	-	-	8,323	-	541	1,656	563	1,723	586
BR-040	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-041	Name Missing	-	-	520	22,816	541	1,656	563	1,723	586
BR-042	Name Missing	-	-	520	6,367	541	1,656	563	1,723	586
BR-043	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-044	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-045	Campbell Bridge	-	-	520	34,489	541	1,656	563	1,723	586
BR-046	Name Missing	-	-	520	15,918	541	1,656	563	1,723	586
BR-047	Ambercrombie #1	-	510	3,121	531	1,624	552	1,689	574	1,757
BR-048	Ambercrombie #2	-	510	14,566	531	1,624	552	1,689	574	1,757
BR-049	Name Missing	-	510	12,485	531	1,624	552	1,689	574	1,757
BR-050	Bullsink's Bridge	-	510	14,566	531	1,624	552	1,689	574	1,757
BR-051	Doherty Bridge	-	510	18,727	531	1,624	552	1,689	574	1,757
BR-052	Name Missing	-	510	2,601	531	1,624	552	1,689	574	1,757

ASSET MANAGEMENT STRATEGY 1

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2024	2025	2026	2027	2028	2029	2030	2031	2032
BR-001	Cornfield's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-002	Prosje's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-003	Price's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-004	MacQueen's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-005	Cupsky's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-006	Duggin's Gulley	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-007	MacJohnson's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-008	Fettes' Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-009	Struyk's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-010	Fraser's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-011	Waterton Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-012	Bognor Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-013	Reid's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-014	Thomson Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-015	Gialles' Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-016	5th Line Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-017	Shields Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-018	Medley's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-019	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-020	Keefer's Creek Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-021	Twin Bridges	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-022	Twin Bridges	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-023	Grey County Bridge #57	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-025	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-027	Wood's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-	-	-
BR-029	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-030	Bakeshop Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-031	Trowbridge Street Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-032	Cemetery Road Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-035	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-037	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-038	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-039	Bishop Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-040	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-041	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-042	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-043	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-044	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-045	Campbell Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-046	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-047	Ambercrombie #1	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-048	Ambercrombie #2	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-049	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-050	Bullsink's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-051	Doherty Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-052	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700

ASSET MANAGEMENT STRATEGY 1

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2033	2034	2035	2036	2037	2038	2039	2040	2041
BR-001	Cornfield's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-002	Prosje's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-003	Price's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-004	MacQueen's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-005	Cupsky's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-006	Duggin's Gulley	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-007	MacJohnson's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-008	Fettes' Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-009	Struyk's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-010	Fraser's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-011	Waterton Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-012	Bognor Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-013	Reid's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-014	Thomson Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-015	Gialles' Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-016	5th Line Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-017	Shields Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-018	Medley's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-019	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-020	Keefer's Creek Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-021	Twin Bridges	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-022	Twin Bridges	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-023	Grey County Bridge #57	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-025	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-027	Wood's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-	-	-
BR-029	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-030	Bakeshop Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-031	Trowbridge Street Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-032	Cemetery Road Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-035	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-037	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-038	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-039	Bishop Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-040	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-041	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-042	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-043	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-044	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-045	Campbell Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-046	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-047	Ambercrombie #1	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-048	Ambercrombie #2	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-049	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-050	Bullsink's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-051	Doherty Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-052	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510

ASSET MANAGEMENT STRATEGY 1

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2042	2043	2044	2045	2046	2047	2048	2049	2050
BR-001	Cornfield's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-002	Prosje's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-003	Price's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-004	MacQueen's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-005	Cupsky's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-006	Duggin's Gulley	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-007	MacJohnson's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-008	Fettes' Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-009	Struyk's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-010	Fraser's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-011	Waterton Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-012	Bognor Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-013	Reid's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-014	Thomson Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-015	Gialles' Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-016	5th Line Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-017	Shields Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-018	Medley's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-019	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-020	Keefer's Creek Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-021	Twin Bridges	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-022	Twin Bridges	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-023	Grey County Bridge #57	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-025	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-027	Wood's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-	-	-
BR-029	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-030	Bakeshop Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-031	Trowbridge Street Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-032	Cemetery Road Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-035	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-037	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-038	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-039	Bishop Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-040	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-041	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-042	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-043	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-044	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-045	Campbell Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-046	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-047	Ambercrombie #1	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-048	Ambercrombie #2	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-049	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-050	Bullsink's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-051	Doherty Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-052	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000

ASSET MANAGEMENT STRATEGY 1

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2051	2052	2053	2054	2055	2056	2057	2058	2059
BR-001	Cornfield's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-002	Prosje's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-003	Price's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-004	MacQueen's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-005	Cupsky's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-006	Duggin's Gulley	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-007	MacJohnson's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-008	Fettes' Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-009	Struyk's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-010	Fraser's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-011	Waterton Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-012	Bognor Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-013	Reid's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-014	Thomson Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-015	Gialles' Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-016	5th Line Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-017	Shields Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-018	Medley's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-019	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-020	Keefer's Creek Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-021	Twin Bridges	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-022	Twin Bridges	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-023	Grey County Bridge #57	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-025	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-027	Wood's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-	-	-
BR-029	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-030	Bakeshop Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-031	Trowbridge Street Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-032	Cemetery Road Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-035	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-037	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-038	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-039	Bishop Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-040	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-041	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-042	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-043	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-044	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-045	Campbell Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-046	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-047	Ambercrombie #1	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-048	Ambercrombie #2	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-049	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-050	Bullsink's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-051	Doherty Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-052	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585

ASSET MANAGEMENT STRATEGY 1

O&M COST SUMMARY								
Bridge/Culvert ID	Bridge/Culvert Name	2060	2061	2062	2063	2064	2065	2066
BR-001	Cornfield's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-002	Prosje's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-003	Price's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-004	MacQueen's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-005	Cupsky's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-006	Duggin's Gulley	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-007	MacJohnson's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-008	Fettes' Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-009	Struyk's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-010	Fraser's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-011	Waterton Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-012	Bognor Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-013	Reid's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-014	Thomson Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-015	Gialles' Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-016	5th Line Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-017	Shields Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-018	Medley's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-019	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-020	Keefer's Creek Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-021	Twin Bridges	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-022	Twin Bridges	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-023	Grey County Bridge #57	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-025	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-027	Wood's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-
BR-029	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-030	Bakeshop Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-031	Trowbridge Street Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-032	Cemetery Road Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-035	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-037	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-038	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-039	Bishop Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-040	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-041	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-042	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-043	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-044	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-045	Campbell Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-046	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-047	Ambercrombie #1	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-048	Ambercrombie #2	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-049	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-050	Bullsink's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-051	Doherty Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-052	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373

ASSET MANAGEMENT STRATEGY 1

O&M COST SUMMARY		INFLATED								
Bridge/Culvert ID	Bridge/Culvert Name	2015	2016	2017	2018	2019	2020	2021	2022	2023
BR-053	Name Missing	-	1,530	520	3,184	541	1,656	563	1,723	586
BR-054	Name Missing	-	-	520	1,592	541	1,656	563	1,723	586
BR-058	Name Missing	-	510	6,763	531	1,624	552	1,689	574	1,757
BR-059	Name Missing	-	1,530	3,121	531	1,624	552	1,689	574	1,757
BR-060	Name Missing	-	510	8,323	531	1,624	552	1,689	574	1,757
BR-061	Grey County Bridge #67	-	510	10,924	531	1,624	552	1,689	574	1,757
BR-062	Name Missing	-	1,530	2,081	531	1,624	552	1,689	574	1,757
BR-064	Name Missing	-	510	14,045	531	1,624	552	1,689	574	1,757
BR-065	Sewell Bridge	-	510	18,207	531	1,624	552	1,689	574	1,757
BR-066	Name Missing	-	510	3,121	531	1,624	552	1,689	574	1,757
BR-069	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-070	Name Missing	-	-	520	3,714	541	1,656	563	1,723	586
BR-074	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-075	Name Missing	-	-	520	4,245	541	1,656	563	1,723	586
BR-080	Name Missing	-	-	520	5,837	541	1,656	563	1,723	586
BR-081	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-082	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-085	Name Missing	-	-	520	5,837	541	1,656	563	1,723	586
BR-109	Name Missing	-	-	520	2,653	541	1,656	563	1,723	586
BR-110	Name Missing	-	-	520	2,122	541	1,656	563	1,723	586
BR-111	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-112	Name Missing	-	-	520	9,020	541	1,656	563	1,723	586
BR-113	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-114	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-115	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-116	Name Missing	-	-	520	5,571	541	1,656	563	1,723	586
BR-118	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-119	Name Missing	-	-	520	1,061	541	1,656	563	1,723	586
BR-120	Name Missing	-	-	520	2,122	541	1,656	563	1,723	586
BR-125	Name Missing	-	-	520	1,592	541	1,656	563	1,723	586
BR-127	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-129	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-131	Name Missing	-	-	520	4,245	541	1,656	563	1,723	586
BR-132	Name Missing	-	-	520	7,428	541	1,656	563	1,723	586
BR-133	Name Missing	-	510	3,121	531	1,624	552	1,689	574	1,757
BR-134	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-135	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-136	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-145	Name Missing	-	-	520	-	541	1,656	563	1,723	586
Total Inflated O&M		-	31,110	353,528	250,551	89,301	96,607	92,908	100,510	96,662

ASSET MANAGEMENT STRATEGY 1

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2024	2025	2026	2027	2028	2029	2030	2031	2032
BR-053	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-054	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-058	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-059	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-060	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-061	Grey County Bridge #67	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-062	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-064	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-065	Sewell Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-066	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-069	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-070	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-074	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-075	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-080	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-081	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-082	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-085	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-109	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-110	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-111	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-112	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-113	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-114	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-115	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-116	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-118	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-119	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-120	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-125	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-127	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-129	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-131	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-132	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-133	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-134	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-135	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-136	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-145	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
Total Inflated O&M		104,571	100,567	108,795	104,630	113,191	108,857	117,763	113,255	122,521

ASSET MANAGEMENT STRATEGY 1

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2033	2034	2035	2036	2037	2038	2039	2040	2041
BR-053	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-054	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-058	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-059	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-060	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-061	Grey County Bridge #67	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-062	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-064	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-065	Sewell Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-066	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-069	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-070	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-074	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-075	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-080	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-081	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-082	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-085	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-109	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-110	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-111	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-112	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-113	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-114	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-115	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-116	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-118	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-119	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-120	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-125	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-127	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-129	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-131	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-132	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-133	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-134	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-135	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-136	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-145	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
Total Inflated O&M		117,830	127,471	122,591	132,621	127,543	137,979	132,696	143,553	138,057

ASSET MANAGEMENT STRATEGY 1

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2042	2043	2044	2045	2046	2047	2048	2049	2050
BR-053	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-054	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-058	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-059	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-060	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-061	Grey County Bridge #67	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-062	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-064	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-065	Sewell Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-066	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-069	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-070	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-074	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-075	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-080	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-081	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-082	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-085	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-109	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-110	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-111	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-112	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-113	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-114	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-115	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-116	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-118	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-119	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-120	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-125	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-127	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-129	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-131	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-132	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-133	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-134	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-135	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-136	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-145	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
Total Inflated O&M		149,353	143,634	155,386	149,437	161,664	155,475	168,195	161,756	174,990

ASSET MANAGEMENT STRATEGY 1

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2051	2052	2053	2054	2055	2056	2057	2058	2059
BR-053	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-054	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-058	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-059	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-060	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-061	Grey County Bridge #67	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-062	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-064	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-065	Sewell Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-066	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-069	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-070	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-074	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-075	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-080	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-081	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-082	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-085	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-109	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-110	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-111	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-112	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-113	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-114	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-115	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-116	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-118	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-119	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-120	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-125	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-127	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-129	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-131	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-132	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-133	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-134	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-135	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-136	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-145	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
Total Inflated O&M		168,291	182,060	175,090	189,415	182,163	197,068	189,523	205,029	197,179

ASSET MANAGEMENT STRATEGY 1

O&M COST SUMMARY								
Bridge/Culvert ID	Bridge/Culvert Name	2060	2061	2062	2063	2064	2065	2066
BR-053	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-054	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-058	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-059	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-060	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-061	Grey County Bridge #67	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-062	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-064	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-065	Sewell Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-066	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-069	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-070	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-074	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-075	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-080	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-081	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-082	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-085	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-109	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-110	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-111	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-112	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-113	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-114	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-115	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-116	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-118	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-119	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-120	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-125	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-127	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-129	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-131	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-132	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-133	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-134	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-135	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-136	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-145	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
Total Inflated O&M		213,312	205,145	221,930	213,433	230,896	222,056	240,224

Appendix C

Asset Management Strategy No. 2

Capital and Maintenance Costs Projections

ASSET MANAGEMENT STRATEGY 2

[illegible]

ASSET MANAGEMENT STRATEGY 2

[illegible]

ASSET MANAGEMENT STRATEGY 2

CAPITAL COST SUMMARY								
Bridge/Culvert ID	Bridge/Culvert Name	2060	2061	2062	2063	2064	2065	2066
BR-001	Cornfield's Bridge	-	-	-	1,927,367	-	-	-
BR-002	Prosje's Bridge	-	-	-	-	-	-	-
BR-003	Price's Bridge	353,489	-	-	-	-	-	-
BR-004	MacQueen's Bridge	-	-	-	-	-	-	-
BR-005	Cupsky's Bridge	-	-	-	-	-	-	-
BR-006	Duggin's Gulley	-	-	-	-	-	-	-
BR-007	MacJohnson's Bridge	-	-	-	-	-	-	-
BR-008	Fettes' Bridge	-	-	456,542	-	-	-	-
BR-009	Struyk's Bridge	-	-	-	-	-	-	-
BR-010	Fraser's Bridge	-	-	-	-	-	-	-
BR-011	Waterton Bridge	-	447,590	-	-	-	-	-
BR-012	Bognor Bridge	-	-	-	-	-	-	-
BR-013	Reid's Bridge	-	-	-	-	-	-	-
BR-014	Thomson Bridge	-	-	-	-	-	-	-
BR-015	Gialles' Bridge	-	-	-	-	-	-	-
BR-016	5th Line Bridge	-	696,251	-	-	-	-	-
BR-017	Shields Bridge	-	-	-	-	-	-	-
BR-018	Medley's Bridge	-	-	-	-	-	-	-
BR-019	Name Missing	-	-	-	-	-	-	-
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-
BR-021	Twin Bridges	-	-	-	-	-	-	-
BR-022	Twin Bridges	-	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-
BR-025	Name Missing	-	-	-	-	-	-	-
BR-027	Wood's Bridge	-	-	-	-	-	-	-
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	-	-	-	-	-	-	-
BR-031	Trowbridge Street Bridge	-	-	-	-	-	-	-
BR-032	Cemetery Road Bridge	-	-	-	-	-	-	-
BR-035	Name Missing	-	-	-	-	-	-	-
BR-037	Name Missing	-	-	-	-	-	-	-
BR-038	Name Missing	-	-	-	-	-	-	-
BR-039	Bishop Bridge	-	-	-	-	-	-	-
BR-040	Name Missing	-	-	-	-	-	-	-
BR-041	Name Missing	-	-	-	-	-	-	-
BR-042	Name Missing	-	-	-	-	-	-	-
BR-043	Name Missing	-	-	-	-	-	-	-
BR-044	Name Missing	292,543	-	-	-	-	-	-
BR-045	Campbell Bridge	-	-	-	-	-	-	-
BR-046	Name Missing	-	-	-	-	-	-	-
BR-047	Ambercrombie #1	-	-	-	-	-	-	-
BR-048	Ambercrombie #2	292,543	-	-	-	-	-	-
BR-049	Name Missing	-	-	-	-	-	-	-
BR-050	Bullsink's Bridge	-	-	-	-	-	-	-
BR-051	Doherty Bridge	-	-	-	-	-	-	-
BR-052	Name Missing	-	-	-	-	-	-	-

ASSET MANAGEMENT STRATEGY 2

CAPITAL COST SUMMARY		INFLATED								
Bridge/Culvert ID	Bridge/Culvert Name	2015	2016	2017	2018	2019	2020	2021	2022	2023
BR-053	Name Missing	-	-	-	-	-	-	315,325	-	-
BR-054	Name Missing	-	-	-	-	-	-	-	-	-
BR-058	Name Missing	-	42,330	-	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	1,163,615	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	1,195,093
BR-064	Name Missing	-	43,350	-	-	-	121,449	-	-	-
BR-065	Sewell Bridge	-	34,680	-	-	-	469,234	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	-	1,119,969	-
BR-069	Name Missing	-	-	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	940,346	-	-
BR-074	Name Missing	-	41,820	-	-	-	104,888	-	-	-
BR-075	Name Missing	-	36,720	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	-	-	64,037	-	-	-
BR-081	Name Missing	-	27,030	-	-	-	-	-	-	-
BR-082	Name Missing	-	33,150	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	-	-	18,943	-	-	-	-
BR-111	Name Missing	-	-	-	-	18,943	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	65,317	-	-
BR-113	Name Missing	-	-	-	44,040	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	26,520	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	127,256	-	-
BR-116	Name Missing	-	-	-	-	-	-	-	-	-
BR-118	Name Missing	-	-	-	-	20,566	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	253,939	-	-	-
BR-127	Name Missing	-	-	-	-	-	287,061	-	-	-
BR-129	Name Missing	-	-	-	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	49,877	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	-	-	-	-	-
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	27,602	-	-	-	-
BR-135	Name Missing	-	-	-	-	27,602	-	-	-	-
BR-136	Name Missing	-	-	9,884	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	552,040	-	-	-	-
Total Inflated Capital		-	6,078,180	1,502,858	630,358	3,874,566	3,617,521	3,533,898	2,940,635	2,291,180

ASSET MANAGEMENT STRATEGY 2

CAPITAL COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2024	2025	2026	2027	2028	2029	2030	2031	2032
BR-053	Name Missing	-	-	-	-	-	-	-	-	-
BR-054	Name Missing	-	-	1,504,483	-	-	-	-	-	-
BR-058	Name Missing	-	-	-	-	-	-	235,527	-	-
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	-
BR-064	Name Missing	-	-	-	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	-	-	-
BR-069	Name Missing	-	1,237,279	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	-	-	-
BR-074	Name Missing	-	-	-	-	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	-	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-	-	-
BR-082	Name Missing	-	-	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	-	-	-	-	-	-	-
BR-111	Name Missing	-	-	-	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	-	-	-
BR-113	Name Missing	-	-	-	-	-	-	195,151	-	-
BR-114	Name Missing	-	-	-	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	-	-	-
BR-116	Name Missing	-	-	-	-	-	-	-	-	-
BR-118	Name Missing	-	-	-	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	-	-	-	-
BR-127	Name Missing	-	-	-	-	-	-	-	-	-
BR-129	Name Missing	-	-	2,163,471	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	-	-	57,872	-	-
BR-133	Name Missing	-	1,145,855	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	-	-	-	-	-
BR-135	Name Missing	-	-	-	-	-	-	-	-	-
BR-136	Name Missing	-	-	-	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	-	-	-	-	-
Total Inflated Capital		2,443,964	2,383,134	4,998,365	-	-	-	1,100,920	363,788	434,075

ASSET MANAGEMENT STRATEGY 2

CAPITAL COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2033	2034	2035	2036	2037	2038	2039	2040	2041
BR-053	Name Missing	-	-	-	-	-	-	-	-	-
BR-054	Name Missing	-	-	-	-	-	-	-	-	-
BR-058	Name Missing	-	-	-	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	-
BR-064	Name Missing	-	-	-	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	-	-	-
BR-069	Name Missing	-	-	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	-	-	-
BR-074	Name Missing	-	-	-	-	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	291,726	-	-	-
BR-080	Name Missing	-	-	-	-	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-	902,333	-
BR-082	Name Missing	-	-	-	-	-	-	-	861,318	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	221,482	-
BR-110	Name Missing	-	-	-	-	-	-	-	-	-
BR-111	Name Missing	-	-	-	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	-	-	-
BR-113	Name Missing	-	-	-	-	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	-	-	-
BR-116	Name Missing	-	-	267,471	-	-	-	-	-	-
BR-118	Name Missing	-	-	-	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	623,430	-
BR-125	Name Missing	-	-	-	-	-	-	-	-	-
BR-127	Name Missing	-	-	-	-	-	-	-	-	-
BR-129	Name Missing	-	-	-	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	-	-	-	-	-
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	-	45,161	-	-	-	-	-	-	-
BR-135	Name Missing	-	45,161	-	-	-	-	-	-	-
BR-136	Name Missing	-	-	-	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	-	-	-	-	-
Total Inflated Capital		-	90,322	267,471	-	448,334	291,726	-	3,625,739	-

ASSET MANAGEMENT STRATEGY 2

CAPITAL COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2042	2043	2044	2045	2046	2047	2048	2049	2050
BR-053	Name Missing	-	-	-	-	-	-	-	-	-
BR-054	Name Missing	-	-	-	-	-	-	-	-	-
BR-058	Name Missing	-	-	-	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	-
BR-064	Name Missing	-	-	-	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-	-	649,964
BR-066	Name Missing	-	-	-	-	-	-	-	-	-
BR-069	Name Missing	-	-	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	-	-	-
BR-074	Name Missing	-	-	-	172,079	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	271,704	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-	-	-
BR-082	Name Missing	-	-	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	106,551	-	-	-	-	-	-
BR-111	Name Missing	-	-	106,551	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	221,711	-	-	-	-
BR-113	Name Missing	-	-	-	-	-	-	-	-	-
BR-114	Name Missing	-	-	106,551	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	1,449,089	-	-	-	-	-
BR-116	Name Missing	-	-	-	-	-	-	-	-	-
BR-118	Name Missing	-	-	266,377	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	-	-	-	95,995
BR-127	Name Missing	-	-	-	-	-	-	-	-	115,994
BR-129	Name Missing	-	-	-	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	288,335	-	-
BR-132	Name Missing	-	-	-	-	-	-	-	-	-
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	-	-	-	59,801	-
BR-135	Name Missing	-	-	-	-	-	-	-	59,801	-
BR-136	Name Missing	-	-	-	1,575,885	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	-	-	-	-	-
Total Inflated Capital		-	1,445,050	1,109,903	5,397,858	221,711	2,280,294	1,086,061	698,001	2,831,844

ASSET MANAGEMENT STRATEGY 2

CAPITAL COST SUMMARY		2051	2052	2053	2054	2055	2056	2057	2058	2059
Bridge/Culvert ID	Bridge/Culvert Name									
BR-053	Name Missing	183,590	-	-	-	-	-	-	-	-
BR-054	Name Missing	-	-	-	-	-	-	-	-	-
BR-058	Name Missing	-	-	-	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	595,305	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	609,229	-
BR-064	Name Missing	-	-	-	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	574,311	-	-
BR-069	Name Missing	-	-	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	472,962	-	-	-
BR-074	Name Missing	-	-	-	-	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	-	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-	-	-
BR-082	Name Missing	-	-	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	-	-	-	-	-	-	-
BR-111	Name Missing	-	-	-	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	-	-	-
BR-113	Name Missing	-	-	-	-	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	-	-	-
BR-116	Name Missing	-	-	-	-	-	-	-	-	-
BR-118	Name Missing	-	-	-	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	331,206	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	-	-	-	-
BR-127	Name Missing	-	-	-	-	-	-	-	-	-
BR-129	Name Missing	-	-	-	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	574,090	-	-	-	-
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	-	-	-	-	-
BR-135	Name Missing	-	-	-	-	-	-	-	-	-
BR-136	Name Missing	-	-	-	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	281,417	-	-	-	-	-
Total Inflated Capital		5,752,482	-	-	1,439,555	1,236,502	1,137,361	1,419,697	1,159,879	3,441,677

ASSET MANAGEMENT STRATEGY 2

CAPITAL COST SUMMARY								
Bridge/Culvert ID	Bridge/Culvert Name	2060	2061	2062	2063	2064	2065	2066
BR-053	Name Missing	-	-	-	-	-	-	-
BR-054	Name Missing	-	783,283	-	-	-	-	-
BR-058	Name Missing	146,271	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-
BR-064	Name Missing	2,523,179	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	-
BR-069	Name Missing	633,842	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	-
BR-074	Name Missing	-	-	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-
BR-082	Name Missing	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	-	-	-	-	-
BR-111	Name Missing	-	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	-
BR-113	Name Missing	292,543	-	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	-
BR-116	Name Missing	-	-	-	-	-	242,243	-
BR-118	Name Missing	-	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	-	-
BR-127	Name Missing	-	-	-	-	-	-	-
BR-129	Name Missing	-	1,031,944	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	-	-	-
BR-133	Name Missing	572,896	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	81,803	-	-
BR-135	Name Missing	-	-	-	-	81,803	-	-
BR-136	Name Missing	-	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	-	-	-
Total Inflated Capital		5,107,305	2,959,067	456,542	1,927,367	163,606	242,243	-

ASSET MANAGEMENT STRATEGY 2

O&M COST SUMMARY		INFLATED								
Bridge/Culvert ID	Bridge/Culvert Name	2015	2016	2017	2018	2019	2020	2021	2022	2023
BR-001	Cornfield's Bridge	-	510	-	531	1,624	552	1,689	574	1,757
BR-002	Prosje's Bridge	-	510	5,202	531	1,624	552	1,689	574	1,757
BR-003	Price's Bridge	-	510	2,081	531	1,624	552	1,689	574	1,757
BR-004	MacQueen's Bridge	-	510	2,081	531	1,624	552	1,689	574	1,757
BR-005	Cupsky's Bridge	-	510	1,040	531	1,624	552	1,689	574	1,757
BR-006	Duggin's Gulley	-	510	-	531	1,624	552	1,689	574	1,757
BR-007	MacJohnson's Bridge	-	510	-	531	1,624	552	1,689	574	1,757
BR-008	Fettes' Bridge	-	510	2,081	531	1,624	552	1,689	574	1,757
BR-009	Struyk's Bridge	-	510	32,773	531	1,624	552	1,689	574	1,757
BR-010	Fraser's Bridge	-	510	-	531	1,624	552	1,689	574	1,757
BR-011	Waterton Bridge	-	510	10,404	531	1,624	552	1,689	574	1,757
BR-012	Bognor Bridge	-	510	6,034	531	1,624	552	1,689	574	1,757
BR-013	Reid's Bridge	-	510	26,010	531	1,624	552	1,689	574	1,757
BR-014	Thomson Bridge	-	510	18,207	531	1,624	552	1,689	574	1,757
BR-015	Gialles' Bridge	-	5,610	-	531	1,624	552	1,689	574	1,757
BR-016	5th Line Bridge	-	510	6,763	531	1,624	552	1,689	574	1,757
BR-017	Shields Bridge	-	510	16,646	531	1,624	552	1,689	574	1,757
BR-018	Medley's Bridge	-	510	9,884	531	1,624	552	1,689	574	1,757
BR-019	Name Missing	-	510	6,242	531	1,624	552	1,689	574	1,757
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-	-	-
BR-021	Twin Bridges	-	510	-	531	1,624	552	1,689	574	1,757
BR-022	Twin Bridges	-	510	-	531	1,624	552	1,689	574	1,757
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-	-	-
BR-025	Name Missing	-	510	8,323	531	1,624	552	1,689	574	1,757
BR-027	Wood's Bridge	-	510	2,601	531	1,624	552	1,689	574	1,757
BR-028	Palmer's Driveway Bridge	-	2,040	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	-	-	12,485	-	541	1,656	563	1,723	586
BR-031	Trowbridge Street Bridge	-	-	520	7,959	541	1,656	563	1,723	586
BR-032	Cemetery Road Bridge	-	-	520	-	541	1,656	563	1,723	586
BR-035	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-037	Name Missing	-	-	520	31,836	541	1,656	563	1,723	586
BR-038	Name Missing	-	-	520	33,004	541	1,656	563	1,723	586
BR-039	Bishop Bridge	-	-	8,323	-	541	1,656	563	1,723	586
BR-040	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-041	Name Missing	-	-	520	22,816	541	1,656	563	1,723	586
BR-042	Name Missing	-	-	520	6,367	541	1,656	563	1,723	586
BR-043	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-044	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-045	Campbell Bridge	-	-	520	34,489	541	1,656	563	1,723	586
BR-046	Name Missing	-	-	520	15,918	541	1,656	563	1,723	586
BR-047	Ambercrombie #1	-	510	3,121	531	1,624	552	1,689	574	1,757
BR-048	Ambercrombie #2	-	510	14,566	531	1,624	552	1,689	574	1,757
BR-049	Name Missing	-	510	12,485	531	1,624	552	1,689	574	1,757
BR-050	Bullsink's Bridge	-	510	14,566	531	1,624	552	1,689	574	1,757
BR-051	Doherty Bridge	-	510	18,727	531	1,624	552	1,689	574	1,757
BR-052	Name Missing	-	510	2,601	531	1,624	552	1,689	574	1,757

ASSET MANAGEMENT STRATEGY 2

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2024	2025	2026	2027	2028	2029	2030	2031	2032
BR-001	Cornfield's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-002	Prosje's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-003	Price's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-004	MacQueen's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-005	Cupsky's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-006	Duggin's Gulley	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-007	MacJohnson's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-008	Fettes' Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-009	Struyk's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-010	Fraser's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-011	Waterton Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-012	Bognor Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-013	Reid's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-014	Thomson Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-015	Gialles' Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-016	5th Line Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-017	Shields Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-018	Medley's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-019	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-	-	-
BR-021	Twin Bridges	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-022	Twin Bridges	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-	-	-
BR-025	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-027	Wood's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-031	Trowbridge Street Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-032	Cemetery Road Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-035	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-037	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-038	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-039	Bishop Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-040	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-041	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-042	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-043	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-044	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-045	Campbell Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-046	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-047	Ambercrombie #1	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-048	Ambercrombie #2	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-049	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-050	Bullsink's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-051	Doherty Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-052	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700

ASSET MANAGEMENT STRATEGY 2

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2033	2034	2035	2036	2037	2038	2039	2040	2041
BR-001	Cornfield's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-002	Prosje's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-003	Price's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-004	MacQueen's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-005	Cupsky's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-006	Duggin's Gulley	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-007	MacJohnson's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-008	Fettes' Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-009	Struyk's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-010	Fraser's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-011	Waterton Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-012	Bognor Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-013	Reid's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-014	Thomson Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-015	Gialles' Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-016	5th Line Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-017	Shields Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-018	Medley's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-019	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-	-	-
BR-021	Twin Bridges	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-022	Twin Bridges	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-	-	-
BR-025	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-027	Wood's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-031	Trowbridge Street Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-032	Cemetery Road Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-035	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-037	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-038	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-039	Bishop Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-040	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-041	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-042	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-043	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-044	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-045	Campbell Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-046	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-047	Ambercrombie #1	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-048	Ambercrombie #2	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-049	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-050	Bullsink's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-051	Doherty Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-052	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510

ASSET MANAGEMENT STRATEGY 2

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2042	2043	2044	2045	2046	2047	2048	2049	2050
BR-001	Cornfield's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-002	Prosje's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-003	Price's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-004	MacQueen's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-005	Cupsky's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-006	Duggin's Gulley	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-007	MacJohnson's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-008	Fettes' Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-009	Struyk's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-010	Fraser's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-011	Waterton Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-012	Bognor Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-013	Reid's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-014	Thomson Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-015	Gialles' Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-016	5th Line Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-017	Shields Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-018	Medley's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-019	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-	-	-
BR-021	Twin Bridges	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-022	Twin Bridges	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-	-	-
BR-025	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-027	Wood's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-031	Trowbridge Street Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-032	Cemetery Road Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-035	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-037	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-038	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-039	Bishop Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-040	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-041	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-042	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-043	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-044	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-045	Campbell Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-046	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-047	Ambercrombie #1	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-048	Ambercrombie #2	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-049	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-050	Bullsink's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-051	Doherty Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-052	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000

ASSET MANAGEMENT STRATEGY 2

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2051	2052	2053	2054	2055	2056	2057	2058	2059
BR-001	Cornfield's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-002	Prosje's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-003	Price's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-004	MacQueen's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-005	Cupsky's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-006	Duggin's Gulley	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-007	MacJohnson's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-008	Fettes' Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-009	Struyk's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-010	Fraser's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-011	Waterton Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-012	Bognor Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-013	Reid's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-014	Thomson Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-015	Gialles' Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-016	5th Line Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-017	Shields Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-018	Medley's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-019	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-	-	-
BR-021	Twin Bridges	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-022	Twin Bridges	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-	-	-
BR-025	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-027	Wood's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-031	Trowbridge Street Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-032	Cemetery Road Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-035	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-037	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-038	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-039	Bishop Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-040	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-041	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-042	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-043	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-044	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-045	Campbell Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-046	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-047	Ambercrombie #1	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-048	Ambercrombie #2	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-049	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-050	Bullsink's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-051	Doherty Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-052	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585

ASSET MANAGEMENT STRATEGY 2

O&M COST SUMMARY								
Bridge/Culvert ID	Bridge/Culvert Name	2060	2061	2062	2063	2064	2065	2066
BR-001	Cornfield's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-002	Prosje's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-003	Price's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-004	MacQueen's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-005	Cupsky's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-006	Duggin's Gulley	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-007	MacJohnson's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-008	Fettes' Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-009	Struyk's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-010	Fraser's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-011	Waterton Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-012	Bognor Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-013	Reid's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-014	Thomson Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-015	Gialles' Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-016	5th Line Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-017	Shields Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-018	Medley's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-019	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-
BR-021	Twin Bridges	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-022	Twin Bridges	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-
BR-025	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-027	Wood's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-031	Trowbridge Street Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-032	Cemetery Road Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-035	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-037	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-038	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-039	Bishop Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-040	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-041	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-042	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-043	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-044	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-045	Campbell Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-046	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-047	Ambercrombie #1	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-048	Ambercrombie #2	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-049	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-050	Bullsink's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-051	Doherty Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-052	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373

ASSET MANAGEMENT STRATEGY 2

O&M COST SUMMARY		INFLATED								
Bridge/Culvert ID	Bridge/Culvert Name	2015	2016	2017	2018	2019	2020	2021	2022	2023
BR-053	Name Missing	-	1,530	520	3,184	541	1,656	563	1,723	586
BR-054	Name Missing	-	-	520	1,592	541	1,656	563	1,723	586
BR-058	Name Missing	-	510	6,763	531	1,624	552	1,689	574	1,757
BR-059	Name Missing	-	1,530	3,121	531	1,624	552	1,689	574	1,757
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	1,530	2,081	531	1,624	552	1,689	574	1,757
BR-064	Name Missing	-	510	14,045	531	1,624	552	1,689	574	1,757
BR-065	Sewell Bridge	-	510	18,207	531	1,624	552	1,689	574	1,757
BR-066	Name Missing	-	510	3,121	531	1,624	552	1,689	574	1,757
BR-069	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-070	Name Missing	-	-	520	3,714	541	1,656	563	1,723	586
BR-074	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-075	Name Missing	-	-	520	4,245	541	1,656	563	1,723	586
BR-080	Name Missing	-	-	520	5,837	541	1,656	563	1,723	586
BR-081	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-082	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	520	2,653	541	1,656	563	1,723	586
BR-110	Name Missing	-	-	520	2,122	541	1,656	563	1,723	586
BR-111	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-112	Name Missing	-	-	520	9,020	541	1,656	563	1,723	586
BR-113	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-114	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-115	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-116	Name Missing	-	-	520	5,571	541	1,656	563	1,723	586
BR-118	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-119	Name Missing	-	-	520	1,061	541	1,656	563	1,723	586
BR-120	Name Missing	-	-	520	2,122	541	1,656	563	1,723	586
BR-125	Name Missing	-	-	520	1,592	541	1,656	563	1,723	586
BR-127	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-129	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-131	Name Missing	-	-	520	4,245	541	1,656	563	1,723	586
BR-132	Name Missing	-	-	520	7,428	541	1,656	563	1,723	586
BR-133	Name Missing	-	510	3,121	531	1,624	552	1,689	574	1,757
BR-134	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-135	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-136	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-145	Name Missing	-	-	520	-	541	1,656	563	1,723	586
Total Inflated O&M		-	29,070	315,033	241,796	81,724	91,087	85,025	94,767	88,460

ASSET MANAGEMENT STRATEGY 2

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2024	2025	2026	2027	2028	2029	2030	2031	2032
BR-053	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-054	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-058	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-059	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-064	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-065	Sewell Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-066	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-069	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-070	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-074	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-075	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-080	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-081	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-082	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-110	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-111	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-112	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-113	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-114	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-115	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-116	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-118	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-119	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-120	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-125	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-127	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-129	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-131	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-132	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-133	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-134	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-135	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-136	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-145	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
Total Inflated O&M		98,595	92,034	102,578	95,752	106,723	99,621	111,034	103,645	115,520

ASSET MANAGEMENT STRATEGY 2

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2033	2034	2035	2036	2037	2038	2039	2040	2041
BR-053	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-054	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-058	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-059	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-064	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-065	Sewell Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-066	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-069	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-070	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-074	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-075	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-080	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-081	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-082	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-110	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-111	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-112	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-113	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-114	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-115	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-116	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-118	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-119	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-120	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-125	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-127	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-129	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-131	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-132	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-133	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-134	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-135	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-136	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-145	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
Total Inflated O&M		107,833	120,187	112,189	125,042	116,721	130,094	121,437	135,350	126,343

ASSET MANAGEMENT STRATEGY 2

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2042	2043	2044	2045	2046	2047	2048	2049	2050
BR-053	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-054	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-058	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-059	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-064	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-065	Sewell Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-066	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-069	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-070	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-074	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-075	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-080	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-081	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-082	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-110	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-111	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-112	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-113	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-114	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-115	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-116	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-118	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-119	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-120	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-125	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-127	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-129	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-131	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-132	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-133	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-134	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-135	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-136	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-145	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
Total Inflated O&M		140,818	131,447	146,507	136,758	152,426	142,283	158,584	148,031	164,991

ASSET MANAGEMENT STRATEGY 2

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2051	2052	2053	2054	2055	2056	2057	2058	2059
BR-053	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-054	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-058	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-059	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-064	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-065	Sewell Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-066	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-069	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-070	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-074	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-075	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-080	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-081	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-082	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-110	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-111	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-112	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-113	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-114	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-115	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-116	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-118	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-119	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-120	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-125	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-127	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-129	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-131	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-132	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-133	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-134	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-135	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-136	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-145	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
Total Inflated O&M		154,011	171,657	160,234	178,591	166,707	185,807	173,442	193,313	180,449

ASSET MANAGEMENT STRATEGY 2

O&M COST SUMMARY								
Bridge/Culvert ID	Bridge/Culvert Name	2060	2061	2062	2063	2064	2065	2066
BR-053	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-054	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-058	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-059	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-060	Name Missing	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-
BR-062	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-064	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-065	Sewell Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-066	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-069	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-070	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-074	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-075	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-080	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-081	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-082	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-085	Name Missing	-	-	-	-	-	-	-
BR-109	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-110	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-111	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-112	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-113	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-114	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-115	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-116	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-118	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-119	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-120	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-125	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-127	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-129	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-131	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-132	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-133	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-134	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-135	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-136	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-145	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
Total Inflated O&M		201,123	187,739	209,248	195,324	217,702	203,215	226,497

Appendix D

Asset Management Strategy No. 3 Capital and Maintenance Costs Projections

ASSET MANAGEMENT STRATEGY 3

[illegible]

ASSET MANAGEMENT STRATEGY 3

[illegible]

ASSET MANAGEMENT STRATEGY 3

CAPITAL COST SUMMARY								
Bridge/Culvert ID	Bridge/Culvert Name	2060	2061	2062	2063	2064	2065	2066
BR-001	Cornfield's Bridge	-	-	-	1,927,367	-	-	-
BR-002	Prosje's Bridge	-	-	-	-	-	-	-
BR-003	Price's Bridge	353,489	-	-	-	-	-	-
BR-004	MacQueen's Bridge	-	-	-	-	-	-	-
BR-005	Cupsky's Bridge	-	-	-	-	-	-	-
BR-006	Duggin's Gulley	-	-	-	-	-	-	-
BR-007	MacJohnson's Bridge	-	-	-	-	-	-	-
BR-008	Fettes' Bridge	-	-	456,542	-	-	-	-
BR-009	Struyk's Bridge	-	-	-	-	-	-	-
BR-010	Fraser's Bridge	-	-	-	-	-	-	-
BR-011	Waterton Bridge	-	447,590	-	-	-	-	-
BR-012	Bognor Bridge	-	-	-	-	-	-	-
BR-013	Reid's Bridge	-	-	-	-	-	-	-
BR-014	Thomson Bridge	-	-	-	-	-	-	-
BR-015	Gialles' Bridge	-	-	-	-	-	-	-
BR-016	5th Line Bridge	-	696,251	-	-	-	-	-
BR-017	Shields Bridge	-	-	-	-	-	-	-
BR-018	Medley's Bridge	-	-	-	-	-	-	-
BR-019	Name Missing	-	-	-	-	-	-	-
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-
BR-021	Twin Bridges	-	-	-	-	-	-	-
BR-022	Twin Bridges	-	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-
BR-025	Name Missing	-	-	-	-	-	-	-
BR-027	Wood's Bridge	-	-	-	-	-	-	-
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	-	-	-	-	-	-	-
BR-031	Trowbridge Street Bridge	-	-	-	-	-	-	-
BR-032	Cemetery Road Bridge	-	-	-	-	-	-	-
BR-035	Name Missing	-	-	-	-	-	-	-
BR-037	Name Missing	-	-	-	-	-	-	-
BR-038	Name Missing	-	-	-	-	-	-	-
BR-039	Bishop Bridge	-	-	-	-	-	-	-
BR-040	Name Missing	-	-	-	-	-	-	-
BR-041	Name Missing	-	-	-	-	-	-	-
BR-042	Name Missing	-	-	-	-	-	-	-
BR-043	Name Missing	-	-	-	-	-	-	-
BR-044	Name Missing	292,543	-	-	-	-	-	-
BR-045	Campbell Bridge	-	-	-	-	-	-	-
BR-046	Name Missing	-	-	-	-	-	-	-
BR-047	Ambercrombie #1	-	-	-	-	-	-	-
BR-048	Ambercrombie #2	292,543	-	-	-	-	-	-
BR-049	Name Missing	-	-	-	-	-	-	-
BR-050	Bullsink's Bridge	-	-	-	-	-	-	-
BR-051	Doherty Bridge	-	-	-	-	-	-	-
BR-052	Name Missing	-	-	-	-	-	-	-

ASSET MANAGEMENT STRATEGY 3

CAPITAL COST SUMMARY		INFLATED								
Bridge/Culvert ID	Bridge/Culvert Name	2015	2016	2017	2018	2019	2020	2021	2022	2023
BR-053	Name Missing	-	-	-	-	-	-	315,325	-	-
BR-054	Name Missing	-	-	-	-	-	-	-	-	-
BR-058	Name Missing	-	42,330	-	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	1,163,615	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	1,195,093
BR-064	Name Missing	-	43,350	-	-	-	121,449	-	-	-
BR-065	Sewell Bridge	-	34,680	-	-	-	469,234	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	-	1,119,969	-
BR-069	Name Missing	-	-	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	940,346	-	-
BR-074	Name Missing	-	41,820	-	-	-	104,888	-	-	-
BR-075	Name Missing	-	36,720	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	-	-	64,037	-	-	-
BR-081	Name Missing	-	27,030	-	-	-	-	-	-	-
BR-082	Name Missing	-	33,150	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	-	-	18,943	-	-	-	-
BR-111	Name Missing	-	-	-	-	18,943	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	65,317	-	-
BR-113	Name Missing	-	-	-	44,040	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	26,520	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	127,256	-	-
BR-116	Name Missing	-	-	-	-	-	-	-	-	-
BR-118	Name Missing	-	-	-	-	20,566	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	253,939	-	-	-
BR-127	Name Missing	-	-	-	-	-	287,061	-	-	-
BR-129	Name Missing	-	-	-	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	49,877	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	-	-	-	-	-
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	27,602	-	-	-	-
BR-135	Name Missing	-	-	-	-	27,602	-	-	-	-
BR-136	Name Missing	-	-	9,884	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	552,040	-	-	-	-
Total Inflated Capital		-	2,786,130	1,814,978	630,358	3,874,566	3,617,521	3,533,898	2,940,635	2,291,180

ASSET MANAGEMENT STRATEGY 3

CAPITAL COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2024	2025	2026	2027	2028	2029	2030	2031	2032
BR-053	Name Missing	-	-	-	-	-	-	-	-	-
BR-054	Name Missing	-	-	1,504,483	-	-	-	-	-	-
BR-058	Name Missing	-	-	-	-	-	-	235,527	-	-
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	-
BR-064	Name Missing	-	-	-	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	-	-	-
BR-069	Name Missing	-	1,237,279	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	-	-	-
BR-074	Name Missing	-	-	-	-	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	-	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-	-	-
BR-082	Name Missing	-	-	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	-	-	-	-	-	-	-
BR-111	Name Missing	-	-	-	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	-	-	-
BR-113	Name Missing	-	-	-	-	-	-	195,151	-	-
BR-114	Name Missing	-	-	-	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	-	-	-
BR-116	Name Missing	-	-	-	-	-	-	-	-	-
BR-118	Name Missing	-	-	-	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	-	-	-	-
BR-127	Name Missing	-	-	-	-	-	-	-	-	-
BR-129	Name Missing	-	-	2,163,471	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	-	-	57,872	-	-
BR-133	Name Missing	-	1,145,855	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	-	-	-	-	-
BR-135	Name Missing	-	-	-	-	-	-	-	-	-
BR-136	Name Missing	-	-	-	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	-	-	-	-	-
Total Inflated Capital		2,443,964	2,383,134	4,998,365	-	-	-	1,100,920	363,788	434,075

ASSET MANAGEMENT STRATEGY 3

CAPITAL COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2033	2034	2035	2036	2037	2038	2039	2040	2041
BR-053	Name Missing	-	-	-	-	-	-	-	-	-
BR-054	Name Missing	-	-	-	-	-	-	-	-	-
BR-058	Name Missing	-	-	-	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	-
BR-064	Name Missing	-	-	-	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	-	-	-
BR-069	Name Missing	-	-	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	-	-	-
BR-074	Name Missing	-	-	-	-	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	291,726	-	-	-
BR-080	Name Missing	-	-	-	-	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-	902,333	-
BR-082	Name Missing	-	-	-	-	-	-	-	861,318	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	221,482	-
BR-110	Name Missing	-	-	-	-	-	-	-	-	-
BR-111	Name Missing	-	-	-	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	-	-	-
BR-113	Name Missing	-	-	-	-	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	-	-	-
BR-116	Name Missing	-	-	267,471	-	-	-	-	-	-
BR-118	Name Missing	-	-	-	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	623,430	-
BR-125	Name Missing	-	-	-	-	-	-	-	-	-
BR-127	Name Missing	-	-	-	-	-	-	-	-	-
BR-129	Name Missing	-	-	-	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	-	-	-	-	-
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	-	45,161	-	-	-	-	-	-	-
BR-135	Name Missing	-	45,161	-	-	-	-	-	-	-
BR-136	Name Missing	-	-	-	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	-	-	-	-	-
Total Inflated Capital		-	90,322	267,471	-	448,334	291,726	-	3,625,739	-

ASSET MANAGEMENT STRATEGY 3

CAPITAL COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2042	2043	2044	2045	2046	2047	2048	2049	2050
BR-053	Name Missing	-	-	-	-	-	-	-	-	-
BR-054	Name Missing	-	-	-	-	-	-	-	-	-
BR-058	Name Missing	-	-	-	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	-
BR-064	Name Missing	-	-	-	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-	-	649,964
BR-066	Name Missing	-	-	-	-	-	-	-	-	-
BR-069	Name Missing	-	-	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	-	-	-
BR-074	Name Missing	-	-	-	172,079	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	271,704	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-	-	-
BR-082	Name Missing	-	-	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	106,551	-	-	-	-	-	-
BR-111	Name Missing	-	-	106,551	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	221,711	-	-	-	-
BR-113	Name Missing	-	-	-	-	-	-	-	-	-
BR-114	Name Missing	-	-	106,551	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	1,449,089	-	-	-	-	-
BR-116	Name Missing	-	-	-	-	-	-	-	-	-
BR-118	Name Missing	-	-	266,377	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	-	-	-	95,995
BR-127	Name Missing	-	-	-	-	-	-	-	-	115,994
BR-129	Name Missing	-	-	-	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	288,335	-	-
BR-132	Name Missing	-	-	-	-	-	-	-	-	-
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	-	-	-	59,801	-
BR-135	Name Missing	-	-	-	-	-	-	-	59,801	-
BR-136	Name Missing	-	-	-	1,575,885	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	-	-	-	-	-
Total Inflated Capital		-	1,445,050	1,109,903	5,397,858	221,711	2,280,294	1,086,061	698,001	2,831,844

ASSET MANAGEMENT STRATEGY 3

CAPITAL COST SUMMARY		2051	2052	2053	2054	2055	2056	2057	2058	2059
Bridge/Culvert ID	Bridge/Culvert Name									
BR-053	Name Missing	183,590	-	-	-	-	-	-	-	-
BR-054	Name Missing	-	-	-	-	-	-	-	-	-
BR-058	Name Missing	-	-	-	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	595,305	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	609,229	-
BR-064	Name Missing	-	-	-	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	574,311	-	-
BR-069	Name Missing	-	-	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	472,962	-	-	-
BR-074	Name Missing	-	-	-	-	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	-	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-	-	-
BR-082	Name Missing	-	-	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	-	-	-	-	-	-	-
BR-111	Name Missing	-	-	-	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	-	-	-
BR-113	Name Missing	-	-	-	-	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	-	-	-
BR-116	Name Missing	-	-	-	-	-	-	-	-	-
BR-118	Name Missing	-	-	-	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	331,206	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	-	-	-	-
BR-127	Name Missing	-	-	-	-	-	-	-	-	-
BR-129	Name Missing	-	-	-	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	574,090	-	-	-	-
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	-	-	-	-	-
BR-135	Name Missing	-	-	-	-	-	-	-	-	-
BR-136	Name Missing	-	-	-	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	281,417	-	-	-	-	-
Total Inflated Capital		4,028,778	-	-	1,439,555	1,236,502	1,137,361	1,419,697	1,159,879	3,441,677

ASSET MANAGEMENT STRATEGY 3

CAPITAL COST SUMMARY								
Bridge/Culvert ID	Bridge/Culvert Name	2060	2061	2062	2063	2064	2065	2066
BR-053	Name Missing	-	-	-	-	-	-	-
BR-054	Name Missing	-	783,283	-	-	-	-	-
BR-058	Name Missing	146,271	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-
BR-064	Name Missing	2,523,179	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	-
BR-069	Name Missing	633,842	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	-
BR-074	Name Missing	-	-	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-
BR-082	Name Missing	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	-	-	-	-	-
BR-111	Name Missing	-	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	-
BR-113	Name Missing	292,543	-	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	-
BR-116	Name Missing	-	-	-	-	-	242,243	-
BR-118	Name Missing	-	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	-	-
BR-127	Name Missing	-	-	-	-	-	-	-
BR-129	Name Missing	-	1,031,944	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	-	-	-
BR-133	Name Missing	572,896	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	81,803	-	-
BR-135	Name Missing	-	-	-	-	81,803	-	-
BR-136	Name Missing	-	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	-	-	-
Total Inflated Capital		5,107,305	2,959,067	456,542	1,927,367	163,606	242,243	-

ASSET MANAGEMENT STRATEGY 3

O&M COST SUMMARY		INFLATED								
Bridge/Culvert ID	Bridge/Culvert Name	2015	2016	2017	2018	2019	2020	2021	2022	2023
BR-001	Cornfield's Bridge	-	510	-	531	1,624	552	1,689	574	1,757
BR-002	Prosje's Bridge	-	510	5,202	531	1,624	552	1,689	574	1,757
BR-003	Price's Bridge	-	510	2,081	531	1,624	552	1,689	574	1,757
BR-004	MacQueen's Bridge	-	510	2,081	531	1,624	552	1,689	574	1,757
BR-005	Cupsky's Bridge	-	510	1,040	531	1,624	552	1,689	574	1,757
BR-006	Duggin's Gulley	-	510	-	531	1,624	552	1,689	574	1,757
BR-007	MacJohnson's Bridge	-	510	-	531	1,624	552	1,689	574	1,757
BR-008	Fettes' Bridge	-	510	2,081	531	1,624	552	1,689	574	1,757
BR-009	Struyk's Bridge	-	510	32,773	531	1,624	552	1,689	574	1,757
BR-010	Fraser's Bridge	-	-	-	-	-	-	-	-	-
BR-011	Waterton Bridge	-	510	10,404	531	1,624	552	1,689	574	1,757
BR-012	Bognor Bridge	-	510	6,034	531	1,624	552	1,689	574	1,757
BR-013	Reid's Bridge	-	510	26,010	531	1,624	552	1,689	574	1,757
BR-014	Thomson Bridge	-	510	18,207	531	1,624	552	1,689	574	1,757
BR-015	Gialles' Bridge	-	5,610	-	531	1,624	552	1,689	574	1,757
BR-016	5th Line Bridge	-	510	6,763	531	1,624	552	1,689	574	1,757
BR-017	Shields Bridge	-	510	16,646	531	1,624	552	1,689	574	1,757
BR-018	Medley's Bridge	-	510	9,884	531	1,624	552	1,689	574	1,757
BR-019	Name Missing	-	510	6,242	531	1,624	552	1,689	574	1,757
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-	-	-
BR-021	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-022	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-	-	-
BR-025	Name Missing	-	510	8,323	531	1,624	552	1,689	574	1,757
BR-027	Wood's Bridge	-	510	2,601	531	1,624	552	1,689	574	1,757
BR-028	Palmer's Driveway Bridge	-	2,040	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	-	-	12,485	-	541	1,656	563	1,723	586
BR-031	Trowbridge Street Bridge	-	-	520	7,959	541	1,656	563	1,723	586
BR-032	Cemetery Road Bridge	-	-	520	-	541	1,656	563	1,723	586
BR-035	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-037	Name Missing	-	-	520	31,836	541	1,656	563	1,723	586
BR-038	Name Missing	-	-	520	33,004	541	1,656	563	1,723	586
BR-039	Bishop Bridge	-	-	8,323	-	541	1,656	563	1,723	586
BR-040	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-041	Name Missing	-	-	520	22,816	541	1,656	563	1,723	586
BR-042	Name Missing	-	-	520	6,367	541	1,656	563	1,723	586
BR-043	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-044	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-045	Campbell Bridge	-	-	520	34,489	541	1,656	563	1,723	586
BR-046	Name Missing	-	-	520	15,918	541	1,656	563	1,723	586
BR-047	Ambercrombie #1	-	510	3,121	531	1,624	552	1,689	574	1,757
BR-048	Ambercrombie #2	-	510	14,566	531	1,624	552	1,689	574	1,757
BR-049	Name Missing	-	510	12,485	531	1,624	552	1,689	574	1,757
BR-050	Bullsink's Bridge	-	510	14,566	531	1,624	552	1,689	574	1,757
BR-051	Doherty Bridge	-	510	18,727	531	1,624	552	1,689	574	1,757
BR-052	Name Missing	-	510	2,601	531	1,624	552	1,689	574	1,757

ASSET MANAGEMENT STRATEGY 3

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2024	2025	2026	2027	2028	2029	2030	2031	2032
BR-001	Cornfield's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-002	Prosje's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-003	Price's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-004	MacQueen's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-005	Cupsky's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-006	Duggin's Gulley	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-007	MacJohnson's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-008	Fettes' Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-009	Struyk's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-010	Fraser's Bridge	-	-	-	-	-	-	-	-	-
BR-011	Waterton Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-012	Bognor Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-013	Reid's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-014	Thomson Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-015	Gialles' Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-016	5th Line Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-017	Shields Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-018	Medley's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-019	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-	-	-
BR-021	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-022	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-	-	-
BR-025	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-027	Wood's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-031	Trowbridge Street Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-032	Cemetery Road Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-035	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-037	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-038	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-039	Bishop Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-040	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-041	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-042	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-043	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-044	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-045	Campbell Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-046	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-047	Ambercrombie #1	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-048	Ambercrombie #2	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-049	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-050	Bullsink's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-051	Doherty Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-052	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700

ASSET MANAGEMENT STRATEGY 3

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2033	2034	2035	2036	2037	2038	2039	2040	2041
BR-001	Cornfield's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-002	Prosje's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-003	Price's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-004	MacQueen's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-005	Cupsky's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-006	Duggin's Gulley	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-007	MacJohnson's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-008	Fettes' Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-009	Struyk's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-010	Fraser's Bridge	-	-	-	-	-	-	-	-	-
BR-011	Waterton Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-012	Bognor Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-013	Reid's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-014	Thomson Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-015	Gialles' Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-016	5th Line Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-017	Shields Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-018	Medley's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-019	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-	-	-
BR-021	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-022	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-	-	-
BR-025	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-027	Wood's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-031	Trowbridge Street Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-032	Cemetery Road Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-035	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-037	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-038	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-039	Bishop Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-040	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-041	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-042	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-043	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-044	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-045	Campbell Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-046	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-047	Ambercrombie #1	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-048	Ambercrombie #2	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-049	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-050	Bullsink's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-051	Doherty Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-052	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510

ASSET MANAGEMENT STRATEGY 3

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2042	2043	2044	2045	2046	2047	2048	2049	2050
BR-001	Cornfield's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-002	Prosje's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-003	Price's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-004	MacQueen's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-005	Cupsky's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-006	Duggin's Gulley	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-007	MacJohnson's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-008	Fettes' Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-009	Struyk's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-010	Fraser's Bridge	-	-	-	-	-	-	-	-	-
BR-011	Waterton Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-012	Bognor Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-013	Reid's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-014	Thomson Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-015	Gialles' Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-016	5th Line Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-017	Shields Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-018	Medley's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-019	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-	-	-
BR-021	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-022	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-	-	-
BR-025	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-027	Wood's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-031	Trowbridge Street Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-032	Cemetery Road Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-035	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-037	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-038	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-039	Bishop Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-040	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-041	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-042	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-043	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-044	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-045	Campbell Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-046	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-047	Ambercrombie #1	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-048	Ambercrombie #2	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-049	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-050	Bullsink's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-051	Doherty Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-052	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000

ASSET MANAGEMENT STRATEGY 3

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2051	2052	2053	2054	2055	2056	2057	2058	2059
BR-001	Cornfield's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-002	Prosje's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-003	Price's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-004	MacQueen's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-005	Cupsky's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-006	Duggin's Gulley	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-007	MacJohnson's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-008	Fettes' Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-009	Struyk's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-010	Fraser's Bridge	-	-	-	-	-	-	-	-	-
BR-011	Waterton Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-012	Bognor Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-013	Reid's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-014	Thomson Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-015	Gialles' Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-016	5th Line Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-017	Shields Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-018	Medley's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-019	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-	-	-
BR-021	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-022	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-	-	-
BR-025	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-027	Wood's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-031	Trowbridge Street Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-032	Cemetery Road Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-035	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-037	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-038	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-039	Bishop Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-040	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-041	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-042	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-043	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-044	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-045	Campbell Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-046	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-047	Ambercrombie #1	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-048	Ambercrombie #2	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-049	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-050	Bullsink's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-051	Doherty Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-052	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585

ASSET MANAGEMENT STRATEGY 3

O&M COST SUMMARY								
Bridge/Culvert ID	Bridge/Culvert Name	2060	2061	2062	2063	2064	2065	2066
BR-001	Cornfield's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-002	Prosje's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-003	Price's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-004	MacQueen's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-005	Cupsky's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-006	Duggin's Gulley	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-007	MacJohnson's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-008	Fettes' Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-009	Struyk's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-010	Fraser's Bridge	-	-	-	-	-	-	-
BR-011	Waterton Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-012	Bognor Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-013	Reid's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-014	Thomson Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-015	Gialles' Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-016	5th Line Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-017	Shields Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-018	Medley's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-019	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-
BR-021	Twin Bridges	-	-	-	-	-	-	-
BR-022	Twin Bridges	-	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-
BR-025	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-027	Wood's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-031	Trowbridge Street Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-032	Cemetery Road Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-035	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-037	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-038	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-039	Bishop Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-040	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-041	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-042	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-043	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-044	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-045	Campbell Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-046	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-047	Ambercrombie #1	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-048	Ambercrombie #2	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-049	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-050	Bullsink's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-051	Doherty Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-052	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373

ASSET MANAGEMENT STRATEGY 3

O&M COST SUMMARY		INFLATED								
Bridge/Culvert ID	Bridge/Culvert Name	2015	2016	2017	2018	2019	2020	2021	2022	2023
BR-053	Name Missing	-	1,530	520	3,184	541	1,656	563	1,723	586
BR-054	Name Missing	-	-	520	1,592	541	1,656	563	1,723	586
BR-058	Name Missing	-	510	6,763	531	1,624	552	1,689	574	1,757
BR-059	Name Missing	-	1,530	3,121	531	1,624	552	1,689	574	1,757
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	1,530	2,081	531	1,624	552	1,689	574	1,757
BR-064	Name Missing	-	510	14,045	531	1,624	552	1,689	574	1,757
BR-065	Sewell Bridge	-	510	18,207	531	1,624	552	1,689	574	1,757
BR-066	Name Missing	-	510	3,121	531	1,624	552	1,689	574	1,757
BR-069	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-070	Name Missing	-	-	520	3,714	541	1,656	563	1,723	586
BR-074	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-075	Name Missing	-	-	520	4,245	541	1,656	563	1,723	586
BR-080	Name Missing	-	-	520	5,837	541	1,656	563	1,723	586
BR-081	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-082	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	520	2,653	541	1,656	563	1,723	586
BR-110	Name Missing	-	-	520	2,122	541	1,656	563	1,723	586
BR-111	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-112	Name Missing	-	-	520	9,020	541	1,656	563	1,723	586
BR-113	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-114	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-115	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-116	Name Missing	-	-	520	5,571	541	1,656	563	1,723	586
BR-118	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-119	Name Missing	-	-	520	1,061	541	1,656	563	1,723	586
BR-120	Name Missing	-	-	520	2,122	541	1,656	563	1,723	586
BR-125	Name Missing	-	-	520	1,592	541	1,656	563	1,723	586
BR-127	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-129	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-131	Name Missing	-	-	520	4,245	541	1,656	563	1,723	586
BR-132	Name Missing	-	-	520	7,428	541	1,656	563	1,723	586
BR-133	Name Missing	-	510	3,121	531	1,624	552	1,689	574	1,757
BR-134	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-135	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-136	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-145	Name Missing	-	-	520	-	541	1,656	563	1,723	586
Total Inflated O&M		-	27,540	315,033	240,204	76,853	89,431	79,958	93,044	83,188

ASSET MANAGEMENT STRATEGY 3

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2024	2025	2026	2027	2028	2029	2030	2031	2032
BR-053	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-054	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-058	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-059	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-064	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-065	Sewell Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-066	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-069	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-070	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-074	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-075	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-080	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-081	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-082	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-110	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-111	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-112	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-113	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-114	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-115	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-116	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-118	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-119	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-120	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-125	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-127	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-129	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-131	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-132	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-133	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-134	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-135	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-136	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-145	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
Total Inflated O&M		96,802	86,549	100,713	90,045	104,782	93,683	109,015	97,468	113,420

ASSET MANAGEMENT STRATEGY 3

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2033	2034	2035	2036	2037	2038	2039	2040	2041
BR-053	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-054	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-058	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-059	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-064	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-065	Sewell Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-066	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-069	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-070	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-074	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-075	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-080	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-081	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-082	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-110	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-111	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-112	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-113	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-114	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-115	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-116	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-118	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-119	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-120	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-125	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-127	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-129	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-131	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-132	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-133	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-134	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-135	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-136	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-145	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
Total Inflated O&M		101,405	118,002	105,502	122,769	109,765	127,729	114,199	132,889	118,813

ASSET MANAGEMENT STRATEGY 3

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2042	2043	2044	2045	2046	2047	2048	2049	2050
BR-053	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-054	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-058	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-059	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-064	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-065	Sewell Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-066	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-069	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-070	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-074	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-075	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-080	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-081	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-082	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-110	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-111	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-112	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-113	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-114	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-115	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-116	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-118	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-119	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-120	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-125	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-127	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-129	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-131	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-132	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-133	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-134	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-135	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-136	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-145	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
Total Inflated O&M		138,258	123,613	143,843	128,607	149,655	133,802	155,701	139,208	161,991

ASSET MANAGEMENT STRATEGY 3

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2051	2052	2053	2054	2055	2056	2057	2058	2059
BR-053	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-054	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-058	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-059	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-064	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-065	Sewell Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-066	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-069	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-070	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-074	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-075	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-080	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-081	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-082	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-110	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-111	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-112	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-113	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-114	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-115	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-116	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-118	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-119	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-120	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-125	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-127	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-129	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-131	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-132	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-133	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-134	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-135	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-136	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-145	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
Total Inflated O&M		144,832	168,535	150,683	175,344	156,771	182,428	163,104	189,798	169,694

ASSET MANAGEMENT STRATEGY 3

O&M COST SUMMARY								
Bridge/Culvert ID	Bridge/Culvert Name	2060	2061	2062	2063	2064	2065	2066
BR-053	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-054	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-058	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-059	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-060	Name Missing	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-
BR-062	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-064	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-065	Sewell Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-066	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-069	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-070	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-074	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-075	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-080	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-081	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-082	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-085	Name Missing	-	-	-	-	-	-	-
BR-109	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-110	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-111	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-112	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-113	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-114	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-115	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-116	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-118	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-119	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-120	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-125	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-127	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-129	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-131	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-132	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-133	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-134	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-135	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-136	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-145	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
Total Inflated O&M		197,466	176,549	205,444	183,682	213,744	191,103	222,379

Appendix E

Asset Management Strategy No. 4 Capital and Maintenance Costs Projections

ASSET MANAGEMENT STRATEGY 4

[illegible]

ASSET MANAGEMENT STRATEGY 4

[illegible]

ASSET MANAGEMENT STRATEGY 4

CAPITAL COST SUMMARY								
Bridge/Culvert ID	Bridge/Culvert Name	2060	2061	2062	2063	2064	2065	2066
BR-001	Cornfield's Bridge	-	-	-	1,927,367	-	-	-
BR-002	Prosje's Bridge	-	-	-	-	-	-	-
BR-003	Price's Bridge	353,489	-	-	-	-	-	-
BR-004	MacQueen's Bridge	-	-	-	-	-	-	-
BR-005	Cupsky's Bridge	-	-	-	-	-	-	-
BR-006	Duggin's Gulley	-	-	-	-	-	-	-
BR-007	MacJohnson's Bridge	-	-	-	-	-	-	-
BR-008	Fettes' Bridge	-	-	456,542	-	-	-	-
BR-009	Struyk's Bridge	-	-	-	-	-	-	-
BR-010	Fraser's Bridge	-	-	-	-	-	-	-
BR-011	Waterton Bridge	-	447,590	-	-	-	-	-
BR-012	Bognor Bridge	-	-	-	-	-	-	-
BR-013	Reid's Bridge	-	-	-	-	-	-	-
BR-014	Thomson Bridge	-	-	-	-	-	-	-
BR-015	Gialles' Bridge	-	-	-	-	-	-	-
BR-016	5th Line Bridge	-	696,251	-	-	-	-	-
BR-017	Shields Bridge	-	-	-	-	-	-	-
BR-018	Medley's Bridge	-	-	-	-	-	-	-
BR-019	Name Missing	-	-	-	-	-	-	-
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-
BR-021	Twin Bridges	-	-	-	-	-	-	-
BR-022	Twin Bridges	-	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-
BR-025	Name Missing	-	-	-	-	-	-	-
BR-027	Wood's Bridge	-	-	-	-	-	-	-
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	-	-	-	-	-	-	-
BR-031	Trowbridge Street Bridge	-	-	-	-	-	-	-
BR-032	Cemetery Road Bridge	-	-	-	-	-	-	-
BR-035	Name Missing	-	-	-	-	-	-	-
BR-037	Name Missing	-	-	-	-	-	-	-
BR-038	Name Missing	-	-	-	-	-	-	-
BR-039	Bishop Bridge	-	-	-	-	-	-	-
BR-040	Name Missing	-	-	-	-	-	-	-
BR-041	Name Missing	-	-	-	-	-	-	-
BR-042	Name Missing	-	-	-	-	-	-	-
BR-043	Name Missing	-	-	-	-	-	-	-
BR-044	Name Missing	292,543	-	-	-	-	-	-
BR-045	Campbell Bridge	-	-	-	-	-	-	-
BR-046	Name Missing	-	-	-	-	-	-	-
BR-047	Ambercrombie #1	-	-	-	-	-	-	-
BR-048	Ambercrombie #2	292,543	-	-	-	-	-	-
BR-049	Name Missing	-	-	-	-	-	-	-
BR-050	Bullsink's Bridge	-	-	-	-	-	-	-
BR-051	Doherty Bridge	-	-	-	-	-	-	-
BR-052	Name Missing	-	-	-	-	-	-	-

ASSET MANAGEMENT STRATEGY 4

CAPITAL COST SUMMARY		INFLATED								
Bridge/Culvert ID	Bridge/Culvert Name	2015	2016	2017	2018	2019	2020	2021	2022	2023
BR-053	Name Missing	-	-	-	-	-	-	315,325	-	-
BR-054	Name Missing	-	-	-	-	-	-	-	-	-
BR-058	Name Missing	-	42,330	-	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	-	-	-	114,869	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	-
BR-064	Name Missing	-	43,350	-	-	-	121,449	-	-	-
BR-065	Sewell Bridge	-	34,680	-	-	-	469,234	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	-	1,119,969	-
BR-069	Name Missing	-	-	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	940,346	-	-
BR-074	Name Missing	-	41,820	-	-	-	104,888	-	-	-
BR-075	Name Missing	-	36,720	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	-	-	64,037	-	-	-
BR-081	Name Missing	-	27,030	-	-	-	-	-	-	-
BR-082	Name Missing	-	33,150	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	-	-	18,943	-	-	-	-
BR-111	Name Missing	-	-	-	-	18,943	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	65,317	-	-
BR-113	Name Missing	-	-	-	44,040	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	26,520	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	127,256	-	-
BR-116	Name Missing	-	-	-	-	-	-	-	-	-
BR-118	Name Missing	-	-	-	-	20,566	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	253,939	-	-	-
BR-127	Name Missing	-	-	-	-	-	287,061	-	-	-
BR-129	Name Missing	-	-	-	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	49,877	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	-	-	-	-	-
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	27,602	-	-	-	-
BR-135	Name Missing	-	-	-	-	27,602	-	-	-	-
BR-136	Name Missing	-	-	9,884	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	552,040	-	-	-	-
Total Inflated Capital		-	1,092,930	1,814,978	789,539	2,710,951	3,059,960	3,533,898	3,055,504	1,096,087

ASSET MANAGEMENT STRATEGY 4

CAPITAL COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2024	2025	2026	2027	2028	2029	2030	2031	2032
BR-053	Name Missing	-	-	-	-	-	-	-	-	-
BR-054	Name Missing	-	-	1,504,483	-	-	-	-	-	-
BR-058	Name Missing	-	-	-	-	-	-	235,527	-	-
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	121,899	-	-	-	-	-	-	-
BR-064	Name Missing	-	-	-	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	-	-	-
BR-069	Name Missing	-	1,237,279	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	-	-	-
BR-074	Name Missing	-	-	-	-	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	-	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-	-	-
BR-082	Name Missing	-	-	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	-	-	-	-	-	-	-
BR-111	Name Missing	-	-	-	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	-	-	-
BR-113	Name Missing	-	-	12,434	-	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	-	-	-
BR-116	Name Missing	-	-	-	-	-	-	-	-	-
BR-118	Name Missing	-	-	-	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	-	-	-	-
BR-127	Name Missing	-	-	-	-	-	-	-	-	-
BR-129	Name Missing	-	-	2,163,471	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	-	-	57,872	-	-
BR-133	Name Missing	-	365,698	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	-	-	-	-	-
BR-135	Name Missing	-	-	-	-	-	-	-	-	-
BR-136	Name Missing	-	-	-	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	-	-	-	-	-
Total Inflated Capital		2,443,964	1,724,877	5,010,798	-	-	-	905,769	363,788	434,075

ASSET MANAGEMENT STRATEGY 4

CAPITAL COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2033	2034	2035	2036	2037	2038	2039	2040	2041
BR-053	Name Missing	-	-	-	-	-	-	-	-	-
BR-054	Name Missing	-	-	-	-	-	-	-	-	-
BR-058	Name Missing	-	-	-	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	-
BR-064	Name Missing	-	-	-	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	-	-	-
BR-069	Name Missing	-	-	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	-	-	-
BR-074	Name Missing	-	-	-	-	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	291,726	-	-	-
BR-080	Name Missing	-	-	-	-	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-	902,333	-
BR-082	Name Missing	-	-	-	-	-	-	-	861,318	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	221,482	-
BR-110	Name Missing	-	-	-	-	-	-	-	-	-
BR-111	Name Missing	-	-	-	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	-	-	-
BR-113	Name Missing	-	-	-	-	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	-	-	-
BR-116	Name Missing	-	-	267,471	-	-	-	-	-	-
BR-118	Name Missing	-	-	-	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	623,430	-
BR-125	Name Missing	-	-	-	-	-	-	-	-	-
BR-127	Name Missing	-	-	-	-	-	-	-	-	-
BR-129	Name Missing	-	-	-	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	-	-	-	-	-
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	-	45,161	-	-	-	-	-	-	-
BR-135	Name Missing	-	45,161	-	-	-	-	-	-	-
BR-136	Name Missing	-	-	-	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	-	-	-	-	-
Total Inflated Capital		-	90,322	601,809	-	448,334	291,726	-	3,625,739	-

ASSET MANAGEMENT STRATEGY 4

CAPITAL COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2042	2043	2044	2045	2046	2047	2048	2049	2050
BR-053	Name Missing	-	-	-	-	-	-	-	-	-
BR-054	Name Missing	-	-	-	-	-	-	-	-	-
BR-058	Name Missing	-	-	-	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	-
BR-064	Name Missing	-	-	-	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-	-	649,964
BR-066	Name Missing	-	-	-	-	-	-	-	-	-
BR-069	Name Missing	-	-	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	-	-	-
BR-074	Name Missing	-	-	-	172,079	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	271,704	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-	-	-
BR-082	Name Missing	-	-	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	106,551	-	-	-	-	-	-
BR-111	Name Missing	-	-	106,551	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	221,711	-	-	-	-
BR-113	Name Missing	-	-	-	-	-	-	-	-	-
BR-114	Name Missing	-	-	106,551	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	1,449,089	-	-	-	-	-
BR-116	Name Missing	-	-	-	-	-	-	-	-	-
BR-118	Name Missing	-	-	266,377	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	-	-	-	95,995
BR-127	Name Missing	-	-	-	-	-	-	-	-	115,994
BR-129	Name Missing	-	-	-	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	288,335	-	-
BR-132	Name Missing	-	-	-	-	-	-	-	-	-
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	-	-	-	59,801	-
BR-135	Name Missing	-	-	-	-	-	-	-	59,801	-
BR-136	Name Missing	-	-	-	1,575,885	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	-	-	-	-	-
Total Inflated Capital		-	1,445,050	1,109,903	5,017,472	221,711	2,280,294	1,086,061	698,001	2,831,844

ASSET MANAGEMENT STRATEGY 4

CAPITAL COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2051	2052	2053	2054	2055	2056	2057	2058	2059
BR-053	Name Missing	183,590	-	-	-	-	-	-	-	-
BR-054	Name Missing	-	-	-	-	-	-	-	-	-
BR-058	Name Missing	-	-	-	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	-
BR-064	Name Missing	-	-	-	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	574,311	-	-
BR-069	Name Missing	-	-	-	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	472,962	-	-	-
BR-074	Name Missing	-	-	-	-	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	-	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-	-	-
BR-082	Name Missing	-	-	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	-	-	-	-	-	-	-
BR-111	Name Missing	-	-	-	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	-	-	-
BR-113	Name Missing	-	-	-	-	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	-	-	-
BR-116	Name Missing	-	-	-	-	-	-	-	-	-
BR-118	Name Missing	-	-	-	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	331,206	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	-	-	-	-
BR-127	Name Missing	-	-	-	-	-	-	-	-	-
BR-129	Name Missing	-	-	-	-	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	574,090	-	-	-	-
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	-	-	-	-	-
BR-135	Name Missing	-	-	-	-	-	-	-	-	-
BR-136	Name Missing	-	-	-	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	281,417	-	-	-	-	-
Total Inflated Capital		3,131,227	-	-	844,250	1,236,502	1,137,361	1,419,697	550,649	3,441,677

ASSET MANAGEMENT STRATEGY 4

CAPITAL COST SUMMARY								
Bridge/Culvert ID	Bridge/Culvert Name	2060	2061	2062	2063	2064	2065	2066
BR-053	Name Missing	-	-	-	-	-	-	-
BR-054	Name Missing	-	783,283	-	-	-	-	-
BR-058	Name Missing	146,271	-	-	-	-	-	-
BR-059	Name Missing	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-
BR-064	Name Missing	2,523,179	-	-	-	-	-	-
BR-065	Sewell Bridge	-	-	-	-	-	-	-
BR-066	Name Missing	-	-	-	-	-	-	-
BR-069	Name Missing	633,842	-	-	-	-	-	-
BR-070	Name Missing	-	-	-	-	-	-	-
BR-074	Name Missing	-	-	-	-	-	-	-
BR-075	Name Missing	-	-	-	-	-	-	-
BR-080	Name Missing	-	-	-	-	-	-	-
BR-081	Name Missing	-	-	-	-	-	-	-
BR-082	Name Missing	-	-	-	-	-	-	-
BR-085	Name Missing	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	-	-	-	-	-
BR-110	Name Missing	-	-	-	-	-	-	-
BR-111	Name Missing	-	-	-	-	-	-	-
BR-112	Name Missing	-	-	-	-	-	-	-
BR-113	Name Missing	-	-	-	-	-	-	-
BR-114	Name Missing	-	-	-	-	-	-	-
BR-115	Name Missing	-	-	-	-	-	-	-
BR-116	Name Missing	-	-	-	-	-	242,243	-
BR-118	Name Missing	-	-	-	-	-	-	-
BR-119	Name Missing	-	-	-	-	-	-	-
BR-120	Name Missing	-	-	-	-	-	-	-
BR-125	Name Missing	-	-	-	-	-	-	-
BR-127	Name Missing	-	-	-	-	-	-	-
BR-129	Name Missing	-	1,031,944	-	-	-	-	-
BR-131	Name Missing	-	-	-	-	-	-	-
BR-132	Name Missing	-	-	-	-	-	-	-
BR-133	Name Missing	-	-	-	-	-	-	-
BR-134	Name Missing	-	-	-	-	81,803	-	-
BR-135	Name Missing	-	-	-	-	81,803	-	-
BR-136	Name Missing	-	-	-	-	-	-	-
BR-145	Name Missing	-	-	-	-	-	-	-
Total Inflated Capital		4,241,866	2,959,067	456,542	1,927,367	163,606	242,243	-

ASSET MANAGEMENT STRATEGY 4

O&M COST SUMMARY		INFLATED								
Bridge/Culvert ID	Bridge/Culvert Name	2015	2016	2017	2018	2019	2020	2021	2022	2023
BR-001	Cornfield's Bridge	-	510	-	531	1,624	552	1,689	574	1,757
BR-002	Prosje's Bridge	-	510	5,202	531	1,624	552	1,689	574	1,757
BR-003	Price's Bridge	-	510	2,081	531	1,624	552	1,689	574	1,757
BR-004	MacQueen's Bridge	-	510	2,081	531	1,624	552	1,689	574	1,757
BR-005	Cupsky's Bridge	-	510	1,040	531	1,624	552	1,689	574	1,757
BR-006	Duggin's Gulley	-	510	-	531	1,624	552	1,689	574	1,757
BR-007	MacJohnson's Bridge	-	510	-	531	1,624	552	1,689	574	1,757
BR-008	Fettes' Bridge	-	510	2,081	531	1,624	552	1,689	574	1,757
BR-009	Struyk's Bridge	-	510	32,773	531	1,624	552	1,689	574	1,757
BR-010	Fraser's Bridge	-	-	-	-	-	-	-	-	-
BR-011	Waterton Bridge	-	510	10,404	531	1,624	552	1,689	574	1,757
BR-012	Bognor Bridge	-	510	6,034	531	1,624	552	1,689	574	1,757
BR-013	Reid's Bridge	-	510	26,010	531	1,624	552	1,689	574	1,757
BR-014	Thomson Bridge	-	510	18,207	531	1,624	552	1,689	574	1,757
BR-015	Gialles' Bridge	-	5,610	-	531	-	-	-	-	-
BR-016	5th Line Bridge	-	510	6,763	531	1,624	552	1,689	574	1,757
BR-017	Shields Bridge	-	510	16,646	531	1,624	552	1,689	574	1,757
BR-018	Medley's Bridge	-	510	9,884	531	1,624	552	1,689	574	1,757
BR-019	Name Missing	-	510	6,242	531	1,624	552	1,689	574	1,757
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-	-	-
BR-021	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-022	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-	-	-
BR-025	Name Missing	-	510	8,323	531	1,624	552	1,689	574	1,757
BR-027	Wood's Bridge	-	510	2,601	531	1,624	552	1,689	574	1,757
BR-028	Palmer's Driveway Bridge	-	2,040	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	-	-	12,485	-	541	1,656	563	1,723	586
BR-031	Trowbridge Street Bridge	-	-	520	7,959	541	1,656	563	1,723	586
BR-032	Cemetery Road Bridge	-	-	520	-	541	1,656	563	1,723	586
BR-035	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-037	Name Missing	-	-	520	31,836	541	1,656	563	1,723	586
BR-038	Name Missing	-	-	520	33,004	541	1,656	563	1,723	586
BR-039	Bishop Bridge	-	-	8,323	-	541	1,656	563	1,723	586
BR-040	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-041	Name Missing	-	-	520	22,816	541	1,656	563	1,723	586
BR-042	Name Missing	-	-	520	6,367	541	1,656	563	1,723	586
BR-043	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-044	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-045	Campbell Bridge	-	-	520	34,489	541	1,656	563	1,723	586
BR-046	Name Missing	-	-	520	15,918	541	1,656	563	1,723	586
BR-047	Ambercrombie #1	-	510	3,121	531	1,624	552	1,689	574	1,757
BR-048	Ambercrombie #2	-	510	14,566	531	1,624	552	1,689	574	1,757
BR-049	Name Missing	-	510	12,485	531	1,624	552	1,689	574	1,757
BR-050	Bullsink's Bridge	-	510	14,566	531	1,624	552	1,689	574	1,757
BR-051	Doherty Bridge	-	510	18,727	531	1,624	552	1,689	574	1,757
BR-052	Name Missing	-	510	2,601	531	1,624	552	1,689	574	1,757

ASSET MANAGEMENT STRATEGY 4

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2024	2025	2026	2027	2028	2029	2030	2031	2032
BR-001	Cornfield's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-002	Prosje's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-003	Price's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-004	MacQueen's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-005	Cupsky's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-006	Duggin's Gulley	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-007	MacJohnson's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-008	Fettes' Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-009	Struyk's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-010	Fraser's Bridge	-	-	-	-	-	-	-	-	-
BR-011	Waterton Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-012	Bognor Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-013	Reid's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-014	Thomson Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-015	Gialles' Bridge	-	-	-	-	-	-	-	-	-
BR-016	5th Line Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-017	Shields Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-018	Medley's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-019	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-	-	-
BR-021	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-022	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-	-	-
BR-025	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-027	Wood's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-031	Trowbridge Street Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-032	Cemetery Road Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-035	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-037	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-038	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-039	Bishop Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-040	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-041	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-042	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-043	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-044	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-045	Campbell Bridge	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-046	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-047	Ambercrombie #1	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-048	Ambercrombie #2	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-049	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-050	Bullsink's Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-051	Doherty Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-052	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700

ASSET MANAGEMENT STRATEGY 4

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2033	2034	2035	2036	2037	2038	2039	2040	2041
BR-001	Cornfield's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-002	Prosje's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-003	Price's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-004	MacQueen's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-005	Cupsky's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-006	Duggin's Gulley	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-007	MacJohnson's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-008	Fettes' Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-009	Struyk's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-010	Fraser's Bridge	-	-	-	-	-	-	-	-	-
BR-011	Waterton Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-012	Bognor Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-013	Reid's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-014	Thomson Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-015	Gialles' Bridge	-	-	-	-	-	-	-	-	-
BR-016	5th Line Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-017	Shields Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-018	Medley's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-019	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-	-	-
BR-021	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-022	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-	-	-
BR-025	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-027	Wood's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-031	Trowbridge Street Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-032	Cemetery Road Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-035	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-037	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-038	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-039	Bishop Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-040	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-041	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-042	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-043	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-044	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-045	Campbell Bridge	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-046	Name Missing	714	2,185	743	-	-	-	-	-	-
BR-047	Ambercrombie #1	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-048	Ambercrombie #2	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-049	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-050	Bullsink's Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-051	Doherty Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-052	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510

ASSET MANAGEMENT STRATEGY 4

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2042	2043	2044	2045	2046	2047	2048	2049	2050
BR-001	Cornfield's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-002	Prosje's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-003	Price's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-004	MacQueen's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-005	Cupsky's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-006	Duggin's Gulley	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-007	MacJohnson's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-008	Fettes' Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-009	Struyk's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-010	Fraser's Bridge	-	-	-	-	-	-	-	-	-
BR-011	Waterton Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-012	Bognor Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-013	Reid's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-014	Thomson Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-015	Gialles' Bridge	-	-	-	-	-	-	-	-	-
BR-016	5th Line Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-017	Shields Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-018	Medley's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-019	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-	-	-
BR-021	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-022	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-	-	-
BR-025	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-027	Wood's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-031	Trowbridge Street Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-032	Cemetery Road Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-035	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-037	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-038	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-039	Bishop Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-040	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-041	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-042	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-043	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-044	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-045	Campbell Bridge	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-046	Name Missing	-	-	-	-	-	-	-	-	-
BR-047	Ambercrombie #1	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-048	Ambercrombie #2	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-049	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-050	Bullsink's Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-051	Doherty Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-052	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000

ASSET MANAGEMENT STRATEGY 4

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2051	2052	2053	2054	2055	2056	2057	2058	2059
BR-001	Cornfield's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-002	Prosje's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-003	Price's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-004	MacQueen's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-005	Cupsky's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-006	Duggin's Gulley	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-007	MacJohnson's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-008	Fettes' Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-009	Struyk's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-010	Fraser's Bridge	-	-	-	-	-	-	-	-	-
BR-011	Waterton Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-012	Bognor Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-013	Reid's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-014	Thomson Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-015	Gialles' Bridge	-	-	-	-	-	-	-	-	-
BR-016	5th Line Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-017	Shields Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-018	Medley's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-019	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-	-	-
BR-021	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-022	Twin Bridges	-	-	-	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-	-	-
BR-025	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-027	Wood's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-031	Trowbridge Street Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-032	Cemetery Road Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-035	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-037	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-038	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-039	Bishop Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-040	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-041	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-042	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-043	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-044	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-045	Campbell Bridge	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-046	Name Missing	-	-	-	-	-	-	-	-	-
BR-047	Ambercrombie #1	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-048	Ambercrombie #2	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-049	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-050	Bullsink's Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-051	Doherty Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-052	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585

ASSET MANAGEMENT STRATEGY 4

O&M COST SUMMARY								
Bridge/Culvert ID	Bridge/Culvert Name	2060	2061	2062	2063	2064	2065	2066
BR-001	Cornfield's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-002	Prosje's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-003	Price's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-004	MacQueen's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-005	Cupsky's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-006	Duggin's Gulley	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-007	MacJohnson's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-008	Fettes' Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-009	Struyk's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-010	Fraser's Bridge	-	-	-	-	-	-	-
BR-011	Waterton Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-012	Bognor Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-013	Reid's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-014	Thomson Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-015	Gialles' Bridge	-	-	-	-	-	-	-
BR-016	5th Line Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-017	Shields Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-018	Medley's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-019	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-020	Keefer's Creek Bridge	-	-	-	-	-	-	-
BR-021	Twin Bridges	-	-	-	-	-	-	-
BR-022	Twin Bridges	-	-	-	-	-	-	-
BR-023	Grey County Bridge #57	-	-	-	-	-	-	-
BR-025	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-027	Wood's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-028	Palmer's Driveway Bridge	-	-	-	-	-	-	-
BR-029	Name Missing	-	-	-	-	-	-	-
BR-030	Bakeshop Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-031	Trowbridge Street Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-032	Cemetery Road Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-035	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-037	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-038	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-039	Bishop Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-040	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-041	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-042	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-043	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-044	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-045	Campbell Bridge	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-046	Name Missing	-	-	-	-	-	-	-
BR-047	Ambercrombie #1	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-048	Ambercrombie #2	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-049	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-050	Bullsink's Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-051	Doherty Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-052	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373

ASSET MANAGEMENT STRATEGY 4

O&M COST SUMMARY		INFLATED								
Bridge/Culvert ID	Bridge/Culvert Name	2015	2016	2017	2018	2019	2020	2021	2022	2023
BR-053	Name Missing	-	1,530	520	3,184	541	1,656	563	1,723	586
BR-054	Name Missing	-	-	520	1,592	541	1,656	563	1,723	586
BR-058	Name Missing	-	510	6,763	531	1,624	552	1,689	574	1,757
BR-059	Name Missing	-	1,530	3,121	531	1,624	552	1,689	574	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	1,530	2,081	531	1,624	552	1,689	574	1,757
BR-064	Name Missing	-	510	14,045	531	1,624	552	1,689	574	1,757
BR-065	Sewell Bridge	-	510	18,207	531	1,624	552	1,689	574	1,757
BR-066	Name Missing	-	510	3,121	531	1,624	552	1,689	574	1,757
BR-069	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-070	Name Missing	-	-	520	3,714	541	1,656	563	1,723	586
BR-074	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-075	Name Missing	-	-	520	4,245	541	1,656	563	1,723	586
BR-080	Name Missing	-	-	520	5,837	541	1,656	563	1,723	586
BR-081	Name Missing	-	-	520	3,184	541	1,656	563	1,723	586
BR-082	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	-	-	520	2,653	541	1,656	563	1,723	586
BR-110	Name Missing	-	-	520	2,122	541	1,656	563	1,723	586
BR-111	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-112	Name Missing	-	-	520	9,020	541	1,656	563	1,723	586
BR-113	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-114	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-115	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-116	Name Missing	-	-	520	5,571	541	1,656	563	1,723	586
BR-118	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-119	Name Missing	-	-	520	1,061	541	1,656	563	1,723	586
BR-120	Name Missing	-	-	520	2,122	541	1,656	563	1,723	586
BR-125	Name Missing	-	-	520	1,592	541	1,656	563	1,723	586
BR-127	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-129	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-131	Name Missing	-	-	520	4,245	541	1,656	563	1,723	586
BR-132	Name Missing	-	-	520	7,428	541	1,656	563	1,723	586
BR-133	Name Missing	-	510	3,121	531	1,624	552	1,689	574	1,757
BR-134	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-135	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-136	Name Missing	-	-	520	-	541	1,656	563	1,723	586
BR-145	Name Missing	-	-	520	-	541	1,656	563	1,723	586
Total Inflated O&M		-	27,540	315,033	240,204	75,229	88,879	78,268	92,469	79,673

ASSET MANAGEMENT STRATEGY 4

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2024	2025	2026	2027	2028	2029	2030	2031	2032
BR-053	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-054	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-058	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	598	1,828	-	-	-	-	-	-	-
BR-064	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-065	Sewell Bridge	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-066	Name Missing	598	1,828	622	1,902	647	1,979	673	2,059	700
BR-069	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-070	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-074	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-075	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-080	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-081	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-082	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-110	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-111	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-112	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-113	Name Missing	1,793	609	1,865	-	-	-	-	-	-
BR-114	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-115	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-116	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-118	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-119	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-120	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-125	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-127	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-129	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-131	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-132	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-133	Name Missing	598	1,828	-	-	-	-	-	-	-
BR-134	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-135	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-136	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
BR-145	Name Missing	1,793	609	1,865	634	1,940	660	2,019	686	2,100
Total Inflated O&M		95,607	82,892	98,227	81,802	100,255	85,106	104,305	88,545	108,519

ASSET MANAGEMENT STRATEGY 4

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2033	2034	2035	2036	2037	2038	2039	2040	2041
BR-053	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-054	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-058	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	-
BR-064	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-065	Sewell Bridge	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-066	Name Missing	2,142	728	2,229	758	2,319	788	2,413	820	2,510
BR-069	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-070	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-074	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-075	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-080	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-081	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-082	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-110	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-111	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-112	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-113	Name Missing	-	-	-	-	-	-	-	-	-
BR-114	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-115	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-116	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-118	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-119	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-120	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-125	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-127	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-129	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-131	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-132	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-135	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-136	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
BR-145	Name Missing	714	2,185	743	2,273	773	2,365	804	2,461	837
Total Inflated O&M		92,122	112,903	95,844	115,191	98,943	119,844	102,940	124,686	107,099

ASSET MANAGEMENT STRATEGY 4

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2042	2043	2044	2045	2046	2047	2048	2049	2050
BR-053	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-054	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-058	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	-
BR-064	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-065	Sewell Bridge	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-066	Name Missing	853	2,612	888	2,717	924	2,827	961	2,941	1,000
BR-069	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-070	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-074	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-075	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-080	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-081	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-082	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-110	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-111	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-112	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-113	Name Missing	-	-	-	-	-	-	-	-	-
BR-114	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-115	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-116	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-118	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-119	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-120	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-125	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-127	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-129	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-131	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-132	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-135	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-136	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
BR-145	Name Missing	2,560	871	2,664	906	2,771	942	2,883	980	3,000
Total Inflated O&M		129,723	111,426	134,964	115,927	140,417	120,611	146,090	125,483	151,992

ASSET MANAGEMENT STRATEGY 4

O&M COST SUMMARY										
Bridge/Culvert ID	Bridge/Culvert Name	2051	2052	2053	2054	2055	2056	2057	2058	2059
BR-053	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-054	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-058	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-059	Name Missing	-	-	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-	-	-
BR-064	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-065	Sewell Bridge	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-066	Name Missing	3,060	1,040	3,183	1,082	3,312	1,126	3,446	1,172	3,585
BR-069	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-070	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-074	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-075	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-080	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-081	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-082	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-085	Name Missing	-	-	-	-	-	-	-	-	-
BR-109	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-110	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-111	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-112	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-113	Name Missing	-	-	-	-	-	-	-	-	-
BR-114	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-115	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-116	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-118	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-119	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-120	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-125	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-127	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-129	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-131	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-132	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-133	Name Missing	-	-	-	-	-	-	-	-	-
BR-134	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-135	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-136	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
BR-145	Name Missing	1,020	3,121	1,061	3,247	1,104	3,378	1,149	3,515	1,195
Total Inflated O&M		130,553	158,132	135,827	164,521	141,315	171,167	147,024	178,082	152,963

ASSET MANAGEMENT STRATEGY 4

O&M COST SUMMARY								
Bridge/Culvert ID	Bridge/Culvert Name	2060	2061	2062	2063	2064	2065	2066
BR-053	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-054	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-058	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-059	Name Missing	-	-	-	-	-	-	-
BR-060	Name Missing	-	-	-	-	-	-	-
BR-061	Grey County Bridge #67	-	-	-	-	-	-	-
BR-062	Name Missing	-	-	-	-	-	-	-
BR-064	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-065	Sewell Bridge	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-066	Name Missing	1,219	3,730	1,268	3,881	1,319	4,037	1,373
BR-069	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-070	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-074	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-075	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-080	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-081	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-082	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-085	Name Missing	-	-	-	-	-	-	-
BR-109	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-110	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-111	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-112	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-113	Name Missing	-	-	-	-	-	-	-
BR-114	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-115	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-116	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-118	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-119	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-120	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-125	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-127	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-129	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-131	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-132	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-133	Name Missing	-	-	-	-	-	-	-
BR-134	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-135	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-136	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
BR-145	Name Missing	3,657	1,243	3,805	1,294	3,958	1,346	4,118
Total Inflated O&M		185,277	159,143	192,762	165,573	200,550	172,262	208,652