



# **ASSET MANAGEMENT PLAN**

**UPDATED NOVEMBER 18, 2015**

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# TABLE OF CONTENTS

SECTION #	TOPIC	PAGE #
<b>1.0</b>	<b>EXECUTIVE SUMMARY</b>	4-5
<b>2.0</b>	<b>INTRODUCTION</b>	6-7
<b>3.0</b>	<b>STATE OF LOCAL INFRASTRUCTURE</b> County assets have been divided into subsections below. Each subsection will address the following questions: <ul style="list-style-type: none"> <li>● What do we own?</li> <li>● What is it worth?</li> <li>● What condition is it in?</li> <li>● Desired level of service.</li> <li>● What do we need to do to it (Asset Management Strategy)?</li> <li>● When do we need to do it?</li> <li>● How much money do we need (Financing Strategy)?</li> </ul>	7-48
3.1	Roads	7-28
3.2	Bridges	28-31
3.3	Culverts > 3 Meters in Diameter	31-34
3.4	Culverts < 3 Meters in Diameter	34-36
3.5	Existing Facilities	37-39
3.6	Traffic Lights	40-41
3.7	Public Works' Fleet	41-42
3.8	Emergency Services Assets	43-44
3.9	Social Housing Assets	44-48
3.10	Assets constructed to meet future growth plans	48
<b>4.0</b>	<b>CLIMATE CHANGE RISK MITIGATION STRATEGIES</b>	49
<b>5.0</b>	<b>PROCUREMENT METHODS</b>	49-50
<b>6.0</b>	<b>FINANCING STRATEGY</b>	50-51

# **1.0 EXECUTIVE SUMMARY**

An asset management plan is a strategic document that states how a group of assets is to be managed over a period of time. Lanark County implemented this asset management plan as it is an improved way of doing business that will help the County with responding to increased system demands, aging infrastructure and to build, maintain, operate, renew and replace infrastructure cost effectively with limited resources.

The asset management plan contained in this document describes the characteristics and condition of Lanark County infrastructure assets, the levels of service expected from them, planned actions to ensure the assets are providing the expected level of service, and financing strategies to implement the planned actions.

The table below provides summary information for each one of the County’s significant asset classes. It is important to note that the County has a ten year funding gap of in excess of \$10 million. Assets significantly underfunded are County Roads (\$5.8 million) and Social Housing Buildings (\$4.9 million). To adequately address the County’s infrastructure deficit in a timely manner, financial assistance from the federal and provincial governments is necessary since the residents of Lanark County are unable to afford higher tax levies.

<b>COUNTY ASSET CLASS</b>	<b>REPLACEMENT COST (AS OF JANUARY 1, 2015)</b>	<b>CURRENT STATE OF INFRASTRUCTURE (AS OF JANUARY 1, 2015)</b>	<b>PLANNED LEVEL OF SERVICE</b>	<b>10 YEAR TOTAL FUNDING GAP (BRACKETS INDICATE A DEFICIT)</b>
ROADS	\$212,000,000	63% of Road network are rated Very Good & Good	75% of County Roads are Very Good & Good	\$(5,798,408)
BRIDGES	\$60,000,000	87% of Bridges are rated as Good	87% of County Bridges are rated as Good	\$(1,627,628)
CULVERTS > 3 METERS IN DIAMETER	\$6,200,000	87% of Culverts are rated as Good	87% of County Culverts are rated as Good	\$983,770
CULVERTS < 3 METERS IN DIAMETER	\$18,000,000	81% of Culverts are rated as Very Good & Good	81% of County Culverts <3 M are rated as Very Good & Good	\$(71,430)

COUNTY ASSET CLASS	REPLACEMENT COST (AS OF JANUARY 1, 2015)	CURRENT STATE OF INFRASTRUCTURE (AS OF JANUARY 1, 2015)	PLANNED LEVEL OF SERVICE	10 YEAR TOTAL FUNDING GAP (BRACKETS INDICATE A DEFICIT)
EXISTING FACILITIES	\$41,528,750	Lanark Lodge is rated as Good, Admin, Engineering, McDonalds Corner Coverall, Public Works facilities in Perth & Union Hall are rated as Very Good	Lanark Lodge is rated as Good, Admin, Engineering, McDonalds Corner Coverall, Public Works facilities in Perth & Union Hall are rated as Very Good	\$584,723
TRAFFIC LIGHTS	\$1,200,000	Good	Average Asset Condition rated as Good	\$76,600
PUBLIC WORKS FLEET	\$4,326,000	Equipment replaced at end of economic life	Equipment replaced at end of economic life	\$0
EMERGENCY SERVICES ASSETS	\$3,662,000	Equipment replaced at end of economic life	Equipment replaced at end of economic life	\$614,040
SOCIAL HOUSING BUILDINGS	\$64,890,880	83% of Buildings are rated as Very Good and Good	100% of Buildings are rated as Very Good & Good	\$(4,873,210)
SOCIAL HOUSING PARKING LOTS	\$547,469	37% of Parking lots are rated as Very Good and Good	85% of Parking lots are rated as Very Good & Good	\$31,010
ASSETS FOR FUTURE GROWTH	\$2,080,000	To be constructed in the next ten years	Maintain a Very Good rating on new assets constructed as this is the cheapest option in the long term	\$0
<b>TOTAL</b>	<b>\$414,435,099</b>			<b>\$(10,080,533)</b>

## **2.0 INTRODUCTION**

The provision of reliable infrastructure is crucial for ensuring that Lanark County can continue to accommodate growth in a manner which is environmentally, socially and economically sustainable.

Lanark County's objective for the development and maintenance of the transportation infrastructure is to ensure that the road network (including bridges and culverts) within the County will function in a cost effective, efficient and safe manner for the movement of people and goods throughout the County.

The County road system is composed of arterial, collector and local County roads which:

- have the capacity to carry large traffic volumes;
- provide a functional link between communities or significant developments and land uses;
- functions as an integral part of the provincial transportation network through linkages to Provincial highways

To ensure that the County is able to provide infrastructure that meets the needs of residents now and in the future the County has developed and implemented an asset management plan. The purpose of the County's asset management plan is to identify the technical and financial needs of assets such as roads and bridges well in advance of a major asset renewal or replacement so that the County is able to plan for these major projects should the timing of the needs coincide.

There is a direct relationship between the County's asset management plan and the annual budget. Asset renewal requirements outlined in this plan for 2016 were taken directly from the County's draft budget. Future budgets will be developed using the expenditure targets and financing strategies that are contained in the asset management plan.

The County's asset management plan incorporates all significant assets (i.e. bridges, roads, culverts, social housing, long term care, buildings and vehicles). This is to ensure that the County is able to deliver the services required of residents in the future.

The asset management plan includes required spending for the next 10 years. Every two years the plan will be updated with new information as it becomes available (i.e. bridge inspection reports).

The asset management plan was developed using resources from the Finance and Public Work's departments. The Finance department provided the net book value of County assets and prepared the plan's financing strategy. The Public Works' department provided current asset condition, replacement cost and required expenditures for the next 10 years.

## **3.0 STATE OF LOCAL INFRASTRUCTURE**

The following sections summarize the inventory of County's assets as well as their condition. All financial values and condition assessments are as of January 1, 2015.

### **3.1 ROADS**

#### **3.1.1. What do we own?**

On January 1, 2015, the County of Lanark's road network consisted of 561 kilometers (or 1,122 lane kilometers) of roadways. Almost all of the County's roads have paved surfaces of either asphalt (440 kilometers) or surface treated composition (118 kilometers). As of October 8, 2015 there are only 3 kilometers of loose surface carriageways.

#### **3.1.2. What is it worth?**

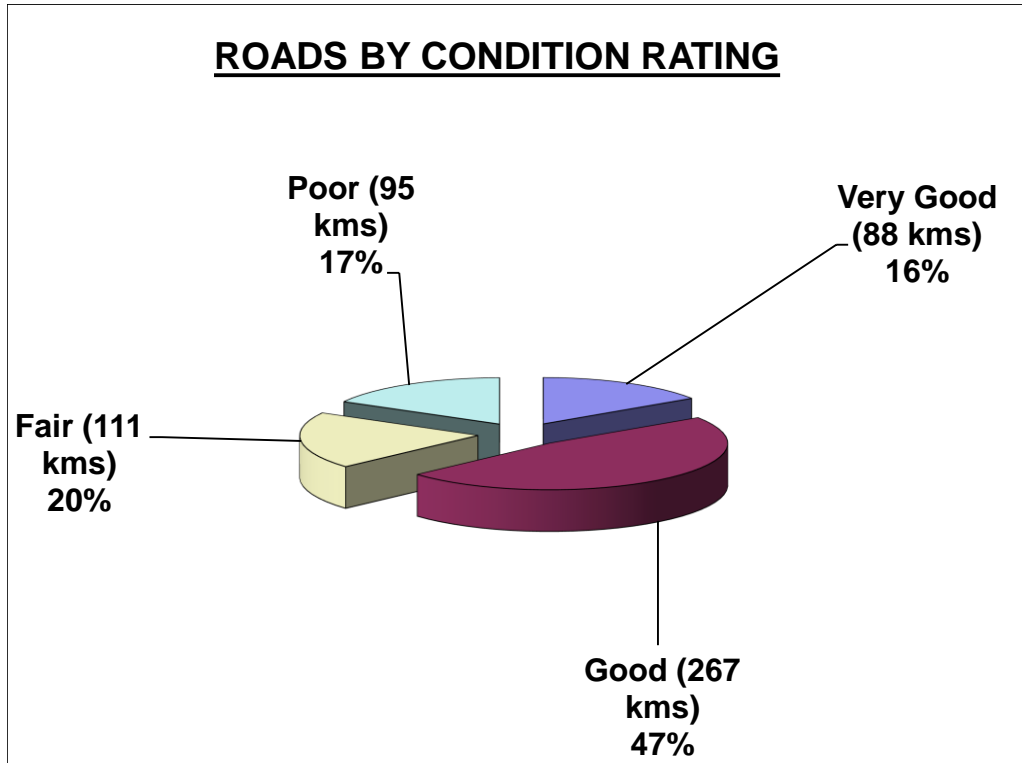
The estimated replacement value of all County roads, in 2015 dollars, is approximately \$212 million. County roads have an accounting net book value of \$54 million.

#### **3.1.3. What condition is it in?**

To assess the condition of the County's road network, Public Work's staff obtained Pavement Condition Index (PCI) values for all road segments. Road segments were classified as Very Good, Good, Fair or Poor using the assessment approach outlined in the table below:

Category	PCI Score		Description
	Low	High	
Very Good	85	100	Sound pavement with few defects perceived by drivers.
Good	65	84	Slight rutting and/or cracking and/or roughness that is noticeable to drivers.
Fair	50	64	Multiple cracks are apparent and/or rutting may pull at the wheel and/or roughness necessitates drivers to make minor steering corrections.
Poor	0	49	Significant cracks may cause potholes and/or rutting pulls at the vehicles and/or roughness is uncomfortable to occupants. Drivers may need to correct steering to avoid road defects.

The following chart provide inventory and condition information for all road sections in Lanark County (a total of 561 kms). It is important to note that on January 1, 2015, 63% of the County's road network is assessed as Very Good and Good.



The chart below summarizes PCI changes for the County Road network since 2013.

	2013 KMS	2013%	2015 KMS	2015%
Roads Rated as Very Good	152	27%	88	16%
Roads Rated as Good	204	36%	267	48%
Roads Rated as Fair	106	19%	111	20%
Roads Rated as Poor	99	18%	95	17%
	561		561	

The charts below provide the PCI for each road section in Lanark County as it existed on January 1, 2013 and its most current assessment of January 1, 2015.



Road #	Road Name	Section ID	Rd. Class	PCI-2013	PCI-2015	Dist	Classification	Repair/Mtnc required in # of Years
1	1-Rideau Ferry Rd.	001005	3	70	55	1.91	Col R	1 to 5
1	1-Rideau Ferry Rd.	001024	3	70	55	2.12	Col R	1 to 5
1	1-Rideau Ferry Rd.	001045	3	70	55	1.98	Col R	1 to 5
1	1-Rideau Ferry Rd.	001065	3	70	55	2.2	Col R	1 to 5
1	1-Rideau Ferry Rd.	001087	3	70	55	1.72	Col R	1 to 5
1	1-Rideau Ferry Rd.	001000	3	70	55	0.51	Col U	1 to 5
2	2-Heritage Drive	002000	3	66	72	4.9	Col R	1 to 5
4	4-Roger Stevens Drive	004011	3	82	65	4.41	Col R	Adequate
4	4-Roger Stevens Drive	004000	3	83	75	1.08	Col R	Adequate
4	4-Roger Stevens Drive	004055	3	85	74	7.83	Col R	Adequate
4	4-Roger Stevens Drive	004134	3	87	76	4.28	Col R	Adequate
6	6-Althorpe Road	006068LA	4	38	95	2.38	Col R	Adequate
6	6-Althorpe Road	006000	4	46	31	6.79	Col R	Now
6	6-Althorpe Road	006068LB	4	51	77	1	Col R	1 to 5
6	6-Christie Lake Road	006237	3	74	71	3.6	Col R	6 to 10
6	6-Althorpe Road	006068HC	4	78	47	2	Col R	1 to 5
6	6-Christie Lake Road	006178	3	81	74	5.03	Col R	Adequate
6	6-Althorpe Road	006068HD	4	85	84	2	Col R	Adequate
6	6-Christie Lake Road	006143	3	93	89	2.84	Col R	Adequate
6	6-Christie Lake Road	006231	4	74	71	0.56	Col U	6 to 10
6	6-Christie Lake Road	006172	4	92	84	0.76	Col U	Adequate
7	7-Fallbrook Road	007067	4	71	63	0.29	Col R	6 to 10
7	7-Fallbrook Road	007002	3	75	72	5.9	Col R	6 to 10
7	7-Fallbrook Road	007070	3	85	77	1.57	Col R	Adequate
7	7-Fallbrook Road	007062	4	71	63	0.46	Col U	6 to 10
7	7-Fallbrook Road	007000	4	72	81	0.27	Col U	Adequate
7B	7B-Townline Rd. West	007900	3	74	84	1.25	Art R	Adequate
7B	7B-Townline Rd. East	007921	3	80	86	1.14	Art U	Adequate
7B	7B-Townline Rd. West	007912	3	88	83	0.86	Art U	Adequate
8	8-Watsons Corners Road	008008	4	33	24	8.88	Col R	now
8	8-Herron Mills Road	008160A	4	49	94	1.19	Col R	Adequate

Road #	Road Name	Section ID	Rd. Class	PCI-2013	PCI-2015	Dist	Classification	Repair/Mtnce required in # of Years
8	8-Herron Mills Road	008160B	4	87	75	5.2	Col R	Adequate
8	8-Watsons Corners Road	008104H	4	90	75	2.41	Col R	Adequate
8	8-Watsons Corners Road	008104L	4	90	75	3	Col R	Adequate
8	8-Watsons Corners Road	008102A	4	49	38	0.6	Col U	now
8	8-Watsons Corners Road	008000	4	56	41	0.76	Col U	now
8	8-Watsons Corners Road	008102B	4	90	38	0.13	Col U	now
8	8-6th Con. C Lanark	008224	5	96	96	0.4	Col U	Adequate
9	9-Tatlock Road	009000	4	44	88	8.81	Col R	Adequate
9	9-Tatlock Road	009152	4	49	45	0.85	Col R	now
9	9-Tatlock Road	009138	4	54	48	5.09	Col R	1 to 5
9	9-Tatlock Road	009089	3	57	49	3.83	Col R	1 to 5
9	9-Tatlock Road	009191	4	69	81	6.7	Col R	Adequate
9	9-Tatlock Road	009267H	5	74	69	3.83	Col R	6 to 10
9	9-Tatlock Road	009267L	5	84	86	1.2	Col R	Adequate
9	9-Tatlock Road	009129	4	47	43	1.05	Col U	now
9A	9A-McIlraith Road	009900	5	75		0.39	Col R	6 to 10
10	10-Scotch Line	010157	3	90	62	1.21	Art R	6 to 10
10	10-South Street	010170	3	90	59	1.03	Art U	6 to 10
10	10-Perth Road	010363	3	57	93	2.83	Col R	Adequate
10	10-Drummond Con. 2	010264	3	62	79	7.28	Col R	Adequate
10	10-Richmond Road	010500	3	63	71	0.64	Col R	6 to 10
10	10-Drummond Con. 2	010204	3	64	26	5.99	Col R	1 to 5
10	10-Drummond Con. 2	010192	3	70	47	1.21	Col R	1 to 5
10	10-Perth Road	010337	3	70	91	1.39	Col R	Adequate
10	10-Richmond Road	010467	3	70	63	3.19	Col R	1 to 5
10	10-Scotch Line	010000	3	71	69	8.4	Col R	6 to 10
10	10-Richmond Road	010405	3	73	64	6.14	Col R	6 to 10
10	10-Scotch Line	010084A	3	91	80	5	Col R	Adequate
10	10-Scotch Line	010084B	3	91	63	2.26	Col R	6 to 10
10	10-Perth Road	010350	3	61	94	1.85	Col U	Adequate
10	10-Perth Road	010398	3	63	93	0.67	Col U	Adequate
10	10-Richmond Road	010497	3	76	69	0.49	Col U	6 to 10
11	11-Wilson Street	011000	4	76	70	1.34	Col R	6 to 10
11	11-River Road	011023	4	96	91	0.98	Col R	Adequate
11	11-Wilson Street	011015	4	72	60	0.93	Col U	6 to 10

Road #	Road Name	Section ID	Rd. Class	PCI-2013	PCI-2015	Dist	Classification	Repair/Mtnce required in # of Years
12	12-McDonalds Cmrs. R	012091B	3	30	93	3	Col R	Adequate
12	12-Markle Road	012236A	4	85	94	0.6	Col R	Adequate
12	12-Markle Road	012236B	4	51	94	0.6	Col R	Adequate
12	12-McDonalds Cmrs. R	012003	4	85	90	6.44	Col R	Adequate
12	12-McDonalds Cmrs. R	012000	4	90	93	1.31	Col R	Adequate
12	12-Pine Grove Road	012315	4	91	79	4.64	Col R	Adequate
12	12-McDonalds Cmrs. R	012185	4	95	76	5.25	Col R	Adequate
12	12-Pine Grove Road	012260	3	95	90	0.29	Col R	Adequate
12	12-Pine Grove Road	012267	3	95	90	5.22	Col R	Adequate
12	12-McDonalds Cmrs. R	012088	4	96	91	0.68	Col R	Adequate
12	12-McDonalds Cmrs. R	012091A	3	96	93	5.96	Col R	Adequate
12	12-South Street	012254	4	85	60	0.65	Col U	Adequate
12	12-McDonalds Cmrs. R	012079	4	86	75	0.88	Col U	Adequate
12	12-Mill Street	012250	4	92	78	0.37	Col U	Adequate
14	14-Narrows Lock Road	014081	4	84	62	3.36	Col R	6 to 10
14	14-Narrows Lock Road	014130	4	85	69	5	Col R	6 to 10
14	14-Narrows Lock Road	014024	5	86	70	5.67	Col R	6 to 10
14	14-Narrows Lock Road	014000	5	87	81	2.36	Col R	Adequate
15	15-Fergusons Falls Ro	015108	3	67	58	4.95	Col R	1 to 5
15	15-Fergusons Falls Ro	015099	4	81	60	0.57	Col R	6 to 10
15	15-Fergusons Falls Ro	015000	4	83	52	8.5	Col R	1 to 5
15	15-Fergusons Falls Ro	015086	4	81	60	1.51	Col U	6 to 10
16	16-Wolf Grove Road	016292B	3	38	37	5	Col R	now
16	16-Wolf Grove Road	016387	3	58	52	1.4	Col R	1 to 5
16	16-South Lavant Road	016052	5	80	70	1.75	Col R	6 to 10
16	16-South Lavant Road	016000B	5	83	84	1.9	Col R	Adequate
16	16-South Lavant Road	016070	5	84	69	8.25	Col R	Adequate
16	16-South Lavant Road	016158	4	84	79	8.73	Col R	Adequate

Road #	Road Name	Section ID	Rd. Class	PCI-2013	PCI-2015	Dist	Classification	Repair/Mtnce required in # of Years
16	16-Wolf Grove Road	016249	3	88	78	3.76	Col R	Adequate
16	16-South Lavant Road	016000A	5	92	80	3.3	Col R	Adequate
16	16-Wolf Grove Road	016292A	3	93	82	4.24	Col R	Adequate
16	16-Wolf Grove Road	016401	3	94	83	9.25	Col R	Adequate
16	16-South Lavant Road	016153	5	84	79	0.56	Col U	Adequate
16	16-Wolf Grove Road	016250	4	88	78	0.16	Col U	Adequate
16	16-Wolf Grove Road	016290	4	88	78	0.42	Col U	Adequate
16	16-Wolf Grove Road	016247	4	91	86	0.37	Col U	Adequate
16	16-Almonte Street	016494	3	94	83	0.25	Col U	Adequate
16A	16A-Perth Street	016900	3	43	98	0.31	Art U	Adequate
16A	16A-Bridge Street	016903A	3	43	98	0.43	Art U	Adequate
16A	16A-Bridge Street	016903B	3	78	78	0.55	Art U	6 to 10
16A	16A-Martin Street South	016916	3	87	79	0.08	Art U	Adequate
16A	16A-Queen Street	016913	3	97	92	0.27	Art U	Adequate
17	17-Martin Street North	017237	3	35	88	2	Col R	Adequate
17	17-Martin Street North	017237	3	90	88	0.21	Col R	Adequate
17	17-Derry Side Road	017000A	4	56	53	3	Col R	1 to 5
17	17-Blakeney Road	017315	4	62	80	6.71	Col R	Adequate
17	17-Appleton Side Road	017101A	4	70	54	1	Col R	1 to 5
17	17-Appleton Side Road	017101B	4	72	61	4.38	Col R	6 to 10
17	17-Cemetery Side Road	017072	3	73	65	2.94	Col R	6 to 10
17	17-Appleton Side Road	017155	3	79	61	7.35	Col R	6 to 10
17	17-Derry Side Road	017000C	4	81	75	2.81	Col R	Adequate
17	17-Martin Street North	017259	3	82	74	2.43	Col R	Adequate
17	17-Derry Side Road	017000B	4	82	88	1.4	Col R	Adequate
17	17-Blakeney Road	017293	4	89	86	1.52	Col R	Adequate
17	17-Panmure Road	017308	4	91	84	0.73	Col R	Adequate
17	17-Martin Street North	017284	4	77	74	0.48	Col U	6 to 10
17	17-Martin Street North	017229	4	78	72	0.6	Col U	6 to 10

Road #	Road Name	Section ID	Rd. Class	PCI-2013	PCI-2015	Dist	Classification	Repair/Mtnce required in # of Years
17	17-Blakeney Road	017287	4	85	80	0.61	Col U	Adequate
18	18-Port Elmsley Road	018000	3	68	45	4.62	Col R	1 to 5
18	18-Port Elmsley Road	018053	4	68	43	1.06	Col U	1 to 5
19	19-Bennett Lake Road	019093	4	22	23	4.35	Col R	now
19	19-Bennett Lake Road	019002B	4	28	10	5.97	Col R	now
19	19-Bennett Lake Road	019136	4	40	90	2.37	Col R	Adequate
19	19-Bennett Lake Road	019002A	4	59	94	3	Col R	Adequate
19	19-Bennett Lake Road	019156	4	93	90	1.58	Col R	Adequate
19	19-Bennett Lake Road	019000	5	80	91	0.27	Col U	Adequate
20	20-Waba Road	020158	3	48	44	1.04	Col R	now
20	20-Waba Road	020081	3	52	33	7.66	Col R	1 to 5
20	20-Kinburn Side Road	020000	3	53	76	1.48	Col R	1 to 5
20	20-Kinburn Side Road	020015	4	64	58	0.6	Col R	1 to 5
20	20-Waba Road	020029	3	67	79	5.18	Col R	Adequate
20	20-Waba Road	020021	4	49	78	0.75	Col U	Adequate
21	21-Lally Road	021000	5	40	95	5.19	Col R	Adequate
21	21-Elm Grove Road	021123	4	61	56	4.1	Col R	1 to 5
21	21-Elm Grove Road	021055	4	85	79	6.87	Col R	Adequate
22	22-Shaw Road	022000	4	87	71	2.69	Col R	Adequate
23	23-Rosedale Road South	023000	4	47	37	2.79	Col R	now
23	23-Rosedale Road South	023028A	4	43	30	2.06	Col U	now
23	23-Rosedale Road South	023028B	4	82	63	1	Col U	6 to 10
24	24-Campbell Side Road	024077	4	48	40	2.91	Col R	now
24	24-4th Con. Pakenham	024065	4	53	37	1.18	Col R	now
24	24-Peneshula Road	024000	4	59	94	3.09	Col R	Adequate
24	24-Bellamy Road	024031	4	61	40	3.36	Col R	1 to 5
29	29-Town Line Road East	029028	3	61	77	0.2	Art R	Adequate
29	29-County Rd. #29 South	029030A	2	61	90	0.2	Art R	Adequate
29	29-County Rd. #29 South	029049	2	88	78	7.35	Art R	Adequate

Road #	Road Name	Section ID	Rd. Class	PCI-2013	PCI-2015	Dist	Classification	Repair/Mtnce required in # of Years
29	29-County Rd. #29 South	029030B	2	91	90	1.69	Art R	Adequate
29	29-McNeely Avenue	029016	3	76	79	1.17	Art U	Adequate
29	29-McNeely Avenue	029000A	2	84	83	1.07	Art U	Adequate
29	29-McNeely Avenue	029000B	2	84	83	0.5	Art U	Adequate
29	29-County Rd. #29 North	029287	3	60	75	3.63	Col R	6 to 10
29	29-County Rd. #29 North	029324	3	61	42	2.45	Col R	1 to 5
29	29-County Rd. #29 North	029200	3	87	70	7.47	Col R	Adequate
29	29-County Rd. #29 North	029136	3	88	69	6.32	Col R	Adequate
29	29-County Rd. #29 North	029283	4	59	81	0.37	Col U	Adequate
29	29-County Rd. #29 North	029275	4	63	81	0.81	Col U	Adequate
29	29-Christian Street	029129	3	85	78	0.72	Col U	Adequate
29	29-Christian Street	029123	3	90	81	0.61	Col U	Adequate
36	36-Bolingbroke Road	036000	4	42	95	0.71	Col R	Adequate
36	36-Bolingbroke Road	036008	4	47	26	5.65	Col R	now
36	36-Bolingbroke Road	036065	4	49	32	7.66	Col R	now
36	36-Elphin Maberly Road	036291	4	68	87	4.38	Col R	Adequate
36	36-Elphin Maberly Road	036217	4	72	90	6.34	Col R	Adequate
36	36-Maberly Elphin Road	036159	4	88	65	2.52	Col R	Adequate
36	36-Maberly Elphin Road	036189	4	89	75	2.93	Col R	Adequate
36	36-Elphin Maberly Road	036287	4	71	87	0.37	Col U	Adequate
36	36-Bolingbroke Road	036140	4	76	47	0.6	Col U	6 to 10
36	36-Elphin Maberly Road	036280	4	82	87	0.53	Col U	Adequate
36	36-Maberly Elphin Road	036148	4	89	78	1.58	Col U	Adequate
43	43-Hwy 43	043306	3	80	63	8.34	Art R	6 to 10
43	43-Hwy 43	043224	3	82	75	1.17	Art R	Adequate
43	43-Hwy 43	043144	2	87	73	7.65	Art R	Adequate
43	43-Hwy 43	043221	3	82	74	0.25	Art U	Adequate
43	43-Hwy 43	043000	3	78	57	8.49	Col R	6 to 10
43	43-Hwy 43	043086	3	79	61	4.8	Col R	6 to 10
49	49-March Road	049000	2	74	76	2.9	Art R	1 to 5
511	511-Hwy 511	511014	2	82	74	5.04	Art R	Adequate
511	511-Hwy 511	511007	3	91	77	0.69	Art R	Adequate

Road #	Road Name	Section ID	Rd. Class	PCI-2013	PCI-2015	Dist	Classification	Repair/Mtnce required in # of Years
511	511-Lanark Road	511000	3	92	85	0.71	Art R	Adequate
511	511-Hwy 511	511402A	4	50	51	4	Col R	now
511	511-Hwy 511	511335A	4	55	53	2.3	Col R	1 to 5
511	511-Hwy 511	511362	4	58	51	3.92	Col R	1 to 5
511	511-Lanark Road	511489	4	58	52	0.58	Col R	1 to 5
511	511-Hwy 511	511402B	4	58	61	4.68	Col R	1 to 5
511	511-Hwy 511	511272B	3	60	53	5.49	Col R	1 to 5
511	511-Hwy 511	511072	3	82	74	6.51	Col R	Adequate
511	511-Hwy 511	511138	3	82	74	0.44	Col R	Adequate
511	511-Hwy 511	511272A	3	87	76	1	Col R	Adequate
511	511-Hwy 511	511257	3	88	78	1.24	Col R	Adequate
511	511-Hwy 511	511171	3	90	79	2.8	Col R	Adequate
511	511-Hwy 511	511209	3	93	74	3.37	Col R	Adequate
511	511-Hwy 511	511202	3	94	84	0.73	Col R	Adequate
511	511-Hwy 511	511160	3	95	88	1.08	Col R	Adequate
511	511-Hwy 511	511335B	4	95	90	0.38	Col R	Adequate
511	511-Hwy 511	511067	3	82	74	0.39	Col U	Adequate
511	511-Hwy 511	511069	3	82	74	0.32	Col U	Adequate
511	511-Hwy 511	511143	3	82	74	0.62	Col U	Adequate
511	511-Hwy 511	511248	4	88	72	0.76	Col U	Adequate
511	511-Hwy 511	511251	4	88	78	0.77	Col U	Adequate
511	511-George Street	511150	3	89	82	1.11	Col U	Adequate
511	511-South Street	511149	4	94	89	0.08	Col U	Adequate
						561		

### 3.1.4 Desired Level of Service

The desired level of service as well as the current and expected performance over the next ten years are provided in the table below:

COUNTY ASSET	CURRENT PERFORMANCE	DESIRED LEVEL OF SERVICE	EXPECTED PERFORMANCE OVER THE NEXT 10 YEARS
Roads	63% of County Roads are rated as Very Good & Good	75% of County Roads are rated as Very Good & Good	Target achieved by 2025

### 3.1.5. What do we need to do to it (Asset Management Strategy)?

The County's asset management strategy is the set of planned actions that will enable the assets to provide the desired levels of service in a sustainable way, while managing risk, at the lowest lifecycle cost (e.g. through preventive action).

Research conducted by the Ontario Goods Roads Association has concluded that it is cost effective for a municipal government to invest in a pavement preservation strategy. Performing maintenance at defined intervals is significantly cheaper in the long term than constructing a road and letting it deteriorate to the point that rehabilitation is necessary. The County used the research from Ontario Goods Roads Association to develop and implement the following pavement preservation strategy:

PLANNED MAINTENANCE ACTIVITY	YEAR PERFORMED AFTER ROAD SEGMENT REHABILITATION
Crack Sealing	Performed in Years 3 or 4 after a rehabilitation and again between years 6 and 8
Micro-Surfacing	Performed in years 10 to 12
Resurfacing	Performed in year 20
Rehabilitation	Depending on road condition a full rehab is planned in 30 years

When roads are rehabilitated, center line culverts are replaced if the estimated remaining life is less than five years. Following this practice results in integrated infrastructure planning and lowers total costs over the long term.

### 3.1.6 When do we need to do it?

The charts below indicate planned repairs & maintenance for County roads for the time period of 2016 to 2025.



Section ID #	Description	Surf	Length	AAADT	Improvement Type	2016	2017	2018	2019	2020	2021-2025
001000	Leeds Bndry (Centre of Bridge)-to-Yacht Club Road	HCB	0.5	3200	PR2		\$155,550				
001005	Rideau Ferry North end of C & G	HCB	1.9	3200	PR2		\$573,000				
001024	Co. Rd. #18-to-Co. Rd. #21	HCB	2.1	3500	PR2		\$636,000				
001045	Co. Rd. #21-to-Millar Brooke Way	HCB	2	4200	PR2	\$600,000					
001065	Millar Brooke Way-to-Wild Life Road	HCB	2.2	4200	PR2	\$660,000					
001087	Wild Life Road-to-South Street Perth	HCB	1.7	6500	PR2	\$540,000					
002000	Merrickville Bndry-to-Gilroy Road	HCB	4.9	1750	Micro D						\$156,800
004000	Rideau Avenue-to-Code Drive	HCB	1.1	5000	R1			\$129,600			
004011	Code Drive-to-Rosedale Rd. S (Cty. Rd. 23)	HCB	4.4	3900	R1			\$529,200			
004055	Rosedale Rd. S. (Cty. Rd. 23)-to-Fletcher Road	HCB	7.8	3900	R1				\$939,600		
004134	Fletcher Road-to-Ottawa Bndry	HCB	4.3	2860	R1					\$513,600	
006000	Bolingbroke Road-to-Hanna Road	HCB	5.9	400	PRDST (2017 & 2020)		\$295,000			\$885,000	
006000	Bolingbroke Road-to-Hanna Road	HCB	0.9	400	PR DST (2016), Micro S (2017)	\$160,000	\$18,900				
006068	Hanna Road-to-Christie Lake North Shore Road	LCB	2.5	800	PRDST(2017), Micro S(2018)		\$124,000	\$52,080			
006068	Hanna Road-to-Christie Lake North Shore Road	HCB	2.1	800	PRDST(2017), Micro S(2018)		\$105,000	\$44,100			
006068	Hanna Road-to-Christie Lake North Shore Road	LCB	1.8	800	Micro S		\$37,800				
006068	Hanna Road-to-Christie Lake North Shore Road	HCB	1	800	Micro D						\$32,000
006143	Christie Lake North Shore Road-to-Cameron Side Road	HCB	2.8	1250	Micro D						\$90,880
006172	Cameron Side Road-to-PIN #1940 (Dewitt's Corners)	HCB	0.8	1700	Micro D		\$24,320				
006178	PIN #1940 (Dewitt's Corners)-to-PIN #910 (Glen Tay)	HCB	5	1700	PR2					\$1,534,150	
006231	PIN #910 (Glen Tay)-to-PIN #793 (Glen Tay)	HCB	0.6	2800	R1 FM		\$84,000				
006237	PIN #793 (Glen Tay)-to-County Admin. Entrance	HCB	3.6	2800	R1 FM		\$540,000				

Section ID #	Description	Surf	Length	AADT	Improvement Type	2016	2017	2018	2019	2020	2021-2025
007000	Co. Rd. #511-to-Balderson Hamlet Sign	HCB	0.3	2000	Micro D						\$8,640
007002	Balderson Hamlet Sign-to-Fall Crescent (North)	HCB	5.9	2000	Micro D						\$188,800
007062	Fall Crescent (North)-to-Bennett Lake Rd. (Co. Rd. #19)	HCB	0.5	1500	Micro D						\$14,720
007067	Bennett Lake Rd. (Co. Rd. #19)-to-MacKay Line Road	HCB	0.3	1500	Micro D						\$9,280
007070	MacKay Line Road-to-McDonalds Corners Rd (Rd. #12)	HCB	1.6	1500	Micro D						\$50,240
007900	Hwy. #7-to-PIN #267 (Miss Mills Bndry)	HCB	1.3	3500	Micro D						\$40,000
007912	PIN #267 (Miss Mills Bndry)-to-Bridge Street	HCB	0.9	7400	Micro D						\$27,520
007921	Bridge Street-to-McNeely Ave. (Co. Rd. #29)	HCB	1.1	8350	Micro D						\$36,480
008000	McDonalds Corners Rd. (Rd. #12)-to-Hollie Drive	HCB	0.8	620	Micro D						\$24,320
008008	Hollie Drive-to-PIN #2607 (Watsons Corners)	HCB	2.9	620	DSTOVLY		\$144,000				
008008	Hollie Drive-to-PIN #2607 (Watsons Corners)	HCB	4	620	Micro S		\$84,000				
008008	Hollie Drive-to-PIN #2607 (Watsons Corners)	HCB	2	620	Micro D						\$64,000
008102	PIN #2607 (Watsons Corners)-to-PIN #2462 (Watsons Corners)	HCB	0.7	620	Micro D						\$23,360
008104	PIN #2464 (Watsons Corners)-to-Co. Rd. #511	HCB	3.1	900	DSTOVLY (2016), Micro S (2017)	\$255,020	\$65,310				
008104	PIN #2464 (Watsons Corners)-to-Co. Rd. #511	LCB	2.3	900	DSTOVLY (2016), Micro S (2017)	\$188,600	\$48,300				
008160	Co. Rd. #511-to-6th Con. C Lanark	LCB	1.1	450	Micro S	\$23,100					
008160	Co. Rd. #511-to-6th Con. C Lanark	LCB	5.3	450	Micro S	\$111,090					
008224	Herron Mills Road (Co. Rd. #8)-to-Wolf Grove Rd. (Co. Rd. #16)	HCB	0.4	500	Micro D						\$12,800
009000	Hwy. #7-to-Wolf Grove Rd. (Co. Rd. #16)	HCB	8.8	600	Micro S	\$185,010					
009089	Wolf Grove Rd. (Co. Rd. #16)-to-PIN #2746 (Clayton)	HCB	3.8	1200	R1			\$459,600			

Section ID #	Description	Surf	Length	AADT	Improvement Type	2016	2017	2018	2019	2020	2021-2025
009129	PIN #2746 (Clayton)-to-Bay Road	HC	1.1	1200	DSTOVL Y (2017), Micro S (2018)		\$52,500	\$22,050			
009138	Bay Road-to-Munro Line	HC	5.1	550	DSTOVL Y (2017), Micro S (2018)		\$254,500	\$106,890			
009152	Munro Line-to-PIN #4177 (Halls Mills Bridge)	HC	0.9	550	DSTOVL Y (2017), Micro S (2018)		\$42,500	\$17,850			
009191	PIN #4177 (Halls Mills Bridge)-to-7th Con Darling	LC	6.7	550	DSTOVL (2019), Micro (2020)				\$335,000	\$140,700	
009267	7th Con. Darling-to-Hwy 511	LC	1.2	400	DSTOVL (2019), Micro (2020)				\$60,000	\$25,200	
009267	7th Con. Darling-to-Hwy 511	HC	3.8	400	Micro D						\$122,560
009900	Hwy 511-to-4th Con Darling	HC	0.4	600							
010000	Leeds Boundary-to-Narrows Locks Rd. (Co. Rd. #14)	HC	8.4	2000	Micro D						\$268,800
010084	Narrows Locks Rd. (Co. Rd. #14)-to-Otty Lake Side Road	HC	4.9	3500	Micro D						\$155,200
010084	Narrows Locks Rd. (Co. Rd. #14)-to-Otty Lake Side Road	HC	2.4	3500	Micro D						\$77,120
010157	Otty Lake Side Road-to-PIN #2022 (Perth Bndry)	HC	1.2	6100	Micro D						\$38,720
010170	PIN #2022 (Perth Bndry)-to-Rideau Ferry Rd. (Co. Rd. #1)	HC	1	6500	Micro D						\$32,960
010192	PIN #24 (Perth Bndry)-to-Spence Road	HC	1.2	3200							
010204	Spence Road-to-Richardson Side Road	HC	6	3200							
010264	Richardson Side Road-to-Day Road	HC	6.3	3200							
010264	Richardson Side Road-to-Day Road	HC	1	3200							
010337	Day Road-to-Gillies Corners Hamlet Sign West	HC	1.4	3300							
010350	Gillies Corners Hamlet Sign West-to-Gillies Corners Hamlet Sign East	HC	1.9	3300							

Section ID #	Description	Surf	Length	AADT	Improvement Type	2016	2017	2018	2019	2020	2021-2025
010363	Gillies Corners Hamlet Sign East-to-Franktown Hamlet Sign West	HCB	2.8	3300							
010398	Franktown Hamlet Sign West-to-Hwy. #15	HCB	0.7	3300							
010405	Hwy. #15-to-Derry Side Road	HCB	6.1	4200	R1 PSh					\$736,800	
010467	Derry Side Rd. (Co. Rd. #17)-to-Crooked Side Rd	HCB	3.2	4200	R1 PSh				\$382,800		
010497	Crooked Side Rd-to-Windmill Crescent	HCB	0.5	4200	R1 PSh				\$58,800		
010500	Windmill Crescent-to-Ashton Station Road North	HCB	0.6	4200	R1 PSh				\$76,800		
011000	Co. Rd. #29 South-to-Appleton Hamlet Sign West	HCB	1.3	1200	R1/FM			\$160,800			
011015	Appleton Hamlet Sign West-to-Wilson Street	HCB	0.9	1200	R1/FM			\$111,600			
011023	Wilson Street-to-Appleton Sideroad (Co. Rd. #17)	HCB	1	1050	Micro D						\$31,360
012000	Elphin Maberly Rd. (Co. Rd. #36)-to-2nd Con North Sherbrooke	HCB	1.3	650	Micro D						\$41,920
012003	2nd Con North Sherbrooke-to-Mill Avenue	HCB	4.3	650	Micro D						\$138,560
012003	2nd Con North Sherbrooke-to-Mill Avenue	HCB	2.1	650	Micro D						\$67,520
012079	Mill Avenue-to-Watsons Crnrs. Rd. (Co. Rd. #8)	HCB	0.9	1000	Micro D						\$28,160
012088	Watsons Crnrs. Rd. (Co. Rd. #8)-to-McDonalds Corners Hamlet Sign	HCB	0.7	1300	Micro D						\$21,760
012091	McDonalds Corners Hamlet Sign-to-Co Rd 7	HCB	9	1300	Micro D						\$286,720
012185	Fallbrook Rd. (Co. Rd. #7)-to-PIN #2614 (Lanark Village)	HCB	5.3	1000	R1 PSh						\$630,000
012236	PIN #2614 (Lanark Village)-to-Argyle Street South	HCB	1.2	1000	Micro D						\$38,400
012250	Argyle Street South-to-George Street (Co. Rd. #511)	HCB	0.4	1000	Micro D						\$11,840
012254	Highway 511-to-Roberts Road	HCB	0.7	1450	Micro						\$20,800
012260	Roberts Road-to-Lanark Village Sign	HCB	0.3	1450	R1 PSh						\$34,800
012267	Lanark Village Sign-to-7th Con A Lanark	HCB	5.2	1450	R1 PSh						\$626,400

Section ID #	Description	Surf	Length	AADT	Improvement Type	2016	2017	2018	2019	2020	2021-2025
012315	7th Con. A Lanark-to-Fergusons Falls Rd. (Co. Rd. #15)	HCB	4.6	850	R1 PSh						\$556,800
014000	Leeds Bndry (Big Rideau North S)-to-Merkley Road (Days Corner)	LCB	2.4	350	DSTOVly (2017), Micro S (2018)		\$118,000	\$75,520			
014024	Merkley Road (Days Corner)-to-Lally Road Co Rd 21	LCB	5.7	350	Micro S			\$119,070			
014081	Lally Road (Co. Rd. #21)-to-Long Lake Road	LCB	3.4	450	Micro S			\$70,560			
014130	Long Lake Road-to-Scotch Line (Co. Rd. #10)	HCB	5	800	Micro D					\$160,000	
015000	Co. Rd. #511-to-Drummond Con. 12B	HCB	8.5	750	Micro D				\$272,000		
015086	Drummond Con. 12B-to-Hamlet Sign East Side	HCB	1.5	750	Micro D				\$48,320		
015099	Hamlet Sign East Side-to-Pine Grove Rd. (Co. Rd. #12)	HCB	0.6	750	Micro D				\$18,240		
015108	Pine Grove Rd. (Co. Rd. #12)-to-Hwy. #7	HCB	5	1300	R1 PSh				\$594,000		
016000	Frontenac Bndry-to-Morrison Lane	LCB	4.2	150	DSTOVly (2018), Micro S (2020)			\$210,000		\$88,200	
016000	Frontenac Bndry-to-Morrison Lane	LCB	1	150	DSTOVL Y (2018), Micro S (2020)			\$50,000		\$21,000	
016052	Morrison Lane-to-Lavant Mill Road	LCB	1.8	150	DSTOVL Y (2019), Micro S (2020)				\$87,500	\$36,750	
016070	Lavant Mill Road-to-Umpherson Mill Road	LCB	8.3	200	DSTOVL Y (2019), Micro S (2020)				\$412,500	\$173,250	
016153	Umpherson Mill Road-to-PIN #2264 (Poland)	LCB	0.6	200	DSTOVL Y (2019), Micro S (2020)				\$28,000	\$11,760	
016158	PIN #2264 (Poland)-to-Co. Rd. #511	LCB	0.7	350	DSTOVL Y (2016), Micro S (2017)	\$44,530	\$15,330				
016158	PIN #2264 (Poland)-to-Co. Rd. #511	LCB	8	350	DSTOVL Y (2016), Micro S (2017)	\$488,000	\$168,000				

Section ID #	Description	Surf	Length	AADT	Improv/Maintenance Type	2016	2017	2018	2019	2020	2021-2025
016247	Co. Rd. #511-to-Hopetown Hamlet Limit (60 Max Sign)	HCB	0.4	1100	Micro D						\$11,840
016249	Hopetown Hamlet Limit (60 Max Sign)-to-PIN #4248 (Middleville)	HCB	3.8	1100	Micro D						\$120,320
016250	PIN #4248 (Middleville)-to-6th Con C Lanark	HCB	0.2	1100	Micro D						\$5,120
016290	6th Con C Lanark-to-PIN #4132 East Ent (Middleville)	HCB	0.4	1400	Micro D						\$13,440
016292	PIN #4132 (East Ent Middleville)-to-Ramsay Con 1	HCB	7.6	1400	RehabMjr				\$1,146,000		
016292	PIN #4132 (East Ent Middleville)-to-Ramsay Con 1	HCB	1.6	1400	Micro D						\$51,200
016387	Ramsay Con 1-to-Tatlock Road Co Rd 9	HCB	1.4	1400	PR1			\$210,000			
016401	Tatlock Road Co Rd 9-to-Civitan Hall Entrance (Almonte Street)	HCB	2.8	3000	Micro D						\$88,000
016401	Tatlock Road Co Rd 9-to-Civitan Hall Entrance (Almonte Street)	HCB	6.5	3000	Micro D					\$208,000	
016494	Civitan Hall Entrance-to-Christian Street (Co. Rd. #29)	HCB	0.3	3200	Micro D					\$8,000	
016900	Christian Street (Co. Rd. #29)-to-Bridge Street	HCB	0.3	4500	Micro D						\$9,920
016903	Perth Street-to-Centre of Bridge	HCB	0.4	8000	Micro D						\$12,160
016903	Perth Street-to-Centre of Bridge	HCB	0.6	4500	Micro D						\$19,200
016913	Centre of Bridge-to-Martin Street South	HCB	0.3	8000	Micro D				\$8,640		
016916	Queen Street-to-Ottawa Street	HCB	0.1	8000	Micro D			\$2,560			
017000	Richmond Road (Co. Rd. #10)-to-9th Line Beckwith	HCB	1.4	650	Micro S			\$29,400			
017000	Richmond Road (Co. Rd. #10)-to-9th Line Beckwith	HCB	5.8	650	Micro S				\$122,010		
017072	9th Line Beckwith-to-Hwy. #7	HCB	0.5	1200	Micro D			\$16,000			
017072	9th Line Beckwith-to-Hwy. #7	HCB	2.4	1200	Micro D			\$78,080			
017101	Hwy. #7-to-Appleton Side Road Co Rd 11	HCB	1.4	800	Micro D			\$44,160			
017101	Hwy. #7-to-Appleton Side Road Co Rd 11	HCB	4	800	Micro D			\$128,000			

Section ID #	Description	Surf	Length	AADT	Improvement Type	2016	2017	2018	2019	2020	2021-2025
017155	River Road (Co. Rd. #11)-to-March Road (Co. Rd. #49)	HCB	7.4	1100	Micro D			\$235,200			
017229	Ottawa Street-to-Brookdale Street	HCB	0.6	2200	R1				\$72,000		
017237	Brookdale Street-to-Railway Tracks	HCB	1.7	1100	Micro D						\$54,400
017237	Brookdale Street-to-Railway Tracks	HCB	0.5	1100	Micro D						\$16,320
017259	Railway Tracks-to-PIN #6466 (Blakeney)	HCB	2.4	1100	Micro D					\$77,760	
017284	PIN #6466 (Blakeney)-to-Blakeney Road (Co. Rd. #17)	HCB	0.5	1100	Micro D					\$15,360	
017287	Martin Street North (Co. Rd. #17)-to-Ridge Road	HCB	0.6	650	Micro D					\$19,520	
017293	Ridge Road-to-Panmure Road	LCB	1.5	650	DSTOVL Y (2020), Micro S (2021)					\$76,000	\$31,920
017308	Blakeney Road (South)-to-Blakeney Road (North)	LCB	0.7	300	DSTOVL Y (2020), Micro S (2021)					\$36,500	\$15,330
017315	Panmure Road-to-Kinburn Sideroad (Co. Rd. #20)	LCB	6.7	300	DSTOVL Y (2020), Micro S (2021)					\$335,500	\$140,910
018000	Rideau Ferry Road (Co. Rd. #1)-to-PIN #310 Twp Hall	HCB	4.6	1150	R1 FM			\$554,400			
018053	PIN #310 Twp Hall-to-Co. Rd. #43	HCB	1.1	1150	R1 FM			\$127,200			
019000	Fallbrook Road (Co. Rd. #7)-to-PIN #155	HCB	0.3	450	Micro D (2026)						
019002	PIN #155-to-Osprey Road	HCB	4.8	120	Micro S	\$75,000					
019002	PIN #155-to-Osprey Road	HCB	4.1	450							
019093	Osprey Road-to-Start of Gravel Road Section	LCB	4.4	120	RehabD ST (2016), Micro S (2017)	\$600,000	\$91,350				
019136	Start of Gravel Road Section-to-End of Gravel Road Section		2.4	120	Micro S		\$49,770				
019156	700 m east of McNaughton Rd.-to-Maberly Elphin Rd. (Co. Rd. #36)		1.6	150	Micro S		\$33,180				
020000	Timmins Road (Ottawa Bndry)-to-Blakeney Rd. (Co. Rd. #17)		1.5	1900	Micro D						\$47,360

Section ID #	Description	Surf	Length	AADT	Improvement Type	2016	2017	2018	2019	2020	2021-2025
020015	Blakeney Rd. (Co. Rd. #17)-to-Co. Rd. #29 North	HCB	0.6	1900	Micro D						\$19,200
020021	Co. Rd. #29 North-to-Five Arches Drive	HCB	0.8	1650	Micro D						\$24,000
020029	Five Arches Drive-to-Shaw Road (Co. Rd. #22)	HCB	5.2	1650	Micro D						\$165,760
020081	Shaw Road (Co. Rd. #22)-to-Campbell Side Rd. (Co. Rd. #24)	HCB	7.7	1000	R1 (2017), PR1 (2018)		\$383,000	\$574,500			
020158	Campbell Side Rd. (Co. Rd. #24)-to-Robertson Line (Renfrew Bndry)	HCB	1	1000	PR1			\$156,000			
021000	Narrows Lock Rd. (Co. Rd. #14)-to-Lally Lake Drive	Grave	3.4	100	RehabMjr (2016), RehabMjr (2017)	\$50,000	\$200,000				
021000	Narrows Lock Rd. (Co. Rd. #14)-to-Lally Lake Drive	LCB	1.8	100	Micro S			\$37,800			
021055	Lally Lake Drive-to-Tay Valley Twp Sign	LCB	6.9	600							
021123	Tay Valley Twp Sign-to-Rideau Ferry Rd. (Co. Rd. #1)	HCB	4.1	1600							
022000	Waba Road (Co. Rd. #20)-to-Lunney Road (Ottawa Bndry)	LCB	2.7	500	Micro S	\$56,490					
023000	Co. Rd. #43-to-Guthrie Road	HCB	2.8	600	PR1 Psh		\$418,500				
023028	Guthrie Road-to-Roger Stevens Drive (Co. Rd. #4)	HCB	1.6	600	PR1 Psh			\$234,000			
023028	Guthrie Road-to-Roger Stevens Drive (Co. Rd. #4)	HCB	1.5	600	R1			\$180,000			
024000	Snye Road-to-Bellamy Road	LCB	3.1	800	Micro S	\$64,890					
024031	Peneshula Road-to-4th Con. Pakenham	LCB	3.4	900	Micro S	\$70,560					
024065	Bellamy Road-to-Campbell Side Road	LCB	1.2	900	Micro S	\$24,780					
024077	4th Con. Pakenham-to-Waba Road (Co. Rd. #20)	LCB	2.9	600	RehabDST (2016), Micro S (2017)	\$410,000	\$61,110				
029000	Hwy. #7-to-Lake Avenue	HCB	0.9	12000	Micro D				\$27,840		
029000	Hwy. #7-to-Lake Avenue	HCB	0.7	12000	Micro D					\$35,000	
029016	Lake Avenue-to-Town Line Rd. East (Co. Rd. #29)	HCB	1.2	11000	Rec					\$500,000	
029028	McNeely Avenue-to-Ramsay Con. 8	HCB	0.2	9000	Micro D				\$6,400		
029030	Ramsay Con. 8-to-Wilson Street (Co. Rd. #11)	HCB	1.9	8000	Micro D				\$60,480		



Section ID #	Description	Surf	Length	AADT	Improvement Type	2016	2017	2018	2019	2020	2021-2025
029049	Wilson Street (Co. Rd. #11)-to-Perth Street (Co. Rd. #16A)	HC	7.4	6000	Micro D				\$235,200		
029123	Perth Street (Co. Rd. #16A)-to-Almonte Street (Co. Rd. #16)	HC	0.6	5000	Micro D				\$19,520		
029129	Almonte Street (Co. Rd. #16)-to-Gleeson Road	HC	0.7	3700	Micro D						\$23,040
029136	Gleeson Road-to-Snedden Road	HC	6.3	3700	Micro D						\$202,240
029200	Snedden Road-to-McWatty Road	HC	7.5	3700	Micro D				\$239,040		
029275	McWatty Road-to-Waba Road (Co. Rd. #20)	HC	0.8	3700	Micro D						\$25,920
029283	Waba Road (Co. Rd. #20)-to-Kinburn Sideroad (Co. Rd. #20)	HC	0.4	2800	Micro D						\$11,840
029287	Kinburn Sideroad (Co. Rd. #20)-to-Walter Bradley Road	HC	3.6	2800	Micro D						\$116,160
029324	Walter Bradley Road-to-Lanark County Sign (Ottawa Bndry)	HC	2.5	2800	Micro D						\$78,400
036000	Leeds Bndry-to-Althorpe Road (Co. Rd. #6)	HC	0.7	800	Micro S		\$14,910				
036008	Althorpe Road (Co. Rd. #6)-to-Hanna Road	HC	2.7	750	PRDST (2016), Micro S (2017)	\$320,000	\$55,650				
036008	Althorpe Road (Co. Rd. #6)-to-Hanna Road	HC	3	750	Mrehab (2017), Micro S (2019)		\$400,000		\$63,000		
036065	Hanna Road-to-Maberly Station Road	HC	3.2	500	MRehab (2018), Micro D (2019)			\$400,000	\$102,400		
036065	Hanna Road-to-Maberly Station Road	HC	4.5	500	MRehab (2019), Micro S (2020)				\$142,720	\$93,660	
036140	Maberly Station Road-to-Hwy. #7	HC	0.6	500	Micro D				\$19,200		
036148	Hwy. #7-to-PIN #400 (Maberly)	HC	1.6	600	Micro D						\$50,560
036159	PIN #400 Maberly)-to-Bennett Lake Rd. (Co. Rd. #19)	HC	2.5	600	Micro D						\$80,640
036189	Bennett Lake Rd. (Co. Rd. #19)-to-LDNS Twp Sign	HC	2.9	600	Micro D						\$93,760
036217	LDNS Twp Sign-to-Elphin Hamlet Sign	HC	2.6	600	Micro D						\$83,200

Section ID #	Description	Surf	Length	AADT	Improvement Type	2016	2017	2018	2019	2020	2021-2025
036217	LDNS Twp Sign-to-Elphin Hamlet Sign	LCB	3.7	600	Mirco D						\$119,680
036280	Elphin Hamlet Sign-to-Co Rd 12	HCB	0.5	500	Micro D						\$16,960
036287	Co Rd 12-to-Elphin Hamlet Sign North	HCB	0.4	500	Mirco D						\$11,840
036291	Elphin Hamlet Sign North Side-to-Frontenac Bndry PIN #3923	HCB	4.4	500	Mirco D						\$140,160
043000	Lanark County Sign (Merrickville Bndry)-to-Rosedale Rd. S (Co. Rd. #23)	HCB	8.5	3600	Micro D				\$271,680		
043086	Rosedale Rd. S (Co. Rd. #23)-to-Smiths Falls Boundary	HCB	4.8	4800	Micro D				\$153,600		
043144	Mazie Street (SFalls Bndry)-to-Station Road	HCB	7.7	9000	Micro D					\$244,800	
043221	Station Road-to-Port Elmsley Rd. (Co. Rd. #18)	HCB	0.3	9000	Micro D				\$8,000		
043224	Port Elmsley Rd. (Co. Rd. #18)-to-Meadow Lane	HCB	1.2	8500	Micro D						\$37,440
043306	Meadow Lane-to-Irwin Street	HCB	8.3	7000	Micro D			\$266,880			
049000	Ottawa Bndry-to-Appleton Side Rd. (Co. Rd. #17)	HCB	2.9	7500	Micro D						\$92,800
511000	Hwy. #7-to-PIN #40	HCB	0.7	8000	R1						\$85,200
511007	PIN #40-to-Clarchris Road	HCB	0.7	8000	Micro D						\$22,080
511014	Clarchris Road-to-PIN #1325(Balderson South)	HCB	5	8000	Micro D						\$161,280
511067	PIN #1325 (Balderson South)-to-Fallbrook Road (Co. Rd. #7)	HCB	0.4	8000	Micro D						\$12,480
511069	Fallbrook Road (Co. Rd. #7)-to-Township Bndry Road	HCB	0.3	4000	Micro D						\$10,240
511072	Township Bndry Road-to-Fergusons Falls Rd.(Co. Rd.#15)	HCB	6.5	4000	Micro D						\$208,320
511138	Fergusons Falls Rd.(Co. Rd.#15)-to-Toll Road	HCB	0.4	4000	Micro D						\$14,080
511143	Toll Road-to-South Street (Co. Rd. #12)	HCB	0.6	4000	Micro D						\$19,840
511149	South Street (Co. Rd. #12)-to-George Street	HCB	0.1	4000	Micro D						\$2,560
511150	South Street (Co. Rd. #12)-to-Robertson Drive (South)	HCB	1.1	5000	Micro D						\$35,520
511160	Robertson Drive (South)-to-Robertson Drive North	HCB	1.1	2200	Micro D						\$34,560

Section ID #	Description	Surf	Length	AADT	Improvement Type	2016	2017	2018	2019	2020	2021-2025
511171	Robertson Drive North-to-Herron Mills Rd. (Co. Rd. #8)	HCB	2.8	2200	Micro D						\$89,600
511202	Herron Mills Rd. (Co. Rd. #8)-to-Watsons Corners Rd.(Co. Rd.#8)	HCB	0.7	2200	Micro D						\$23,360
511209	Watsons Corners Rd.(Co. Rd.#8)-to-PIN #5319 (Hopetown South)	HCB	3.4	2200	Micro D						\$107,840
511248	PIN #5319 (Hopetown South)-to-Wolf Grove Rd. (Co. Rd. #16)	HCB	0.8	2200	Micro D						\$24,320
511251	Wolf Grove Rd. (Co. Rd. #16)-to-PIN #5633 (Hopetown North)	HCB	0.8	2100	Micro D						\$24,640
511257	PIN #5633 (Hopetown North)-to-South Lavant Rd. (Co. Rd. #16)	HCB	1.2	2100	Micro D						\$39,680
511272	South Lavant Rd. (Co. Rd. #16)-to-McIlraith Road (Road 9A)	HCB	4	2000	Micro D						\$127,040
511272	South Lavant Rd. (Co. Rd. #16)-to-McIlraith Road (Road 9A)	HCB	2.5	2000	Micro D						\$80,640
511335	McIlraith Road (Road 9A)-to-Tatlock Road	HCB	2	500	Micro D						\$62,400
511335	McIlraith Road (Road 9A)-to-Tatlock Road	HCB	0.7	500	Micro D						\$23,360
511362	Tatlock Road-to-Radley Lane	HCB	3.9	500	FM OVL (2019), Micro S (2021)				\$215,600		\$15,330
511402	Radley Lane-to-White Lake Road	HCB	1.5	500	FM OVL (2019), Micro S (2021)				\$79,750		\$82,320
511402	Radley Lane-to-White Lake Road	HCB	7.2	500	FM OVL (2020), Micro S (2021)					\$397,650	\$30,450
511489	White Lake Road-to-Renfrew Bndry	HCB	0.6	500	FM OVL (2020), Micro S (2021)					\$31,900	\$151,830
	Crack Sealing					\$230,000	\$230,000	\$230,000	\$230,000	\$230,000	\$2,070,000
	Transfer to Reserves										
	Road Projects to be determined by Public Works based on needs.					\$332,930	\$62,595	\$19,050	\$9,910	\$19,340	\$25,930,620
			571			\$5,490,000	\$5,586,075	\$5,682,150	\$6,546,550	\$6,655,400	\$35,829,750

### 3.1.7 How much money do we need (Financing Strategy)?

The County's Public Works department has determined road maintenance and rehabilitation activities that should be performed in the next ten years to achieve the targeted desired level of service. Planned spending requirements (in today's dollars) and the applicable financing strategy is provided in the table below:

Year	Estimated Planned Annual Spending on Existing Road Network (A) *	Required Replacement Cost Spending/Transfer to Reserves assuming 30 Year Life (B) **	Estimated Spending Gap (C)=(A) - (B)	Estimated Federal Gas Tax Revenue (D) **	Cash Flow Freed Up from Debt Being Paid Off (E) ***	Net Spending/Transfer to Reserves Financed with Property Taxes (F)	Funding Gap (G=D+E+F-B)
2016	\$ 5,490,000	\$ 7,066,833	\$ (1,576,833)	\$ 1,723,526	-	\$ 3,766,474	\$ (1,576,833)
2017	\$ 5,586,075	\$ 7,066,833	\$ (1,480,758)	\$ 1,723,526	-	\$ 3,862,549	\$ (1,480,758)
2018	\$ 5,682,150	\$ 7,066,833	\$ (1,384,683)	\$ 1,805,598	-	\$ 3,876,552	\$ (1,384,683)
2019	\$ 6,546,550	\$ 7,066,833	\$ (520,283)	\$ 1,805,598	\$ 645,000	\$ 4,095,952	\$ (520,283)
2020	\$ 6,655,400	\$ 7,066,833	\$ (411,433)	\$ 1,805,598	\$ 645,000	\$ 4,204,802	\$ (411,433)
2021	\$ 6,764,250	\$ 7,066,833	\$ (302,583)	\$ 1,805,598	\$ 645,000	\$ 4,313,652	\$ (302,583)
2022	\$ 6,873,100	\$ 7,066,833	\$ (193,733)	\$ 1,805,598	\$ 645,000	\$ 4,422,502	\$ (193,733)
2023	\$ 6,981,950	\$ 7,066,833	\$ (84,883)	\$ 1,805,598	\$ 645,000	\$ 4,531,352	\$ (84,883)
2024	\$ 7,090,800	\$ 7,066,833	\$ 23,967	\$ 1,805,598	\$ 645,000	\$ 4,640,202	\$ 23,967
2025	\$ 7,199,650	\$ 7,066,833	\$ 132,817	\$ 1,805,598	\$ 645,000	\$ 4,749,052	\$ 132,817
	<u>\$ 64,869,925</u>	<u>\$ 70,668,333</u>	<u>\$ (5,798,408)</u>	<u>\$ 17,891,836</u>	<u>\$ 4,515,000</u>	<u>\$ 42,463,089</u>	<u>\$ (5,798,408)</u>

\* Capital and Maintenance Repairs projected to increase by 1.75% per year in excess of inflation (2015 dollars used).

\*\* 2015 dollars were used

\*\*\* In 2018 the bank loan related to prior road construction projects will be paid. Debt servicing costs were \$645,000 per year. The freed up cash flow will be used to increase capital spending.

## 3.2 BRIDGES

### 3.2.1. What do we own?

On January 1, 2015, the County of Lanark's bridge network consisted of 45 bridges with a total deck area of 16,764 square meters.

### 3.2.2. What is it worth?

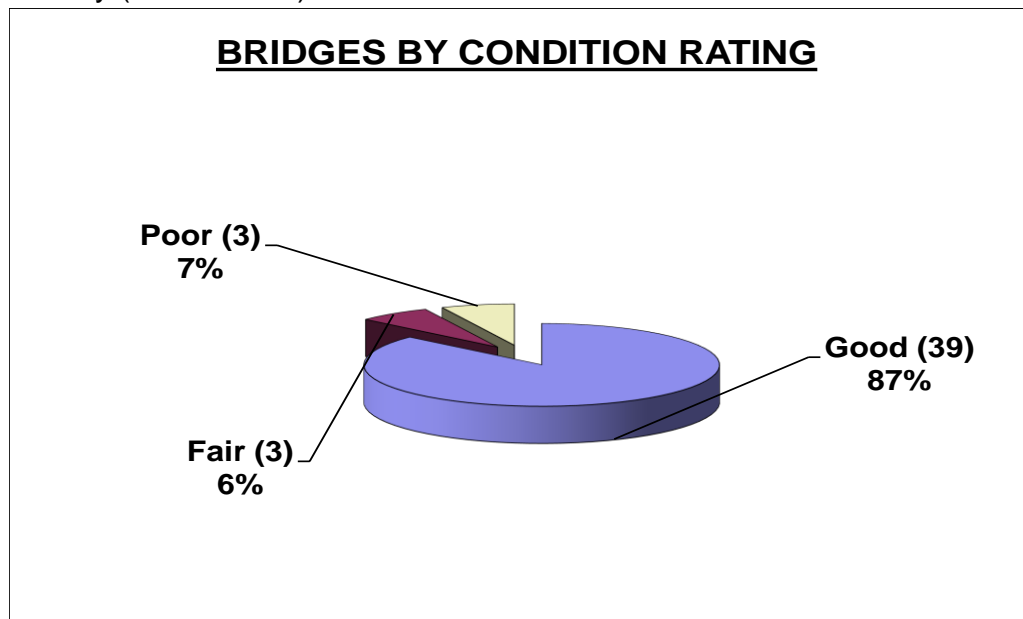
The estimated replacement value of all County bridges, in 2015 dollars, is approximately \$60 million. County bridges have an accounting net book value of \$16 million as of January 1, 2015.

### 3.2.3. What condition is it in?

To assess the condition of the County's bridge network, bridge inspection reports were used. Bridges were classified as Good, Fair and Poor using the approach outlined in the table below.

Category	Structural Repairs required in the next ten years expressed as % of the Bridge's replacement cost
Good	Less than 20% of Replacement Cost
Fair	Between 21% and 49% of Replacement Cost
Poor	Greater than 50% of Replacement Cost

The following chart provides inventory and condition information for all bridges in Lanark County (a total of 45):



### 3.2.4 Desired Level of Service

The desired levels of service as well as the current and expected performance over the next ten years are provided in the table below:

COUNTY ASSET	CURRENT PERFORMANCE	DESIRED LEVEL OF SERVICE	EXPECTED PERFORMANCE OVER THE NEXT 10 YEARS
Bridges	87% of County Bridges are rated as Good	87% of County Bridges are rated as Good	Maintain current level of service

### 3.2.5. What do we need to do to it (Asset Management Strategy)?

The County has developed and implemented the following preservation strategy for County owned bridges:

PLANNED MAINTENANCE ACTIVITY	YEAR PERFORMED AFTER BRIDGE REPLACEMENT
Minor Repairs	Every two years bridges are inspected. Minor repairs are performed as recommended in the year of the inspection or the following year.
Rehabilitation	Planned in year 30 of a bridge's life
Replacement	Planned after being in service for 60 years

### 3.2.6. When do we need to do it?

BRIDGE NAME	COUNTY ROAD NAME/NUMBER	ASSESSED CONDITION	SCHEDULED REPAIR PERIOD
George Street	511	Poor	2016
Blakeney	Blakeney	Poor	1 to 5 years
Andrewsville	Andrewsville	Poor	To be determined by Council
Blueberry Marsh	511	Fair	6 to 10 years
Indian River	29	Fair	6 to 10 years
Rideau Ferry	1	Fair	6 to 10 years

### 3.2.7. How much money do we need (Financing Strategy)

The County's Public Works department has determined bridge maintenance, rehabilitation and replacement activities that should be performed in the next ten years in order to achieve the targeted desired level of service. Planned spending requirements (in today's dollars) and the applicable financing strategy is provided in the table below:

Year	Estimated Planned Annual Spending/Transfer to Reserves (*) for Existing Bridge Network based on Taxpayer Affordability (A)	Required Replacement Cost Spending/Transfer to Reserves assuming 60 year life and 25% of existing bridge reusable (B)	Estimated Spending Gap C = (A) - (B)	Estimated Provincial Grant Revenue *	Reserves (E)	Net Spending/Transfer to Reserves Financed with Property Taxes (F)	Funding Gap (G=D+E+F-B)
2016	\$ 680,000	\$ 724,623	\$ (44,623)			\$ 680,000	\$ (44,623)
2017	\$ 580,000	\$ 724,623	\$ (144,623)			\$ 580,000	\$ (144,623)
2018	\$ 735,000	\$ 724,623	\$ 10,377			\$ 735,000	\$ 10,377
2019	\$ 491,000	\$ 724,623	\$ (233,623)			\$ 491,000	\$ (233,623)
2020	\$ 540,000	\$ 724,623	\$ (184,623)			\$ 540,000	\$ (184,623)
2021	\$ 512,600	\$ 724,623	\$ (212,023)			\$ 512,600	\$ (212,023)
2022	\$ 475,000	\$ 724,623	\$ (249,623)			\$ 475,000	\$ (249,623)
2023	\$ 510,000	\$ 724,623	\$ (214,623)			\$ 510,000	\$ (214,623)
2024	\$ 585,000	\$ 724,623	\$ (139,623)			\$ 585,000	\$ (139,623)
2025	\$ 510,000	\$ 724,623	\$ (214,623)			\$ 510,000	\$ (214,623)
<b>TOTAL</b>	<b>\$ 5,618,600</b>	<b>\$ 7,246,228</b>	<b>\$ (1,627,628)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,618,600</b>	<b>\$ (1,627,628)</b>

\* Transfers to Reserves for a total of \$1.650 million are planned for the period from 2017 to 2025.

### **3.3 CULVERTS GREATER THAN 3 METERS IN DIAMETER**

#### **3.3.1. What do we own?**

On January 1, 2015, the County of Lanark owned 37 culverts which have a diameter in excess of 3 meters. The total length of all County Culverts in excess of 3 meters in diameter is 909 meters.

#### **3.3.2. What is it worth?**

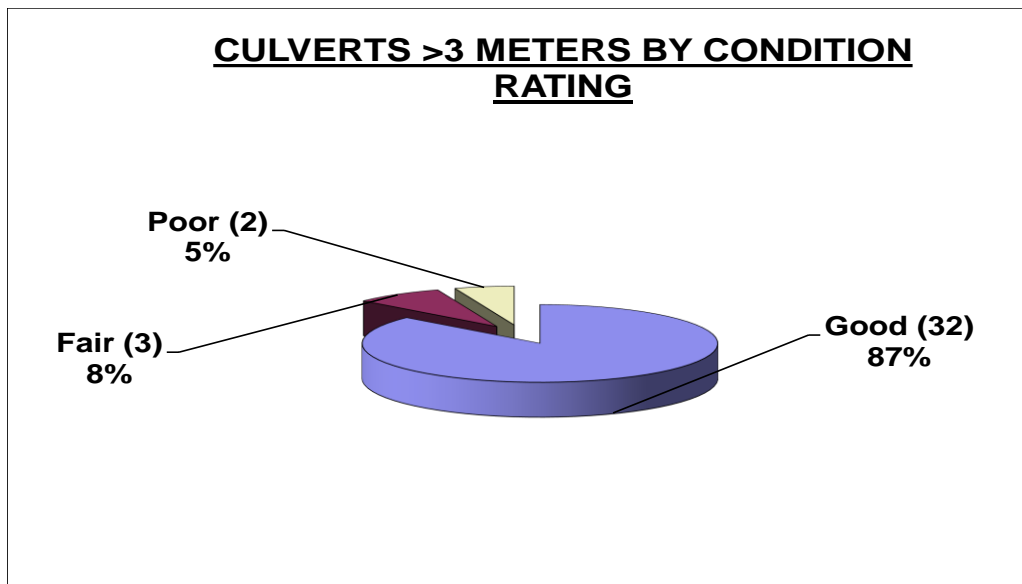
The estimated replacement value of all County culverts greater than 3 meters in diameter, in 2015 dollars, is approximately \$6.2 million. County culverts in excess of 3 meters in diameter have an accounting net book value of \$530 thousand as of January 1, 2015.

### 3.3.3. What condition is it in?

To assess the condition of the County’s culvert network that exceeds 3 meters in diameter, culvert inspection reports were used. Culverts were classified as Good, Fair and Poor using the assessment approach outlined in the table below.

Category	Structural Repairs required in the next ten years expressed as % of the Culvert’s replacement cost
Good	Less than 20% of Replacement Cost
Fair	Between 21% and 49% of Replacement Cost
Poor	Greater than 50% of Replacement Cost

The following chart provides inventory and condition information for all culverts > 3 meters in Lanark County:



### 3.3.4. Desired Level of Service

The desired levels of service as well as the current and expected performance over the next ten years are provided in the table below:

COUNTY ASSET	CURRENT PERFORMANCE	DESIRED LEVEL OF SERVICE	EXPECTED PERFORMANCE OVER THE NEXT 10 YEARS
Culverts>3M (Meters)	87% of County Culverts > 3M are rated as Good	87% of County Culverts > 3M are rated as Good	Maintain current level of service



**3.3.5. What do we need to do to it (Asset Management Strategy)?**

The County has developed and implemented the following preservation strategy for County owned culverts that are greater than 3 meters in diameter:

<b>PLANNED MAINTENANCE ACTIVITY</b>	<b>YEAR PERFORMED AFTER CULVERT REPLACEMENT</b>
Minor Repairs	The County’s largest culverts are inspected every two years. Smaller culverts are inspected every four years. Minor repairs are performed in the year of inspection or the following year.
Rehabilitation	Planned based on inspection results
Replacement	Planned based on inspection results

**3.3.6. When do we need to do it?**

<b>CULVERT NAME</b>	<b>COUNTY ROAD NAME/NUMBER</b>	<b>ASSESSED CONDITION</b>	<b>SCHEDULED REPAIR PERIOD</b>
Black Creek	10	Poor	2016
The Swale	43	Poor	1 to 5 Years
CR 29 South	29	Fair	6 to 10 Years
Indian Creek	29	Fair	6 to 10 Years
Rosedale Creek	43	Fair	6 to 10 Years

**3.3.7. How much money do we need (Financing Strategy)?**

The County’s Public Works department has determined culvert maintenance, rehabilitation and replacement activities that should be performed in the next ten years in order to achieve the targeted desired level of service. Planned spending requirements (in today’s dollars) are as follows:

Year	Estimated Planned Annual Spending/Transfer to Reserves (*) for Existing Culvert Network based on Taxpayer Affordability (A)	Required Replacement Cost Spending/Transfer to Reserves assuming 53 year life (average of concrete & steel culverts) (B)	Estimated Spending Gap C = (A) - (B). Positive value indicates no spending gap.	Estimated Grant Revenue (Prov & Federal) (D)	Reserves (E)	Net Spending/Transfer to Reserves Financed with Property Taxes (F)	Funding Gap (G=D+E-F). Positive value indicates no funding gap.
2016	\$ 300,000	\$ 116,623	\$ 183,377	\$ -	\$ -	\$ 300,000	\$ 183,377
2017	\$ 250,000	\$ 116,623	\$ 133,377	\$ -	\$ -	\$ 250,000	\$ 133,377
2018	\$ 200,000	\$ 116,623	\$ 83,377	\$ -	\$ -	\$ 200,000	\$ 83,377
2019	\$ 200,000	\$ 116,623	\$ 83,377	\$ -	\$ -	\$ 200,000	\$ 83,377
2020	\$ 200,000	\$ 116,623	\$ 83,377	\$ -	\$ -	\$ 200,000	\$ 83,377
2021	\$ 200,000	\$ 116,623	\$ 83,377	\$ -	\$ -	\$ 200,000	\$ 83,377
2022	\$ 200,000	\$ 116,623	\$ 83,377	\$ -	\$ -	\$ 200,000	\$ 83,377
2023	\$ 200,000	\$ 116,623	\$ 83,377	\$ -	\$ -	\$ 200,000	\$ 83,377
2024	\$ 200,000	\$ 116,623	\$ 83,377	\$ -	\$ -	\$ 200,000	\$ 83,377
2025	\$ 200,000	\$ 116,623	\$ 83,377	\$ -	\$ -	\$ 200,000	\$ 83,377
<b>TOTAL</b>	<b>\$ 2,150,000</b>	<b>\$ 1,166,230</b>	<b>\$ 983,770</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,150,000</b>	<b>\$ 983,770</b>

### **3.4 CULVERTS LESS THAN 3 METERS**

#### **3.4.1. What do we own?**

The following tables summarize key information related to the County's culverts that are less than 3 meters in diameter:

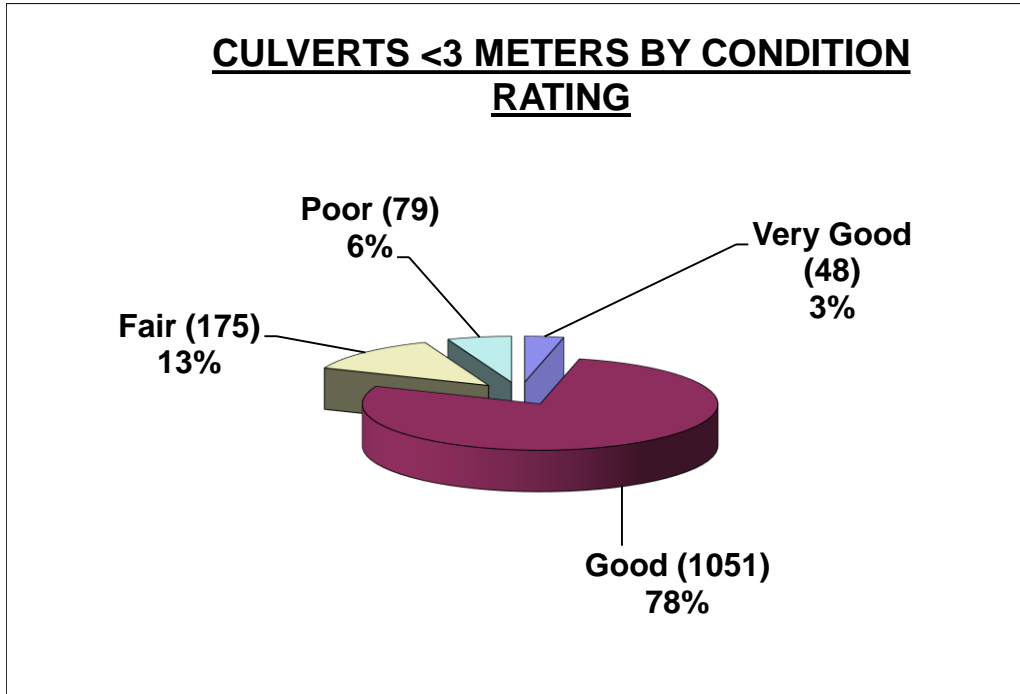
<b>CULVERT INVENTORY &lt; 3 METERS</b>		
<b>DIAMETER</b>	<b>NUMBER OF CULVERTS</b>	<b>LENGTH OF CULVERT (M)</b>
< 1 metre	1,166	21,703
1 to 1.99 metres	153	3,520
2 to 2.99 metres	34	880
<b>TOTAL</b>	<b>1,353</b>	<b>26,103</b>

#### **3.4.2. What is it worth?**

The County's culverts that are less than 3 meters in diameter have a replacement value of \$18 million as of January 1, 2015.

### 3.4.3 What condition is it in?

The following chart summarizes the condition of County culverts that are less than 3 meters in diameter.



### 3.4.4 Desired Level of Service

The desired levels of service as well as the current and expected performance over the next ten years are provided in the table below:

COUNTY ASSET	CURRENT PERFORMANCE	DESIRED LEVEL OF SERVICE	EXPECTED PERFORMANCE OVER THE NEXT 10 YEARS
Culverts<3M (Meters)	81% of County Culverts < 3M are rated as Very Good & Good	81% of County Culverts < 3M are rated as Very Good & Good	Maintain current level of service

### 3.4.5 What do we need to do to it (Asset Management Strategy)?

The County has developed and implemented the following preservation strategy for County owned culverts that are less than 3 meters in diameter:

PLANNED MAINTENANCE ACTIVITY	YEAR PERFORMED AFTER CULVERT REPLACEMENT
Minor Repairs	Culverts will be inspected every four years. Minor repairs are performed in the year of inspection or the following year.
Replacement	Planned based on inspection results

### 3.4.6. When do we need to do it?

Minor repairs are performed in the year of inspection or the following year. If inspection results indicate replacement is necessary, this will occur on a priority basis until the County's \$250,000 annual capital outlay for culvert replacement is fully utilized.

### 3.4.7 How much money do we need (Financing Strategy)?

The County's Public Works department has determined culvert maintenance, rehabilitation and replacement activities that should be performed in the next ten years in order to achieve the targeted desired level of service. Planned spending requirements (in today's dollars) are as follows:

Year	Estimated Planned Annual Spending/Transfer to Reserves based on Taxpayer Affordability (A)	Required Replacement Cost Spending/Transfer to Reserves assuming 70 year life (B)	Estimated Spending Gap C = (A) - (B)	Estimated Grant Revenue (Prov & Federal) (D)	Reserves (E)	Net Spending/Transfer to Reserves Financed with Property Taxes (F)	Funding Gap (G=D+E+F-B)
2016	\$ 250,000	\$ 257,143	\$ (7,143)	\$ -	-	\$ 250,000	\$ (7,143)
2017	\$ 250,000	\$ 257,143	\$ (7,143)	\$ -	-	\$ 250,000	\$ (7,143)
2018	\$ 250,000	\$ 257,143	\$ (7,143)	\$ -	-	\$ 250,000	\$ (7,143)
2019	\$ 250,000	\$ 257,143	\$ (7,143)	\$ -	-	\$ 250,000	\$ (7,143)
2020	\$ 250,000	\$ 257,143	\$ (7,143)	\$ -	-	\$ 250,000	\$ (7,143)
2021	\$ 250,000	\$ 257,143	\$ (7,143)	\$ -	-	\$ 250,000	\$ (7,143)
2022	\$ 250,000	\$ 257,143	\$ (7,143)	\$ -	-	\$ 250,000	\$ (7,143)
2023	\$ 250,000	\$ 257,143	\$ (7,143)	\$ -	-	\$ 250,000	\$ (7,143)
2024	\$ 250,000	\$ 257,143	\$ (7,143)	\$ -	-	\$ 250,000	\$ (7,143)
2025	\$ 250,000	\$ 257,143	\$ (7,143)	\$ -	-	\$ 250,000	\$ (7,143)
<b>TOTAL</b>	<b>\$ 2,500,000</b>	<b>\$ 2,571,430</b>	<b>\$ (71,430)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,500,000</b>	<b>\$ (71,430)</b>

### **3.5 EXISTING FACILITIES**

#### **3.5.1 What do we own, what is it worth & what condition is it in?**

The following table summarizes key information related to the County's facilities:

<b>Building Name</b>	<b>Replacement Cost</b>	<b>Accounting Net Book Value</b>	<b>Asset Age (since last refurbishment)</b>	<b>Asset age as a proportion of expected useful life</b>	<b>Asset condition</b>
Lanark Lodge	\$ 33,000,000	\$ 5,800,000	25	63%	Good
Administration Building	\$ 3,800,000	\$ 2,800,000	8	20%	Very Good
Engineering Building	\$ 1,700,000	\$ 1,300,000	8	20%	Very Good
McDonalds Corner Coverall	\$ 183,500	\$ 152,000	5	20%	Very Good
New Public Works Perth Garage	\$ 1,893,750	\$ 1,893,750	New in 2015	New	Very Good
New Coveralls Perth Garage	\$ 454,500	\$ 454,500	New in 2015	New	Very Good
Union Hall Garage	\$ 300,000	\$ 180,600	1	3%	Very Good
Union Hall Sand/Salt Dome	\$ 197,000	\$ 194,000	1	4%	Very Good
<b>TOTAL</b>	<b>\$ 41,528,750</b>	<b>\$ 12,774,850</b>			

Asset condition was supplied by the Public Works Facility Manager and Lanark Lodge's Environmental Services Manager using the following assessment approach:

<b>RATING</b>	<b>DESCRIPTION OF CONDITION</b>
Very Good	Only planned maintenance required
Good	Minor maintenance required plus planned maintenance
Fair	Significant maintenance required
Poor	Significant renewal/upgrade required
Very Poor	Unserviceable

### 3.5.2. Desired Level of Service

The desired levels of service as well as the current and expected performance over the next ten years are provided in the table below:

COUNTY ASSET	CURRENT PERFORMANCE	DESIRED LEVEL OF SERVICE	EXPECTED PERFORMANCE OVER THE NEXT 10 YEARS
Lanark Lodge	Good	Good	Maintain current level of service
Administrative Building	Very Good	Very Good	Maintain current level of service
Engineering Building	Very Good	Very Good	Maintain current level of service
Public Works Garage - Perth & Storage Buildings	Very Good	Very Good	Maintain current level of service
Public Works Garage – Union Hall & Storage Buildings	Very Good	Very Good	Maintain current level of service

### 3.5.3. What do we need to do to it (Asset Management Strategy)?, When do we need to do it? & How much money do we need (Financing Strategy)?

The County’s Public Works Facility Manager and Lanark Lodge’s Environmental Services Manager created a 10 year capital plan for facilities that will permit the County to maintain the targeted level of service. The capital plan accounted for the economic life of specific building components such as roofs, boilers and windows.

Planned capital spending and the applicable financing for County facilities is provided in the table below:

Year	Estimated Planned Annual Spending/Transfer to Reserves based on Taxpayer Affordability (A)	Required Replacement Cost Spending/Transfer to Reserves assuming 40 year life (B)	Estimated Spending Gap C = (A) - (B). A positive value indicates no spending gap.	Estimated Grant Revenue (Prov & Federal) (D)	Reserves (E)	Net Spending/Transfer to Reserves Financed with Property Taxes (F)	Funding Gap (G=D+E+F-B). A positive value indicates no funding gap
2016	\$ 646,770	\$ 1,050,745	\$ (403,975)	\$ -	\$ 250,000	\$ 396,770	\$ (403,975)
2017	\$ 758,700	\$ 1,050,745	\$ (292,045)	\$ -	-	\$ 758,700	\$ (292,045)
2018	\$ 820,000	\$ 1,050,745	\$ (230,745)	\$ -	-	\$ 820,000	\$ (230,745)
2019	\$ 759,800	\$ 1,050,745	\$ (290,945)	\$ -	-	\$ 759,800	\$ (290,945)
2020	\$ 766,900	\$ 1,050,745	\$ (283,845)	\$ -	-	\$ 766,900	\$ (283,845)
2021	\$ 829,400	\$ 1,050,745	\$ (221,345)	\$ -	-	\$ 829,400	\$ (221,345)
2022	\$ 1,316,100	\$ 1,050,745	\$ 265,355	\$ -	-	\$ 1,316,100	\$ 265,355
2023	\$ 1,731,500	\$ 1,050,745	\$ 680,755	\$ -	-	\$ 1,731,500	\$ 680,755
2024	\$ 1,731,500	\$ 1,050,745	\$ 680,755	\$ -	-	\$ 1,731,500	\$ 680,755
2025	\$ 1,731,500	\$ 1,050,745	\$ 680,755	\$ -	-	\$ 1,731,500	\$ 680,755
<b>TOTAL</b>	<b>\$ 11,092,170</b>	<b>\$ 10,507,448</b>	<b>\$ 584,723</b>	<b>\$ -</b>	<b>\$ 250,000</b>	<b>\$ 10,842,170</b>	<b>\$ 584,723</b>

The County currently has four loans outstanding that are related to facilities. The above financing strategy is based on the assumption that once a loan is paid off the resulting cash flow that is freed up will be used to finance transfer to reserves. Pursuing this strategy will provide the funds for the replacement/refurbishment of County facilities once they have reached the end of their economic life.

Annual debt servicing costs and maturities dates for the four facility loans are as follows:

Purpose of Loan	Annual Payments	Loan Maturity Date
Fairview Manor Renovation	\$135,000	July 31, 2016
Administration Building Renovation	\$61,000	February 17, 2020
Fairview Manor Renovation	\$490,000	June 30, 2021
Administration Building Renovation	\$228,000	December 31, 2022

### **3.6 TRAFFIC LIGHTS**

#### **3.6.1. What do we own, what is it worth & what condition is it in?**

The following table summarizes key information related to County owned traffic lights:

<b># of Traffic Lights</b>	<b>Replacement Cost</b>	<b>Accounting Net Book Value</b>	<b>Average Asset Age</b>	<b>Asset age as a proportion of expected useful life</b>	<b>Average Asset condition</b>
13	\$1.2 million	\$350 thousand	20	67%	Good

Asset condition was supplied by the Public Works Operations Manager using the following assessment approach:

<b>RATING</b>	<b>DESCRIPTION OF CONDITION</b>
Very Good	Only planned maintenance required.
Good	Minor maintenance required plus planned maintenance.
Fair	Significant maintenance required.
Poor	Significant renewal/upgrade required.
Very Poor	Unserviceable.

#### **3.6.2 Desired Level of Service**

The desired levels of service as well as the current and expected performance over the next ten years are provided in the table below:

<b>COUNTY ASSET</b>	<b>CURRENT PERFORMANCE</b>	<b>DESIRED LEVEL OF SERVICE</b>	<b>EXPECTED PERFORMANCE OVER THE NEXT 10 YEARS</b>
Traffic Lights	Average Asset Condition rated as Good	Average Asset Condition rated as Good	Maintain current level of service

#### **3.6.3. What do we need to do to it (Asset Management Strategy), when do we need to do it, and how much money do we need (Financing Strategy)?**

The County hires contractors to maintain and repair traffic lights. The estimated capital expenditures and financing required in today's dollars to maintain current service levels is outlined in the table below:



Year	Estimated Planned Annual Spending/Transfer to Reserves based on Taxpayer Affordability (A) *	Required Replacement Cost Spending/Transfer to Reserves assuming 30 year life (B)	Estimated Spending Gap C = (A) - (B). A positive value indicates no spending gap.	Estimated Grant Revenue (Prov & Federal) (D)	Reserves (E)	Net Spending/Transfer to Reserves Financed with Property Taxes (F)	Funding Gap (G=D+E+F-B). A positive value indicates no funding gap.
2016	\$ 100,000	\$ 30,240	\$ 69,760	\$ -	-	\$ 100,000	\$ 69,760
2017	\$ 31,000	\$ 30,240	\$ 760	\$ -	-	\$ 31,000	\$ 760
2018	\$ 31,000	\$ 30,240	\$ 760	\$ -	-	\$ 31,000	\$ 760
2019	\$ 31,000	\$ 30,240	\$ 760	\$ -	-	\$ 31,000	\$ 760
2020	\$ 31,000	\$ 30,240	\$ 760	\$ -	-	\$ 31,000	\$ 760
2021	\$ 31,000	\$ 30,240	\$ 760	\$ -	-	\$ 31,000	\$ 760
2022	\$ 31,000	\$ 30,240	\$ 760	\$ -	-	\$ 31,000	\$ 760
2023	\$ 31,000	\$ 30,240	\$ 760	\$ -	-	\$ 31,000	\$ 760
2024	\$ 31,000	\$ 30,240	\$ 760	\$ -	-	\$ 31,000	\$ 760
2025	\$ 31,000	\$ 30,240	\$ 760	\$ -	-	\$ 31,000	\$ 760
<b>TOTAL</b>	<b>\$ 379,000</b>	<b>\$ 302,400</b>	<b>\$ 76,600</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 379,000</b>	<b>\$ 76,600</b>

\* Planned transfer to reserves total \$135,000 for the period 2017 to 2025.

### **3.7 PUBLIC WORKS FLEET**

#### **3.7.1. What do we own, what is it worth and what condition is it in?**

The following table summarizes key information related to the Public Works' fleet of vehicles:

Equipment Type	Number of Units Owned	Replacement Cost	Accounting Net Book Value	Average Asset Age	Asset age as a proportion of expected useful life
Light Trucks	16	\$ 960,000	\$ 373,800	4	50%
Snow Plows	11	\$ 2,475,000	\$ 927,000	9	75%
Shoulder Graders	2	\$ 320,000	\$ 148,855	11	55%
Tractors & Backhoes	4	\$ 460,000	\$ 220,609	9	60%
Float Trailers	2	\$ 60,000	\$ 34,804	9	36%
Portable Traffic Lights	1	\$ 51,000	\$ 21,579	7	70%
<b>TOTAL</b>	<b>36</b>	<b>\$ 4,326,000</b>	<b>\$ 1,726,647</b>		

### 3.7.2. Desired Level of Service

COUNTY ASSET	CURRENT PERFORMANCE	DESIRED LEVEL OF SERVICE	EXPECTED PERFORMANCE OVER THE NEXT 10 YEARS
Public Works Vehicles	Equipment replaced at end of economic life.	Equipment replaced at end of economic life.	Maintain current level of service

### 3.7.3. What do we need to do to it (Asset Management Strategy), when do we need to do it and how much money do we need (Financing Strategy)?

Public Works' fleet vehicles are replaced at the end of their economic life. A ten year capital plan was completed by the Public Works' Operations Manager. Capital expenditures required in today's dollars and the applicable financing strategy is as follows:

Year	Capital Expenditures & Transfers to Reserves to Maintain Fleet at Current Operating Capacity (A) *	Estimated Grant Revenue (Prov & Federal) (B)	Reserves (C)	Estimated Salvage/Trade Value (D)	Net Spending/Transfer to Reserves Financed with Property Taxes (E)	Funding Gap (F=B+C+D+E-A)
2016	\$ 490,000	\$ -	-	\$ 15,000	\$ 475,000	\$ -
2017	\$ 441,500	\$ -	-	\$ 15,000	\$ 426,500	\$ -
2018	\$ 441,500	\$ -	-	\$ 15,000	\$ 426,500	\$ -
2019	\$ 405,000	\$ -	-	\$ 15,000	\$ 390,000	\$ -
2020	\$ 401,500	\$ -	-	\$ 15,000	\$ 386,500	\$ -
2021	\$ 366,500	\$ -	-	\$ 15,000	\$ 351,500	\$ -
2022	\$ 366,500	\$ -	-	\$ 15,000	\$ 351,500	\$ -
2023	\$ 366,500	\$ -	-	\$ 15,000	\$ 351,500	\$ -
2024	\$ 366,500	\$ -	-	\$ 15,000	\$ 351,500	\$ -
2025	\$ 366,500	\$ -	-	\$ 15,000	\$ 351,500	\$ -
<b>TOTAL</b>	<b>\$ 4,012,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 150,000</b>	<b>\$ 3,862,000</b>	<b>\$ -</b>

\* Planned transfer to reserves for period of 2017 to 2025 totals \$250,000.

### **3.8 EMERGENCY SERVICES ASSETS**

#### **3.8.1. What do we own, what is it worth, and what condition is it in?**

The following table summarizes key information related to Emergency Services assets as of January 1, 2015:

<b>Equipment Type</b>	<b>Number of Units Owned</b>	<b>Replacement Cost</b>	<b>Accounting Net Book Value</b>	<b>Average Asset Age</b>	<b>Asset age as a proportion of expected useful life</b>
Ambulances	12	\$ 1,524,000	\$ 588,160	3.5	78%
Emergency Response Vehicles	2	\$ 120,000	\$ 22,857	5.5	122%
Rescue Vehicles	3	\$ 588,000	\$ 394,501	6	40%
Fire Communication System	1	\$ 1,160,000	\$ 834,181	5	33%
Defibrillators (Ambulance Units)	12	\$ 270,000	\$ 169,295	3	43%
<b>TOTAL</b>	<b>30</b>	<b>\$ 3,662,000</b>	<b>\$ 2,008,993</b>		

#### **3.8.2. Desired Level of Service**

<b>COUNTY ASSET</b>	<b>CURRENT PERFORMANCE</b>	<b>DESIRED LEVEL OF SERVICE</b>	<b>EXPECTED PERFORMANCE OVER THE NEXT 10 YEARS</b>
Emergency Services Assets	Equipment replaced at end of economic life.	Equipment replaced at end of economic life.	Maintain current level of service

#### **3.8.3. What do we need to do to it (Asset Management Strategy), when do we need to do it and how much money do we need (Financing Strategy)?**

Emergency Services' assets are replaced at the end of their economic life. A ten year capital plan was completed by the Emergency Services Coordinator. Capital expenditures required in today's dollars for the next ten years are as follows:

Year	Estimated Planned Annual Spending & Transfer to Reserves based on Taxpayer Affordability (A) *	Required Replacement Cost Spending & Transfer to Reserves (for replacement Fire Communication System, Rescue Vehicles & Defibrillators) (B)	Estimated Spending & Transfer to Reserves Gap C = (A) - (B)	Estimated Grant Revenue (Prov & Federal) (D)	Reserves (E)	Net Spending/Transfer to Reserves Financed with Property Taxes (F)	Funding Gap (G=D+E+F-B)
2016	\$ 955,069	\$ 796,465	\$ 158,604	\$ 320,780	\$ 200,000	\$ 434,289	\$ 158,604
2017	\$ 494,509	\$ 535,905	\$ (41,396)	\$ 190,500	\$ -	\$ 304,009	\$ (41,396)
2018	\$ 494,509	\$ 535,905	\$ (41,396)	\$ 190,500	\$ -	\$ 304,009	\$ (41,396)
2019	\$ 494,509	\$ 535,905	\$ (41,396)	\$ 190,500	\$ -	\$ 304,009	\$ (41,396)
2020	\$ 902,509	\$ 805,905	\$ 96,604	\$ 325,500	\$ 270,000	\$ 307,009	\$ 96,604
2021	\$ 632,509	\$ 535,905	\$ 96,604	\$ 190,500	\$ -	\$ 442,009	\$ 96,604
2022	\$ 632,509	\$ 535,905	\$ 96,604	\$ 190,500	\$ -	\$ 442,009	\$ 96,604
2023	\$ 632,509	\$ 535,905	\$ 96,604	\$ 190,500	\$ -	\$ 442,009	\$ 96,604
2024	\$ 632,509	\$ 535,905	\$ 96,604	\$ 190,500	\$ -	\$ 442,009	\$ 96,604
2025	\$ 632,509	\$ 535,905	\$ 96,604	\$ 190,500	\$ -	\$ 442,009	\$ 96,604
<b>TOTAL</b>	<b>\$ 6,503,650</b>	<b>\$ 5,889,610</b>	<b>\$ 614,040</b>	<b>\$ 2,170,280</b>	<b>\$ 470,000</b>	<b>\$ 3,863,370</b>	<b>\$ 614,040</b>

\* Total transferred to reserves for period of 2016 to 2025 is \$1.963 million.

The fire communication system loan matures September 17, 2019. Annual debt servicing costs are \$138,000 per year. The finance strategy noted above assumes that in 2020 and future years, transfers to reserves are increased by \$138,000 to provide a portion of the funds necessary for replacement of three Rescue vehicles and the Fire Communication System at the end of their economic life.

### **3.9 SOCIAL HOUSING ASSETS**

#### **3.9.1. What do we own, what is it worth, and what condition is it in?**

The following table summarizes key information related to Social Housing Assets owned by the County through its ownership of Lanark County Housing Corporation (LCHC):

Asset Type	Replacement Cost	Accounting Net Book Value	Average Asset Age Since Last Refurbishment	Asset age as a proportion of expected useful life	Assets rated as Very Good	Assets rated as Good	Assets rated as Fair	Assets rated as Poor	Assets rated as Very Poor	Total Assets
Buildings	\$ 64,890,880	\$5,234,116	34	67%	2	41	7	2	0	52
Parking Lots	\$ 547,469	\$ 1,941	20	80%	0	7	9	3	0	19
<b>TOTAL</b>	<b>\$ 65,438,349</b>	<b>\$ 5,236,058</b>								

Asset condition was supplied by LCHC's Maintenance and Asset Services Manager using the following assessment approach:

<b>RATING</b>	<b>DESCRIPTION OF CONDITION</b>
Very Good	Only planned maintenance required
Good	Minor maintenance required plus planned maintenance
Fair	Significant maintenance required
Poor	Significant renewal/upgrade required
Very Poor	Unserviceable

LCHC Buildings and Parking Lots assessed to be in Fair and Poor condition are noted in the table below:

<b>ASSET DESCRIPTION</b>	<b>BUILDING OR PARKING LOT</b>	<b>LOCATION</b>	<b>ASSESSED CONDITION</b>
43, 45, 47 Sussex, 42 A-H Empress	Building	Smiths Falls	Fair
43-47 Empress	Building	Smiths Falls	Fair
171 Munro	Building	Carleton Place	Fair
252 Moffat	Building	Carleton Place	Fair
Edwards/Joseph/Pattie	Building	Carleton Place	Poor
117 A-F Beckwith, 20 A-H Robinson	Building	Perth	Fair
10 Welland	Building	Perth	Fair
4 Railway	Building	Perth	Fair
176 Robert	Building	Almonte	Poor
24 Bourke	Parking Lot	Smiths Falls	Fair
46 Bell	Parking Lot	Smiths Falls	Fair
Empress	Parking Lot	Smiths Falls	Poor
Sussex	Parking Lot	Smiths Falls	Fair
252 Moffat	Parking Lot	Carleton Place	Poor
126 Sussex	Parking Lot	Carleton Place	Fair
Edwards Drive	Parking Lot	Carleton Place	Fair
77 Harvey	Parking Lot	Perth	Fair
75 Harvey	Parking Lot	Perth	Fair
Beckwith/Robinson	Parking Lot	Perth	Fair
175 Robert Street	Parking Lot	Almonte	Poor
Victoria/St James	Parking Lot	Almonte	Fair

### 3.9.2. Desired Level of Service

COUNTY ASSET	CURRENT PERFORMANCE	DESIRED LEVEL OF SERVICE	EXPECTED PERFORMANCE OVER THE NEXT 10 YEARS
Social Housing Buildings	83% of Buildings are rated as Very Good & Good	100% of Buildings are rated as Very Good & Good.	Declining percentage of buildings rated as Very Good & Good. Due to limited County resources, significant grants are necessary from the federal and provincial governments to improve the condition of social housing buildings.
Social Housing Parking Lots	37% of Parking lots are rated as Very Good & Good	85% of Parking lots are rated as Very Good & Good	By 2024, 65% of parking lots rated as Very Good & Good.

### 3.9.3. What do we need to do to it (Asset Management Strategy), when do we need to do it and how much money do we need (Financing Strategy)?

#### Social Housing Buildings

Social Housing buildings owned by the County require significant investment to improve asset condition. The County due to limited resources is not able to improve asset condition without the financial assistance of the federal and/or provincial governments.

The County’s strategy for Social Housing buildings is to maintain the highest asset condition possible based on taxpayer affordability. The chart below shows the capital expenditures planned in today’s dollars using resources obtained from the tax levy. If federal and/or provincial grants are not received the planned spending will result in a deterioration of asset condition over the next ten years. Additional LCHC buildings will be assessed as “Poor”. If the County were to receive financial assistance, capital improvement projects would commence immediately on the buildings currently rated as Poor (please see Section 3.9.1. for a current listing of LCHC buildings that are rated in Poor condition).

Year	Estimated Planned Annual Spending & Transfer to Reserves on Buildings based on Taxpayer Affordability (A)	Required Replacement Cost Spending/Transfer to Reserves assuming 50 year life (B)	Estimated Spending & Transfer to Reserves Gap C = (A) - (B)	Estimated Grant Revenue (Prov & Federal) (D)	Cash Flow Freed Up from Loans Being Paid in full & Reserves ('E)	Net Spending/Transfer to Reserves Financed with Property Taxes (F)	Funding Gap (G=D+E+F-B)
2016	\$ 757,397	\$ 1,297,818	\$ (540,421)	\$ -	\$ 124,000	\$ 633,397	\$ (540,421)
2017	\$ 816,397	\$ 1,297,818	\$ (481,421)	\$ -	\$ 79,000	\$ 737,397	\$ (481,421)
2018	\$ 816,397	\$ 1,297,818	\$ (481,421)	\$ -	\$ 79,000	\$ 737,397	\$ (481,421)
2019	\$ 816,397	\$ 1,297,818	\$ (481,421)	\$ -	\$ 79,000	\$ 737,397	\$ (481,421)
2020	\$ 816,397	\$ 1,297,818	\$ (481,421)	\$ -	\$ 79,000	\$ 737,397	\$ (481,421)
2021	\$ 816,397	\$ 1,297,818	\$ (481,421)	\$ -	\$ 79,000	\$ 737,397	\$ (481,421)
2022	\$ 816,397	\$ 1,297,818	\$ (481,421)	\$ -	\$ 79,000	\$ 737,397	\$ (481,421)
2023	\$ 816,397	\$ 1,297,818	\$ (481,421)	\$ -	\$ 79,000	\$ 737,397	\$ (481,421)
2024	\$ 816,397	\$ 1,297,818	\$ (481,421)	\$ -	\$ 79,000	\$ 737,397	\$ (481,421)
2025	\$ 816,397	\$ 1,297,818	\$ (481,421)	\$ -	\$ 79,000	\$ 737,397	\$ (481,421)
<b>TOTAL</b>	<b>\$ 8,104,970</b>	<b>\$ 12,978,180</b>	<b>\$ (4,873,210)</b>	<b>\$ -</b>	<b>\$ 835,000</b>	<b>\$ 7,269,970</b>	<b>\$ (4,873,210)</b>

The County currently has three loans outstanding that are related to LCHC buildings. The above financing strategy is based on the assumption that once a loan is paid off the resulting cash flow that is freed up will be used to finance transfer to reserves. Pursuing this strategy will help to provide a portion of the funds necessary for the replacement/refurbishment of social housing units that are rated in poor condition.

Annual debt servicing costs and maturities dates for the three facility loans are as follows:

Purpose of Loan	Annual Payments	Loan Maturity Date
LCHC - Buildings	\$59,000	August 1, 2016
LCHC – Loan Assumed for Settlers Building in Smiths Falls	\$216,000	March 1, 2026
LCHC – Loan Assumed for MCV Building in Carleton Place	\$66,000	June 1, 2026

**Note:**

In 2016, the LCHC Director will be presenting a business case to Lanark County Council for the redevelopment of the LCHC properties which are located in Carleton Place. The above financing strategy may be modified by Lanark County Council at a future date.

## Social Housing Parking Lots

A ten year capital plan for LCHC parking lots has been created. The capital plan was designed with the goal of improving parking lots rated as Poor as well as to maintain existing assets rated as Very Good and Good as this is the cheapest option in the long term. At the end of the ten year plan, the County should have 65% of LCHC parking lots rated as Very Good & Good. Planned spending on parking lots over the next ten years (in today's dollars) is as follows:

Year	Estimated Planned Annual Spending based on Taxpayer Affordability (A)	Required Replacement Cost Spending assuming 50 year life (B)	Estimated Spending Gap C = (A) - (B)	Estimated Grant Revenue (Prov & Federal) (D)	Reserves (E)	Net Spending/Transfer to Reserves Financed with Property Taxes (F)	Funding Gap (G=D+E+F-B)
2016	\$ 25,000	\$ 21,899	\$ 3,101	\$ -	\$ -	\$ 25,000	\$ 3,101
2017	\$ 25,000	\$ 21,899	\$ 3,101	\$ -	\$ -	\$ 25,000	\$ 3,101
2018	\$ 25,000	\$ 21,899	\$ 3,101	\$ -	\$ -	\$ 25,000	\$ 3,101
2019	\$ 25,000	\$ 21,899	\$ 3,101	\$ -	\$ -	\$ 25,000	\$ 3,101
2020	\$ 25,000	\$ 21,899	\$ 3,101	\$ -	\$ -	\$ 25,000	\$ 3,101
2021	\$ 25,000	\$ 21,899	\$ 3,101	\$ -	\$ -	\$ 25,000	\$ 3,101
2022	\$ 25,000	\$ 21,899	\$ 3,101	\$ -	\$ -	\$ 25,000	\$ 3,101
2023	\$ 25,000	\$ 21,899	\$ 3,101	\$ -	\$ -	\$ 25,000	\$ 3,101
2024	\$ 25,000	\$ 21,899	\$ 3,101	\$ -	\$ -	\$ 25,000	\$ 3,101
2025	\$ 25,000	\$ 21,899	\$ 3,101	\$ -	\$ -	\$ 25,000	\$ 3,101
<b>TOTAL</b>	<b>\$ 250,000</b>	<b>\$ 218,990</b>	<b>\$ 31,010</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 250,000</b>	<b>\$ 31,010</b>

### **3.10 Planned County Assets that will be acquired/constructed to meet future growth requirements**

Continued growth of the County will require additional investment in infrastructure as well as assets such as Ambulances. The table below provides information regarding the County's plan to accommodate anticipated future economic growth as of October 2015.

Item	Estimated Cost (A)	Estimated Years of Expenditure	Estimated Grant Revenue (Prov & Federal) (B)	Reserves (C)	Development Charges (D)	Net Spending/Transfer to Reserves Financed with Property Taxes (E)	Funding Gap (F=A-B-C-D-E)
McNeely Ave Expansion (Carleton Place)	\$ 1,400,000	2014-2017	0		\$ 1,400,000	\$ -	\$ -
Perth Arterial Road	\$ 680,000	2020	0		\$ 680,000	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 2,080,000</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,080,000</b>	<b>\$ -</b>	<b>\$ -</b>



## **4.0 Climate Change Risk Mitigation Strategies**

Climate change is of great concern for Lanark County as it has the potential to significantly damage the County's infrastructure assets. Research conducted by the County has indicated that two significant risks exist.

The first risk is the County receiving a large amount of rain and/or snow. Higher levels of rain and/or snow result in culverts receiving water flow at rates that exceed their original design. If the capacity of culverts are exceeded, road washouts may result. To help mitigate this risk the County has embarked on a culvert replacement/improvement program.

The second risk faced from climate change is the potential for milder winters. Warmer winters result in frequent freeze/thaw cycles which break down the road's surface and base. The County has implemented a pavement preservation strategy to help mitigate this risk. The pavement preservation strategy incorporates increased spending on crack sealing and micro-surfacing.

The asset management plan incorporates the additional capital spending required for culverts improvement/replacement as well as the County's improved pavement preservation strategy.

## **5.0 Procurement Methods**

To obtain the best value for tax payers the County has implemented a Procurement of Goods and Services By-Law. An updated By-Law was adopted on November 27, 2013. The County's Procurement By-Law is available for download on the County's website ([www.lanarkcounty.ca](http://www.lanarkcounty.ca)).

Specific conditions in the Procurement By-Law that permit the County to procure items in the most cost effective manner are as follows:

1. Cooperative Purchasing (Section 33.1) which states "The County may participate with other government agencies or public authorities in Cooperative Purchasing, where it is in the best interests of the County to do so."
2. Vendor of Record (Section 41.1) which states "As a Broader Public Sector agency the County has the opportunity of participating in certain Ontario Government and Ontario Education Collaborative Marketplace contracts that have already undertaken a competitive process, thus eliminating the requirement at the County level."
3. Request for Quotations (Section 9.1) requires "the receipt of at least three written quotations."

4. Request for Tender (18.1) is required for purchases exceeding \$50,000 when defined conditions are met.

## **6.0 FINANCING STRATEGY**

The County in developing the financing strategy of the asset management plan considered long term tax payer affordability. Research conducted by the County has indicated that the County must keep the growth in tax rates at or below inflation to maintain tax payer affordability. Minimizing tax increases is necessary since the 2011 Census indicated that the average household income of Lanark County residents was \$69,572 which is well below the provincial average of \$81,329. Compounding the need for tax payer affordability is Lanark County's low population growth rate. The 2011 census indicates population growth for Lanark County from 2006 to 2011 was only 3.0% which is significantly less than the provincial rate of 5.7%. This places a significant burden on existing ratepayers to finance expenditures.

To ensure long term financial stability of the County, Council has made three key decisions. The first decision was to restructure County operations in 2013. The restructuring is estimated to save the County in excess of \$600 thousand per year. The operational savings has been used to increase capital spending. Increased capital spending will help address a portion of the County's infrastructure deficit.

The second decision made by Council is that debt financing is only to be used to finance the construction of assets related to growth. Existing assets are to be maintained using resources from the tax levy. Pursuing a limited debt financing strategy will ensure long term tax payer affordability since interest expense charges will be avoided.

The third key decision made by Council is that the reserves should exist to finance the eventual replacement of assets. In years in which actual expenditures are lower than budgeted, the surplus is to be transferred to capital reserves.

As existing loans are paid off, the resulting cash that is freed up from debt servicing is to be used to increase capital spending and/or transfer to reserves. The County's 2016 budget and this asset management plan reflect the three decisions that have been made by Council.

Please find below a Table which summarizes the financing strategy for each one of the County's significant asset classes. The ten year plan for capital spending and transfer to reserves considered required spending to achieve the levels of service targets that have been set as well as tax payer affordability.

County Asset Class	Estimated Total Planned Spending/Transfer To Reserves For The Next 10 Years (A)	Total Required Replacement Cost Spending/Transfer to Reserves for the next 10 years(B)	Estimated Total 10 Year Spending Gap (C)= (A) - (B)	Estimated Total Federal & Provincial Funding for the next 10 years (D)	Total Reserves, Development Charges & Trade in of Equipment Cash Flows for the next 10 years(E)	Total Net Spending/Transfer to Reserves Financed with Property Taxes for the next 10 years (F)	Total 10 year Funding Gap, Brackets Indicate A Deficit (G=D+E+F-B)
ROADS	\$ 64,869,925	\$ 70,668,333	\$ (5,798,408)	\$ 17,891,836	\$ 4,515,000	\$42,463,089	\$ (5,798,408)
BRIDGES	\$ 5,618,600	\$ 7,246,228	\$ (1,627,628)	\$ -	\$ -	\$ 5,618,600	\$ (1,627,628)
CULVERTS > 3M	\$ 2,150,000	\$ 1,166,230	\$ 983,770	\$ -	\$ -	\$ 2,150,000	\$ 983,770
CULVERTS < 3M	\$ 2,500,000	\$ 2,571,430	\$ (71,430)	\$ -	\$ -	\$ 2,500,000	\$ (71,430)
EXISTING FACILITIES	\$ 11,092,170	\$ 10,507,448	\$ 584,723	\$ -	\$ 250,000	\$10,842,170	\$ 584,723
TRAFFIC LIGHTS	\$ 379,000	\$ 302,400	\$ 76,600	\$ -	\$ -	\$ 379,000	\$ 76,600
PUBLIC WORKS FLEET	\$ 4,012,000	\$ 4,012,000	\$ -	\$ -	\$ 150,000	\$ 3,862,000	\$ -
EMERGENCY SERVICES ASSETS	\$ 6,503,650	\$ 5,889,610	\$ 614,040	\$ 2,170,280	\$ 470,000	\$ 3,863,370	\$ 614,040
SOCIAL HOUSING BUILDINGS	\$ 8,104,970	\$ 12,978,180	\$ (4,873,210)	\$ -	\$ 835,000	\$ 7,269,970	\$ (4,873,210)
SOCIAL HOUSING PARKING LOTS	\$ 250,000	\$ 218,990	\$ 31,010	\$ -	\$ -	\$ 250,000	\$ 31,010
ASSETS FOR FUTURE GROWTH	\$ 2,080,000	\$ 2,080,000	\$ -	\$ -	\$ 2,080,000	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 107,560,315</b>	<b>\$117,640,849</b>	<b>\$(10,080,534)</b>	<b>\$ 20,062,116</b>	<b>\$ 8,300,000</b>	<b>\$79,198,199</b>	<b>\$(10,080,534)</b>