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Asset Management Plan

Prepared by: Infrastructure Services

Date: 2025

Version 3.0

Executive Summary

The Township of South Glengarry is a rural community in Eastern Ontario, with a population of approximately 13,330 residents and 5,430 residential homes, encompassing an area of 605 square kilometres. South Glengarry is among the larger municipalities in the United Counties of Stormont, Dundas & Glengarry.

Municipalities are facing increasing costs, limited funding, aging infrastructure, and rising service expectations – especially rural municipalities where local governments are expected to do more, with less. To assist with long-range financial and asset planning, the Province of Ontario implemented the Asset Management for Municipal Infrastructure Regulation, O. Reg. 588/17, to help improve how municipalities plan for their infrastructure. The phased schedule of O. Reg. 588/17 requires that all municipal infrastructure assets be incorporated into an Asset Management Plan detailing the current level of service.

The regulation was amended by O. Reg. 193/21 to extend the regulatory timelines for phases two, three, and four, acknowledging the impact of the COVID-19 pandemic. The revised phased schedule of O. Reg. 588/17 is:

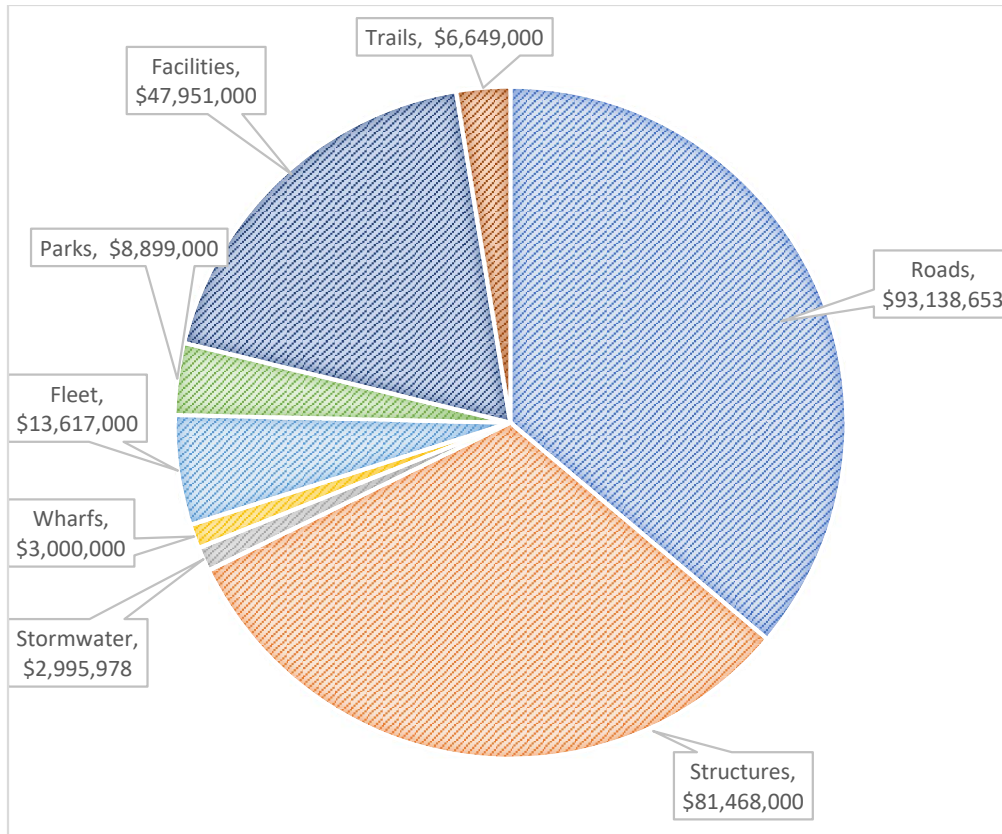
- July 1, 2019 – finalized a strategic asset management policy
- July 1, 2022 – Approved asset management plan for core assets
- July 1, 2024 – Approved asset management plan for all municipal infrastructure assets
- **July 1, 2025 – Approved expansion of the asset management plan**

This version of South Glengarry’s Asset Management Plan (AMP) includes the current level of service for core and non-core assets, which include:

Type	Category	Current AMP – Data Sources
Core	Roads	2024 Road Needs Study
	Bridges	2025 OSIM Report
	Water	2025 Water Condition Assessment
	Sanitary	2025 Wastewater Condition Assessment
	Stormwater	Known ages
Non-Core	Fleet	Known ages
	Facilities	2024 Building Condition Assessments
	Wharfs	2022 Wharf Assessments
	Trails	Known ages
	Parks	Known ages

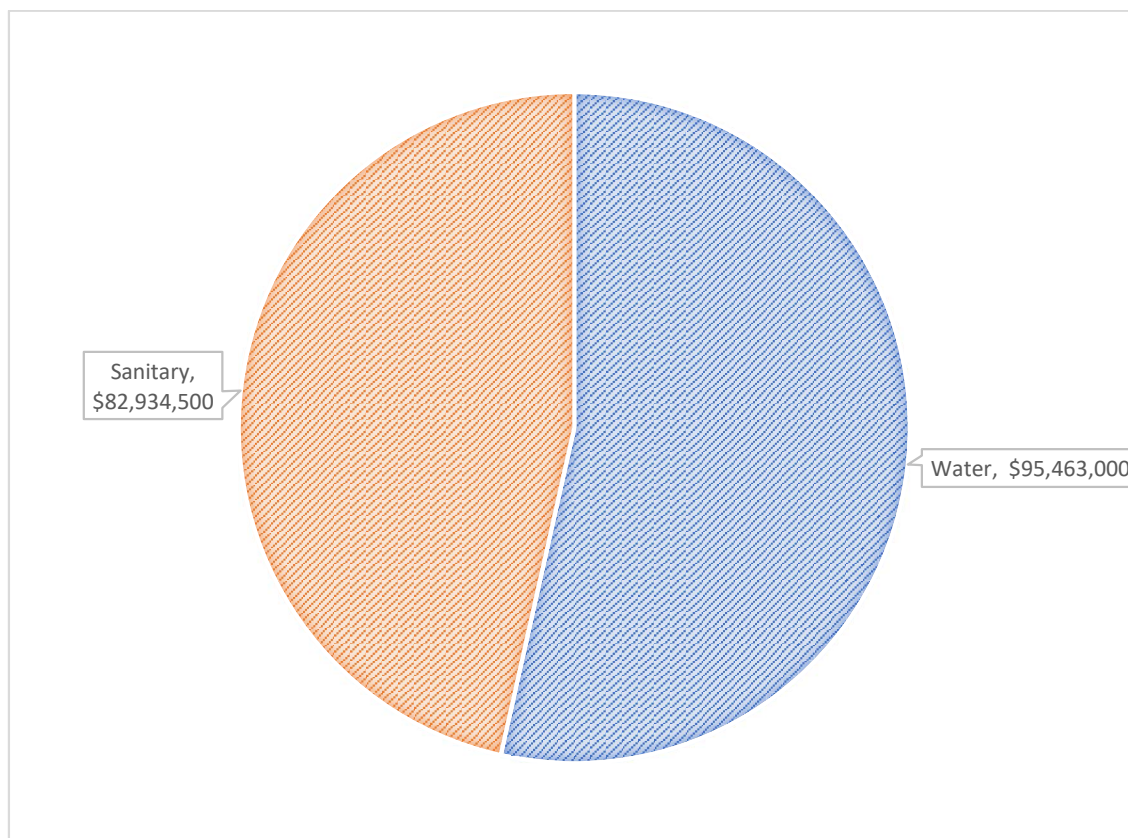
The Township’s major source of revenue is property tax, which supports operating costs related to the delivery of services as well as the required capital costs of maintaining infrastructure assets. **Tax funded assets** include roads, bridges, stormwater, fleet, facilities, wharfs, trails, and parks. These assets are also supported by funding from all levels of government.

The **current replacement value for tax funded assets is \$257,718,631**, as inventoried to the date of publishing of this Asset Management Plan. Current replacement values for Roads and Trails have increased following the completion of the ongoing 2024 Road Needs Study and 2024 Trail Inventory. The known breakdown of tax funded assets is provided in the following chart.



Rate supported services include utility charges (water and wastewater) which are supported by residents’ water bills. Utility services include capital, operating and maintenance costs for the Township’s water and wastewater systems.

The **current replacement value for rate funded assets is \$178,824,500** as inventoried to the date of publishing of this Asset Management Plan. The known breakdown of rate funded assets is provided in the following chart.



Liability Disclaimer

This Asset Management Plan (AMP) has been prepared and publicly disclosed in accordance with the requirements established by the Province of Ontario in its Building Together Guide for Municipal Asset Management Plans.

Some of the information and statements contained in this AMP are comprised of, or are based on, assumptions, estimates, forecasts, predictions, and projections made by the Corporation of the Township of South Glengarry (Township). In addition, some of the information and statements are based on actions that the Township currently intends to take in the future. Circumstances will change, assumptions and estimates may prove to be wrong, events may not occur as forecasted, predicted, or projected, and the Township may later decide to take different actions to those it currently intends to take.

Except for any statutory liability which cannot be excluded, the Township will not be liable, whether in contract, tort (including negligence), equity or otherwise, to compensate or indemnify any person for any loss, injury or damage arising directly or indirectly from any person, using, or relying on any content of, this AMP.

When considering the content of this AMP, persons should take appropriate expert advice in relation to their own circumstances and must rely solely on their own judgment and expert advice obtained.

List of Revisions

Revision	Date	Issued For
1.0	July 1, 2022	Approved by Council
1.1	October 17, 2022	Update to Appendix E – Capital Bridges
2.0	June 27, 2024	Approved by Council Inclusion of Non-Core Assets Update to Bridges
3.0	May 11, 2026	Approved by Council

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1. Introduction

1.1. Overview

The Township of South Glengarry is a rural community in Eastern Ontario, with a population of approximately 13,330 residents and 5,430 residential homes, encompassing an area of 605 square kilometres. South Glengarry is among the larger municipalities in the United Counties of Stormont, Dundas & Glengarry.

Increasing costs, decreasing funding, aging infrastructure, and increasing public expectations are some of the challenges facing municipalities – especially rural municipalities where local governments are expected to do more, with less. To assist with long-range financial and asset planning, the Province of Ontario implemented the Asset Management for Municipal Infrastructure Regulation, O. Reg. 588/17, to help improve how municipalities plan for their infrastructure. The phased schedule of O. Reg. 588/17 requires that all municipal infrastructure assets be incorporated into an Asset Management Plan detailing the current level of service.

This version of South Glengarry’s Asset Management Plan (AMP) includes the current level of service for core and non-core assets, which include:

Core Assets

- Roads
- Bridges
- Water
- Wastewater
- Stormwater

Non-Core Assets

- Fleet
- Facilities
- Wharfs
- Trails
- Parks

The Township’s major source of revenue is property tax, which supports operating costs related to the delivery of services as well as the required capital costs of maintaining infrastructure assets. Tax funded assets include: roads, bridges, stormwater, fleet, facilities, wharfs, trails, and parks. These assets are also supported by funding from all levels of government.

Rate supported services include utility charges (water and wastewater) which are supported by residents’ water bills. Utility services include capital, operating and maintenance costs for the Township’s water and wastewater systems.

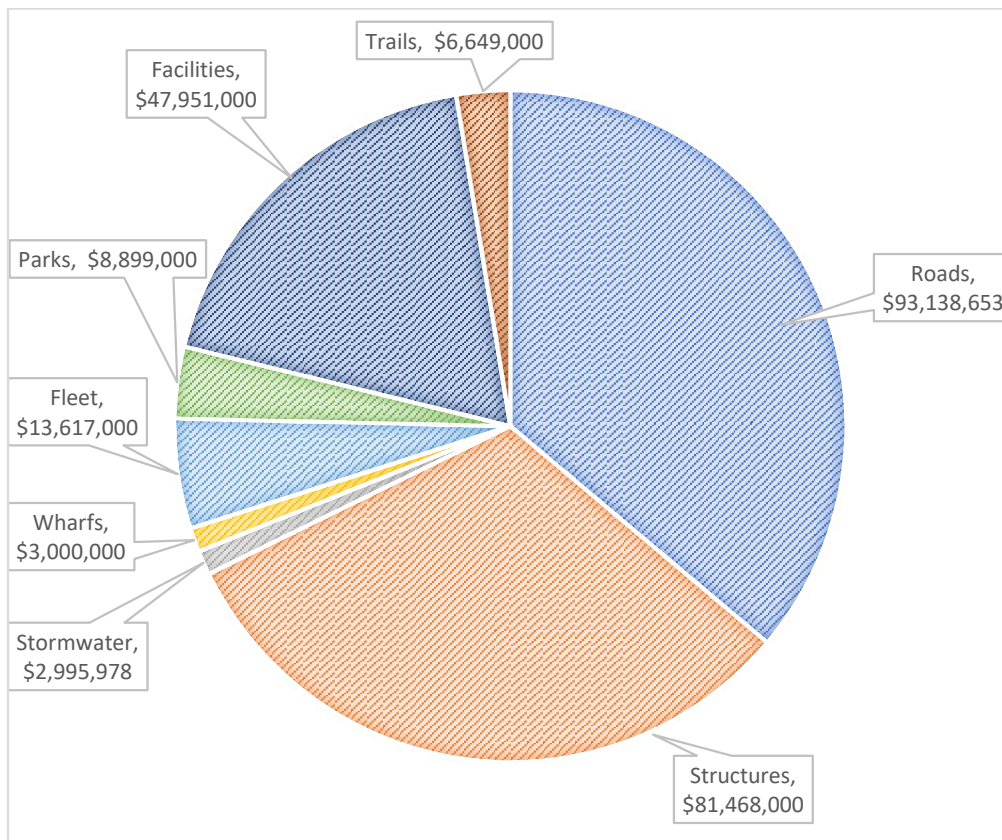
A high-level summary of South Glengarry’s assets classes and their replacement values are shown in **Table 1**, and **Figure 1 below**. The replacement values have been separated by tax funded and rate funded to provide an understanding of how the operations, maintenance, and capital work on the assets are funded.

Table 1. Asset Classes and Replacement Costs

Asset Class	Replacement Cost (Tax)	Replacement Cost (Rate)
Roads	\$93,138,653	\$0
Bridges and Structural Culverts	\$81,468,000	\$0
Water	\$0	\$95,463,000
Wastewater	\$0	\$82,934,500
Stormwater	\$2,995,978	\$0
Fleet	\$13,617,000	\$427,000
Facilities	\$47,951,000	\$0
Wharfs	\$3,000,000	\$0
Trails	\$6,649,000	\$0
Parks	\$8,899,000	\$0
Total	\$257,718,631	\$178,824,500

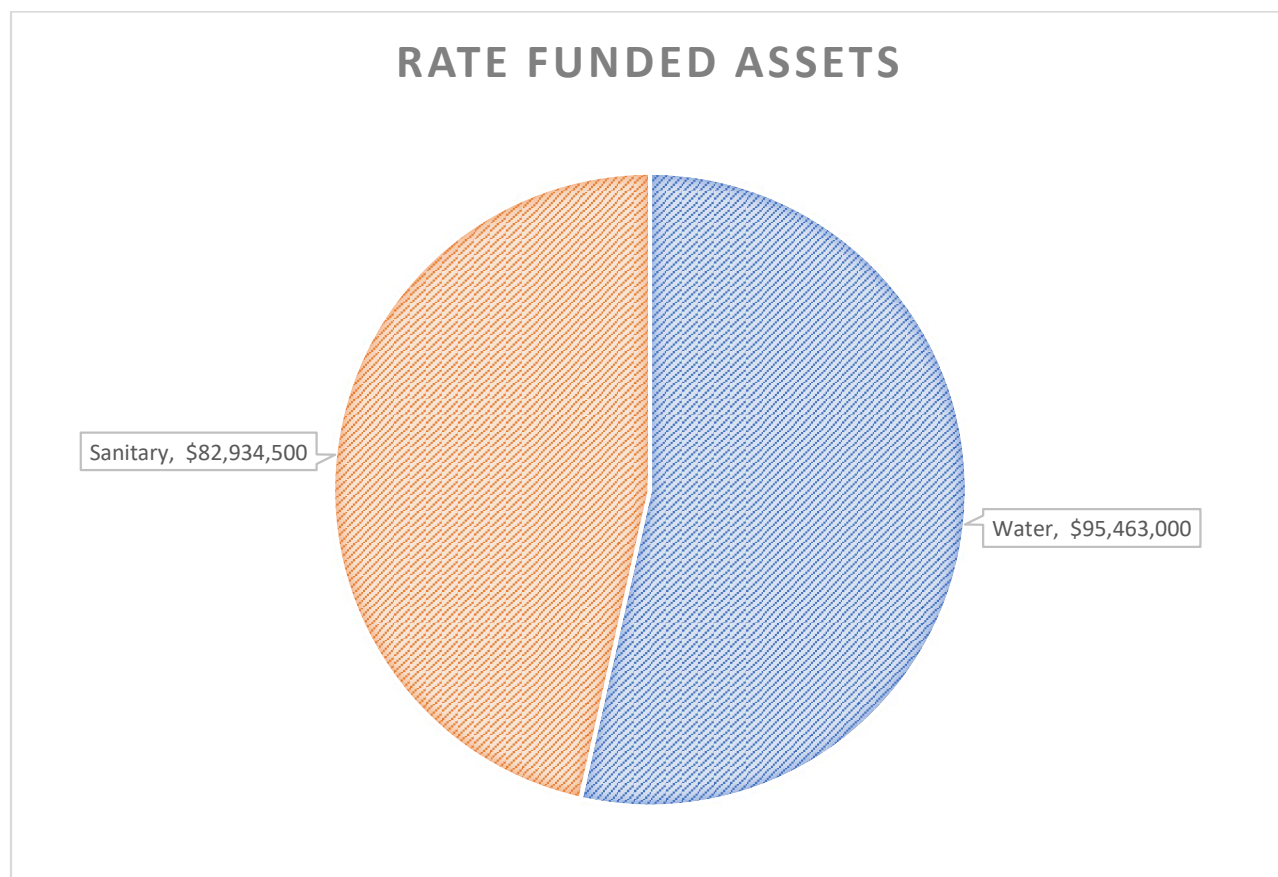
The **current replacement value for tax funded assets is \$257,718,631**, as inventoried to the date of publishing of this Asset Management Plan and shown in the following figure.

Figure 1. – Tax Funded Current Replacement Values



The **current replacement value for rate funded assets is \$178,824,500** as inventoried to the date of publishing of this Asset Management Plan and shown in the following figure.

Figure 2. – Rate Funded Current Replacement Values



1.2. Regulatory Compliance

Asset management planning in Ontario has evolved significantly over the past decade. With the introduction of Ontario Regulation (O. Reg.) 588/17, Asset Management Planning for Municipal Infrastructure, municipalities have been advancing their asset management portfolio to be in compliance with the phased approach of the regulation. The phased approach is summarized in **Table 2**

Table 2. O. Reg. 588/17 – Phases and Deadlines

Phase	Deadline	Activity	Township Status
1	July 1, 2019	Prepare and Publish a Strategic Asset Management Policy	Completed June 2019
2	July 1, 2022	Develop an Asset Management Plan for Core municipal Infrastructure Assets.	Completed June 2022
3	July 1, 2024	Develop an Asset Management Plan for all other municipal infrastructure	Completed June 2024
4	July 1, 2025	Develop an Expanded Asset Management Plan for all Infrastructure Assets	Completed March 2026

1.3. Asset Management Plan Development

This Asset Management Plan provides South Glengarry with a documented approach to asset management that clearly demonstrates evidence-based choices and roadmaps for financial planning. This strategy is set in place to provide the expected service levels through the sustainable use of its assets.

This version of South Glengarry’s Asset Management Plan (AMP) includes the current level of service for core and non-core assets, which include:

Table 3. Data Sources for Asset Inventory / Conditions

Type	Category	Current AMP – Data Sources
Core	Roads	2024 Road Needs Study
	Bridges	2025 OSIM Report
	Water	2025 Water Condition Assessment
	Sanitary	2025 Wastewater Condition Assessment
	Stormwater	Known ages
Non-Core	Fleet	Known ages
	Facilities	2024 Building Condition Assessments
	Wharfs	2022 Wharf Assessments
	Trails	Inventories
	Parks	Inventories

The following is a summary of how the regulation details the major components of the required core infrastructure asset management plan:

Current Level of Service and Performance: The level of service is broadly defined as the scope and reliability of service with qualitative descriptions and technical metrics. The data that the level of service is based must be from, at most, the two previous calendar years. The current performance of each asset category is based on measures established that are established by the Township.

The above requirements are provided **Section 2** of this report for all tax funded assets and **Section 2.8.4** for rate funded assets.

1.4. Current Levels of Service

This section of the AMP provides a summary of the Township's assets and the current service levels provided by those assets. O. Reg. 588/17 requires that for each asset category the following information must be identified:

- Summary of Asset
- Replacement Cost
- Average Age
- Asset Condition (if available)
- Municipality's Approach to Condition Assessments
- Current Level of Service

The level of service (LOS) is a measurement of the quality of service that the Township is providing to the community. O. Reg. 588/17 establishes two categories for LOS:

- **Community Level of Service:** a description of how customers expect to receive the service. As the customer's expectations may vary from customer to customer this group of matrixes are subjective and difficult to directly measure.
- **Technical Level of Service:** a measurable attribute that reflects the assets' ability to achieve the desired community level of service.

The approved Asset Management Plan concentrates on developing an **understanding of the current level of service** in accordance with O. Reg. 588/17. The final phase of asset management planning will be to identify the desired level of service which will meet the community's expectation with a full understanding of the financial implications of striving for the proposed level of service.

1.5. Proposed Level of Service

This section outlines the Township's proposed levels of service, including performance targets and lifecycle strategies required to maintain and improve service delivery. These proposed levels of service consider current asset condition, community expectations, and financial capacity. O. Reg. 588/17 requires that for each asset category the following information must be identified:

2. Tax Funded Assets

2.1. Asset Category: Roads

2.1.1. Inventory

The Township’s road network includes roads with various surface types, including high-class bituminous (HCB), low-class bituminous (LCB), and gravel. The Township also has sidewalks and streetlights that have been included in the Roads asset category.

The information provided for the Roads category was prepared in 2025. The estimated replacement cost of roads is approximately \$112,861,680. The breakdown of the road network is provided in **Table 4**. Average service life varies depending on maintenance and traffic conditions and volume.

Table 4. Road Assets (2025)

Road Assets	# of Roads	Length	Average Service Life	Replacement Value
HCB	212	155 km	20 years	\$66,168,000
LCB	39	85 km	7 years	\$16,428,403
Granular	108	145 km	N/A	\$29,805,600
Sidewalks	37	12,106 m	40 years	\$2,905,440
Streetlights	935	-	30 years	\$5,242,250
Total				\$112,861,680

Although granular roads are included in the valuation of the road network, the maintenance and replacement of granular roads are an annual operational function. Only projects where granular roads are upgraded to surface treatment or asphalt will be identified and included within the capital plan for this asset management plan.

2.1.2. Condition

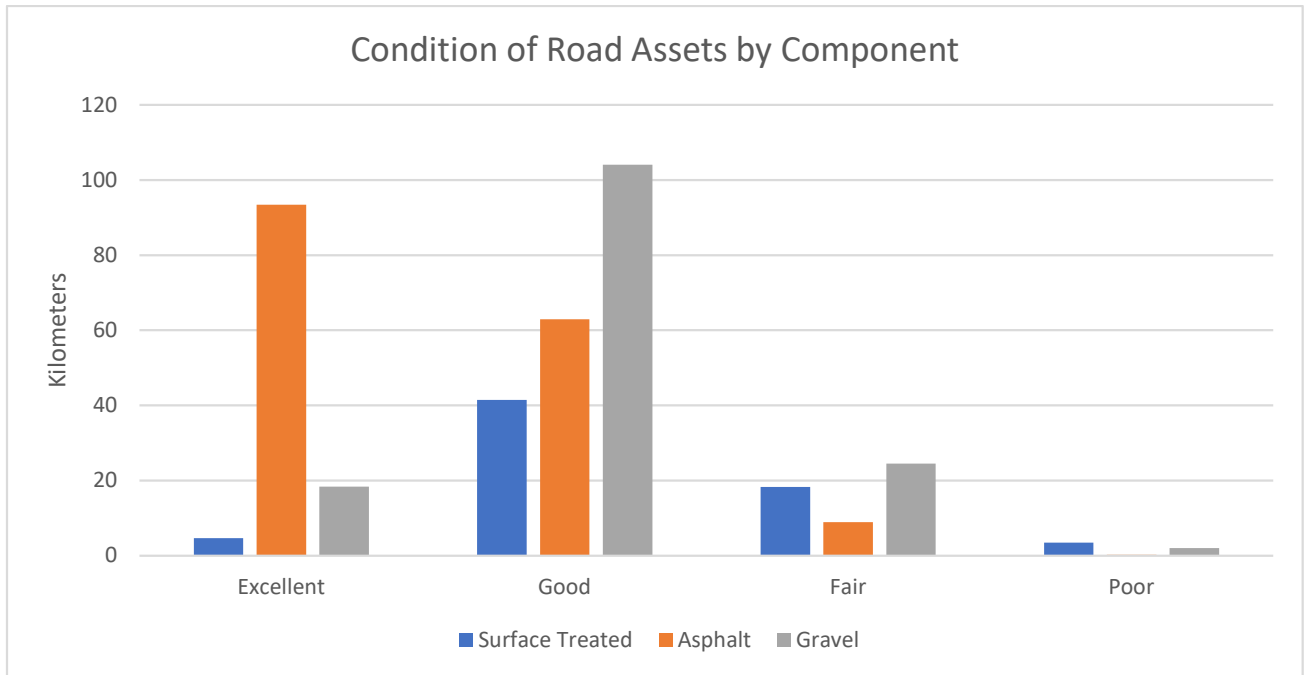
The condition of the road network was established using the observed data from the 2024 Road Needs Study and evaluated against the condition rating system provided in **Table 5**.

Table 5. Road Condition Rating System

Colour Indicator	Pavement Condition Index	
	Greater than 80%	Requires regular maintenance
	60% < PCI < 80%	Minor local improvements
	40% < PCI < 60%	Requires rehabilitation and continued maintenance
	20% < PCI < 40%	Requires major rehabilitation or reconstruction
	Less than 20%	Requires Reconstruction

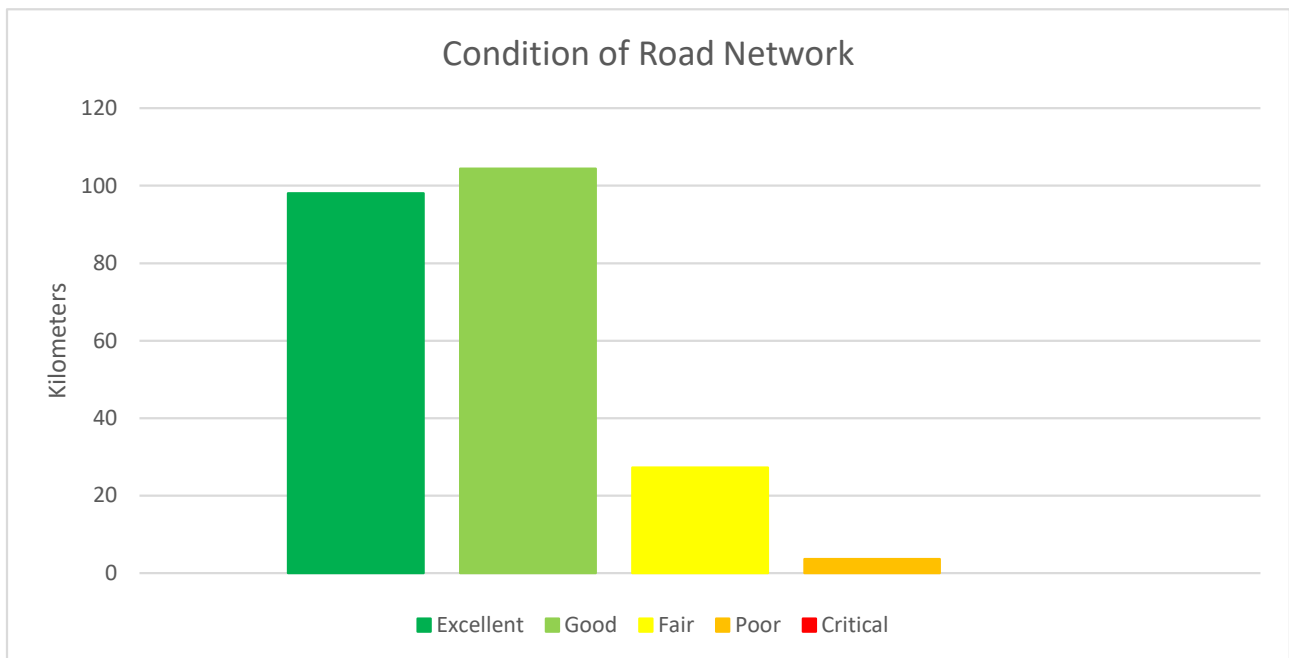
Based on the pavement condition index, the overall condition of the HCB and LCB Roads is shown in the following figure.

Figure 3. Condition of Road Assets by Component (2024)



The combined condition of all Road Assets is shown in the following figure.

Figure 4. Road Network Overall Condition (2024)



2.1.3. Level of Service

Based on the asset inventory compiled for the road network, the Township has identified the current level of service being provided to the community. The Community and Technical Level of Service is reflected in the following table meeting the requirements of O. Reg. 588/17.

Table 6. Current Level of Service - Road Network (2025)

Level of Service Category	Matrix	Current Level of Service
Community	Description, which may include maps, of the road network in the municipality and its level of connectivity.	Refer to Appendix A
	Description or images that illustrate the different levels of road class pavement condition.	Road network condition rating system is defined in Table 5.
Technical	Lane-km of Municipal Roads per land area ¹	0.63 km/km ²
	For paved roads in the municipality, the average pavement condition index value.	62 (fair)
	Maintain an up-to-date Road Needs Study	Every Four Years
	Maintain a condition assessment of sidewalks	Every Year (as per MMS)

1 based on 605 km²

Proposed Levels of Service

The Township will provide a safe and reliable rural road network that supports year-round travel, emergency access, agricultural operations, and goods movement, while maintaining driving comfort consistent with rural municipal standards.

The Township’s proposed Levels of Service of maintaining a PCI rating 60 or higher being Good or excellent of that balance affordability, safety, and long-term sustainability of the road network. These proposed LOS targets reflect outcomes following the 2024 Road Needs Study and increasing capital pressures noted within the AMP.

To achieve maintaining the proposed level of service, the Township should develop a long-term strategy to allocate \$1,300,000 annually in road renewal and rehabilitation between 2025-2034. As a result, approximately 95% of the road network is expected to remain above a PCI rating of 60 or higher, providing the proposed funding levels are maintained.

If capital funding is deferred over the course of the 10-year plan, the average PCI rating could decline below 60. The proportion of roads in poor condition or worse will increase, translating into long term reconstruction costs that are estimated to be significantly higher.

2.2. Asset Category: Structures

2.2.1. Inventory

The Township has 62 structures located on open public roads that have a span of three (3) metres or greater. Any structures with less than a three (3) metre span that are located on an open public road are assumed to be included in the Stormwater.

The information provided for the Bridges category was obtained from the 2025 Ontario Structural Inspection Manual (OSIM) inspection report. The estimated replacement cost of bridges on open public road allowances is approximately \$76,134,000, while the replacement cost for recreational structures is \$5,352,000. The breakdown of bridge and culvert assets is provided in **Table 7**.

Table 7. Bridge and Culvert Assets

Structure Type	Count	Average Service Life Remaining	Replacement Cost (2025)
Roads			
Bridges	22	22 years	\$43,410,000
Culverts	39 (1)	21 years	\$32,724,000
Recreation			
Bridges	3 (1)	N/A	\$3,867,000
Culverts	3	N/A	\$1,485,000
Total	69		\$81,468,000

** () Numbers in brackets indicate structures that are currently closed.

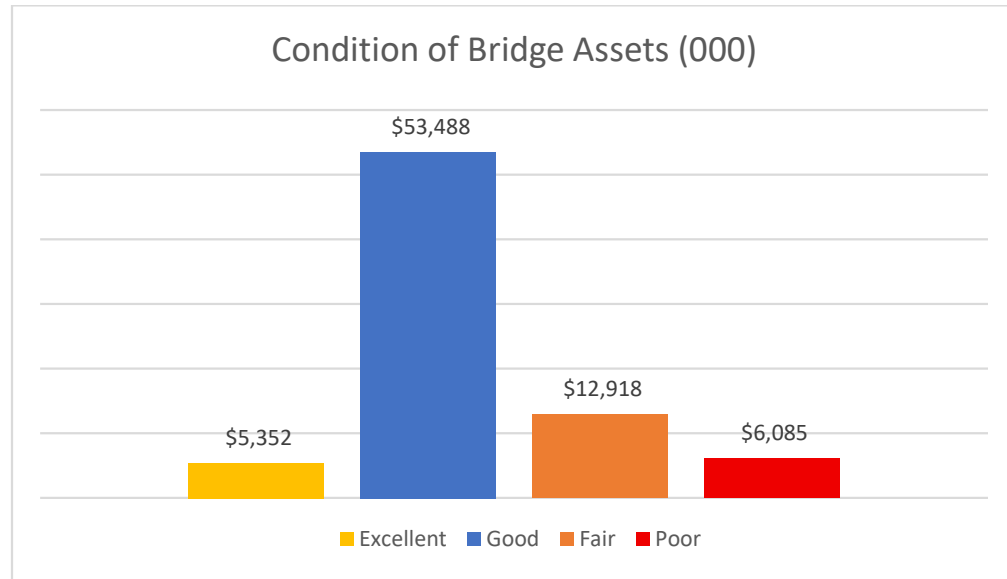
2.2.2. Condition

The condition of the bridge network was established using the observed data from the 2025 OSIM Report and evaluated against the condition rating system provided in **Table 8**. The Bridge Condition Index (BCI) is a standardized rating used in the Ontario Structure Inspection Manual (OSIM) to represent the structural condition of bridges and large culverts based on inspection findings.

Table 8. OSIM Bridge Condition Index

Rating	Maintenance Schedule
Excellent BCI: 80-100	
Good BCI: 70-79	Maintenance is not usually required within the next five years.
Fair BCI: 60-69	Maintenance work is usually required within the next five years.
Poor BCI: Less than 60	Maintenance work is usually carried out within one year.

Figure 5. Bridge Condition by Rating



2.2.3. Current Level of Service

Based on the asset inventory compiled for the bridge network, the Township has identified the current level of service being provided to the community. The Community and Technical Level of Service is reflected in the following table meeting the requirements of O. Reg. 588/17.

Table 9. Current Level of Service – Bridges (2025)

Level of Service Category	Matrix	Current Level of Service
Community	Description of the traffic that is supported by municipal bridges (e.g., heavy transport vehicles, motor vehicles, emergency vehicles, pedestrians, cyclists).	Two (2) road bridge closed to all vehicle traffic
	Description or images of the condition of bridges and how this would affect use of the bridges.	Refer to OSIM Report
Technical	Percentage of bridges in the municipality with loading or dimensional restrictions	Currently no-load restrictions
	For bridges in the municipality, the average bridge condition index value.	68 (Fair)
	Completion of OSIM Report	Every Two Years

Proposed Levels of Service

The Township’s proposed levels of service is maintaining a BCI rating 60 or higher, translating to Fair or better to balance affordability, safety, and long-term sustainability of the road network. These proposed LOS targets reflect anticipated outcomes following the 2025 OSIM Report and increasing capital pressures noted within the AMP.

The 2025 OSIM report projects an average capital spending of \$2,154,309 per year to maintain the current level of service. A funding gap of \$1,000,000 or greater currently exists when comparing projected capital needs to historical capital contributions.

If this funding gap is not addressed, the Township may experience, an increase in structures falling below BCI 60, greater risk of load restrictions, potential additional structure closures and higher long-term rehabilitation and replacement costs.

To maintain the proposed Level of Service through 2034, the Township should plan to increase annual capital reserve contributions for structures and align funding with the rehabilitation and replacement schedule identified in the 10-Year Capital Plan (Appendix C).

A comprehensive review of aging structures with minimal daily traffic volumes should be undertaken to assess their ongoing necessity, evaluate alternative access options, and identify opportunities for long-term lifecycle cost optimization.

2.3. Asset Category: Stormwater

2.3.1. Inventory

The Township is the owner of several small stormwater systems within South Glengarry. The combined storm sewer systems consist of 2.3 kilometres of storm sewer, and appurtenances consisting of storm structures.

Stormwater drainage within the Township is also supported by an extensive network of roadside ditches, which provide surface drainage along municipal roads.

A summary of the Township’s stormwater assets is presented in the following table.

Table 10. Stormwater Assets (2025)

Asset Category	Quantity	Useful Life	Current Replacement Value
Roadside Ditches	768 km	N/A	N/A
Storm Sewer	2.3 km	75 yrs	\$1,958,728
Manholes / Catch basins	86	75 yrs	\$737,250
*Storm Water Ponds	0	75 yrs	\$0
Oil Grit Separators	2	80 yrs	\$300,000
Total			\$2,995,978

* Stormwater pond assets are anticipated to be added to the inventory in 2026

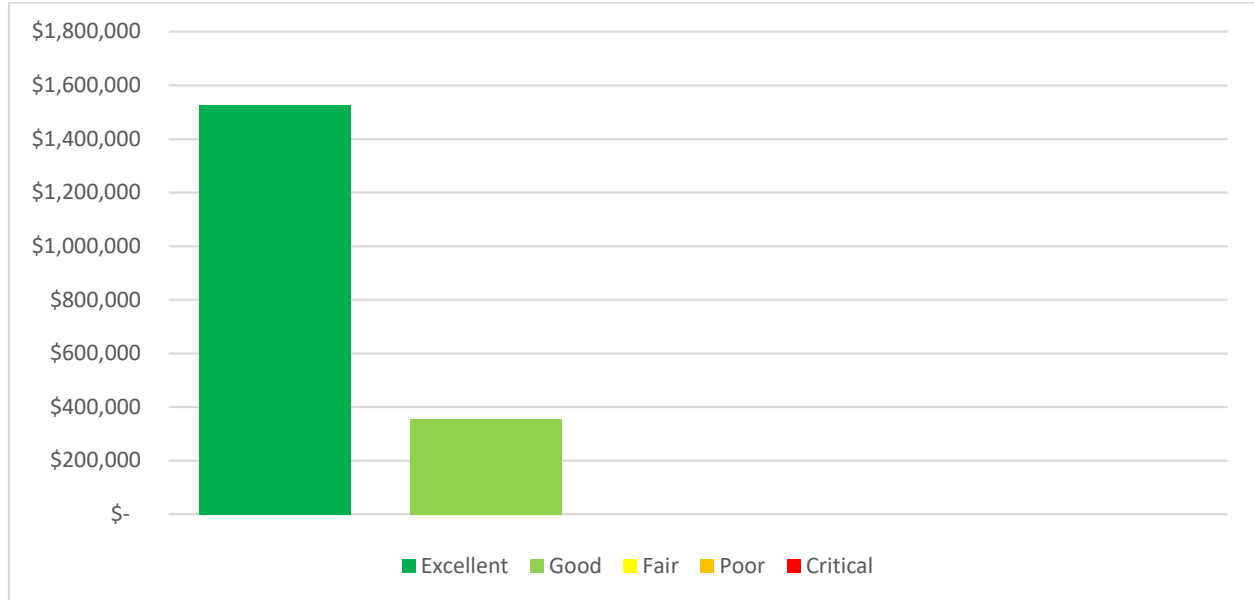
2.3.2. Condition

The condition of the Township’s stormwater infrastructure has not been formally assessed through a physical condition assessment. As a result, the condition of the stormwater infrastructure is based on the estimated remaining useful life relative to the expected useful life.

Based on this approach, the majority of the stormwater assets are considered to be in good to excellent condition, with storm sewers having a relatively low average age within the network.

The distribution of the water infrastructure by condition state is presented in **Figure 4**. On average, storm sewers are in excellent condition.

Figure 6. Condition of Stormwater Assets (2024)



2.3.3. Current Level of Service

Based on the asset inventory compiled for the storm sewer network, the Township has identified the current level of service being provided by the community. The Community and Technical Level of Service is summarized in **Table 11**, in accordance with the requirements of O. Reg 588/17.

Table 11. Current Level of Service - Stormwater (2025)

Level of Service Category	Matrix	Current Level of Service
Community	Description, which may include maps, of the user groups or areas of the municipality that are protected from flooding, including the extent of the protection provided by the municipal stormwater management system.	Appendix A
Technical	Percentage of properties in municipality resilient to a 100-year storm.	No reliable data available
	Percentage of the municipal stormwater management system resilient to a 5-year storm.	100%

2.3.4. Proposed Level of Service

The Township’s proposed level of service aim to maintain effective stormwater drainage and minimize flood risks through regular inspection and maintenance of stormwater infrastructure.

Table 12. Proposed Level of Service - Stormwater

	Matrix	Proposed Level of Service
Proposed	Percentage of properties in municipality resilient to a 100-year storm.	No reliable data available
	Percentage of the municipal stormwater management system resilient to a 5-year storm.	100%
	Storm Sewer	Clean / Inspected Every 5 Years
	Roadside Ditches	Maintain proper road surface drainage
	Ponds	Monitor/Maintain as per ECA
	Oil/Grit interceptors	Monitor/Maintain as per ECA

The Township manages stormwater infrastructure through a combination of preventative maintenance, operational monitoring, and planned capital replacement. Routine inspection and cleaning of storm sewers and catch basins are undertaken to maintain system capacity and prevent blockages, while regular ditch maintenance and regrading help ensure proper surface drainage along municipal roadways. Oil and grit separators and other stormwater facilities are monitored and maintained in accordance with Environmental Compliance Approval (ECA) requirements.

Where possible, stormwater infrastructure improvements are incorporated into road reconstruction and rehabilitation projects to improve efficiency and reduce overall lifecycle costs. The Township also updates its asset inventory and condition data as new infrastructure is constructed or existing assets are rehabilitated. Future asset management improvements may include the development of a formal storm sewer inspection program and expanded condition monitoring to better support long-term capital planning and infrastructure renewal.

The Township’s stormwater infrastructure has a current replacement value of \$2,995,978. While many stormwater assets are relatively new and currently in good condition, future rehabilitation and replacement requirements will increase as assets approach the end of their useful life.

Based on typical lifecycle replacement assumptions, the Township should plan for annual reserve contributions of approximately \$40,000–\$60,000 to support the long-term renewal of stormwater infrastructure.

2.4 Asset Category: Fleet

2.4.1 Inventory

The Township operates a fleet of 64 vehicles, equipment, and trailers across four (4) operational departments, with the majority being utilized by the roads and fire departments.

The total estimated replacement cost of all Township fleet assets is \$13,586,000. The breakdown of the fleet assets is provided in **Table 12**.

The current fleet replacement schedule (capital plan) is replacement based and does not take into consideration growth (service expansion or increase in staffing). The 10-year capital plan (draft attached) is based on previously documented and expected life cycles and recent staff reports documenting replacements.

When considering existing level of service and current replacement values in the table below, the four fleet assets that were replaced by Council, but which are still in service have not been considered (Units 5, 24, 11, 62, 70). Replacing these fleet assets would be considered an increase in level of service (fleet growth) to the municipality.

Table 12. Fleet Assets (2025)

Operational Division	Number of Fleet Assets	Average Service Life Remaining	Replacement Value
Fire	22	12	\$5,720,000
Planning	2	9	\$110,000
Recreation	15	6	\$465,000
Roads	25	7	\$7,291,000
Total	64	8.5 years	\$13,586,000

2.4.2 Condition

The condition of the Township's fleet was not formally assessed through a physical condition assessment. The condition of the fleet is based on the estimated remaining useful life relative to the expected useful life. The estimated service life for each type of fleet vehicle is summarized in Table 13 below.

Table 13. Fleet Expected Useful Service Life by Unit Type

Vehicle Type	Quantity	Expected Useful Service Life	Average Age	Avg Cost to Replace
Fire Fleet	15	20 years	7 years	\$ 400,000
Light Duty Equipment (Tractors, UTV, Ice Resurfacer)	8	10 years	6 years	\$ 450,000
Heavy Equipment (Backhoe, Loader, Grader)	5	20 Year	12 years	\$ 400,000
Light Duty (Pickup, SUV)	14	10 years	6 years	\$ 75,000
Heavy Pickup (3/4 Ton or Larger)	4	8 years	9 years	\$ 120,000
Tandem	10	15 years	9 years	\$ 420,000

- Smaller assets such as trailers and equipment attachments are not included in Table 13.

2.4.3 Current Level of Service

Based on the asset inventory compiled for the fleet, the Township has identified the current level of service being provided by the community. The Community and Technical Level of Service is reflected in the following table meeting the requirements of O. Reg 588/17.

Table 14. Current Level of Service - Fleet

Level of Service Category	Matrix	Current Level of Service
Community	Description or images of the types of vehicles that the municipality operates and the services that they help to provide to the community.	The provision of services to the community requires a diverse inventory of fleet vehicles. This AMP provides the type of fleet vehicles and the operational units.
Technical	The average assessed or age-based condition of all municipal vehicles.	8.5 years
	The total replacement cost of municipal vehicles currently in backlog.	\$0

2.4.4 Proposed Level of Service

Fleet assets have a total replacement value of **\$13,586,000** and an average age of **8.5 years**. Proposed level of service is to maintain municipal fleet vehicles and replacement follow the below service life to support safe, uninterrupted service delivery in fire protection, roads, recreation activities. The Township proposes to maintain a minimum fleet availability rate of 95% for critical vehicles, such as fire and winter control.

Table 16. Fleet Expected Service Life

Vehicle Type	Expected Useful Service Life
Fire Fleet	20 years Or as required by NFPA
Light Duty Equipment (Tractors, UTV, Ice Resurfacer)	10 years Or 6,000 Hr
Heavy Equipment (Backhoe, Loader, Excavator, Graders)	20 Year
Light Duty (Pickup, SUV)	10 years 250,000 km
Heavy Pickup (3/4 Ton or Larger)	8 years Or 225,000 km
Tandem	15 years Or 225,000 km

Preventive maintenance is completed in accordance with manufacturer recommendations and regulatory inspection requirements. Mid-life refurbishments are undertaken where cost-effective to extend asset life and support service reliability.

Where operationally feasible, replaced units may be retained in spare status to reduce seasonal rental costs and support service continuity during peak operating periods.

Notes:

- Maintenance schedules per manufacturer; CVOR-compliant inspections.
- Mid-life refurbishments where cost-effective.
- Replacement guided by lifecycle cost and reliability.
- Units that have been replaced will be moved into Spare status, if possible, this is an initiative to reduce temporary rental costs during summer months and support production.

Figure 7. Fleet 10 Year Replacement Forecast



The Township’s ability to maintain the proposed fleet availability target is dependent on adherence to the planned replacement schedule and ongoing preventive maintenance compliance.

Deferred capital funding may result in increased emergency breakdowns, higher maintenance costs, reduced availability during peak operational periods and increased reliance on rental equipment.

The Township will monitor these risks annually through asset management plan updates.

2.5 Asset Category: Facilities

2.5.1 Inventory

The Township owns 31 facilities that support four (4) operational divisions as summarized in the following table. The current replacement values were obtained from the 2024 Building Condition Assessments.

Table 17. Facility Inventory (2024)

Operational Division	Number of Facilities	Current Replacement Value (incl. Site Works)
Administration	2	\$3,859,245
Recreation	17	\$26,404,836
Roads	6	\$6,609,426
Fire	6	\$11,077,493
Total	31	\$47,411,000

2.5.2 Condition

The current technical level of service at a Township facility is the Facility Condition Index (FCI). The FCI is a benchmark used to index the relative condition of a facility and is calculated as a ratio of the sum of capital and maintenance renewal requirement costs for an asset over a set period of time divided by the Current Replacement Value (CRV) of the building.

Given that a single-year (immediate requirements) FCI tends to fluctuate and is subject to the building deferred maintenance, a 5-Year FCI, which focuses on the short-term trends, is recommended. The 5-Year FCI tends not to fluctuate as much, making long-term planning easier and more effective. The Township is using a 5-year FCI, which consists of backlog (work that should have been completed in the past), current year (2024) and 4 future years (2025-2028).

The FCI rating scale used to determine the condition of the subject assets are:

- **Very Good, 0% - 20%**
- Good, 21% - 40%
- Fair, 41% - 60%
- Poor, 61% - 80%
- Very Poor, >80%

The condition of the facilities by operational division are provided in the following figure.

Figure 8. Facility Condition

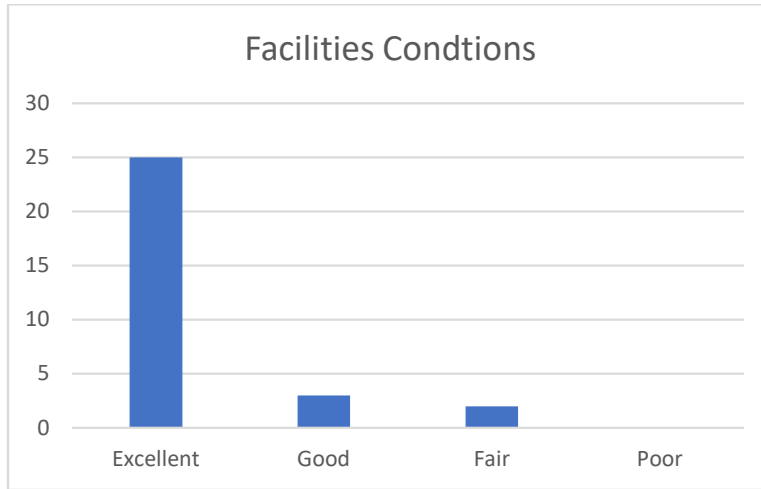


Table 18. Facility Condition Index by Division (2024)

Operational Division	Number of Facilities	Current Replacement Value (incl. Site Works)	10-Year Renewal Costs	5-Year FCI
Administration	2	\$3,859,245	\$1,470,785	8.0%
Recreation	17	\$26,404,836	\$7,981,730	6.1%
Roads	6	\$6,609,426	\$1,597,332	17.3%
Fire	6	\$11,077,493	\$1,435,282	13.0%
Total	31	\$47,411,000	\$12,485,129	10.3

2.5.3 Current Level of Service

Based on the asset inventory compiled for facilities, the Township has identified the current level of service being provided by the community. The Community and Technical Level of Service is reflected in the following table meeting the requirements of O. Reg 588/17.

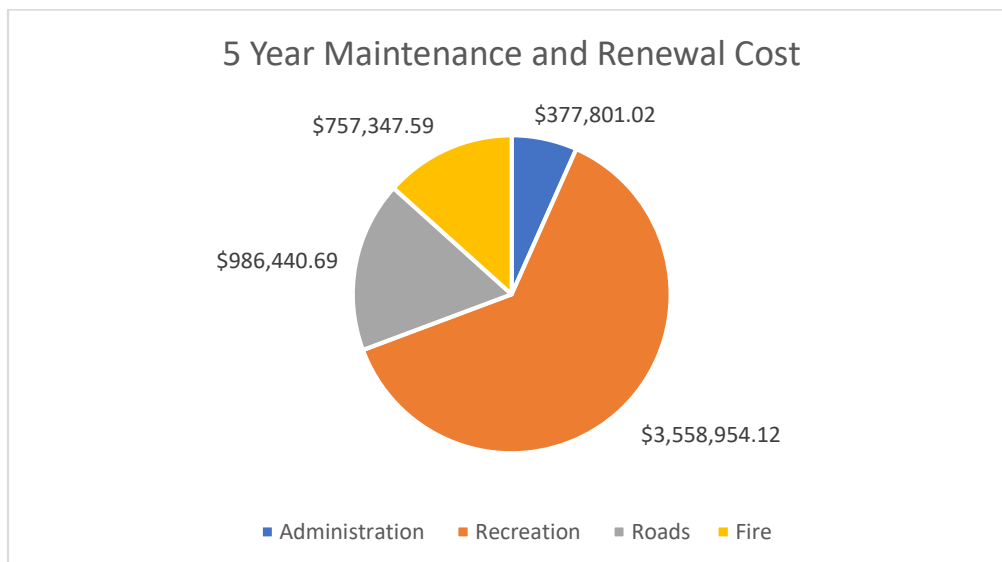
Table 15. Current Level of Service - Facilities (2024)

Level of Service Category	Matrix	Current Level of Service
Community	Description or images of the types of municipal facilities that the municipality operates and the services that they help to provide to the community.	The provision of services to the community requires a diverse inventory of facilities. This AMP identifies the facilities that provide administration, fire protection, recreation, transportation, and water /wastewater services to the community.
Technical	The average assessed or age-based condition of all municipal facilities.	10.3%
	The total replacement cost of municipal facilities is currently in backlog.	1,500,000.00

2.5.4 Proposed Level of Service

The Township will maintain safe, clean, and functional facilities for public use and staff operations. Facility condition assessments completed in 2024 will be used to guide ongoing maintenance and capital renewal. Condition assessments will be updated at a minimum every 10 years, or as required, to support long-term planning and service level review. Figure 9. below illustrates predicted 5 Year facility maintenance requirements and capital renewals. The Township should develop a strategy to ensure capital reserves receive annual contributions to sufficiently fund maintenance and renewal work as required.

Figure 9. Five Year Maintenance and Renewal Costs by Operational Division



2.6 Asset Category: Wharfs

2.6.1 Inventory

The Township accepted ownership of the facilities now known as ‘South Lancaster Wharf’ and ‘Summerstown Wharf’ during May 2001. At the time, the Township agreed to operate the sites for a period of five (5) years as a public facility. They continue to be operated as public facilities.

The estimated replacement value for wharfs is more than \$3,000,000.

2.6.2 Condition

The Township undertook a visual inspection of the wharfs during the summer of 2022 to assess condition in terms of general damage, deterioration, deficiencies, and maintenance issues. The inspections indicated that:

- The **Summerstown Wharf** has likely reached the end of its service life; with replacement of stabilization of the wharf recommended within the next three (3) years [before 2026].
- The **South Lancaster Wharf** has areas with major deficiencies with components at the end of their service life; with rehabilitation recommended within the next five (5) years [before 2028]

2.6.3 Current Level of Service

Based on the asset inventory compiled for the two wharfs, the Township has identified the current level of service being provided by the community. The Community and Technical Level of Service is reflected in the following table meeting the requirements of O. Reg 588/17.

Table 20. Current Level of Service - Wharfs (2022)

Level of Service Category	Matrix	Current Level of Service
Community	Description or images of the types of wharfs that the municipality operates and the services that they help to provide to the community.	Appendix A
Technical	The average assessed or age-based condition of the wharfs.	0-3 years
	The total replacement cost of municipal facilities, currently in backlog.	\$1,500,000

2.6.4 Proposed Level of Service

The Township will undertake regular inspections and maintenance to identify structural deficiencies, safety hazards, and operational issues and will maintain structural components in a condition that supports safe public use, targeting rehabilitation or replacement before assets reach critical failure.

Where feasible, maintenance and rehabilitation activities will be scheduled to minimize service disruptions and maintain operational availability during peak seasonal use.

The Township will also review long-term service delivery options, including rehabilitation, replacement, or alternative infrastructure solutions. The level of service will be periodically reviewed to ensure it aligns with community expectations, regulatory requirements, and available financial resources.

2.7 Asset Category: Trails

2.7.1 Inventory

The Township owns and maintains two trails: the Glen Walter Park Trail and the Peanut Line.

The **Glen Walter Park Trail** is a 2.0-kilometre loop located within Glen Walter Park. It has a paved surface.

The **Peanut Line** is a 31.8-kilometre rail trail that runs from the east to west boundaries of the municipality and presents significant opportunity for multi-use trail-based recreation in South Glengarry. This former Canadian Pacific railbed was purchased by the Township in 2009 with the intention of developing a Trail Master Plan to guide its design, management, and maintenance. The trail offers residents a variety of outdoor recreational opportunities, including motorized sports, walking, jogging, cross country skiing, equestrian, etc. The Trail is well used by the Glendalor’s Winter Sports Club and Snowmobile Club for snowmobile and ATV recreation.

The Township’s Trail Assets, as inventoried at the time of publishing of this AMP, are summarized in the following table. The current replacement value of the Peanut Line includes only the bridge structures. The remaining trail inventory and replacement values have not been finalized and it is anticipated that the current replacement value will increase substantially.

Table 21. Trail Assets (2024)

Trail Asset	Quantity	Current Replacement Value
Glen Walter Park Trail	2.0 km	\$ 300,000
Peanut Line Trail	31.8 km	\$ 1,908,000
Peanut Line Structures	7	\$4,441,000
Total	33.8 km	\$ 6,649,000

2.7.2 Condition

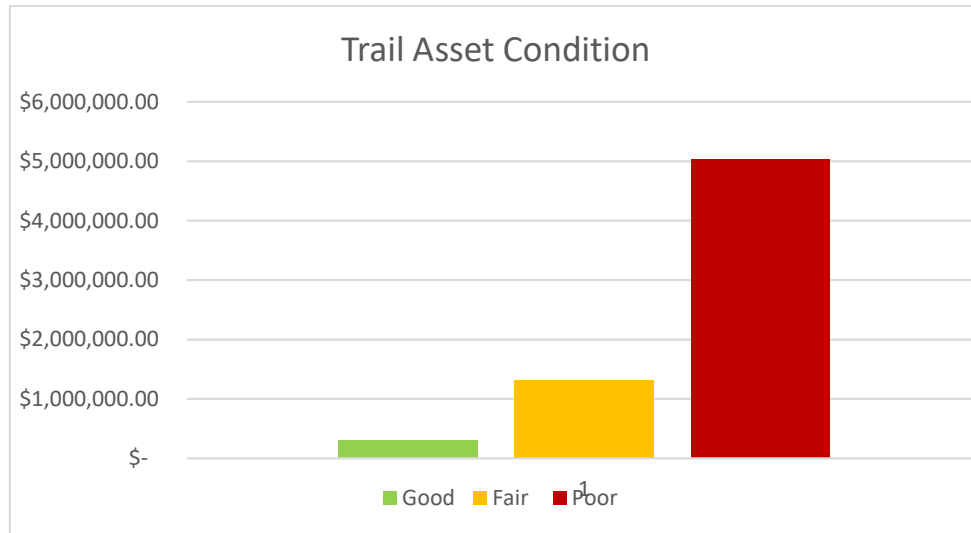
The condition of the trail network was established using the observed data from the 2023 Peanut Line Trail Options Study and ongoing inspections of the trails.

Based on current funding levels:

- The West Section of the Peanut Line is expected to remain in Good condition.
- The East Section is currently rated Poor and may continue to deteriorate without targeted rehabilitation investment.

To maintain a minimum Fair condition across the network, capital investment will be required for surface rehabilitation, drainage improvements, bridge and culvert maintenance, vegetation management.

Figure 10. Trail Asset Condition



2.7.3 Current Level of Service

Based on the asset inventory compiled for the trails, the Township has identified the current level of service being provided by the community. The Community and Technical Level of Service is reflected in the following table meeting the requirements of O. Reg 588/17.

Table 22. Current Level of Service - Trails (2023)

Level of Service Category	Matrix	Current Level of Service
Community	Description or images of the types of Trails that the municipality operates and the services that they help to provide to the community.	Appendix A
Technical	The average assessed or age-based condition of the trails.	West Section (Good) East Section (Poor)
	The total replacement cost of municipal trails is currently in backlog.	\$100,000

2.7.4 Proposed Level of Service

The Township proposes to maintain the trail network at a minimum **“Fair” condition rating** as defined in the 2023 Peanut Line Trail Options Study and internal inspection practices.

The Peanut Line represents a significant long-term recreational and tourism asset within South Glengarry. Future enhancements, including surface upgrades or expanded amenities, would represent an increase in Level of Service and would require additional capital funding beyond what is identified in this AMP.

Performance targets include maintaining 100% of trail bridges in a safe and operable condition, addressing identified safety deficiencies within one (1) year of identification and maintaining trail surfaces to prevent significant washouts, rutting, or drainage failures. Committing to maintaining both the East and West side of the recreational trail ensures connectivity throughout the Township and maintains the tourism and economic benefit of having the Peanut Line in South Glengarry.

The 10-Year forecast includes maintaining all structures that have been deemed to be in need of maintenance, replacement or rehabilitation. The \$100,000 backlog represents culvert crossings that have reached their end of life cycle and should be addressed to maintain service.

2.8 Asset Category: Parks

2.8.1 Inventory

The Township of South Glengarry is responsible for the operation and maintenance of 15 municipal parks. The Parks assets considered include parkland, structures such as play structures, splash pads, pavilions, Courts and Feilds. The inventory of Park Assets is provided in Table 23.

Table 23. Park Assets (2025)

Park Amenities Type	Quantity	Expected Useful Service Life	Average Age	Estimated Cost to Replace
Play Structure	8	15 – 25 yrs	6.5 yrs	\$620,000
Tennis/Pickleball Court	5	40yrs	UNK	\$800,000
Multi-Purpose Pad/Rink	6	40yrs	UNK	\$1,200,000
Baseball Diamond	5	60yrs	UNK	\$200,000
Pavilion	2	N/A	N/A	\$300,000
Splash Pad	1	20 yrs	11 yrs	\$400,000
Park Land	15	N/A	N/A	\$5,379,000
Total				\$8,899,000.00

2.8.2 Condition

The condition of the Township play structures is based on annual playground inspections and expected useful service life. A condition assessment of the remaining park assets has not been

completed and data provided is based on the expected useful service life relative to the estimated age of the asset. The estimated service life for each type of park structure is summarized in the following table.

Table 24. Parks Expected Useful Service Life

Park Amenities Type	Quantity	Expected Useful Service Life	AVG Remaining Life
Play Structure	8	15 – 25 years	17.5 Years
Tennis/Pickleball Court	5	40yrs	6
Multi-Purpose Pad/Rink	5	40yrs	13.5
Baseball Diamond	5	60yrs	Not Available
Pavilion	2	N/A	10
Splash Pad	1	15 years	4 Years
Park Land	15	N/A	Not Available

2.8.3 Current Level of Service

The parks were inventoried through the Parks and Recreation Master Plan and classified into a draft classification system. The draft classification system is commonly used in municipal Asset Management Plans and has been carried forward as an indicator of the existing community level of service (hectares per 1,000 people).

Table 25. Parks Classification System (2022)

Type	Current Community Level of Service	Parks Included
Active Park	35.4 ha 2.7 ha / 1,000 people	<ul style="list-style-type: none"> • Glen Walter Regional Park • Empey-Poirier Park • Paul Rozon Memorial Park • Martintown Community Park • Smithfield Park • North Lancaster Optimist Park • Green Valley Community Park • Jack Danaher Park • Summerstown Estates Park (undeveloped)
Waterfront Park or Waterfront Access	4.1 ha 0.3 ha / 1,000 people	<ul style="list-style-type: none"> • Kenneth Barton Senior Park • Glen Walter Waterfront Park • Cairnview Park (undeveloped)
Natural or Passive Park	3.2 ha 0.24 ha / 1,000 people	<ul style="list-style-type: none"> • Bernie McDonnell Park • Library Park • Glen Gordon Park • Women’s Institute Park

Based on the asset inventory compiled for the Parks, the Township has identified the current level of service being provided by the community. The Community and Technical Level of Service is reflected in the following table meeting the requirements of O. Reg 588/17.

Table 26. Current Level of Service - Parks (2024)

Level of Service Category	Matrix	Current Level of Service
Community	Description or images of the parks that the municipality operates.	Appendix A
	Hectares per 1,000 people for each classification of Park.	Active Park: 27 ha / 1,000 people Waterfront Park: 0.3 ha / 1,000 people Natural Park: 0.24 ha / 1,000 people
Technical	The average assessed or age-based condition of the park structures.	8.1 years
	The total replacement cost of municipal park structures is currently in backlog.	\$0

2.8.4 Proposed Levels of Service

Table 27. Park Amenities Level of Service

Park Amenities Type	Current Level	Propose level
Play Structure	7 (2047)	1 per 2,000 people
Tennis/Pickleball Court	5(2886)	1 Per 3,000 people
Multi-Purpose Pad/Rink	6(2405)	1 per 2,000 people
Baseball Diamond	5(2886)	1 per 3000 people
Pavilion	2(7215)	1 per 10,000 people
Splash Pad	1	1

The Township of South Glengarry will continue to maintain safe and functional park amenities through regular inspection and maintenance of structures such as play equipment, splash pads, courts, and pavilions. Routine inspections will be used to identify safety concerns and required repairs, with maintenance prioritized based on condition, risk, and usage.

The Township will aim to address issues in a timely manner while making best use of available resources. Preventative maintenance will be undertaken where possible to extend asset life and manage long-term costs. The Township will also continue to improve its asset data over time, including tracking condition and age, to support future updates to the Asset Management Plan and ongoing service level reviews. A condition assessment will be performed by municipal staff at a later date and will be included in the next 5-year Asset Management Plan update.

3. Rate Funded Assets

3.1 Asset Category: Water

3.1.1 Inventory

The Township is the owner and operator of three drinking water systems, including the following:

- Glen Walter Drinking Water System
- Lancaster Drinking Water System
- Redwood Estate’s Drinking Water System

The combined drinking water systems consist of three drinking water treatment plants, one elevated tower, 26.5 km of watermains and appurtenances consisting of hydrants, water valves and water services.

A summary of the Township’s water assets is presented in the following table.

Table 28. Water Assets (2025)

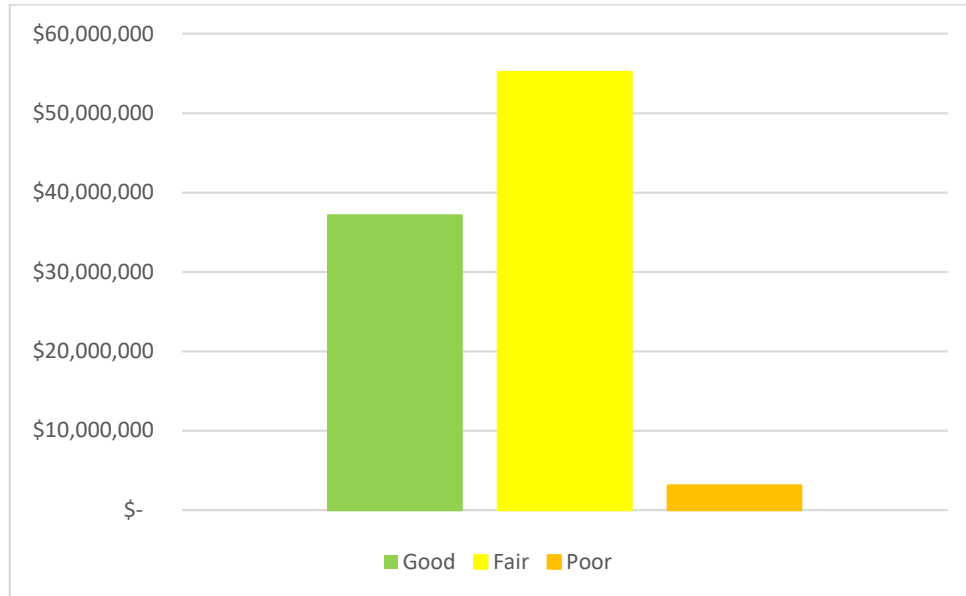
System	Asset Category	Quantity	Useful Life	Replacement Cost (2025)
Glen Walter	Watermain	10.1 km	100 yrs	\$25,250,000
	Fire Hydrants	33	50yrs	\$2,272,000
	Valves	150	50yrs	\$1,875,000
	Services	466	80yrs	\$2,330,000
	Plant	1	50-80yrs	\$2,302,000
	Total			
Lancaster	Watermain	15.0	100 yrs	\$37,500,000
	Fire Hydrants	72	50 yrs	\$1,400,000
	Valves	103	50yrs	\$1,405,000
	Services	503	80yrs	\$2,515,000
	Plant	1	50-80yrs	\$3,781,000
	Water Tower	1	75 yrs	\$7,386,000
	Total			
Redwood	Watermain	1.4	100yrs	\$6,000,000
	Flushing Hydrant	4	50yrs	\$27,000
	Valves	3	50yrs	\$30,000
	Services	39	80yrs	\$150,000
	Plant (well)	1	50-80yrs	\$1,065,500
	Total			
Fleet (half)				\$175,500
Total				\$95,463,000

3.1.2 Condition

The condition of the Township’s water treatment and distribution infrastructure was not formally assessed through a physical condition assessment. The condition of the water infrastructure is based on the estimated remaining useful life relative to the expected useful life. The distribution

of the water infrastructure by condition state is presented in **Figure 5**. On average, water mains are in good condition while water facilities are in fair condition.

Figure 11. Condition of Water Treatment and Distribution Assets (2025)



The condition of the facilities housing the water treatment and distribution systems were assessed through the 2023 Building Condition Assessments & 2025 Water/Wastewater Inventory update (OCWA). The Facility Condition Index (FCI) for the water buildings indicated a rating of Very Good.

3.1.3 Current Level of Service

Based on the asset inventory compiled for the water network, the Township has identified the current level of service being provided to the community. The Community and Technical Level of Service is reflected in the following table meeting the requirements of O. Reg. 588/17.

Table 29. Current Level of Service – Water (2025)

Level of Service Category	Matrix	Current Level of Service
Community	Description, which may include maps, of the user groups or areas of the municipality that are connected to the municipal water system.	Refer to Appendix B
	Description, which may include maps, of the user groups or areas of the municipality that have fire flow.	Refer to Appendix B
	Description of boil water advisories and service interruptions.	Refer to Table 15.
Technical	Percentage of properties connected to the municipal water system. ¹	18.4% Glen Walter: 440 Connections

Level of Service Category	Matrix	Current Level of Service
		Lancaster: 508 Connections Redwood Estates: 26 Connections
	Percentage of properties where fire flow is available.	9.6% Lancaster only
	The number of connection-days per year where a boil water advisory notice is in place compared to the total number of properties connected to the municipal water system.	Zero
	The number of connection-days per year due to water main breaks compared to the total number of properties connected to the municipal water system.	Zero (All Site)
	Percentage of properties where fire flow is available.	9.0% (Very Good)

1 Based on 5,430 residential properties in the Township

3.1.4 Proposed Level of Service

Table 30. Proposed Level of Service

Category	Matrix	Current	Proposed
Proposed	Percentage of properties connected to the municipal water system where available. ¹		100 % (All Site)
	Percentage of properties where fire flow is available.	9.6%	100 % (All Site)
	Percentage of Assets rated as Poor or lower	2.9 %	1% (All Site)
	Percentage compliance of drinking water test results annually.	100% (All Site)	100% (All Site)
	Percentage of valves in operable condition.	98%	100 %
	Percentage of hydrants inspected annually	100 %	100 %

The Township will continue to provide reliable water and wastewater services through regular inspection, maintenance, and planned capital renewal. Linear infrastructure will be supported through an average annual investment of approximately \$280,000, excluding major capital projects.

Condition and performance of wastewater assets will be monitored through a five-year CCTV inspection cycle, with rehabilitation work completed based on identified deficiencies. An annual allocation of \$100,000 will be maintained to address repairs and reduce the risk of service disruptions.

The Township will track key performance indicators, including watermain break frequency, sewer condition (based on CCTV results), and the number of emergency repairs, to inform maintenance and replacement decisions. Efforts will be made to prioritize works that reduce service interruptions and extend asset life.

Targeted replacements will continue through coordinated projects, including the phased replacement of “Series 160” watermains in Lancaster as part of road reconstruction. Major capital upgrades identified through servicing studies, including works in the Glen Walter area, will be undertaken as funding permits.

This approach is intended to maintain current service levels, manage risk, and support long-term system reliability in accordance with available resources.

3.2 Asset Category: Wastewater

3.2.1 Inventory

The Township is the owner of several wastewater treatment systems, including the following:

- Glen Walter Water Pollution Control Plant
 - Sewage Pump Station #1 (GWWTP)
 - Sewage Pump Station #2 (Bray St)
 - Sewage Pump Station #3 (Place St Laurent)
- Green Valley Lagoons
 - Sewage Pump Station #1 (North)
 - Sewage Pump Station #2 (South)
- Lancaster Lagoons
 - Sewage Pump Station #1 (South Beech)
 - Sewage Pump Station #2 (Old Montreal)

The combined wastewater systems consist of three wastewater treatment plants, seven sewage pumping stations, 16.1 km of sanitary sewers, 9.6 Km of forcemains and appurtenances consisting of manholes and services connections.

A summary of the Township’s wastewater assets is presented in the following table.

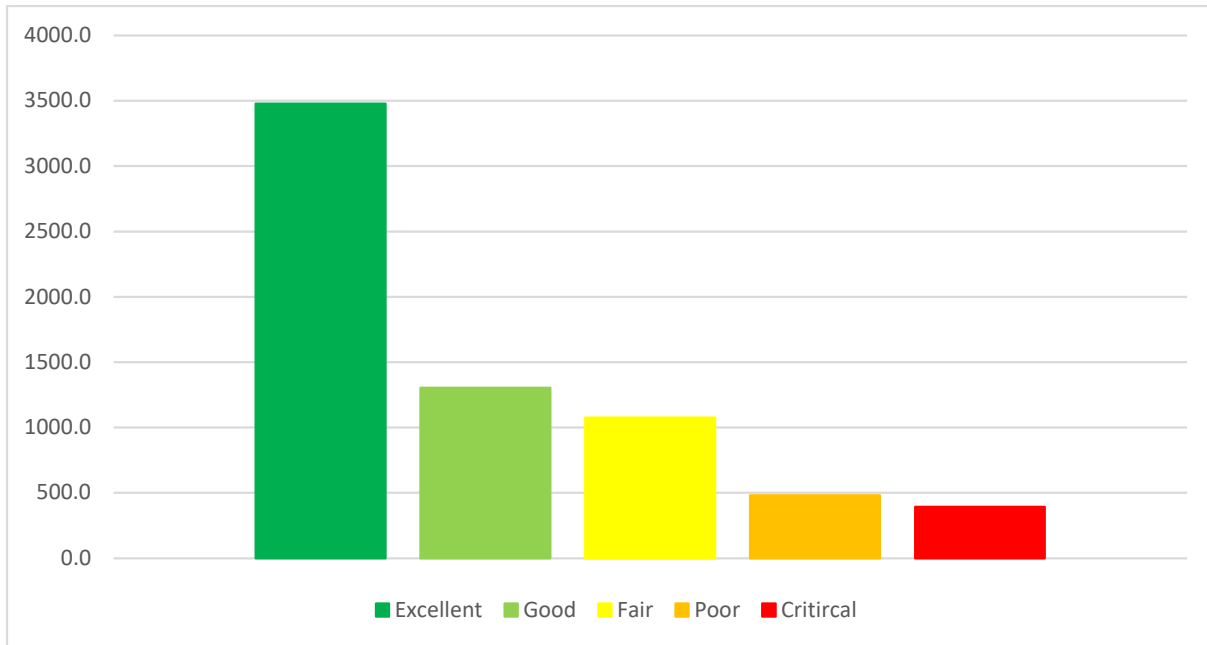
Table 31. Wastewater Assets (2025)

	Asset Category	Quantity	Useful Life	Replacement Cost (2025)
Glen Walter	Sewer	7.3 km	80 yrs	\$10,950,000
	Forcemains	1.5 km	100 yrs	\$3,750,000
	Manholes	120	80 yrs	\$2,400,000
	Services	466	80 yrs	\$2,330,000
	Plant	1	20-70 yrs	\$1,700,000
	Pump Stations	3	50 yrs	\$1,878,000
	Total			
Lancaster	Sewer	10.3 km	80 yrs	\$15,450,000
	Forcemains	5.9 km	100 yrs	\$14,750,000
	Manholes	140	80 yrs	\$2,800,000
	Services	503	80 yrs	\$2,515,000
	Lagoon	1	50-70 yrs	\$3,471,000
	Pump Stations	2	20-70 yrs	\$1,916,000
	Total			
Green Valley	Sewer	4.5 km	80 yrs	\$6,750,000
	Forcemains	2.2	100 yrs	\$5,500,00
	Manholes	54	80 yrs	1,080,000
	Services	120	80 yrs	\$985,000
	Lagoon	197	50-70 yrs	\$2,015,000
	Pump Stations	2	20-70 yrs	\$2,419,000
	Total			
	Fleet (half)	3	12 years	\$175,500
Total				\$82,934,500

3.2.2 Condition

The condition of the Township’s wastewater treatment and collection infrastructure was not formally assessed through a physical condition assessment. The condition of the wastewater infrastructure is based on the estimated remaining useful life relative to the expected useful life. The distribution of the water infrastructure by condition state is presented in **Figure 6**. On average, sewers are in good condition while wastewater facilities are in fair condition.

Figure 12. Condition of Wastewater Treatment and Collection Assets (2025)



The condition of the facilities housing the wastewater treatment and distribution systems were assessed through the 2023 Building Condition Assessments & the 2025 Water/Wastewater update (OCWA). The Facility Condition Index (FCI) for the wastewater buildings indicated a rating of Very Good.

Levels of Service

Based on the asset inventory compiled for the wastewater network, the Township has identified the current level of service being provided to the community. The Community and Technical Level of Service is reflected in the following table meeting the requirements of O. Reg. 588/17.

Table 32. Current Level of Service – Wastewater (2025)

Level of Service Category	Matrix	Current Level of Service
Community	Description, which may include maps, of the user groups or areas of the municipality that are connected to the municipal wastewater system.	Appendix B
	Description of the frequency and volume of overflows in combined sewers in the	Refer to Table 35

Level of Service Category	Matrix	Current Level of Service
	municipal wastewater system that occur in habitable areas or beaches.	
	Description of how stormwater can get into sanitary sewers in the municipal wastewater system, causing sewage to overflow into streets or backup into homes.	Stormwater can enter the sanitary network through inflow (i.e. sump pumps, footing drains, rain leader connections, etc.) or infiltration (i.e. seepage through cracks in sewers or manholes, loose joints, etc.)
	Description of how sanitary sewers in the municipal wastewater system are designed to be resilient to avoid events described above.	The Township ensures that new construction is completed in accordance with the MECP design guidelines.
	Description of the effluent that is discharged from sewage treatment plants in the municipal wastewater system.	Final effluent from the Glen Walter WPCP and Lancaster Sewage Treatment Plant is discharges by gravity to the St. Lawrence River. Final effluent from the Green Valley Sewage Treatment Plant is discharges by gravity, seasonally to the Beaudette River.
Technical	Percentage of properties connected to the municipal wastewater system. ¹	22% Glen Walter: 466 Connections Lancaster: 503 Connections Green Valley: 197 Connections
	The number of connection-days per year due to wastewater backups compared to the total number of properties connected to the municipal wastewater system.	One Event (4-days, Glen Walter)
	The number of effluent violations per year due to wastewater discharge compared to the total number of properties connected to the municipal wastewater system.	Zero (All Site)
	The average assessed or age-based condition of all wastewater facilities.	14.9% (Very Good)

1 Based on 5,430 residential properties in the Township

Table 33. Proposed Level of Service – Wastewater

Category	Matrix	Proposed
Proposed	Condition and assessment on linear assets	Clean & Inspect Every 5 years
	Percentage of Properties with Proximity to a Sanitary Sewer to be Connected	100 %

	Effluent Event Violations to Properties Connected to municipal Wastewater System	Zero (All Site)
	Wastewater Backups Event to Properties Connected to municipal Wastewater System	Zero (All Site)

4 Annual Financial Requirements

4.1 Tax Funded Requirements

The annual requirements represent the amount the Township could allocate annually to each asset category to meet replacement needs, prevent infrastructure backlogs, and work towards long-term infrastructure sustainability. In total, the Township would need to allocate an **annual average of \$4,500,000 to address capital requirements for the tax funded assets** included in this AMP. **Figure 13** below provides the average annual capital funding requirements for each asset category.

The 10-year capital plan has the following assumptions that will be revised as more information is made available:

- **Roads –**
- **Bridges**
- **Fleet**
- **Facilities**
- **Trails** requirements will be updated following completion of the 2024 inventory review
- **Tax Funded Assets** do not include growth or expansion to the existing systems, networks, and inventories

The 10-year capital funding requirement, based on the condition and age-based assessments is provided in **Figure 14**. The values presented provide a high-level understanding of the financial requirements to support the Township’s core and non-core infrastructure assets. The 10-year capital plans are continuously refined to reflect changes to condition assessments, revised cost estimates, and changes to the level of service provided by the municipality.

4.2 Rate Funded Requirements

The 10-year capital funding requirement for the rate funded assets, namely water and wastewater assets. The funding requirements are estimated based on the condition and age-based assessments is provided in **Figure 15** below. The values presented provide a high-level understanding of the financial requirements to support the Township’s core and non-core infrastructure assets.

The 10-year capital plan has the following assumptions that were carried from the 2022 Asset Management Plan and that will be revised as more information is made available:

- 2025, New Glen Walter Water Tower, received funding through the Investing Canada Infrastructure Program (ICIP) and which provides \$3.6M towards a \$5M

- 2025, Glen Walter Water Pollution Control Plant expansion (\$23M)
- 2025, Glen Walter Water Treatment Plant expansion (\$27M)

The 10-year capital plans are continuously refined to reflect changes to condition assessments, revised cost estimates, and changes to the level of service provided by the municipality.

Figure 13. Average Annual Capital Funding Requirements (Tax)

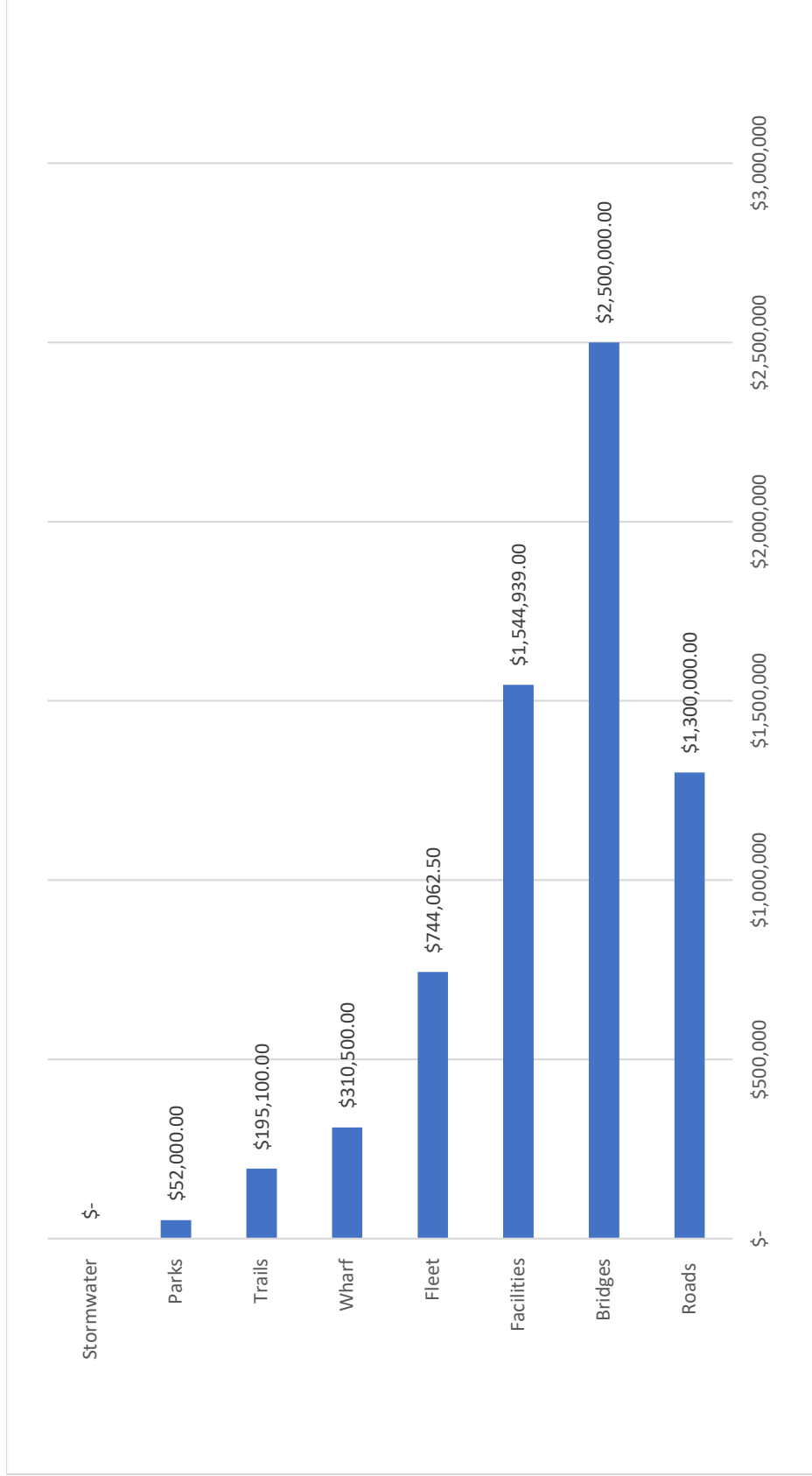


Figure 14. 10-Year Capital Funding Requirements (Tax)

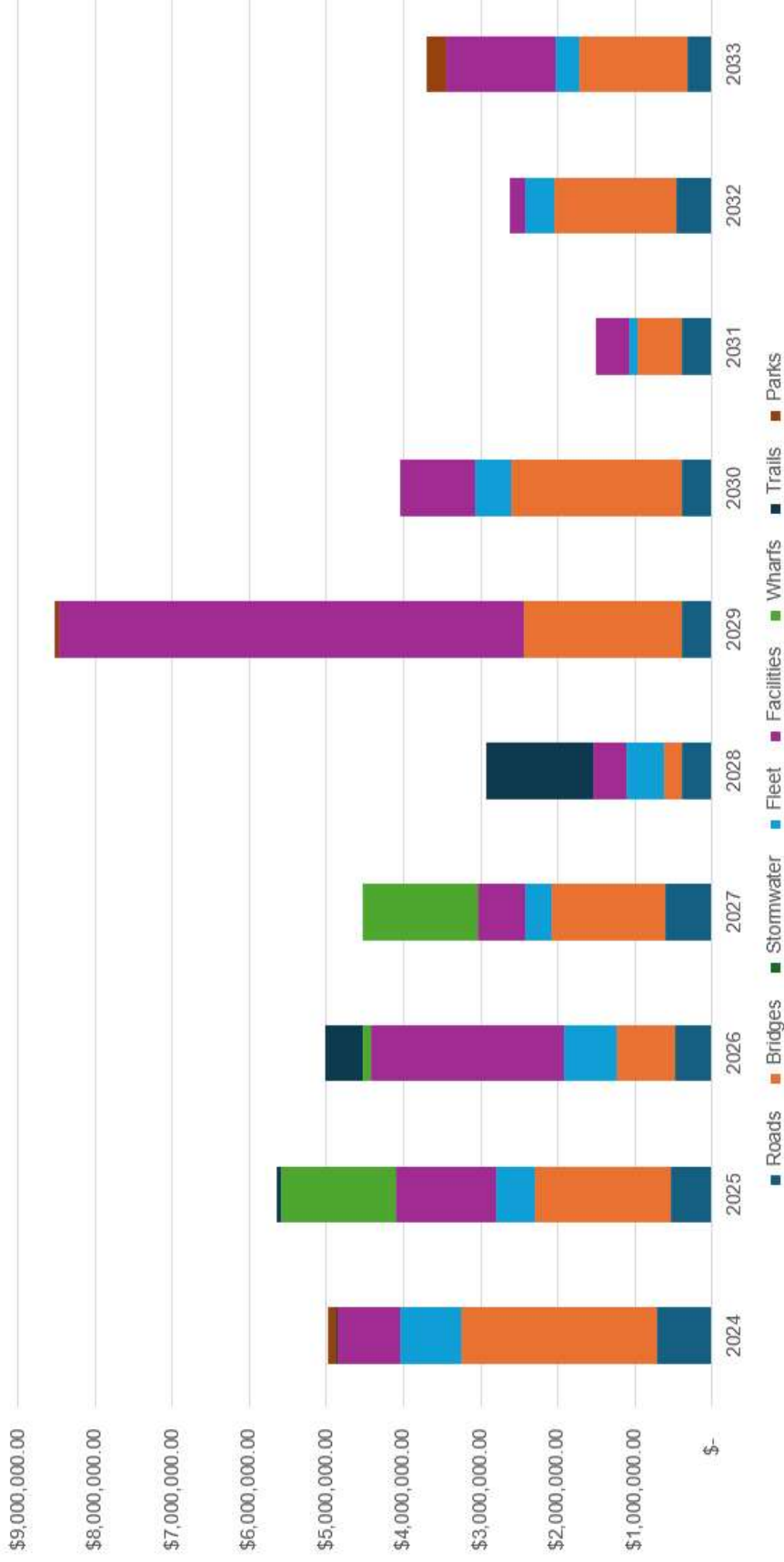
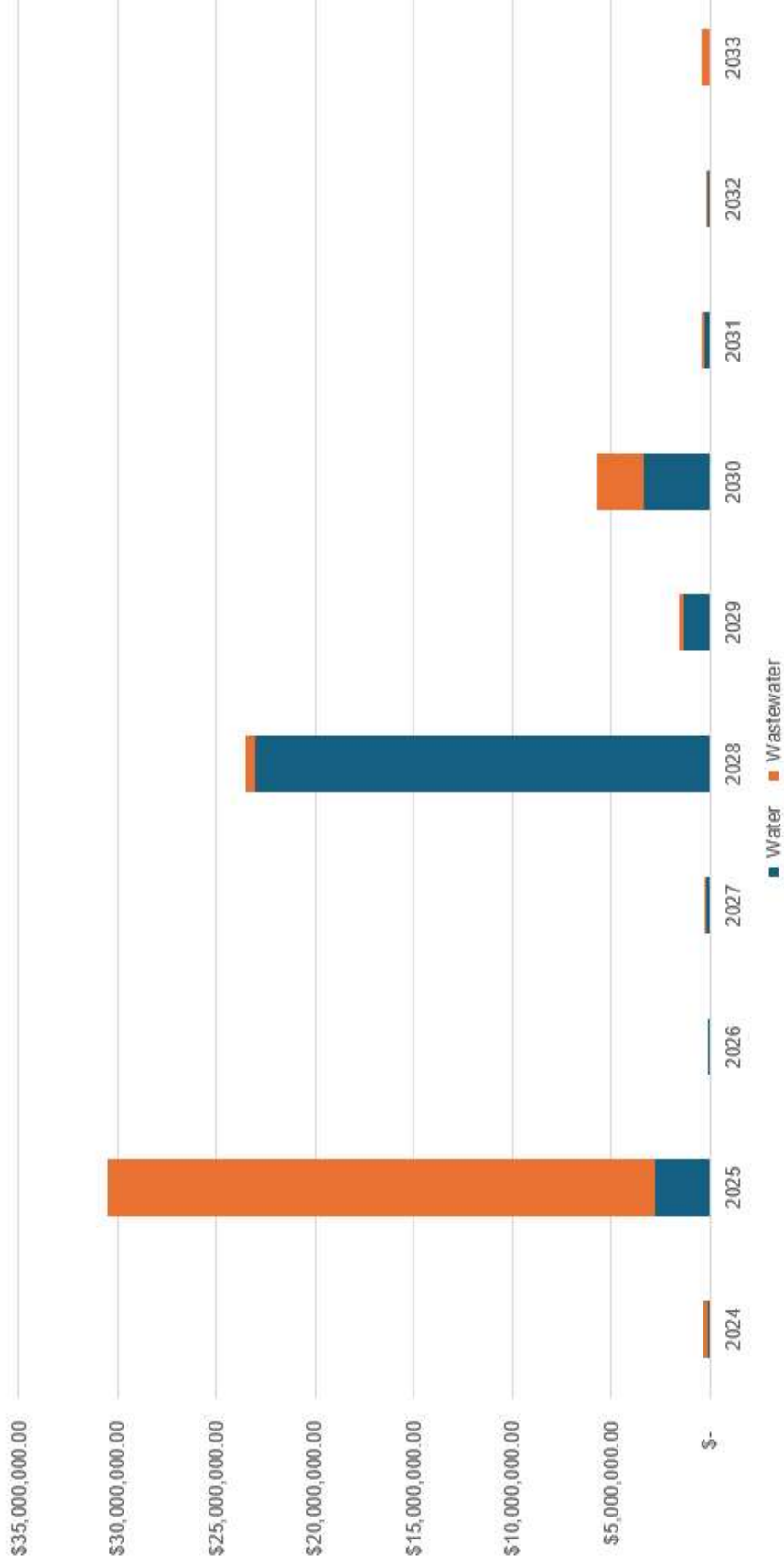


Figure 15. 10-Year Capital Funding Requirements (Rate)






Asset Management Plan

Appendix A: Strategic Asset Management Policy

Date: 2025

Version 3.0

South Glengarry				POLICY	
Policy Number:	40-2019	Review Frequency:	Every five years		
Approved By:	Council of the Township of South Glengarry	Date Approved:	June 17, 2019		
		Revision Date:	June 20, 2022		
Subject:	Strategic Asset Management Policy				

1. Purpose

The purpose of this policy is to provide a framework for the development and implementation of the Township’s asset management program. It is intended to guide the consistent use of **asset management** across the organization, to facilitate logical and evidence-based decision-making for the management of **municipal infrastructure assets** and to support the delivery of sustainable community services now and in the future.

By using sound asset management practices, the Township will work to ensure that all municipal infrastructure assets meet expected performance levels and continue to provide desired service levels in the most efficient and effective manner. Linking service outcomes to infrastructure investment decisions will assist the Township in focusing on service driven, rather than budget driven, asset management approaches.

This policy demonstrates an organization-wide commitment to the good stewardship of municipal infrastructure assets, and to be accountable and transparent to the community through the adoption of best practices regarding asset management planning.

2. Background

The Township is responsible for providing a range of essential services to the community, including transportation networks, water and wastewater, fire protection, landfill and recycling, land use planning, parks and recreation. To provide services, the Township owns and manages a diverse municipal infrastructure and asset portfolio of roads, bridges, culverts, fleet, land & land improvements, water and wastewater network, storm water network, buildings, and equipment. As the social, economic, and environmental wellbeing of the community depends on the reliable performance of these municipal infrastructure assets it is critical to maintain a systemic, sustainable approach to their management.

Asset management is such an approach, and refers to the set of policies, practices and procedures that allow an organization to realize maximum value from its municipal infrastructure assets. Asset management allows organizations to make informed decisions regarding the

planning, building, operating, maintaining, renewing, rehabilitation, replacing and disposing of municipal infrastructure assets through a wide range of **lifecycle activities**. Furthermore, it is an organization-wide process that involves the coordination of activities across all Township departments. As such, it is useful to adopt a structured and coordinated approach to outlining the activities, roles and responsibilities required of organizational factors, as well as the key principles that should guide all asset management decision-making.

A comprehensive and holistic asset management approach will support efficient and effective delivery of **established levels of service** and ensure that due regard and process are applied to the long-term management and stewardship of all municipal infrastructure assets. In addition, it will align the Township with provincial and national standards and regulations such as the Infrastructure for *Jobs and Prosperity Act, 2015* and Ontario Regulation 588/17, enabling the organization to take full advantage of available grant funding opportunities.

The approval of this policy is an important step towards integrating the Township's strategic mission, vision and goals with its asset management program, and ensuring that critical municipal infrastructure assets and vital services are maintained and provided to the community in a reliable, sustainable manner.

3. Alignment with the Township's Strategic Direction

This policy aligns with the Township of South Glengarry's Mission Statement and the United Counties of Stormont, Dundas, and Glengarry's Official Plan. The following strategic priorities have been identified to meet the municipality's service goals.

1. Invest in infrastructure and its sustainability
2. Improve and implement asset management plan based on capital and condition assessments
3. Pursue funding sources and partnerships to maintain infrastructure
4. Develop internal financial strategy to support infrastructure sustainability
5. Review and assess levels of service

The Official Plan identifies several objectives within the document, the following closely align with asset management initiatives:

1. To promote development where it can be adequately serviced with existing capacity or planned expansion of public service facilities and infrastructure to ensure development is financially viable.
2. To maintain the well-being of Hamlets and main streets by encouraging development of Township-centered, pedestrian, and active transportation communities that promote well-designed built form that conserves and protects cultural heritage resources
3. To conserve and protect natural heritage features and areas and biodiversity and consider the impacts of a changing climate in the design, development and maintenance of land uses and activities

4. To develop public services and infrastructure that are accessible, available, cost-effective, and efficient at meeting the needs of existing and new development and considers the effects of climate change
5. To provide a level and quality of public service facilities and infrastructure commensurate with planned growth and development of settlement areas and the rural area of the Township
6. To improve and enhance the quality of existing public service facilities and infrastructure

4. Policy Statement

To guide the Township, the following policy statements have been developed:

1. The Township will implement an enterprise-wide asset management program through all departments. The program will promote lifecycle and risk management of all municipal infrastructure assets, with the goal of achieving the lowest total cost of ownership while meeting desired levels of service.
2. The Township will implement continuous improvement protocols and adopt best practices regarding asset management planning, including:
 - i. Complete and Accurate Asset Data
 - ii. Condition Assessment Protocols
 - iii. Risk and Criticality Models
 - iv. Whole Lifecycle Management
 - v. Financial Strategy Development
 - vi. Level of Service Framework
3. The Township will develop and maintain an asset inventory of all municipal infrastructure assets which includes unique ID, description, location information, value (both historical and replacement), performance characteristics and/or condition, estimated remaining life and estimated repair, rehabilitation or replacement date; and estimated repair, rehabilitation or replacement costs.
4. The Township has developed an **asset management plan** that incorporates all municipal infrastructure assets that meet the **capitalization threshold** for tangible capital assets. The asset management plan will be updated at least every five years in accordance with O. Reg. 588/17 requirements, to promote, document and communicate continuous improvement of the asset management program.

For management purposes, it can be advantageous to inventory, track, and document municipal infrastructure assets that fall below the relevant capitalization threshold. Recognizing that it may be beneficial to include these types of assets in the asset management plan &/or inventory database, the Township will consider incorporating

such assets at their own discretion, based on the objective of sustainably managing municipal infrastructure assets.

5. The Township will integrate asset management planning and practices with its long-term financial planning and budgeting strategies. This includes the development of financial plans that determine the level of funding required to achieve short-term operating and maintenance needs, in addition to long-term funding needs to replace and/or renew municipal infrastructure assets based on full lifecycle costing.
6. The Township will explore innovative funding and service delivery opportunities, including but not limited to grant programs, public-private partnerships (P3), alternative financing and procurement (AFP) approaches, and shared provision of services, as appropriate.
7. The Township will consider the risks and vulnerabilities of municipal infrastructure assets to climate change and the actions that may be required including, but not limited to, anticipated costs that could arise from these impacts, adaptation opportunities, mitigation approaches, disaster planning and contingency funding. Impacts may include matters relating to operations, levels of service and lifecycle management.
8. The Township will align where applicable, all asset management planning with the Province of Ontario's land-use planning framework, including any relevant policy statements issued under section 3(1) of the *Planning Act*; shall conform with the provincial plans that are in effect on that date; and, shall be consistent with all municipal official plans.
9. The Township will coordinate planning for asset management, where municipal infrastructure assets connect or are interrelated with those of its neighbouring municipalities or jointly-owned municipal bodies wherever viable and beneficial.
10. The Township will develop processes and provide opportunities for municipal residents and other interested parties to offer input into asset management planning wherever and whenever possible.
11. The Strategic Asset Management Policy will be reviewed and, if necessary, updated at least every five years.
12. Council will conduct an annual review of the Township's asset management progress on or before July 1 in each year, to meet the requirements outlined in O.Reg. 588/17

The annual review must address:

- i. The Township's progress in implementing its asset management plan;
- ii. Any factors impeding the Township's ability to implement its asset management plan;

- iii. A strategy to address the factors identified as impeding the Township's ability to implement its asset management plan.
13. The Township will post its asset management policy and asset management plan on a website that is available to the public and will provide a copy of the policy and plan to any person who requests it.

5. Roles and Responsibilities

The development and continuous support of the Township's asset management program requires a wide range of duties and responsibilities. The following passages outline the persons or bodies responsible for these tasks:

1. Council

- i. Approve the Asset Management Policy and provide direction
- ii. Maintain adequate organizational capacity to support the core practices of the asset management plan
- iii. Prioritize effective stewardship of assets in adoption and ongoing review of policy and budgets
- iv. Establish and monitor levels of service
- v. Review & approve the Asset Management Plan by resolution every 5 years
- vi. Review the Township's asset management progress annually

2. Senior Management Team

- i. Development of policy and policy updates
- ii. Provide corporate oversight to goals and directions and ensure the asset management program aligns with the Township's mission
- iii. Ensure that adequate resources are available to implement and maintain core asset management practices
- iv. Provide departmental staff coordination
- v. Develop and monitor levels of service and make recommendations to Council
- vi. Track, analyze and report on asset management program progress and results

3. General Manager of Infrastructure

- i. Manage policy and policy updates
- ii. Provide organization-wide leadership in asset management practices and concepts
- iii. Provide corporate wide staff coordination
- iv. Monitor levels of service
- v. Coordinate and track asset management program implementation and progress
- vi. Endorse and champion the Asset Management Plan

4. Treasurer

- i. Provide organization-wide leadership in asset management practices and concepts
- ii. Track and maintain the Township's Financial Plan for all infrastructure

5. Township Staff

- i. Utilize any new business processes and technology tools developed as part of the asset management program
- ii. Participate in implementation task teams to carry-out asset management activities
- iii. Implement and maintain levels of service
- iv. Provide support and direction for asset management practices within their department
- v. Track and analyze asset management program progress and results

6. Key Principles

The Township shall consider the following principles as outlined in section 3 of the *Infrastructure for Jobs and Prosperity Act, 2015*, when making decisions regarding asset management:

1. Infrastructure planning and investment should take a long-term view, and decision-makers should consider the needs of citizens by being mindful of, among other things, demographic and economic trends.
2. Infrastructure planning and investment should consider any applicable budgets or fiscal plans.
3. Infrastructure priorities should be clearly identified in order to better inform investment decisions respecting infrastructure.
4. Infrastructure planning and investment should ensure the continued provision of core public services.
5. Infrastructure planning and investment should promote economic competitiveness, productivity, job creation and training opportunities.
6. Infrastructure planning and investment should ensure that the health and safety of workers involved in the construction and maintenance of infrastructure assets is protected.
7. Infrastructure planning and investment should foster innovation by creating opportunities to make use of innovative technologies, services and practices, particularly where doing so would utilize technology, techniques and practices developed in Ontario.

8. Infrastructure planning and investment should be evidence based and transparent, and, subject to any restrictions or prohibitions under an Act or otherwise by law on the collection, use or disclosure of information,
 - i. investment decisions respecting infrastructure should be made on the basis of information that is either publicly available or is made available to the public, and
 - ii. information with implications for infrastructure planning should be shared between the Township and broader public sector entities and should factor into investment decisions respecting infrastructure.
9. Where provincial or municipal plans or strategies have been established in Ontario, under an Act or otherwise, but do not bind or apply to the Township, as the case may be, the Township should nevertheless be mindful of those plans and strategies and make investment decisions respecting infrastructure that support them, to the extent that they are relevant.
10. Infrastructure planning and investment should promote accessibility for persons with disabilities per Accessibility for Ontarians with Disabilities Act (AODA) requirements
11. Infrastructure planning and investment should minimize the impact of infrastructure on the environment and respect and help maintain ecological and biological diversity, and infrastructure should be designed to be resilient to the effects of climate change as much as practical.
12. Infrastructure planning and investment should endeavour to make use of acceptable recycled aggregates.
13. Infrastructure planning and investment should promote community benefits, being the supplementary social and economic benefits arising from an infrastructure project that are intended to improve the well-being of a community affected by the project

7. Definitions

1. **Asset management (AM)** – the coordinated activity of an organization to realize value from assets. It considers all asset types, and includes all activities involved in the asset's life cycle from planning and acquisition/creation; to operational and maintenance activities, rehabilitation, and renewal; to replacement or disposal and any remaining liabilities. Asset management is holistic and normally involves balancing costs, risks, opportunities and performance benefits to achieve the total lowest lifecycle cost for each asset.

2. **Asset management plan (AMP)** – Documented information that specifies the activities, resources, and timescales required for an individual asset, or a grouping of assets, to achieve the organization’s asset management objectives.
3. **Capitalization threshold** – the value of a municipal infrastructure asset at or above which municipality will capitalize the value of it and below which it will expense the value of it.
4. **Core infrastructure asset** – any municipal infrastructure asset that is a water asset, wastewater asset, stormwater management asset, road, bridge, or structural culvert.
5. **Green infrastructure asset** – an infrastructure asset consisting of natural or human-made elements that provide ecological and hydrological functions and processes and includes natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces and green roofs.
6. **Level of service** – parameters, or combination of parameters, which reflect social, political, environmental and economic outcomes that the organization delivers. Parameters can include, but are not necessarily limited to, Legislative requirements, Minimum Maintenance Standards, safety, customer satisfaction, quality, quantity, capacity, reliability, responsiveness, environmental acceptability, cost, and availability.
7. **Lifecycle activities** – activities undertaken with respect to a municipal infrastructure asset over its service life, including constructing, maintaining, renewing, operating and decommissioning, and all engineering and design work associated with those activities.
8. **Municipal infrastructure asset** – an infrastructure asset, including a green infrastructure asset, directly owned by a municipality or included on the consolidated financial statements of a municipality, but does not include an infrastructure asset that is managed by a joint municipal water board.



Asset Management Plan

Appendix B: Asset Maps

Date:2025

Version 3.0

LEGEND

- ROADSIDE ENVIRONMENT
- RURAL
- EDUCATION
- URBAN
- OTHER FEATURES
- PROVINCIAL HIGHWAY
- COUNTY ROAD
- PRIVATE ROAD
- ROAD ALLOWANCE
- RAILWAY
- MUNICIPAL BOUNDARY

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2016 ROAD NEEDS STUDY

PROJECT NAME

SHEET TITLE

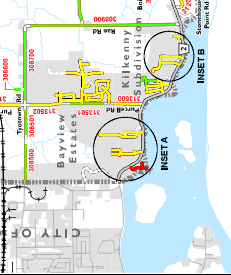
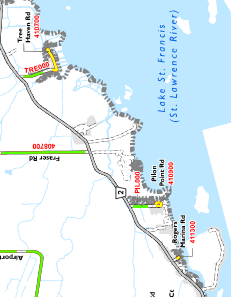
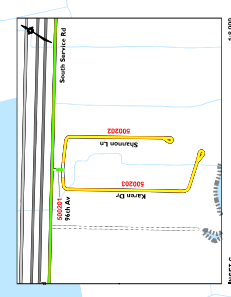
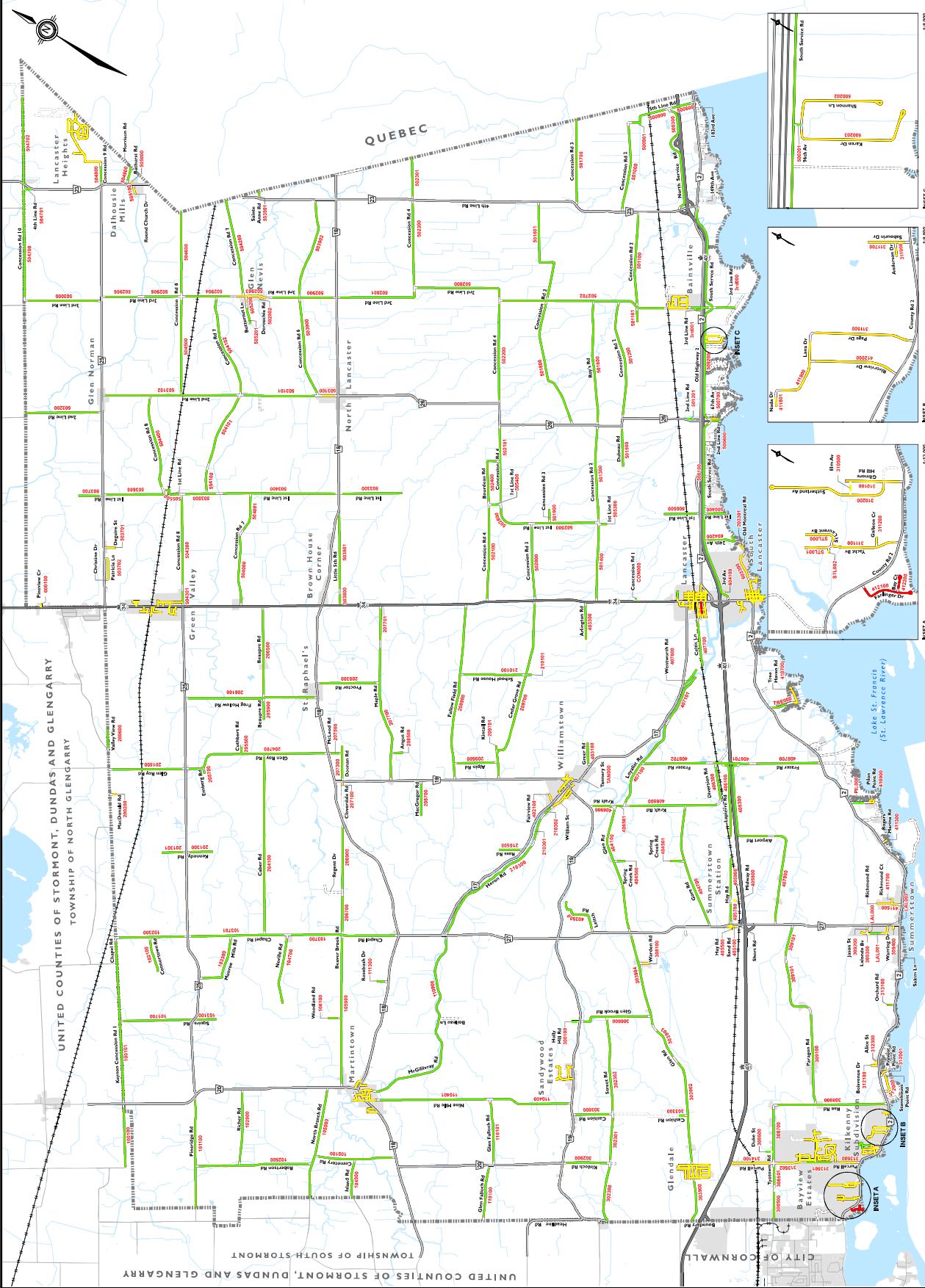
ROADSIDE ENVIRONMENT OVERALL



PROJECT NO.	CLIENT FILE NO.
DRAWN BY	DATE
CHECKED BY	PROJECT NO.
APPROVED BY	PROJECT NO.
DATE	PROJECT NO.

SHEET NO. 3A

1 of 1



UNITED COUNTIES OF STORMONT, DUNDAS AND GLENGARRY

LEGEND

- ROADSIDE ENVIRONMENT
- RURAL
- SEMI-URBAN
- URBAN
- OTHER FEATURES
- FUNCTIONAL HIGHWAY
- COUNTY ROAD
- ROAD ALLOWANCE
- PRIVATE ROAD
- HIGHWAY
- MUNICIPAL BOUNDARY

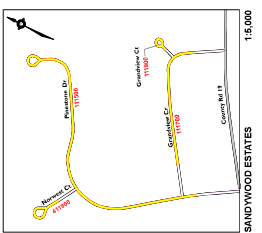
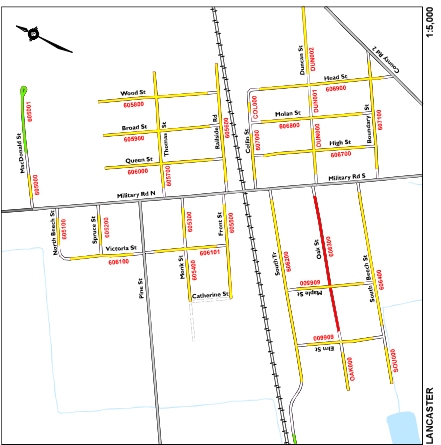
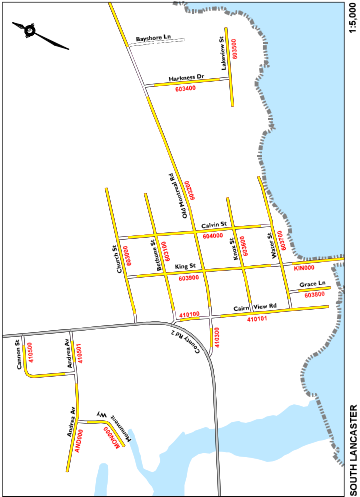
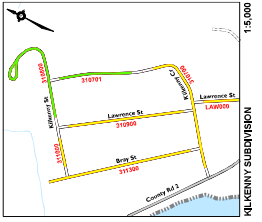
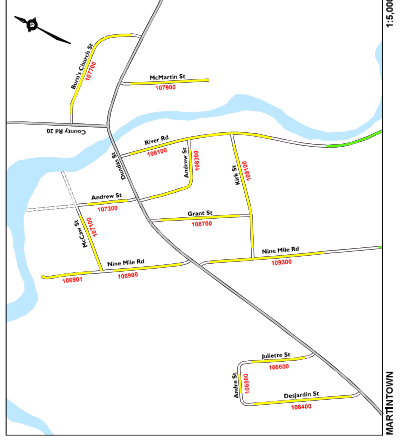
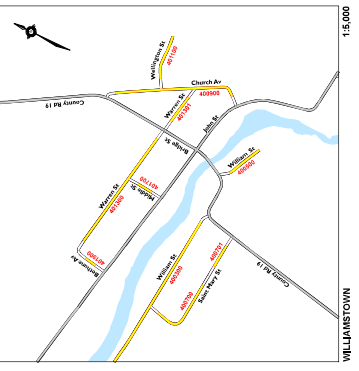
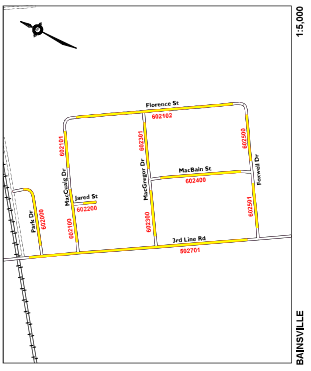
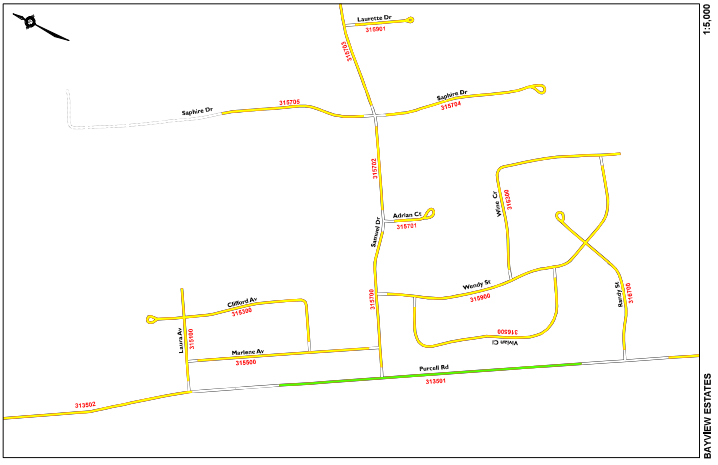
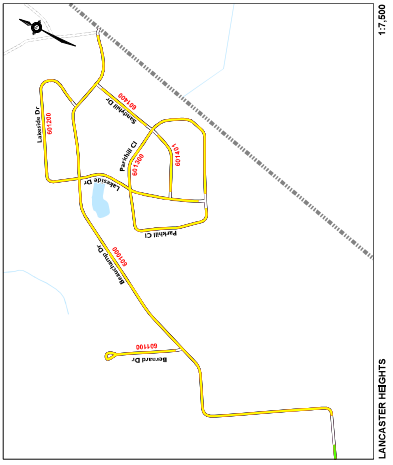
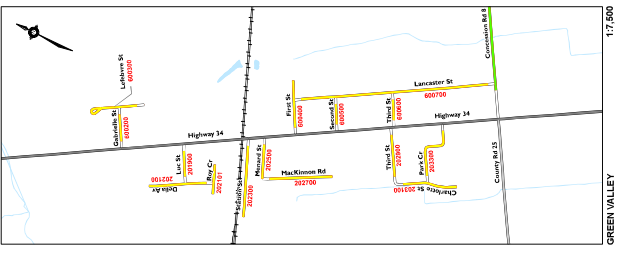
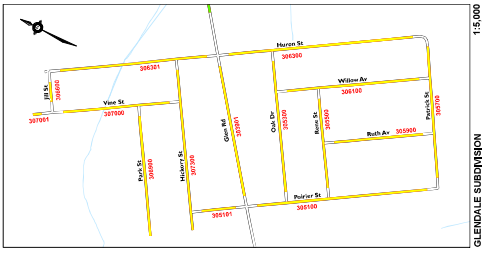
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CLIENT: SOUTH GLENGARY
 PROJECT NAME: 2016 ROAD NEEDS STUDY

CASE TITLE: ROADSIDE ENVIRONMENT URBAN AREA DETAILS

SCALE: AS NOTED
PROJECT FILE NO: 244498
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DRAWN BY: S. G. BLOTT
APPROVED: [Signature]
DATE: 09/08/16
SHEET NO: 3B
OF 1

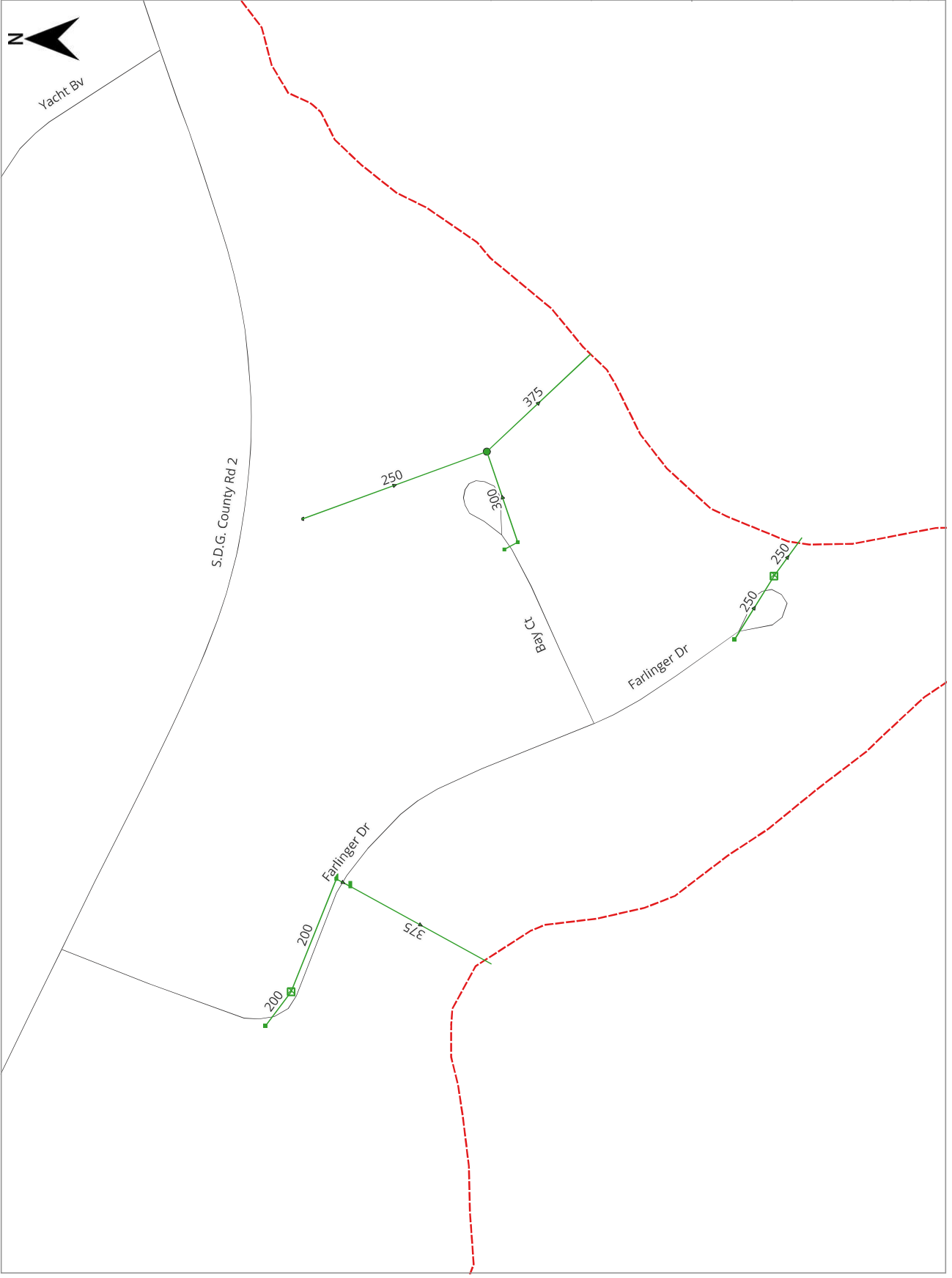




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LEGEND

- CB
- CBMH
- DCBWH
- FCBP
- STWH
- OGS
- DI
- STM Sewer
- South_GleNGarry_StreetNetwork
- South_GleNGarry_Boundary



Project:
 TOWNSHIP OF SOUTH GLENGARRY
 2024 ASSET MANAGEMENT PLAN
 STORM NETWORK

Drawing Title:
 GLEN WALTER
 FARLINGER DRIVE & BAY COURT
 SERVICING STORM

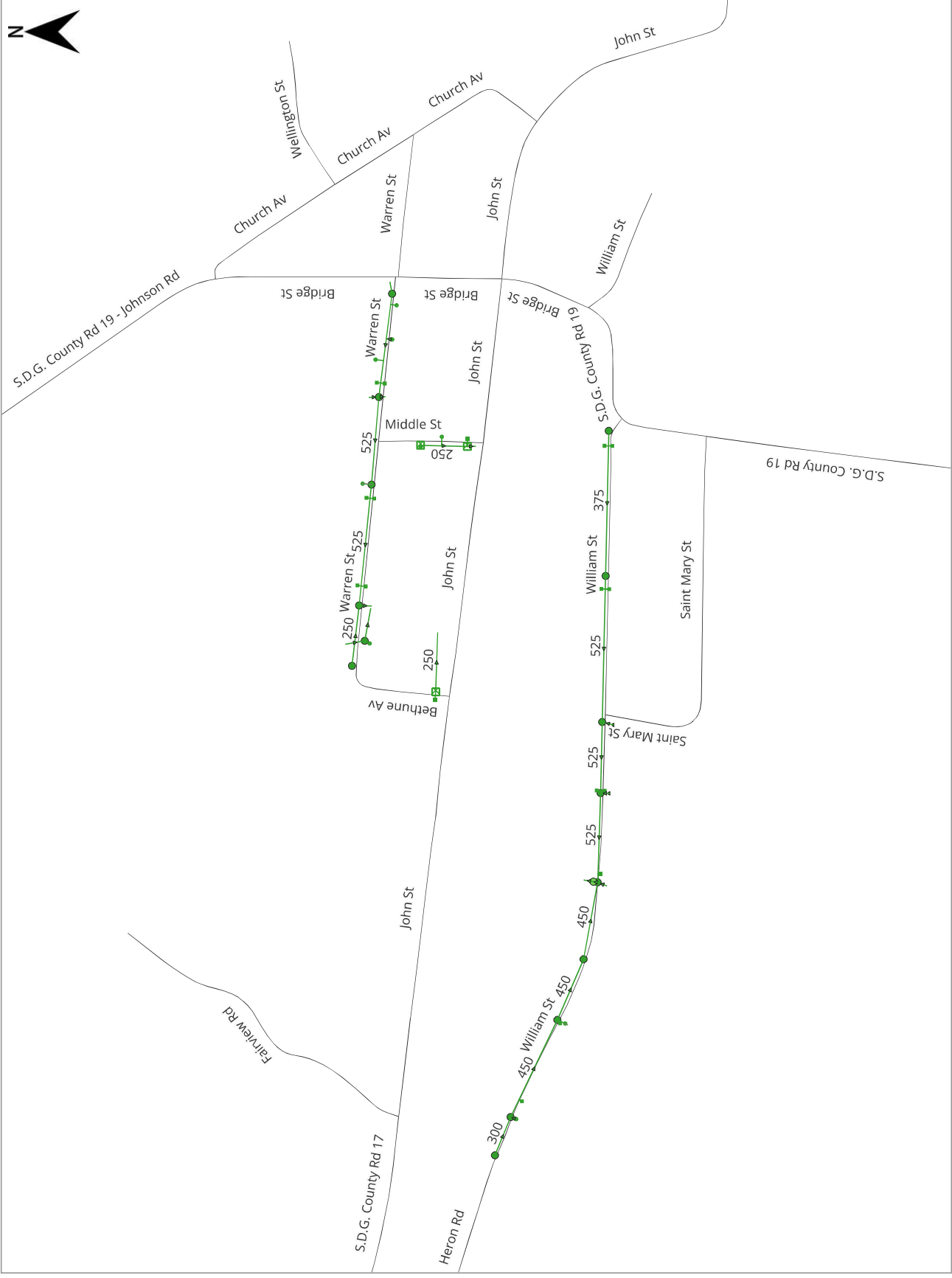


Date:	May 02, 2024	Scale:	1:1,500
Drawn:	A. Al-Faraj	Approved:	A. Al-Faraj
Project No.:	21036-17	Figure No.:	03



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- LEGEND**
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 - PECP
 - STWH
 - OGS
 - DI
 - STW Sewer
 - South_Glengarry_roadNetwork



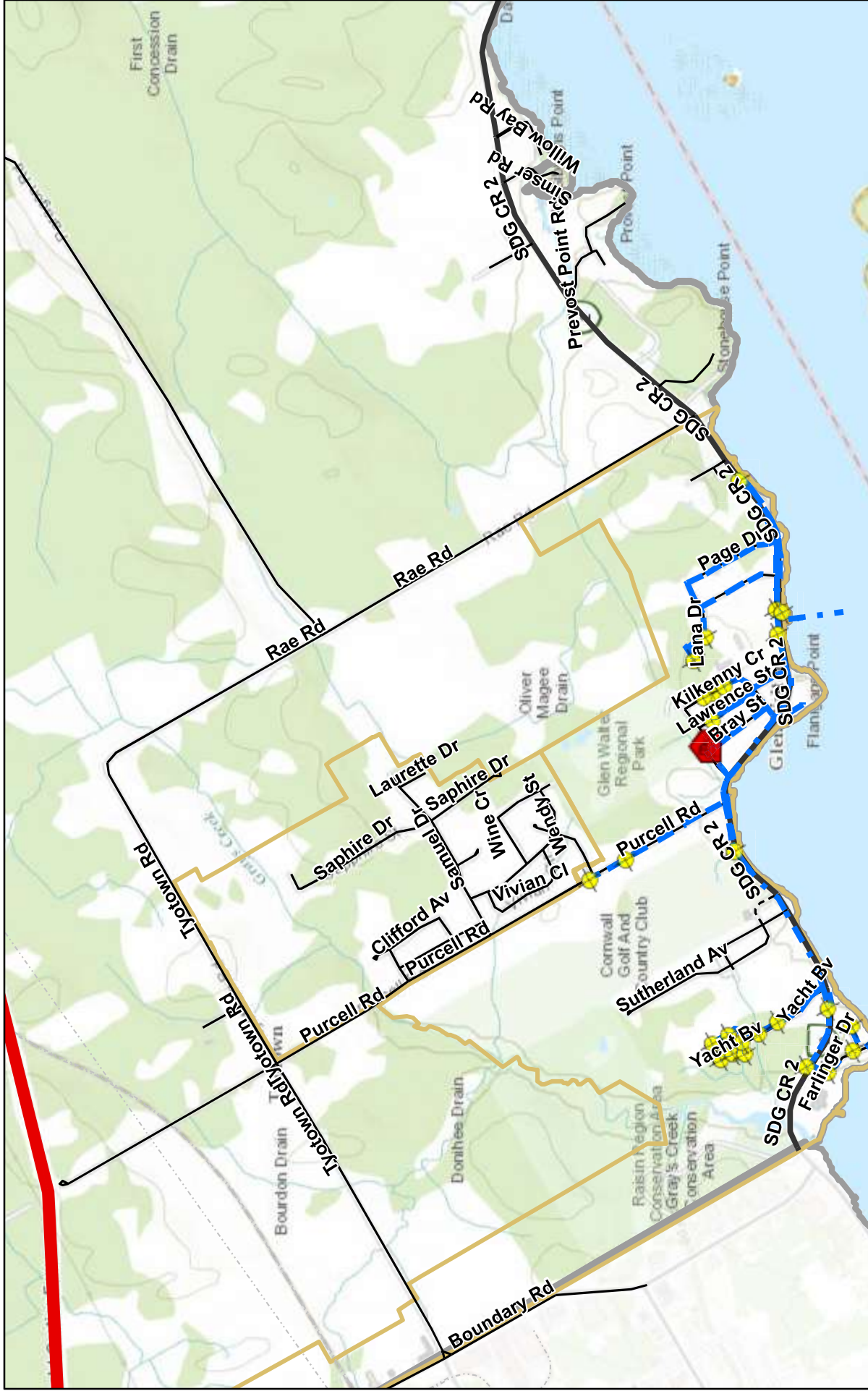
Project:
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 2024 ASSET MANAGEMENT PLAN
 STORM NETWORK

Drawing Title:
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 WARREN STREET & WILLIAM STREET
 SERVICING STORM



Date:	May 02, 2024	Scale:	1:3,000
Drawn:	A. Al-Faraj	Approved:	A. Al-Faraj
Project No.:	21036-17	Figure No.:	01

Glen_Walter_Water



12/5/2019, 8:53:58 AM

Fire Hydrant

Fire Station

Water Line

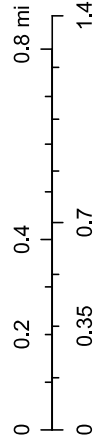


Hydrant - Valve



Fire Station

1:36,112



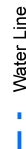

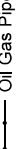
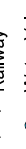
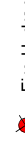
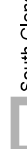
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


For informational purposes only. Data is representative of location of water and sewer assets but are not survey accurate. Remember to call before you dig by to locate underground utilities by contacting ON1Call 1-800-400-2255.

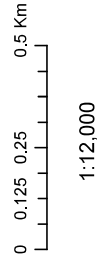
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Township of South Glengarry

Servicing Glen Walter WATER

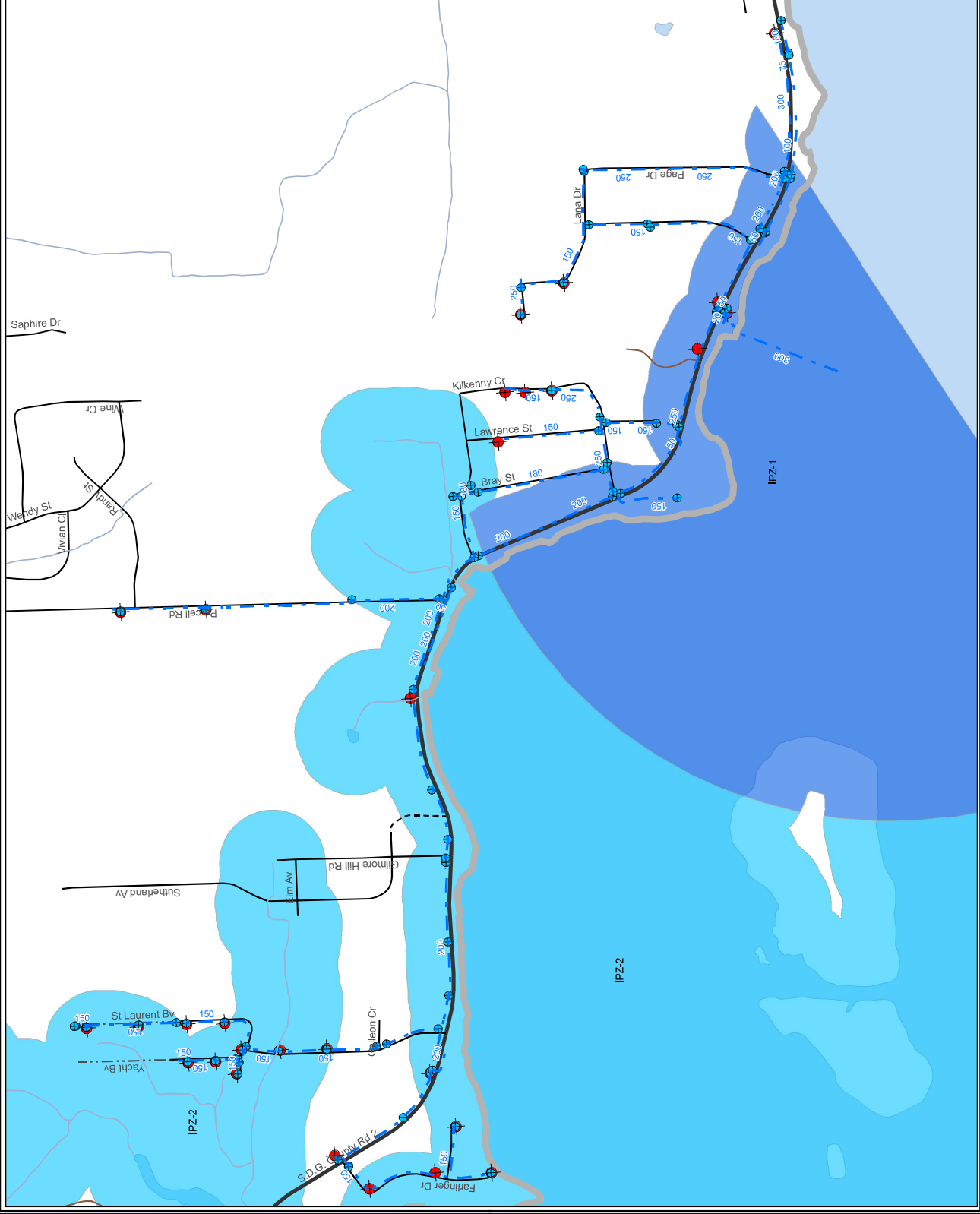
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-  Power Line
-  Oil Gas Pipeline
-  Railway
-  Water Valve
-  Fire Hydrant

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-  IPZ-3a
-  IPZ-3b
-  IPZ-3c



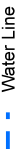

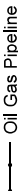
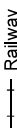
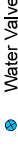
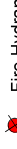






SOUTH GLENGARRY
Township of South Glengarry

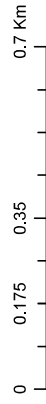
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Township of South Glengarry

Servicing Lancaster WATER

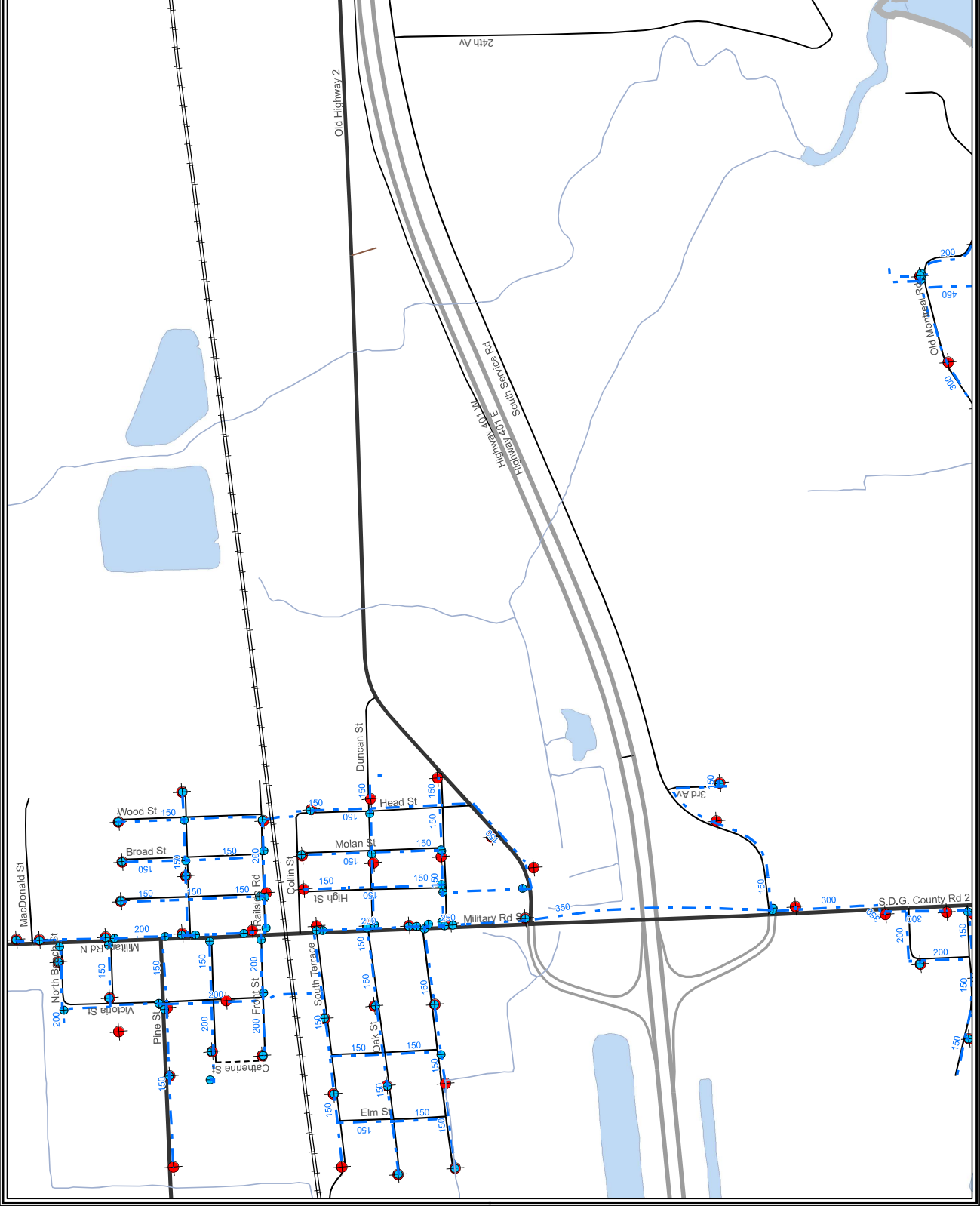
-  Water Line
-  Power Line
-  Oil Gas Pipeline
-  Railway
-  Water Valve
-  Fire Hydrant
-  South Glengarry Boundary
-  IPZ-1
-  IPZ-2
-  IPZ-3a
-  IPZ-3b
-  IPZ-3c



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SOUTH
GLEN
GARRY

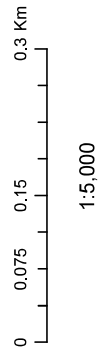
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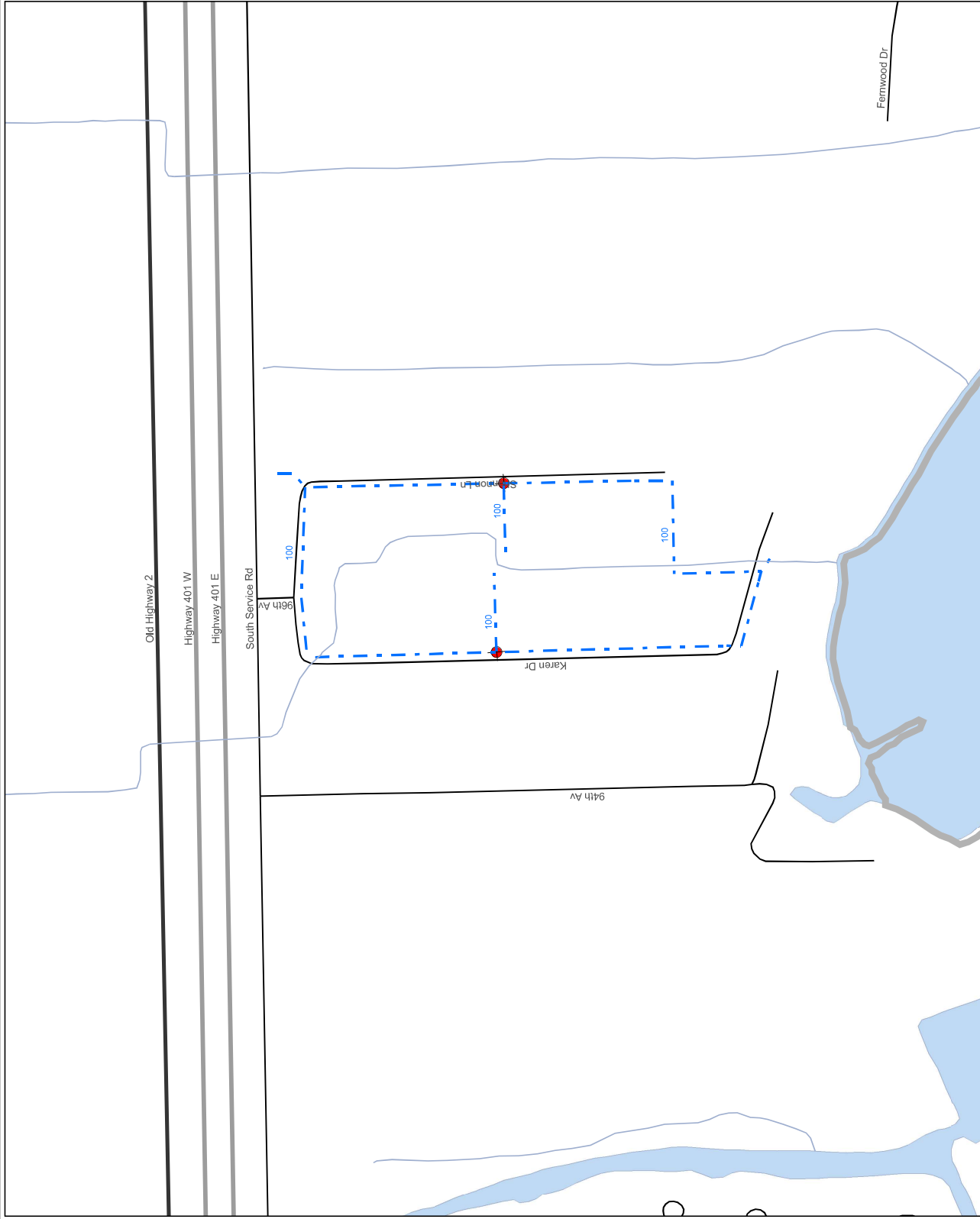
Township of South Glengarry

Servicing Redwood Estates WATER

- Water Line
- Power Line
- Oil Gas Pipeline
- Railway
- Water Valve
- Fire Hydrant
- South Glengarry Boundary
- IPZ-1
- IPZ-2
- IPZ-3a
- IPZ-3b
- IPZ-3c

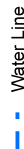

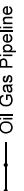
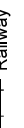




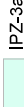
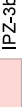




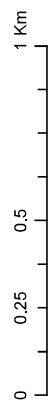
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Township of South Glengarry

Servicing South Lancaster WATER

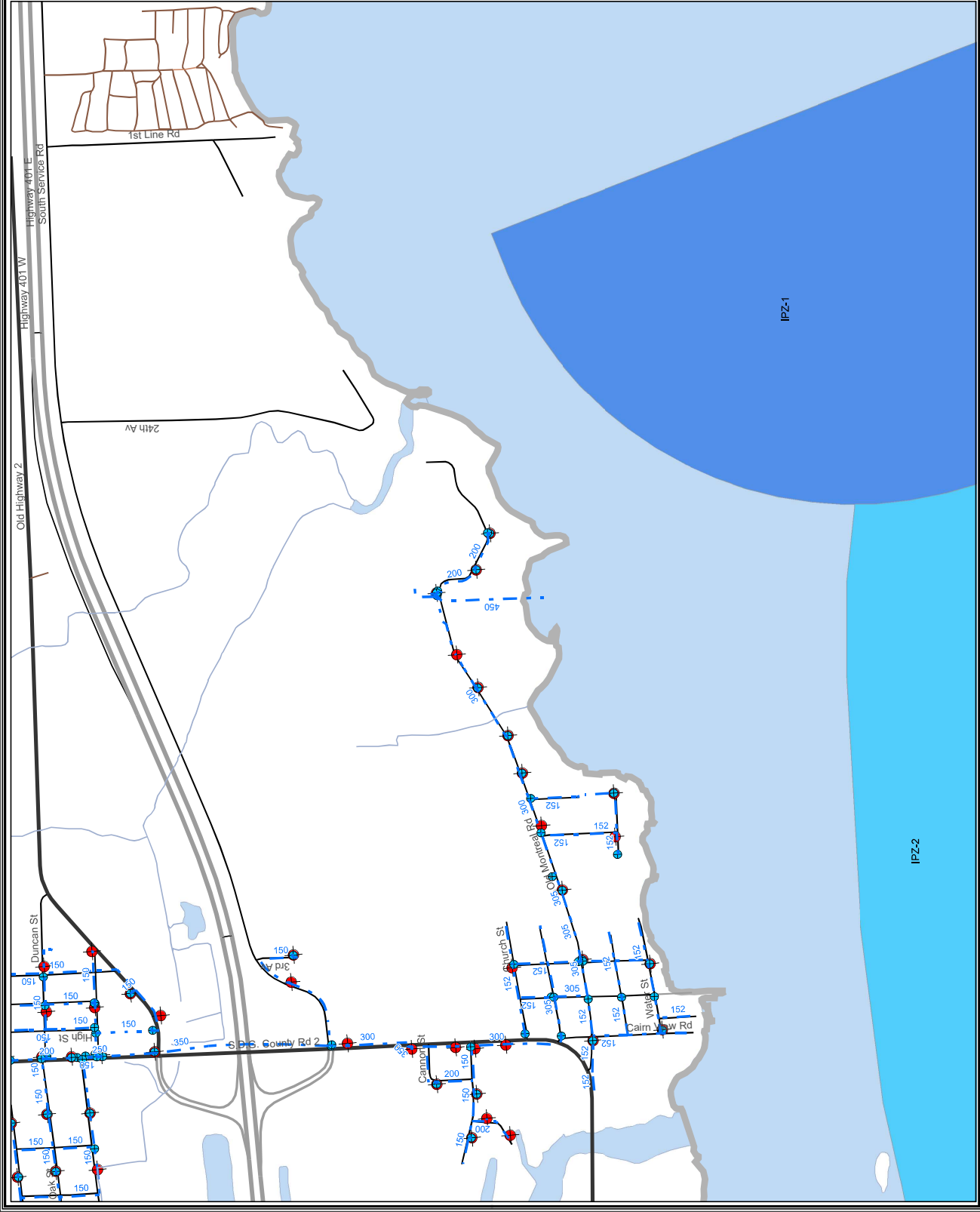
-  Water Line
-  Power Line
-  Oil Gas Pipeline
-  Railway
-  Water Valve
-  Fire Hydrant
-  South Glengarry Boundary
-  IPZ-1
-  IPZ-2
-  IPZ-3a
-  IPZ-3b
-  IPZ-3c



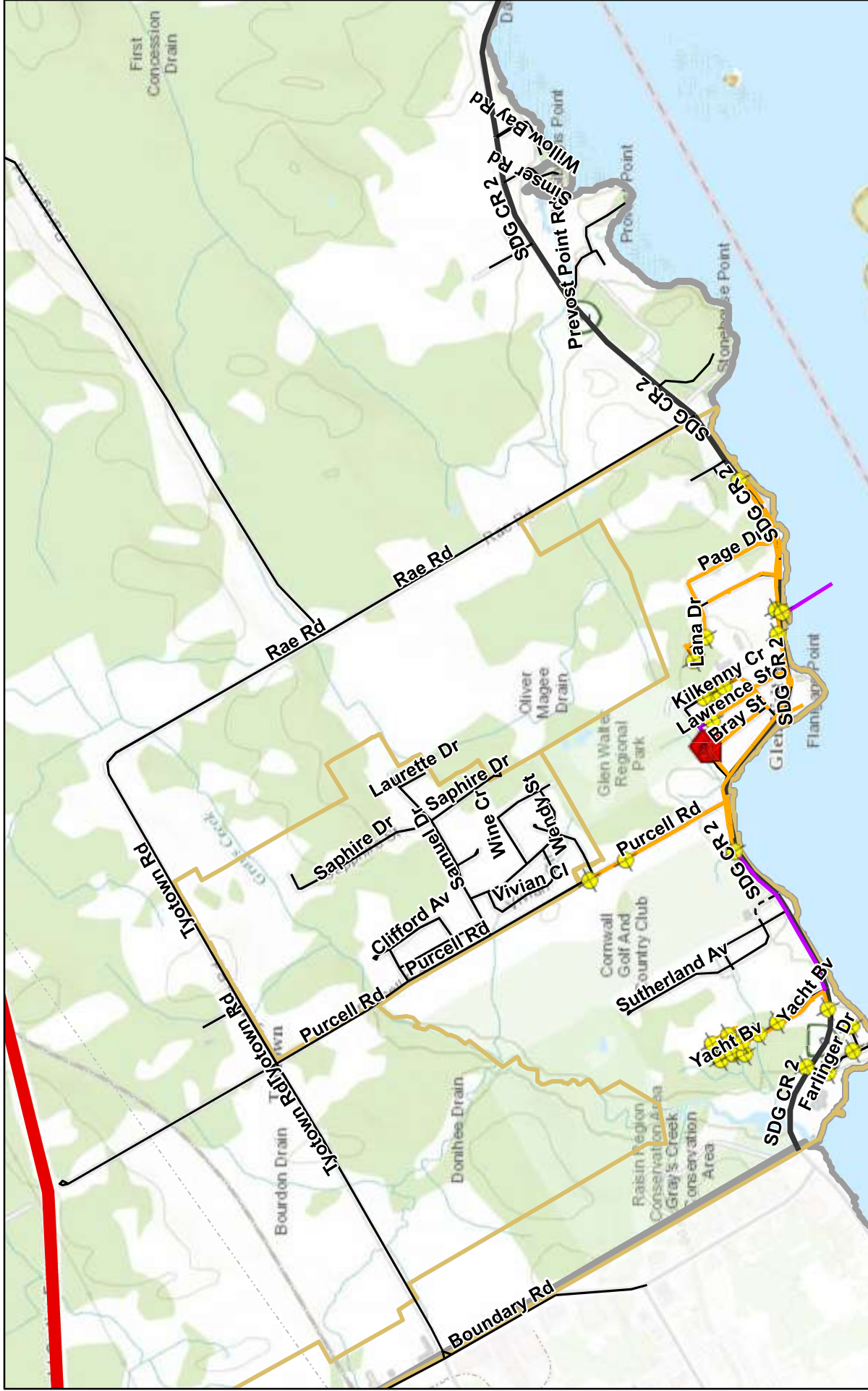
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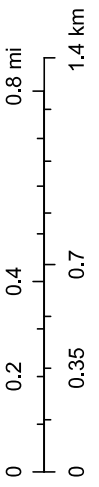


Glen_Walter_Wastewater



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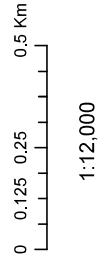
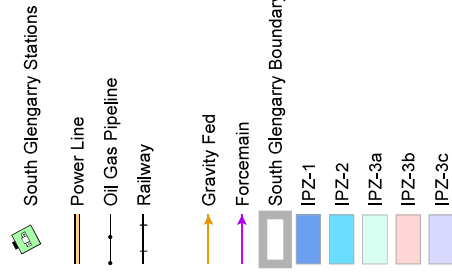


- Fire Hydrant
- Fire Station
- Sewer Line
- Forcemain
- Gravity

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, SDG
For informational purposes only. Data is representative of location of water and sewer assets but are not survey accurate. Remember to call before you dig by to locate underground utilities by contacting ON1Call 1-800-400-2255.

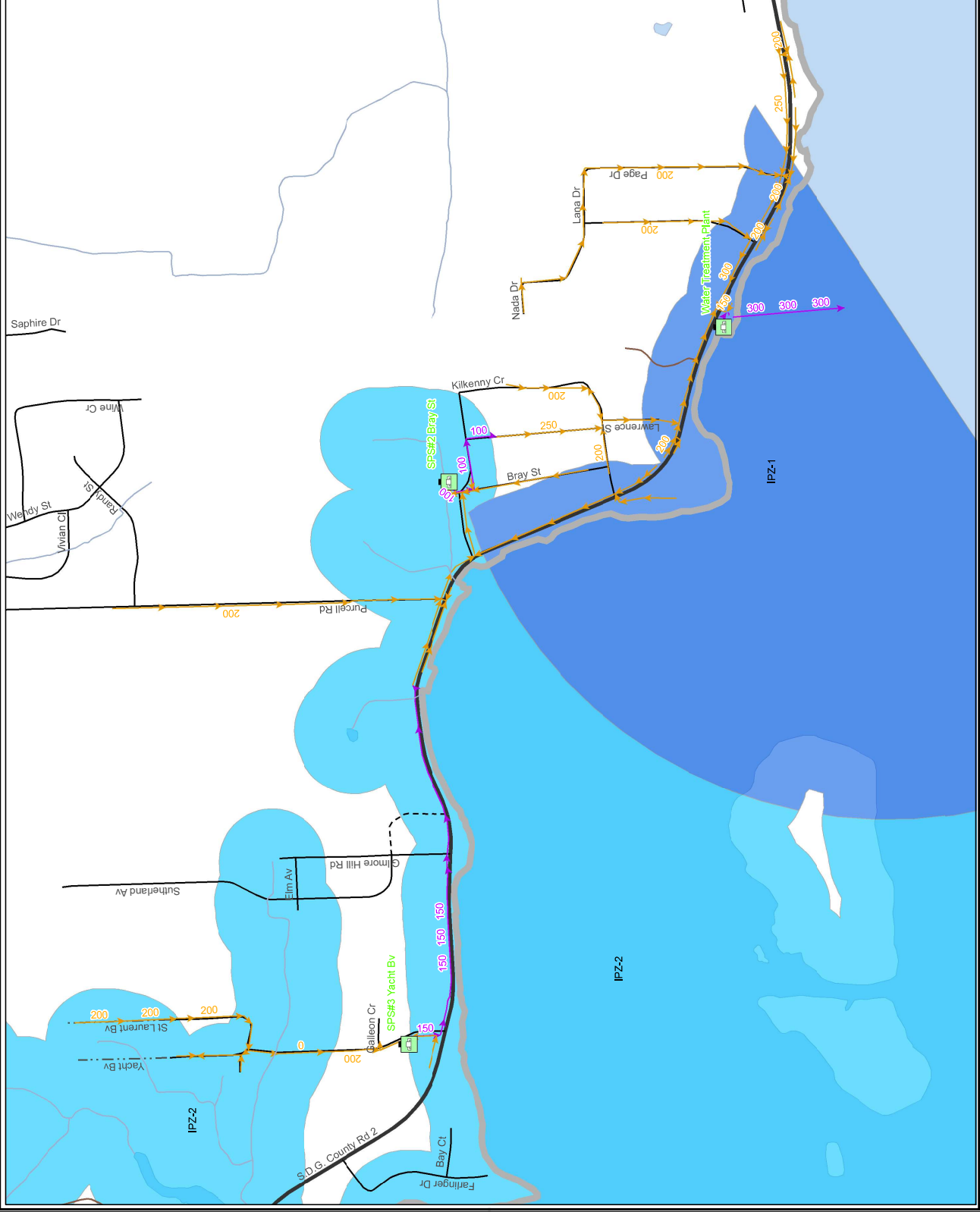
Township of South Glengarry

Servicing Glen Walter




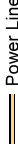


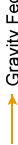







SOUTH GLENGARRY

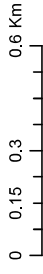
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Township of South Glengarry

Servicing Green Valley

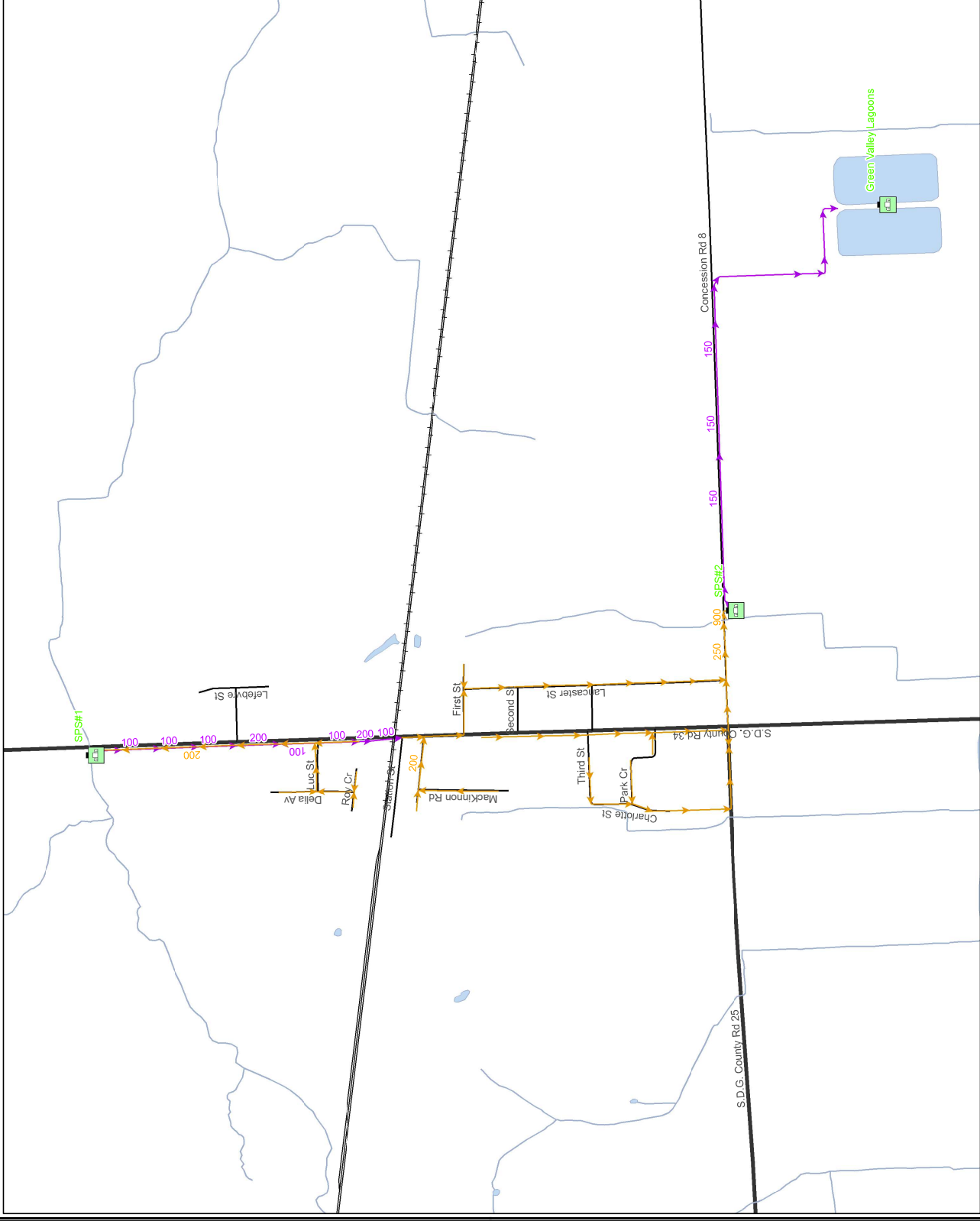
-  South Glengarry Stations
-  Power Line
-  Oil Gas Pipeline
-  Railway
-  Gravity Fed
-  Forcemain
-  South Glengarry Boundary
-  IPZ-1
-  IPZ-2
-  IPZ-3a
-  IPZ-3b
-  IPZ-3c



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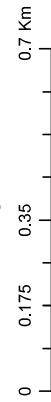
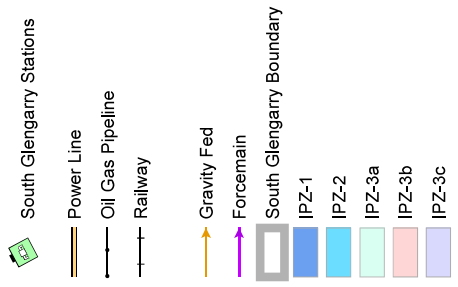
SOUTH GLENGARRY

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Township of South Glengarry

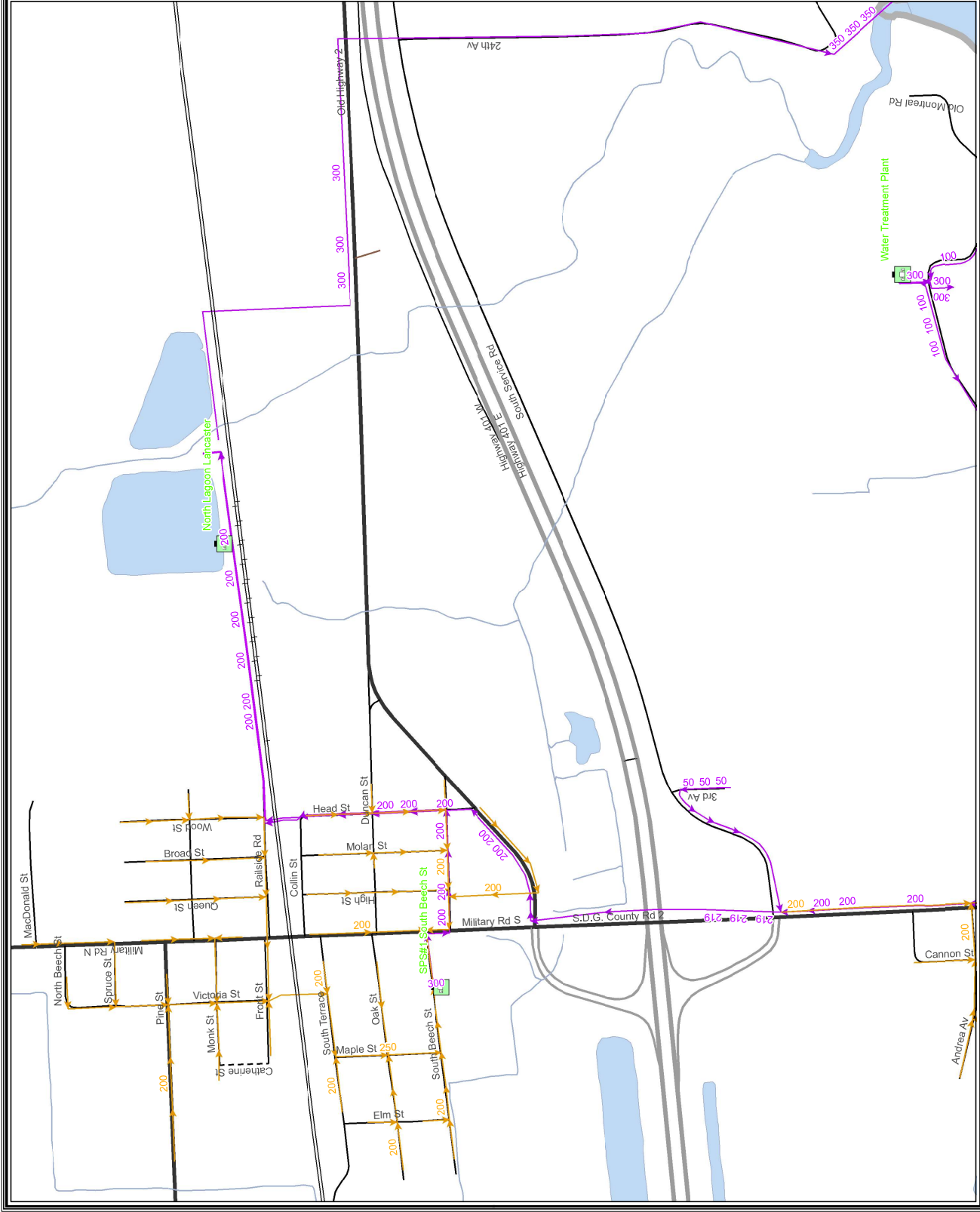
Servicing Lancaster



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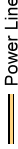

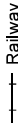
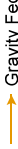




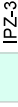




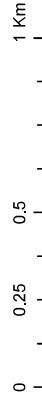
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Township of South Glengarry

Servicing South Lancaster

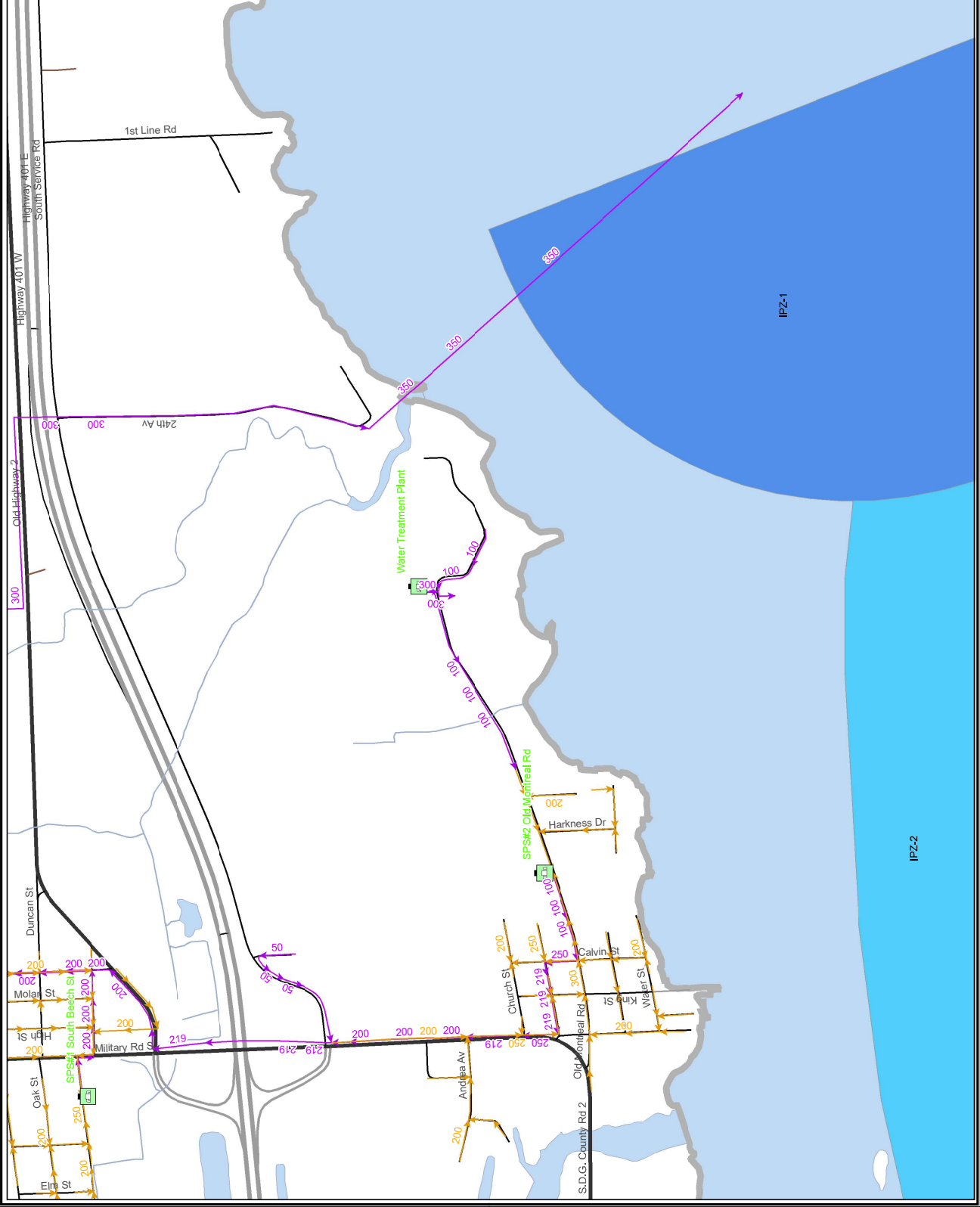
-  South Glengarry Station
-  Power Line
-  Oil Gas Pipeline
-  Railway
-  Gravity Fed
-  Forcemain
-  South Glengarry Boundary
-  IPZ-1
-  IPZ-2
-  IPZ-3a
-  IPZ-3b
-  IPZ-3c



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Asset Management Plan

Appendix C: 10-Year Capital Plan

Date: 2025

Version 3.0

Structure Location Description	Structure No.	Bridge / Culvert	Year Built (Age)	Recommended Work			Timing & Costs for Recommended Work			Year of Study / Design	Estimated Cost of Study	Year of Rehabilitation	Estimated Cost of Rehab.	
				Replacement	Minor Rehab.	Major Rehab.	Urgent	1-5 Years	6-10 Years					
Infrastructure Structural Asset 10 Year Plan														
1st Line/James McDougal Drain	30036	Culvert	1970	Y				\$	597,960	\$	79,796	2026	\$	597,960
Concession 2 / Wood Creek	30060	Culvert	1980	Y				\$	988,200	\$	118,820	2026	\$	988,200
Squire Road	30016	Culvert	1980	Y				\$	1,218,000	\$	141,800	2027	\$	1,218,000
Airport Road	30021	Culvert	1970	Y				\$	-	\$	805,000	2028	\$	805,000
Roy's Road / Morrison Drain	30047	Culvert	1950	Y				\$	-	\$	77,036	2028	\$	77,036
3rd Line Road / Delisle River	30054	Bridge	1980	Y		Y		\$	1,278,000	\$	164,800	2029	\$	1,278,000
3rd Line Road / McDougal Drain	30055	Culvert	1980	Y				\$	-	\$	75,632	2029	\$	75,632
1st Line / St Raphaels Drain	30062	Bridge	1930	Y				\$	-	\$	556,320	2029	\$	556,320
Squire Rd / McLearn/Montgomery	30017	Culvert	1982	Y				\$	-	\$	357,700	2030	\$	357,700
Frog Hollow Rd. / Beaudette River	30026	Bridge	1970	Y		Y		\$	1,140,480	\$	136,048	2031	\$	1,140,480
Tyotown Rd. / Donihee Drain	30001	Culvert	1957	Y		Y		\$	451,440	\$	53,144	2031	\$	451,440
Concession 3 / Main Branch	30061	Culvert	1970	Y				\$	856,440	\$	105,644	2031	\$	856,440
Cashion Rd / Raisin River	30011	Bridge	1957	Y		Y		\$	1,009,800	\$	137,980	2032	\$	1,009,800
Concession 2 / Sutherland Creek	30057	Bridge	1980	Y		Y		\$	-	\$	25,000	2032	\$	-
McGillivray Rd / Glen Falloch Creek	30014	Culvert	1960	Y				\$	-	\$	106,400	2032	\$	106,400
Spring Creek Road / Unnamed Drain	30020	Culvert	1980	Y				\$	401,800	\$	60,180	2032	\$	401,800
South Service Rd. / Sutherland Creek	30056	Bridge	1963	Y		Y		\$	1,819,440	\$	223,944	2033	\$	1,819,440
Roy's Rd / Filion Drain	30052	Culvert	1950	Y				\$	-	\$	46,673	2033	\$	46,673
Glenbrook Road / South Branch River	30015	Bridge	1968	Y		Y		\$	455,400	\$	82,540	2034	\$	455,400
Concession 2 / Finney Creek	30030	Bridge	1950	Y		Y		\$	168,840	\$	38,884	2034	\$	168,840
Concession 3 / Sutherland Creek	30042	Bridge	1930	Y		Y		\$	-	\$	383,250	2034	\$	383,250
2nd Line Road /Beaudette River	30043	Bridge	1980	Y		Y		\$	385,950	\$	60,595	2034	\$	385,950
North Service Rd. / Wood Creek	30059	Bridge	1970	Y		Y		\$	-	\$	342,713	2034	\$	342,713
Glen Rd. / Spring Creek Drain	30019	Culvert	1955	Y		Y		\$	-	\$	122,850	2034	\$	122,850
Concession 7 / James McDougall Drain	30034	Culvert	1950	Y		Y		\$	188,640	\$	46,864	2034	\$	188,640
Cemetery Rd. / South Branch River	30004	Bridge	1967	Y		Y		\$	-	\$	704,340	2035	\$	704,340
Finney Bridge (Loyalist/County Rd 17)	30025	Bridge	1995	Y		Y		\$	575,820	\$	82,582	2035	\$	575,820
Purcell Road / Grays Creek	30002	Culvert	1950	Y		Y		\$	327,750	\$	52,775	2035	\$	327,750
North Branch Road / Robertson Drain	30006	Culvert	1953	Y		Y		\$	-	\$	47,360	2035	\$	47,360
North Service Rd. / County Rd. 23	30058	Culvert	1970	Y		Y		\$	-	\$	50,520	2035	\$	50,520
Kraft Road / Glen Drain	30022	Bridge	1962	Y		Y		\$	1,097,460	\$	109,746	2036	\$	1,097,460
1st Line Road / Beaudette River	30033	Bridge	1982	Y		Y		\$	-	\$	533,500	2036	\$	533,500
South Service Rd. / McIntosh Creek	30039	Bridge	1963	Y		Y		\$	-	\$	36,664	2036	\$	36,664
3rd Line Road / Beaudette River	30053	Bridge	1975	Y		Y		\$	-	\$	70,300	2036	\$	70,300
Glen Roy Road / Joannette Drain	30024	Culvert	1940	Y		Y		\$	103,600	\$	30,360	2036	\$	103,600
Cedar Grove Road / Finney Creek	30027	Culvert	1952	Y		Y		\$	-	\$	37,160	2036	\$	37,160
South Service Rd. / Westley's Creek	30040	Culvert	1970	Y		Y		\$	-	\$	35,525	2036	\$	35,525
Recreation Structural Asset 10 Year Plan														
Peanut Line / Beaudette River	30701	Bridge	Unknown			Y		\$	633,600	\$	100,360	2026	\$	633,600
Peanut Line / Finney Creek	30704	Culvert	Unknown	Y				\$	630,000	\$	83,000	2027	\$	630,000
Peanut Line / Filion Creek	30702	Culvert	Unknown	Y				\$	283,712	\$	48,371	2027	\$	283,712
Peanut Line / Sutherland Creek Drain	30703	Culvert	Unknown	Y				\$	571,200	\$	77,120	2028	\$	571,200
Peanut Line / South Branch Raisin River	30706	Bridge	Unknown			Y		\$	516,060	\$	78,606	2029	\$	516,060
Peanut Line / North Branch Raisin River	30705	Bridge	Unknown			Y		\$	260,000	\$	26,000	2033	\$	260,000

Township of South Glengarry Facility 10yrs plan

Facility #	Asset Category	Asset Name	Asset Address	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
AD01HD046	Administration	Township Office	16 Oak St, Lancaster, ON K0C 1N0	\$ 17,577.00	\$ 77,296.00	\$ 70,177.00	\$ 130,500.00	\$ -	\$ 666,081.00	\$ 6,444.00	\$ 3,647.00	\$ -	\$ 312,880.00	
AT1XX004		Airport Main Hangar	19403 Airport Rd, Summerstown, ON K0C 2E0	\$ -	\$ 1,094.00	\$ 32,256.00	\$ 12,482.00	\$ 30,150.00	\$ -	\$ 342,487.00	\$ 576.00	\$ -	\$ -	\$ -
ADWHL1-2012		Celtic Music Hall of Fame	19687 William St, Williamstown K0C2J0	\$ 49,134.00	\$ 115,032.00	\$ 37,000.00	\$ 4,771.00	\$ 43,072.00	\$ -	\$ 76,966.00	\$ 26,425.00	\$ -	\$ 11,011.00	\$ -
RE3GV004-2009		Green Valley Community Centre	4159 MacKinnon Rd, Green Valley, K0C1L0	\$ 2,850.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,712.00	\$ 11,883.00	\$ -	\$ -	\$ -
GV5RSB		Green Valley Skate Rink Storage Building	4159 MacKinnon Rd, Green Valley, K0C1L0	\$ -	\$ -	\$ -	\$ 4,572.00	\$ -	\$ -	\$ 25,730.00	\$ -	\$ -	\$ -	\$ -
MSRSB		Marlton Skate Rink Storage Building	5116 Nine Mile Rd, Marlton, ON K0C 1S0	\$ -	\$ -	\$ -	\$ 1,216.00	\$ -	\$ -	\$ -	\$ -	\$ 608.00	\$ -	\$ -
RK2PK002		Bainville Community Centre	6095 Florence St, Bainville, ON K0C 1E0	\$ 15,194.00	\$ 1,460.00	\$ -	\$ -	\$ -	\$ -	\$ 75,409.00	\$ 122,171.00	\$ -	\$ -	\$ -
BSKCH001		Bainville Skate Rink Charge House	6095 Florence St, Bainville, ON K0C 1E0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RK6PK002		Glen Walter Park Washroom	6618 Glen Walter Park Road, Glen Walter	\$ 4,212.00	\$ 4,690.00	\$ -	\$ -	\$ 19,309.00	\$ -	\$ 137,981.00	\$ -	\$ -	\$ -	\$ 4,862.00
RE1CL002		Char-Lan Recreation Centre (Arena)	County Rd 17, Williamstown, ON K0C2J0	\$ 361,454.00	\$ 169,271.00	\$ 1,627,711.00	\$ 17,261.00	\$ 290,656.00	\$ 1,810,650.00	\$ 1,810,650.00	\$ 438,581.00	\$ 14,586.00	\$ 69,287.00	\$ 480,873.00
RK5PK002	Paul Rozon Park, C.C.	19715 John, Williamstown ON K0C2J0	\$ -	\$ 732.00	\$ -	\$ 3,496.00	\$ -	\$ -	\$ 7,701.00	\$ 16,897.00	\$ -	\$ -	\$ 3,840.00	
RE4MU002	Non-Westerns Museum	19651 County Rd 17, Williamstown, ON K0C 2J0	\$ 18,231.00	\$ 148,760.00	\$ 80,000.00	\$ 115,500.00	\$ -	\$ -	\$ 29,587.00	\$ -	\$ 2,850.00	\$ 5,915.00	\$ -	
RK1PK006	Glendale Park - Empey Poirier Park	6085 Vine St, Williamstown, ON K0C 2J0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000.00	\$ -	\$ -	\$ -	\$ -	
LAVIII	Legion at Smithfield Park	119 Military Road, Lancaster K0C1N0	\$ -	\$ 13,850.00	\$ 40,425.00	\$ -	\$ -	\$ 30,675.00	\$ 19,707.00	\$ -	\$ 41,937.00	\$ -	\$ -	
AD4L002	Lancaster Library	195 S Rd Military, Lancaster, ON K0C 1N0	\$ 15,418.00	\$ 105,424.00	\$ 21,864.00	\$ -	\$ -	\$ -	\$ 570,524.00	\$ 7,606.00	\$ 3,647.00	\$ -	\$ -	
ME1XX002	Lan-Char Medical Centre	20 Victoria St, Lancaster, ON K0C 1N0	\$ 73,517.50	\$ 10,000.00	\$ 39,730.00	\$ 7,323.75	\$ -	\$ -	\$ 358,815.00	\$ 37,687.50	\$ 147,283.75	\$ -	\$ -	
MCC	Marlton Community Centre	4850 County Rd 20, Marlton, ON	\$ 5,890.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 318,260.00	\$ -	\$ -	\$ -	\$ -	
RD002001	Optimist Building	4842 2nd Line Rd.	\$ 7,002.00	\$ -	\$ 16,799.00	\$ -	\$ -	\$ -	\$ 353,135.00	\$ 54,140.00	\$ -	\$ -	\$ -	
Smithfield Park	Smithfield Park Building	119 Military Road, Lancaster K0C1N0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		North Lancaster Public Works (Garage)	4841 2nd Line Rd.	\$ -	\$ 172,612.00	\$ 315,480.00	\$ 264,320.00	\$ -	\$ 137,379.00	\$ 230,719.00	\$ -	\$ 12,341.00	\$ 318,940.00	
RD001001	North Lancaster Public Works (Salt Shed)	4841 2nd Line Rd.	\$ -	\$ 10,000.00	\$ 30,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000.00	
RD001002	Airport Road Public Works Garage	19403 Airport Rd, Summerstown, ON K0C 2E0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,085.00	\$ -	
RF001001	Airport Road Salt Dome	19403 Airport Rd, Summerstown, ON K0C 2E0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RD003001	Landfill Attendant Shack	19281 Beaver Brook Road	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RD000001	Lancaster - Old Water Treatment Plant	28 Duncan Street	\$ 1,270.00	\$ 108,809.00	\$ 51,679.00	\$ 45,589.00	\$ -	\$ 1,905.00	\$ 28,328.00	\$ 1,824.00	\$ -	\$ -	\$ -	
FP1XX002	Glen Walter Fire Hall	6650 Bray St, Cornwell, ON K6H 5R5	\$ 25,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,007.50	\$ -	\$ 109,397.50	\$ -	\$ 608.00	
FBWMM002	Midway Pump House Summerstown Station	Midway Road, Summerstown, ON K0C 2E0	\$ -	\$ 33,386.00	\$ -	\$ -	\$ -	\$ -	\$ 50,000.00	\$ -	\$ -	\$ -	\$ -	
FB3LA002	Williamstown Fire Hall	19686 William Street	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FB4MA002-2009	Lancaster Fire Hall	221 Military Rd N, Lancaster, ON K0C 1N0	\$ 29,805.00	\$ 73,560.00	\$ 31,095.00	\$ -	\$ -	\$ -	\$ 317,351.00	\$ 1,188.00	\$ 118,466.00	\$ -	\$ -	
FB6NL002	Marlton Fire Hall	4850 County Rd 20, Marlton, ON K0C1S0	\$ 5,080.00	\$ -	\$ 44,217.00	\$ -	\$ -	\$ -	\$ 84,163.00	\$ -	\$ -	\$ -	\$ -	
		North Lancaster Fire Hall	221 Military Rd N, Lancaster, ON, K0C1N0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
			\$ 631,634.50	\$ 1,065,676.00	\$ 2,438,423.00	\$ 607,080.75	\$ 415,767.00	\$ 415,767.00	\$ 5,706,963.50	\$ 956,141.50	\$ 442,422.25	\$ 166,639.00	\$ 1,275,395.00	

Fleet Capital Replacement

Unit #	Dept	Description	Status	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
1	Roads	Grader	Active	-	-	-	-	-	\$ 750,000.00	-	-	-	-	-
2	Roads	Grader	Active	-	-	-	-	-	-	-	-	-	-	-
4	Roads	1 Ton	Active	-	-	-	-	-	-	-	\$ 120,000.00	-	-	-
3	Roads	1 Ton	Inactive	\$ 110,000.00	-	-	-	-	-	-	-	-	\$ 120,000.00	-
5	Roads	1 Ton	Active/ Replaced but still in Service	-	-	-	-	-	-	-	-	-	-	-
6	Roads	Tractor	Active	-	-	\$ 6,500.00	-	-	-	-	\$ 250,000.00	-	-	-
8	Roads	Tandem	Active	-	-	-	-	-	-	\$ 420,000.00	-	-	-	-
9	Roads	Tandem	Active	-	-	-	-	\$ 420,000.00	-	-	-	-	-	-
10	Roads	Tandem	Active	-	-	-	-	-	-	-	-	-	-	-
11	Roads	Tandem	Active/ Replaced but still in Service	\$ 420,000.00	-	-	-	-	-	-	-	-	-	-
13	Roads	Tandem	Active	-	-	-	-	-	-	-	-	-	-	-
14	Roads	Tandem	Active	-	-	\$ 480,000.00	\$ 420,000.00	-	-	-	-	-	-	-
15	Roads	Tandem	Active	-	-	-	-	-	-	-	-	-	-	-
16	Roads	Tandem	Active	-	-	-	-	-	-	-	-	-	-	-
17	Roads	3/4 Ton	Active	-	-	\$ 75,000.00	-	-	\$ 100,000.00	-	-	-	-	-
18	Roads	3/4 Ton	Active	-	-	-	-	-	-	\$ 75,000.00	-	-	-	-
19	Roads	3/4 Ton	Active	-	-	-	-	-	-	-	-	-	-	-
21	Roads	1/4 Ton	Active	-	-	-	-	-	-	-	\$ 75,000.00	-	-	-
22	Roads	1/4 Ton	Active	-	-	-	\$ 120,000.00	-	-	-	-	-	-	-
23	Roads	Tandem	Active	-	-	-	-	-	-	-	-	-	-	-
24	Roads	Backhoe	Active/ Replaced but still in Service	-	-	-	-	-	-	-	-	-	-	-
27	Roads	Single Axle	Active	-	-	-	-	-	-	-	-	-	-	-
30	Roads	Backhoe	Active	-	-	-	-	-	-	-	-	-	-	-
31	Roads	Excavator	Inactive	-	-	-	-	-	\$ 140,000.00	-	-	-	-	-
32	Solid Waste	Compactor	Active/ Replaced but still in Service	-	-	-	-	-	-	-	-	-	\$ 225,000.00	-
33	Roads	Tandem	Active	-	-	-	-	-	-	-	-	-	-	-
34	Roads	Loader	Active	-	-	-	-	-	-	\$ 330,000.00	-	-	-	-
35	Roads	Trackless	Active	-	\$ 200,000.00	-	-	-	-	-	-	-	-	-
40	Roads	Trailer	Active	-	-	-	-	-	-	-	-	-	-	-
60	Parks	Trailer	Active	0	-	-	-	-	-	-	-	-	-	-
61	Parks	1 Ton	Active	-	\$ 120,000.00	-	-	-	-	-	-	-	-	-
62	Parks	Tractor	Active/ Replaced but still in Service	-	-	-	-	-	-	\$ 75,000.00	-	-	-	-
63	Parks	3/4 Ton	Active	-	-	-	-	-	-	\$ 75,000.00	-	-	-	-
64	Parks	3/4 Ton	Active	-	-	-	-	-	-	-	-	-	-	-
65	Parks	UTV	Active	-	-	-	-	-	-	-	-	-	-	-
66	Parks	Tractor	Active	-	-	\$ 60,000.00	-	-	-	-	-	-	-	-
69	Parks	Trailer	Active	-	-	-	-	-	\$ 3,000.00	-	-	-	-	-
70	Parks	Ice Resurfacer	Active/ Replaced but still in Service	-	-	-	-	-	-	-	-	-	-	-
71	Parks	Ice Resurfacer	Active	0	-	-	-	-	\$ 110,000.00	-	-	-	-	-
72	Parks	Mower	Active	-	-	-	-	-	-	-	\$ 5,000.00	-	-	-
80	Water	3/4 Ton	Active	-	-	-	-	-	-	-	\$ 70,000.00	-	-	-
82	Water	3/4 Ton	Active	-	-	\$ 75,000.00	-	-	-	-	-	-	-	-
83	Water	Trailer	Active	-	-	-	-	-	-	-	-	-	-	-
84	Water	3/4 Ton	Active	-	-	-	-	\$ 75,000.00	-	-	-	-	-	-
91	PBE	3/4 Ton	Active	-	-	-	-	-	-	-	\$ 70,000.00	-	-	-
92	PBE	SUV	Active	-	-	-	-	-	-	-	-	-	-	-
P1	Fire	Pumper	Active	-	-	-	-	-	-	-	-	-	-	-
P2	Fire	Pumper	Active	-	-	-	-	-	-	-	-	-	-	-
P3	Fire	Pumper	Active	-	-	-	-	-	-	-	-	-	-	-
P4	Fire	Pumper	Active	-	-	-	-	-	-	-	-	-	-	-
P5	Fire	Pumper	Active	-	-	-	-	-	-	-	-	-	-	-
P6	Fire	Pumper	Inactive	-	\$ 650,000.00	-	-	-	-	-	-	-	-	-
R1	Fire	Rescue	Active	-	-	-	-	-	-	-	-	-	-	-
R2	Fire	Rescue	Active	-	-	-	-	-	-	-	-	-	\$ 425,000.00	-
R4	Fire	Rescue	Active	-	-	-	-	-	-	-	-	-	-	-
T1	Fire	Tanker	Active	-	-	-	-	-	-	-	-	-	-	-
T2	Fire	Tanker	Active	-	-	-	-	-	-	-	-	-	-	-
T3	Fire	Tanker	Active	-	-	-	-	-	-	-	-	-	\$ 300,000.00	-
T4	Fire	Tanker	Active	-	-	-	-	-	-	-	-	-	-	-
T5	Fire	Tanker	Active	-	-	-	-	-	-	-	-	-	-	-
Trailer2	Fire	Trailer	Active	-	-	-	-	-	-	-	-	-	-	-
Trailer3	Fire	Trailer	Active	-	-	-	-	-	-	-	-	-	-	-
Truck3	Fire	3/4 Ton	Active	0	-	-	\$ 75,000.00	-	-	-	-	-	-	\$ 10,000.00
Unit1	Fire	3/4 Ton	Inactive/ To be Sold	0	-	-	-	-	-	-	\$ 75,000.00	-	-	-
UTV3	Fire	UTV	Active	0	-	-	-	-	-	-	-	\$ 13,000.00	-	-
TOTAL				\$ 110,000.00	\$ 1,390,000.00	\$ 636,500.00	\$ 675,000.00	\$ 495,000.00	\$ 1,103,000.00	\$ 975,000.00	\$ 660,000.00	\$ 18,000.00	\$ 770,000.00	\$ 310,000.00

