

- o Class 1: Urgent and Compelling. Critical Repairs for damaged projects where the combination of life and economic consequences with the probability of failure results in Extremely High Risk (e.g. Projects that have breached or failed or the progression towards failure is confirmed to be taking place under normal operations).
- o Class 2: Urgent. Critical Repairs for damaged projects where the combination of life or economic consequences with the probability of failure results in Very High Risk (e.g. Projects where failure could initiate during the next high water event).
- o Class 3: High Priority (High Impact to Navigation). Critical Repairs for damaged projects where the combination of economic consequences due to directly impaired navigation at high-use systems (over 10M tons at ports or 2.5B ton-mile for inland waterways) with the probability of failure results in Moderate to High Risk.
- o Class 4: High Priority. Critical Repairs for damaged projects where the combination of life, economic, or environmental consequences with the probability of failure results in Moderate to High Risk (e.g. Where project failure during the next high water event could potentially disrupt essential lifeline services or access to these services).
- o Class 5: Priority. Repairs for damaged projects where the combination of life, economic, or environments consequences with the probability of failure during the next high water event results in Low Risk. These repairs are considered Non-Critical.