



THE CORPORATION OF THE TOWNSHIP OF HORTON
TRANSPORTATION & ENVIRONMENTAL SERVICES

October 9th, 2024
9:30 a.m.
Horton Council Chambers
2253 Johnston Rd.

- 1. Call to Order
- 2. Declaration of Pecuniary Interest
Welcome remarks for New Committee Member
- 3. Minutes from Previous Meeting:
 - i. September 4th, 2024 **PG.2**
- 4. 2025 Proposed Departmental Capital Funding **PG.4**
- 5. 2025 Proposed Departmental Operating Funding **PG.28**
- 6. Private Road Grant Program Applications **PG.38**
- 7. FoodCycler Pilot Program **PG.48**
- 8. New/Other Business
- 9. Next Meeting:
 - i. November 6th, 2024 @ 8:30 a.m.
- 10. Adjournment

THE CORPORATION OF THE TOWNSHIP OF HORTON

TES Committee MeetingSeptember 4th, 2024

8:30 a.m.

There was a meeting of the Transportation and Environmental Services Committee held in the Municipal Chambers on Wednesday September 4th, 2024. Present was Chair Doug Humphries, and Councillor Tom Webster, and Public Advisory Member Tyler Anderson. Staff present was Public Works Manager, Adam Knapp, and Executive Assistant Nichole Dubeau— Recording Secretary.

Mayor David Bennett sent his regrets.

1. CALL TO ORDER

Chair Humphries called the meeting to order at 8:30 a.m.

2. DECLARATION OF PECUNIARY INTEREST

There was no declaration of pecuniary interest.

3. MINUTES FROM PREVIOUS MEETING:

- June 5th, 2024

Moved by Tyler Anderson

Seconded by Councillor Webster

THAT the Committee approve the June 5th, 2024 Minutes.

Carried

4. 2024 SIGN INSPECTION REPORT

Public Works Manager Adam Knapp reviewed the report.

5. COMPACTION AND COVERING FORM OF AGREEMENT

Public Works Manager Adam Knapp reviewed the report. Committee members were in agreeance for the updated changes to the agreement.

Moved by Councillor Webster

Seconded by Tyler Anderson

THAT the TES Committee recommend to Council to enter into an updated agreement with Brian Dedo for compaction and covering at the Horton Landfill Site.

Carried

6. ONTARIO TRILLIUM FOUNDATION APPLICATION

Public Works Manager Adam Knapp reviewed the report. He stated there is a new grant out he is interested in applying for the Community Emergency Preparedness Grant which provides funding to help communities purchase emergency supplies, equipment and services. he will be applying for a sand bagging machine, emergency signage trailer, and variable message board on trailer.

Moved by Councillor Webster

Seconded by Tyler Anderson

THAT the TES Committee recommend to Council to direct the Public Works Manager to apply for the Community Emergency Preparedness Grant for a sand bagging machine, emergency signage trailer, and variable message board on trailer.

Carried

7. 2025 DEPARTMENTAL FUNDING REQUIREMENTS

Public Works Manager Adam Knapp reviewed the report.

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8. NEW/OTHER BUSINESS

Public Works Manager Adam Knapp stated that all capital projects have been completed for the year. He added that due to some complaints from Goshen Road residents and there being extra money in the budget, Greenwood Paving went down the road and swept off the excess dust. Councillor Webster requested that the extra funds be included in the future budget in order to sweep additional roads after completed work.

Public Works Manager Adam Knapp stated that the grinding at the landfill site has not been up to standard and is well behind on the timeline. The committee discussed options for 2025 and the budget.

Moved by Councillor Webster

Seconded by Tyler Anderson

THAT the TES Committee recommend to Council to approve Lois Graveline as Public Advisory Member to the TES Committee.

Carried

9. NEXT MEETING:

i. October 9th, 2024 @ 8:30 a.m.

10. ADJOURNMENT

Chair Humphries declared the meeting adjourned at 9:12 a.m.

CHAIR Doug Humphries

PUBLIC WORKS MGR Adam Knapp



Township of Horton COUNCIL / COMMITTEE REPORT

Title: 2025 Proposed Departmental Capital Funding	Date:	Oct 9 th 2024
	Council/Committee:	TES
	Author:	Adam Knapp, Public Works Manager
	Department:	Transportation, Recreation, and Environmental Services

RECOMMENDATIONS:

THAT the TES committee receive this report as information.

BACKGROUND:

In order to prepare for 2025 budgetary planning staff propose the following projects, replacements, and upset Capital funding requirements. The Capital funding requested, and project scope may be changed or modified throughout the budgetary planning process pending available funding.

Transportation Department

Paved Roads Rehabilitation Projects: \$172,000

- Whitton Road (North Section), Lochwinnoch Road (Boundary Road with McNab Braeside), Collins Road, Pallen Road. 4.73 kilometers total.
- The actual funding required may be adjusted during the budget and tendering process.
- The priority will be on maintaining our current paved network and any upgrades proposed may be withdrawn if sufficient funding is not available.
- See attached Paved Roads 10 Year Capital plan for detailed breakdown.
- **The proposed funding is sourced from a combination of reserves, Canada Community Building Fund (CCBF), and development charges if necessary, funding allotments will be determined by staff throughout the 2025 budgetary planning process.**

The condition assessment value of our paved roads network in 2024 is 84.5% which is 35.3% healthier than it was in 2017 when assessed at 49.2% by JP2G in the 2018 to 2027 Road Management Plan (RMP). Only 4 out of 19 sections of paved roadway remain due for rehabilitation from this plan. The average annual requirement to reconstruct our paved roads network based on a 30-year estimated useful life expectancy (EUL) is \$571,396.00. The average annual requirement over the preservation based proposed Paved Roads 10 Year Capital plan is \$166,924.08, 242% less. This plan delivers an average projected service life remaining of 21 years and 7 months for our paved roads network, if no secondary preservative treatments are applied on the road network to extend the projected service life.

The cost to fully reconstruct Lochwinnoch Road and Whitton Roads surface with new pavement is estimated at \$966,000 with an estimated EUL of 30 years, \$32,200 per year. The estimated cost to rehabilitate the same roadways with preservative surface treatment is

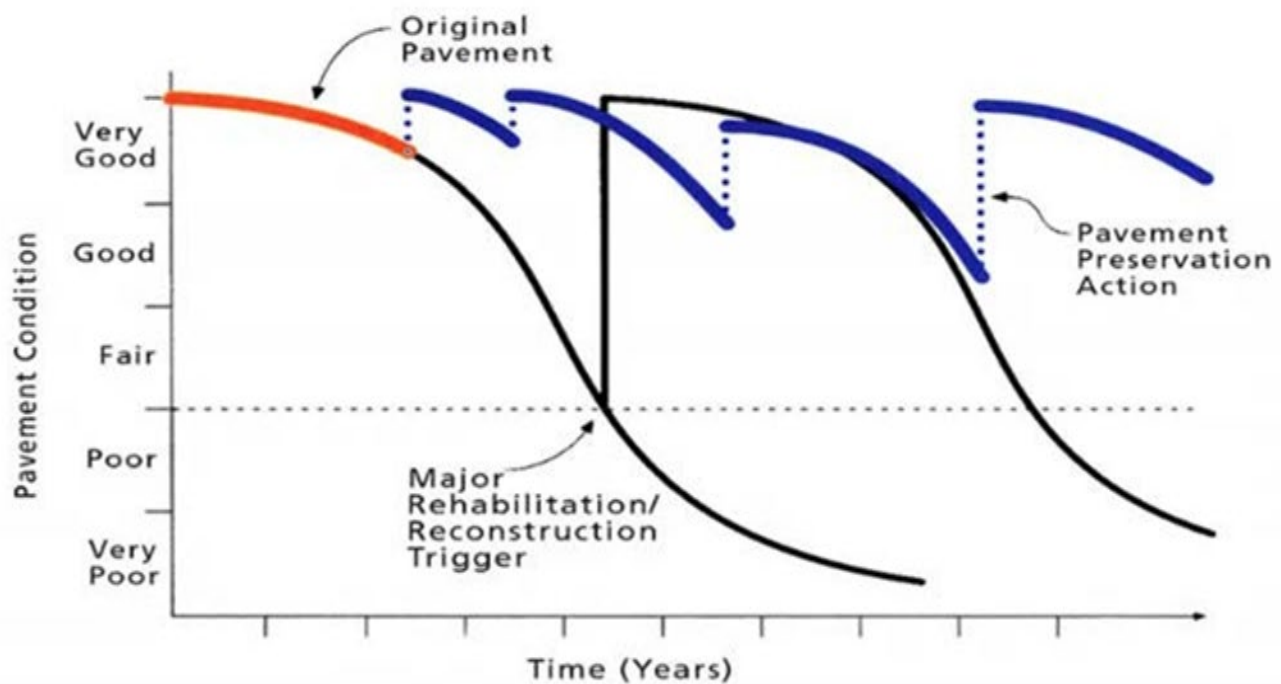
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\$143,400 with an EUL of 10 years, \$14,300 per year. This indicates that the cost over the EUL of the roadways to reconstruct vs rehabilitate is 124% higher. Collins Road and Pallen Road surfaces are proposed to be upgraded from gravel to double surface treatment and not accounted for in this comparison. The rationale for upgrading these type of roadways is that it is more cost effective to maintain a double surfaced roadway over gravel when the roadway is short, has very low traffic volume, and minimal commercial or agricultural traffic. Sections of gravel roadway with heavy commercial and especially agricultural traffic should not be considered for double surface treatment upgrades as they will not last due to the heavy axle loads and the inability to prohibit agricultural traffic during half loads season. Roadways with heavy commercial or agricultural traffic require a significant increase in base material depth and should have a paved surface, making the upgrade very cost restrictive.

Displayed is the approximate cost per kilometer in 2024 for preservative treatment versus reconstruction which further highlights the cost restrictions of upgrading and the importance of having a strong maintenance and rehabilitation plan to achieve sustainability.

- Preservative Surface Treatment – \$37,000
- New Double Surface Treatment - \$96,000
159% increase in funding required to reconstruct with Double Surface Treatment vs Preservation.
- New Pavement – \$230,000
521% increase in funding required to reconstruct with New Pavement vs Preservation.

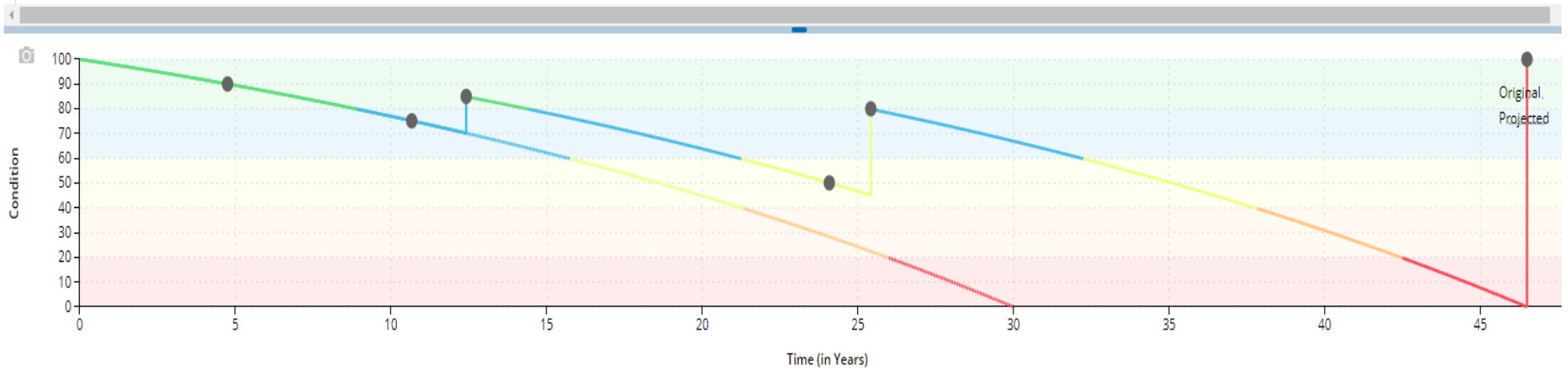
The lifecycle graph below displays the basic principle of pavement preservation.



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The lifecycle graph below displays the standard maintenance and rehabilitation strategy implemented for new Paved roadways in Horton Township and has been modified by staff to produce a strategy for all paved roadways based on there current condition to form the presented Paved Roads 10 Year Capital plan.

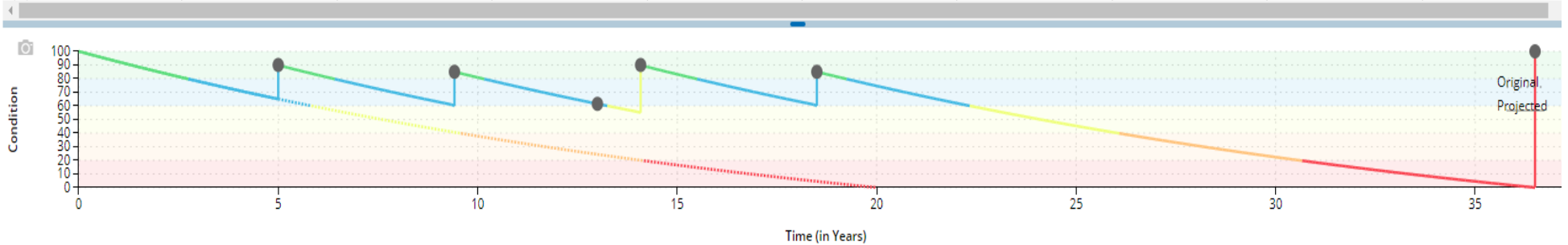
Age at Event	Name	Description	Event Class	Cost	Event Range / Trigger	Impact	Added EUL	Cost per Added Year	Actions
4 Years 9 Months	Minor Crack Sealing	Blow and Go Crack Sealing	Preventative Maintenance	\$2.00 (Per Unit)	90 to 95 Condition	No Impact	0 Months	\$0.00	
10 Years 8 Months	Major Crack Sealing	Blow and Go Crack Sealing	Preventative Maintenance	\$5.00 (Per Unit)	75 to 80 Condition	No Impact	0 Months	\$0.00	
12 Years 5 Months	Fog Seal	"Clean Bond" Fog Seal application rate of 0.4 to 0.6 L/m3 with minor Scratch Coat Prep Treatment	Rehabilitation	\$14.00 (Per Unit)	70 to 80 Condition	Adds 15 Condition	5 Years 6 Months	\$2.55	
24 Years 1 Month	Scratch Coat	Apply HL3 Modified or Equivalent to Reduce Road Distortion as a Preparation Treatment for Seal within 1 Year	Maintenance	\$8.00 (Per Unit)	50 to 55 Condition	No Impact	0 Months	\$0.00	
25 Years 5 Months	Cape Seal	Class 6 Aggregate Single Surface Treatment, HF 150 SP application rate 1.5 to 1.7 L/m3 with "Clean Bond" Fog Seal Overlay application rate of 0.4 to 0.6 L/m3 (1/4 Trap Rock add \$3 / LM)	Rehabilitation	\$45.00 (Per Unit)	45 to 50 Condition	Set to 80 Condition	11 Years	\$4.09	
46 Years 6 Months	<Asset Replacement>	End of life replacement	Replacement	\$0.00 (Fixed)	0 to 40 Condition	Set to 100 Condition	30 Years	\$0.00	Automatic



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The lifecycle graph below displays the standard maintenance and rehabilitation strategy implemented for new Double Surface Treated roadways in Horton Township and has been modified by staff to produce a strategy for all paved roadways based on their current condition to form the presented Paved Roads 10 Year Capital plan.

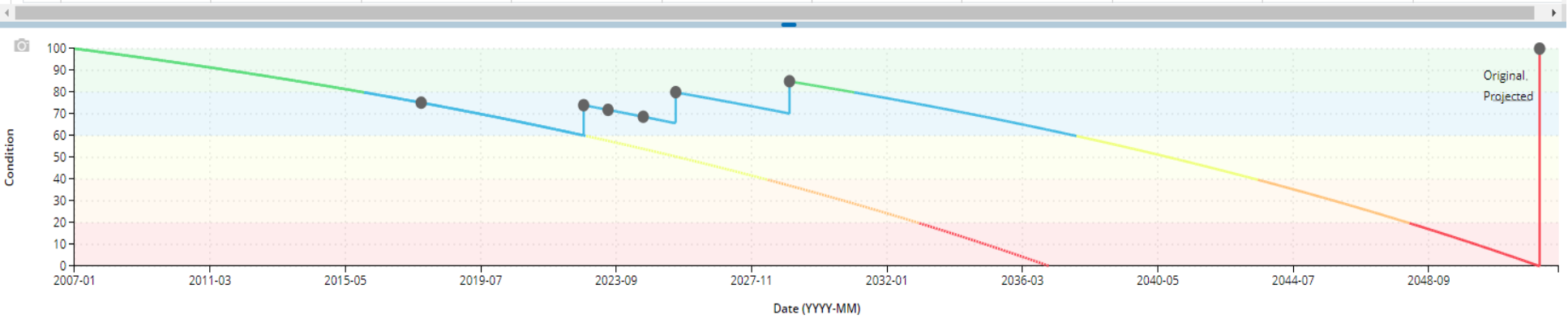
Age at Event	Name	Description	Event Class	Cost	Event Range / Trigger	Impact	Added EUL	Cost per Added Year	Actions
5 Years	Cape Seal	Class 6 Aggregate Single Surface Treatment, HF 150 SP application rate 1.5 to 1.7 L/m3 with "Clean Bond" Fog Seal Overlay application rate of 0.4 to 0.6 L/m3 (1/4 Trap Rock add \$3 / LM)	Rehabilitation	\$45.00 (Per Unit)	65 to 70 Condition	Set to 90 Condition	3 Years 8 Months	\$12.27	  
9 Years 5 Months	Fog Seal	"Clean Bond" Fog Seal application rate of 0.4 to 0.6 L/m3 with minor Scratch Coat Prep Treatment	Rehabilitation	\$14.00 (Per Unit)	60 to 65 Condition	Set to 85 Condition	3 Years 9 Months	\$3.73	  
13 Years	Scratch Coat	Apply HL3 Modified or Equivalent to Reduce Road Distortion as a Preparation Treatment for Seal within 1 year	Maintenance	\$8.25 (Per Unit)	12 to 13 Years	No Impact	0 Months	\$0.00	Automatic
14 Years 1 Month	Cape Seal #2	Class 6 Aggregate Single Surface Treatment, HF 150 SP application rate 1.5 to 1.7 L/m3 with "Clean Bond" Fog Seal Overlay application rate of 0.4 to 0.6 L/m3 (1/4 Trap Rock add \$3 / LM)	Rehabilitation	\$45.00 (Per Unit)	55 to 60 Condition	Set to 90 Condition	5 Years 4 Months	\$8.44	  
18 Years 6 Months	Fog Seal #2	"Clean Bond" Fog Seal application rate of 0.4 to 0.6 L/m3 with significant Scratch Coat Prep Treatment	Rehabilitation	\$14.00 (Per Unit)	60 to 65 Condition	Set to 85 Condition	3 Years 9 Months	\$3.73	  
36 Years 6 Months	<Asset Replacement>	End of life replacement	Replacement	\$0.00 (Fixed)	0 to 40 Condition	Set to 100 Condition	20 Years	\$0.00	Automatic



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Displayed below is the modified strategy for Whitton Road (North). The rationale for this modification is that the roadways condition was allowed to deteriorate beyond the point where a lesser cost treatment (Fog Seal) could be applied first and requires the more costly treatment (Cape Seal) then followed by a Fog Seal 5 - 8 years later, this is the case for a significant portion of our matured paved roads. Once this modified strategy is applied the established standard maintenance strategy may be implemented, or the roadway may be flagged for replacement in approximately 2044 to 2052. If no maintenance were performed the roadway would be flagged for replacement in 2028 meaning that the current modified strategy will extend the EUL of the roadway by a minimum of 16 years. The cost per added year for this 16-year life extension works out to \$6,700 per added year compared to \$20,800 per added year for a full reconstruction, estimated at \$624,000 for a 30-year EUL.

+	Event Date	Name	Description	Event Class	Cost	Funding Source	Event Range / Trigger	Impact	Added EUL	Cost per Added Year
✓	2017-09-01 (Manual)	Minor Crack Sealing	Blow and Go Crack Sealing	Preventative Maintenance	\$3,200.00 , \$2.00/m	Operating	90 to 95 Condition	No Impact	0 Months	\$0.00
✓	2023-06-01 (Manual)	Major Crack Sealing	Blow and Go Crack Sealing	Preventative Maintenance	\$8,000.00 , \$5.00/m	Operating	75 to 80 Condition	No Impact	0 Months	\$0.00
✓	2024-07-01 (Manual)	Scratch Coat	Apply HL3 Modified or Equivalent to Reduce Road Distortion as a Preparation Treatment for Seal within 1 Year	Maintenance	\$12,800.00 , \$8.00/m	Operating	50 to 55 Condition	No Impact	0 Months	\$0.00
✓	2025-07-01 (Manual)	Cape Seal	Class 6 Aggregate Single Surface Treatment, HF 150 SP application rate 1.5 to 1.7 L/m ³ with "Clean Bond" Fog Seal Overlay application rate of 0.4 to 0.6 L/m ³ (1/4 Trap Rock add \$3 / LM)	Rehabilitation	\$72,000.00 , \$45.00/m	Capital	45 to 50 Condition	Set to 80 Condition	5 Years	\$14,400.00
☰	2029-01-01	Fog Seal	"Clean Bond" Fog Seal application rate of 0.4 to 0.6 L/m ³ with minor Scratch Coat Prep Treatment	Rehabilitation	\$22,400.00 , \$14.00/m	Capital	70 to 80 Condition	Adds 15 Condition	5 Years 6 Months	\$4,072.73
☰	2052-02-01	<Asset Replacement>	End of life replacement	Replacement	\$624,000.00 (Fixed)	Capital	0 to 40 Condition	Set to 100 Condition	30 Years	\$20,800.00



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Gravel Haul and Supply : \$55,000

- Jim Barr Road (North and South Sections), Orin Road (West Section), Ruttan Road
- See attached Gravel Roads 10 Year Capital plan for detailed breakdown.
- The proposed projects will rehabilitate 5.6 kilometers of gravel roadway.
- **The proposed funding is sourced through the annual Gravel Haul and Supply allotment, adequate Capital funding is established without adjustment for 2025.**

The proposed 2025 paved and gravel roads plans will rehabilitate a total of 10.3 kilometers of roadway for an average cost per kilometer of \$9,800 for the gravel roads and \$36,363 for paved roads.

Buildings: \$110,000

- The roof of the public works garage has been inspected by Irvcon and Troy Murdock Contracting and both deem the roof in state of disrepair that will soon cause the roof to begin to leak and deteriorate the life expectancy of the building as a whole.
- To repair the roof with a like for like flat roof or reconstruct with a sloped truss design is similar in cost. The sloped roof offers a longer life expectancy as it does not allow water to pond on the roof. For this reason staff propose to reconstruct the roof with the attached roof truss design.
- See Garage Roof Truss Design and troymurdockcontracting_estimate_218 for details.

Vehicles, Equipment and Machinery : \$16,000

- Staff propose to purchase the system from <https://trackmatics.ca/> which is utilized by several neighboring municipalities with positive reviews of the product and service.
- The live service shall come with a monthly fee of \$367.00 and staff recommend that the live system only be up during winter months from October 1st to April 30th, as defined in O.Reg 239/02 Minimum Maintenance Standards for Municipal Highways.
- The requested funds will be to upgrade (3) three snow removal vehicles to a live Automated Vehicle Locating (AVL) system and add the grader, backhoe, excavator and trucks #21, and #11 to a passive system.
- The passive system uploads data when the vehicles return to the shop.
- The live system delivers reliable live data on quantities of material applied, plow up plow down, and can also be used to map and display plow routes to the driver and deliver prompts when to apply or shut off material supply.
- See the Vehicles Equipment and Machinery 10 Year Capital plan attached to the Departmental Capital funding report.
- The proposed funding is sourced through the Public Works Vehicles and Equipment Reserves.

Recreation Department

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Millenium Trail Bridge Repair: \$6,000

- The bridge that crosses Deils Creak on the Millennium Trail needs structural repair as well as new decking. The bridge near the Renfrew Town line required emergency repair in 2024 for a total cost of \$3,898.50. The emergency repair was funded through the operating budget and resulted in overages. Staff is requesting the upset amount shown above to ensure the bridge across Deils Creak is repaired before becoming a hazard.
- **The proposed funding is from the Recreation Reserves.**

Environmental Services Department**Expansion Feasibility Study: To be determined upon delivery of the 2025 work plan as submitted by JP2G**

- The Township is in the fifth year of the expansion feasibility study.
- A status update on the project will be delivered to Council on November 5th, 2024, by Kevin Mooder of Jp2G Consultants Inc.
- Detailed work plans are yet to be received from JP2G but shall be accounted into the 2025 budget once received for the operational monitoring and Capital Expansion Feasibility Study.
- **The proposed funding shall be from the Environmental Reserves for the Expansion Study and from the operating budget for the monitoring.**

ALTERNATIVES:

Reconstruct Whitton Road (North) only and cancel all other proposed roads preservation and expansion projects. The estimated upset cost to reconstruct Whitton Road (North) is \$624,000

FINANCIAL IMPLICATIONS :

As stated in the background section of this report

ATTACHMENTS:

Paved Roads 10 Year Capital plan
 Gravel Roads 10 Year Capital plan
 Vehicles Equipment and Machinery 10 Year Capital plan
 Horton Paved Roads Network Assessment Data
 2018 -2027 Road Management Plan
 Garage Roof Truss Design
 troymurdockcontracting_estimate_218

CONSULTATIONS:

Nathalie Moore – Treasurer

Prepared by: Adam Knapp, Public Works Manager

Reviewed by: Hope Dillabough, CAO/Clerk

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Table 1 of 1

	Event Cost	Projected Condition	Assessed Condition	Length (km)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Road Network														
Roads HCB	\$1,131,415.89	73%	82%		\$143,440.00	\$121,726.80	\$216,327.25	-	\$70,650.13	\$143,146.50	\$203,501.15	\$97,435.19	\$135,188.87	-
627 - Cotieville Road	\$9,737.99	85.32	93	0.63	-	-	-	-	\$9,737.99	-	-	-	-	-
Fog Seal	\$9,737.99				-	-	-	-	\$9,737.99	-	-	-	-	-
635 - Elliott Crescent (South)	\$8,446.22	19.37	34	0.17	-	-	-	-	\$8,446.22	-	-	-	-	-
Cape Seal	\$8,446.22				-	-	-	-	\$8,446.22	-	-	-	-	-
638 - Fraser Road	\$21,549.34	85.32	93	1.34	-	-	-	-	-	-	\$21,549.34	-	-	-
Fog Seal	\$21,549.34				-	-	-	-	-	-	\$21,549.34	-	-	-
639 - Garden of Eden Road (South)	\$216,327.25	71.86	81	4.5	-	-	\$216,327.25	-	-	-	-	-	-	-
Cape Seal	\$216,327.25				-	-	\$216,327.25	-	-	-	-	-	-	-
645 - Grantham Road	\$7,949.38	67.44	77	0.16	-	-	-	-	\$7,949.38	-	-	-	-	-
Cape Seal	\$7,949.38				-	-	-	-	\$7,949.38	-	-	-	-	-
647 - Harold Avenue	\$5,564.57	69.68	79	0.36	-	-	-	-	\$5,564.57	-	-	-	-	-
Fog Seal	\$5,564.57				-	-	-	-	\$5,564.57	-	-	-	-	-
648 - Harper Avenue	\$4,791.71	68.44	78	0.31	-	-	-	-	\$4,791.71	-	-	-	-	-
Fog Seal	\$4,791.71				-	-	-	-	\$4,791.71	-	-	-	-	-
652 - Jamieson Lane	\$32,772.60	60.37	65	0.7	-	\$32,772.60	-	-	-	-	-	-	-	-
Cape Seal	\$32,772.60				-	\$32,772.60	-	-	-	-	-	-	-	-
656 - Johnston Road	\$76,462.02	81.79	90	4.57	-	-	-	-	-	-	-	-	\$76,462.02	-
Fog Seal	\$76,462.02				-	-	-	-	-	-	-	-	\$76,462.02	-
661 - Leslie Avenue	\$5,719.14	69.68	79	0.37	-	-	-	-	\$5,719.14	-	-	-	-	-
Fog Seal	\$5,719.14				-	-	-	-	\$5,719.14	-	-	-	-	-
667 - McBride Road (South)	\$16,396.92	88.68	96	1.04	-	-	-	-	-	\$16,396.92	-	-	-	-
Fog Seal	\$16,396.92				-	-	-	-	-	\$16,396.92	-	-	-	-
679 - Pinnacle Rd (West)	\$128,750.44	76.3	85	1.91	-	-	-	-	-	\$96,793.66	-	-	\$31,956.78	-
Cape Seal	\$96,793.66				-	-	-	-	-	\$96,793.66	-	-	-	-

	Event Cost	Projected Condition	Assessed Condition	Length (km)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Fog Seal	\$31,956.78				-	-	-	-	-	-	-	-	\$31,956.78	-
680 - Pinnacle Rd (Middle)	\$118,910.12	59.55	70	1.9	-	\$88,954.20	-	-	-	\$29,955.92	-	-	-	-
Cape Seal	\$88,954.20				-	\$88,954.20	-	-	-	-	-	-	-	-
Fog Seal	\$29,955.92				-	-	-	-	-	\$29,955.92	-	-	-	-
681 - Pinnacle Rd (East)	\$181,951.81	68.44	78	3.52	-	-	-	-	-	-	\$181,951.81	-	-	-
Cape Seal	\$181,951.81				-	-	-	-	-	-	\$181,951.81	-	-	-
685 - Sherwood Street	\$3,709.71	76.3	85	0.24	-	-	-	-	\$3,709.71	-	-	-	-	-
Fog Seal	\$3,709.71				-	-	-	-	\$3,709.71	-	-	-	-	-
688 - Thomson Road	\$97,435.19	86.32	94	5.94	-	-	-	-	-	-	-	\$97,435.19	-	-
Fog Seal	\$97,435.19				-	-	-	-	-	-	-	\$97,435.19	-	-
691 - Whitton Road (South)	\$26,770.07	88.68	96	1.6	-	-	-	-	-	-	-	-	\$26,770.07	-
Fog Seal	\$26,770.07				-	-	-	-	-	-	-	-	\$26,770.07	-
692 - Whitton Road (North)	\$98,171.41	64.1	74	1.6	\$73,440.00	-	-	-	\$24,731.41	-	-	-	-	-
Cape Seal	\$73,440.00				\$73,440.00	-	-	-	-	-	-	-	-	-
Fog Seal	\$24,731.41				-	-	-	-	\$24,731.41	-	-	-	-	-
815 - Lochwinnoch Road (McNab)	\$70,000.00	29.4	40	2.607	\$70,000.00	-	-	-	-	-	-	-	-	-
Cape Seal	\$70,000.00				\$70,000.00	-	-	-	-	-	-	-	-	-
Fog Seal	\$0.00				-	-	-	-	-	-	-	-	-	-
Roads LCB	\$599,817.10	63%	78%		\$28,000.00	\$14,045.40	-	\$373,439.10	\$34,281.71	\$46,352.85	\$8,523.25	-	\$80,668.75	\$14,506.04
626 - Collins Road	\$20,985.30	61.57	70	0.31	\$16,000.00	-	-	-	-	-	\$4,985.30	-	-	-
Double Surface Treatment	\$16,000.00				\$16,000.00	-	-	-	-	-	-	-	-	-
Fog Seal	\$4,985.30				-	-	-	-	-	-	\$4,985.30	-	-	-
641 - Gerald Street	\$5,564.57	80.64	97	0.36	-	-	-	-	\$5,564.57	-	-	-	-	-

	Event Cost	Projected Condition	Assessed Condition	Length (km)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Fog Seal	\$5,564.57				-	-	-	-	\$5,564.57	-	-	-	-	-
644 - Goshen Road (South)	\$46,352.85	76.46	90	2.94	-	-	-	-	-	\$46,352.85	-	-	-	-
Fog Seal	\$46,352.85				-	-	-	-	-	\$46,352.85	-	-	-	-
650 - Humphries Road (North)	\$19,165.18	65.69	97	0.3	-	\$14,045.40	-	-	-	-	-	-	-	\$5,119.78
Cape Seal	\$14,045.40				-	\$14,045.40	-	-	-	-	-	-	-	-
Fog Seal	\$5,119.78				-	-	-	-	-	-	-	-	-	\$5,119.78
677 - Pallen Road	\$15,537.95	61.57	70	0.22	\$12,000.00	-	-	-	-	-	\$3,537.95	-	-	-
Double Surface Treatment	\$12,000.00				\$12,000.00	-	-	-	-	-	-	-	-	-
Fog Seal	\$3,537.95				-	-	-	-	-	-	\$3,537.95	-	-	-
809 - Cobus Road (LCB)	\$454,107.85	20.69	40	1.5	-	-	-	\$373,439.10	-	-	-	-	\$80,668.75	-
<Asset Replacement>	\$373,439.10				-	-	-	\$373,439.10	-	-	-	-	-	-
Cape Seal	\$80,668.75				-	-	-	-	-	-	-	-	\$80,668.75	-
812 - Lime Kiln Road (LCB)	\$36,712.26	89.18	100	0.55	-	-	-	-	\$27,326.00	-	-	-	-	\$9,386.26
Cape Seal	\$27,326.00				-	-	-	-	\$27,326.00	-	-	-	-	-
Fog Seal	\$9,386.26				-	-	-	-	-	-	-	-	-	\$9,386.26
813 - Madeleine Street (LCB)	\$1,391.14	73.5	90	0.09	-	-	-	-	\$1,391.14	-	-	-	-	-
Fog Seal	\$1,391.14				-	-	-	-	\$1,391.14	-	-	-	-	-
Road Network Total	\$1,731,232.99	72%	81%		\$171,440.00	\$135,772.20	\$216,327.25	\$373,439.10	\$104,931.84	\$189,499.35	\$212,024.40	\$97,435.19	\$215,857.62	\$14,506.04
Cumulative Total	\$1,731,232.99	72%	81%		\$171,440.00	\$135,772.20	\$216,327.25	\$373,439.10	\$104,931.84	\$189,499.35	\$212,024.40	\$97,435.19	\$215,857.62	\$14,506.04

Gravel Roads 10 Year Capital plan

Table 1 of 1

	Event Cost	Assessed Condition	Projected Condition	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Road Network													
Roads Gravel	\$611,322.26	78%	66%	\$52,552.95	\$55,047.56	\$47,804.77	\$56,170.10	\$57,702.03	\$51,564.17	\$52,595.44	\$57,440.60	\$58,545.20	\$121,899.44
623 - Bennett Lafont Road	\$12,703.28	78	66.12	-	\$12,703.28	-	-	-	-	-	-	-	-
Gravel Haul and Supply	\$12,703.28			-	\$12,703.28	-	-	-	-	-	-	-	-
624 - Bingham Drive	\$9,011.25	80	68.05	-	-	-	\$9,011.25	-	-	-	-	-	-
Gravel Haul and Supply	\$9,011.25			-	-	-	\$9,011.25	-	-	-	-	-	-
625 - Cobus Road	\$34,847.42	75	63.44	-	-	\$34,847.42	-	-	-	-	-	-	-
Gravel Haul and Supply	\$34,847.42			-	-	\$34,847.42	-	-	-	-	-	-	-
629 - Dugald Road	\$12,051.04	85	72.34	-	-	-	-	\$12,051.04	-	-	-	-	-
Gravel Haul and Supply	\$12,051.04			-	-	-	-	\$12,051.04	-	-	-	-	-
630 - Eady Road (North)	\$34,269.28	73	61.87	-	-	-	-	-	-	-	-	\$34,269.28	-
Gravel Haul and Supply #2	\$34,269.28			-	-	-	-	-	-	-	-	\$34,269.28	-
631 - Eady Road (Middle)	\$29,616.97	82	69.74	-	-	-	-	\$29,616.97	-	-	-	-	-
Gravel Haul and Supply	\$29,616.97			-	-	-	-	\$29,616.97	-	-	-	-	-
632 - Eady Road (South)	\$4,595.74	73	61.87	-	-	-	-	\$4,595.74	-	-	-	-	-
Gravel Haul and Supply	\$4,595.74			-	-	-	-	\$4,595.74	-	-	-	-	-
633 - Early Road	\$23,959.11	88	75.02	-	-	-	-	-	\$23,959.11	-	-	-	-
Gravel Haul and Supply	\$23,959.11			-	-	-	-	-	\$23,959.11	-	-	-	-
634 - Elliott Crescent (North)	\$1,806.31	62	52.2	-	-	-	-	-	-	\$1,806.31	-	-	-
Gravel Haul and Supply	\$1,806.31			-	-	-	-	-	-	\$1,806.31	-	-	-
636 - Farrells Landing Road	\$1,381.29	80	65.04	-	-	-	-	-	-	\$1,381.29	-	-	-
Gravel Haul and Supply	\$1,381.29			-	-	-	-	-	-	\$1,381.29	-	-	-
637 - Ferguson Road	\$19,550.63	80	65.04	-	-	-	-	-	-	\$19,550.63	-	-	-
Gravel Haul and Supply	\$19,550.63			-	-	-	-	-	-	\$19,550.63	-	-	-
640 - Garden of Eden Road (North)	\$45,356.61	81	68.89	-	-	-	\$45,356.61	-	-	-	-	-	-
Gravel Haul and Supply	\$45,356.61			-	-	-	\$45,356.61	-	-	-	-	-	-
642 - Gordie Road	\$2,125.07	80	65.04	-	-	-	-	-	-	\$2,125.07	-	-	-
Gravel Haul and Supply	\$2,125.07			-	-	-	-	-	-	\$2,125.07	-	-	-
643 - Goshen Road (North)	\$10,797.79	74	62.65	-	-	\$10,797.79	-	-	-	-	-	-	-
Gravel Haul and Supply	\$10,797.79			-	-	\$10,797.79	-	-	-	-	-	-	-
646 - Guest Road	\$2,859.57	90	76.54	-	-	-	-	\$2,859.57	-	-	-	-	-
Gravel Haul and Supply	\$2,859.57			-	-	-	-	\$2,859.57	-	-	-	-	-
649 - Horton School Road	\$2,159.56	80	65.04	-	-	\$2,159.56	-	-	-	-	-	-	-
Gravel Haul and Supply	\$2,159.56			-	-	\$2,159.56	-	-	-	-	-	-	-

	Event Cost	Assessed Condition	Projected Condition	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
651 - Humphries Road (South)	\$57,440.60	78	66.12	-	-	-	-	-	-	-	\$57,440.60	-	-
Gravel Haul and Supply	\$57,440.60			-	-	-	-	-	-	-	\$57,440.60	-	-
654 - Jim Barr Road (South)	\$2,264.40	75	63.44	\$2,264.40	-	-	-	-	-	-	-	-	-
Gravel Haul and Supply	\$2,264.40			-	-	-	-	-	-	-	-	-	-
655 - Jim Barr Road (North)	\$17,926.50	62	52.2	\$17,926.50	-	-	-	-	-	-	-	-	-
Gravel Haul and Supply	\$17,926.50			-	-	-	-	-	-	-	-	-	-
657 - Kasaboski Road	\$4,462.64	90	76.54	-	-	-	-	-	-	\$4,462.64	-	-	-
Gravel Haul and Supply	\$4,462.64			-	-	-	-	-	-	\$4,462.64	-	-	-
658 - Keith Road	\$1,062.53	80	68.05	-	-	-	-	-	-	\$1,062.53	-	-	-
Gravel Haul and Supply	\$1,062.53			-	-	-	-	-	-	\$1,062.53	-	-	-
660 - Lavallee Road	\$23,959.11	80	67.22	-	-	-	-	-	\$23,959.11	-	-	-	-
Gravel Haul and Supply	\$23,959.11			-	-	-	-	-	\$23,959.11	-	-	-	-
662 - Lime Kiln Road	\$23,491.04	78	63.25	-	-	-	-	-	-	-	-	\$23,491.04	-
Gravel Haul and Supply #2	\$23,491.04			-	-	-	-	-	-	-	-	\$23,491.04	-
663 - Macs Lane	\$901.12	80	68.05	-	-	-	\$901.12	-	-	-	-	-	-
Gravel Haul and Supply	\$901.12			-	-	-	\$901.12	-	-	-	-	-	-
664 - Madeleine Street	\$1,806.31	78	66.12	-	-	-	-	-	-	\$1,806.31	-	-	-
Gravel Haul and Supply	\$1,806.31			-	-	-	-	-	-	\$1,806.31	-	-	-
666 - McBride Road (North)	\$9,881.57	93	79.35	-	-	-	-	-	-	\$9,881.57	-	-	-
Gravel Haul and Supply	\$9,881.57			-	-	-	-	-	-	\$9,881.57	-	-	-
668 - McInnes Road	\$8,661.33	71	60.08	-	\$8,661.33	-	-	-	-	-	-	-	-
Gravel Haul and Supply	\$8,661.33			-	\$8,661.33	-	-	-	-	-	-	-	-
669 - McCreary Lane	\$1,593.80	74	62.65	-	-	-	-	-	-	\$1,593.80	-	-	-
Gravel Haul and Supply	\$1,593.80			-	-	-	-	-	-	\$1,593.80	-	-	-
670 - McQuity Road	\$531.27	80	65.04	-	-	-	-	-	-	\$531.27	-	-	-
Gravel Haul and Supply	\$531.27			-	-	-	-	-	-	\$531.27	-	-	-
672 - Mullins Rd (East)	\$20,209.77	80	68.05	-	\$20,209.77	-	-	-	-	-	-	-	-
Gravel Haul and Supply	\$20,209.77			-	\$20,209.77	-	-	-	-	-	-	-	-
674 - Orin Road (West)	\$26,418.00	65	54.73	\$26,418.00	-	-	-	-	-	-	-	-	-
Gravel Haul and Supply	\$26,418.00			-	-	-	-	-	-	-	-	-	-
675 - Orin Road (East)	\$901.12	80	65.04	-	-	-	\$901.12	-	-	-	-	-	-
Gravel Haul and Supply	\$901.12			-	-	-	\$901.12	-	-	-	-	-	-
678 - Pastway Road	\$8,578.71	80	65.04	-	-	-	-	\$8,578.71	-	-	-	-	-
Gravel Haul and Supply	\$8,578.71			-	-	-	-	\$8,578.71	-	-	-	-	-
682 - Price Road	\$3,645.95	84	71.47	-	-	-	-	-	\$3,645.95	-	-	-	-

	Event Cost	Assessed Condition	Projected Condition	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Gravel Haul and Supply	\$3,645.95			-	-	-	-	-	\$3,645.95	-	-	-	-
684 - Ruttan Road	\$5,944.05	80	68.05	\$5,944.05	-	-	-	-	-	-	-	-	-
Gravel Haul and Supply	\$5,944.05				-	-	-	-	-	-	-	-	-
686 - Storie Road	\$13,473.18	75	63.44	-	\$13,473.18	-	-	-	-	-	-	-	-
Gravel Haul and Supply	\$13,473.18			-	\$13,473.18	-	-	-	-	-	-	-	-
689 - Tinswood Road	\$8,394.02	90	76.54	-	-	-	-	-	-	\$8,394.02	-	-	-
Gravel Haul and Supply	\$8,394.02			-	-	-	-	-	-	\$8,394.02	-	-	-
3253 - Blackburn Road (North)	\$784.88	62	55.67	-	-	-	-	-	-	-	-	\$784.88	-
Gravel Haul and Supply #2	\$784.88			-	-	-	-	-	-	-	-	\$784.88	-
10519 - Lime Kiln GEOTECH STUDY	\$121,899.44	91	64.5	-	-	-	-	-	-	-	-	-	\$121,899.44
<Asset Replacement>	\$121,899.44			-	-	-	-	-	-	-	-	-	\$121,899.44
Road Network Total	\$611,322.26	78%	66%	\$52,552.95	\$55,047.56	\$47,804.77	\$56,170.10	\$57,702.03	\$51,564.17	\$52,595.44	\$57,440.60	\$58,545.20	\$121,899.44
Cumulative Total	\$611,322.26	78%	66%	\$52,552.95	\$55,047.56	\$47,804.77	\$56,170.10	\$57,702.03	\$51,564.17	\$52,595.44	\$57,440.60	\$58,545.20	\$121,899.44

Vehicles Equipment and Machinery 10 Year Capital plan

Table 1 of 1

	Event Cost	Projected Condition	Assessed Condition	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Equipment													
Roads Department	\$181,314.89	60%	79%		\$1,077.85	\$12,736.62	\$17,912.09	\$36,018.43	\$34,909.91	\$22,725.59	-	\$24,660.73	\$15,436.13
208 - Lawn Tractor 54"	\$18,836.72	39.97	78	-	-	-	-	\$18,836.72	-	-	-	-	-
<Asset Replacement>	\$18,836.72			-	-	-	-	\$18,836.72	-	-	-	-	-
754 - Utility Trailer	\$7,186.04	68.58	82	-	-	-	-	-	\$7,186.04	-	-	-	-
<Asset Replacement>	\$7,186.04			-	-	-	-	-	\$7,186.04	-	-	-	-
804 - Infobite Services, 950 INSFORBAS and wireless infobite Modules	\$14,145.36	0	50	\$14,145.36	-	-	-	-	-	-	-	-	-
<Asset Replacement>	\$14,145.36				-	-	-	-	-	-	-	-	-
819 - Push Mowers X 2 Cub Cadet	\$1,692.18	0	50		-	-	-	-	-	-	-	-	-
<Asset Replacement>	\$1,692.18				-	-	-	-	-	-	-	-	-
820 - Wood Splitter	\$5,144.87	87.54	93	-	-	-	-	-	-	-	-	\$5,144.87	-
<Asset Replacement>	\$5,144.87			-	-	-	-	-	-	-	-	\$5,144.87	-
822 - Pressure Washer / Boiler	\$9,260.70	71.41	88	-	-	-	-	-	-	\$9,260.70	-	-	-
<Asset Replacement>	\$9,260.70			-	-	-	-	-	-	\$9,260.70	-	-	-
823 - Miller Matic	\$11,196.31	77.73	82	-	-	-	-	-	\$11,196.31	-	-	-	-
<Asset Replacement>	\$11,196.31			-	-	-	-	-	\$11,196.31	-	-	-	-
824 - Miller Dial Arc	\$11,209.67	69.57	74	-	-	-	\$11,209.67	-	-	-	-	-	-
<Asset Replacement>	\$11,209.67			-	-	-	\$11,209.67	-	-	-	-	-	-
825 - Landscaping Power Tools	\$8,651.90	62.42	87	-	-	-	-	-	-	\$8,651.90	-	-	-
<Asset Replacement>	\$8,651.90			-	-	-	-	-	-	\$8,651.90	-	-	-
826 - Ditching Laser Receiver	\$6,702.42	49.89	70	-	-	-	\$6,702.42	-	-	-	-	-	-
<Asset Replacement>	\$6,702.42			-	-	-	\$6,702.42	-	-	-	-	-	-
828 - Dewalt Tool Box	\$2,935.15	89.09	94	-	-	-	-	-	-	-	-	\$2,935.15	-
<Asset Replacement>	\$2,935.15			-	-	-	-	-	-	-	-	\$2,935.15	-
829 - Fisher Polycaster	\$17,181.71	60	76	-	-	-	-	\$17,181.71	-	-	-	-	-
<Asset Replacement>	\$17,181.71			-	-	-	-	\$17,181.71	-	-	-	-	-
830 - Fisher Plow	\$16,527.56	68.58	82	-	-	-	-	-	\$16,527.56	-	-	-	-
<Asset Replacement>	\$16,527.56			-	-	-	-	-	\$16,527.56	-	-	-	-
831 - Western Plow	\$6,994.42	46.87	68	-	-	\$6,994.42	-	-	-	-	-	-	-
<Asset Replacement>	\$6,994.42			-	-	\$6,994.42	-	-	-	-	-	-	-
833 - Air Compressor	\$4,812.99	84.59	89	-	-	-	-	-	-	\$4,812.99	-	-	-
<Asset Replacement>	\$4,812.99			-	-	-	-	-	-	\$4,812.99	-	-	-
834 - Traffic Counters & Calming	\$15,436.13	84.06	95	-	-	-	-	-	-	-	-	-	\$15,436.13

	Event Cost	Projected Condition	Assessed Condition	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
<Asset Replacement>	\$15,436.13			-	-	-	-	-	-	-	-	-	\$15,436.13
835 - Fuel Tracking System	\$16,580.71	82.39	94	-	-	-	-	-	-	-	-	\$16,580.71	-
<Asset Replacement>	\$16,580.71			-	-	-	-	-	-	-	-	\$16,580.71	-
837 - Hoist (Electric)	\$5,742.20	60	67	-	-	\$5,742.20	-	-	-	-	-	-	-
<Asset Replacement>	\$5,742.20			-	-	\$5,742.20	-	-	-	-	-	-	-
841 - Jack (Long Chassis)	\$1,077.85	42.27	53	-	\$1,077.85	-	-	-	-	-	-	-	-
<Asset Replacement>	\$1,077.85			-	\$1,077.85	-	-	-	-	-	-	-	-
Equipment Total	\$181,314.89	60%	79%	\$14,145.36	\$1,077.85	\$12,736.62	\$17,912.09	\$36,018.43	\$34,909.91	\$22,725.59	-	\$24,660.73	\$15,436.13
Machinery													
Roads Department	\$803,490.53	64%	80%	-	-	-	\$531,010.91	\$59,422.73	-	-	\$213,056.89	-	-
210 - G5 Grader	\$531,010.91	56.92	75	-	-	-	\$531,010.91	-	-	-	-	-	-
<Asset Replacement>	\$531,010.91			-	-	-	\$531,010.91	-	-	-	-	-	-
211 - B8 Backhoe	\$213,056.89	82.39	96	-	-	-	-	-	-	-	\$213,056.89	-	-
<Asset Replacement>	\$213,056.89			-	-	-	-	-	-	-	\$213,056.89	-	-
818 - Wood Chipper	\$59,422.73	71.82	77	-	-	-	-	\$59,422.73	-	-	-	-	-
<Asset Replacement>	\$59,422.73			-	-	-	-	\$59,422.73	-	-	-	-	-
Machinery Total	\$803,490.53	64%	80%	-	-	-	\$531,010.91	\$59,422.73	-	-	\$213,056.89	-	-
Vehicles													
Roads Department -Heavy Vehicles	\$1,235,828.02	77%	92%	-	-	-	-	-	-	\$499,703.54	-	\$180,016.79	\$556,107.69
212 - Truck #22	\$180,016.79	84.06	94	-	-	-	-	-	-	-	-	\$180,016.79	-
<Asset Replacement>	\$180,016.79			-	-	-	-	-	-	-	-	\$180,016.79	-
214 - Truck #14	\$499,703.54	66.14	86	-	-	-	-	-	-	\$499,703.54	-	-	-
<Asset Replacement>	\$499,703.54			-	-	-	-	-	-	\$499,703.54	-	-	-
215 - Truck #24	\$556,107.69	85.62	96	-	-	-	-	-	-	-	-	-	\$556,107.69
<Asset Replacement>	\$556,107.69			-	-	-	-	-	-	-	-	-	\$556,107.69
Roads Department -Light Vehicles	\$170,021.96	45%	81%	-	\$60,863.40	-	-	-	-	-	-	\$109,158.56	-
216 - Truck #21	\$109,158.56	73.45	94	-	-	-	-	-	-	-	-	\$109,158.56	-
<Asset Replacement>	\$109,158.56			-	-	-	-	-	-	-	-	\$109,158.56	-
749 - Truck #11	\$60,863.40	0	60	-	\$60,863.40	-	-	-	-	-	-	-	-
<Asset Replacement>	\$60,863.40			-	\$60,863.40	-	-	-	-	-	-	-	-
Vehicles Total	\$1,405,849.98	73%	90%	-	\$60,863.40	-	-	-	-	\$499,703.54	-	\$289,175.35	\$556,107.69

	Event Cost	Projected Condition	Assessed Condition	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Cumulative Total	\$2,390,655.40	69%	86%	\$14,145.36	\$61,941.25	\$12,736.62	\$548,923.00	\$95,441.16	\$34,909.91	\$522,429.13	\$213,056.89	\$313,836.08	\$571,543.82

Horton Paved Roads Network Assessment Data

Table 1 of 1

Asset ID	Department	Category	Name	Description	Segment	Last Condition Assessment Value	Projected Condition	Length (km)	Projected Service Life Remaining	Projected Replacement Date	Replacement Cost	Annual Requirement
626	Transportation	Road Network	Collins Road	Castleford Road to Dead End	Roads LCB	70	63.99	0.31	37 Years 1 Month	2062-02-01	\$71,300.00	\$3,565.00
627	Transportation	Road Network	Cotieville Road	Highway 60 to McBride Road	Roads HCB	93	87.71	0.63	24 Years 3 Months	2049-04-01	\$245,700.00	\$8,190.00
628	Transportation	Road Network	Dregas Street	Burnstown Road to Dead End	Roads HCB	100	95.29	0.2	27 Years 8 Months	2052-09-01	\$78,000.00	\$2,600.00
635	Transportation	Road Network	Elliott Crescent (South)	Pinnacle Road to Elliot Crescent	Roads HCB	34	23.92	0.17	4 Years 11 Months	2029-12-01	\$66,300.00	\$2,210.00
638	Transportation	Road Network	Fraser Road	Burnstown Road to Municipal Boundary Line	Roads HCB	93	87.71	1.34	24 Years 3 Months	2049-04-01	\$522,600.00	\$17,420.00
639	Transportation	Road Network	Garden of Eden Road (South)	Bruce Street to Pinnacle Road	Roads HCB	81	74.69	4.5	19 Years 2 Months	2044-03-01	\$1,766,700.00	\$58,890.00
641	Transportation	Road Network	Gerald Street	Leslie Avenue to Cotieville Road	Roads LCB	97	85.34	0.36	27 Years 1 Month	2052-02-01	\$82,800.00	\$4,140.00
644	Transportation	Road Network	Goshen Road (South)	Yantha Road to Lochwinnoch Road	Roads LCB	90	85.74	2.94	13 Years 7 Months	2038-08-01	\$676,200.00	\$33,810.00
645	Transportation	Road Network	Grantham Road	River Road to Dead End	Roads HCB	77	70.41	0.16	17 Years 8 Months	2042-09-01	\$62,400.00	\$2,080.00
647	Transportation	Road Network	Harold Avenue	McBride Road to Dead end	Roads HCB	79	72.58	0.36	18 Years 5 Months	2043-06-01	\$140,400.00	\$4,680.00
648	Transportation	Road Network	Harper Avenue	McBride Road to Dead End	Roads HCB	78	71.38	0.31	18 Years	2043-01-01	\$120,900.00	\$4,030.00
650	Transportation	Road Network	Humphries Road (North)	Castleford Road to Dead End	Roads LCB	97	74.24	0.3	12 Years 4 Months	2037-05-01	\$69,000.00	\$3,450.00
652	Transportation	Road Network	Jamieson Lane	Gillan Road to Dead End	Roads HCB	65	63.57	0.7	15 Years 5 Months	2040-06-01	\$273,000.00	\$9,100.00
653	Transportation	Road Network	Jane Street	Dregas Street to Knight Street	Roads HCB	100	95.29	0.13	27 Years 8 Months	2052-09-01	\$50,700.00	\$1,690.00
656	Transportation	Road Network	Johnston Road	Castleford Road to Storyland Road	Roads HCB	90	84.3	4.57	22 Years 10 Months	2047-11-01	\$1,782,300.00	\$59,410.00

Asset ID	Department	Category	Name	Description	Segment	Last Condition Assessment Value	Projected Condition	Length (km)	Projected Service Life Remaining	Projected Replacement Date	Replacement Cost	Annual Requirement
659	Transportation	Road Network	Knight Street	Burnstown Road to Dead End	Roads HCB	100	95.29	0.38	27 Years 8 Months	2052-09-01	\$148,200.00	\$4,940.00
661	Transportation	Road Network	Leslie Avenue	McBride Road to Dead End	Roads HCB	79	72.58	0.37	18 Years 5 Months	2043-06-01	\$144,300.00	\$4,810.00
665	Transportation	Road Network	Margaret Street	Knight Street to Dead End	Roads HCB	100	95.29	0.28	27 Years 8 Months	2052-09-01	\$81,900.00	\$2,730.00
667	Transportation	Road Network	McBride Road (South)	Cotieville Road to Dead End	Roads HCB	96	90.96	1.04	25 Years 8 Months	2050-09-01	\$405,600.00	\$13,520.00
671	Transportation	Road Network	Mullins Rd (West)	Johnston Road to Eady Road	Roads HCB	100	97.52	1.41	28 Years 9 Months	2053-10-01	\$549,900.00	\$18,330.00
673	Transportation	Road Network	Nadobny Lane	Pucker Street to Knight Street	Roads HCB	100	95.29	0.62	27 Years 8 Months	2052-09-01	\$241,800.00	\$8,060.00
676	Transportation	Road Network	Paddy Street	Knight Street to Dregas Street	Roads HCB	100	95.29	0.13	27 Years 8 Months	2052-09-01	\$50,700.00	\$1,690.00
677	Transportation	Road Network	Pallen Road	Johnston Road to Dead End	Roads LCB	70	63.99	0.22	37 Years 1 Month	2062-02-01	\$50,600.00	\$2,530.00
679	Transportation	Road Network	Pinnacle Rd (West)	Highway 60 to Kasaboski Road	Roads HCB	85	78.98	1.91	20 Years 9 Months	2045-10-01	\$744,900.00	\$24,830.00
680	Transportation	Road Network	Pinnacle Rd (Middle)	Kasaboskie Road to Price Road	Roads HCB	70	62.78	1.9	15 Years 2 Months	2040-03-01	\$741,000.00	\$24,700.00
681	Transportation	Road Network	Pinnacle Rd (East)	Price Road to Highway 17	Roads HCB	78	71.38	3.52	18 Years	2043-01-01	\$1,372,800.00	\$45,760.00
683	Transportation	Road Network	Pucker Street	Burnstown Road to Blackburn Road	Roads HCB	100	95.29	1.52	27 Years 8 Months	2052-09-01	\$592,800.00	\$19,760.00
685	Transportation	Road Network	Sherwood Street	McBride Road to Madeleine Street	Roads HCB	85	78.98	0.24	20 Years 9 Months	2045-10-01	\$93,600.00	\$3,120.00
687	Transportation	Road Network	Thompsonhill Cemetery Street	Margaret Street to Burnstown Road	Roads HCB	100	95.29	0.31	27 Years 8 Months	2052-09-01	\$120,900.00	\$4,030.00
688	Transportation	Road Network	Thomson Road	Lochwinnoch Road to River Road	Roads HCB	94	88.68	5.94	24 Years 8 Months	2049-09-01	\$2,316,600.00	\$77,220.00

Asset ID	Department	Category	Name	Description	Segment	Last Condition Assessment Value	Projected Condition	Length (km)	Projected Service Life Remaining	Projected Replacement Date	Replacement Cost	Annual Requirement
691	Transportation	Road Network	Whitton Road (South)	Gillan Road to Dead End	Roads HCB	96	90.96	1.6	25 Years 8 Months	2050-09-01	\$624,000.00	\$20,800.00
692	Transportation	Road Network	Whitton Road (North)	Algonquin Trail to Gillan Road	Roads HCB	74	67.18	1.6	16 Years 7 Months	2041-08-01	\$624,000.00	\$20,800.00
809	Transportation	Road Network	Cobus Road (LCB)	From Bruce St to 226 Cobus Rd	Roads LCB	40	24.74	1.5	7 Years 1 Month	2032-02-01	\$345,000.00	\$17,250.00
812	Transportation	Road Network	Lime Kiln Road (LCB)	Gillan Road to 49 Lime Kiln Road	Roads LCB	100	96.74	0.55	19 Years 7 Months	2044-08-01	\$126,500.00	\$6,325.00
813	Transportation	Road Network	Madeleine Street (LCB)	From Sherwood St to Harper Ave	Roads LCB	90	80.25	0.09	17 Years 4 Months	2042-05-01	\$20,700.00	\$1,035.00
815	Transportation	Road Network	Lochwinnoch Road (McNab)	Burnstown Road to Municipal Boundary Line	Roads HCB	40	33.63	2.607	7 Years 2 Months	2032-03-01	\$1,016,730.00	\$33,891.00
						84.47222222222223	77.97916666666666	44.717	21 Years 7 Months		\$16,420,830.00	\$571,396.00

2018 to 2027 Road Management Plan Paved Roads Condition Rating

APPENDIX D-1

SECTION ID	DESCRIPTION	LENGTH	SURFACE WIDTH	SURFACE TYPE	2017 Condition Rating	CAPITAL FOR CONDITION RATING 6	CAPITAL FOR CONDITION RATING 10	YEAR FOR CAPITAL
R001	Johnston Rd. - South Section *	1.7	6.5	LCB	4	\$ -	\$ 1,096,000	2018
R062	Knight St.	0.4	7.0	HCB - Single Lift	4	\$ 72,400	\$ 720,000	2018
R073	Gerald St.	0.36	6.3	HCB - Single Lift	3	\$ 65,160	\$ 100,000	2018
R067	Paddy St.	0.1	5.4	HCB - Single Lift	5	\$ 21,200	\$ 75,000	2018
R063	Thomsonhill Cemetary St.	0.3	6.3	HCB - Single Lift	3	\$ 63,000	\$ 540,000	2018
R064	Nadobny Ln.	0.6	6.6	HCB - Single Lift	3	\$ 127,000	\$ 1,080,000	2018
R065	Margaret St.	0.2	5.4	HCB - Single Lift	4	\$ 42,000	\$ 360,000	2018
R061	Dregas St.	0.2	7	HCB - Single Lift	5	\$ 42,000	\$ 375,000	2018
R066	Jane St.	0.1	5.1	HCB - Single Lift	5	\$ 21,200	\$ 75,000	2018
R026	Cotieville Rd	0.6	7.2	LCB	3	\$ 103,000	\$ 234,000	2019
R025A	Elliot Crescent - Paved Section	0.2	5.3	HCB - Single Lift	3	\$ 34,400	\$ 75,000	2019
R027	McBride Rd. - South Section	1	6.2	LCB	3	\$ 93,500	\$ 150,000	2019
R054	Whitton Rd. - Paved South Section	0.38	5.6	LCB	4	\$ 55,000	\$ 228,000	2020
R059	Pucker St.	1.5	10	HCB - Single Lift	6	\$ 258,000	\$ 315,000	2020
R056	Jamieson Ln.	0.7	5.8	HCB - Single Lift	3	\$ 111,000	\$ 216,000	2021
R070	Harold Ave.	0.35	6.0	HCB - Single Lift	5	\$ -	\$ 60,000	2021
R071	Harper Ave.	0.3	6.4	HCB - Single Lift	5	\$ -	\$ 64,000	2021
R020	Pinnacle Rd.	3.8	7	HCB - Single Lift	7	\$ 653,000	\$ 800,000	2022
R069	Leslie Ave.	0.3	6.2	HCB - Single Lift	5	\$ 63,600	\$ 78,600	2023
R050	Goshen Rd. - South Section	3	8.3	LCB	7	\$ 319,000	\$ 450,000	2024
R053	Whitton Rd. - Paved North Section	1.6	6.4	HCB - Single Lift	7	\$ 258,000	\$ 315,000	2025
R072	Sherwood St.	0.23	6.5	HCB - Single Lift	6	\$ 42,000	\$ 50,000	2025
R003	Mullins Rd. - Paved Middle Section	1.4	5.1	LCB	6	\$ 50,000	\$ 150,000	2026
R075	Grantham Rd.	0.1	7.5	HCB - Single Lift	8	\$ -	\$ 18,000	2026
R019	Pinnacle Rd	3.5	6.1	HCB - Single Lift	9	\$ -	\$ 455,000	2027

* Uses all available Funding

123 points out of 250 =
49.2% average rating

RETURN TO AGENDA

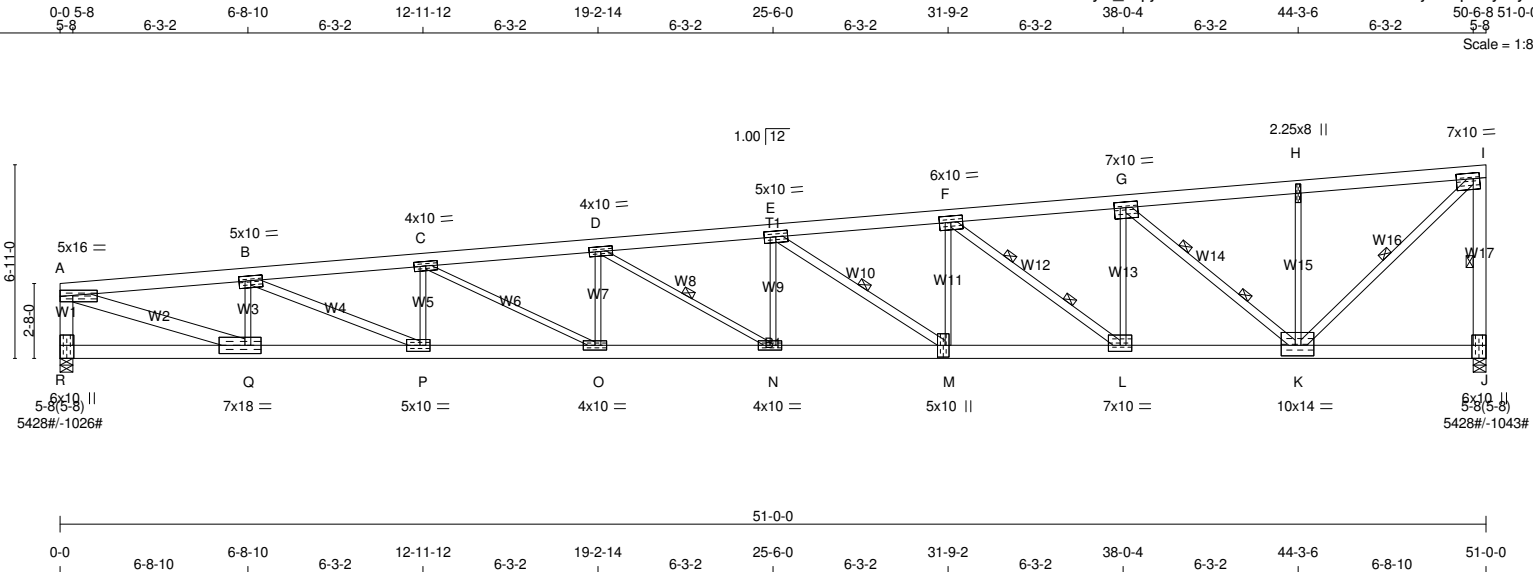
VALLEY ROOF TRUSS, BRAESIDE

8.700 s Mar 22 2023 MiTek Industries, Inc. Mon Aug 21 15:12:22 2023 Page 1

ID:BSZOrBGOBV6k6S?2ZHuiylc_K-pjtIQYMMMeEd4fPvdemunA2PVI2njD0VpE7yrTylbtd

50-6-8 51-0-0 5-8

Scale = 1:82.4



Overall Truss Height: 6-11-0

Heel to Peak: Left 51-5-10

Overhang Rake Distance: Left 0-0, Right 0-0

Qty: 1 Span: 51-0-0 Slope: 1.00/12, 0.00/12 Overhang: 0-0, 0-0 Loading: 50.1-10.0-10.0-7.0 Spacing: 2-0-0 o.c. Camber: 3/8 in Weight: 285 lb

NOTES-

1) Bearing capacity is increased by the plate at joint(s) R, J. Plate must be within 1/4 in of bearing surface.

WARNING: T1, B1 not in stock.

Qty	Ln	Lumber	Brd/Ft	Qty	Size	Gauge
1	51	2x6 SPF 2100F 1.8ED	51.00	2	2.25 X 8	MT20
1	52	2x6 SPF 2100F 1.8ED	52.00	8	4 X 10	
1	6	2x6 SPF No.2D	6.00	8	5 X 10	
1	2	2x6 SPF No.2D	2.00	2	5 X 16	
1	7	2x6 SPF 1650F 1.5ED	7.00	6	6 X 10	
1	2	2x3 SPF No.2D	1.25	6	7 X 10	
4	8	2x4 SPF No.2D	21.33	2	7 X 18	
1	3	2x3 SPF No.2D	1.50	2	10 X 14	
2	7	2x3 SPF No.2D	7.00	MT20 Plate Area = 2228.000		
1	3	2x3 SPF No.2D	1.75			
1	4	2x3 SPF No.2D	2.00			
2	5	2x3 SPF No.2D	5.00			
1	6	2x3 SPF No.2D	3.00			
1	10	2x4 SPF 2100F 1.8ED	6.67			

TOTAL = 167.50

====<<<< CHORDS >>>>====(Sq.Cut=0)

PIECE: T1 Qty. 1 4.8 OL:51-2-9 CL:51-2-2 LS:51-2-2	PIECE: W14 Qty. 1 39.1 OL:7-9-10 CL:7-9-10 LS:7-6-6	PIECE: W8 Qty. 1 29.0 OL:6-11-1 CL:6-11-1 LS:6-8-8
PIECE: B1 Qty. 1 0.0 OL:51-0-0 CL:51-0-0 LS:51-0-0	PIECE: W12 Qty. 1 36.0 OL:7-5-13 CL:7-5-13 LS:7-2-8	PIECE: W6 Qty. 1 25.1 OL:6-8-3 CL:6-8-3 LS:6-5-7
====<<<< WEBS >>>>====(Sq.Cut=0)		
PIECE: W2 Qty. 1 16.2 OL:6-4-15 CL:6-4-15 LS:5-8-15	PIECE: W10 Qty. 1 32.7 OL:7-2-5 CL:7-2-5 LS:6-10-14	PIECE: W15 Qty. 1 4.8 OL:5-5-6 CL:5-5-4 LS:5-5-6
PIECE: W16 Qty. 1 44.1 OL:8-6-13 CL:8-6-13 LS:8-3-5	PIECE: W4 Qty. 1 20.9 OL:6-5-12 CL:6-5-12 LS:6-1-7	PIECE: W13 Qty. 1 4.8 OL:4-11-2 CL:4-11-0 LS:4-11-2

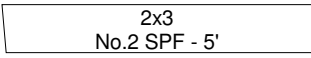
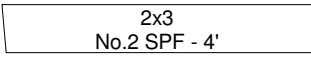
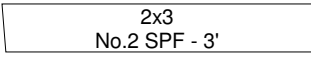
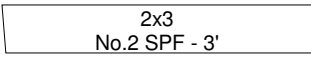
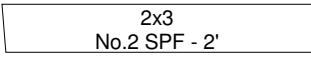
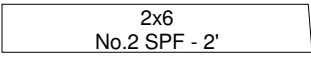
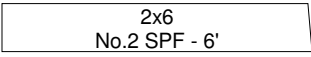
RETURN TO AGENDA

Job COM2023	Truss M01	Truss Type ROOF TRUSS	Qty 1	Ply 1	25
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VALLEY ROOF TRUSS, BRAESIDE

8.700 s Mar 22 2023 MiTek Industries, Inc. Mon Aug 21 15:12:22 2023 Page 2
ID:tBSZOrBGO rBV6k6S?2ZHuiylc_K-pjtIQYNMMeEd4fPvdemunA2PVI2njD0VpE7yrTylbtd

====<<< WEBS >>>====(Sq.Cut=0)

PIECE: W11	Qty. 1
 <p>2x3 No.2 SPF - 5'</p>	0.0
4.8	
OL:4-4-14 CL:4-4-12 LS:4-4-14	
PIECE: W9	Qty. 1
 <p>2x3 No.2 SPF - 4'</p>	0.0
4.8	
OL:3-10-9 CL:3-10-8 LS:3-10-9	
PIECE: W7	Qty. 1
 <p>2x3 No.2 SPF - 3'</p>	0.0
4.8	
OL:3-4-5 CL:3-4-4 LS:3-4-5	
PIECE: W5	Qty. 1
 <p>2x3 No.2 SPF - 3'</p>	0.0
4.8	
OL:2-10-1 CL:2-9-15 LS:2-10-1	
PIECE: W3	Qty. 1
 <p>2x3 No.2 SPF - 2'</p>	0.0
4.8	
OL:2-3-13 CL:2-3-11 LS:2-3-13	
PIECE: W1	Qty. 1
 <p>2x6 No.2 SPF - 2'</p>	4.8
0.0	
OL:1-9-7 CL:1-9-3 LS:1-9-7	
PIECE: W17	Qty. 1
 <p>2x6 No.2 SPF - 6'</p>	4.8
0.0	
OL:6-0-0 CL:5-11-12 LS:6-0-0	

Board Footage

Top Chord: 60.00
Bottom Chord: 51.00
Web: 56.50
B.F. Per Truss 167.50
Total All Truss 667.50

RETURN TO AGENDA

**Prepared For**

Adam Knapp
(613) 281-1315

Troy Murdock Contracting

3034 Blackbay Lane
Renfrew, Ontario K7V3Z8
Phone: (613) 223-2456
Email: troymurdock3@gmail.com

Estimate # 218
Date 23/08/2023
Business / Tax # 740225107

Description	Total
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Roofing	\$90,250.00
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Horton Township Garage Roof
New truss roof design
2x4 x16 spruce sleepers installed ,front, middle, rear, for Trusses to sit on.
Trusses
Blocking every 4 ft for support
Bracing as per truss spec
3/4 spruce plywood installed
Blue skin water proofing membrane installed
Architecture shingles installed
Close rear roof in with soffit
Custom drip edge and flashing
Strapping for steel siding
Steel siding brown installed
Extended gas pipe and plumbing stack
Materials \$ 50 250.00
Labor \$ 40,000.00
Includes crane and manlift

Note . Deposit is required 30% down before starting. Thanks

Subtotal	\$90,250.00
hst	\$11,732.50
Total	\$101,982.50

By signing this document, the customer agrees to the services and conditions outlined in this document.

Adam Knapp



**Township of Horton
COUNCIL / COMMITTEE REPORT**

Title: 2025 Proposed Departmental Operational Funding	Date:	Oct 9 th 2024
	Council/Committee:	TES
	Author:	Adam Knapp, Public Works Manager
	Department:	Transportation, Recreation, and Environmental Services

RECOMMENDATIONS:

THAT the TES committee receive this report as information.

BACKGROUND:

Staff propose the following overview of the operating budget. The complete detailed operating budget shall be delivered to the Treasure and established throughout the 2025 budgetary process.

Paved Roads Maintenance

- The estimated funding required in 2025 is **\$42,000**
- The Paved Roads 10 Year Capital Plan consists of works such as:
- In house “scratch coating”. A thin lift overlay of hot mix asphalt is applied, with our shoulder spreader, to the existing pavement to reduce distortion, severe lateral cracking, and wheel rutting in the road. This work is typically performed the year before or early in the year of a surface treatment application.
- In house cold patching. Only minor pot holes are repaired with cold patch. Significant potholes are repaired with a “scratch coat” which bonds better to the existing pavement, delivers superior ride quality, and lasts much longer than cold patch.
- Contracted minor and major crack sealing. Minor crack sealing is typically applied with the first 5 to 7 years of a roads lifecycle. Major crack sealing is typically applied between 10 and 15 years of a roads lifecycle and is performed one to two years before a fog seal or Cape Seal is applied to the roadway. Fog or Cape Seals will seal small cracks and rejuvenate the roadway but will not seal large cracks. Large cracks must be sealed prior to surface treatment application, or they will transfer through the treatment making the roadway susceptible to water penetration and compromise the roads base significantly lowering the life expectancy.
- Contracted 5-year cyclical shoulder sealing to reduce shoulder washout by applying or rejuvenating half of the Township’s sealed shoulder areas every 5 year.
- By contracting out only the works we are not equipped to perform in house we mitigate the cost of the Capital projects and ensure our paved roads network remains in a healthy and sustainable condition.
- **The proposed shall be funded through the roads maintenance – paved operating budget**
- See the Paved Roads 10 Year Operational Maintenance Plan for detailed breakdown.

Culverts

RETURN TO AGENDA

- The estimated funding required in 2025 is **\$30,000**
- All culverts proposed shall be replaced by in-house staff and are among the worst condition culverts in the Township. The larger span culverts shall be the priority as they pose a higher risk to public safety and failure of the road.
- Staff shall request 3 informal quotations for the culverts and utilize the LAS program through Canoe procurements which has pre vetted preferred providers of competitively priced and sustainable goods and services. The program is endorsed by the Association of Municipalities of Ontario.
- Procuring these type of good through a formal request for quotation processes usually does not attract many bidders or competitive pricing which is the reasoning for using an informal process and the canoe program.
- **The proposed funding is through the yearly culvert operating budget.**
- See the 2025 Culvert Replacement Plan for detailed breakdown of the culverts proposed for replacement in 2025.

HVAC and Plumbing

- The estimated funding requirement in 2025 is **\$4,200**
- The commercial grade water heater in the Public Works Garage has been flagged for replacement by our plumbing maintenance contractor.
- Staff shall have our plumbing contractor supply and install a like for like replacement.
- **The proposed funding is through the Public Works building maintenance operating budget as it is below the \$5,000 capital threshold and sufficient funding is currently allotted**
- See the HVAC and Plumbing 10 Year Operating Plan for detailed breakdown.

ALTERNATIVES:

N/A

FINANCIAL IMPLICATIONS:

As stated in the background section

ATTACHMENTS:

Paved Roads 10 Year Operational Maintenance Plan

2025 Culvert Replacement Plan

AVL Quotation

HVAC and Plumbing 10 Year Operating Plan

CONSULTATIONS:

Nathalie Moore – Treasurer

Prepared by: Adam Knapp, Public Works Manager

Reviewed by: Hope Dillabough, CAO/Clerk

RETURN TO AGENDA

Table 1 of 1

	Event Cost	Projected Condition	Assessed Condition	Length (km)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Road Network														
Roads HCB	\$285,011.39	80%	89%		\$38,607.00	\$38,942.18	\$7,428.45	\$39,920.11	\$30,008.91	\$65,159.75	\$35,436.96	-	\$20,914.12	\$8,593.91
627 - Cotieville Road	\$3,409.66	85.32	93	0.63	-	-	-	\$3,409.66	-	-	-	-	-	-
Major Crack Sealing	\$3,409.66				-	-	-	\$3,409.66	-	-	-	-	-	-
628 - Dregas Street	\$1,619.57	93.16	100	0.2	-	-	\$424.48	-	-	-	-	-	\$1,195.09	-
Minor Crack Sealing	\$424.48				-	-	\$424.48	-	-	-	-	-	-	-
Major Crack Sealing	\$1,195.09				-	-	-	-	-	-	-	-	\$1,195.09	-
635 - Elliott Crescent (South)	\$2,710.19	19.37	34	0.17	-	\$1,238.08	-	\$1,472.11	-	-	-	-	-	-
Major Crack Sealing	\$884.34				-	\$884.34	-	-	-	-	-	-	-	-
Minor Crack Sealing	\$353.74				-	\$353.74	-	-	-	-	-	-	-	-
Scratch Coat	\$1,472.11				-	-	-	\$1,472.11	-	-	-	-	-	-
638 - Fraser Road	\$7,397.34	85.32	93	1.34	-	-	-	-	\$7,397.34	-	-	-	-	-
Major Crack Sealing	\$7,397.34				-	-	-	-	\$7,397.34	-	-	-	-	-
639 - Garden of Eden Road (South)	\$60,807.10	71.86	81	4.5	\$23,103.00	\$37,704.10	-	-	-	-	-	-	-	-
Major Crack Sealing	\$23,103.00				\$23,103.00	-	-	-	-	-	-	-	-	-
Scratch Coat	\$37,704.10				-	\$37,704.10	-	-	-	-	-	-	-	-
645 - Grantham Road	\$2,597.84	67.44	77	0.16	-	-	-	\$2,597.84	-	-	-	-	-	-
Minor Crack Sealing	\$346.38				-	-	-	\$346.38	-	-	-	-	-	-
Major Crack Sealing	\$865.95				-	-	-	\$865.95	-	-	-	-	-	-
Scratch Coat	\$1,385.51				-	-	-	\$1,385.51	-	-	-	-	-	-
653 - Jane Street	\$1,052.72	93.16	100	0.13	-	-	\$275.91	-	-	-	-	-	\$776.81	-
Minor Crack Sealing	\$275.91				-	-	\$275.91	-	-	-	-	-	-	-
Major Crack Sealing	\$776.81				-	-	-	-	-	-	-	-	\$776.81	-
656 - Johnston Road	\$26,247.47	81.79	90	4.57	-	-	-	-	-	-	\$26,247.47	-	-	-
Major Crack Sealing	\$26,247.47				-	-	-	-	-	-	\$26,247.47	-	-	-
659 - Knight Street	\$3,077.20	93.16	100	0.38	-	-	\$806.52	-	-	-	-	-	\$2,270.68	-
Minor Crack Sealing	\$806.52				-	-	\$806.52	-	-	-	-	-	-	-
Major Crack Sealing	\$2,270.68				-	-	-	-	-	-	-	-	\$2,270.68	-
665 - Margaret Street	\$1,700.56	93.16	100	0.28	-	-	\$445.71	-	-	-	-	-	\$1,254.85	-
Minor Crack Sealing	\$445.71				-	-	\$445.71	-	-	-	-	-	-	-

	Event Cost	Projected Condition	Assessed Condition	Length (km)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Major Crack Sealing	\$1,254.85				-	-	-	-	-	-	-	-	\$1,254.85	-
667 - McBride Road (South)	\$5,741.22	88.68	96	1.04	-	-	-	-	\$5,741.22	-	-	-	-	-
Major Crack Sealing	\$5,741.22				-	-	-	-	\$5,741.22	-	-	-	-	-
671 - Mullins Rd (West)	\$11,646.37	95.47	100	1.41	-	-	-	\$3,052.46	-	-	-	-	-	\$8,593.91
Minor Crack Sealing	\$3,052.46				-	-	-	\$3,052.46	-	-	-	-	-	-
Major Crack Sealing	\$8,593.91				-	-	-	-	-	-	-	-	-	\$8,593.91
673 - Nadobny Lane	\$5,020.69	93.16	100	0.62	-	-	\$1,315.90	-	-	-	-	-	\$3,704.79	-
Minor Crack Sealing	\$1,315.90				-	-	\$1,315.90	-	-	-	-	-	-	-
Major Crack Sealing	\$3,704.79				-	-	-	-	-	-	-	-	\$3,704.79	-
676 - Paddy Street	\$1,052.72	93.16	100	0.13	-	-	\$275.91	-	-	-	-	-	\$776.81	-
Minor Crack Sealing	\$275.91				-	-	\$275.91	-	-	-	-	-	-	-
Major Crack Sealing	\$776.81				-	-	-	-	-	-	-	-	\$776.81	-
679 - Pinnacle Rd (West)	\$27,207.58	76.3	85	1.91	-	-	-	\$10,337.23	\$16,870.35	-	-	-	-	-
Major Crack Sealing	\$10,337.23				-	-	-	\$10,337.23	-	-	-	-	-	-
Scratch Coat	\$16,870.35				-	-	-	-	\$16,870.35	-	-	-	-	-
680 - Pinnacle Rd (Middle)	\$15,504.00	59.55	70	1.9	\$15,504.00	-	-	-	-	-	-	-	-	-
Scratch Coat	\$15,504.00				\$15,504.00	-	-	-	-	-	-	-	-	-
681 - Pinnacle Rd (East)	\$50,763.54	68.44	78	3.52	-	-	-	\$19,050.81	-	\$31,712.73	-	-	-	-
Major Crack Sealing	\$19,050.81				-	-	-	\$19,050.81	-	-	-	-	-	-
Scratch Coat	\$31,712.73				-	-	-	-	-	\$31,712.73	-	-	-	-
683 - Pucker Street	\$12,308.77	93.16	100	1.52	-	-	\$3,226.07	-	-	-	-	-	\$9,082.70	-
Minor Crack Sealing	\$3,226.07				-	-	\$3,226.07	-	-	-	-	-	-	-
Major Crack Sealing	\$9,082.70				-	-	-	-	-	-	-	-	\$9,082.70	-
687 - Thompsonhill Cemetery Street	\$2,510.34	93.16	100	0.31	-	-	\$657.95	-	-	-	-	-	\$1,852.39	-
Minor Crack Sealing	\$657.95				-	-	\$657.95	-	-	-	-	-	-	-
Major Crack Sealing	\$1,852.39				-	-	-	-	-	-	-	-	\$1,852.39	-
688 - Thomson Road	\$33,447.02	86.32	94	5.94	-	-	-	-	-	\$33,447.02	-	-	-	-
Major Crack Sealing	\$33,447.02				-	-	-	-	-	\$33,447.02	-	-	-	-

	Event Cost	Projected Condition	Assessed Condition	Length (km)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
	2													
691 - Whitton Road (South)	\$9,189.49	88.68	96	1.6	-	-	-	-	-	-	\$9,189.49	-	-	-
Major Crack Sealing	\$9,189.49				-	-	-	-	-	-	\$9,189.49	-	-	-
Roads LCB	\$2,524.50	66%	97%		\$2,524.50	-	-	-	-	-	-	-	-	-
650 - Humphries Road (North)	\$2,524.50	65.69	97	0.3	\$2,524.50	-	-	-	-	-	-	-	-	-
Scratch Coat	\$2,524.50				\$2,524.50	-	-	-	-	-	-	-	-	-
Shoulder Sealing all areas	\$47,448.43	0%	10%		-	-	\$22,550.67	-	-	-	-	\$24,897.76	-	-
10522 - Shoulder Sealing Program	\$47,448.43	0	10		-	-	\$22,550.67	-	-	-	-	\$24,897.76	-	-
Shoulder Sealing Cycle	\$47,448.43				-	-	\$22,550.67	-	-	-	-	\$24,897.76	-	-
Road Network Total	\$334,984.32	80%	89%		\$41,131.50	\$38,942.18	\$29,979.12	\$39,920.11	\$30,008.91	\$65,159.75	\$35,436.96	\$24,897.76	\$20,914.12	\$8,593.91
Cumulative Total	\$334,984.32	80%	89%		\$41,131.50	\$38,942.18	\$29,979.12	\$39,920.11	\$30,008.91	\$65,159.75	\$35,436.96	\$24,897.76	\$20,914.12	\$8,593.91

2025 Culvert Replacement Plan

Table 1 of 1

Asset ID	Location	Type	Segment	Length (Lifecycle Quantity)	Total Span MM	Material	Description	Last Condition Assessment Value	Projected Condition	Projected Service Life Remaining	Scheduled Replacement Date	Drainage Type	Replacement Cost
9974	Humphries Road	Cross	Culverts 600mm to 1000mm	14 m	900	Corrugated Steel	Beside farm entrance 675	30	18.18	10 Months	2025-07-01	Ditch	\$8,680.00
9976	Cobus Road	Cross	Culverts 600mm to 1000mm	20 m	900	Corrugated Steel	Left of address 129	30	18.18	10 Months	2025-07-01	River/Stream	\$12,400.00
10222	Garden of Eden Road	Cross	Culverts 450mm or less	14 m	300	Corrugated Steel	At pole C9ESWZ	30	18.18	10 Months	2025-07-01	Ditch	\$2,100.00
10228	Orin Road	Cross	Culverts 450mm or less	14 m	300	Corrugated Steel	Just after big culvert at Crozier creek	30	18.18	10 Months	2025-07-01	Other	\$2,100.00
10269	Mullins Road	Cross	Culverts 450mm or less	14 m	400	Corrugated Steel	Cross Culvert by wooden fence guard rails on Mullins	30	18.18	10 Months	2025-07-01	Ditch	\$2,100.00
10337	Garden of Eden Road	Cross	Culverts 450mm or less	14 m	450	Corrugated Steel	At swamp before pigeon hill	30	18.18	10 Months	2025-07-01	Ditch	\$2,100.00
					3250			30	18.18000000000003	10 Months			\$29,480.00

HVAC and Plumbing 10 Year Operating Plan

Table 1 of 1

	Event Cost	Projected Condition	Assessed Condition	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
HVAC													
Cook Stoves	\$29,285.85	78%	86%	-	-	-	-	\$1,239.88	-	-	-	\$20,267.57	\$7,778.40
10450 - FloAir	\$7,778.40	81.22	89	-	-	-	-	-	-	-	-	-	\$7,778.40
<Asset Replacement>	\$7,778.40			-	-	-	-	-	-	-	-	-	\$7,778.40
10452 - Garland	\$18,598.03	77.39	86	-	-	-	-	-	-	-	-	\$18,598.03	-
<Asset Replacement>	\$18,598.03			-	-	-	-	-	-	-	-	\$18,598.03	-
10479 - Frigidaire	\$1,669.54	75.99	85	-	-	-	-	-	-	-	-	\$1,669.54	-
<Asset Replacement>	\$1,669.54			-	-	-	-	-	-	-	-	\$1,669.54	-
10484 - Kelvinator	\$1,239.88	62.16	80	-	-	-	-	\$1,239.88	-	-	-	-	-
<Asset Replacement>	\$1,239.88			-	-	-	-	\$1,239.88	-	-	-	-	-
Furnaces, Heaters and AC	\$161,494.79	61%	75%	-	\$6,751.16	\$31,367.18	-	\$2,466.52	\$4,403.30	\$68,405.36	-	\$48,101.27	-
10434 - Rinnai	\$10,060.19	69.17	80	-	-	-	-	-	-	\$10,060.19	-	-	-
<Asset Replacement>	\$10,060.19			-	-	-	-	-	-	\$10,060.19	-	-	-
10436 - AO Smith	\$24,401.40	78.72	87	-	-	-	-	-	-	-	-	\$24,401.40	-
<Asset Replacement>	\$24,401.40			-	-	-	-	-	-	-	-	\$24,401.40	-
10437 - Stelpro	\$1,443.90	66.14	79	-	-	-	-	-	-	\$1,443.90	-	-	-
<Asset Replacement>	\$1,443.90			-	-	-	-	-	-	\$1,443.90	-	-	-
10438 - Stelpro	\$1,443.90	66.14	79	-	-	-	-	-	-	\$1,443.90	-	-	-
<Asset Replacement>	\$1,443.90			-	-	-	-	-	-	\$1,443.90	-	-	-
10439 - Stelpro	\$2,406.50	66.14	79	-	-	-	-	-	-	\$2,406.50	-	-	-
<Asset Replacement>	\$2,406.50			-	-	-	-	-	-	\$2,406.50	-	-	-
10440 - Stelpro	\$2,406.50	66.14	79	-	-	-	-	-	-	\$2,406.50	-	-	-
<Asset Replacement>	\$2,406.50			-	-	-	-	-	-	\$2,406.50	-	-	-
10441 - Stelpro	\$2,406.50	67.38	79	-	-	-	-	-	-	\$2,406.50	-	-	-
<Asset Replacement>	\$2,406.50			-	-	-	-	-	-	\$2,406.50	-	-	-
10442 - Stelpro	\$2,887.80	67.38	79	-	-	-	-	-	-	\$2,887.80	-	-	-
<Asset Replacement>	\$2,887.80			-	-	-	-	-	-	\$2,887.80	-	-	-
10443 - Stelpro	\$2,566.16	67.38	79	-	-	-	-	-	-	\$2,566.16	-	-	-
<Asset Replacement>	\$2,566.16			-	-	-	-	-	-	\$2,566.16	-	-	-

	Event Cost	Projected Condition	Assessed Condition	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
10444 - Stelpro	\$2,566.16	67.38	79	-	-	-	-	-	-	\$2,566.16	-	-	-
<Asset Replacement>	\$2,566.16			-	-	-	-	-	-	\$2,566.16	-	-	-
10445 - Stelpro	\$2,566.16	67.38	79	-	-	-	-	-	-	\$2,566.16	-	-	-
<Asset Replacement>	\$2,566.16			-	-	-	-	-	-	\$2,566.16	-	-	-
10446 - Stelpro	\$2,566.16	67.38	79	-	-	-	-	-	-	\$2,566.16	-	-	-
<Asset Replacement>	\$2,566.16			-	-	-	-	-	-	\$2,566.16	-	-	-
10447 - Stelpro	\$2,566.16	67.38	79	-	-	-	-	-	-	\$2,566.16	-	-	-
<Asset Replacement>	\$2,566.16			-	-	-	-	-	-	\$2,566.16	-	-	-
10448 - Stelpro	\$1,283.08	67.38	79	-	-	-	-	-	-	\$1,283.08	-	-	-
<Asset Replacement>	\$1,283.08			-	-	-	-	-	-	\$1,283.08	-	-	-
10449 - Stelpro	\$1,283.08	67.38	79	-	-	-	-	-	-	\$1,283.08	-	-	-
<Asset Replacement>	\$1,283.08			-	-	-	-	-	-	\$1,283.08	-	-	-
10459 - Keeprite	\$4,506.69	75.99	85	-	-	-	-	-	-	-	-	\$4,506.69	-
<Asset Replacement>	\$4,506.69			-	-	-	-	-	-	-	-	\$4,506.69	-
10460 - Keeprite	\$4,506.69	75.99	85	-	-	-	-	-	-	-	-	\$4,506.69	-
<Asset Replacement>	\$4,506.69			-	-	-	-	-	-	-	-	\$4,506.69	-
10461 - International Comfort Products	\$4,672.81	75.99	85	-	-	-	-	-	-	-	-	\$4,672.81	-
<Asset Replacement>	\$4,672.81			-	-	-	-	-	-	-	-	\$4,672.81	-
10462 - International Comfort Products	\$4,403.30	61.45	75	-	-	-	-	-	\$4,403.30	-	-	-	-
<Asset Replacement>	\$4,403.30			-	-	-	-	-	\$4,403.30	-	-	-	-
10463 - York	\$8,612.85	67.38	79	-	-	-	-	-	-	\$8,612.85	-	-	-
<Asset Replacement>	\$8,612.85			-	-	-	-	-	-	\$8,612.85	-	-	-
10464 - Ruud	\$8,415.38	35.9	59	-	-	\$8,415.38	-	-	-	-	-	-	-
<Asset Replacement>	\$8,415.38			-	-	\$8,415.38	-	-	-	-	-	-	-
10465 - Frigidaire	\$11,475.90	35.9	59	-	-	\$11,475.90	-	-	-	-	-	-	-
<Asset Replacement>	\$11,475.90			-	-	\$11,475.90	-	-	-	-	-	-	-
10466 - Frigidaire	\$11,475.90	35.9	59	-	-	\$11,475.90	-	-	-	-	-	-	-
<Asset Replacement>	\$11,475.90			-	-	\$11,475.90	-	-	-	-	-	-	-
10467 - Empire	\$6,751.16	18.18	50	-	\$6,751.16	-	-	-	-	-	-	-	-
<Asset Replacement>	\$6,751.16			-	\$6,751.16	-	-	-	-	-	-	-	-
10469 - Roberts Gordon	\$10,013.68	75.99	85	-	-	-	-	-	-	-	-	\$10,013.68	-
<Asset Replacement>	\$10,013.68			-	-	-	-	-	-	-	-	\$10,013.68	-

	Event Cost	Projected Condition	Assessed Condition	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
	8												
10470 - Dimplex	\$1,604.71	67.38	79	-	-	-	-	-	-	\$1,604.71	-	-	-
<Asset Replacement>	\$1,604.71			-	-	-	-	-	-	\$1,604.71	-	-	-
10471 - Chromalox	\$2,566.16	67.38	79	-	-	-	-	-	-	\$2,566.16	-	-	-
<Asset Replacement>	\$2,566.16			-	-	-	-	-	-	\$2,566.16	-	-	-
10472 - Chromolox	\$2,566.16	67.38	79	-	-	-	-	-	-	\$2,566.16	-	-	-
<Asset Replacement>	\$2,566.16			-	-	-	-	-	-	\$2,566.16	-	-	-
10473 - Chromolox	\$2,566.16	67.38	79	-	-	-	-	-	-	\$2,566.16	-	-	-
<Asset Replacement>	\$2,566.16			-	-	-	-	-	-	\$2,566.16	-	-	-
10474 - Dimplex	\$2,566.16	67.99	79	-	-	-	-	-	-	\$2,566.16	-	-	-
<Asset Replacement>	\$2,566.16			-	-	-	-	-	-	\$2,566.16	-	-	-
10475 - Stelpro	\$1,604.71	67.38	79	-	-	-	-	-	-	\$1,604.71	-	-	-
<Asset Replacement>	\$1,604.71			-	-	-	-	-	-	\$1,604.71	-	-	-
10476 - Stelpro	\$2,566.16	69.74	80	-	-	-	-	-	-	\$2,566.16	-	-	-
<Asset Replacement>	\$2,566.16			-	-	-	-	-	-	\$2,566.16	-	-	-
10477 - Dimplex	\$2,466.52	54.43	70	-	-	-	-	\$2,466.52	-	-	-	-	-
<Asset Replacement>	\$2,466.52			-	-	-	-	\$2,466.52	-	-	-	-	-
10495 - Stelpro	\$2,650.02	67.99	79	-	-	-	-	-	-	\$2,650.02	-	-	-
<Asset Replacement>	\$2,650.02			-	-	-	-	-	-	\$2,650.02	-	-	-
10496 - Stelpro	\$2,650.02	67.99	79	-	-	-	-	-	-	\$2,650.02	-	-	-
<Asset Replacement>	\$2,650.02			-	-	-	-	-	-	\$2,650.02	-	-	-
Refrigerators	\$30,637.54	69%	86%	-	\$5,643.13	-	\$358.29	\$2,254.54	-	\$1,202.67	\$359.70	-	\$20,819.21
10453 - True	\$9,781.21	86.6	95	-	-	-	-	-	-	-	-	-	\$9,781.21
<Asset Replacement>	\$9,781.21			-	-	-	-	-	-	-	-	-	\$9,781.21
10454 - QBD	\$4,331.09	86.6	95	-	-	-	-	-	-	-	-	-	\$4,331.09
<Asset Replacement>	\$4,331.09			-	-	-	-	-	-	-	-	-	\$4,331.09
10455 - QBD	\$5,643.13	18.18	60	-	\$5,643.13	-	-	-	-	-	-	-	-
<Asset Replacement>	\$5,643.13			-	\$5,643.13	-	-	-	-	-	-	-	-
10456 - QBD	\$6,706.91	86.6	95	-	-	-	-	-	-	-	-	-	\$6,706.91
<Asset Replacement>	\$6,706.91			-	-	-	-	-	-	-	-	-	\$6,706.91
10457 - Frigidaire	\$1,127.27	60	79	-	-	-	-	\$1,127.27	-	-	-	-	-
<Asset Replacement>	\$1,127.27			-	-	-	-	\$1,127.27	-	-	-	-	-
10458 - Woods	\$1,127.27	60	79	-	-	-	-	\$1,127.27	-	-	-	-	-
<Asset Replacement>	\$1,127.27			-	-	-	-	\$1,127.27	-	-	-	-	-

	Event Cost	Projected Condition	Assessed Condition	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
10478 - Frigidaire	\$1,202.67	75.99	85	-	-	-	-	-	-	\$1,202.67	-	-	-
<Asset Replacement>	\$1,202.67			-	-	-	-	-	-	\$1,202.67	-	-	-
10493 - Simplicity	\$358.29	63.2	80	-	-	-	\$358.29	-	-	-	-	-	-
<Asset Replacement>	\$358.29			-	-	-	\$358.29	-	-	-	-	-	-
10494 - Danby	\$359.70	67.08	83	-	-	-	-	-	-	-	\$359.70	-	-
<Asset Replacement>	\$359.70			-	-	-	-	-	-	-	\$359.70	-	-
HVAC Total	\$221,418.18	64%	78%	-	\$12,394.29	\$31,367.18	\$358.29	\$5,960.94	\$4,403.30	\$69,608.03	\$359.70	\$68,368.84	\$28,597.61
Plumbing													
Water Tanks, Treatment, Pumps, and Fixtures	\$69,560.37	56%	68%	\$4,114.68	-	\$25,062.55	\$20,301.01	\$20,082.13	-	-	-	-	-
10468 - Giant	\$7,045.14	67.99	79	-	-	-	-	\$7,045.14	-	-	-	-	-
<Asset Replacement>	\$7,045.14			-	-	-	-	\$7,045.14	-	-	-	-	-
10489 - John Wood	\$4,114.68	0	40	\$4,114.68	-	-	-	-	-	-	-	-	-
<Asset Replacement>	\$4,114.68			\$4,114.68	-	-	-	-	-	-	-	-	-
10505 - Main Office water tank, pump, treatment, and fixtures	\$10,526.65	61.1	70	-	-	-	\$10,526.65	-	-	-	-	-	-
<Asset Replacement>	\$10,526.65			-	-	-	\$10,526.65	-	-	-	-	-	-
10506 - Fire Hall water tank, pump, treatment, and fixtures	\$9,774.36	61.1	70	-	-	-	\$9,774.36	-	-	-	-	-	-
<Asset Replacement>	\$9,774.36			-	-	-	\$9,774.36	-	-	-	-	-	-
10507 - Fire Hall water tank, pump, treatment, and fixtures	\$5,159.59	48.41	60	-	-	\$5,159.59	-	-	-	-	-	-	-
<Asset Replacement>	\$5,159.59			-	-	\$5,159.59	-	-	-	-	-	-	-
10508 - Community Center water tank, pump, treatment, and fixtures	\$19,902.96	54.64	65	-	-	\$19,902.96	-	-	-	-	-	-	-
<Asset Replacement>	\$19,902.96			-	-	\$19,902.96	-	-	-	-	-	-	-
10509 - Community Center water tank, pump, treatment, and fixtures	\$13,036.99	67.53	75	-	-	-	-	\$13,036.99	-	-	-	-	-
<Asset Replacement>	\$13,036.99			-	-	-	-	\$13,036.99	-	-	-	-	-
Plumbing Total	\$69,560.37	56%	68%	\$4,114.68	-	\$25,062.55	\$20,301.01	\$20,082.13	-	-	-	-	-
Cumulative Total	\$290,978.55	62%	76%	\$4,114.68	\$12,394.29	\$56,429.73	\$20,659.30	\$26,043.07	\$4,403.30	\$69,608.03	\$359.70	\$68,368.84	\$28,597.61



Township of Horton COUNCIL / COMMITTEE REPORT

Title: Private Road Grant Program Applications	Date:	Oct 9 th 2024
	Council/Committee:	TES
	Author:	Adam Knapp, Public Works Manager
	Department:	Transportation

RECOMMENDATIONS:

THAT the TES committee recommend that Council approve the following applications and reimbursement allotments, as listed in the background section of this report, under the Grant Program to Assist with Improvement Costs of Private Roads.

BACKGROUND:

Staff received 5 applications for funding by the cut off date of September 30th 2024. 4 application were accepted, and 1 application was rejected. The breakdown of the applications is displayed below:

Approved Applications

Association or Applicants Name	Private Road Name	Approved Township Reimbursement Allotments	Total Funds for Road Improvements by Association	Township Percentage of Reimbursed Funding
Browns Bay Association	Rex Lane Burton Lane	\$380.00	\$1,225.00	31%
Winters Way Group	Alex Lane Winters Way	\$320.00	\$15,995.15	2%
Gagan Lane Road Maintenance Association	Gagan Lane	\$400.00	\$1,977.50	20%
Dickson Bay Association	Lester Lane Forrest Lane	\$140	454.25	30%

On average the grant program will reimburse 20% of the funding toward to the approved applicants road improvements. Winters Way Group committed to significant improvements and funding, making the percentage drop. If they are removed from the equation the Township contributed 27% toward regular maintenance activities on the successful applicants private roads, Staff believe that an approximate 1/3 ratio is a fair contribution.

Rejected Application

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Association or Applicants Name	Private Road Name	Rejected Funding Allotment	Reason for Rejection
Jane Spooner	1822 Highway 60	\$220.00	Section 5.1 criteria. The Private Road shall be named and recognized in the County of Renfrew Civic Addressing System

The total amount of funding approved under the grant program is \$1,240 and the Township budgeted for \$15,000 in 2024 for the program meaning \$13,760 remains in the fund for 2024. Staff is seeking direction from the committee to make a recommendation to Council whether the funding be retained or suggest option to fairly disperse the funding to assist and incentives private roads residents to utilize the program.

Some options for consideration are:

- Doubling the amount of funding to successful applicants in 2024
- Having a contractor deliver 1 load of granular A to private roads that did not receive funding and submit a request by November 1st 2024 on a first come first serve basis until the funding is utilized.
- Retain the unutilized funding in a dedicated reserve and increase the “X” factor funding value to \$300 per kilometer of roadway from \$200. Cap the fund at \$30,000 with a maximum contribution of \$15,000 per year toward the fund.

ALTERNATIVES:

N/A

FINANCIAL IMPLICATIONS:

\$1,240.00 from the Private Roads Grant Fund – Operating Budget

ATTACHMENTS:

T-01 Grant Assistance Program for Improvements to Private Roads

CONSULTATIONS:

N/A

Prepared by: Adam Knapp, Public Works Manager

Reviewed by: Hope Dillabough, CAO/Clerk

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1.0 POLICY STATEMENT

The Township of Horton Council has established a policy to establish a Grant Program to Assist with Improvement Costs of Private Roads.

2.0 DEFINITIONS

“**Approved**” means approved by the municipal council or the pertinent authority as described in this policy.

“**Association Representative**” means the individual granted Signatory authority by the road maintenance association.

“**Chief Administrative Officer/Clerk**” means the person appointed by by-law of the Council to act as Chief Administrative Officer/Clerk of the Corporation.

“**Construction**” means the action of building something.

“**Corporation**” means the Corporation of the Township of Horton.

“**Council**” means the Council of the Corporation of the Township of Horton.

“**Charge**” means a charge imposed pursuant to Section 391(2) of the Municipal Act.

“**Damage**” means any injury, harm, hurt, impairment, mutilation, destruction, or loss to any property, personal or otherwise.

“**Deficient**” means a quality of incompleteness or inadequacy.

“**Fee**” or “**Rate**” means a charge or payment for a service; a price or amount to be paid that is set.

“**Finish Grading**” means the action of a grader working with the preplaced top 2 inches of granular “A” or “M”, at most, to achieve a smooth roadway profile.

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“Grading” means finishing work to attain a smooth gravel surface of the travelled portion of a private road which does not include participation in application or compaction or the granular materials.

“Improvement” means the work undertaken on a road or within a right-of-way to increase or improve upon the existing condition or level of service of a road and shall include, but not be limited to road surface, road subsurface, ditching, brushing, road widening, right-of-way widening, utility relocation.

“Maintenance” means the care or upkeep of a road.

“Municipal Boundary” means the physical limits or borderline of the Township of Horton.

“Normal Conditions” means operational conditions, such as weather conditions, resulting in typical operational situations.

“Own or Owner(s)” means that:

- a. An owner, part owner, joint owner, tenant in common or joint tenant of any interest in the whole or any part or parcel of land,
- b. In the case of the absence or incapacity of a person or persons having ownership of any interest in the parcel of land, a trustee, an executor, a guardian, an agent, a mortgagee in possession or a person having the care or control of land.
- c. In the absence of proof to the contrary, the person assessed for the taxes on the parcel of land.

“Participating Owners” means owning property with sole access from the private roadway and are an active member of the road association that has contributed funding to road maintenance during the year the of application.

“Pertinent Authority” means Council unless otherwise designated to another person or body.

“Private Road” means any street, roadway, highway, travelled way, or right-of-way not dedicated and accepted as, or otherwise deemed at law to be a public highway, that serves as a privately maintained motor vehicle access-route to one or more abutting, legally conveyable parcels of land.

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“**Public Roadway**” means a highway, travelled way, or right-of-way dedicated and accepted as a public highway.

“**Rehabilitation**” means the action of restoring something that has been damaged to its former condition.

“**Road Maintenance Association**” means an organization of property owners who reside, or own property accessed by a private road that are represented by one (1) property owner who has signatory authority which also resides or owns property on the private roadway.

“**Signatory Authority**” means the person the Road Maintenance Association has granted the legal right to submit to this grant program or sign a release of liability on behalf of all the property owners on the private roadway.

“**Sole Access**” means the private roadway is utilized as the primary access point to and from the property and recognized as such in the County of Renfrew Civic Addressing System (911 system)

“**Structure**” is as defined in the general definitions section of the most current version of the Ontario Structural Inspection Manual (OSIM).

“**Site**” means the spatial location of the private road where grading shall be undertaken, including vertical and horizontal clearances as required.

“**Standard Specifications**” means a standard set by the municipality.

“**Special Provisions**” means work, or procedures not covered in the standard specifications, and as necessary to supplement or modify items in the standard specifications and/or to cover items of work unique to a specific site.

“**Summer Maintenance**” means actions performed to a private roadway to attain or maintain the standards listed within this policy that does not include storm/disaster recovery.

“**Township**” or “**Municipality**” means the Corporation of the Township of Horton.

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“**Winter Maintenance**” means actions such as snow clearing, snow removal or de-icing.

3.0 OBJECTIVE

The objective of this grant program is to support and encourage regular maintenance of private roads to attain and or maintain an acceptable accessibility standard for Owners and Emergency Response Services in addition to inspiring growth and tourism within the Township.

4.0 PROCEDURE

Procedure for grant application for the purpose of assisting with summer road maintenance costs to participating property owners on private roads:

1. The property owners (including undeveloped lots) fronting and/or utilizing a specific private road shall form a road maintenance association which shall include or represent at least two-thirds (67%) of those property owners;
2. The road maintenance association shall designate one (1) signatory authority that has been authorized to represent the entire association, file an application to the grant program and sign a release of liability on behalf of all property owners.
3. The grant allotment shall be determined by the Township of Horton’s Public Works Manager and approved by Council between September 30th and December 31st of the calendar year of the application based on the calculation of “x” factor plus “y” factor during the yearly budget process.
4. “x” factor shall represent a dollar value per kilometer of roadway and “y” factor shall represent a dollar value per property owner as defined in Appendix A attached to this policy.
5. All applications (attached to this policy as Appendix B) shall be submitted in person at the Township office and forwarded to the Public Works Manager who shall have the sole responsibility/authority of determining grant eligibility and recommending the applications approval to Council.

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6. Grant applications shall be submitted by September 30th. Approved grants shall reimburse property owners to assist with summer road maintenance and shall be paid in one lump sum by cheque to the signatory authority and shall be mailed to the mailing address specified within the submitted application within a timeframe deemed appropriate by the Township's Treasurer.
7. Grant funding is not guaranteed and due to budget constraints may be curtailed at any time by resolution of Council.
8. Council may from time to time establish further criteria or special provisions to the approval of grants that may be generally applied or specific to a particular application or private road.

5.0 CRITERIA

Grant applications meeting the following criteria and all provisions or special provisions specified in this policy or by the pertinent authority shall be deemed eligible and recommended to Council for approval:

1. The Private Road shall be named and recognized in the County of Renfrew Civic Addressing System (911 system) and shall be a minimum of 100m in length (300').
2. Only Private Roads located within the municipal boundary of the Township of Horton shall be eligible.
3. Private roads that branch directly off a main private road may be submitted under one application if all private roads that branch off the main private road are participating and part of the same association and meet all other criteria specified in this policy.
4. The "x" and "y" factors shall be clearly and accurately presented and coincide with the values investigated by the Township.
5. The application (Appendix B) shall be completed in full and include all supporting documentation listed as specified within this policy.

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6. Only private roadways that have formed a road maintenance association and established a one (1) signatory authority may apply to the grant program.
7. The road maintenance association shall be solely responsible to oversee the administration and supervision of annual work programs and related budget and furthermore the Municipality shall assume no responsibility, obligation or exercise any degree of operational control with respect to maintenance of the affected roads.
8. The grant program shall not be utilized to offset any cost of winter maintenance activities or storm/disaster recovery activities.
9. All private roads shall display improvements and maintenance to attain the criteria set out in this policy to be considered for grant approval.
10. The application shall clearly display improvements with before and after pictures to the following standards and provide all documentation listed within this policy and requested by the pertinent authority or the roadway may be deemed deficient, and the application shall be rejected:
 - i. The private roadway shall have a minimum of 100mm (4") of Granular "A" of "M" atop of the subgrade material.
 - ii. The private roadway shall have a minimum width of 4 m (13')
 - iii. The vertical clearance height shall be a minimum of 4m (13')
 - iv. The horizontal clearance shall be a minimum of 5.5m (18')
 - v. The private roadway shall have a minimum 7m (23') radius turn around at all termination points or an unobstructed turn around area acceptable to the Township and its Emergency Response Services. (Turnarounds that do not accommodate Emergency Response Vehicles to perform a standard 3-point turn as defined in the most current version of the Official Ministry of Transportation Drivers Handbook shall be deemed deficient)
 - vi. The roadway under normal conditions shall be able to withstand a minimum vehicle load capacity of 20,412 kg or 45,000 lb.
 - vii. All structures shall be able to always withstand a minimum vehicle load capacity of 20,412 kg or 45,000 lb.
 - viii. Proof of an OSIM biennial inspection including a condition rating and load capacity rating report by a qualified professional for any structure greater than

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or equal to 3m in span. (No alternate routes or by-passes shall be considered acceptable to avoid crossing structures on the established routes of any given private roadway)

- ix. The private roadway shall have no obstructions that may cause delays, hazards or damage to emergency response vehicles or its operators.
- x. Documentation of participation by two-thirds (67%) of property owners in sharing the costs of road maintenance.
- xi. Presentation of paid invoices for road improvements in the current year.

11. The Township may at any time throughout the year perform an inspection on the private roadway or consult with emergency response services to compile special provisions and or confirm that the roadway is receiving improvements to attain or maintain the above criteria.

6.0 PROVISIONS

- 1. The Township of Horton’s primary objective is the maintenance of its public road network and therefore shall encourage the utilization of local contractors, however the Township may be contracted for finish grading activities only at the sole discretion of the Township of Horton’s Public Works Manager if scheduling allows for the work to be completed without hindering operations to maintain the public roadway network.
- 2. If the Township is contracted for finish grading the fee shall be per the applicable amount specified in the most current version of the Townships User Fees and Charges By-Law at a minimum on-site charge on three (3) hours. Payment in full shall be received for the three (3) hour minimum prior to any finish grading work being scheduled.
- 3. The Township shall not supply any manual labour, flaggers, signage, or compaction equipment.
- 4. The Township shall not partake in any construction or rehabilitation activities to any private roads including, but not be limited to, granular application to the road surface, road subsurface, ditching, brushing, road widening, right-of-way widening, turn around construction or widening, utility relocation or any other action that cannot be defined as finish grading.

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5. The Township shall not perform grading that requires crossing a structure without proof supplied by a qualified professional, within the biennial period as defined by the OSIM, that the structure can withstand a minimum vehicle weight rating of 20,412 kg or 45,000 lb.
6. The Township shall only complete work on roadways that have an established road maintenance association.
7. A release of liability waiver (attached as Appendix C to this policy) shall be completed and signed by the signatory authority prior to any finish grading work being scheduled.



**Township of Horton
COUNCIL / COMMITTEE REPORT**

Title: FoodCycler Food Waste Diversion Municipal Pilot Program	Date:	October 9 th , 2024
	Council/Committee:	TES Committee
	Author:	Hope Dillabough, CAO/Clerk
	Department:	Environmental Services

RECOMMENDATIONS:

THAT the TES Committee recommend to council to enter into the FoodCycler Pilot Program for a fifty (50) household pilot for 2025;

AND THAT \$5000.00 be allocated from the Modernization Reserves in the 2025 Budget for this program.

BACKGROUND:

Food waste is a significant environmental challenge, contributing to landfill overflow and greenhouse gas emissions. Current waste management practices in our municipality have limited options for residents to effectively compost organic materials. The FoodCycler program offers a technological solution to this problem by allowing residents to convert food scraps into compost efficiently. This innovative initiative aims to reduce organic waste, promote sustainable practices, and enhance community engagement around food waste management. It is staff’s recommendation to Council to enter into this pilot program for a 50 household pilot to assess its viability and benefits for our community.

Jacob Hanlon, Municipal Solutions Manager of Food Cycler provided a presentation to Council in April 2024. Direction at that time from Council was to engage the community in a survey and once the results were in, they’d be reviewed and brought back to TES for review with a recommendation.

Below is a summary of the Survey results conducted by staff:

- 138 Responses Total – 137 of those were Horton Residents
- 92% indicated familiarity of food waste recycling;
- 75.5% indicated they would benefit from using a FoodCycler;
- 78.5% said they would compost more if they had a FoodCycler;
- 62% felt that current food waste management practices were not effective;
- 77.5% supports the implementation of a food waste recycling program like FoodCycler;
- 65% supported the FoodCycler FC-30 Model which is \$150.00 to purchase after municipal subsidy.

Program Overview

The FoodCycler program includes:

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1. **FoodCycler Units:** Participants will purchase and receive countertop units that use a combination of heat, aeration, and grinding to decompose food waste rapidly.
2. **Educational Resources:** The program provides workshops and materials on food waste reduction and composting.
3. **Data Collection:** The pilot will collect data on participation rates, waste diversion statistics, and user satisfaction.

Benefits

1. **Waste Reduction:** The program aims to divert organic waste from landfills, potentially reducing our overall waste by up to 30%.
2. **Environmental Impact:** Reducing food waste contributes to lower greenhouse gas emissions and promotes sustainable practices.
3. **Community Engagement:** This initiative will foster community involvement in sustainability efforts and provide residents with practical tools for managing waste.
4. **Scalability:** Success in the pilot program could lead to broader implementation, enhancing our waste management strategy.

Recommendations

1. **Approve Participation:** Enter into the FoodCycler Municipal Pilot Program for a duration of one year.
2. **Allocate Budget:** Designate a budget amount for the 2025 Budget for the purchase of units and program materials.
3. **Engagement Plan:** Develop a community outreach plan to encourage participation and educate residents about food waste reduction.

ALTERNATIVES: Not take part in this Pilot Program.

FINANCIAL IMPLICATIONS:

- **Initial Investment:** The municipality will need to allocate funds for the purchase of FoodCycler units and educational materials. The total investment for a 50 household pilot would amount to \$5000.00 and staff recommends it be taken from the Modernization Reserves. The funding period with FoodCycler partnership, the Township of Horton's investment is \$100.00 per unit/household.
- **Potential Savings:** By diverting organic waste, the municipality could reduce landfill fees over time, offsetting initial costs.

ATTACHMENTS:

- Program Details – Pilot Program
- Survey Results

Prepared by: Hope Dillabough, CAO/Clerk



FOODCYCLER™ MUNICIPAL FOOD WASTE DIVERSION PILOT PROGRAM



Horton Township



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Township of Horton
2253 Johnston Road
Renfrew, ON K7V 3Z8
613-432-6271

Thursday, April 18, 2024

The FoodCycler™ Food Waste Diversion Municipal Pilot Program

Dear Township of Horton Staff and Council,

Thank you for your interest in food waste diversion in your community. Food Cycle Science (FCS) is an organization born from the alarming fact that 63% of food waste is avoidable and responsible for about 10% of the world's greenhouse gas emissions. FCS has developed an innovative solution that reduces food waste in landfills, takes more trucks off the road, reduces infrastructure and collection costs, and contributes to a 95% reduction in CO₂e compared to sending food to landfills. We deploy our patented technology to households around the world, helping them take ownership of their food waste and environmental impact.

In partnering with municipalities, we are committed to creating accessible food waste solutions for all people and changing the way the world thinks about food waste. The purpose of the FoodCycler™ Pilot Program is to measure the viability of on-site food waste processing technology as a method of waste diversion. By reducing food waste at home, you can support your environmental goals, reduce residential waste, reduce your community's carbon footprint, and extend the life of your community's landfill(s).

Based on several factors, we believe the Township of Horton would be a great fit for the benefits of this program, and we are proposing a study involving 50 households in the Township of Horton.

The **FoodCycler FC-30** and **Eco 5** devices can process 2.5 L and 5 L (respectively) of food waste per cycle and converts it into a nutrient-rich by-product that can be used to enrich your soil. Power consumption per cycle is ~0.8 kWh (FC-30) / ~1.3 kWh (Eco 5) and takes less than 8 hours to complete (overnight).

Every FoodCycler deployed is estimated to divert at least 2 tonnes of food over its expected lifetime. Based on market rates of \$100 per tonne of waste (fully burdened), 50 households participating would divert 100 tonnes of food waste and save the municipality an estimated \$10,000.00 in costs. Please note that this analysis is based on market rates and depending on remaining landfill lifespan and closure costs, local rates for waste disposal may vary.

Every tonne of food waste diverted from landfill is estimated to reduce greenhouse gas emissions by 1.5 tonnes of CO₂e before transportation emissions. Based on this, 50 households could divert approximately 150 tonnes of greenhouse gas emissions.

Food Cycle Science is excited to have you on board for this exciting and revolutionary program. The FoodCycler™ Municipal Solutions Team is always available to answer any questions you might have.

Warm regards,

The FoodCycler™ Municipal Team



Impact Canada/AFC Food Waste Reduction Challenge

Food Cycle Science is a finalist of Impact Canada's Food Waste Reduction Challenge, which is a three-stage initiative from the Government of Canada through Agriculture and Agri-Food Canada to support business model solutions that prevent or divert food waste at any point from farm to plate. FoodCycler has been chosen as a finalist for our project titled: "Residential On-Site Food Waste Diversion for Northern, Rural, and Remote Communities".

The challenge objectives and assessment criteria are for solutions that:

1. **Can measurably reduce food waste** – in dollars and metric tonnes;
2. **Are innovative and disruptive to the status quo** – the old way of doing business is out;
3. **Are ready to scale up** – it is time to deploy high-impact and wide-reaching solutions across the Canadian food supply chain;
4. **Have a strong business case** – there is a demand for your solution;
5. **Make a difference to our communities** – creating jobs and increasing access to safe, nutritious, and high-quality food is a priority; and,
6. **Improve our environment** – reducing food waste means shrinking our GHG footprint and conserving natural resources.

As a finalist, Food Cycle Science is the recipient of a \$400,000 grant that is being 100% redistributed to our Canadian municipal partners in support of their FoodCycler initiatives and pilot programs. Based on several factors, FoodCycler believes the Township of Horton would be an ideal "Implementation Partner" for this stage of the challenge and we are proposing a study involving 50 households in the Township of Horton, wherein Food Cycle Science will contribute a portion of this grant money towards offsetting the costs of your program.

More information can be found here: <https://impact.canada.ca/en/challenges/food-waste-reduction-challenge>



As of the date of this proposal, there are a total of 130 Canadian municipalities who have signed on to participate in a FoodCycler program. Through this partnership, the Township of Horton can achieve immediate and impactful benefits, acquire valuable insight about food waste diversion in your region, and showcase itself as an environmental leader and innovator in Canada.

Food Cycle Science is looking to achieve the following through this proposed partnership:

- 🍃 Receive high-quality data from pilot program participants regarding food waste diversion
- 🍃 Receive high-quality feedback from residents, staff, and council regarding the feasibility of a FoodCycler food waste diversion program for the Township of Horton and similar communities
- 🍃 Demonstrate the viability of our technology and solutions in a municipal setting so the model can be re-deployed in other similar communities in Canada
- 🍃 Demonstration of a program regarding food waste diversion in small/rural Canada to support Phase 3 of Impact Canada’s Food Waste Reduction Challenge

The Township of Horton would receive several benefits through this partnership:

- 🍃 Opportunity to trial a food waste diversion solution at a cost well below market prices utilizing federal funding intended for food waste reduction in our country
- 🍃 Reduced residential waste generation thus increasing diversion rates
- 🍃 Reduced costs associated with waste management (collection, transfer, disposal, and landfill operations)
- 🍃 The reduction of greenhouse gas (GHG) emissions from transportation and decomposition of food waste in landfills
- 🍃 Extend the life of your landfill(s)
- 🍃 Opportunity to support Canadian innovation and clean tech
- 🍃 Opportunity to provide residents with an innovative solution that reduces waste and fights climate change, at an affordable price
- 🍃 Obtaining data that could be used to develop a future organic waste diversion program

Residents of the Township of Horton would receive several benefits through this partnership:



- 🍃 Opportunity to own an at-home food waste diversion solution at a cost well below market prices
- 🍃 Support climate change goals by reducing waste going to landfill
- 🍃 Ability to fertilize their garden soil by generating a nutrient-rich soil amendment
- 🍃 Reduce the “ick factor” of garbage to keep animals and vermin away
- 🍃 Reduce trips to the waste site and save on excess waste fees where applicable

In the pages that follow, we will offer a pilot program recommendation for consideration.



The FoodCycler Product Family

The FoodCycler product family offers closed-loop solutions to food waste, with zero emissions or odours. This sustainable process reduces your organic waste to a tenth of its original volume. Small and compact, FoodCycler products can fit anywhere. They operate quietly and efficiently, using little energy.

FOODCYCLER™ FC-30		FOODCYCLER™ Eco 5
		
2.5 L	VOLUME CAPACITY	5.0 L
30.5 L	UNIT VOLUME	28.9 L
4-8 HOURS	PROCESSING TIME	6-8 HOURS
0.8 kWh	POWER CONSUMPTION PER CYCLE	1.3 kWh
2 REFILLABLE FILTERS	ODOUR CONTROL	1 REFILLABLE FILTER
BACK	VENT LOCATION	TOP



Recycle Your Food Waste in 3 Easy Steps

Step 1:

Place your food waste into the FoodCycler™ bucket. The FoodCycler™ can take almost any type of food waste, including fruit and vegetable scraps, meat, fish, dairy, bones, shells, pits, coffee grinds and filters, and even paper towels.



Step 2:

Place the FoodCycler™ bucket into your FoodCycler™ machine. The FoodCycler™ machine can be used anywhere with a plug such as a kitchen countertop, basement, laundry room, heated garage, etc.



Step 3:

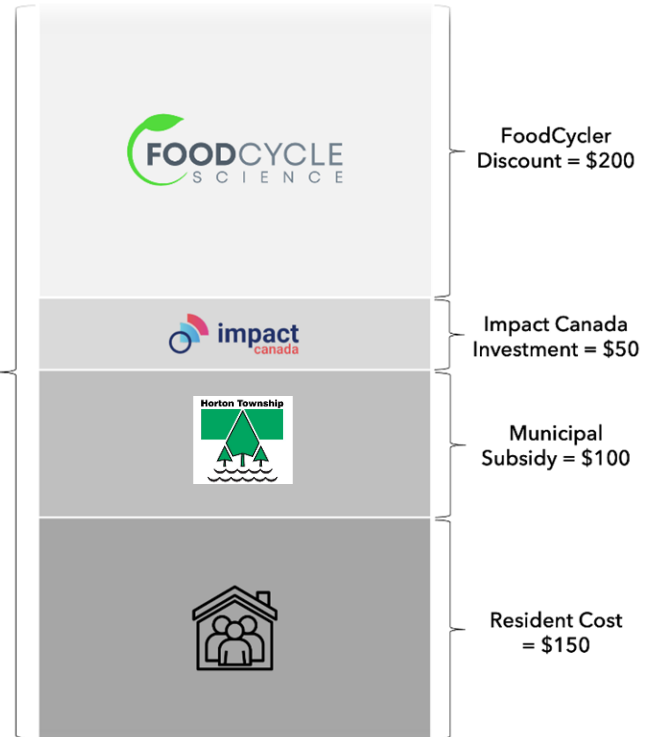
Press Start. In 8 hours or less, your food waste will be transformed into a nutrient rich soil amendment that can be integrated back into your soil. The cycle runs quietly and with no odours or GHG emissions.

FoodCycler Funded Pilot Program – Subsidy Model

FoodCycler FC-30



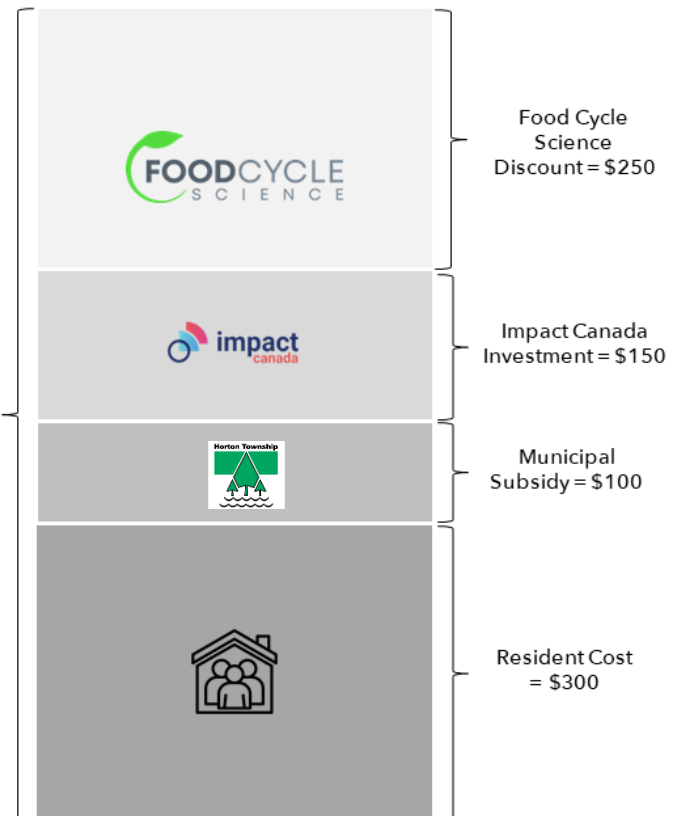
Retail Price = \$500



FoodCycler Eco 5



Retail Price = \$800



FoodCycler Funded Pilot Program Recommendation and Details

Based on the demographics and current waste management system in place at the Township of Horton, Food Cycle Science is recommending a pilot program involving 50 households.

The funded pilot program is based on a cost subsidy model where Food Cycle Science provides an initial discount, we contribute an investment from AAFC/Impact Canada, the Township of Horton provides a subsidy, and the resident provides the remaining contribution. The purpose of this model is to make this technology accessible to more Canadians at an affordable price.

The total investment from AAFC/Impact Canada for a 50 household pilot would amount to **\$5,000.00¹**. The funding period for AAFC/Impact Canada ends when all funding has been fully allocated, or by December 31st 2024.

Through this partnership-based program, the **municipal investment for Township of Horton is \$100.00 per household**, regardless of which device is selected. Residents will then have the option to choose the FoodCycler™ model that best suits their household and budget.

Each FoodCycler™ is estimated to divert at least 2 tonnes of food over its expected lifetime. Based on average market rates of \$100 per tonne of waste (fully burdened), 50 households participating would divert 100 tonnes of food waste and save the municipality an estimated **\$10,000.00** in costs.

Total Invoiced Amount

	Price	Quantity	Total
FoodCycler FC-30 Municipal Rate	\$250	25	\$6,250
FoodCycler Eco 5 Municipal Rate	\$400	25	\$10,000
Shipping Estimate			\$425
Total Invoice Amount			\$16,675

Plus applicable taxes.

Net Municipal Cost:

	Price	Quantity	Total
Total Invoice Amount			\$16,675
Less Resident Resale: FC-30	\$150	25	-\$3,750
Less Resident Resale: Eco 5	\$300	25	\$7,500
Net Municipal Cost			\$5,425

Plus applicable taxes.

Volume Discount: Orders of 500 total units or more are eligible to receive an additional \$50.00 per unit discount on the FoodCycler Eco 5. If applicable, this discount is automatically calculated in the pricing shown above. The Municipality shall maintain a minimum of \$100.00 per household subsidy, thus passing on these savings directly to residents, reducing the resident contribution on the Eco 5 to \$250.00.

¹ Based on an estimated 50/50 split between FC-30 and Eco 5s. Will vary depending on the quantity of FoodCyclers purchased and the model ultimately selected by residents.

Purchase and Program Terms

Confirmation Deadline: Confirmation of order (Council resolution and/or signed partnership agreement) to be received no later than June 1, 2024.

Price Guarantee: Food Cycle Science will honour these rates on subsequent orders of 50 units or more, placed within the 2024 calendar year.

Shipping: Shipping estimates to your location may range from \$350.00 – \$500.00 and the \$425.00 quoted is an estimated average based on today's shipping rates. The Municipality may choose the shipping option that best suits their budget and needs. The higher cost shipping options will generally provide superior shipping accuracy.

FoodCycler Model Selection: During a registration period, residents will be given the option to indicate their preferred FoodCycler model. The total allotment of each FoodCycler model can be either predetermined or determined by resident selection.

Payment Terms: Payment is 100% due upon receipt of goods.

Accessories: Additional filters and other accessories may be purchased from FoodCycler at wholesale rates for resale to residents under the pilot program with no additional freight cost provided they are included in the initial order.

- **RF-35 Replacement Filter Pack (Refillable):** Includes 2 refillable filter cartridges with carbon included, good for 1 filter change. One-time purchase only to convert to the refillable system. May be purchased at a price of \$22.12 + tax in increments of 18.
- **RC-35 Carbon Filter Packs:** Includes 8 carbon packets, good for 4 filter changes. Compatible only with RF-35 refillable filter system. May be purchased at a price of \$50.00 + tax in increments of 9.
- **RC-104 Carbon Filter Packs:** Includes 4 carbon packets, good for 4 filter changes. Compatible only with the Eco 5 refillable filter system. May be purchased at a price of \$50.00 + tax in increments of 9.
- **BK-30 Spare Buckets:** May be purchased at a price of \$50.00 + tax in increments of 6.
- **BK-100 Spare Buckets for Eco 5:** May be purchased at a price of \$80.00 + tax in increments of 4.
- **RF-30 Replacement Filter Pack:** Includes 2 disposable filter cartridges with carbon included, good for 1 filter change. May be purchased at a price of \$22.12 + tax and must be purchased in increments of 20.

Warranty: 1-year standard manufacturer's warranty starting on date of delivery of all FoodCycler units to the Township of Horton. We will repair or replace any defects during that time. Extended warranties may be purchased at additional cost of \$25.00 per year for up to 5 years.

Buyback Guarantee: Food Cycle Science will buy back any unsold units after a period of 1 year from the delivery date. All units must be in new and unopened condition. The municipality is responsible for return shipping to our warehouse in Ottawa, ON plus a \$25.00/unit restocking fee.

Marketing and Promotion: The Township of Horton and Food Cycle Science mutually grant permission to use the name and/or logo or any other identifying marks for purposes of marketing, sales, case studies, public relations materials, and other communications solely to recognize the partnership between Food Cycle Science and the Township of Horton. The Township of Horton staff may be asked to provide a quote / video testimonial regarding the program.

Surveys / Tracking:

- The trial / survey period will be for 12 weeks starting on or before July 1, 2024.
- Residents will be asked to track weekly usage of the FoodCycler during each week of the trial. Tracking sheets will be provided as part of a Resident Package prepared by Food Cycle Science.
- At the end of the 12 weeks, residents must report their usage and answer a number of survey questions. Survey is to be provided by Food Cycle Science and approved by the Township of Horton.
- The survey is to be administered either by the Township of Horton or by Food Cycle Science, by request and with permission. All survey results are to be shared between the Township of Horton and Food Cycle Science. The Township of Horton shall ensure all personal information of participants is removed from any data ahead of sharing with Food Cycle Science.
- The Township of Horton may administer additional touchpoints with participants at their discretion.

Final Report and Feasibility Study: Food Cycle Science will prepare a final report summarizing program performance including waste diversion, potential for expansion, and other factors deemed relevant by the Township of Horton. To facilitate this, the Township of Horton may be called upon to provide data regarding disposal and transportation costs, landfill capacity, and other region-specific variables crucial for evaluating the viability of implementing FoodCyclers within the municipality.

Customer Support / Replacement Units:

- Food Cycle Science has a dedicated municipal support team that is available to assist residents directly with any troubleshooting, repairs, or replacement when required.
- Food Cycle Science may provide a small number of spare FoodCycler units with the initial order to be used for replacements if/when required. The Township of Horton would be tasked with assisting residents with replacements where necessary. Replacement units will be supplied at no cost to the municipality and may represent up to 2% of the total initial order. This represents our anticipated/accepted failure rates.
 - Any unused spare units remaining after the warranty period shall be donated to a local school, with priority given to schools participating in EcoSchools Canada programs.

Summary and Acceptance of Terms

We respectfully ask that you confirm your participation no later than June 1, 2024 in order to respect the timeline of the Impact Canada Food Waste Reduction Challenge.

Summary of pilot program costs:

Program Recommendation	Invoice Amount	→	Net Municipal Cost
50 Households	\$16,675	→	\$5,425

Terms Accepted and Agreed by Township of Horton:

Name / Title

Name / Title

Signature

Date

Signature

Date

Food Cycle Science looks forward to working with the Township of Horton to reduce the amount of food waste going to landfill in a manner that is convenient and cost-effective.

Sincerely,

Jacob Hanlon

Municipal Solutions Manager

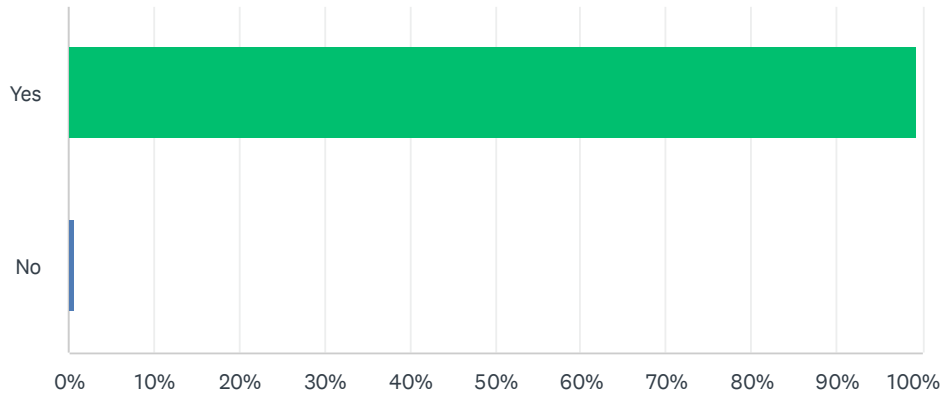
jacobh@foodcyclers.com | +1 613-316-4094



Food Cycle Science Corporation
 371A Richmond Road, Suite #4
 Ottawa, ON K2A 0E7
www.foodcyclers.com

Q1 Are you a Horton resident?

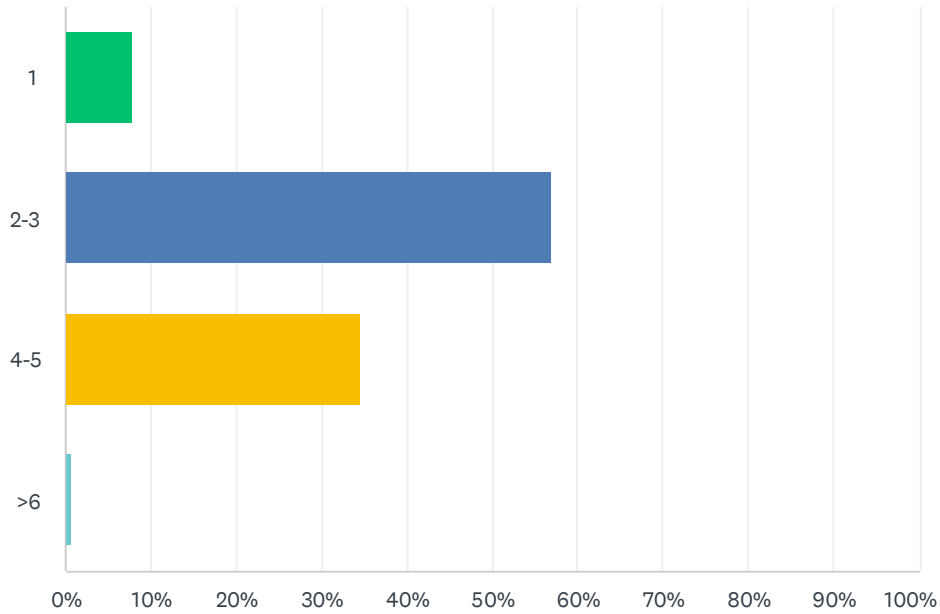
Answered: 138 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	99.28%	137
No	0.72%	1
TOTAL		138

Q2 How many people live in your household?

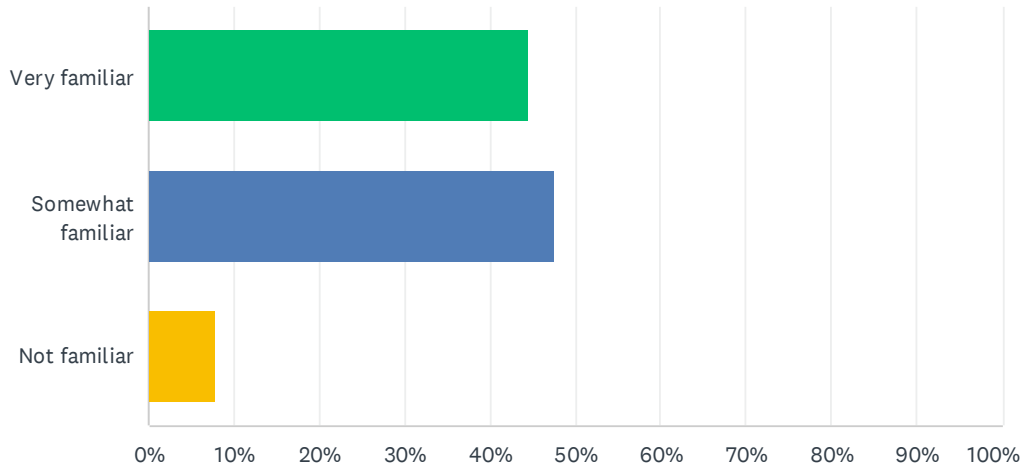
Answered: 139 Skipped: 0



ANSWER CHOICES	RESPONSES	
1	7.91%	11
2-3	56.83%	79
4-5	34.53%	48
>6	0.72%	1
TOTAL		139

Q3 How familiar are you with the concept of food waste recycling?

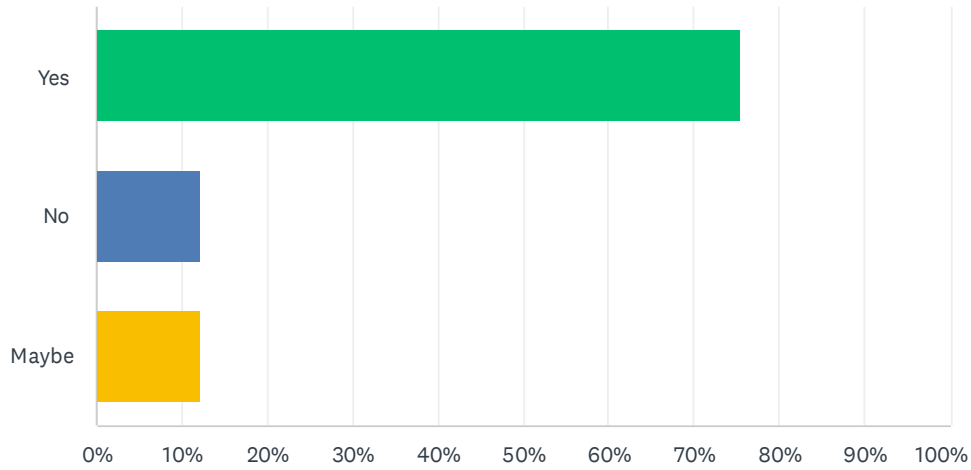
Answered: 139 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very familiar	44.60%	62
Somewhat familiar	47.48%	66
Not familiar	7.91%	11
TOTAL		139

Q4 Do you think your household would benefit from using a FoodCycler?

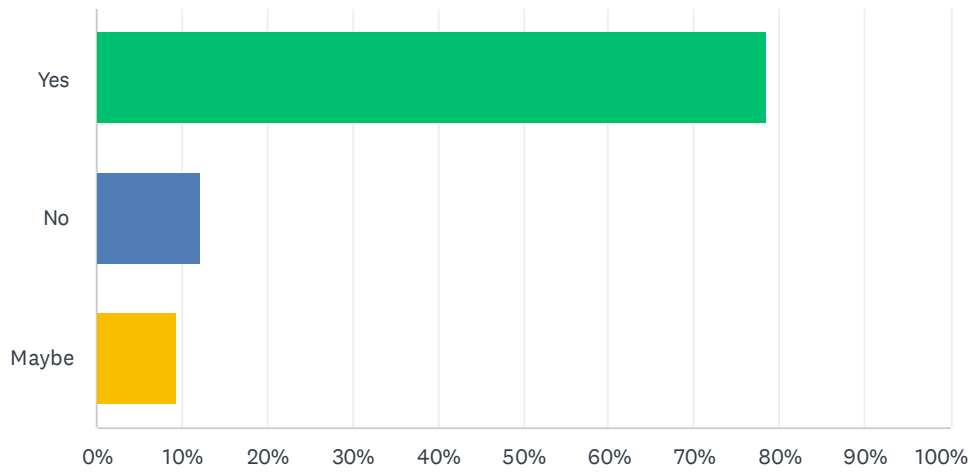
Answered: 139 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	75.54%	105
No	12.23%	17
Maybe	12.23%	17
TOTAL		139

Q5 Would you compost more if you had a FoodCycler?

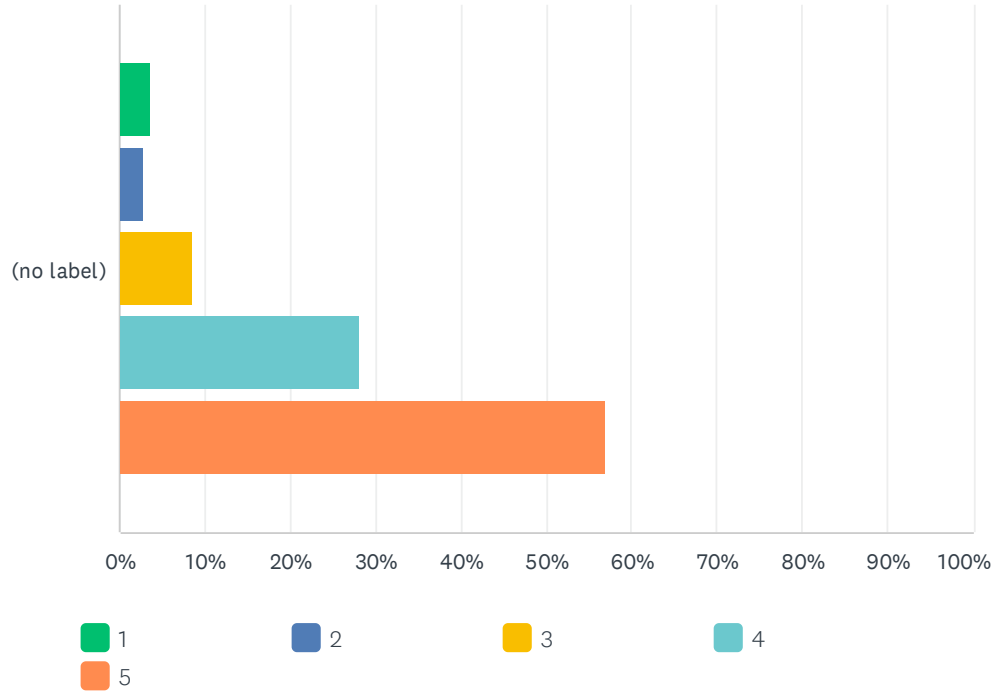
Answered: 139 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	78.42%	109
No	12.23%	17
Maybe	9.35%	13
TOTAL		139

Q6 How important is waste reduction to you? (1 being not important, 5 being very important)

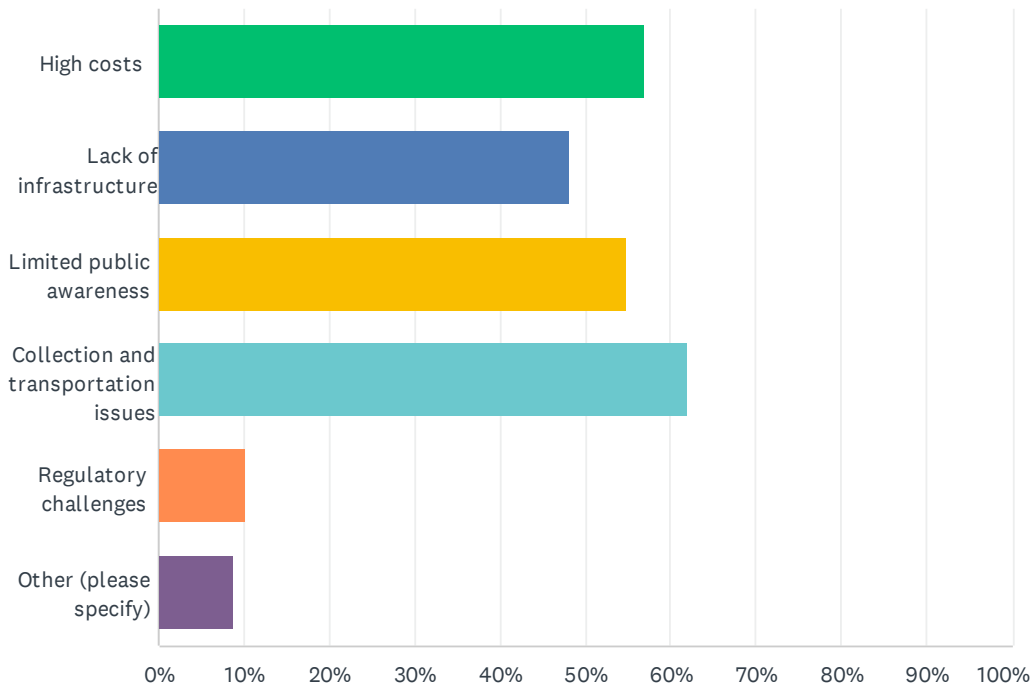
Answered: 139 Skipped: 0



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
(no label)	3.60%	2.88%	8.63%	28.06%	56.83%	139	4.32
	5	4	12	39	79		

Q7 What are the main challenges you think Horton Township faces regarding food waste management? (Select all that apply)

Answered: 137 Skipped: 2



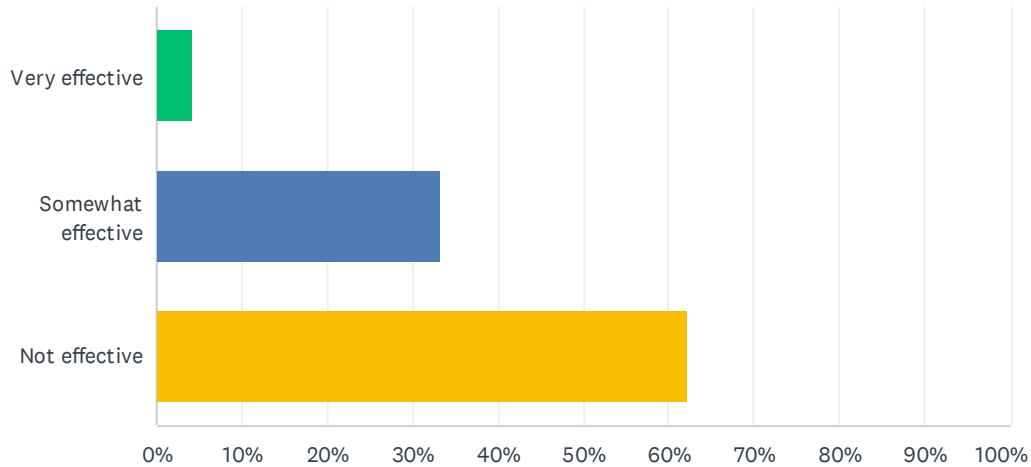
ANSWER CHOICES	RESPONSES
High costs	56.93% 78
Lack of infrastructure	48.18% 66
Limited public awareness	54.74% 75
Collection and transportation issues	62.04% 85
Regulatory challenges	10.22% 14
Other (please specify)	8.76% 12
Total Respondents: 137	

#	OTHER (PLEASE SPECIFY)	DATE
1	Wild animals looting the composting bins	8/10/2024 1:39 PM
2	To avoid attracting rats & racoons. Renfrew & ,even, currently, has a large problem with rats.	8/9/2024 2:38 PM
3	To my knowledge there is no food waste management other than using the dump.	8/9/2024 10:41 AM
4	This is an incomplete survey. There should be a feedback area. The questions are designed to support the program, not get actual feedback.	8/6/2024 7:30 AM
5	Compost bin, raw sewage project, all failures of the past	7/22/2024 8:06 PM
6	Too many seasonal residents who don't care.	7/17/2024 12:16 PM

7	The drivers routinely throw my bins on the ground so hard or in the middle of the road/my driveway so often it has damaged multiple of them within a few years. The manager of the waste management employees is an insolent fool. To name a few issues with the waste management.	7/15/2024 11:22 PM
8	No food scrap pickup, so they go in the garbage	7/6/2024 8:04 PM
9	Apathy	7/5/2024 4:23 PM
10	Initial set up costs to the Township and “buy in” from rural residents. It is easy to compost in a rural environment.	7/4/2024 5:54 PM
11	People think much more is recycled than actually is and it leads to wrong things going in blue bin which in turn costs more money to sort out.	7/4/2024 12:20 PM
12	We live in the country and compost on our own. No need to waste money for this.	7/4/2024 10:54 AM

Q8 How effective do you think current food waste management practices are in Horton Township?

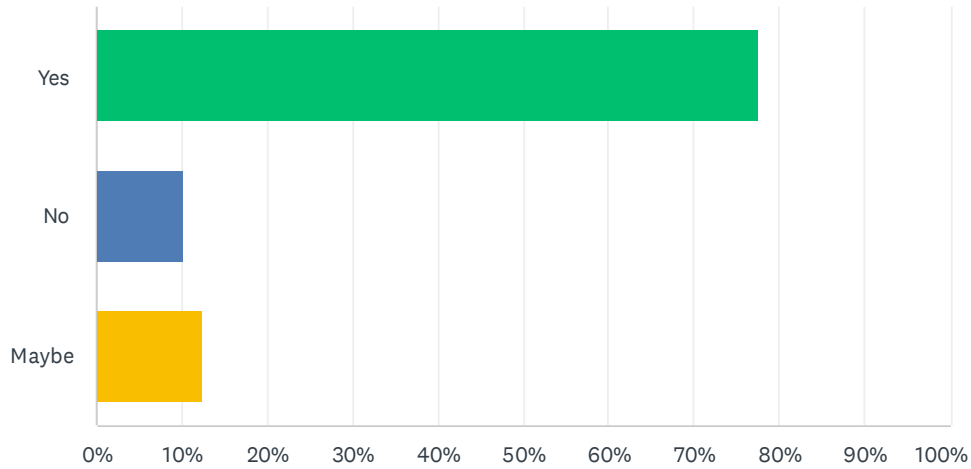
Answered: 138 Skipped: 1



ANSWER CHOICES	RESPONSES	
Very effective	4.35%	6
Somewhat effective	33.33%	46
Not effective	62.32%	86
TOTAL		138

Q9 Would you support the implementation of a food waste recycling program like FoodCycler in Horton?

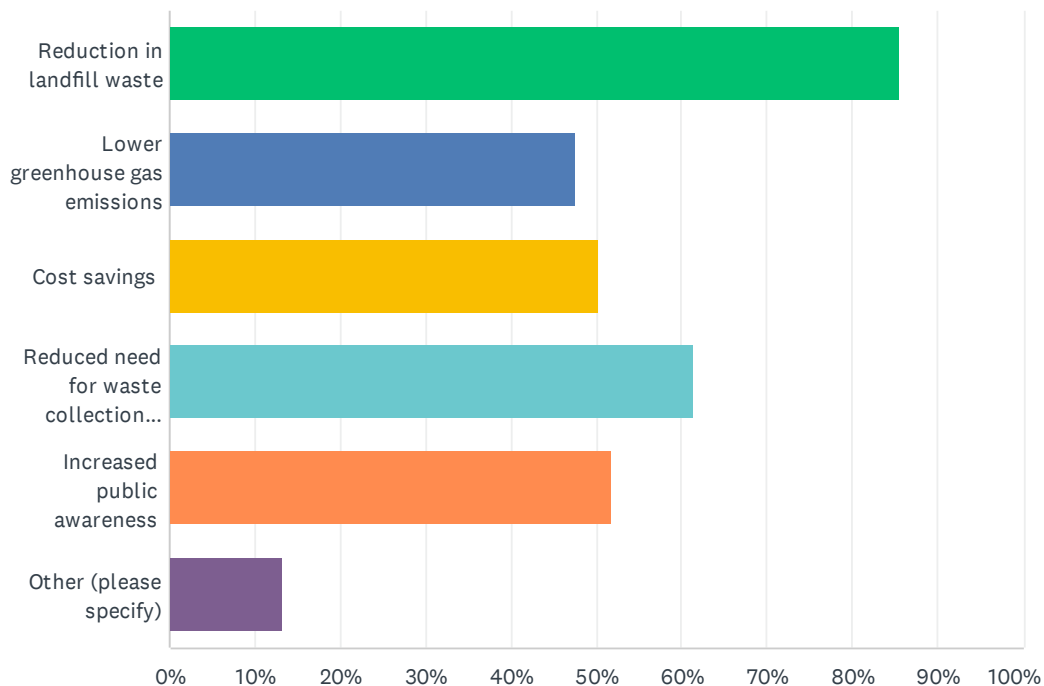
Answered: 138 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	77.54% 107
No	10.14% 14
Maybe	12.32% 17
TOTAL	138

Q10 What benefits do you see in implementing the FoodCycler program in Horton Township? (Select all that apply)

Answered: 137 Skipped: 2



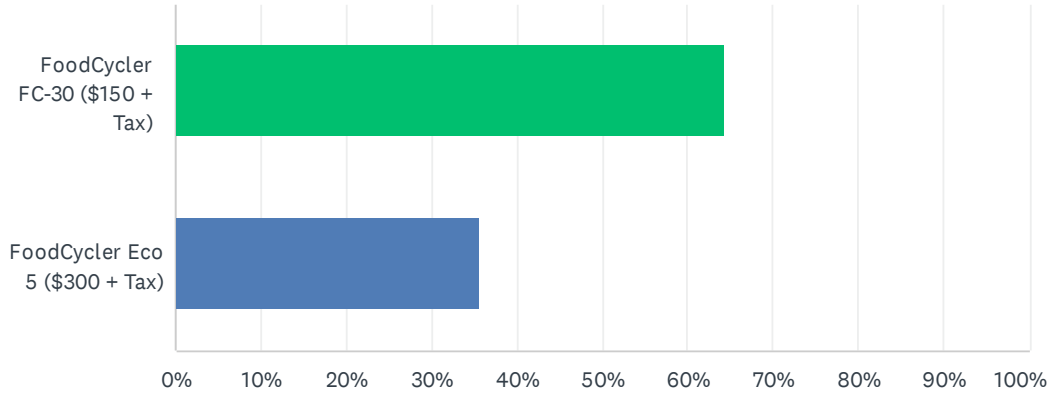
ANSWER CHOICES	RESPONSES	
Reduction in landfill waste	85.40%	117
Lower greenhouse gas emissions	47.45%	65
Cost savings	50.36%	69
Reduced need for waste collection infrastructure	61.31%	84
Increased public awareness	51.82%	71
Other (please specify)	13.14%	18
Total Respondents: 137		


#	OTHER (PLEASE SPECIFY)	DATE
1	No benefit	8/24/2024 6:57 AM
2	Horton is a rural municipality people can compost in their backyard people are tapped out , no money.	8/23/2024 5:15 PM
3	Less waste to collect for landfill	8/13/2024 8:41 PM
4	Avoidance of attracting vermin like rats.	8/9/2024 2:38 PM
5	none	8/3/2024 8:44 PM
6	none, some company with an idea trying to make money	7/22/2024 8:06 PM

7	Food waste is a major part of household waste. Other cities/municipalities that have it (food waste pick up in particular) are able to reduce their garbage pick up remarkably	7/21/2024 10:37 AM
8	Reduction of garbage mess from wildlife	7/17/2024 12:16 PM
9	too costly	7/12/2024 10:57 AM
10	We already do compost here, but outdoor. Our system is slower, but it's established.	7/11/2024 10:09 PM
11	None	7/7/2024 6:15 PM
12	All of the above	7/4/2024 11:45 PM
13	I believe good waste assists in landfill decomposition.	7/4/2024 5:54 PM
14	Garden composting	7/4/2024 11:22 AM
15	Waste tax dollars	7/4/2024 10:54 AM
16	Lots of benefits but unfortunately I wouldn't be able to purchase one so I left the last question blank	7/4/2024 10:25 AM
17	More households composting year round.	7/4/2024 10:11 AM
18	Nutrient rich soil for gardens	7/4/2024 10:03 AM

Q11 Which model if the FoodCycler would you be interested in purchasing?

Answered: 115 Skipped: 24



ANSWER CHOICES	RESPONSES
 FoodCycler FC-30 (\$150 + Tax)	64.35% 74
 FoodCycler Eco 5 (\$300 + Tax)	35.65% 41
TOTAL	115